



DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT

CITY PLANNING COMMISSION

DATE: December 3, 2020
TIME: 8:30 am
PLACE: Los Angeles City Hall
200 North Main Street, 3rd Floor
Los Angeles, CA 90012

CASE NO: CPC-2020-4926-CA
COUNCIL FILE: 20-0380-S1
CEQA: ENV-2020-4927-ND
LOCATION: Citywide
COUNCIL DISTRICT: All
PLAN AREAS: All

PUBLIC HEARING HELD ON: November 9, 2020

SUMMARY: An ordinance amending Article 6 of the Los Angeles Municipal Code to provide City Council and Mayor a mechanism to provide temporary regulatory relief from certain time limitations and parking provisions of the Los Angeles Municipal during and immediately thereafter a declared local emergency.

RECOMMENDED ACTIONS:

1. **Recommend** that the City Council determine that, based on the whole of the administrative record, the project was assessed in a Negative Declaration, No. ENV-2020-4927-ND, that there is no substantial evidence that the project will have a significant effect on the environment;
2. **Recommend** that the City Council adopt the proposed ordinance (Exhibit A);
3. **Adopt** the staff report as the Commission report on the subject; and
4. **Adopt** the Findings (Exhibit B).

VINCENT P. BERTONI, AICP
Director of Planning

ARTHI L. VARMA, AICP, Deputy Director

Hagu Solomon-Cary, Senior City Planner

Andrew Pennington, Planning Assistant
213-978-1395

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 Spring 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 agendaized 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.

Table of Contents

Summary	2
Initiation	2
Background	3
Subject Ordinance and Discussion	5
Public Outreach and Participation	10
Conclusion.....	13
Exhibits	13

Summary

The Local Emergency Code Amendment is an ordinance amending and establishing new provisions within Article 6 of Chapter 1 of the Los Angeles Municipal Code (LAMC). Article 6, titled “Temporary Regulations Relating to Land Use Approvals for Properties Damaged in a Local Emergency” is amended to provide targeted zoning relief to help alleviate the impacts of a local emergency to new and existing businesses. This amendment will retitle Article 6 Local Emergency Temporary Regulations, as well as, add Section 16.02.1 Relief from Specified Land Use Provisions. The amendment supplements the current provisions and procedures in Article 6, which details the various temporary zoning regulations available during a declared local emergency.

Specifically, the proposed ordinance will provide the Los Angeles City Council with a mechanism during a declared local emergency to:

1. Enact alternative time limits to effectuate most conditional uses and other quasi-judicial actions;
2. Extend most term-limited conditional uses and other quasi-judicial actions;
3. Suspend valet parking and specific offsite parking conditions of approvals above code requirements for certain amounts of time for most discretionary actions; and
4. Allow for an alternative calculation for automobile parking requirements for existing buildings in nonresidential zones going through a change of use per specific eligibility requirements.

Additionally, Article 6 will be renamed to reflect the broader scope of the Section including relief for emergencies that do not center on physical damage to structures or emergency uses of property. The proposed ordinance will also require that, after an emergency is declared, the City Council must pass a resolution or the Mayor issue an Emergency Order to enact the new provisions proposed by this amendment.

Initiation

The Local Emergency Code Amendment was introduced at Council on March 27, 2020 (Council File # 20-0380-S1). The motion instructed the Los Angeles City Planning Department to draft an ordinance providing specific zoning relief for local businesses during and for a period after the expiration of the COVID-19 pandemic local emergency declaration.

Generally, the relief request was:

1. Extend all expiring Conditional Use Permits (CUPs) for 12 months after the expiration of the local emergency declaration, under certain circumstances.

2. Suspend any additional parking requirements for changes of use 12 months after the expiration of the local emergency declaration.
3. Suspend any conditions of approval for off-site or valet parking requirements for six months after the expiration of the local emergency declaration.
4. Implement the Restaurant Beverage program, and provide it as an alternative to any eligible applicants already in process for a CUPs for alcohol sales once adopted.

It was adopted, with an amendment by City Council on May 27, 2020. The amending motion removed the requested actions related to the proposed Restaurant Beverage program. The Restaurant Beverage program is a separate proposed ordinance creating an administrative process for allowing the on-site sale of alcoholic beverages for bona-fide restaurants that meet an extensive list of performance standards. As proposed, it would not preclude applicants in process for a CUP for on-site alcohol sales from transitioning to the program. It was subsequently heard at City Planning Commission (CPC) and recommended for adoption, with amendments, by the CPC.

Subsequently, a motion was introduced on November 4, 2020 that would further amend the adopted instructions. It would expand the scope of the project to include administrative relief for on-site sign approvals in the Westwood Village Specific Plan and Ventura – Cahuenga Boulevard Corridor Specific Plan. As of the drafting of this report the amending motion has not been adopted, however staff has begun to investigate the request.

Background

Local Emergency Code Amendment

The COVID-19 pandemic has proven to be the most acute public health crisis in over a hundred years. The impacts of the pandemic itself and the public health measures necessary to combat it have led to devastating economic impacts, including job loss and permanent business closures for many small and local operators. Unlike essential businesses that remain open during local emergencies to maintain critical service levels, many businesses deemed non-essential closed to protect public health of patrons and operators. Among the most drastically affected businesses are local restaurants, entertainment venues, retail stores, and gyms. These neighborhood businesses are critical sources of employment, local spending, tax revenue, and, for many, a sense of community identity. The proposed ordinance aims to support the recovery of these vital businesses.

In general, local emergencies impact the livelihood of local businesses by lowering foot traffic, increasing operating costs and causing temporary closures or limiting operating hours. More specifically, operations during emergency response alters normal operating procedures and requires leeway to effectively accommodate changing regulations. The

COVID-19 pandemic has provided a case study in the stress and economic hardship that local businesses can endure during a local emergency. This is best illustrated through the changing emergency public health regulations to address the spread of the virus and the need to make constant adjustments to business operations. A wealth of knowledge, including scientifically recommended preventative measures and viable therapeutics, has lessened but not eliminated the uncertain trajectory of the virus and thus the public health restrictions needed to combat it.

The current guidance and preventative measures that are now required of local businesses range in specificity and scope. However, generally most non-essential businesses are strictly limited in their capacity, require face masks, have enhanced cleaning protocols, and for many have strict limits on indoor services if any are allowed. Many of these restrictions also apply to essential businesses, however that universe of business is much smaller, and exceptions are more common. These provisions can ratchet up and down depending on specific criteria related to the spread and public health impacts of the virus.

The impacts of these necessary restrictions have left many local businesses in crisis. This is particularly true for smaller businesses and storefronts that serve consumers directly or thrive off of large congregations of people. These include, but are in no way limited to, restaurants, theaters, entertainment venues, gyms, and local retailers. Almost weekly news articles list numerous closures and bankruptcies, both locally and nationally. Progress has been made in lowering unemployment, but new weekly unemployment claims have stayed elevated even as some businesses have reopened. These uses are the backbone of many of the City's commercial districts and centers, and vacancies in these areas is already on the rise.

The amendment to Article 6 will complement other actions taken by the State and the Mayor to aid local businesses and residents. Recently, during the response to impacts from safety measures put into place for COVID-19 the State expanded funding sources, relaxed regulations and authorized halting evictions of tenants to assist business operations. Furthermore, the Mayor has acted locally to allow expanded outdoor dining and to protect tenants from eviction during tough economic conditions.

Going forward, the proposed regulations may be applied to any declared local emergency. However, in order to do so, either the City Council, by resolution, or the Mayor, by emergency order, must activate the regulations. This, ensures that the specific provisions of the proposed ordinance are necessitated by the crisis at hand. Eligibility requirements vary for each type of relief spanning general requirements for CUPs and concurrent actions, limited eligibility for valet and off-site parking, to more restrictive criteria for changes of use. Ultimately the proposed amendment will provide a broader set of tools to respond to the needs of the community.

Current Article 6 Temporary Regulations

The amendment to Article 6 will add a new Section 16.02.1 with mechanisms for effectuating time limits of conditional uses and other quasi-judicial actions, as well as adjusting specific parking requirements. The amendment will also include the ability for the Mayor and City Council to declare a local emergency to activate this new Section, as well as the ability to extend the provisions by resolution, up to 24 months beyond the expiration of the local emergency temporary regulations.

Article 6, which was adopted after the Northridge earthquake to make it easier to rebuild, considers applications for temporary use and other land use approvals in emergencies declared by the Governor. The Article allows certain fees to be deferred until the issuance of a certificate of occupancy and certain public hearings may be waived when the Zoning Administrator, Area Planning Commission, City Planning Commission, or Director of Planning makes specific findings. Furthermore, plan approval processes are also waived for a list of Conditional Uses and Public Benefits deemed of such value for the health and safety of the community. The Department of Building and Safety may issue temporary permits for uses which will aid adversely impacted areas.

Subject Ordinance and Discussion

Section 16.02.1 Relief from Specified Land Use Provisions is added to the newly titled Article 6 Local Emergency Temporary Regulations of Chapter 1 of the Los Angeles Municipal Code to address specific recovery for vital businesses during a declared local emergency. The ordinance focuses on the extension of time limits and adjustment of parking requirements to assist businesses in responding and recovering from a local emergency.

For ease of navigation, this portion of the staff report follows the newly added Section 16.02.1 Relief from Specified Land Use Provisions. Each subsection summarizes the proposed ordinance change and explains the scope and intent of those additions.

A. Purpose

As stated, the purpose of Section 16.02.1 is to provide regulatory relief from specific provisions of the Municipal Code that in protecting health and safety during a local emergency results in adverse economic impacts on local businesses and properties. The response to the current pandemic has caused economic impacts to businesses across the country through the need for minimizing contact, lessening crowd sizes and generally keeping people at home. As a result of these secondary effects, business exchanges slowed, access to services were complicated and normal operations were interrupted. In responding to these instances, the City needs to provide regulatory relief to businesses to facilitate their ability to operate successfully during the local emergency.

B. Activation

This Subsection denotes the requirement that the City Council or Mayor must expressly activate the Section by resolution or emergency order for a citywide local emergency.

Unlike mass destruction caused by fire, storm or earthquake, the secondary impacts of responding to COVID-19, or a similar emergency, may be more localized and not recognized as a statewide event. By allowing the City Council or Mayor the ability to declare a local emergency to activate the provision of this Section, the benefits provided in this section are not beholden to the Governor's response.

In addition, the current COVID-19 pandemic local emergency is unique, just as are the recent wildfires that resulted in targeted local emergency declarations or even the Northridge earthquake declaration. Though arguments can be made that the provisions could be applicable to any local emergency, it allows the elected officials of the City to determine whether the scope of local emergency and its impacts demand zoning and economic relief for private businesses. Furthermore, it allows for an open discourse regarding its applicability since an affirmative action must be taken to enable it and for it to be extended.

After activation, the provisions would remain in effect during the local emergency and for 12 months after its expiration. City Council has discretion to alter this timeframe after the local emergency has expired. The activation clause is written in a way that allows the City Council, and the Mayor, latitude in determining the Section's applicability to a declared local emergency and for how long it stays in effect.

Finally, as a result of feedback during the public process language has been added to address the preeminence of State law over local ordinance. It should be noted that Article 6 Local Emergency Temporary Regulations does not supersede State law, including but not limited to the California Coastal Act or the Subdivision Map Act. This language has been inserted as an exception to the activation clause for the proposed Section. Conversations are occurring between California Coastal Commission staff and Department staff to ascertain if certain provisions could be made applicable to those areas, however those discussions are still ongoing and no final decision has been made.

C. Termination

This Subsection outlines the minimum term of relief and how City Council may end or extend these provisions. Similar to activation, termination requires thoughtful determination of the extent of the local emergency and the impacts relieved through the provisions of this Section. Implementing a minimum term of 12 months after the local emergency has ended allows City departments to prepare for a return to standard practice as well as allows applicants the time needed to complete processes begun during an emergency.

Furthermore, providing for the extension of the allowed term for a maximum of 24 months beyond the initial activation period (36 months total) again allows for the City to specifically respond to extenuating situations not predicted at the end of a local emergency. Specifically, although the current pandemic may be controlled through societal changes, mask wearing, etc. and the emergency deemed to be ended; the widespread availability and inoculation of the general public may take additional time. Similarly, as businesses have adapted their operations to conform to a change in daily life, it may be determined that additional time is needed to undo the modifications to parking arrangements, etc. Therefore, the extension of relief provided by this Section to applicants and business owners, in processes throughout the city, may be required.

Finally, to ensure complete flexibility and minimize unintended consequences the City Council retains discretion to terminate the provisions at any time after the termination of the local emergency. This allowance provides the needed flexibility if the local emergency does not have the wide-ranging impacts that might have been envisioned when the Section was initially activated. As aforementioned, a local emergency declaration and the type of events that precipitate such a declaration are uncertain events for which maximum flexibility is needed.

D. Time Limitation Extension

The first type of relief provided when this Section is activated extends the time limitations for utilizing an approved CUP, or similar quasi-judicial action. In addition, this relief encompasses term-limited CUPs which have a condition of approval that expires the original approval and requires reapplication for continued use. The time limitations and term-limited grants for conditional uses and quasi-judicial approvals listed in Section 12.24, that are valid during a local emergency, will be extended the length of the emergency plus an additional 12 months. Time extensions will not include approvals for the specified intense uses:

- 12.24 U.5. Correctional or penal institutions.*
- 12.24 U.10. Hazardous waste facilities in M2 and M3 zones.*
- 12.24 U.11. Hazardous waste facilities in M3 zones.*
- 12.24 U.17. Natural resources development.*
- 12.24 U.18. Onshore installations required in connection with the drilling for or production of oil, gas or hydrocarbons, under specified conditions.*
- 12.24 U.29. Petroleum Based Oil Refineries.*
- 12.24 W.47. Temporary geological exploratory core holes in all zones except the M3 Zone, under specified conditions.*

Although the list of Conditional Uses that may be extended during a local emergency are extensive, some examples would include schools and home improvement stores. Other quasi-judicial approvals that may be extended by the provisions of this Section include childcare facilities and farmers' markets, among others. These community based or job creating uses may need extra time to clear approval when staff has been limited or public meetings are delayed by an emergency or are otherwise limited by a local emergency.

Furthermore, the proposed ordinance prohibits businesses that are in the process of revocation from being eligible for these temporary measures unless and until the revocation proceedings are concluded and only if the proceeding(s) do not result in any corrective conditions or revocation. Additionally, application requirements for time relief are required as well as standard notification of the local Council Office, Los Angeles Police Department, and the Department of Building and Safety.

E. Automobile Parking Relief

The second type of relief from LAMC provisions provided relates to automobile parking. The provisions around automobile parking provide benefits both to existing businesses and future businesses in existing buildings. The relief provided includes an alternative automobile parking requirement for: existing buildings undergoing a change of use, and operating businesses that are required by an approved zoning entitlement to provide valet parking services or off-site parking that is in excess of LAMC requirements. As parking is one of the biggest drivers of cost for many new businesses in Los Angeles, this type of relief has significant potential to assist in the economic recovery of our commercial centers and corridors.

Changes of Use

The first form of automobile parking relief permits changes of use in existing buildings to occur with no additional parking requirements. The alternative automobile parking requirement for changes of use is only available to nonresidential uses that meet requirements such as possessing a Certificate of Occupancy predating the local emergency, remaining under 5000 square feet of floor area, additions within the existing walls, and cause no net loss of dwelling units. These limitations on the utilization of the alternative automobile parking requirement help to target the actions to the existing built environment and smaller scale businesses. Several data inputs were reviewed to determine the size limitation as well as to better understand the universe of those seeking automobile parking relief Citywide.

Data was collected for all variances and conditional use permits applied for in the last five plus years that were related in some way to parking. The data showed that several uses typically request parking relief including restaurants, hotels, self-storage facilities, schools, and to a lesser degree fitness uses. Many were large-scale new construction projects whereas restaurants and similar uses were usually smaller buildings or tenant spaces under 5000 square feet.

In addition, data was collected from the City's Department of Transportation on the businesses and properties utilizing an in-lieu parking program in the Ventura-Cahuenga Boulevard Specific Plan. This program allows small businesses that are automobile parking deficient because of a change of use or addition to pay a monthly in-lieu fee for up to 10 deficient parking spots for as long as the use is active. This data again provided

information on the types of uses that are typically seeking parking relief, as well as information on the utilization of the program and types of properties that are involved.

These data inputs played a role in helping to shape the eligibility criteria for the alternative automobile parking requirement for changes of use. Due to the size and diversity of the City of Los Angeles, a number of various criteria could be utilized however the cap on the size of the space being changed lent itself to being the most determinative of the businesses scale, which the initiating motion dictated should be aimed at small, local businesses. When looking at the case filing data and in-lieu program, most of the projects reusing existing buildings were under 5,000 square feet and many were significantly under.

The alternative automobile parking requirement for changes of use is permanent for those building and properties that take advantage of it during the time the provision is active. This means that no additional parking will be required of the property or business after the sunset of the provisions in the new Section in Article 6. The automobile parking requirements will remain with the use until an expansion or further change of use occurs. Though this is not articulated in the City Council instructions, there are a number of enforcement barriers to applying a new parking requirement on an existing business or property as well as the sudden cost burden of compliance which would undermine the intent of the relief City Council is requesting.

Parking can be an expensive and onerous process for businesses to provide during startup and construction. By providing relief for applicants to forego additional parking during a change of use application a major hurdle is removed, which incentivizes construction and invigorates job creation at a critical time during and post emergency. By limiting the relief to smaller projects long term impacts are lessened and this ensures that the type of projects that are likely to be up and running faster make earlier contributions to the economy; in turn benefitting recovery. The permanent implementation of these benefits is a stimulus to potentially waning commercial corridors where tenant vacancies could be at risk of expanding.

Off-Site and Valet Parking

The Subsection also temporarily suspends off-site and valet parking conditions of approval, that were approved or active during the activation of these provisions. Eligible grants include Project Permit Adjustments, Exceptions from Specific Plans, all CUPs and Quasi-Judicial Approvals of Section 12.24, Adjustments and Slight Modifications, as well as Zone and Height District Changes. Variances that contain off-site and valet parking conditions are not eligible for this temporary suspension. The City's Charter has very exacting findings and standards for variances that allow wide discretion to decision makers that could potentially undermine the original case and conditions. Termination of temporary parking relief is 12 months, or up to 36 months if extended by Council, from the expiration of the declared emergency.

The temporary benefits of relief from conditions of approval that require valet and off-site parking make it easier to meet operational parking standards during a declared emergency where parking needs may have temporarily diminished. A business that may see a drop in traffic during a declared emergency would not have the additional cost of providing parking beyond that required by the code and could reallocate those funds or the space itself as needed. Furthermore, the flexibility provided by not having to maintain those spaces as parking can help facilitate other emergency relief actions taken by the City. One recent example is the al fresco dining program, which has been a critical tool for the City in providing flexibility to businesses operating during the current COVID-19 crisis.

Public Outreach and Participation

A public review draft of the ordinance was initially released on October 19, 2020. Notice of the availability of the draft, as well as of the staff hearing, was posted on the Department of City Planning website, and emailed to a list of persons and organizations who had previously expressed an interest in the update process.

A staff hearing was held November 9, 2020 online via Zoom where 26 people were in attendance. The Department received spoken testimony from 20 individuals at the hearing. All participants were generally in support of the Ordinance with one exception who was opposed to the portion overriding of Specific Plan Area parking requirements, detailed below. Organizations submitting correspondence or making in-person comments included but were not limited to the following:

- Independent Hospitality Coalition
- Valley Industry and Commerce Association (VICA)
- Tarzana Improvement Association
- Melrose Business Improvement District
- Venice Neighborhood Council

Prior to the staff hearing the Department received a total of eight pieces of written correspondence on the proposed ordinance, inclusive of both letters and emails. Comments touched on a broad range of topics; they are summarized below with the Department's response to comments arranged by topic.

Notification of Public Hearing

Following the release of the public review draft, the most frequent comments made in both written correspondence and spoken testimony were in general support of the ordinance. Topics concerning the interaction of the ordinance with Specific Plan Areas, easing of parking restrictions, coordination with State regulations and promotion of al fresco dining were raised. More general comments were provided on issues outside the immediate scope of this ordinance including the overall length and expense of approvals as well as long term impacts from the changes in retail environments post COVID-19.

Relation to Specific Plan Areas

General concern was expressed both for and against the need for impacting Specific Plan requirements above code requirements. The most common example was that of parking prescribed as a result of differing Specific Plans. One speaker was in support of keeping existing Specific Plan requirements intact and noted that the enhanced regulations took into account the needs of each area and should not be altered permanently as a result of temporary events. Further, citing that residential and commercial areas affected by a lack of parking need the long-standing protection provided by developed Specific Plans. Those in opposition to maintaining Specific Plan Areas without added relief from the new Emergency Temporary Regulations, noted that all areas of the city should benefit from the provisions of this ordinance. More so, without the relief provided from this amendment businesses and residents in certain Specific Plan Areas may not recover as quickly and would risk permanent closures and expanded vacancies. Currently, Section 16.02.1 Relief from Specified Land Use Provisions addresses interaction with Specific Plan Areas as superseding additional parking requirements and providing permanent relief after a declared local emergency. The majority of comments on this topic were in support of permanent relief of parking requirements as a result of Specific Plans for qualifying applications.

Easing of Parking Regulations

As with any development parking is typically a challenging hurdle in the development process; this concern was voiced by many participants. Appreciation was expressed by business owners that were able to benefit from al fresco dining without the need for added parking, or in place of existing parking areas. Many commenters described the changing landscape of business in the city in regard to the increased use of ride share services in lieu of traditional drive and park users. One comment outlined that previously business owners could offset the additional cost of valet services by the profitability of those subcontracts based on their popularity. Many valet companies are able to operate without a cost to the shopkeeper based on the revenue generated solely by users of the service. However, recently with the downturn in patronage, required valet contracts have become an additional expense to struggling businesses. In the wake of changing driving habits as well as the added pressures of operating through a pandemic; many businesses would benefit from the proposed relief from these requirements, both as temporary relief and those that would qualify for permanent reductions in parking. The proposed Local Emergency Temporary Regulations would allow some applicants temporary relief from valet requirements when associated with conditions of approval and permanent relief when valet is a tool for meeting change of use parking increases.

State Regulation Coordination

The issue of how this amendment will coordinate with State mandates was raised to staff. Specifically, how some parts of the City that fall under the Coastal Act will not benefit as directly from the proposed provisions to lessen parking requirements. In general, local ordinances do not override State jurisdiction; therefore, this ordinance will not replace the

requirements prescribed by State bodies with local oversight. Concern was expressed that as a result of the lack of coordination between the City and the State that certain areas of the City would lack the direct benefit on the intended emergency ordinances. In order for the relief provisions of the Local Emergency Ordinance to apply equitably throughout the city, including in the Coastal Zone, it is the California Coastal Commission (CCC) authority that would need to allow for such modifications to the Coastal Act procedures for coastal development entitlements. Furthermore, if the CCC is open to allowing temporary relief, staff suggests that the current draft ordinance continue in order to avoid a significant delay in the implementation of the proposed changes.

Promotion of the LA Al Fresco Dining program

Many comments received were directed at the benefits that al fresco dining has had for local restaurants. As eateries had to close dining rooms and indoor spaces, some establishments were able to transition to take-away services however this has not fully replaced previous traffic flow, pre-COVID. The flexibility to have outdoor eating has been a positive step to aid those restaurants that could not transition fully or at all to take-away. Although there is interest and a Council Motion (#20-1074) to explore making LA Al Fresco Dining program a permanent part of City approvals, the temporary support during local emergencies proposed in this ordinance are largely unrelated to that effort. Commenters noted that under the LA Al Fresco program, there has been a general improvement to sidewalk safety with the introduction of tables and personnel to store fronts.

Length and Expense of Standard Approvals

Much attention was given to the standard practices of the City that require steep investments of time and capital which tend to be prohibitive for small, family-owned businesses. Although, this general topic is outside the scope of the proposed provisions of Article 6, it is recognized as a real area of sensitivity for business owners. In times of increased financial stress, like those experienced during and after a local emergency, the ability to lower regulatory hurdles promote expansion and bolster limited operations is a direct benefit to the City. A request was heard for streamlining processes for applicants that are reacting to quickly changing conditions; something the Emergency Ordinance aims to provide. Furthermore, the ability to truncate lengthy processes by easing requirements expands access to services in times when resources are stretched thin.

Long Term Impacts and Changing Operations

Several participants discussed how the current response to the COVID-19 pandemic have possibly changed business operations permanently. Coupled with the continuing expansion of ride share services, delivery providers and restaurants without in person service (often referred to as ghost kitchens) the possibility of current parking and use requirements may have become outdated as a result of the quickly changing retail service environment. Again, although this topic is out of the scope of impact for the current

proposed provisions to Article 6, the relief offered in the ordinance does address the changing environment that is spotlighted during the most recent emergency response.

Conclusion

The Local Emergency Temporary Regulations amendment adds Section 16.02.1 Relief from Specified Land Use Provisions to Article 6 of Chapter 1 of the Los Angeles Municipal Code. The provisions of the amendment establish relief from time limitations for certain approvals and for certain parking requirements for businesses and nonresidential uses. The ordinance gives the City a mechanism to respond to specific challenges and aims to spur the economic recovery of vital businesses during a local emergency. The subject ordinance achieves this by:

- Enacting alternative time limits to effectuate most conditional uses and other quasi-judicial actions;
- Extending most term-limited conditional uses and other quasi-judicial actions;
- Suspending conditions of approvals requiring valet and off-site parking for certain amounts of time for specific discretionary actions; and
- Allowing for an alternative to automobile parking requirements for existing buildings in commercial zones going through a change of use per specific eligibility requirements.

In order to aid in the review of the proposed changes, the Department has also prepared supplemental materials that outline the scope and nature of the proposed amendments. The Department recommends that the Commission approve and recommend that the City Council adopt the ordinance, the findings, and the associated environmental document.

Exhibits

Exhibit A – Proposed Ordinance
Exhibit B – Land Use & Environmental Findings
Exhibit C – Environmental (ENV-2020-4927-ND)

EXHIBIT A: PROPOSED ORDINANCE

ORDINANCE NO. _____

An ordinance amending Article 6 of the Los Angeles Municipal Code (LAMC) to provide regulatory relief from specific provisions of this Code during a local emergency, aimed at minimizing adverse impacts on local businesses and properties.

WHEREAS, the City Council of the City of Los Angeles (“Council”) recognizes that the public health and economic impacts of the novel Coronavirus pandemic (“pandemic”) on the City of Los Angeles (“City”), and further appreciates the need to facilitate temporary zoning code relief to support the local economy and livelihood of those living and working in the City;

WHEREAS, the Council further recognizes that uncertainty surrounding the current local emergency, a result of the pandemic, and the risk of subsequent local emergencies to unduly impact the local economy and employment necessitates temporary regulations;

WHEREAS, during the current pandemic and local emergency the Council has undertaken extraordinary measures to support residents, tenants, business owners, and property owners Citywide;

WHEREAS, the Council desires to adopt and codify regulatory relief during declared local emergencies that provides reduced parking requirements and extensions of time periods and expirations for the use of certain land use entitlements;

WHEREAS, the Council intends for the relief to provide needed flexibility for businesses and projects by extending time limits for approvals, and provide targeted parking relief for small scale projects that is underpinned by a desire to provide cost savings to local proprietors while furthering the environmental and mobility goals of the General Plan;

WHEREAS, the Council aims for this relief to support the vitality and viability of its commercial corridors and districts that support the employment of local residents and contribute to the overall health of the local economy and generally improve the public welfare of the City;

WHEREAS, the Council has determined that the provisions of this ordinance are consistent with and implements the goals and objectives of the City’s General Plan;

NOW THEREFORE,

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

Section 1. Article 6 of Chapter I of the Los Angeles Municipal Code is renamed to read as follows:

ARTICLE 6

~~TEMPORARY REGULATIONS RELATING TO LAND USE APPROVALS FOR PROPERTIES DAMAGED IN A LOCAL EMERGENCY~~ LOCAL EMERGENCY TEMPORARY REGULATIONS

Sec. 2. Article 6 of Chapter I of the Los Angeles Municipal Code is amended to include a new section 16.02.1:

Section

16.00 Declaration of Purpose.

16.01 Long-term Temporary Uses.

16.02 Special Provisions for Other Land Use Proceedings.

16.02.1 Relief from Specified Land Use Provisions.

16.03 Restoration of Damaged or Destroyed Buildings.

16.04 Critical Response Facilities.

16.04.1 Short-term Temporary Uses.

16.04.2 Activation and Termination of Effect.

Sec. 3. A new Section 16.02.1 is added to Article 6 of Chapter I of the Los Angeles Municipal Code to read as follows:

SEC. 16.02.1. RELIEF FROM SPECIFIED LAND USE PROVISIONS.

A. **PURPOSE.** The purpose of this section is to provide regulatory relief from specific provisions of this Code, that in protecting health and safety during a local emergency results in adverse economic impacts on local businesses and properties.

B. **ACTIVATION.** The provisions of this Section shall be applicable upon declaration of a local emergency pursuant to the City Charter and the Los Angeles Administrative Code or the state Government Code, and only if the Mayor does so through an emergency order or the City Council expressly activates this Section by resolution. Activation of this Section must occur during a Citywide local emergency in which certain actions and restrictions taken to protect public health and safety result in a direct impact to private business operations and necessitate activation of this Section.

Exception. The provisions of this Section are not applicable when in contravention of State law that impose more restrictive land use controls than enumerated within this Section. This includes, but is not limited to, areas under the jurisdiction of the California Coastal Act.

- C. **TERMINATION.** The provisions of this Section will terminate 12 months from the expiration or termination of the local emergency declaration pursuant to City or state law. City Council may, by resolution, terminate the provisions of this section at any time after the expiration or termination of the local emergency order.

Exception. City Council may extend the provisions within this Section for up to an additional 24 months beyond the expiration or termination of the local emergency temporary regulations by resolution, allowing for the provisions to be in effect for a total of 36 months after the expiration of the local emergency order. City Council however retains the discretion to terminate these provisions at any time after the expiration or termination of the local emergency order.

D. **TIME LIMITATION EXTENSION.**

1. **Extension of Time Limitations.** Notwithstanding the expiration periods defined in Section 12.25., the expiration of a conditional use or other quasi-judicial approval, that was either approved or valid during the activation of these provisions, shall occur after the term prescribed in 12.25 A.1 plus an additional period equivalent to the term of the local emergency plus up to 12 months from the expiration of the emergency order when the criteria in 16.02.1 D.3 is met. This extension does not confer a vested right, unless a Vesting Conditional Use was applied for and granted pursuant to 12.24 T.
 - (a) **Multiple Approvals.** Notwithstanding the expiration periods defined in Section 12.36, if an eligible conditional use or other quasi-judicial approval is part of a project that has multiple approvals and is subject to the expiration period defined in Section 12.36, then the expiration period defined in 12.36 G.1 is extended by a term equivalent to the time period of the local emergency plus up to 12 months from the expiration of the local emergency for all approvals concurrently granted.
 - (b) **Exception.** At no time will the uses listed in 16.02.1 D.3.(a) be granted an extension regardless of whether said use was approved concurrently with an eligible approval.
2. **Extension of Term-Limited Grants.** Notwithstanding any condition of approval that specifies an expiration date or term limit for a conditional use or other quasi-judicial approval(s) and the expiration date occurs during the local emergency, said expiration date will be extended for the term of the local emergency plus up to 12 months when the criteria in 16.02.1 D.3 is met.
 - (a) **Multiple Approvals.** Notwithstanding any other provision of this Code to the contrary, if an eligible conditional use or other quasi-judicial approval is part of a project that has multiple approvals and any of the concurrent approvals have a condition of approval with a concurrent expiration date or term limit, said expiration date will be extended concurrently with the eligible approval.
 - (b) **Exception.** At no time will the uses listed in 16.02.1 D.3.(a) be granted an extension regardless of whether said use was approved concurrently with an eligible approval.
3. **Eligibility.**

- (a) Only a conditional use or quasi-judicial approval listed in Section 12.24 are eligible for the time extension.

Exception. Any conditional use or other quasi-judicial approval related to fossil fuel extraction, fossil fuel production, fossil fuel storage, or hazardous waste facilities are not eligible for the time extension within this Section. This includes, but is not limited to, the following.

12.24 U.10. Hazardous waste facilities in M2 and M3 zones.

12.24 U.11. Hazardous waste facilities in M3 zones.

12.24 U.17. Natural resources development.

12.24 U.18. Onshore installations required in connection with the drilling for or production of oil, gas or hydrocarbons, under specified conditions.

12.24 U.29. Petroleum Based Oil Refineries.

12.24 W.47. Temporary geological exploratory core holes in all zones except the M3 Zone, under specified conditions.

- (b) **Revocation.** Businesses or properties that are or have been the subject of revocation proceedings are only eligible for a time extension pursuant to this Subsection upon conclusion of those proceedings and only if the proceeding(s) did not result in any corrective conditions or revocation.
- (c) **Application.** An application is to be filed and fee paid, in accordance with the procedures set forth by the Department of City Planning.
- (d) **Original Approval.** The Director, or their designee, shall ensure that the prior discretionary approval and that the existing environmental documentation under the California Environmental Quality Act is adequate for the issuance of the extension.
- (e) **Notification.** The applicant shall notify, in accordance with the procedures set forth by the Department of City Planning, the Los Angeles Police Department, the Department of Building and Safety, and the City Councilmember whose district includes any portion of the property as part of the application process for the extension of the time limits.

E. AUTOMOBILE PARKING RELIEF

1. **Changes of Use.** Notwithstanding Sections 12.21 A.4, or any other Code section, ordinance, or specific plan to the contrary, a change of use, when plans are submitted and accepted by the Department of Building and Safety within the time period this Section is activated, shall not be required to increase automobile parking beyond that required by the existing approved use and for the duration of the changed use, if the following criteria is met.

(a) Eligibility. Only changes of use to an allowed nonresidential use in the respective zone that complies with all the following criteria are eligible.

- (1) The building wherein the change of use is occurring shall have a valid certificate of occupancy, temporary certificate of occupancy, or a building permit, if the building was constructed prior to when a certificate of occupancy was required, issued prior to the declaration of the local emergency wherein the provisions in this Section were activated by City Council resolution.
- (2) The change of use is limited to 5,000 square feet of floor area or less.
- (3) Any additions resulting in an increase of Floor Area shall be within the existing walls and existing roofline of the tenant space and building, not inclusive of outdoor space. At no time, during the time this Section is activated, shall the addition result in a total floor area for the entire tenant space and/or building of more than 5,000 square feet.
- (4) At no time, during the time this Section is activated, shall tenant spaces utilizing this Section be allowed to aggregate or combine spaces that would result in a floor area greater than 5,000 square feet. If this occurs, then the parking for the whole tenant space will conform with the provisions in Section 12.21 A.4.
- (5) No net loss of guest rooms and/or dwelling units result from the change of use.

(b) Application. An application shall be filed, in accordance with the procedures set forth by the Department of Building and Safety.

(c) Consistency. The relief provided in this subdivision is limited to the provisions enumerated herein, and the project shall otherwise be consistent with this Code and the General Plan.

2. **Conditions of Approval.** Notwithstanding any provisions of the Code, ordinance, or specific plan to the contrary, any condition of approval that requires valet parking is temporarily suspended, and any condition of approval that requires off-site parking for parking provided beyond those required by the provisions of this Code is temporarily suspended during the period that these provisions are active pursuant to this Section if the following criteria is met.

(a) Eligibility.

Only the following grants are eligible for relief, and only if they were approved or active during the activation of these provisions.

Section 11.5.7 E. Project Permit Adjustments.

Section 11.5.7 F. Exceptions from Specific Plans.

Section. 12.24 Conditional Use Permits and Other Similar Quasi-Judicial Approvals. Inclusive of the entire Section.

Section 12.28. Adjustments and Slight Modifications.

Section 12.32. Zone Change and Height District Change

- (b) **Application.** An application shall be filed, and a fee paid, in accordance with the procedures set forth by the Department of City Planning.
- (c) **Termination.** The relief provided in this subdivision shall terminate 12 months, or up to 36 months if extended by City Council resolution, from the expiration or termination of the local emergency. At termination any affected conditions of approval will be imposed, and if the condition was never effectuated the applicant shall provide verification to the Department of City Planning, in accordance with procedures set forth by the Department, within 90 days of termination of the provision of this Section.

Sec. 4. Section 16.04.2 of Article 6 of the Los Angeles Municipal Code is amended to read as follows:

A. General Provisions. The provisions of this article shall be applicable to a particular area upon the declaration of an emergency pursuant to Chapter 7 of Division 1 of Title 2 of the Government Code by the Governor relating to that area. The provisions of this article shall cease to be applicable to a particular area two years following the date of declaration of emergency, and for one additional year if an extension is approved by the City Council, provided, however, that the provisions of this article shall be considered as still remaining in full force and effect thereafter for the purpose of maintaining or defending any civil or criminal proceeding with respect to any right, liability or offense that may have arisen under the provisions of this article during its operative period, or with respect to enforcing any condition of approval of the temporary land use permit. The City Council may also extend by resolution any other time limits in this article for one additional year.

Exception. Notwithstanding the provisions within this Section to the contrary, the provisions in Section 16.02.1 shall only be activated by following the procedure outlined in Section 16.02.1 B.

Sec. 5. SEVERABILITY. If any provision of this ordinance is declared unconstitutional or otherwise invalid by a court of competent jurisdiction, such invalidity shall not affect other provisions of this ordinance that can be implemented without the invalid provision. To this end, the provisions of this ordinance are severable.

Sec. 6. URGENCY. The City finds that the continued application of certain conditional use permit and parking provisions during a local emergency will be injurious to the economic recovery from said emergency and unprecedented economic devastation it has inflicted on residents and businesses Citywide, which poses an immediate and growing threat to the health, safety, and general welfare of the City. The ongoing novel Coronavirus pandemic has brought an unprecedented amount of uncertainty to the City both in terms of public health and economic recovery, and immediate action is necessary to stem the continuing loss in business ownership and employment during these unprecedented times. The immediate enactment of these provisions will assist in minimizing permanent loss of employment, permanent closure of businesses, loss of redevelopment potential, curtailment of City revenues and subsequent curtailment of vital services, and the negative consequences for quality of life, health, safety,

and public welfare during a severe economic slowdown and delayed economic recovery. For all of these reasons, this ordinance shall become effective upon publication pursuant to Section 253 of the Los Angeles City Charter.

Sec. 7. The City Clerk shall certify that ...

EXHIBIT B: LAND USE AND ENVIRONMENTAL FINDINGS

Land Use Findings

In accordance with City Charter Section 556, the proposed ordinance is in substantial conformance with the purposes, intent, and provisions of the General Plan.

The proposed ordinance is in substantial conformance with the purposes, intent, and provisions of the General Plan in that it would further accomplish the following goals, objectives and policies of the General Plan as outlined below.

General Plan Framework Element:

The proposed ordinance meets the purpose and intent of the General Plan by furthering the objectives, policies and goals of a number of its Elements. The purpose of the proposed ordinance is to provide regulatory relief to businesses and properties during a declared local emergency that impacts regular business operations in trying to protect public health and safety. The intent is for the regulatory relief provided to help stabilize and revitalize existing commercial and industrial districts and centers. The regulatory relief may only be applicable during a declared local emergency; this is typically a time of uncertain outcomes and depressed economic activity.

The support provided is regulatory relief from certain Zoning Code provisions related to time limits for conditional use permits (CUP) and certain provisions related to automobile parking. This relief is targeted mainly to existing businesses and buildings, and is provided to help minimize costs, streamline permitting, and allow flexibility during an uncertain situation that resulted in a local emergency declaration.

The proposed ordinance supports the conservation and maintenance of the City's commercial districts and centers, industrial areas, and its nonresidential uses. This is accomplished by minimizing costs for existing business and property owners during a local emergency. The proposed ordinance extends time limits for CUPs until well after the termination of the local emergency to allow recovery of impacted businesses. This deferral of time limitations avoids costly administrative processes that would not otherwise be a burden if not for the conditions associated with a local emergency declaration. Costs are further reduced by waiving many conditioned requirements for off-site and valet automobile parking during and immediately after a local emergency. These cost savings for existing businesses, though limited in scope and term-limited, can help sustain a local business during an economically uncertain time.

Automobile parking requirements for existing buildings undergoing a nonresidential change of use are minimized by the proposed ordinance. No additional automobile parking is required for said change of use during and immediately after a declared local emergency. This relief provision helps to maintain the existing building stock and provides these buildings with flexibility during and after a local emergency by removing automobile parking requirements as a consideration in the reuse of the building. This flexibility allows for a diversity of uses to repopulate commercial and industrial properties and be responsive to the needs of the local neighborhood and their changing shopping needs. It also, in certain cases, will remove the need for discretionary review of a change of use since parking requirements will not change.

This term-limited change in automobile parking requirements is permanent for properties that are granted a change of use during the time period these provisions are applicable. The permanency of this provision furthers the City's goal of reducing vehicle miles traveled and appropriately managing its automobile parking supply. The potential reduction in automobile parking will assist in incentivizing alternative modes of transportation and will remove the incentive for automobile

trips if parking is limited. This reduction in vehicle miles traveled has numerous environmental benefits as well as helps disperse trips to other modes and times.

Finally, the proposed ordinance furthers the planning efforts the City has undertaken to adequately prepare for local emergencies, disaster relief, and recovery. The ordinance, in its entirety, provides the Mayor and City Council with another tool to help to combat the impacts and economic realities of a local emergency regardless of whether it is a natural disaster, man-made event, or threat to public health.

As discussed, the proposed ordinance further accomplishes the following goals, policies, and objectives of the General Plan:

General Plan Framework Element:

Objective 3.4. Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Objective 7.4. Improve the provision of governmental services, expedite the administrative processing of development applications, and minimize public and private development application costs.

Objective 7.3. Maintain and enhance existing businesses in the City.

Objective 7.6. Maintain a viable retail base in the City to address changing resident and business shopping needs.

Mobility Plan 2035 (Transportation Element):

Policy 4.13. Parking and Land Use Management. Balance on-street and off-site parking supply with other transportation and land use objectives.

Policy 5.2. Vehicle Miles Traveled. Support ways to reduce vehicle miles traveled (VMT) per capita.

Safety Element:

Goal 3. A city where private and public systems, services, activities, physical condition and environment are reestablished as quickly as feasible to a level equal to or better than that which existed prior to the disaster.

In accordance with City Charter Section 558(b)(2), the proposed ordinance is in substantial conformance with public necessity, convenience, general welfare and good zoning practice.

The proposed ordinance supplements existing temporary regulations applicable only during a declared local emergency. The ordinance responds to a desire for a codified mechanism for the Mayor or City Council to enact specific temporary provisions that would relax certain Zoning Code provisions related time limits for conditional use permits (CUP) and various automobile parking provisions during and immediately after a declared local emergency. The ordinance provides this

relief to assist existing businesses, buildings, and properties during economically uncertain times that exist during a local emergency. The relief is targeted at commercial and institutional uses, and intends to help stabilize these businesses and properties by deferring certain administrative timelines and associated costs and by waiving certain automobile parking requirements that encourage automobile trips and can incur substantial cost to the operator. The proposed ordinance intends to provide targeted relief that is limited in scope and applicability that is conformance with its General Plan and good zoning practices.

Environmental Findings

Approval of the project is supported by the Negative Declaration (ENV-2020-4927-ND) prepared for this project. The Negative Declaration concludes that the proposed ordinance would not have a significant effect on the environment, and therefore, an Environmental Impact Report is not required.

It is reasonably anticipated the proposed ordinance will not be associated with significant environmental impacts. The proposed ordinance is not anticipated to directly or indirectly result in any new development since the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development.

The Negative Declaration was published in the Los Angeles Times on November 19, 2020, opening a 30-day period to receive comments. It reflects the lead agency's independent judgment and analysis. On the basis of the whole of the record before the lead agency, including any comments received, the lead agency finds that there is no substantial evidence that the proposed ordinance will have a less than significant effect on the environment.

**EXHIBIT C: ENVIRONMENTAL
ENV-2020-4927-ND**

Local Emergency Code Amendment Project

Case Number: ENV-2020-4927-ND

Project Location: Citywide

Community Plan Area: Citywide

Council District: Citywide

Project Description: The Local Emergency Code Amendment project is an ordinance amending and establishing new provisions within Article 6 of Chapter I of the Los Angeles Municipal Code. This amendment will supplement the current provisions and procedures within Article 6, which details the various temporary regulations available during a declared local emergency. As discussed in detail in the Project Description, the proposed ordinance will provide the Los Angeles City Council and Mayor with a mechanism, during a declared local emergency, to enact an extension of time limits for certain conditional use permits and related actions, suspension of valet and off-site parking conditions of approval for certain entitlements, and suspension of additional parking requirements when a change of use occurs to a nonresidential use. Certain eligibility criteria must be meant to take advantage of any of these regulatory relief measures. All these provisions will only be available for activation during a local emergency declared by the City of Los Angeles or State of California. Furthermore, the provisions will only be available upon approval of an affirmative resolution by Council by majority vote or by emergency order by the Mayor, and the time period they are applicable during are time limited. However, if activated, the alternative calculation method for required automobile parking will be permanent for approved projects. The suspension of valet parking and off-site parking conditions of approval are limited to the time frame the provisions of are active. The time extensions are Finally, the project will rename Article 6 and create an exception, for these provisions, from the general activation clause of the Article which is automatic when a local emergency is declared.

PREPARED BY:

The City of Los Angeles
Department of City Planning

November 2020

INITIAL STUDY

TABLE OF CONTENTS

	<u>Page</u>
1. Introduction	3
2. Executive Summary	5
3.	
Project Description	9
3.1. Project Summary	9
3.2. Environmental Setting	10
3.3. Description of Project	14
3.4. Analysis	17
3.5. Requested Permits and Approvals	23
4. Environmental Checklist	24
I. Aesthetics	24
II. Agriculture and Forestry Resources	26
III. Air Quality	29
IV. Biological Resources	33
V. Cultural Resources	35
VI. Energy	37
VII. Geology and Soils	39
VIII. Greenhouse Gas Emissions	43
IX. Hazards and Hazardous Materials	45
X. Hydrology and Water Quality	49
XI. Land Use and Planning	53
XII. Mineral Resources	54
XIII. Noise	55
XIV. Population and Housing	57
XV. Public Services	59
XVI. Recreation	62
XVII. Transportation/Traffic	63
XVIII. Tribal Cultural Resources	66
XIX. Utilities and Service Systems	68
XX. Wildfire	72
XXI. Mandatory Findings of Significance	75
5. Conclusion	77

INITIAL STUDY

1 INTRODUCTION

This Initial Study (IS) document evaluates potential environmental effects resulting from construction and operation of the proposed **Local Emergency Code Amendment** Project ("Project"). The proposed Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Los Angeles (City). Based on the analysis provided within this Initial Study, the City has concluded that the Project will not result in significant impacts on the environment. This Initial Study and Negative Declaration are intended as informational documents, and are ultimately required to be adopted by the decision maker prior to project approval by the City.

1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act was enacted in 1970 with several basic purposes: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

The proposed project has been initiated by the City of Los Angeles Department of City Planning and requires discretionary review by the decisionmaker. The City of Los Angeles is the lead agency. The Department of City Planning is responsible for preparing the CEQA clearance for the decisionmakers' review and consideration in approving the proposed project. The Department of City Planning, on behalf of the Lead Agency, has determined that the project is subject to CEQA, and the preparation of an Initial Study is required.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report should be prepared; otherwise the Lead Agency may adopt a Negative Declaration or a Mitigated Negative Declaration.

This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006).

1.2. ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into four sections as follows:

1 INTRODUCTION

Describes the purpose and content of the Initial Study, and provides an overview of the CEQA process.

2 EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination whether the project may have a significant effect on the environment.

3 PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including project characteristics and a list of discretionary actions.

4 EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

INITIAL STUDY

2 EXECUTIVE SUMMARY

PROJECT TITLE	LOCAL EMERGENCY CODE AMENDMENT
ENVIRONMENTAL CASE NO.	ENV-2020-4927-ND
RELATED CASES	CPC-2020-4926-CA

PROJECT LOCATION	CITYWIDE
COMMUNITY PLAN AREA	CITYWIDE
GENERAL PLAN DESIGNATION	N/A
ZONING	N/A
COUNCIL DISTRICT	CITYWIDE

LEAD AGENCY	City of Los Angeles
STAFF CONTACT	ANDREW PENNINGTON
ADDRESS	200 N. SPRING ST. LOS ANGELES, CA 90012
PHONE NUMBER	(213) 473-1395
EMAIL	ANDREW.PENNINGTON@LACITY.ORG

APPLICANT	CITY OF LOS ANGELES
ADDRESS	N/A
PHONE NUMBER	N/A

EXECUTIVE SUMMARY

The Local Emergency Code Amendment (LAMC) project is an ordinance amending and establishing new provisions within Article 6 of Chapter I of the Los Angeles Municipal Code. This amendment will supplement the current provisions and procedures within Article 6, which details the various temporary regulations available during a declared local emergency.

As discussed in detail in the Project Description, the proposed ordinance will provide the Los Angeles City Council (Council) and Mayor with a mechanism, during a declared local emergency, to provide extensions for certain conditional use permits and concurrent actions and suspend certain valet and off-site parking requirements.

Additionally, the ordinance will provide alternative automobile parking requirements for existing buildings going through a change of use. Specific eligibility requirements must be meant to utilize the alternative automobile parking requirements including a cap on the size of the space in question, limited expansions and alterations, and a prohibition on net housing loss.

All of these provisions will only be available for activation during a local emergency declared by the City of Los Angeles (City) or State of California. Furthermore, the provisions will only be activated upon approval of an affirmative resolution by Council by majority vote or by the Mayor through an emergency order, and the time period they are applicable during is time limited. However, if activated, the alternative calculation method for required automobile parking will be permanent for approved projects. The suspension of valet parking and off-site parking conditions of approval is limited to the time frame the provisions are active.

The project will also make administrative changes to Article 6 of Chapter I of the LAMC by renaming Article 6 and adding an exception to the activation clause of the Article.

Finally, as discussed in detail in the sections below the project will not have a significant impact on the environment and thus a Negative Declaration may be adopted.

(For additional detail, see "Section 3. PROJECT DESCRIPTION").

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

(e.g. permits, financing approval, or participation agreement)

None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|-----------------------------------------------------------|--------------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Andrew Pennington

PRINTED NAME

Planning Assistant

TITLE

Xx

SIGNATURE

Xx

DATE

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

INITIAL STUDY

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The Local Emergency Code Amendment project is an ordinance amending and establishing new provisions within Article 6 of Chapter I of the Los Angeles Municipal Code. This amendment will supplement the current provisions and procedures within Article 6, which details the various temporary regulations available during a declared local emergency. As discussed in detail in the Project Description, the proposed ordinance will provide the Los Angeles City Council and Mayor with a mechanism, during a declared local emergency, to enact an extension of time limits for certain conditional use permits and related actions, suspension of valet and off-site parking conditions of approval for certain entitlements, and suspension of additional parking requirements when a change of use occurs to a nonresidential use. Certain eligibility criteria must be meant to take advantage of any of these regulatory relief measures.

All these provisions will only be available for activation during a local emergency declared by the City of Los Angeles or State of California. Furthermore, the provisions will only be available upon approval of an affirmative resolution by Council by majority vote or by emergency order by the Mayor, and the time period they are applicable during are time limited. However, if activated, the alternative calculation method for required automobile parking will be permanent for approved projects. The suspension of valet parking and off-site parking conditions of approval are limited to the time frame the provisions of are active. The time extensions are Finally, the project will rename Article 6 and create an exception, for these provisions, from the general activation clause of the Article which is automatic when a local emergency is declared.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

City of Los Angeles - Citywide

3.2.2 Existing Conditions

The City has an approximate land area of 478 square miles (297,600 acres) with an estimated population of nearly 4.0 million residents in 2017, according to the American Community Survey (ACS). The City lies within Los Angeles County which encompasses 4,000 square miles, 88 incorporated cities, and more than 10 million residents, according to the ACS. The City is divided into 15 City Council Districts and 35 Community Plan Areas. More than 87 percent of the City is developed with urban uses.

Commercial zoning and development occur throughout the City and is typically concentrated along major thoroughfares and in major commercial nodes because of economic and mobility reasons and to provide a buffer between residential uses and busy commercial and industrial areas. Residential zoning and development are the predominate zoning classification throughout the City, particularly single-family dwellings, mainly in homogeneous blocks with limited commercial zoning providing a buffer between the residential uses and more intense commercial or industrial zoning. Industrial zoning is concentrated in a few key nodes throughout the City, and it is generally buffered by commercial uses to provide separation from residential uses.

Currently the City is in a local emergency as a response to the COVID-19 pandemic. This local emergency was declared on March 4, 2020, and merely acknowledged the escalating spread of COVID-19, and the risks it could pose to the City if spread in the United States at pandemic levels. The initial order was quickly updated on March 19, 2020 with a mandatory stay-at-home order, and the immediate and the indefinite closure of non-essential businesses and activities. Efforts were made to prepare for the inevitable spread of the virus and further social distancing orders were put in the place. In mid-spring, as the growth of virus steadied at an elevated but manageable level, restrictions were loosened. This increased the spread of the virus exponentially throughout the summer. A reimposition of significant restrictions on non-essential businesses followed in June and July of 2020. Although it did not lead to a severe stay-at-home order, strict capacity limits and social distancing requirements were set for all businesses. This included a near prohibition on indoor activities for group activities when non-essential, though there are exceptions for essential service and constitutionally protected activities. A gradual loosening of the restrictions was occurring during the initiation of environmental review for the Proposed Project to allow some indoor uses however at severely limited capacities (October, 2020). However, local and state leaders have not committed to any timeline for the removal of restrictions and it is reasonably foreseeable that a reimposition of a complete ban on non-essential/protected indoor uses may occur again if the virus spread increases again.

The virus is still highly contagious and no known vaccine or cure yet exists, though some treatments have been found to be effective in preventing serious illness and death. Efforts are underway to expedite the release of a vaccine, but the earliest availability for

the general public would be in mid-2021 and that appears uncertain. This presents a possibility of continuing openings and closings of non-essential and high-risk businesses. The effects of this cycle, and the mandated social distancing protocols has led to drastic drops in economic activity, resulting in increased unemployment, business failures, decreased driving and transit ridership, and many other secondary impacts. These drastic drops in economic activity have had significant impacts to City finances, including large drops in tax revenue, building permits applications, and entitlement case filings.

The existing temporary regulations during a local emergency, outlined in the LAMC, are already active and being utilized Citywide. The Mayor of the City of Los Angeles (Mayor) has released several local emergency orders supplemental to the original (revised) order from March 19, 2020. These have included protections for renters and employees, establishment of meal delivery services, COVID-19 testing programs, homeless housing and services expansion, the establishment of an outdoor dining program (LA Al Fresco), waiver of certain sign enforcement regulations, and a tolling order that suspends certain time limits for entitlements and building permits. These orders have been executed through the broad police powers given to the Mayor during a local emergency, as outlined in the City Charter and Los Angeles Administrative Code (LAAC).

The Project provides a mechanism to extend time limits for certain conditional use permit (CUP) approvals, and provide relief from certain automobile parking requirements. When in effective it is applicable on a Citywide basis, though it is tailored to address mainly commercial uses. The Project is only effective during a local emergency and for a finite time after termination or expiration of the local emergency, under specific circumstances.

The following narrative provides an overview of existing conditions in relation to each of the various provisions within the Project.

Local Emergency

The relief provisions within the Project are only effective during a declared local emergency, and only after adoption of an enabling resolution by the Council or emergency order by the Mayor. The enabling resolution or order must include findings that the resolution is necessary due to the direct impacts to private businesses from the emergency order. The requirement for the enabling resolution is unique to the Proposed Project, as most temporary regulations available during a local emergency are automatically activated upon declaration of a local emergency.

Not all local emergencies are equal in terms of impacts, and uncertainty pervades any local emergency. This uncertainty pervades the existing conditions under the current local emergency in the City. As discussed above, the City has found the need to tighten and loosen business restrictions since the first months of the pandemic based on changing circumstances. This response, though necessary to respond to the changing conditions of the pandemic in the local community, has exacerbated the economic and financial impacts to local businesses, including a significant number of business closures and job loss.

To address this inherent uncertainty, and provide maximum flexibility to the Council, the Project's relief measures are time limited after they become available and the Council retains discretion to extend them or terminate them early. This allows Council to respond

to changing circumstances, as has been evident in the current local emergency. Even if Council chooses to take no action after enactment of these provisions, they will still expire 12 months after enactment.

Based on the inherent uncertainty of the pandemic and its affects locally, it makes it difficult to evaluate the impacts of the Proposed Project on the environment. The analysis in this initial study relies on available evidence and historical data. Where impacts would be too speculative to analyze, that will be identified in the analysis.

Time Limit Extensions

The Project provides two forms of relief from time limits, both of which impact the use of an approved CUP. The first form extends the time period to utilize an approved CUP, and the other extends the time period for a term-limited CUP.

A CUP is a quasi-judicial action with a certain level of discretion and findings that must be made, typically by a Zoning Administrator, an Area Planning Commission, or the City Planning Commission. This discretionary process subjects any project applying for one to the requirements of the California Environmental Quality Act (CEQA). Thus, any project with a CUP will have had an environmental review that was adopted as part of its overall approval.

Currently an approved CUP must be utilized within three years of it being approved, or up to six years if it is approved concurrently with another entitlement. (LAMC Sections 12.25 and 12.36, respectively). This means that a project must be operational and utilizing the benefit of the CUP within three to six years. If it is not utilized it will expire automatically, and a new grant application and approval will be required.

Some CUPs, but not all, are issued with term limits applied through a condition of approval, such as five or ten years. Generally, term-limited CUPs are used when there is a concern about the use becoming a nuisance or has potential for unknown or unintended consequences. Generally, after a term-limited CUP expires, the use is no longer allowed and the applicant will need to apply for and receive a new CUP to continue operations.

A conditional use permit application and the actions related to that filing, such as an environmental clearance and hearing, can run several thousand dollars if not significantly more depending on the type of permit(s) being sought.

Automobile Parking Relief

The Project provides two forms of regulatory relief from automobile parking requirements: (1) suspension of valet and off-site parking requirements in conditions of approval and (2) reduced parking requirements for changes of use that involve limited construction and no expansion of the existing building footprint.

Valet and off-site parking are not a universal requirement but imposed through a condition of approval on some projects, including some CUPs. The types of entitlements and projects that could have valet or off-site parking conditions that would be impacted are listed in the "Project Overview" section. It should also be noted that the suspension of off-site parking requirements is limited to any conditions imposed that require parking

beyond what is code required. If off-site parking is being utilized to meet code requirements then no suspension will occur.

Valet services can run from a few hundred dollars a day to many thousands per month depending on the type of service, hours of operation, location, and volume of traffic. Off-site parking would require, at minimum, a lease agreement with another property owner utilizing available excess parking and signage to assist wayfinding to the off-site parking. It may also entail hiring a valet depending on its distance from the business location. These can add substantial costs to any business operator, many factors go into determining the lease terms and cost but it can run thousands of dollars per month for someone needs multiple spots in close proximity.

The second form of relief is from minimum automobile parking requirements calculated for existing buildings undergoing a change of use. A change of use alters what purpose(s) the building or land is utilized for. The City's zoning dictates what type of uses are allowable in each zone. A change of use is typically an administrative action that is effectuated through a building permit with the City's Department of Building and Safety. In some instances, a change of use may trigger an additional ministerial or discretionary review by the City's Department of City Planning (DCP). In those instances, the requirement for DCP review is mandated by a Specific Plan or Overlay, and is not a general provision of the LAMC.

The LAMC outlines automobile and bicycle parking requirements in Section 12.22 A.4. The Project deals only with automobile parking, and does not alter the bicycle requirements. Requirements vary depending on the type of use, which are typically generalized uses such "commercial and industrial buildings" or "institutions." There are some specific uses such as restaurants or health clubs that require more or less than the generalized category they fall within. The parking requirements in the LAMC may be superseded by Specific Plans or Overlays, again either being more or less restrictive than the LAMC stipulated ones. Typically, a Specific Plan or Overlay is more restrictive, and many are more specific about what uses are required to provide what. More recent Specific Plans or Overlays have been less restrictive, however the predominate number of Specific Plans are older.

A building or tenant space undergoing a change of use will have its minimum parking requirements for the new use calculated based on the current ratios outlined in the LAMC. The required parking for the previous use, based on the current LAMC requirements, is then deducted from that new requirement and the balance is the additional parking required on-site. The LAMC does have options for providing parking off-site in specific circumstances. If the additional parking required cannot be made available then a zone variance is the only relief that can be sought for most nonresidential uses planning to inhabit an existing building.

Additional parking is not always required with a change of use, in some instances a surplus of parking may occur. It is all based on the ratios outlined in the LAMC.

A variance can cost tens of thousands of dollars to pursue with no guarantee of success, and purchasing or leasing parking off-site to make up for any deficiency can be equally expensive especially as it will be an on-going expense and must typically be within 750' of the subject property. It should also be noted that leasing parking off-site to meet

parking requirements requires a variance since the LAMC requires a covenant be recorded on the off-site parking not just a lease agreement.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The Project is an amendment to the Los Angeles Municipal Code (LAMC), specifically Article 6 of Chapter I the LAMC. Chapter I of the LAMC is commonly referred to as the Los Angeles Planning and Zoning Code (the Code) and deals in its entirety with planning and zoning regulations. Article 6, within Chapter I, lays out the temporary regulations available during a local emergency that pertain to planning and zoning provisions. This Project will amend Article 6 and supplement the existing temporary regulations.

The Project will introduce additional temporary provisions and exceptions to the Code that are only available during a declared local emergency. These provisions provide targeted relief to commercial businesses and similar types of development projects. Broadly these include:

- Time extensions for Conditional Use Permits (CUP)
- Alternative minimum automobile parking requirements for certain types of commercial structures
- Suspension of valet parking and certain off-site parking requirements

Certain eligibility criteria must be meant to benefit from each of these provisions. Furthermore, the benefit of the Project is contingent on both the declaration of a local emergency by local or state authorities, and adoption of a resolution by the Los Angeles City Council (Council) or emergency order by the Los Angeles Mayor (Mayor) activating the provisions.

An overview of the activation mechanism and the individual provisions, including their eligibility requirements follows below.

Activation & Local Emergency Requirements

The substantive relief provisions contained within the Project are only applicable during a local emergency under the following circumstances. A local emergency must be declared by either local or state authorities. The authority and conditions required to declare an emergency are outlined in the California Government Code for state authorities, and it includes enabling language allowing municipalities to declare local emergencies. The authority and conditions required to declare a local emergency by the City are located in the City Charter and the Los Angeles Administrative Code, and it is typically declared by the Mayor and affirmed or denied by the Council. Depending on the length of the declaration, the Council may need to reaffirm the declaration on monthly basis.

Once a local emergency is declared the Council must specifically activate the Project provisions. This is done by adopting a resolution by majority vote, which includes a finding that the measures taken during the local emergency to protect public health and safety directly impacted private business operations necessitating regulatory relief

provided within the Project. The Mayor may also activate the Project provisions, through their emergency power authority. This is a unique provision within the Article 6, as the current provisions in Article 6 are automatically enacted by the declaration of a local emergency and are effective for up to 3 years after the termination or expiration of the declaration. This will be altered by the Project, Article 6 will still be automatically activated but an exemption will carve out the relief provisions of the Project and they will follow the provisions outlined here.

Once activated the relief provisions of this Project remain in effect during the totality of the local emergency declaration. By default, they remain in place for 12 months after the expiration or termination of the local emergency. However, Council retains discretion to either extend the provisions a further 24 months or at any time terminate it without cause. At no time can the provisions remain in effect for longer than 36 months past the expiration or termination of the initiating local emergency.

Project Provisions

The Project contains numerous provisions that provide regulatory relief to local businesses and similar development projects after activation. The various provisions can be split into two categories, time limit extensions and automobile parking relief. The narrative below provides the details on the provisions related to both categories

Extension of Time Limits

Upon activation, and during the time period that the provisions are active, time limits for the utilization of an approved Conditional Use Permit (CUP) and term-limits and/or expiration dates for an approved and utilized CUP are extended. This includes any CUP approval that is active or approved during the time these provisions are active. The extension is for the term of the local emergency plus 12 months on top of the time limit defined within the Code. This is typically 3 to 6 years depending on if certain additional entitlements are included.

The extension extends to all concurrent, related discretionary actions that were approved with the eligible CUP approval.

For a CUP to be eligible for the time extension they must meet the following criteria:

- The CUP must be enumerated in the Code and cannot be related to the following uses:
 - Hazardous waste facilities
 - Natural resources development
 - Activities related to petroleum and/or gas extraction or production
- Neither the business nor the property can be subject to or have been subject to revocation proceedings that resulted in corrective actions or revocation
- Notification must be provided to the local City Councilmember and the Los Angeles Police Department
- Be subject to an internal review of their original approval and environmental documentation to determine if the extension would undermine any of the previous decisions and approvals.

The extension provided does not provide any vesting right related to utilization nor does it abrogate any required termination of the CUP or required Plan Approval or hearing. It is merely a limited extension to the time limits in the LAMC.

Automobile Parking Relief

The Project provides two types of automobile parking relief. The first suspends valet parking and off-site parking requirements for certain discretionary actions, and the other allows for an alternative minimum automobile parking requirement calculation for certain existing buildings. Details on each follow.

Valet & Off-site Parking

The Project suspends any condition of approval that requires valet parking or off-site parking that is not LAMC mandated for the entitlements listed below. The suspension of the condition of approval is in effect during the period that the relief provision is active pursuant to the timelines discussed above. At the sunset of these provisions, either by Council action or by expiration, any valet or off-site parking condition of approval is reactivated and must be met.

The conditions of approval must have been part of one of the following discretionary or quasi-judicial action:

- Project Permit Adjustment
- Exceptions from Specific Plans
- Conditional Use Permits and other Quasi-Judicial Actions
- Adjustments and Slight Modification
- Zone Change and Height District Change

For an entitlement holder to take advantage of the valet parking relief, they must apply to allow for tracking of any suspended valet requirements.

Required Parking & Changes of Use

The second type of relief provides an alternative automobile parking requirement for certain existing buildings and the tenant spaces within them undergoing a change of use. This relief provision caps the required automobile parking at what is being provided by the existing use at the time of plan submittal for a change of use.

Specific eligibility criteria must be met to utilize this alternative method. These include:

- The change of use must be to a nonresidential use
- The new use must be nonresidential in nature and must be an allowed use in the zone it is located
- The change of use must occur within an existing building, that was occupiable prior to the declaration of the local emergency
- The change of use is limited to 5000 square feet of floor area per tenant space
- Any addition resulting in additional floor area must be fully contained within the existing building envelope and cannot exceed the overall 5000 square foot cap
- Any merger or combining of tenant spaces within an existing building that have taken advantage of this provision cannot exceed 5000 square feet

- The change of use cannot result in any loss in dwelling units or guest rooms

Furthermore, the change of use must meet all zoning and planning provisions within the Code, and an application must be filed to utilize this methodology.

3.3.2 Analysis

The declaration of a local emergency typically portends difficult decisions and an uncertain outcome. It is also the only period when the Project may become applicable, and only for a predetermined amount of time. As discussed in the “Existing Conditions” section uncertainty during local emergencies is typical and can make forecasting impacts difficult. However, the City is currently in the middle of a local emergency caused by COVID-19 pandemic, which provides some guidance for what the impacts of the Project could be.

The current local emergency is only one example of the type of event that could occur, though it provides an example for how the level of uncertainty can play out, and the impacts that it can have. The City has in recent years declared local emergencies for wildfires in the Angeles Forest and the Santa Monica Mountains. One of the most devastating examples, the 1994 Northridge earthquake, precipitated the last significant change to Article 6 of the Code (the same Article being amended in this Project).

None of the major events mentioned above are alike, nor are the impacts that they have on the City. Nor are they or their impacts similar to the current emergency the City is experiencing with the COVID-19 pandemic. A unique confluence of risks, restrictions, and events created the need for this Project, much of it related to the impacts on non-essential and group activity businesses. However, the types of impacts to small businesses, local projects, and businesses that are occurring with the current local emergency could occur in other types of emergencies that require shut downs and stay at home orders. For that reason, the Project was crafted in a way to be available beyond the current local emergency and pandemic. However, it was also crafted in a way that ensured thoughtful consideration by the legislative body or executive before activation of its relief provisions.

It should be noted that the Project, and all its relief provisions, do not change any zoning or General Plan designations, create any zoning entitlements, approve any development, or introduce any new uses. It supports and promotes the purpose, intent, and provisions of the General Plan and the Mobility Plan. The Projects narrow scope, limited application in time and location would foreseeably reduce its potential impacts.

The introduction above helps to provide the necessary frame to analyze the impacts of the various provisions within the Project. Below is an analysis of the provisions, divided by categories of relief.

Extension of Time Limits

As discussed in the “Project Overview,” the extension of time limits is limited to an approved CUP and any concurrently approved entitlements that is still active. This means that they have already undergone an environmental study under or were statutorily or categorically exempt from CEQA. In cases of a term-limited CUP, the

conditional use will have been in operation in addition to having already been approved and environmental cleared.

The Project plays no role in the approval of the CUP or any of the associated concurrent actions nor does it authorize any changes to the underlying project. It targets only a LAMC required expiration or condition of approval related to the expiration of the approval. Furthermore, to ensure that the extension of the time limits does not create an unintended result or impact, the eligibility was limited in scope and not opened ended.

Both forms of time limit extensions impact approvals that have been environmentally reviewed, and that environmental review was certified by the City. This time extension does not alter that environmental review. However, to ensure that either form of time extension does not have an unintended impact, eligibility criteria were crafted.

Eligibility is limited, and excludes certain uses related to hazardous waste processing, petroleum processes and extraction, natural resources development, and similar extractive permits. A review of the original approval and environmental is required as part of the eligibility criteria. This ensures that any time extension, particular for those with a term-limited CUP are properly vetted before issuing the extension.

In addition, businesses and properties that have been subject to revocation proceedings that resulted in corrective conditions are ineligible for either form of time extension. This exclusion will ensure that none of those corrective and existing conditions including any related to an expiration of their CUP is not overridden by the Project. This will also minimize impacts to potential noise, aesthetic, and public services

Finally, the extension of time limits does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, or introduce any new uses. This is true regarding both forms of time limit extensions and any associated concurrent entitlements.

The time limit extension provisions of the Project are minor and limited in scope. It extends for a defined term the amount of time to act on either utilization of an approved CUP or the expiration of an approved and utilized CUP. Any impact created by the time extension is minor and would not impact the underlying approval or approved CEQA review. In addition, the circumstances that allow for the enactment of the time limit extension provision, and the Project as a whole, negate any certainty that the impacts of the time limit extension would be significant. The existing conditions that must exist for enactment involve the declaration of a local emergency which as evidenced in the "Existing Conditions" section creates a great deal of uncertainty and high probability of depressed economic activity inhibiting the full utilization of many CUP approvals. For all of these reasons, the provisions related to time limit extensions will have no impact.

Automobile Parking Relief

Automobile parking by itself, either the lack thereof or an overabundance is not considered a CEQA impact. However, the impacts of providing too few or too much parking can potentially lead to secondary impacts that may have an impact on the physical environment. This can include potential impacts on air quality, greenhouse gases (GHG), transportation, public services, and wildfires. Those impacts, however, are not simply quantified even when looking at an individual project. Common concerns

include increased air pollution and GHG emissions from vehicles circling city blocks or neighborhood streets looking for on-street parking. This same issue of circling city blocks raises a concern that there will be impediments to emergency access both for fire and police, but also emergency routes for certain evacuations during certain natural disasters. Finally concerns arise around a lack of on-street parking for residents, other business owners, and property owners where properties or businesses with deficient parking exist.

These are valid yet hypothetical impacts, and much of the discussion of impacts depends on whether a project has too much or too little on-site automobile parking. The Project proposes two types of regulatory relief from automobile parking requirements. They are a temporary suspension of valet and off-site parking requirements for certain entitlements, and a prohibition on additional automobile parking being required when a change of use for an existing building or tenant space occurs.

First the analysis will look at the potential impacts from suspending valet and off-site parking requirements for certain entitlements. The suspension effects any condition of approval requiring valet service or off-site parking (that is in excess of LAMC requirements) for most discretionary entitlements and is only in effect during the time of a local emergency and up to a maximum three-year period after the local emergency's termination, after which the condition will be reinstated. As a condition of approval and not a Code required provision, the imposition was made based on a subjective review of the project application, public testimony, and site conditions. It was also imposed during the original approval and the existing conditions at that time. This is all within the purview of the decisionmaker for that entitlement review as outlined in the Code.

The current existing conditions, and those that would be reasonably expected during a local emergency when the Project's relief provisions would be active are quite different then the physical conditions existing when the parking condition of approval was imposed. As discussed in detail in the "Existing Conditions" section of this document, uncertainty prevails during many local emergencies and particularly for ones that would be able to avail themselves of these provisions. Before these provisions are activated, Council must adopt a resolution that makes a finding that the impacts of the local emergency are drastically curtailing private business operations that these provisions are necessary. This extra step, which is unlike most temporary regulations during a local emergency, ensures that deliberative steps are taken to weigh whether these provisions are right for the local emergency at hand and that the impacts are being weighed against it.

The dramatic drop in business activity, particularly among uses that utilize valet services or would have a need for excess parking, during the current COVID-19 pandemic local emergency has shown the need for parking and valet services has diminished considerably. One of the main users of additional parking and valet services, restaurants, are severely limited in their seating capacity because of social distancing requirements.

The Project does extend these provisions past the expiration of the local emergency declaration for up to two years. It is reasonable to assume that over that two-year period conditions will improve and demand for valet services and additional parking will increase. Nothing in the Project prohibits an owner from choosing to reestablish the service before the suspension expires. In addition, if Council sees issues arising from

the lack of valet parking service or additional non-Code required parking it can always terminate the provisions of the Project before its statutory expiration.

That being said, the use of valet and excess off-site parking is not clearly tied to a reduction in impacts to the environment, including those mentioned above from secondary impacts related to parking. Valet and off-site parking provide increased access to parking. Increased access to parking has been shown in recognized transportation planning studies to induce traffic and automobile use. The low cost of many valet services and parking in general also adds an enticement to drive. Because of the external costs of parking access, the City encourages alternatives to driving and parking that are less impactful than driving and are encouraged by the City's General Plan and Mobility Plan 2035.

The City, the County of Los Angeles, and the State of California have made multiple, sustained efforts to provide alternatives to automobile trips. This includes investments in expanding rail and bus services, establishing bike-share programs Citywide, permitting scooter and dockless bike-shares, installing new bike path and bike lanes, regulating ride-share services, and adopting land use plans centering density around transit. The City also requires on-site bicycle parking of all new developments, this includes change of use projects. Also, of note is the density that exists in the City of Los Angeles.

Though valet parking and excess parking provide a service that minimizes automobile parking impacts, it does so by increasing reliance on the automobile and induces further demand of it at the expense of reasonable alternatives for a municipality as large and dense as the City. The encouragement to drive only exacerbates air pollution and GHG emission production since one of the main sources of those various pollutants is from mobile sources (i.e. gas-powered automobiles).

Many of the same points and conclusions regarding the impacts of suspending valet and excess off-site parking requirements apply to the relief provided related to minimum parking for a change of use. The Project reduces the possible required automobile parking maximum for existing buildings and tenant spaces undergoing a change of use, basically it states that no additional automobile parking will be required beyond what is the existing use currently is required. This is only available if very specific criteria are met, including that the change of use is nonresidential. This will open up a significant amount of existing building stock to re-use, minimizing the needs for redevelopment or significant new development which clearly has a more immediate and lasting impact on the environment.

As aforementioned certain criteria must be met to be eligible for this type of relief from the code required automobile parking requirements. Specifically, for a building or tenant space to be eligible for this calculation method the space in question must be in an existing building, be 5000 square feet or less, any additions or increases in floor area must be fully contained within the existing building footprint, any increase in floor area cannot push the space over 5000 square foot limit, and the project cannot create a net loss in housing.

These criteria was established to encourage the reuse and revitalization of our neighborhood main streets after a local emergency by and for small and local businesses. The criteria also will foreseeably minimize any impacts to the environment

because it limits the size of businesses that are eligible for the parking standard reduction.

It is important to note that the temporary change in how automobile parking requirements are calculated for changes of use is time-limited and is only available during the time that the relief provisions are in effect. However, once utilized the parking requirement will run with the life of the use.

The industries most impacted by social distancing requirements, occupancy limits, and prohibitions on operations are those uses with the most intense parking demand. These include uses such as restaurants, bars, theaters, health clubs and related uses. Numerous large, nationwide operators of restaurants and health clubs have filed for bankruptcy and have already closed numerous locations locally. This does not account for disruption and business closures that have occurred at local small business operators.

It may appear that renting a space currently used for retail, which has a low number of required parking spots, and converting it into use as a restaurant which would require 1.5x more parking would be advantageous for any operator and potentially induce substantial new development. There are considerations beyond parking that go into choosing a space. Costs are incurred for the change of use itself, but more importantly the space needs to now be retrofitted and built-out to accommodate the requirements of a restaurant including a kitchen and upgrading the utilities and interior to handle this new capacity load. This will also result in bringing the whole space up to the current building code and complying with all the other zoning and land use provisions in the LAMC.

The combination of the excess inventory in leasable space for the most intense uses (because of recent bankruptcies and closures), the uncertain economic conditions, the limiting eligibility criteria, and the time-limited available of the provision diminish the concerns over its widespread usage and the potential for significant inducement of growth and development.

This provision will be utilized though, and will result in some new uses in existing buildings with a fraction of the parking they would otherwise have. The same concerns and potential impacts that arose with suspending valet parking requirements pertain here as well, such as air quality and public service concerns. However, these hypothetical impacts do not rise to a level of significance. The automobile parking provisions were written to target small businesses with limited footprints in existing buildings.

There will end up being some vehicles circling neighborhood streets looking for and monopolizing on-street parking at businesses with decreased parking because of this Project. However, the inverse is the continuing encouragement of automobile driving by providing parking for every possible user. As discussed above, all levels of government in California have made significant policy adjustments to address the impacts of mobile source pollution from vehicles, including the enactment of Senate Bill 743 which changed the way transportation impacts are looked at in CEQA studies such as this one.

No longer are congestion levels of service prioritized which lead to increase capacity and vehicles, but rather vehicle miles traveled (VMT) are the barometer and the goal is to keep them low. By minimizing parking on-site for commercial uses it encourages users

to adopt alternative methods of transportation. This fact is one of the reasons that providing less than the minimum parking requirements is a credit for new developments project when they are calculating their VMT. This project does just that, however on a limited basis. Additionally, any secondary impacts from traffic caused by people circulating looking for parking is also off set by the reduction in traffic over all by the depression of activity caused by the emergency. Council may only activate the parking relief provisions when businesses have been adversely impacted by an emergency. As recent events have shown, traffic is down because of the reduced activity as is the revenue from the City's parking tax, utilization of its City owned parking lots, and parking citations. Therefore, it is also reasonably foreseeable that any secondary impacts from loss of parking would be reduced by an overall reduction of traffic due to the emergency conditions.

Conclusion

The Project overall is limited in its purview and applicability. It was specifically crafted to avoid significant environmental impacts. Furthermore, the applicability of the provisions is limited in scope, and requires affirmative action by the City Council before being enacted during a local emergency and for a defined period after its termination.

This analysis shows that the relief provisions for extensions of time limits has less than significant impacts on the environment. The provision's narrow scope of entitlements, eligibility criteria, internal review of original approval, and defined time extension eliminate the potential for significant impacts. This combined with the uncertainty of the time period that allows enactment these provisions ensure that its applicability is further limited and diminishes the potential for impacts.

The relief provisions related to automobile parking, particularly the one related to changes of use may appear to have the potential to induce growth and development. This could potentially create impacts, though as the analysis outlines it would be speculative to assume that the provisions would induce such growth. A confluence of events would need to occur, and a disregard for the numerous considerations that go into changing the use of an existing building or tenant space beside parking. Though the cost of leasing additional parking and/or applying for a variance for relief from parking requirements is substantial, that cost alone is not the sole driver of changing a space. Nor should it be assumed that all changes of use will result in a need for additional parking, as there is and will be ample supply of leasable commercial space that either conforms to the use needed or the use being changed to requires less parking than the existing use. Consideration must also be given to the other planning and zoning provisions that are triggered by a change of use and any accompanying improvements that may further restrict the size, density, and use. This consideration should also extend to the cost and needs for improvements and additions to the existing space for its new intended use. Furthermore, the conditions that must exist to allow enactment of the provisions are shrouded in economic uncertainty due to it being in the midst of a local emergency.

Moreover, the baseline for analysis of the Project is conditions as they existed prior to the COVID-19 pandemic in January-February of 2020. Using this baseline is "necessary to provide the most accurate picture practically possible of the project's impacts." 14 Cal Code Regs §15125(a)(1). As discussed, this project is intended to try and revive lost business and economic activity, and actually bring things back to the pre-COVID

activities. It is not reasonably expected that this Project will be able to do that, as this analysis has detailed. Therefore, on a Citywide basis, it is not likely that this Project will have reasonably foreseeably indirect significant impacts to the environment. And any impacts from localized activity caused by one or more businesses using the relief provisions would be speculative at this point in time.

Based on all of the above, this Project will not induce substantial growth and development and cause anything more than less than significant impacts.

3.4 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The Negative Declaration will analyze indirect impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

This Project is an amendment to the Zoning Code, Chapter 1 of Los Angeles Municipal Code, to allow for the Los Angeles City Council to enact extended time limits for specific entitlements and permits, enact alternative parking requirements for certain existing buildings and tenant spaces in commercial zones, and to temporarily suspend certain conditions of approval related to valet site parking for certain projects during a declared local emergency.

INITIAL STUDY

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099 would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Have a substantial adverse effect on a scenic vista?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not

anticipated to create any new development or activities which would have any substantial adverse effect on a scenic vista. Therefore, no impact will result from the Project.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state scenic highway?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would substantially damage any scenic resources or desirable aesthetic natural features. Therefore, no impact will result from the Project.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would significantly degrade public views or scenic quality. Therefore, no impact will result from the Project.

d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would create a new source of substantial light or glare. Therefore, no impact will result from the Project.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would convert farmland. Therefore, no impact will result from the Project.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would conflict with or change existing zoning for agricultural use, or a Williamson Act contract. Therefore, no impact will result from the Project.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would conflict with, rezone, or impact forest land or timberland. Therefore, no impact will result from the Project.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any

new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would result in a loss or conversion of forest land. Therefore, no impact will result from the Project.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would impact or convert existing farmland or forest land. Therefore, no impact will result from the Project.

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project does not foreseeably anticipate new development or activities that would conflict with or obstruct implementation of the applicable air quality plan.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing buildings. This increase in changes of use and resultant decrease in available parking could increase traffic around the site from automobiles, pedestrians, bikes, and public transportation. In particular, the increase in vehicle traffic to and around sites with decreased parking could lead to increase pollutants and cause a conflict with the implementation

of the applicable area quality plan.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. This also presupposes that the only viable transportation to access these new businesses would be through vehicles, and that other alternatives such as transit, biking, walking, or ride-sharing are not viable. This is a false assumption based on the evidence in the record, and it would not increase activity beyond the baseline conditions pre-Coivd-19. Furthermore, the reduction in parking would diminish the inducement of vehicle trips that ample parking provides. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project does not foreseeably anticipate new development or activities that would result in a cumulatively considerable net increase of any criteria pollutant which the air basin is non-attainment under federal and state air quality standards.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could increase traffic around the site from automobiles, pedestrians, bikes, and public transportation. In particular, the increase in vehicle traffic to and around sites with decreased parking could lead to increase pollutants from mobile sources such a vehicle operation.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. This also presupposes that the only viable transportation to access these new businesses would be through vehicles, and that other alternatives such as transit, biking, walking, or ride-sharing are not viable. This is a false assumption based on the evidence in the record. Furthermore, the reduction in parking would diminish the inducement of vehicle trips that ample parking provides. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is

limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project does not foreseeably anticipate new development or activities that would expose sensitive receptors to substantial pollutant concentrations.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could increase traffic around the site from automobiles, pedestrians, bikes, and public transportation. In particular, the increase in vehicle traffic to and around sites with decreased parking could lead to exposure of sensitive receptors to certain pollutant concentrations.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. This also presupposes that the only viable transportation to access these new businesses would be through vehicles, and that other alternatives such as transit, biking, walking, or ride-sharing are not viable. This is a false assumption based on the evidence in the record. Furthermore, the reduction in parking would diminish the inducement of vehicle trips that ample parking provides. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would result in other emissions adversely affecting a substantial number of people, such as those emissions leading to odors. Therefore, no impact will result from the Project.

IV. BIOLOGICAL RESOURCES

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	----------------------------------------------------------------	------------------------------------	-----------

Would the project:

- | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would have a substantial adverse effect on any species identified in the question. Therefore, no impact will result from the Project.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated create any new development or activities which would have a substantial adverse effect on any riparian or identified sensitive natural community. Therefore, no impact will result from the Project.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would impact have a substantial adverse effect on any state or federally protected wetlands. Therefore, no impact will result from the Project.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would interfere substantially with any native resident or migratory fish or wildlife species. Therefore, no impact will result from the Project.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would conflict with any local ordinances or policies protecting biological resources. Therefore, no impact will result from the Project.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would conflict with an adopted habitat conservation plan, as the City does not have one. Therefore, no impact will result from the Project.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to State CEQA Guidelines §15064.5?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council. Further or Mayor more, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would result in a substantial adverse change in significance of a historical resource pursuant to State CEQA Guideline §15064.5. Therefore, no impact will result from the Project.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would result in a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Guideline §15064.5. Therefore, no impact will result from the Project.

c) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities which would disturb any human remains. Therefore, no impact will result from the Project.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project does not foreseeably anticipate new development or activities that would result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could induce new business creation and any subsequent improvements or construction could lead to increased, unnecessary energy consumption during operations or construction.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. Care was also taken to minimize the applicability of this provision to existing buildings and structure, as well as imposing limits on the construction of new floor area beyond the existing structure. Furthermore, any new businesses will be required to comply with all applicable energy efficiency standards designed to conserve energy and, although significant new development is not anticipated or encouraged as part of this Project, any new development would be required to comply with the Los Angeles Green Building Standards Code (LA Green

Code), which is aimed at reducing Greenhouse Gas (GHG) emissions by imposing stringent standards to reduce energy consumption. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

- **Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project does not foreseeably anticipate new development or activities that would conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could induce new business creation and any subsequent improvements or construction could lead to a potential conflict with a state or local plan for renewable energy or energy efficiency.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. Care was also taken to minimize the applicability of this provision to existing buildings and structure, as well as imposing limits on the construction of new floor area beyond the existing structure. Furthermore, any new businesses will be required to comply with all applicable energy efficiency standards designed to conserve energy and, although significant new development is not anticipated or encouraged as part of this Project, any new development would be required to comply with the Los Angeles Green Building Standards Code (LA Green Code), which is aimed at reducing Greenhouse Gas (GHG) emissions by imposing stringent standards to reduce energy consumption. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new substantial development, grading, excavation, or earth movement activities that would create the rupture of a known earthquake fault. Therefore, no impact will result from the Project.

ii) Strong seismic ground shaking?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new substantial development, grading, excavation, or earth movement activities that would create strong seismic ground shaking. Therefore, no impact will result from the Project.

iii) Seismic-related ground failure, including liquefaction?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new substantial development, grading, excavation, or earth movement activities that would create seismic-related ground failure. Therefore, no impact will result from the Project.

iv) Landslides?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new substantial development, grading, excavation, or earth

movement activities that would create conditions leading to a landslide. Therefore, no impact will result from the Project.

b) Result in substantial soil erosion or the loss of topsoil?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new substantial development, grading, excavation, or earth movement activities that would result in substantial soil erosion or the loss of topsoil. Therefore, no impact will result from the Project.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new substantial development, grading, excavation, or earth movement activities that would be located on geologic unit or soil that is unstable or that would become unstable because of the project. Therefore, no impact will result from the Project.

d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new substantial development, grading, excavation, or earth movement activities that would be located on expansive soil. Therefore, no impact will result from the Project.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create

any new substantial development, grading, excavation, or earth movement activities that would result in soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact will result from the Project.

f) . Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new substantial development, grading, excavation, or earth movement activities that would directly or indirectly destroy unique paleontological resource, site, or unique feature. Therefore, no impact will result from the Project.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project does not foreseeably anticipate new development or activities that would result in generation of greenhouse gas emissions that may have a significant impact on the environment.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could increase traffic around the site from automobiles, pedestrians, bikes, and public transportation. In particular, the increase in vehicle traffic to and around sites with decreased parking could lead to increased greenhouse gas emissions from mobile sources such as a vehicle operation.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. This also presupposes that the only viable transportation to access these new businesses would be through vehicles, and that other alternatives such as transit, biking, walking, or ride-sharing are not viable. This is a false assumption based on the evidence in the record. Furthermore, the reduction in parking would diminish the inducement of vehicle trips that ample parking provides. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new

development. Therefore, at worst a less than significant impact is expected.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project does not foreseeably anticipate new development or activities that would conflict with an applicable plan, policy or regulation adopted to reduce emissions of greenhouse gases.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could increase traffic around the site from automobiles, pedestrians, bikes, and public transportation. In particular, the increase in vehicle traffic to and around sites with decreased parking could lead to a conflict with greenhouse gas emission reduction plans, policies, or regulations.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. This also presupposes that the only viable transportation to access these new businesses would be through vehicles, and that other alternatives such as transit, biking, walking, or ride-sharing are not viable. This is a false assumption based on the evidence in the record. Furthermore, the reduction in parking would diminish the inducement of vehicle trips that ample parking provides. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would create a significant hazard to the public or environmental through the transport, use, or disposal of hazardous materials. Therefore, no impact will result from the Project.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would create a significant hazard to the public or environmental through the reasonably foreseeable accident conditions involving the release of hazardous materials into the environment. Therefore, no impact will result from the Project.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no impact will result from the Project.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create

any new development or activities that would be located on a site included on a list of hazardous materials sites compiled as outlined in the question. Therefore, no impact will result from the Project.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would result in a safety hazard or excessive noise for people residing or working within an airport land use plan or within two miles of a public or public use airport. Therefore, no impact will result from the Project.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project does not foreseeably anticipate new development that would impact or impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could increase traffic around the site from automobiles, pedestrians, bikes, and public transportation.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new

uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would expose people or structures to a significant risk of loss injury, or death involving wildland fires. Therefore, no impact will result from the Project.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Result in substantial erosion or siltation on- or off-site;				
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;				
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				
iv. Impede or redirect flood flows?				
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would violate any water quality standards or waste discharge requirements. Therefore, no impact will result from the Project.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Therefore, no impact will result from the Project.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would result in substantial erosion or siltation on or off site. Therefore, no impact will result from the Project.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would substantially increase the rate or amount of surface runoff which would result in flooding. Therefore, no impact will result from the Project.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would create or contribute to runoff water that would create capacity or pollution source issues. Therefore, no impact will result from the Project.

iv. Impede or redirect flood flows?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would impede or redirect flood flows. Therefore, no impact will result from the Project.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would release pollutants due to project inundation in a flood hazard, tsunami or seiche zone. Therefore, no impact will result from the Project.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, no impact will result from the Project.

XI. LAND USE AND PLANNING

<u>Potentially Significant Impact</u>	Less Than Significant with	<u>Less Than Significant Impact</u>	<u>No Impact</u>
-----------------------------------------------	----------------------------------	---------------------------------------------	------------------

Mitigation
Incorporated

Would the project:

- | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Physically divide an established community?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would physically divide an established community. Therefore, no impact will result from the Project.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would cause a significant environmental impact due to the a conflict with any land use plan, policy, regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, no impact will result from the Project.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. Therefore, no impact will result from the Project.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, no impact will result from the Project.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of established standards or local noise ordinance. Therefore, no impact will result from the Project.

b) Generation of, excessive ground borne vibration or ground borne noise levels?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would generate excess ground borne vibration or ground borne noise levels. Therefore, no impact will result from the Project.

c) For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would result in a safety hazard or excessive noise for people residing or working within an airport land use plan or within two miles of a public or public use airport. Therefore, no impact will result from the Project.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project does not induce substantial unplanned population growth in an area either directly or indirectly.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could create numerous new businesses and employment opportunities that require new housing.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor.

Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would result in displacement of substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere.

The Project does reduce parking for some buildings and tenant spaces undergoing a change of use. This is only available in commercial zones where the change of use is to a nonresidential use. However, any incentive to replace existing housing with nonresidential uses is preempted by the eligibility criteria for that provisions which requires that the change does not result in a net loss in housing units. Therefore, no impact will result from the Project.

XV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Fire protection?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project does not foreseeably anticipate new development or activities that would result in the need for new or physically altered governmental facilities related to fire protection.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could increase traffic around the site from automobiles, pedestrians, bikes, and public transportation. In particular, the increase in vehicle traffic to and around sites with decreased parking could lead an increase in new businesses and commercial activity that may necessitate new or expanded fire facilities.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this

provision could be activated. This also presupposes that the only viable transportation to access these new businesses would be through vehicles, and that other alternatives such as transit, biking, walking, or ride-sharing are not viable. This is a false assumption based on the evidence in the record. Furthermore, the reduction in parking would diminish the inducement of vehicle trips that ample parking provides. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

b) Police protection?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project does not foreseeably anticipate new development or activities that would result in the need for new or physically altered governmental facilities related to police protection.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could increase traffic around the site from automobiles, pedestrians, bikes, and public transportation. In particular, the increase in vehicle traffic to and around sites with decreased parking could lead an increase in new businesses and commercial activity that may necessitate new or expanded police facilities.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. This also presupposes that the only viable transportation to access these new businesses would be through vehicles, and that other alternatives such as transit, biking, walking, or ride-sharing are not viable. This is a false assumption based on the evidence in the record. Furthermore, the reduction in parking would diminish the inducement of vehicle trips that ample parking provides. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

c) Schools?

As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would result in new or expanded school facilities. Therefore, no impact will result from the Project.

d) Parks?

As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would result in new or expanded park facilities. Therefore, no impact will result from the Project.

e) Other public facilities?

As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would result in new or expanded public facilities for governmental activities. Therefore, no impact will result from the Project.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would increase the use of existing neighborhood or regional park or other recreational facilities that would accelerate any substantial deterioration. Therefore, no impact will result from the Project.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The project does not include any recreational facilities or require construction or expansion of recreation facilities. Therefore, no impact will result from the Project.

XVII. TRANSPORTATION¹

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project does not foreseeably anticipate new development or activities that would conflict with any program, plan, ordinance or policy addressing the circulation system for any transportation mode.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could increase traffic around the site from automobiles, pedestrians, bikes, and public transportation. In particular, the increase in vehicle traffic to and around sites with decreased parking could lead to a conflict adopted programs, policies, ordinances, or plans addressing the circulation systems.

However, as outlined in the analysis above this assumption presupposes several variables and

¹

discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. This also presupposes that the only viable transportation to access these new businesses would be through vehicles, and that other alternatives such as transit, biking, walking, or ride-sharing are not viable. This is a false assumption based on the evidence in the record. Furthermore, the reduction in parking would diminish the inducement of vehicle trips that ample parking provides. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project does not foreseeably anticipate new development or activities that would conflict with CEQA Guideline Section 15064.3 subdivision (b).

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could increase traffic around the site from automobiles, pedestrians, bikes, and public transportation. In particular, the increase in vehicle traffic to and around sites with decreased parking could lead to an increased amount of vehicle miles traveled (VMT).

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. This also presupposes that the only viable transportation to access these new businesses would be through vehicles, and that other alternatives such as transit, biking, walking, or ride-sharing are not viable. This is a false assumption based on the evidence in the record. Furthermore, the reduction in parking would diminish the inducement of vehicle trips that ample parking provides. Finally, fair arguments can be made that the inverse would occur, where decreased parking reduces VMT because it pushes customers to alternative businesses closer to their homes or increase utilization of different transportation modes. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses.

It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The project does not anticipate any new development that would create hazards due to geometric design features or incompatible uses on the existing circulation network. Therefore, no impact will result from the Project.

d) Result in inadequate emergency access?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project is not anticipated to create or induce new development or activities that would impair or result in inadequate emergency access.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could create increased traffic from vehicles, bicycles, pedestrians, and public transportation and thus could impede or result in inadequate emergency access.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would cause a substantial adverse change in the significance of a tribal cultural resource. Therefore, no impact will result from the Project.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would cause a substantial adverse change in the significance of a tribal cultural resource. Therefore, no impact will result from the Project.

Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code 21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed ordinance if the Tribe has submitted a request in writing to be notified of proposed ordinances. The Tribe must respond in writing within 30 days of receipt of the City's AB52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the project site. In accordance with AB 52, notice of the Project was provided on September 17, 2020 to tribes who have requested such notice in the City of Los Angeles, and one tribe requested consultation but determined no significant impacts were plausible.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would require

relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities which would cause a significant environmental effect.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could create demand for expanded or new utilities or associated infrastructure.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would not have sufficient water supplies to serve the project, regardless of annual rainfall.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could create numerous new businesses and employment opportunities that that require unplanned water requirements.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new

construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project would not result in inadequate wastewater treatment capacity nor would it impact any existing commitments for the wastewater treatment provider.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could create numerous new businesses and employment opportunities that require additional, unplanned wastewater treatment capacity.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project does not generate solid waste in excess of state or local standards, or in excess of local capacity.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could create numerous new businesses and employment opportunities that could generate excess solid waste beyond the local capacity and in excess of state and local standards and attainment goals.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

The Project does reduce, in some cases, the required parking for existing building and tenant spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could create numerous new businesses and employment opportunities that may make compliance with federal, state, and local management and reduction statutes related to solid waste.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. The Project does not substantially impair an adopted emergency response plan or emergency evacuation plan.

The Project does reduce, in some cases, the required parking for existing building and tenant

spaces that are undergoing a change of use. It does not allow any new uses, only those allowed within that zone where the change is taking place. This potential reduction in parking requirements has the potential to increase the number of permits for changes of use and a decrease in on-site parking for some existing building. This increase in changes of use and resultant decrease in available parking could create increased traffic from vehicles, bicycles, pedestrians, and public transportation thus could impede or delay any adopted emergency response plan or emergency evacuation plan.

However, as outlined in the analysis above this assumption presupposes several variables and discounts the numerous factors, other than parking, that go into opening a new business within an existing building or tenant space that was not intended for the new use. It also disregards the uncertain conditions that prevail during a local emergency, which is the only time period this provision could be activated. The City has no evidence to validate any assumption that this provision or the Project would create a substantial decrease in parking and induce significant new development. Therefore, at worst a less than significant impact is expected.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would to the factors listed in the question exacerbate wildfire risk and the resultant consequences. Therefore, no impact will result from the Project.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would require the installation or maintenance of associated infrastructure that may exacerbate fire risk or impact the environment. Therefore, no impact will result from the Project.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

As detailed in the analysis enumerated above, the Project is limited in scope and applicability. The Project does not change any zoning or General Plan designations, create any zoning entitlements, approve any development, authorize new construction, or introduce any new uses. It is not anticipated to induce significant growth and development due to its time-limited applicability only during and for a defined period after a local emergency, and only if activated by the City Council or Mayor. Furthermore, the Project's eligibility criteria minimize the scope of its relief provisions and the potential for significant new development. It is not anticipated to create any new development or activities that would expose people or structures to significant risk as a result of post-fire drainage and slope damage. Therefore, no impact will result from the Project.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No Impact. For the reasons enumerated in this Initial Study, the Project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

No new substantial development is expected to occur for the reasons set forth above. As discussed in Section V (Cultural Resources), and Section XVIII (Tribal Cultural Resources), the Project would have no impacts to archaeological and paleontological resources and tribal cultural resources. No further analysis is required.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

No Impact. For the reasons stated in this Initial Study, the Project would not potentially result in any significant impacts and would not have the potential to contribute to cumulative impacts.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact. For the reasons stated in this Initial Study, the Project would not potentially cause substantial effects on human beings, either directly or indirectly.

5 CONCLUSION

Based upon the information set forth above, and the substantial evidence contained in the whole of the record of proceedings, the City has determined that the adoption of this ordinance could not have a significant effect on the environment and a Negative Declaration may be adopted.