



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: March 8, 2018
Time: After 8:30 a.m.
Place: Los Angeles City Hall
Council Chambers – Room 340
200 North Spring Street
Los Angeles, CA 90012

Public Hearing: December 7, 2017
Appeal Status: N/A
Expiration Date: N/A
Multiple Approval: N/A

Case No.: CPC-2017-4365-ZC
CEQA No.: ENV-2017-4366-CE,
ENV-2003-1922-EIR-ADD1
Incidental Cases: None
Related Cases: None
Council No.: 11 – Bonin
Plan Area: Westchester – Playa del
Rey
Specific Plan: N/A
Certified NC: Westchester - Playa del Rey
GPLU: Various
Zone: Various
Applicant: City of Los Angeles
Representative: N/A

PROJECT LOCATION: The majority of properties zoned for commercial use in the area generally bounded by Sepulveda Blvd. to the west, 96th St. to the north, La Cienega Blvd. to the east, and 102nd St. to the south within the Westchester – Playa Del Rey Community Plan area.

PROPOSED PROJECT: Westchester Community Plan Implementation Overlay (CPIO), Century/Aviation Subarea.

REQUESTED ACTION:

1. Pursuant to CEQA Guidelines, Section 15308, an Exemption from CEQA, given that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. Pursuant to CEQA Guidelines Section 15061(b)(3), a Common Sense Exemption, based on the whole of the administrative record, that the project is not subject to CEQA because it can be seen with certainty that there is no possibility that the project may have a significant effect on the environment.
3. Based on the independent judgement of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in Environmental Impact Report No. ENV-2003-1922-EIR adopted on April 13, 2004; and pursuant to CEQA Guidelines 15162 and 15164, as supported by the addendum (ENV-2003-1922-EIR-ADD1) dated February 15, 2018, no major revisions to the Environmental Impact Report is required; and no subsequent EIR or negative declaration is required for approval of the project.
4. Pursuant to Los Angeles Municipal Code Section 12.32-S, adoption of the Westchester – Playa Del Rey Community Plan Implementation Overlay (CPIO) and establishment of the Century/Aviation Subarea with corresponding development standards (Exhibits A and B).
5. Pursuant to LAMC Section 12.32-F, adoption of a zone change from [T][Q]C2-2 to [T][Q]C2-2-CPIO, C2-2 to C2-2-CPIO, and M2-1 to M2-1-CPIO for select parcels identified (Exhibit C).

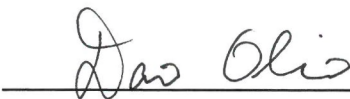
RECOMMENDED ACTIONS:

1. **Approve and Recommend** that the City Council **adopt** the Westchester Community Plan Implementation Overlay (CPIO), Century/Aviation Subarea establishing development standards for subject properties (Exhibit A).
2. **Approve and Recommend** that the City Council **adopt** a Zone Change from [T][Q]C2-2 to [T][Q]C2-2-CPIO, C2-2 to C2-2-CPIO, and M2-1 to M2-1-CPIO as detailed in the proposed Ordinance Map (Exhibit C).
3. **Find**, based on the independent judgement of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in Environmental Impact Report No. ENV-2003-1922-EIR adopted on April 13, 2004; and pursuant to CEQA Guidelines 15162 and 15164, as supported by the addendum (ENV-2003-1922-EIR-ADD1) dated February 15, 2018, no major revisions to the Environmental Impact Report is required; and no subsequent EIR or negative declaration is required for approval of the project.
4. **Determine** that, based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines Section 15308, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
5. **Determine** that, based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines Section 15061 (b)(3), because it can be seen with certainty that there is no possibility that the Project may have a significant effect on the environment.
6. **Approve** this Staff Report as the City Planning Commission Report.
7. **Approve and Recommend** that the City Council **Adopt** the attached Findings.

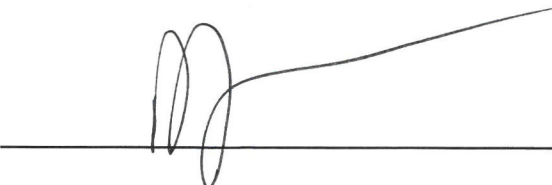
VINCENT P. BERTONI, AICP
Director of Planning

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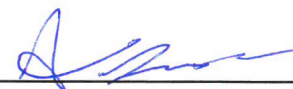
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PROJECT ANALYSIS

Project Summary

The proposed Community Plan Implementation Overlay (CPIO) Century/Aviation Subarea establishes development standards for commercially and industrially zoned properties in the Westchester – Playa Del Rey Community Plan, adjacent to Los Angeles International Airport.

The purposes identified in the CPIO are as follows:

- A. *To provide supplemental development regulations tailored to the Community Plan Area to ensure that development enhances the unique architectural, environmental, and cultural qualities of the Community Plan Area, integrates improvements and enhancements to the public rights-of-way, and maintains compatible land uses, and appropriate development scale, intensity, and density.*
- B. *To develop a unique sense of place and identity for Century Boulevard as one of Los Angeles' premier gateway experiences for domestic and foreign visitors.*
- C. *To activate Century Boulevard by creating a more walkable and pedestrian-friendly environment.*
- D. *To encourage new and infill development of amenities such as retail, entertainment, restaurants, and public spaces for businesses, visitors, and the local workforce.*
- E. *To complement the Century Boulevard Streetscape Plan which aims to improve and enhance the public right-of-way.*
- F. *To create approval processes, including a ministerial administrative clearance process that promotes infill development that will positively affect the area.*

The proposed ordinance establishes a CPIO for the Westchester – Playa Del Rey Community Plan and creates the Century/Aviation Subarea that would be applied to parcels located in the following areas: parcels and portions thereof located in the area generally bounded by Sepulveda Blvd. to the west, 96th St. to the north, La Cienega Blvd. to the east, and 102nd St. to the south within the Westchester – Playa Del Rey Community Plan, as shown on the attached map (Exhibit A).

Background

The CPIO is a regulatory land use ordinance as permitted by Section 13.14 of the Los Angeles Municipal Code, entitled “‘CPIO’ Community Plan Implementation Overlay.” The City establishes CPIOs to ensure that: development enhances the unique architectural, environmental, and cultural qualities of each Community Plan area, integrates improvements and enhancements to the public right-of-way, and maintains compatible land uses, scale, intensity, and density; and, create an approval process to enable infill development that will positively impact communities. The CPIO is the result of several years of planning and community engagement that involved a community workshop; numerous meetings and conversations with employers, property owners, and community business organizations; as well as staff input from numerous City departments.

In 2012, the Los Angeles Department of City Planning was awarded a Transit-Oriented Development Planning Grant from the Los Angeles County Metropolitan Transportation Authority (Metro) to do station area planning around five Exposition Line Light Rail Transit (LRT) stations and six Crenshaw/LAX Line LRT stations, including the Century/Aviation station which this CPIO focuses on. The goal of the grant is to encourage cities to develop regulatory changes that are supportive of transit as a means to foster transit ridership, reduce automobile dependence and improve regional air quality.

The Crenshaw/LAX Line LRT's Century/Aviation station (which will begin operations in 2019) and the Airport Metro Connector station near Aviation/96th station (which will begin operations in 2021) are part of several upgrades to the transportation infrastructure and other modernization efforts under way or proposed for the Los Angeles International Airport (LAX) area that are intended to improve access and circulation around the airport. These improvements include the Automated People Mover (which will connect to the Aviation/96th station), Intermodal Transportation Facilities, and a Consolidated Rent-A-Car facility. A proposed Streetscape Plan for Century Boulevard provides a blueprint for improvements to the public right-of-way that will improve the pedestrian environment and complement development on adjacent lots.

For the Century/Aviation station, the Department of City Planning is proposing the creation of the subject CPIO. The purpose of the CPIO is to create a safer, more attractive pedestrian environment with more active visitor- and employee-serving uses along Century Boulevard.

This CPIO does not propose to change the allowable uses, densities, or heights of buildings, nor does it propose any new development projects. It is intended to better guide future development on the corridor by:

- encouraging active ground floor and visitor-serving uses that lead to an enhanced pedestrian environment;
- improving the visual character and design of new commercial development by imposing various requirements that will ensure consistency in: setback and yard requirements; street wall; mid-block passageway requirements; and, the treatment of ground floors, including standards for entrances, window transparency, and entrances;
- requiring that buildings be oriented to the street to improve pedestrian circulation and to minimize vehicular and pedestrian conflicts;
- breaking up building massing;
- encouraging the provision of publicly accessible open space in new developments; and,
- including design requirements for parking structures to improve the aesthetic quality of the area and pedestrian safety.

This planning effort builds on and seeks to implement policies related to creating a more active corridor in this area as identified in the Westchester – Playa Del Rey Community Plan, adopted in 2004. On April 13, 2004, the Los Angeles City Council adopted the Westchester-Playa Del Rey Community Plan Update and certified its Final Environmental Impact Report (SCH# 2002061090) (FEIR). The FEIR evaluated substantial revisions to the Community Plan (namely changes to the land use and zoning within the Community Plan area (CPA), the reclassification of streets within the CPA, and the implementation of portions of the City's General Plan Framework) and included policies related to the Century corridor, which the proposed CPIO implements (see a more detailed explanation in the Findings section of this staff report.)

Key Plan Components

Pedestrian-Oriented Development and Active Uses

Uses within the subject area today consist largely of hotels and office uses that are interspersed with airport-related uses and often seek to serve travelers, including car rentals, long-term parking, and limited fast-service dining. Some hotels in the area incorporate sit-down restaurants; however, these are often inward-facing and primarily serve hotel guests. Furthermore, this area was developed largely in the 1960s and 70s and reflects the built form of the time, with buildings often set back from the street with large amounts of inaccessible landscaping and/or parking and vehicular access adjacent to the street. This combination of building form coupled with numerous undesirable uses discourages pedestrian activity. The urban design of the area and the orientation of buildings to the street was designed for automobile use and lacks the fine-grained, street-level active uses (such as retail and restaurants) that create a more hospitable walking environment.

Staff analysis of the area revealed that visitors, airport, and office employees do walk on Century Boulevard and its intersecting streets, but encounter harsh conditions. Additionally, there is a documented lack of amenities that would better serve visitors and employees that patronize the area.

The CPIO is intended to create a better environment for pedestrians and encourage walking. The objective is to promote new development that creates a pleasant experience and supports pedestrian activity by guiding thoughtful site planning, building articulation, and urban design. The CPIO will ensure that new development is oriented towards the street and minimizes conflicts between pedestrians and vehicles by locating vehicle access and loading areas where these will have minimal physical or visual impacts. The development standards will also encourage well-designed, active ground floors that contribute to a pedestrian-friendly environment by reinforcing a consistent streetwall, transparent storefronts, and pedestrian amenities, such as publicly accessible open spaces.

Regulations intended to encourage active uses and a pedestrian-oriented environment include:

- reinforcing the reduced parking ratios permitted by the existing State Enterprise Zone;
- encouraging small tenant spaces for Active Uses (such as retail, restaurant, entertainment, and personal services) in new developments by not requiring parking for tenant spaces less than 2,000 square feet;
- exempting changes of use to an Active Use from additional parking requirements and allowing existing parking spaces to be converted to an Active Use or publicly accessible without requiring replacement of those spaces;
- requiring projects with large additions (greater than 5,000 sf) on sites that are set far from the curb to add Active Uses or publicly accessible open space closer to the property line;
- requiring new construction and additions (including parking structures) to build out a minimum percentage of the building's frontage for Active Uses.
- providing well-designed spaces, often with outdoor dining, for pedestrians in setback areas adjacent to the sidewalk in coordination with the Century Boulevard Streetscape Plan;
- requiring substantial amounts of publicly accessible open spaces in new developments, which must include trees and seating;
- requiring high levels of ground floor transparency; and,
- ensuring entrances for all storefronts on public rights-of-way.

Parking and Transportation

Long-term airport parking is a very prevalent and profitable use for many property owners in this area, including both parking-only operators and the many hotels which lease out a substantial number of their spaces. However, as discussed above, the location and access to these parking

areas detracts from the area's ability to foster a vibrant pedestrian orientation, and generally discourages use of modes of transportation other than the car. In addition, the continued provision of large amounts of relatively inexpensive parking is likely to encourage greater levels of driving and lower levels of ridership on the Crenshaw/LAX Line LRT and Automated People Mover. To that end, the CPIO contains regulations that disincentivize the provision of large amounts of parking that degrade the pedestrian environment and discourage transit. The proposed regulations aim to create a built environment that fosters transit ridership and supports the substantial public investment in transit projects like the Crenshaw/LAX Line LRT and Automated People Mover, and to alleviate traffic congestion in the area.

The CPIO includes the following additional regulations intended to encourage a wide range of mobility options:

- requiring the provision of electric vehicle (EV) charging stations at 10% of a project's parking spaces;
- allowing parking reductions for the provision of spaces for car share vehicles;
- allowing projects to reduce the required parking by demonstrating that parking will be shared among a building's uses (i.e. an individual is likely to park once and visit multiple uses within a building);
- requiring unbundled parking so that parking spaces are leased or sold separately from the tenant space, which can then be provided to the public and allow for more efficient use of available parking; and,
- counting parking areas at or above ground level as floor area to encourage underground parking and discourage over parking.

Development Review

Projects (as defined in the CPIO) that do not require site plan review or otherwise trigger a discretionary process will be eligible for a administrative, staff-level review process to ensure compliance with the CPIO regulations. The objective is to streamline review of projects within the corridor that will contribute to creating a more compact, sustainable development pattern and help stimulate vibrancy and pedestrian activity around the stations. Per the Los Angeles Municipal Code, projects which request relief from the plan's provisions are able to request a CPIO Adjustment (a Director-level approval for deviations up 20% from quantifiable standards) or Exception (an Area Planning Commission decision for all other deviations from the CPIO), provided they substantially comply with design guidelines included as an appendix to the CPIO. The CPIO will not create a discretionary process where none exists today.

As a result of input following the public hearing, the definition of a project in the CPIO was modified to clarify that projects shall be reviewed for compliance only with those regulations that are applicable to the proposed scope of construction or use. Per the CPIO, a project does not include signage or construction that consists solely of interior and/or exterior remodeling, rehabilitation, or repair work that does not increase floor area or increase the required number of parking spaces.

Proposed Century Boulevard Streetscape Plan

In 2013, Los Angeles World Airports (LAWA) was similarly awarded a Transit-Oriented Development Planning Grant from Metro to do station area planning around the Crenshaw/LAX Line LRT transit stations in the airport area that will foster transit ridership. To accomplish these goals, LAWA, in coordination with the Department of City Planning, opted to prepare a streetscape plan for Century Boulevard that aims to improve the pedestrian orientation of Century Boulevard and complements ongoing Departmental efforts to update land use plans for the area.

The Century Boulevard Streetscape Plan (Streetscape Plan) guides streetscape improvements in the public right-of-way and a Pedestrian Amenity Area on private properties along Century Boulevard. The guidelines facilitate: the creation of expanded sidewalks; the introduction of new street trees; the placement of tailored street furniture and street lights; and, the opportunity for new public gathering spaces. By establishing such guidelines, the Century Boulevard Streetscape Plan aims to improve the pedestrian experience along Century Boulevard by creating a more amenity-rich area for employees and visitors. It is intended to be implemented over time as properties are developed with projects as defined in the Streetscape Plan.

The Streetscape Plan and the CPIO are independent of one another and can be implemented separately. However, they are consistent with one another. The Streetscape Plan focuses on the public right-of-way, while the CPIO is intended to improve the uses and built environment adjacent to the right-of-way on private property, including the requirement for the aforementioned Pedestrian Amenity Area.

The CPIO also functions as the mechanism for implementing the full sidewalk width specified in the Streetscape Plan. The CPIO does this through establishing a Build-To Line on the north side of Century Boulevard where additional sidewalk width is specified in the Streetscape Plan. The Build-To Line is set at 23 feet from the curb, which is intended to create a 20 foot sidewalk area and a 3 foot landscape buffer to accommodate the canopy of a double row of trees called for in the Streetscape Plan. The area of private property between the property line and the Build-To Line is designated as Pedestrian Amenity Area. This area is required to be built out consistent with the Streetscape Plan as part of a project approval and is intended to contain pedestrian amenities such as outdoor dining, landscaping, and seating.

Conclusion

The Department recommends that the proposed CPIO be adopted to place additional regulations on new development in the Century/Aviation subarea established in the CPIO. The proposed CPIO will implement a variety of design standards and parking regulations which will encourage transit use through an improved pedestrian environment. It will also require new developments to better interact with the street at a pedestrian scale, improve the design of new buildings, and disincentivize high levels of automobile parking. Future development along Century Boulevard will promote pedestrian activity and contribute to the visual and aesthetic quality of the greater LAX area, consistent with the City and County's substantial investment in creating a transit-friendly gateway to Los Angeles.

FINDINGS

Project Location

The proposed CPIO would be applied to parcels located in the following areas: parcels and portions thereof located in the area generally bounded by Sepulveda Blvd. to the west, 96th St. to the north, La Cienega Blvd. to the east, and 102nd St. to the south within the Westchester – Playa Del Rey Community Plan.

City Charter Findings

Charter Section 556

In accordance with Charter Section 556, the proposed Westchester – Playa Del Rey Community Plan Implementation Overlay (CPIO), Century/Aviation Subarea, along with the proposed zone change, is in substantial conformance with the purposes, intent, and provisions of the General Plan. The Proposed Ordinance is consistent with and helps to further accomplish the goals, objectives, and policies contained in portions of the General Plan, including the General Plan Framework Element, as outlined below. The General Plan Framework Element establishes the standards, goals, policies, objectives, programs, terms, definitions, and direction to guide the establishment of overlays.

Charter Section 558

In accordance with Charter Section 558 (b)(2), the proposed CPIO, along with the proposed zone change, will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the CPIO and zone change ordinance are consistent with the City's General Plan and directly implements the policies of the Framework Element. In addition, the CPIO, inclusive of the proposed zone change ordinance, will be in conformity with public necessity, convenience, general welfare and good zoning practice. The CPIO encourages compact, pedestrian-friendly design within the transit corridor in order to increase mobility choices and promote transit ridership within the corridor. The CPIO and associated zone change ordinance follows good zoning practice in implementing these objectives through targeted incentives for Active Uses; increased publicly accessible open space requirements; urban design standards applicable to all development within the corridor; and restrictions on the location and design of parking areas and vehicular access.

LAMC Determinations

LAMC Section 12.32 C.2 (Land Use Legislative Actions)

In accordance with LAMC 12.32 C.2, the proposed zone change ordinance including the CPIO will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the proposed land use ordinances are consistent with the City's General Plan and directly implement the policies of the Framework Element. In addition, the proposed zone change ordinance will be in conformity with public necessity, convenience, general welfare and good zoning practice. This ordinance promotes economic well-being and public convenience through the encouragement of active uses to satisfy the commercial, retail, and service needs of the area's visitors and employees. The ordinance follows good zoning practice in implementing General Plan policies by including development incentives to encourage new active uses adjacent to transit, and by including design regulations such as streetwall, frontage, and parking screening to encourage a more pedestrian-friendly environment.

LAMC Section 12.32 S (Supplemental Use District) and LAMC 13.14 (“CPIO” Community Plan Implementation Overlay

LAMC Section 12.32 S requires initiation of a Supplemental Use District by the City Council, City Planning Commission, or the Director of Planning. The establishment of design regulations for the Century Boulevard corridor, as implemented by the CPIO, is an identified program found in the Westchester – Playa Del Rey Community Plan. The proposed CPIO is undertaken as a follow-up implementation program of the community plan, which was adopted by City Council on April 13, 2004.

The proposed CPIO is in conformance with the provisions of LAMC Section 13.14, in that it ensures that development enhances the unique architectural, environmental, and cultural qualities of the Westchester – Playa Del Rey Community Plan, integrates improvements and enhancements to the public right-of-way, and maintains compatible land uses, scale, intensity, and density by ensuring that new development provides a pedestrian-friendly mix of Active Uses and design.

The proposed CPIO and accompanying Zone Change boundaries are established in accordance with the provisions of Section 12.32 S of the Los Angeles Municipal Code (LAMC), and are consistent with the purpose of a CPIO as set forth in Section 13.14 of the Municipal Code. The establishment of the CPIO will enhance the physical and aesthetic environment and help implement the goals of the General Plan.

General Plan Framework

Land Use

Distribution of Land Use

With respect to the distribution of land use, the General Plan Framework Element states the following:

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

The CPIO provides parking incentives and design requirements that would encourage a finer grain of active uses accessible to pedestrians which encourages a greater amount of pedestrian and trips through design and more walkable destinations. This shift in mobility patterns can lead to a reduction in automobile dependence and consequently reduced GHG emissions, consistent with policies in the SCAG RTP/SCS as well as state laws.

Mixed-Use Boulevards

With respect to Mixed-Use Boulevards, the Framework Element states the following:

Goal 3I: A network of boulevards that balance community needs and economic objectives with transportation functions and complement adjacent residential neighborhoods.

Objective 3.13: Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-

intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public service uses.

The Century Boulevard corridor, while zoned and planned for a broad of mix of uses as a Regional Center, is not a typical mixed-use boulevard due to its lack of traditional residential uses. However, it does contain a mix of office and hotel uses, while lacking many of the uses, such as restaurants and retail, which often serve these visitors and employees. The CPIO encourages the development of more active ground floor uses by requiring a minimum percentage of all building frontages to be devoted to pedestrian-friendly active uses, such as retail and restaurant uses, while allowing a mix of uses to be built above the ground level, including hotel and office uses.

Transit Stations

With respect to transit stations, the General Plan Framework Element states the following:

Goal 3K: Transit stations to function as a primary focal point of the City's development.

Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

Policy 3.15.1 Prepare detailed plans for land use and development of transit-oriented districts consistent with the provisions of the General Plan Framework Element and the Land Use/Transportation Policy.

Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.

Policy 3.15.5: Provide for the development of public streetscape improvements, where appropriate.

The CPIO would serve to better integrate land uses within the Century Boulevard Corridor area with the planned Crenshaw/LAX LRT's Century/Aviation and Century/96th stations. The CPIO includes urban design standards, which would ensure that new development promotes pedestrian activity by requiring buildings to be oriented to the street, with ground floor activity and transparency; limiting building length and requiring large blocks to be permeated with mid-block passageways; and limiting the visual impact of vehicular circulation and parking on building design.

Together, the Active Use incentives and urban design standards would create a mix of active uses along the corridor, in order to more efficiently use the land closest to the stations, foster transit ridership, better serve the needs of visitors and employees, and make the area more walkable.

Pedestrian-Oriented Districts

With respect to pedestrian-oriented districts, the General Plan Framework states the following:

Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.

Goal 3E: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide for Los Angeles' communities.

Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.

Policy 3.15.5: Provide for the development of public streetscape improvements, where appropriate.

Goal 3L: Districts that promote pedestrian activity and provide a quality experience for the City's residents.

Objective 3.16: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.

The proposed design standards would ensure that future development within the project area is pedestrian-oriented. The standards require buildings to be oriented to the street, with convenient pedestrian entries, reduced front yard setbacks, and requirements for active uses and transparency (windows and doors) along the ground floor. The standards also require large sites to be permeated with paseos, streets, or other mid-block passageways that allow for more convenient pedestrian movement within the project area. Finally, the standards contain numerous regulations that limit the impact of driveways and parking on the pedestrian environment, thus making it safer and more pleasant to walk.

Urban Form and Neighborhood Design

With respect to urban form and neighborhood design, the General Plan Framework includes the following goals, objectives, and policies:

Goal 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Objective 5.1: Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.

Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Objective 5.6: Conserve and reinforce the community character of neighborhoods and commercial districts not designated as growth areas.

Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus of investment in the community.

The CPIO encourages higher quality development to occur within the area served by the Crenshaw/LAX Line LRT and other transit, consistent with a set of design standards. These design standards include maximum front yard setbacks, minimum streetwall standards, required direct entrances from the street, and limitations on parking and driveways in the front of a property, as well as requirements for ground floor activity and transparency. Compliance with these

standards would contribute to the creation of a vibrant urban environment. The design standards also regulate building materials and architectural details to ensure that there is a high standard of design quality in new development. Finally, the design standards address the design of publicly accessible open space, ensuring that such space is of sufficient size, easily accessible, and incorporates sustainable practices in to order to encourage comprehensive placemaking and serve the primary users of the area.

Economic Development

With respect to economic development, the General Plan Framework states the following:

Policy 7.2.3 Encourage new commercial development in proximity to rail and bus transit corridors and stations.

The CPIO would serve to better integrate land uses within the Century Boulevard Corridor area with the planned Crenshaw/LAX Line LRT's Century/Aviation and Century/96th stations. The CPIO encourages a finer-grain grain of active uses to serve employees and visitors along the Century corridor and provides targeted incentives and design requirements for these uses.

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

Policy 7.4.1 Develop and maintain a streamlined development review process to assure the City's competitiveness within the Southern California region.

Policy 7.4.2. Maximize opportunities for "by-right" development.

The Proposed Ordinance includes a more streamlined development review procedure in which projects that comply with the CPIO regulations would be eligible for Administrative Clearance. This would facilitate the development process for new development and potentially reduce development costs, assuring that the City, and Century Boulevard in particular, remains competitive with surrounding areas.

Westchester – Playa del Rey Community Plan

As a Community Plan Implementation Overlay, the pedestrian-friendly design and parking standards of the CPIO explicitly serve to implement the following goals, objectives, policies, and programs of the Westchester – Playa Del Rey Community (which, along with the other Community Plans comprises the Land Use Element of the General Plan):

Goal 2: Encourage a strong and competitive commercial sector that promotes economic vitality and serves the needs of the Westchester-Playa Del Rey Community through safe, accessible, and well-designed commercial districts, while preserving the historic and cultural character of the community.

Objective 2-2: Strengthen and enhance the major commercial districts of the community into distinctive, pedestrian-friendly areas providing shopping, civic, social and recreational activities.

Objective 2-3: Enhance the land use compatibility, visual appearance, design, and appeal of commercial development.

Policy 2-3.1: Enhance the visual appearance and appeal of commercial properties by

regulating design, signage, landscaping, and similar issues wherever possible.

Objective 2-4: Further improve and enhance the Century Boulevard/98th Street Corridor as a hotel, shopping and entertainment district serving airline travelers and visitors.

Policy 2-4.1: Develop the Century Boulevard/98th Street Corridor to offer a wide variety of hotel accommodations, shopping, dining, and entertainment opportunities and other services for air travelers and other visitors to the area.

Policy 2-4.2: Coordinate the future development of the Century Boulevard/ 98th Street Corridor with the development and access to the Los Angeles International Airport and its ancillary facilities.

Objective 5-1: Preserve existing open space resources and wherever possible develop new open space.

Policy 5-1.4: Where possible, encourage the provision of open space within large privately-owned projects.

The CPIO is consistent with, and intended to implement, the Westchester – Playa Del Rey Community Plan. The CPIO proposes to accomplish these goals, objectives, policies, and programs through various tools.

The CPIO's parking regulations incentivize active, pedestrian-friendly uses in small storefronts to establish a finer grained rhythm of uses throughout the corridor, as well as minimizing the prominence of parking uses at street level. Active uses including retail, restaurants, entertainment, and other visitor-serving uses are encouraged through parking reductions. The parking incentives are designed to foster an environment that supports and offers amenities to the visitors and employee who are the heaviest users of the corridor. One goal of providing these uses, beyond the impact they have in creating a vibrant pedestrian environment, is to capture spending and tax revenue in the City of Los Angeles, which current leaks out to neighboring cities which have amenities that better cater to visitors that patronize airport-area hotels.

The design standards would serve to create buildings with a more substantial presence on the ground floor by requiring a minimum width and height of streetwall along all frontages, as well as requiring a minimum depth and width of the building to be able to accommodate active uses. Compliance with these standards would contribute to the creation of a vibrant urban environment. The design standards also regulate building materials and architectural details to ensure that there is a high standard of design quality in new development. The design standards address the design of publicly accessible open space, ensuring that such space is of sufficient size, easily accessible, and incorporates sustainable practices.

By the boundaries in the project area and the types of uses that are incentivized, the CPIO is also intended to complement the airport facilities and development opportunities identified in the recent amendment to the LAX Plan through the LAMP project. Urban design standards and guidelines are also consistent with those in the recently adopted LAX Plan amendments.

Chapter 5 Urban Design; Design Considerations for Special Areas; D. Century Boulevard/98th Street Corridor.

The Community Plan also contains several guidelines for the Century Boulevard/98th Street Corridor such as the creation of pedestrian paths, the creation of a long-term plan to guide development, and the implementation of design guidelines for pedestrian amenities, building orientation, access, and landscaping. The design standards and guidelines in the CPIO are

intended to be consistent with and to implement the urban design guidelines in this chapter of the Community Plan.

Mobility Plan 2035

The City's Mobility Plan 2035 (Circulation Element) contains a number of important policies related to the Proposed Ordinance, including:

Policy 1.2 Complete Streets: Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.

Policy 2.3 Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment

Policy 3.3 Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.5 Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

Policy 4.8 Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.

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

The CPIO is consistent with the Mobility Plan of the General Plan in that it encourages a finer-grained mix of uses accessible to the Crenshaw/LAX LRT transit stations, thereby helping to minimize increases in vehicle trip generation and improve air quality while providing visitors and employees with greater proximity and access to jobs and services.

Although most development within the project area would be subject to current code-required parking minimums, though at a lower level than most of the City due to the presence of a State Enterprise Zone, the CPIO includes some flexibility to facilitate certain types of uses and development with the project area. The CPIO exempts small tenant spaces devoted to Active Uses from minimum parking requirements. The CPIO also allows for reduced parking ratios for car share vehicles, and allows for various uses in new development to take advantage of shared parking to provide less parking than would otherwise be required if each use was parked separately. Additionally, the CPIO requires unbundling of parking space costs from rents, to both lower costs and provide flexibility for the parking spaces to accommodate district-wide parking needs.

The design standards in the CPIO are written so as to ensure new development within the Project Area is pedestrian-oriented and results in a more walkable built environment. Similarly, the companion Streetscape Plan includes features – i.e. wider sidewalks, street trees, street furniture, curb extensions, and crosswalks - that will help create an improved pedestrian experience along Century Boulevard, while maintaining roadway capacity for vehicle circulation and future on-street bicycle facilities.

California Environmental Quality Act Findings

Based on the independent judgement of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in Environmental Impact Report No. ENV-2003-1922-EIR adopted on April 13, 2004; and pursuant to CEQA Guidelines 15162 and 15164, as supported by the addendum (ENV-2003-1922-EIR-ADD1) dated February 15, 2018, no major revisions to the Environmental Impact Report is required; and no subsequent EIR or negative declaration is required for approval of the project.

Based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines Section 15308, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

Based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines Section 15061 (b)(3), because it can be seen with certainty that there is no possibility that the Project may have a significant effect on the environment.

PUBLIC HEARING AND COMMUNICATIONS

Outreach

The Proposed Ordinance is the result of a multi-phase public participation process to receive input and feedback. Over a four-year period, beginning in September 2013, numerous public meetings and workshops were held with Certified Neighborhood Councils, community groups, area residents and business owners. Notifications of the public workshops were distributed to all owners and occupants within 500 feet of the plan area, for a total of approximately 1,300 mailers. Through various events, as well as the online signup at latnp.org, staff has collected an email interest list of more than 350 people.

- Gateway to LA BID – September 2013
- Gateway to LA BID – December 2015
- Coastal Chamber of Commerce – January 2016
- Neighborhood Council of Westchester/Playa – March 2016
- Parking operators – March 2016
- Public Workshop – June 2016
- Gateway to LA BID Board of Directors – March 2017
- Gateway to LA BID – December 2017
- Open House/Public Hearing – December 2017

Digital Outreach Channels

To support outreach and provide any member of the public with the most up to date information, staff maintained an informative website that provided background information about the Los Angeles Transit Neighborhood Plans program, announcements of upcoming meetings, and other pertinent information about the CPIO (<http://www.latnp.org>). Over the last year, the project website has averaged 700 users a month. From the website, stakeholders may add their email to an interested parties list to receive project-specific emails regarding newly published documents and upcoming meetings. In addition, staff maintained an active Facebook page and Twitter account for the Transit Neighborhood Plans program. Together, these social media accounts have a combined following of approximately 500.

Supplemental Materials

In addition to materials developed for specific public meetings such as presentations and presentation boards, staff developed supplemental materials to explain the concepts and components of the CPIO. Staff developed an “About the Project” document summarized the concepts behind the project, and a “Frequently Asked Questions” document that provided easily accessible responses to commonly asked questions. The “Frequently Asked Questions” also highlighted important maps and proposed regulations. Additionally, staff developed a “Planning for Transit” brochure that summarized the key conceptual underpinnings of the City’s vision to direct growth to transit neighborhoods.

Open House and Public Hearing

An Open House and Public Hearing was conducted on Thursday, December 7, 2017 at the Westchester Community Room located at 7166 West Manchester Avenue, Los Angeles CA, 90045. An official Public Hearing Notice was mailed to all occupants and owners within 500 feet of the project area, and a notice of public hearing was published in the “Daily Journal” on November 9, 2017. Additional interested parties were also emailed about the meeting. The Open House started at 6:00pm and the Public Hearing started at 6:30pm. The Public Hearing ran simultaneously with the Open House. The Open House consisted of stations with DCP staff

answering questions about various portions of the regulations and a Hearing Officer was onsite taking public testimony.

Four community members signed in during the open house. During the Public Hearing, one person provided public testimony to the Hearing Officer and no people provided written comments.

Public Testimony:

- The commenter did not support reduced parking ratios, feeling that traffic is heavy in the area due to the proximity to the airport.
- In spite of the availability of transit options, there are lots of people who will continue to drive to the airport, which necessitates parking.

Post Hearing Outreach

In addition, staff provided a presentation and status update on the CPIO and Streetscape Plan to the Century Boulevard Business Improvement District on December 19, 2017.

Communications Received

Public testimony on this proposed ordinance was open until December 14, 2017. Staff received one letter from representatives of The Parking Spot, located at 5701 W Century Blvd, which expressed concerns with the CPIO's definition of a Project and potential effects it may have on uses of and access to their site, which are a result of future LAWA Landside Access Modernization Program requirements for 98th Street.

Exhibit A:

**Westchester – Playa Del Rey Community Plan Implementation Overlay,
Century/Aviation Subarea Proposed Ordinance**

Case No: CPC-2017-4365-ZC

For consideration by the City Planning Commission

March 8, 2018

ORDINANCE NO. _____

An ordinance establishing the Westchester - Playa del Rey Community Plan Implementation Overlay (CPIO) District for the Westchester - Playa del Rey Community Plan area.

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

Section 1. Pursuant to Section 13.14 of the Los Angeles Municipal Code and its authority to adopt zoning regulations, the City Council hereby establishes and adopts the attached Westchester - Playa del Rey CPIO District to read in whole as shown in the attached document. The Westchester - Playa del Rey CPIO District's boundaries are identical to the boundaries of the Westchester - Playa del Rey Community Plan, adopted on April 13, 2004 (Council File No. 04-0297). The City Council establishes one Westchester – Playa del Rey CPIO Subarea referred to as the Century/Aviation Subarea for the area shown in the attached maps.

Sec. 2. The City Council finds that the supplemental development regulations of the Westchester - Playa del Rey CPIO District are consistent with, and necessary to implement, the programs, policies and design guidelines of the Westchester - Playa del Rey Community Plan.

Sec. 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

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

HOLLY L. WOLCOTT, City Clerk

By _____

Deputy

Approved _____

Mayor

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By _____
KATHRYN C. PHELAN
Deputy City Attorney

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

____, 2018

See attached report.

Date _____

File No(s). _____

Vincent P. Bertoni, AICP

Director of Planning

Exhibit B:

**Westchester – Playa Del Rey Community Plan Implementation Overlay,
Century/Aviation Subarea Proposed Community Plan Implementation Overlay
Text**

Case No: CPC-2017-4365-ZC

For consideration by the City Planning Commission

March 8, 2018

Westchester – Playa Del Rey

Community Plan Implementation Overlay District

(CPIO)

Ordinance No. _____

Effective Date _____

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CHAPTER I - FUNCTION OF THE CPIO

Section I-1. WESTCHESTER – PLAYA DEL REY CPIO DISTRICT AUTHORITY AND BOUNDARIES

The Westchester - Playa del Rey CPIO District boundaries are identical to the boundaries of the Westchester - Playa del Rey Community Plan Area as adopted on April 13, 2004 (Council File No. 04-0297) and amended on July 3, 2013 (Council File No. 13-0285). This Westchester - Playa del Rey CPIO District has one Subarea as shown precisely by the solid boundary lines on the CPIO District Boundaries Map attached hereto and as depicted in **Figure 1** below.

Section I-2. SUBAREAS

The Westchester - Playa del Rey CPIO District establishes one CPIO Subarea that consists of contiguous and non-contiguous parcels characterized by common Community Plan goals, themes, and policies, and grouped by a common boundary. This subarea is the Century/Aviation Subarea and is briefly summarized below.

The Century/Aviation Subarea

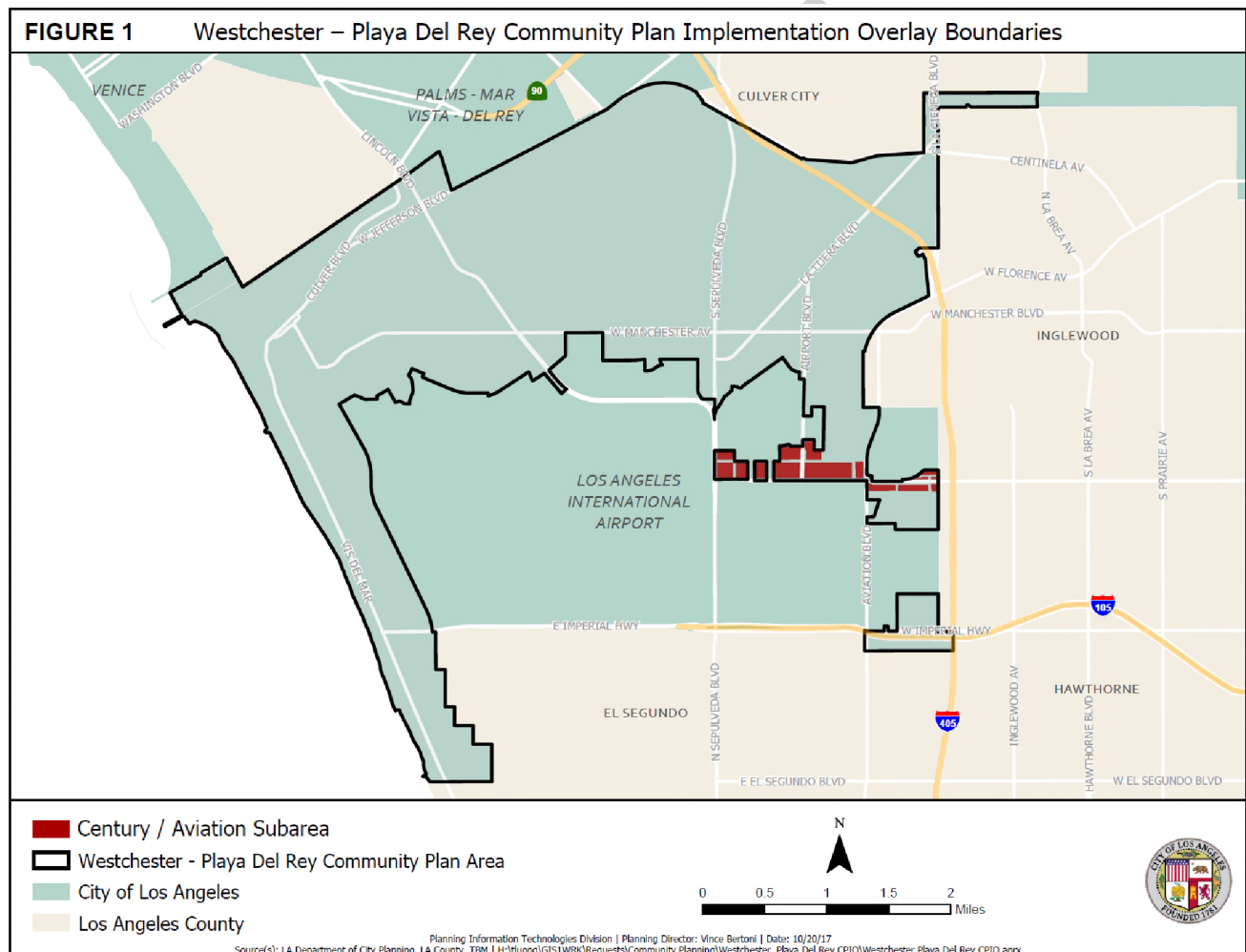
Subarea A: Century/Aviation. The Century/Aviation Subarea identifies specific parcels adjacent to the Century Boulevard right-of-way, and provides specific development standards for Projects to facilitate transit-oriented development (TOD). The development standards of this Subarea promote development that is consistent with and enhances the existing commercial character, incentivizes the establishment of visitor and employee serving Active Uses, and identifies circumstances where reduced parking requirements are permitted. This subarea is described in **Chapter II** and depicted in **Figure 2**.

Section I-3. PURPOSES

The purposes of the Westchester – Playa Del Rey CPIO District are as follows:

- A.** To provide supplemental development regulations tailored to the Community Plan Area to ensure that development enhances the unique architectural, environmental, and cultural qualities of the Community Plan Area, integrates improvements and enhancements to the public rights-of-way, and maintains compatible land uses, and appropriate development scale, intensity, and density.
- B.** To develop a unique sense of place and identity for Century Boulevard as one of Los Angeles' premier gateway experiences for domestic and foreign visitors.
- C.** To activate Century Boulevard by creating a more walkable and pedestrian-friendly environment.

- D. To encourage new and infill development of amenities such as retail, entertainment, restaurants, and public spaces for businesses, visitors, and the local workforce.
- E. To complement the Century Boulevard Streetscape Plan which aims to improve and enhance the public right-of-way.
- F. To create approval processes, including a ministerial administrative clearance process that promotes infill development that will positively affect the area.



Section I-4. DEFINITIONS

Whenever the following terms are used in this ordinance, they shall be construed as defined in this Chapter 1, Section 4. Words or phrases not defined here shall be construed as defined in Section 12.03 of the LAMC.

Active Use. A principal or accessory use, which by its nature typically involves a high degree of interaction with customers, does not require non-transparent walls facing a public street, and which does not involve warehousing of goods or vehicles. Active Uses include

entertainment-related uses, retail, personal services, community or cultural facilities, restaurants or bars, sales areas, and recreation areas, or similar uses, as determined by the Director.

Administrative Clearance. A ministerial approval issued by the Director of Planning for a project in a Westchester - Playa del Rey CPIO that is obtained pursuant to Section 13.14 G.2 of the LAMC, as indicated by a plan stamped by Department of City Planning.

Building Frontage. The full length of a building measured alongside the street, open space, or other feature on which the property fronts.

Build-To Line. A line that runs parallel to, and is 23 feet from, the face of the curb on the north side of Century Boulevard. Any setback is measured from this Build-To Line, rather than the property line. Buildings will be sited no closer to the curb than the Build-To Line and can be set back from this line within a zero (0) to five (5) foot range.

Car Share. Any public or private entity that provides a membership or peer-to-peer-based service through which vehicles can be reserved on an hourly basis at variable rates. Vehicles must be available at locations at which access by members of the public is not restricted.

Eligible Historic Resource. A building, structure, object, site, landscape, natural feature, or historic district identified as eligible for listing either individually or as a contributor to a district under a local, state, or federal designation program through SurveyLA (the Los Angeles Historic Resources Survey), or another historical resource survey completed by a person meeting the Secretary of the Interior's Professional Qualification Standards for Historic Preservation and accepted as complete by the Director, in consultation with the Office of Historic Resources. This term does not include a non-contributor to an eligible historic district.

Liner Building(s). Freestanding, permanent buildings that line the edge of a street, plaza, square, or other public space.

Local Street. Streets within the Plan area that are not designated by Mobility Plan 2035 as Boulevard I or II and Avenue I, II, or III.

Lot Coverage. The portion of a lot occupied by the footprint of a building(s).

Mid-Block Passageway. A mid-block passageway is either a paseo or a new shared street, and that links a street to another street, alley, paseo, or Publically Accessible Open Space; or, which enables linkage to a future street, alley, or paseo where one currently does not exist. A mid-block passageway shall be accessible to the public at minimum from 5 a.m. to 10 p.m. seven days per week.

Paseo. A pedestrian walkway that is generally open to the sky and provides pedestrian passage between structures or through landscaping or parking lots, and that is distinguished by ground surface treatments that provide for pedestrian safety and ease of movement.

Pedestrian Amenity Area. A landscaped or paved area between the Build-To Line and the property line, extending the full length of the front lot line, and which functions as an extension of the sidewalk. For purposes of this Plan, the area devoted to the Pedestrian Amenity Area shall be included in the calculation of the buildable area of a lot.

Publicly Accessible Open Space (PAOS). Privately owned and maintained open space that is accessible to the public at a minimum from 5 a.m. to 10 p.m., seven days per week.

Setback. The distance of a structure or other feature measured from the property line or the required Build-To Line.

Shared Street. A shared street provides a slow-speed environment where cars, bikes, pedestrians, and other mobility devices/aids are able to all comfortably utilize the same space. The addition of landscaping and other traffic calming elements visually enhance the aesthetics and reinforce the safety aspects of a shared street.

Streetscape. Elements in the public right-of-way that form a street's character, including the roadway paving and striping, curbs, sidewalks, special sidewalk paving, street trees and other landscaping, medians, lighting, street furniture, etc.

Section I-5. RELATIONSHIP TO OTHER ZONING REGULATIONS

- A.** In addition to the provisions in LAMC Section 13.14.B. for the relationship of the Westchester – Playa Del Rey CPIO District to other City zoning regulations, the following exceptions apply to all lots within the Westchester – Playa Del Rey CPIO District unless expressly stated to the contrary in the CPIO Subarea regulations:
 - 1. The Mini-Shopping Center Commercial Corner Development Standards and Conditions of Operation set forth in LAMC Section 12.22.A.23 do not apply.
- B.** Nothing in the Westchester – Playa Del Rey CPIO District is intended to override or conflict with any regulations in the City Code or other ordinance establishing a park or Quimby fee or Park or open space dedication requirement, including any provisions related to credits or fee and dedication calculations.

Section I-6. REVIEW PROCEDURES

- A. Prohibition of Issuance of DBS Permits Prior to CPIO Approval.** The Department of Building and Safety shall not issue a permit for any Project within a Westchester – Playa Del Rey CPIO District Subarea (in whole or in part), unless the Project has been reviewed and approved in accordance with this Section I-6.
- B. Filing Requirements for Multiple Approvals.** When an applicant applies for any discretionary approval under LAMC Chapter 1 for a property located (in whole or in part) in a CPIO District Subarea, the applicant shall also apply for a CPIO Approval pursuant to Subsection C, below. A CPIO Adjustment or a CPIO Exception shall be a quasi-judicial approval for purposes of LAMC Section 12.36.A, and shall be processed subject to the procedures in LAMC Section 12.36, if applicable.

C. CPIO Approval. All Projects within a Westchester – Playa Del Rey CPIO District Subarea (in whole or in part) shall obtain an Administrative Clearance to demonstrate compliance with the Westchester – Playa Del Rey CPIO District. For any requirement for which the Project cannot demonstrate compliance, the Project shall obtain a CPIO Adjustment or CPIO Exception. An application for a CPIO Approval shall be reviewed and approved pursuant to LAMC Section 13.14.G, including as its requirements are modified and supplemented below:

1. **Content of Application for a CPIO Approval.** In addition to any other information or documents required under LAMC Section 13.14.G.1, an applicant shall provide, at minimum, two sets of detailed permit drawings and any other exhibits deemed necessary to demonstrate compliance with all applicable provisions of the CPIO District. Each application submitted for a CPIO Adjustment or a CPIO Exception shall clearly identify all of the adjustments and exemptions requested.
2. **Administrative Clearance.** In addition to the requirements in Section 13.14.G.2, the following shall apply:
 - a. **Director Approval.** The Director shall grant an Administrative Clearance after reviewing the Project and finding that it is in compliance with all applicable provisions of the Westchester – Playa Del Rey CPIO District.
 - b. **Non-Appealable Ministerial Approval.** The approval of an Administrative Clearance is not subject to appeal and is not discretionary for purposes of CEQA Guidelines Sections, 15060(c)(1) and 15268.
 - c. **Non-Conforming Uses and Scope of Review.**
 - i. In reviewing a Project for an Administrative Clearance, the Director shall review the Project for compliance with those regulations that are applicable to the proposed scope of construction or use. For example, a Project that consists exclusively of a change of use need not comply with development standards, but shall comply with the use regulations, and a Project that involves only façade improvements, shall comply with applicable façade standards, but need not comply with parking lot standards.
 - ii. Non-conforming uses shall comply with LAMC Section 12.23.
3. **CPIO Adjustments.** In addition to the requirements in LAMC Section 13.14.G.3, the following shall apply:
 - a. **Findings.** In addition to the other required findings in LAMC Section 13.14.G.3(b), the Director shall find that the Project substantially complies with the applicable design guidelines in Appendix A.

- b. **Eligible Regulations.** Unless expressly modified in the Westchester – Playa Del Rey CPIO District, all development regulations are eligible for a CPIO Adjustment pursuant to this Subsection C.3. Projects seeking relief from a Westchester – Playa Del Rey CPIO District regulation that is not eligible (or further eligible) for a CPIO Adjustment may seek relief with a CPIO Exception.
 - c. **CEQA.** Approval of a CPIO Adjustment(s) is a discretionary approval for purposes of CEQA Guidelines, Section 15060(c)(1).
- 4. **CPIO Exceptions.** In addition to the requirements in LAMC Section 13.14.G.4, the following shall apply:
 - a. **Findings.** In addition to the required findings in LAMC Section 13.14.G.4(b), the Director shall find that the Project substantially complies with the applicable design guidelines in Appendix A.
 - b. **CEQA.** Approval of a CPIO Exceptions is a discretionary approval for purposes of CEQA Guidelines, Section 15060(c)(1).
- 5. **Eligible Historic Resource Evaluation.** Prior to any other CPIO Approval being issued, a Project that involves an Eligible Historic Resource shall comply with the following review procedures.
 - a. **Projects.** For any Project that does not involve the demolition of an Eligible Historic Resource, no CPIO Approval shall be issued until one of the following occurs:
 - i. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Eligible Historic Resource is not an historical resource, as defined by Public Resources Code Section 21084.1;
 - ii. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Project is consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or
 - iii. Environmental review in compliance with CEQA was completed for the Project, including if necessary, the adoption of a statement of overriding considerations.
 - b. **Demolitions.** For any Project that involves the demolition of an Eligible Historic Resource, no CPIO approval shall be issued until one of the following occurs:
 - i. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, the Eligible Historic Resource is not an historical resource, as defined by Public Resources Code Section 21084.1; or
 - ii. Environmental review in compliance with CEQA was completed on

the Project, including if necessary, the adoption of a statement of overriding considerations.

- c. **CEQA Review for Eligible Historic Resources.** In complying with this Subsection 5, if at any time the Director, in consultation with the Office of Historic Resources, determines the Eligible Historic Resource is not a historical resource as defined by Public Resources Code Section 21084.1, approval of the Project through an Administrative Clearance (involving no other discretionary approvals) shall be a ministerial approval for purposes of CEQA, including CEQA Guidelines, Section 15268. If the Director, in consultation with the Office of Historical Resources, determines the Eligible Historic Resource is a historical resource as defined by Public Resource Code Section 21084.1, approval of the Project through an Administrative Clearance shall be a discretionary approval for purposes of CEQA Guidelines, Section 15060(c)(1). In reviewing and approving a Project with a historical resource, the Director and Office of Historic Resources shall take such steps within the scope of their powers and duties as they determine are necessary for the preservation of the historical resource, including but not limited to, consulting with the applicant to provide voluntary options for preservation or initiating a formal designation process.
- d. **Appeals.** No determination of the Director in this Subsection 5 is independently appealable unless an appeal of an entitlement or CEQA action is otherwise available through the CPIO District, the LAMC, or CEQA.

Section I-7. USE OF DESIGN GUIDELINES

The guidelines in Appendix A are not mandatory or required for an Administrative Clearance. The guidelines should be used by decisionmakers in the review and approval of discretionary zoning approvals within the CPIO District boundaries that require findings related to neighborhood compatibility, the degradation or benefit of the Project to surrounding properties and the community, and conformity with the intent and purpose of the Community Plan. Such zoning approvals include but are not limited to CPIO Adjustments, CPIO Exceptions, and conditional use permits under LAMC Section 12.24.

Section I-8. SEVERABILITY

If any provision of this Westchester - Playa del Rey CPIO District or the application of the provision to any person, property or circumstances, is held invalid, the remainder of this Westchester - Playa del Rey CPIO District or the application or the provisions to other persons, property or circumstances shall not be affected.

Section I-9. RELATIONSHIP TO FEDERAL REGULATIONS REGARDING LAX

Projects within this subarea are subject to Title 14, Part 77 of the Code of Federal Regulations regarding notification to the Federal Aviation Administration (FAA) of the proposed construction or the alteration of existing structures near a public airport.

DRAFT

CHAPTER II – CENTURY/AVIATION SUBAREA

OVERVIEW

The Century/Aviation Subarea identifies specific parcels adjacent to the Century Boulevard right-of-way, and provides specific development standards for Projects to facilitate transit-oriented development (TOD). The development standards of this Subarea promote development that is consistent with and enhances the existing commercial character, incentivizes the establishment of visitor and employee serving active uses, and identifies circumstances where reduced parking requirements are permitted. This Subarea is depicted in **Figure 2**.

Section II-1. DEFINITION OF A PROJECT

Per Section 13.14 E.2 of the LAMC, the definition of a Project may differ for each subarea of a CPIO.

A Project within the Century/Aviation Subarea shall be defined as any activity that requires the issuance of a building, grading, demolition, or change of use permit. Projects shall be reviewed for compliance with those regulations that are applicable to the proposed scope of construction or use.

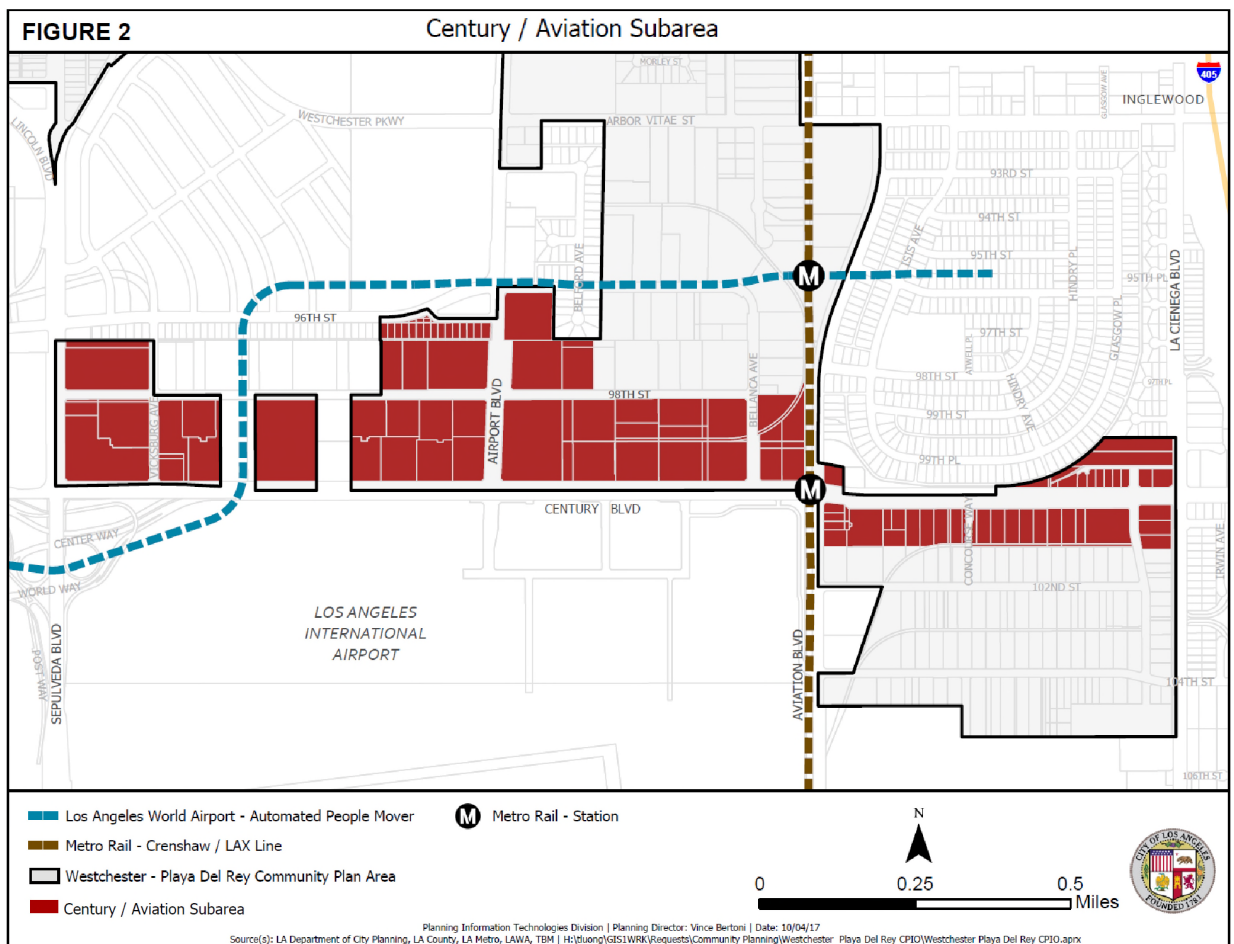
A Project does not include signage or construction that consists solely of interior and/or exterior remodeling, rehabilitation, or repair work that does not increase floor area or increase the required number of parking spaces.

Projects providing a Pedestrian Amenity Area per **Section II-2.B.3.a** shall design and improve it in compliance with any adopted streetscape plan standards if the Project reaches one of the thresholds for streetscape plan improvements as described in the relevant streetscape plan, or as superceded by LAMC 12.37.

Section II-2. DEVELOPMENT REGULATIONS

A. Parking Requirements

1. *Minimum Parking Requirements* – Projects shall comply with LAMC 12.21 A.4 Off-Street Automobile Requirements and LAMC Section 12.21 A.16 for Bicycle Parking and Shower Facilities except that:



- a. Two (2) parking spaces are required for every one thousand square feet of combined gross floor area of commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings on any lot.
 - b. For new buildings or additions, individual tenant spaces of less than 2,000 square feet occupied by an Active Use shall not be required to provide parking.
 - c. When more than five (5) new parking spaces are required, 10% of automobile parking spaces provided shall include Electric Vehicle (EV) Charging Stations, rounding up to the nearest whole number for fractional spaces.
 - d. For each automobile parking space permanently reserved for a Car Share vehicle, the required automobile parking spaces may be reduced by five (5) spaces.
2. *Changes of Use* - For existing buildings, no additional parking shall be provided for a change of use to an Active Use.

3. *Removal of Parking* - Parking spaces removed by a change of use to an Active Use or Publicly-Accessible Open Space do not need to be replaced.
4. *Floor Area Calculation*
 - a. For new buildings or additions, any area reserved for parking at or above grade level (including uncovered rooftop parking areas) shall be included in the calculation of floor area, considered to be floor area, and subject to the limitations therein; parking areas wholly below grade level shall be not be included in the calculation of floor area.
 - b. Areas reserved for Outdoor Dining shall not be included in the calculation of floor area; all other applicable regulation and fees related to Outdoor Dining shall still apply.
5. *Ground Level Parking Location* - For new buildings or additions, parking at the ground level, both covered and uncovered, must be at least 40 feet from the back of the required sidewalk or Pedestrian Amenity Area.
6. *Shared Parking* – A lower number of parking spaces shall be permitted if it is determined by the Director, in consultation with the Los Angeles Department of Transportation (LADOT), that a lower total number of parking spaces than would otherwise be required by applicable provisions of the LAMC will provide adequate shared parking for the Project's uses. An applicant wishing to take advantage of this provision shall submit a parking demand analysis showing peak utilization based on a Project's proposed uses along with the Project application to determine the number of parking spaces required.
 - a. Shared parking spaces shall not be reserved or otherwise restricted to particular users, whether through physical design or through signage.
7. *Unbundled Parking* - Automobile parking spaces shall be leased or sold separately from rental or purchase fees of the Project space, such that potential renters or buyers have the option of renting or buying at a lower price than if the automobile parking was included.

B. Setbacks and Yards

1. Projects shall provide no less than a zero (0) foot setback and no greater than a maximum five (5) foot setback on all yards other than those fronting Century Boulevard, measured from the property line. See **Figure 4** below.

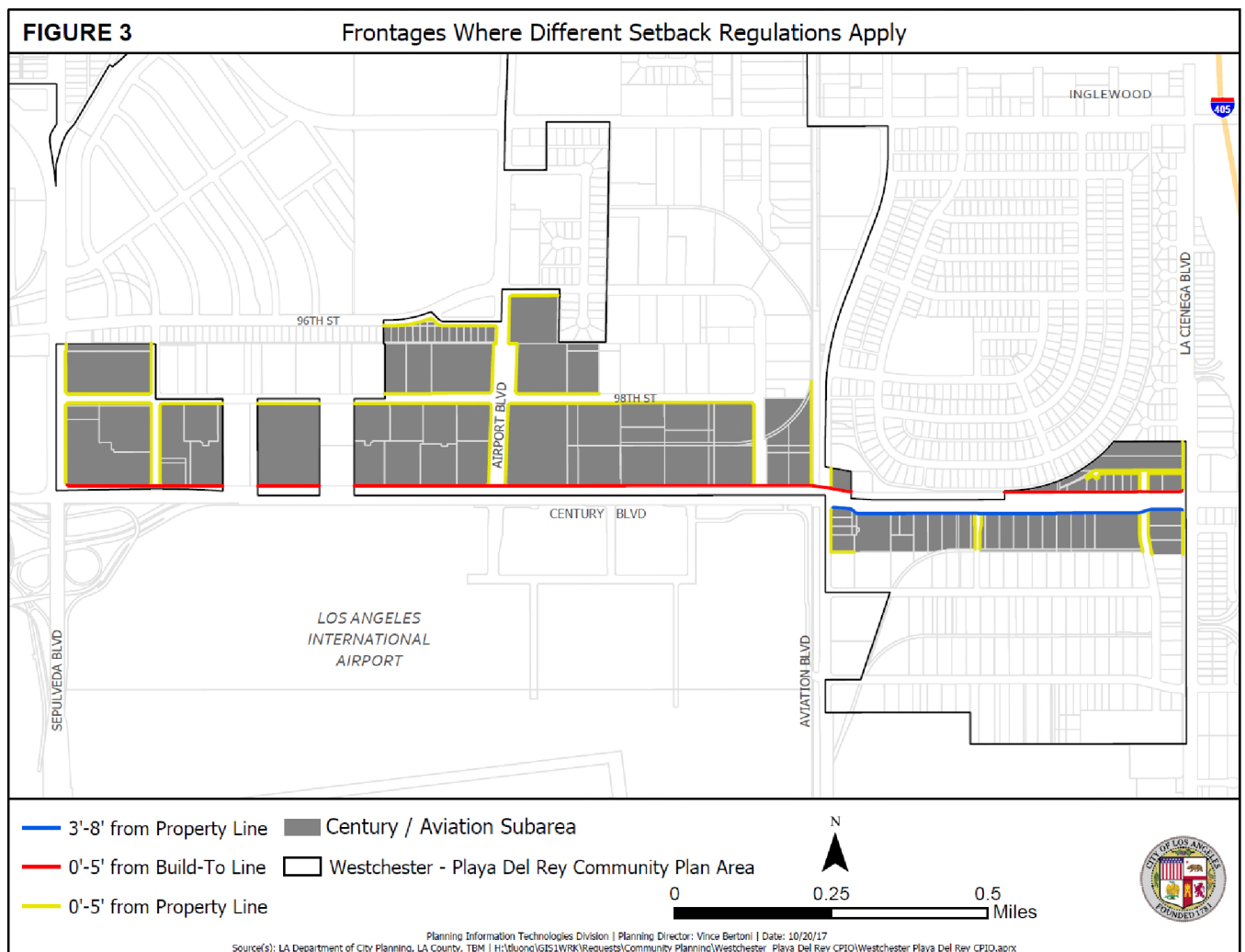
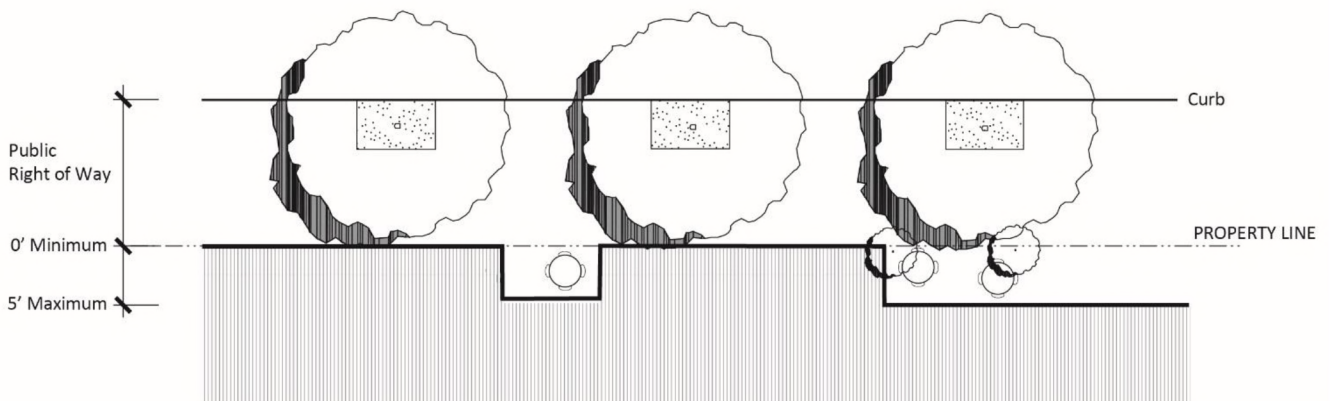
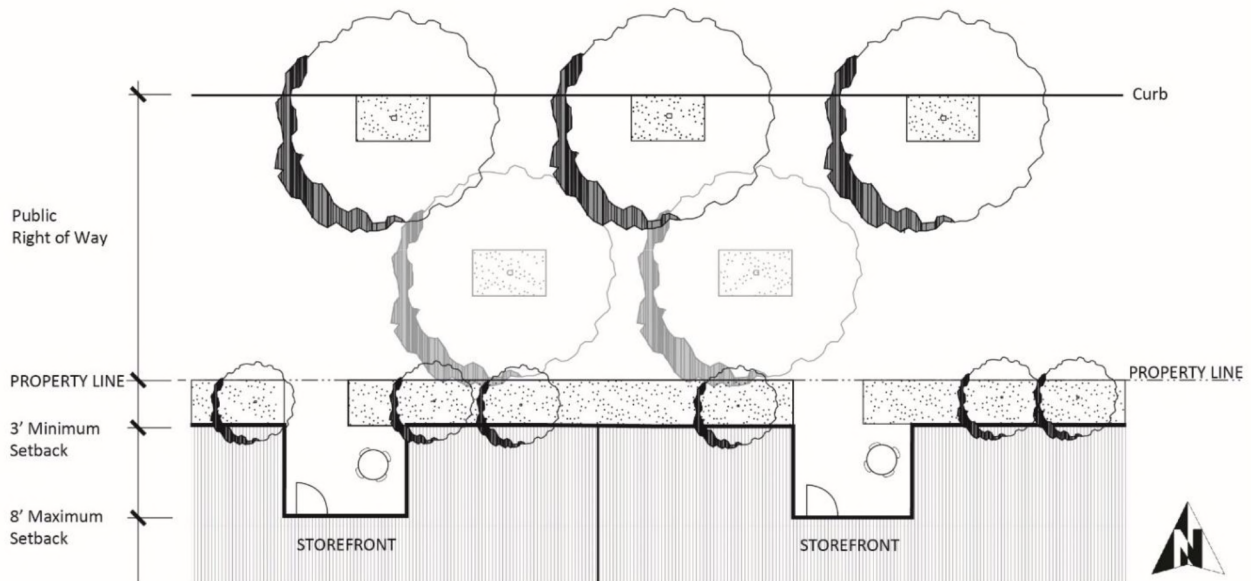


Figure 4 – Setback, all Streets Except Century Boulevard.



2. Projects along the south side of Century Boulevard shall provide no less than a minimum three (3) foot and no greater than a maximum eight (8) foot setback along the Century Boulevard frontage, measured from the property line. See **Figure 5** below.

Figure 5 – Setback, South Side of Century Boulevard Without Build-To Line.

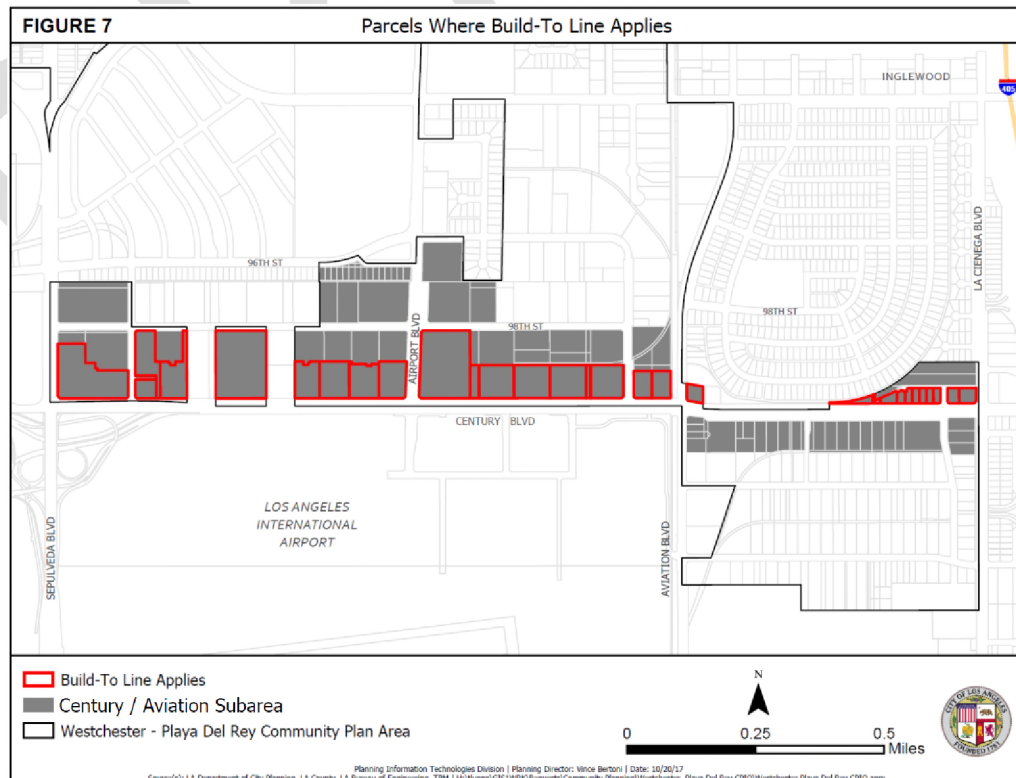
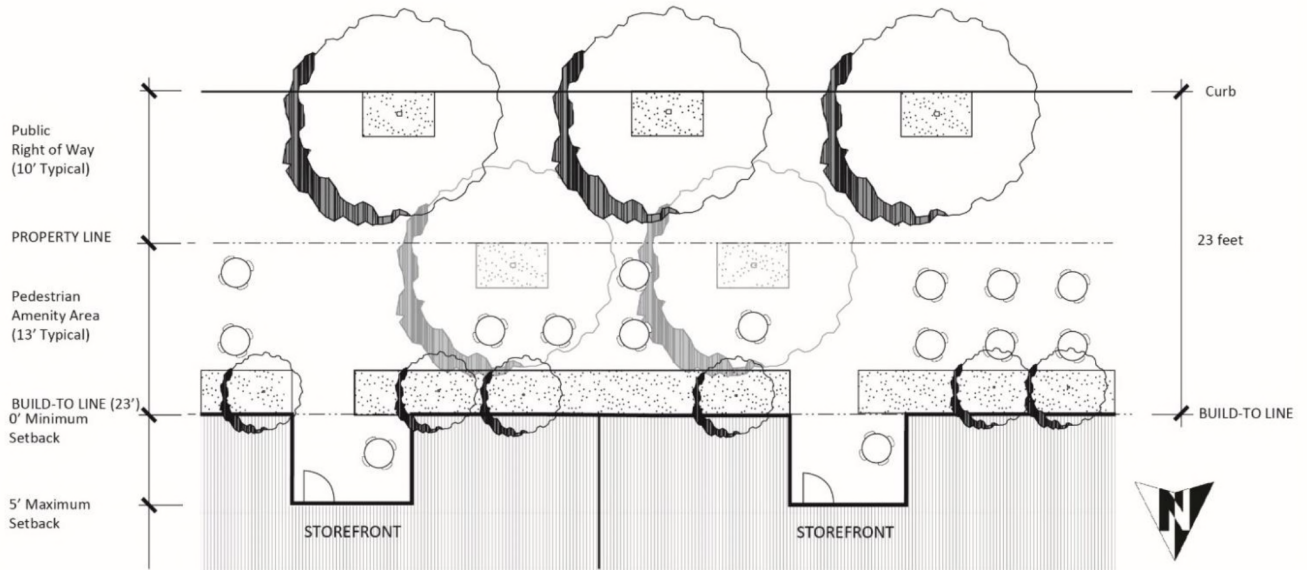


3. Projects along the north side of Century Boulevard shall provide no less than a minimum zero (0) foot and no greater than a maximum five (5) foot setback along the Century Boulevard frontage measured from a Build-To Line, 23 feet from the curb. See **Figure 6** below.
 - a. Any area between the Build-To Line and the property line shall be designated as a Pedestrian Amenity Area, and shall appear and function as a single integrated space with the public sidewalk, even though ownership is partly public and partly private. The property line shall be demarcated by a score line, saw cut, or other element that is integral to the sidewalk design and is approved in conjunction with the final sidewalk design for each project.
 - i. Street furniture, Outdoor Dining amenities, tables, chairs, lighting, heating, decorative dining area railings no higher than 42 inches, other similar elements are permitted within the Pedestrian Amenity Area, subject to the approval of the Director of Planning. Service and washing areas, habitable structure, parking, and dining area enclosures above 42 inches are not permitted.
 - ii. A building may project over the required sidewalk easement above a height of 40' and below a depth of 5' to accommodate street trees.

Projections, which are permitted in the public ROW by the Municipal Code, such as signs, canopies and awnings, are permitted over the required easement, subject to the same approvals.

- iii. A Pedestrian Amenity Area shall be designed in compliance with any adopted streetscape plan standards.

Figure 6 – Setback, North Side of Century Boulevard With Build-To Line.



4. Projects may exceed the maximum front yard setback in order to accommodate outdoor dining areas, Publicly Accessible Open Spaces and/or Mid-Block Passageways, up to the following percentages of the property's linear street frontage:
 - a. The maximum setback may be exceeded for a distance of not more than 30 percent of the property's linear street frontage where a Project fronts Century or Airport Boulevards.
 - b. The maximum setback may be exceeded for a distance of not more than 35 percent of the length of the property's linear street frontage where a Project does not front Century or Airport Boulevard.
5. Fences and walls along the front lot line are prohibited, except for those enclosing outdoor dining areas. Outdoor dining enclosures are permitted up to 42 inches in height and shall be at least 75% transparent.

C. Publicly Accessible Open Space

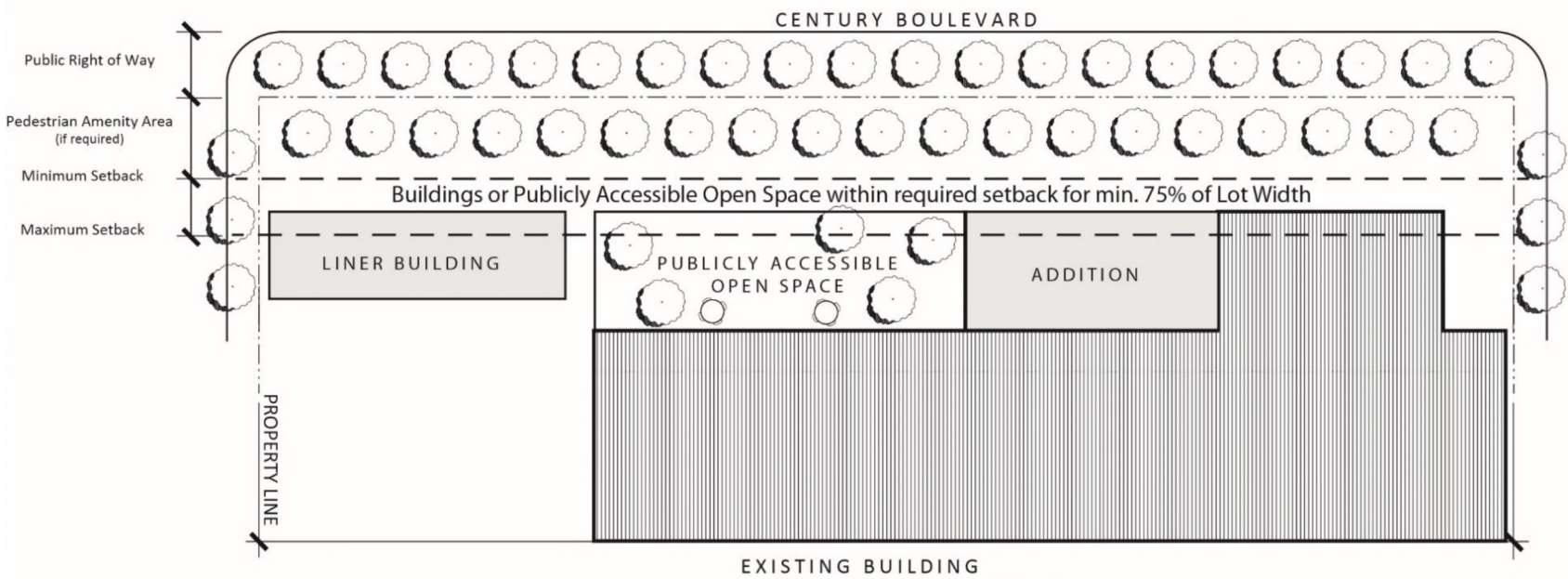
1. In addition to the Pedestrian Amenity Area required above, new construction Projects shall provide Publicly Accessible Open Space at a rate of 1 square foot per 100 square feet of non-residential floor area, the combined area of which shall be at least 2,000 square feet but which need not exceed 10,000 square feet, with no horizontal dimension less than 20 feet, when measured perpendicularly from any point on each of the boundaries.
2. At least 50% of the Publicly Accessible Open Space shall consist of hardscape. Retail kiosks, food kiosks, outdoor eating areas, and similar uses that activate the space shall be permitted in the hardscaped portion of the Publicly Accessible Open Space, provided that furnishings and fixtures are freestanding and moveable, and do not obstruct a required pedestrian path of travel.
3. Publicly Accessible Open Space shall include one seat for every 500 square feet of open space provided. Seating may be in a variety of forms such as benches, chairs, and planter walls.
4. Trees shall be planted at a ratio of 1 per 200 square feet of Publicly Accessible Open Space. At least 50% of tree species planted shall have a minimum height of 30 feet and crown spread of 20 feet at maturity.
5. Publicly Accessible Open Space shall not be more than three feet above or below street curb level.
6. Fences or walls enclosing publicly accessible open space shall not exceed a height of 42 inches and shall be designed so that the fence is at least 75 percent transparent.

7. Publicly Accessible Open Space shall be accessible from the front lot line of the Project site and provide signage with visible hours of operation and clearly state that the space is open and accessible to the public during those hours.
8. Separate trash and recycling receptacles shall be provided within Publicly Accessible Open Space.
9. New shared streets that accommodate both pedestrians and slow-moving vehicles must include street trees and/or landscaping for a minimum of 15% of the street area in order to qualify as Publicly Accessible Open Space.
10. Pedestrian Amenity Areas, as described in **Section II-2.B.3** above, shall count towards the required Publicly Accessible Open Space.
11. Mid-Block Passageways, as described in **Section II-3.C.** below, shall count towards the required Publicly Accessible Open Space.

D. Infill Development

1. Projects that meet each of the following criteria shall be required to provide infill development as described in subsection **II-D.2** below:
 - a. An addition of floor area to a site, which is greater than 5,000 square feet and is a new building or changes the existing building envelope;
 - b. Contain frontage on Century Boulevard; and,
 - c. Contain an existing surface parking or landscaped area that extends beyond the maximum setback otherwise required in **Section II-2.B.** for greater than 25% of the lot width.
2. The required infill development shall consist of:
 - a. Provision of a Pedestrian Amenity Area if located on the north side of Century Boulevard and required per **Section II-2.B.**; and,
 - b. One or more of the following for at least 75% of the lot width, within the required setback area:
 - i. An existing building or buildings;
 - ii. An addition to an existing building designed to accommodate one or more Active Uses;
 - iii. A new Liner Building(s) designed to accommodate one or more Active Uses; or,
 - iv. Publicly Accessible Open Space.

Figure 8 –Infill Development Requirement Example



3. Any new Publicly Accessible Open Space added according to the provisions of this section are exempt from the horizontal dimension requirement in **Section II-2.C.**
4. Any new Liner Building added according to these provisions shall be a minimum of 12 feet in depth, with a minimum ground level top of floor to bottom of ceiling height of 15 feet. Standards relating to frontage in **Section II-3.A.** and streetwall in **Section II-3.B.** shall not apply.
5. Parking spaces displaced by the infill requirement above do not need to be replaced per **Section II-2.A.** and no new parking shall be required for any new floor area occupied by Active Uses which are added in accordance with this section.
6. Notwithstanding the above provisions, the maximum floor area ratio for the parcel shall still apply.

E. Century/Aviation Subarea Transportation Management Organization

1. New construction Projects shall be required to join any transportation management organization established by Los Angeles World Airports.

Section II-3. URBAN DESIGN STANDARDS

A. Ground Floor Frontage

1. At least 75 percent of the ground floor frontage of a building on Century or Airport Boulevards shall be designed to accommodate one or more Active Uses.
2. At least 50 percent of the ground floor frontage of a building on all other streets shall be designed to accommodate one or more Active Uses.
3. Active Uses shall comprise a minimum depth of 40 feet from the front façade and shall have a minimum top of floor to bottom of ceiling height of 15 feet.

B. Streetwall

1. Along Century and Airport Boulevards, at least 75 percent of the lot width shall be occupied by a building façade to a minimum height of 40 feet.
2. Along all other streets, at least 75 percent of the lot width shall be occupied by a building façade to a minimum height of 25 feet.
3. No individual building shall have more than 300 feet of continuous linear street frontage.

C. Mid-Block Passageways

1. A Mid-Block Passageway through a Project site shall be provided in the following situations:

- a. The Project site is located on a block longer than 500 feet, and includes more than 300 feet of continuous linear street frontage; or,
 - b. The Project site contains no corner frontages, is located on a block longer than 500 feet, and includes at least 200 feet of continuous linear street frontage.
2. When a Mid-Block Passageway is provided, it shall adhere to the following standards:
 - a. It shall be a minimum 20 feet wide.
 - b. It shall either be covered with habitable floor area if the interior height of the paseo is at least 30 feet from ground level grade or be at least 50 percent open to the sky or covered with translucent material.

D. Pedestrian Bridges

1. Pedestrian bridges across public rights-of-way are prohibited.
2. Pedestrian bridges on private property shall be a maximum of 10 feet wide and comprised of at least 50% translucent materials on the sides and top.

E. Entrances

1. A minimum of one primary building entrance, unlocked and unobstructed during normal business hours, shall be provided along each public street frontage.
2. Each storefront shall have at least one entrance on every public street and/or Mid-Block Passageway it fronts.
3. The primary entrance for all commercial tenants fronting Century Boulevard or Airport Boulevard shall be accessed from the respective street. The primary entrance shall not be accessed from an on-site parking area.
4. All entrances shall be placed at grade level or a maximum of three feet above grade level and shall be visible from the public right-of-way. Entrances below street level are prohibited.
5. Storefront entrances shall provide recessed pedestrian entrances that are not flush with the edge of the building.

F. Transparency

1. Along Century and Airport Boulevards transparent wall openings, such as storefront windows and doors with clear glass, shall comprise at least 75 percent of a building's ground floor street-facing façade between two feet and eight feet from the finished floor level of the ground floor.

- a. On corner lots, along the intersecting street, the ground floor transparency requirements described above shall also apply to the first 20 linear feet of ground floor frontage.
2. Along all other streets transparent wall openings, such as storefront windows and doors with clear glass, shall comprise at least 50 percent of a building's ground floor street-facing façade(s) between two feet and eight feet from the finished floor level of the ground floor.
3. A minimum of 30 percent of the exterior wall of all upper floors facing a public street shall consist of transparent windows and openings.
4. Structures being renovated as part of a Project that are located on properties designated as Historic-Cultural Monuments or resources designated by the State or Federal governments or which have been identified as a potential historic resource under SurveyLA are exempt from the above transparency requirements if these requirements would render the building structurally infeasible or would compromise the historical integrity or original character of the building, as determined by the Office of Historic Resources.

G. Windows and Doors

1. Dark tinted, reflective or opaque glazing is not permitted along all street-level facades.
2. Solid exterior security grilles and permanently affixed security bars are prohibited. Exterior and interior security grilles are permitted provided they are at least 75 percent transparent and are retractable and designed to be fully screened from view during business.

H. Materials

1. The use of heavily textured (16/20) stucco finishes, i.e. heavy dash, heavy lace, or heavy sand float, as a façade material is prohibited.
2. When stucco is used, it shall be limited to 25% of a building façade and applied in combination with at least one other material on the façade, not including materials used in windows, doors, balconies, or railings.
3. Fences made of chain link, barbed wire, or decorative wrought iron spears are prohibited.
4. Building materials shall be comprised of non-reflective materials, such as concrete, wood, composite materials, coated metal, non-reflective glass, and stone.

I. Mechanical Equipment and Utilities

1. All exterior mechanical equipment, including HVAC equipment, electrical transformers, and exhaust fans, shall be screened from public view or integrated into the architectural design of the building.
2. Service areas and loading docks shall be located away from Century and Airport Boulevards and at the rear of a building or otherwise screened from public view.
3. Recycling and trash facilities shall be located away from Century and Airport Boulevards and at the rear of the building or otherwise screened from public view through gated, covered enclosures.

J. Landscape, Hardscape, and Irrigation

1. A minimum of 80 percent of a Project's newly landscaped area shall be planted with drought tolerant shrubs and groundcover identified as "California Friendly" by the Metropolitan Water District's Be Water Wise program (www.bewaterwise.com) or equivalent as determined by the Director. If turf is installed, a water-conserving species appropriate for the climate in Los Angeles shall be selected.
2. Hardscape areas shall include permeable paving for at least 50 percent of the area, except where not feasible due to water table levels, contamination, or permeability of the soil.

K. Vehicular Access and Circulation

1. Vehicular access to parking shall be from an alley or a Local Street where feasible. Vehicular access from Century and Airport Boulevards is prohibited unless access from an alley or Local Street is not possible.
2. When access from an alley or Local Street is not feasible, vehicular access to parking shall be placed towards one side of the building or along the side lot line, not in the center of a property.
3. On corner lots, vehicular access shall be located on the side of the property furthest from the corner.
4. A maximum of one driveway with a maximum width of 20 feet is permitted for Projects with up to 200 feet of frontage on a public street, unless otherwise required by LADOT.
 - a. In lieu of one two-way driveway, two one-way driveways (one ingress and one egress) having a maximum width of 10 feet each may be approved.
5. A maximum of two driveways each with a maximum width of 20 feet are permitted for Projects with greater than 200 feet of frontage on a public street, unless otherwise required by LADOT.

6. Multiple driveways shall be located at least 50 feet apart.
7. A vehicular exit from a parking structure located five feet or less from a sidewalk or paseo shall feature a visual/audible alarm to warn pedestrians and cyclists of exiting vehicles.
8. Drop-off zones shall be located along the curb where there is a full-time curbside parking lane or within parking facilities to promote sidewalk/street wall continuity and to reduce vehicle conflicts with pedestrians. Alternatively, Projects may contain a porte cochere for vehicle dropoff if full-time valet service is offered.
9. At least 10% of a commercial hotel's surface parking lot or parking structure shall be dedicated to valet parking.

L. Surface Parking

1. Surface parking lots shall not abut a public street.
2. Where an existing surface parking lot abutting a public street is retained, the parking shall be screened using:
 - a. A wall, barrier, or fence up to 42 inches high and of uniform appearance between the property line and the parking lot. Such wall, barrier, or fence may be opaque or perforated provided that not more than 50 percent of the face is open; and,
 - b. A minimum 1½-foot-wide landscaped strip between the above wall, barrier, or fence and the property line. Such planting, including any planting containers, shall not exceed 42 inches in height.
3. Parking lots shall contain a minimum of one 24-inch box tree for every four new surface parking spaces, in accordance with the City of Los Angeles Landscape Ordinance (Ord. No. 170,978), Guidelines K – Vehicular Use Areas.
4. At least 50 percent of parking lot and driveway surfaces shall utilize light-colored materials, such as concrete, white asphalt or light-colored pavers with a Solar Reflectance Index (SRI) of at least 29 to reduce surface temperatures.

M. Parking Structures

1. No parking or loading areas shall be visible on the ground floor of any building façade that faces a public street, except for the minimum ground-level frontage required for pedestrian and vehicular access to parking and loading.
2. The parking shall be screened and integrated into the architectural design of the building façade.

3. Parking stalls and driveways of a parking structure that are exposed to the sky shall be finished with a light-colored surface material such as concrete with a Solar Reflectance Index (SRI) of at least 29. Alternatively, a minimum of 50 percent of the total area of the exposed stalls and driveways shall be covered by vine-covered pergola, canopy, trellis, or solar panels and their related support structures.

DRAFT

APPENDIX A – URBAN DESIGN GUIDELINES

Section A-1. BUILDING FORM

A. GOALS

1. Avoid bulk and visual monotony through appropriate building massing and arrangement.
2. Create a built environment that engages with the pedestrian realm, while providing a buffer between the sidewalk and adjacent uses where needed.

B. MASSING

1. Break up large Projects into multiple buildings of various sizes and heights.
2. Create a strong streetwall by locating buildings at or close to the front property line where possible.
3. Where buildings are set back from the front property line, provide the following landscaping and other features within the setback area, depending on the adjacent ground floor use:
 - a. When adjacent to retail and commercial hotels, setback areas should contain primarily hardscape and may be used for outdoor dining and other commercial activity.
 - b. When adjacent to commercial offices, setback areas should contain seating and landscaping (e.g. pots and/or planters).
4. Where there are multiple ground floor uses within a Project, vary front yard setbacks to create visual interest.
5. Design publicly accessible open spaces and outdoor dining so as not to significantly interrupt the pedestrian experience created by ground floors built close to or at the back of the sidewalk.
6. Reduce the visual impact of tall buildings by stepping back upper floors that front the street. Buildings with a series of graduated, stepped, forms are encouraged.
7. Employ simple, yet varied masses, and emphasize openings that provide visual relief.
8. Monolithic vertical extrusions of a maximum building footprint are discouraged.

C. FORM

1. Commercial office buildings or commercial hotels over 100 feet should be designed to achieve a simple faceted geometry (employing varied floor plans), and exhibit big, simple moves. They should not appear overwrought or to have over-manipulated elements.
2. Commercial office buildings or commercial hotels over 100 feet that emulate a more streamline modern style should provide variety through subtle details in the curtain wall, and the articulation of a human scaled base at the street level.
3. If a Project has more than one tower, they should be complementary to each other and employ the same architectural design approach.

4. A building's top should be delineated with a change of detail and meet the sky with a thinner form, or tapered overhang.

Section A-2. BUILDING ORIENTATION

A. GOALS

1. Provide convenient access to commercial buildings for pedestrians and transit riders.
2. Enhance public safety by promoting pedestrian traffic and placing "eyes on the street."

B. GUIDELINES

1. The major architectural features of a building should face a public street, or along a publicly accessible paseo, courtyard, or plaza that opens onto the public street.
2. Orient windows toward public streets, rather than inward, to provide design interest.
3. Create well-articulated, inviting building entrances that emphasize pedestrian orientation.
4. Design entrances in proportion to the size and scale of the building.
5. Use canopies, awnings, or recesses at entrances to provide shelter for tenants and guests.
6. Ensure that the main entrance and entry approach for a building can accommodate persons of all mobility levels by adhering to ADA requirements.
7. Provide direct paths of travel for pedestrians within large sites.
8. Automobile entrances to buildings should be less prominent than pedestrian entrances.
9. For buildings at intersections, major architectural features should be oriented either towards the intersection or towards a Boulevard I or Boulevard II designated street. When a Boulevard I and Boulevard II intersect, a Boulevard I should take preference.
10. Line the ground floor of buildings with retail, restaurants, office, and/or individual residential units to create a lively street frontage.
11. Where residential or commercial uses are located on the ground floor, provide entries to individual units or tenants directly from the street.
12. Locate gathering spaces such as gyms, recreation rooms, and community space at the ground level and with main entrances from the public right-of-way.

Section A-3. ARCHITECTURAL TREATMENT

A. GOALS

1. Break down building massing using varied and meaningful articulation in façades and rooflines.
2. Add depth and scale to a building's façade using well-detailed windows and doors.

3. Create visual interest while contributing to the definition of the street through the use of durable materials and high-quality design details.
4. Provide sufficient illumination for safety and visibility without negatively impacting surrounding areas.
5. Minimize visual clutter by screening mechanical equipment and utilities from public view.

B. ARTICULATION

1. Break down large building façades using vertical articulation achieved through recessed walls, change in materials, windows, balconies, columns, or other architectural details.
2. Use horizontal architectural treatments such as entry porticos, cornices, friezes, awnings, canopies, or other features to add visual interest at the pedestrian level.
3. Vary rooflines through the use of sloping roofs, modulated building heights, stepbacks, or innovative architectural solutions.
4. Layer building architectural elements to emphasize certain features of the building such as entries, corners, and organization of units.
5. Emphasize the corner of buildings located at the intersection of two arterial streets by using one of the following techniques or similar: vertical massing or tower at the corner, diagonal setback and/or corner plaza at the intersection, or a recessed building entrance at the corner.
6. Provide an identifiable visual break between a building's retail floors (ground level and in some cases, second and third floors) and upper floors. This break may be achieved through a change in material, change in fenestration pattern, or similar means.
7. Set apart the primary building entrances from the main façade and distinguish from retail storefronts and other entrances through architectural treatments such as recesses, canopies or awnings, material, or color. The size and scale of these features should be proportional to the overall height and width of the building.
8. Design storefronts to convey an individual expression of each tenant's identity while adhering to a common architectural theme and rhythm.
9. Design balconies such that their size and location maximize their intended use for open space. Avoid "tacked on" balconies with limited purpose or function.
10. Where openings occur due to driveways or other breaks in the sidewalk or building wall, use architectural features such as decorative gates and pergolas in combination with landscaping to provide a continuous visual presence at the street level.

C. WINDOWS AND DOORS

1. Buildings should have meaningful fenestration that establishes a clear pattern on the façade that provides depth and articulation.
2. The shape, style, and arrangement of windows and doors should not conflict with the architectural style of the building.
3. Door and window frames shall be detailed to achieve a depth and shadow reading.

4. Flush finish window installations may be permitted when a glass curtain wall, spandrel glass, or other similar design approaches are used.

D. MATERIALS

1. Building materials should be varied to add texture, depth, and visual interest to a façade.
2. Durable, high quality and authentic materials that have a long life, age well, and reflect a high level of craftsmanship are encouraged.
3. Incorporate no more than three complementary building materials into the exterior façade of buildings, including but not limited to glass, tile, terra cotta, brick, stucco or stone.
4. Infill Projects on the same site should utilize materials that are consistent with or complement the neighboring buildings.
5. Apply changes in material purposefully and in a manner corresponding to variations in building mass.
6. Materials and details, including windows, doors, and roof details, should be reflective of the architectural style utilized.
7. All building fixtures, awnings, security gates, parking garage doors, etc., shall complement and be architecturally integrated to the design of the building.
8. Use high quality, durable materials on ground floor facades that add scale, color, and texture, to create variety at the pedestrian level. Avoid using stucco, glass fiber reinforced concrete (GFRC), or similar materials on the ground floor.

E. COLOR

1. Building colors should be appropriate to the architectural style of the building (a three-color paint scheme is generally encouraged, applying harmonious colors to the body, trim and any accent features on the structure).
2. Bright or intense colors should not be utilized for large areas. Bright colors on architectural detailing, trim, window sashes, doors and frames, or awnings may be used if they are compatible with the color scheme of the building.
3. Color shades of individual buildings should be chosen to complement the colors of adjacent structures of the surrounding area.

F. SHADE TREATMENT

1. Incorporate awnings, overhangs, canopies, or exterior window shelves along the southeast, south, and southwest building faces to provide shade.
2. The size, scale and color of awnings, overhangs, canopies, and exterior window shelves should be compatible with rest of the building and should be designed as an integral part of the building architecture.
3. Awnings should be of woven fabric (and not vinyl), fade resistant, and be maintained in good condition and replaced periodically.
4. Canopies constructed of metal, glass, or other materials should be compatible in scale and design of the building.

G. FENCING

1. Support an open and accessible physical environment by minimizing visual barriers and the enclosure of outside space.
2. Locate and design any necessary fencing in a manner so as not to detract from the quality of the pedestrian experience.
3. Long expanses of fences should incorporate openings on primary frontages, changes in materials, texture, and/or landscaping.

H. LIGHTING

1. Provide lights on sidewalks, walkways, and open spaces to encourage and extend safe pedestrian activities into the evening.
2. Use ornamental low-level lighting to highlight and provide security for pedestrian paths, parking areas, and entrances.
3. Integrate security lighting into the architectural and landscape lighting system. Security lighting should not be distinguishable from the Project's overall lighting system.
4. Install lighting fixtures that accent and animate a building's architectural details.
5. Use ornamental low-level lighting to highlight and provide security for pedestrian paths, entrances, and parking areas.
6. Use adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage.
7. Integrate solar-powered lighting to increase energy efficiency.
8. Illuminate ground floor retail uses along arterial streets from within, both during and after business hours.
9. Orient commercial buildings on the site to maximize natural light within interior work spaces.
10. Provide operable clerestory windows where feasible to allow for ventilation and indirect lighting.

I. MECHANICAL EQUIPMENT AND UTILITIES

1. Place utilities such as gas, electric, and water meters in side yards or in landscaped areas out of view from the public right-of-way.
2. Mechanical and electrical equipment such as transformers, wireless facilities, air conditioning units, vents, and antenna should be placed underground, on a rooftop, or otherwise screened from public view.
3. Screen rooftop mechanical equipment from the public right-of-way using parapets and other architectural features.
4. Equipment at the ground level should be concealed by planting materials in a manner that contributes to the quality of the existing landscaping on the property and the public streetscape.
5. Where possible, hide trash enclosures within parking garages so that they are not visible from the street.

6. Screen outdoor stand-alone trash enclosures using walls consistent with the architectural character of the main building and locate them so that they are not visible from the public right-of-way.
7. Locate noise and odor-generating functions in enclosed structures so as not to create a nuisance for building residents or adjacent neighbors.
8. Relocate utility poles underground wherever possible.

Section A-4. OPEN SPACE

A. GOALS

1. Design outdoor open spaces as communal rooms for gathering, social interaction, and recreation.
2. Provide a variety of open spaces that are accessible to and may be shared among users within the area.
3. Create safe, inviting passageways between buildings that contribute to an interconnected pedestrian network.
4. Promote environmental sustainability by conserving water and reducing the heat island effect.

B. COMMON OPEN SPACE

1. Design buildings to focus on and contain public spaces such as courtyards, plazas, entry forecourts, paseos, parks, squares and roof terraces, with a balance of landscaped and paved areas.
2. Provide amenities in common open space such as seating, shade/canopy trees, active and passive recreational uses, tot lots, shading devices, and bicycle facilities.
3. Define courtyards as outdoor rooms, using buildings and/or landscape elements to create a sense of enclosure and provide quiet areas while maintaining safety.
4. Design open spaces to be easily accessible and comfortable for a substantial part of the year.
5. Provide a clear hierarchy and network of common open spaces, distinguishing each space by design and function to create a connected public realm conducive to both active and passive uses.
6. For small projects, cluster required common open space areas in a central location, rather than dispersing smaller less usable areas throughout the site.
7. Locate publicly accessible open space where it will be visible and can easily be accessed from a public street.
8. Design publicly accessible open space so that it can be occupied by and is functional for all users, with sufficient size, accessible grading, and a mix of hardscape and landscape materials.
9. Incorporate a mix of passive and active recreational facilities within an open space to serve employees and visitors, such as basketball courts, a Farmer's market, off-leash dog park, open air café, picnic area or other seating, tennis courts, and exercise areas.

C. PASEOS

1. Use paseos to break up large blocks and connect the street and alley network.
2. Paseos should have a clear line of sight to the back of the paseo or a gathering place or focal element.
3. Activate paseos using water features, pedestrian lighting, artwork, benches, landscaping, or special paving so that they are safe and visually interesting spaces.
4. Line the ground floor facing paseos with spaces designed for active uses such as retail, personal services, community or cultural facilities, restaurants or bars, offices, or lobbies.

D. LANDSCAPE, HARDSCAPE, AND IRRIGATION

1. Attractively landscape and maintain all open areas not used for buildings, driveways, parking areas, recreational facilities or pedestrian walkways in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect.
2. Design landscaping to be architecturally integrated with the building and suitable to the functions of the space, selecting plant materials that complement the architectural style and form of the building.
3. Use trees and other landscaping to soften the appearance of larger massing along a street.
4. Front yard landscaping should complement or be consistent with the streetscape palette as implemented by any adopted streetscape plans.
5. Provide canopy trees in planting areas for shade and energy efficiency, especially on south and southwest-facing facades.
6. Harvest rainwater and reuse on site where possible.
7. Use landscape contouring to minimize precipitation runoff.
8. Irrigation systems should be plumbed with a purple pipe to enable a connection to a recycled or gray water system once it is available.
9. Select drought-tolerant, native landscaping to limit irrigation needs and conserve water.
10. Group plants with similar water requirements together into hydro-zones, which allow for a zoned irrigation system to meet the unique water needs of different areas of the landscape.
11. Vertical landscaping and/or green roofs are encouraged on blank walls and other areas where feasible.
12. Vertical landscaping should enhance the architectural design of the building.

Section A-5. PARKING DESIGN

A. Goals

1. Promote streetwall continuity, avoid interruptions to the pedestrian realm, and enhance pedestrian safety by strategically locating parking, loading, and vehicular circulation.
2. Conceal surface parking lots from view and minimize their contributions to the urban heat island effect.
3. Minimize the appearance of parking structures within a Project while promoting accessibility and ease of use.

B. Vehicular Access

1. Prioritize pedestrian access first and automobile access second.
2. Orient parking toward the rear or side of buildings and away from the public right-of-way.
3. Maintain continuity of the sidewalk by minimizing the number of curb cuts for driveways; instead, use alleys for access where possible.
4. When a driveway in the front of a property cannot be avoided, locate the driveway at the side of the property to allow ample room for landscaping and entrances in the front.
5. Locate curb cuts in a manner that maximizes on-street parking and replace any unused curb cuts and driveways with standard sidewalks.
6. Maintain existing alleys for access and circulation. Avoid vacating alleys or streets to address project-specific design challenges.

C. Surface Parking

1. Locate parking lots in the interior portion of the lot, not at the corner or front of the site.
2. Where a parking lot abuts a public street, provide a visual screen or landscaped buffer between the sidewalk and the parking lot.
3. Install canopy trees or shade structures, such as canopies, trellises, or solar panels, throughout surface parking lots to provide sufficient shade.
4. Where possible, link new surface parking areas with parking in adjacent development to facilitate vehicular and pedestrian movements.

D. Parking Structures

1. Minimize the appearance of parking structures along a street by lining them with habitable space, or using planting and other screens to conceal parking areas and headlights.
2. Where upper levels of parking structures are not lined by habitable space, they should be screened and designed to blend in with the project using architectural treatments such as fenestration patterns and materials.
3. Parking structures should incorporate a façade or external skin to improve the building's appearance over the basic concrete structure of ramps, walls and columns. This can include heavy gauge metal screen, precast concrete panels, laminated glass, or photovoltaic panels.
4. On corner lots, locate parking structures as far from the corner as possible.

5. Parking areas for the uses on a site should be physically connected to and accessible from public parking areas so that spaces may be reallocated and/or shared between private uses and the public in the future as demand for parking changes.
6. Elevator and stairs for parking structures should be located adjacent to public streets or pedestrian passageways and be highlighted architecturally so visitors can easily find and access these entry points.
7. Integrate signage and wayfinding with the architecture of a parking structure.

DRAFT

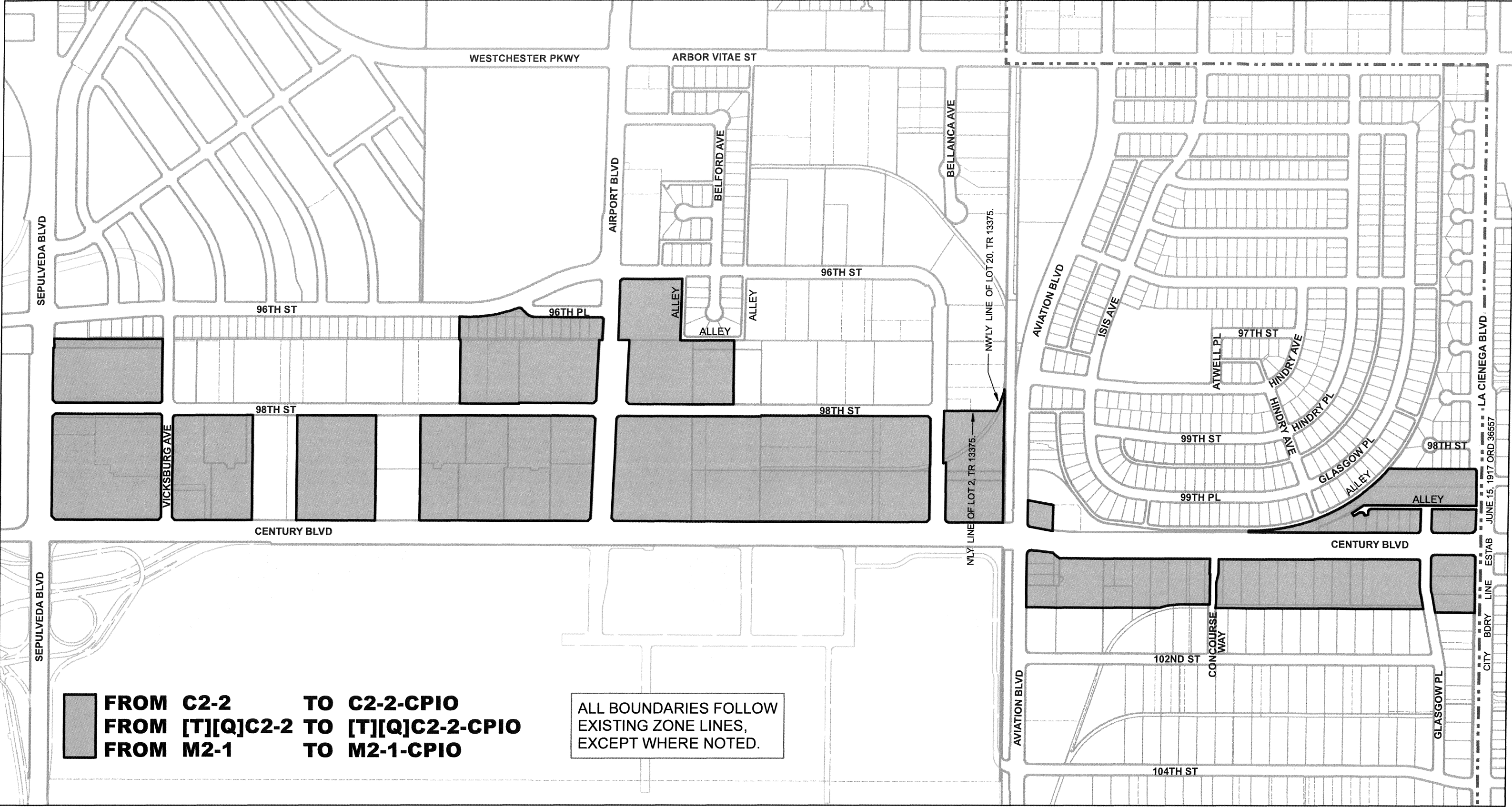
Exhibit C:

**Westchester – Playa Del Rey Community Plan Implementation Overlay,
Century/Aviation Subarea Ordinance Map**

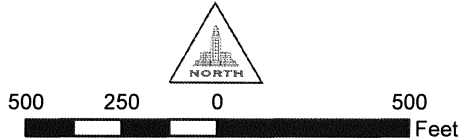
Case No: CPC-2017-4365-ZC

For consideration by the City Planning Commission

March 8, 2018



Community Plan Implementation Overlay (CPIO)
Century Aviation CPIO District Subarea



C.M. 090 B 165, 090 B 169, 090 B 173, 093 B 165, 093 B 169, 093 B 173.	CPC-2017-4365-ZC
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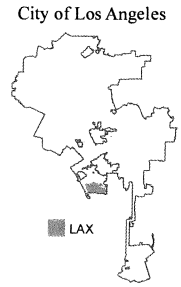


Exhibit D:

**Westchester – Playa Del Rey Community Plan Implementation Overlay,
Century/Aviation Subarea Categorical Exemption**

Case No: CPC-2017-4365-ZC

For consideration by the City Planning Commission

March 8, 2018

COUNTY CLERK'S USE

CITY OF LOS ANGELES

CITY CLERK'S USE

OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 360
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY

City of Los Angeles Department of City Planning

COUNCIL DISTRICT

11

PROJECT TITLE

Westchester-Playa Del Rey Community Plan Implementation Overlay (CPIO), Century/Aviation Subarea

LOG REFERENCE

ENV-2017-4366-CE and
CPC-2017-4365-ZC

PROJECT LOCATION

The majority of properties zoned for commercial use in the area generally bounded by Sepulveda Blvd. to the west, 96th St. to the north, La Cienega Blvd. to the east, and 102nd St. to the south within the Westchester – Playa Del Rey Community Plan area.

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:

The establishment of the Westchester-Playa Del Rey Community Plan Implementation Overlay (CPIO) would institute development regulations and urban design standards for the subject area. The CPIO would be established to enhance the unique character of the district through design and development standards and parking regulations to implement the goals and policies of the Westchester-Playa del Rey Community Plan. Lastly, urban design guidelines were developed to improve the built environment of the district and complement the development regulations and urban design standards in the CPIO.

The Century/Aviation CPIO is part of the City of Los Angeles' Transit Neighborhood Plans project, which is intended to establish new development regulations that better support transit ridership, reduce automobile dependence, and improve regional air quality. The CPIO implements the goals of the Westchester-Playa Del Rey Community Plan, which identifies the need for pedestrian-oriented design guidelines and a mix of uses that serves airport travelers and visitors.

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

CONTACT PERSON

PATRICIA DIEFENDERFER

AREA CODE

213

TELEPHONE NUMBER

978-1170

EXT.

EXEMPT STATUS: (Check One)

STATE CEQA GUIDELINES

CITY CEQA GUIDELINES

☐ MINISTERIAL☐ Sec. 15268☐ Art. II, Sec. 2b☐ DECLARED EMERGENCY☐ Sec. 15269☐ Art. II, Sec. 2a (1)☐ EMERGENCY PROJECT☐ Sec. 15269 (b) & (c)☐ Art. II, Sec. 2a (2) & (3)☒ CATEGORICAL EXEMPTION☐ Sec. 15308 *et seq.*☐ Art. II, Sec. 2Class 8 Category _____ (City CEQA Guidelines)☒ OTHER: State CEQA Guidelines Section 15061(b)(3) and City of LA CEQA Guidelines Article II, Section 2(m)

JUSTIFICATION FOR PROJECT EXEMPTION: See attached narrative.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

SIGNATURE

TITLE

DATE

FEE:

RECEIPT NO.

REC'D. BY

DATE

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record Rev. 11-1-03 Rev. 1-31-06

IF FILED BY THE APPLICANT:

NAME (PRINTED)

SIGNATURE

DATE

February 15, 2018

Westchester-Playa Del Rey Community Plan Implementation Overlay, Century/Aviation Subarea

CATEGORICAL EXEMPTION

Prepared by:

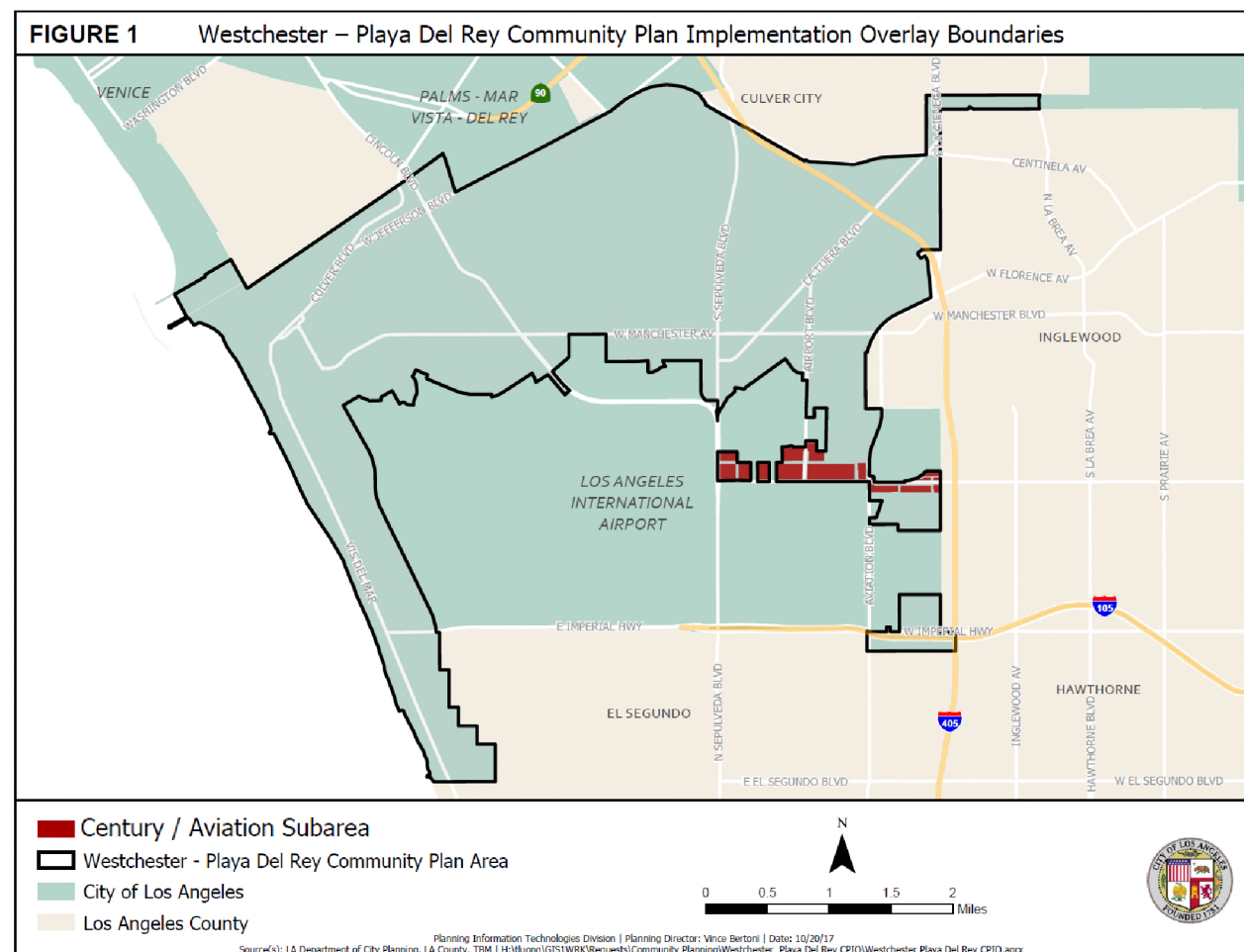
Los Angeles Department of City Planning
Community Planning Bureau
200 N. Spring Street, Room 667
Los Angeles, CA 90012
Contact: Andrew Jorgensen
Phone: 213-978-1281

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) NARRATIVE:**ENV-2017-4366-CE****I. PROJECT LOCATION**

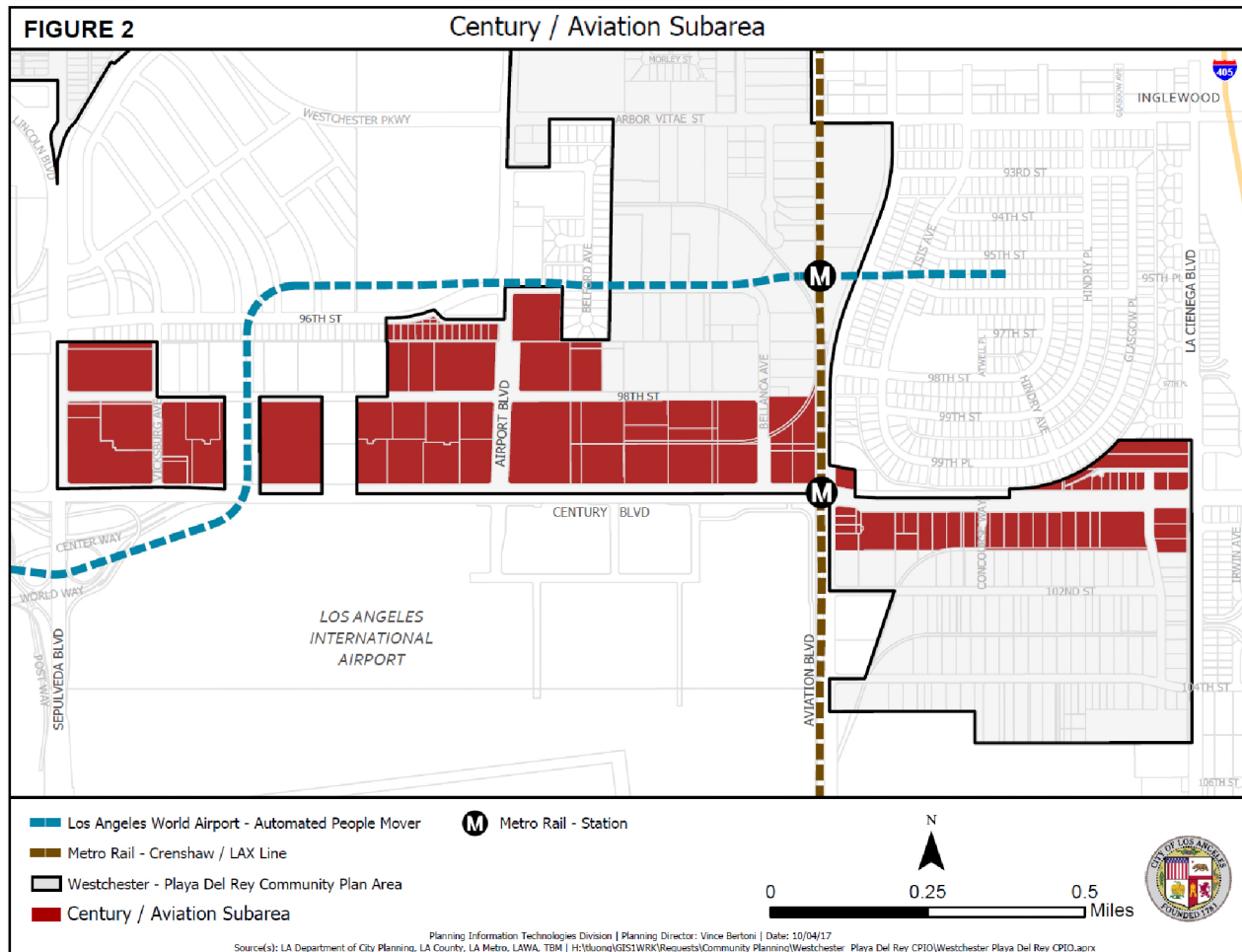
The Westchester-Playa Del Rey Community Plan Implementation Overlay (CPIO), Century/Aviation Subarea encompasses select commercially and industrially zoned properties in the Century Boulevard/98th Street corridor which stretches approximately 1.5 miles between Sepulveda and La Cienega Boulevards. The Project is located wholly within the Westchester-Playa Del Rey Community Plan (W-PDR or Community Plan) and adjacent to the Los Angeles International Airport (LAX) Specific Plan. The City has determined that the every parcel of proposed CPIO is within Transit Priority Areas and thus consistent with the aforementioned criteria.

II. PROJECT DESCRIPTION

The CPIO and its Century/Aviation Subarea are part of the City of Los Angeles' Transit Neighborhood Plans project, which is intended to establish new development regulations that better support transit ridership, reduce automobile dependence, and improve regional air quality. The CPIO intends to implement the W-PDR Community Plan which contains goals and objectives regarding the Century Boulevard/98th Street Corridor, which calls for the establishment of pedestrian-oriented and other design guidelines that were envisioned to be established through a subsequent planning process.



The CPIO ordinance establishes specific development regulations and urban design standards within the Century/Aviation Subarea (Subarea). The project also includes the development of accompanying urban design guidelines. The CPIO's boundaries (see Figure 1) are identical to the boundaries of the W-PDR CP, but the supplemental development regulations will only apply to the Century/Aviation Subarea (see Figure 2). This Subarea is generally bounded by 96th St. and 102nd St. to the north and south and La Cienega Blvd. and Sepulveda Blvd. to the east and west. The formation of the Subarea serves to integrate supplemental development regulations to ensure that future development includes a wide array of visitor-serving and commercial uses and improves the pedestrian orientation and economic vitality of the area.



The Community Plan contains goals and objectives regarding the Century Boulevard corridor which call for the establishment of pedestrian-oriented design guidelines; however, this was not established at the time. The Subarea would implement the following relevant goals, objectives, policies, and programs of the Community Plan:

- **Goal 2: Encourage a strong and competitive commercial sector that promotes economic vitality and serves the needs of the Westchester-Playa Del Rey Community through safe, accessible, and well-designed commercial districts, while preserving the historic and cultural character of the community. (CP p. III-10)**
 - **Objective 2-2: Strengthen and enhance the major commercial districts of the community into distinctive, pedestrian-friendly areas providing shopping, civic, social and recreational activities. (CP p. III-11)**
 - **Objective 2-3: Enhance the land use compatibility, visual appearance, design, and appeal**

- of commercial development. (CP p. III-13)
 - Policy 2-3.1: Enhance the visual appearance and appeal of commercial properties by regulating design, signage, landscaping, and similar issues wherever possible. (CP p. III-13)
 - Objective 2-4: Further improve and enhance the Century Boulevard/98th Street Corridor as a hotel, shopping and entertainment district serving airline travelers and visitors. (CP p. III-14)
 - Policy 2-4.1: Develop the Century Boulevard/98th Street Corridor to offer a wide variety of hotel accommodations, shopping, dining, and entertainment opportunities and other services for air travelers and other visitors to the area. (CP p. III-14)
 - Program: The Plan designates the Century Boulevard/98th Street Corridor for Regional Center Commercial to permit the development of a wide array of visitor-serving and commercial uses and services. This designation also prohibits industrial uses that would be incompatible with such development. (CP p. III-14)
 - Policy 2-4.2: Coordinate the future development of the Century Boulevard/ 98th Street Corridor with the development and access to the Los Angeles International Airport and its ancillary facilities. (CP p. III-14)
 - Program: The local Business Improvement District (BID), and the appropriate City agencies (Planning, Transportation, Engineering, etc.) should coordinate with Los Angeles World Airport (LAWA) Department regarding the patterns of development and access to the airport, and how this commercial district can be configured to more effectively serve travelers, visitors, etc. (CP p. III-15)
 - Policy 2-4.3: Establish a Conference Center within the district to further enhance the available services and allow the accommodation of larger meetings, conventions, etc. (CP p. III-15)
 - Program: The Plan supports the concept of a Conference Center within the district, and recommends that the local Business Improvement District (BID) seek assistance from the Community Development Department and other City, state and federal governmental agencies regarding funding and the other issues involved in developing such a facility. (CP p. III-15)
 - Objective 5-1: Preserve existing open space resources and wherever possible develop new open space (CP p. III-22)
 - Objective 11-2: Ensure that the location, intensity, and timing of development is consistent with the provision of adequate transportation infrastructure (CP p. III-37)
 - Objective 15-1: Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips (CP p. III-45)
 - Chapter 5 Urban Design; Design Considerations for Special Areas; D. Century Boulevard/98th Street Corridor: The Community Plan contains several guidelines for the Century Boulevard/98th Street Corridor such as the creation of pedestrian paths, the creation of a long-term plan to guide development, and the implementation of design guidelines for pedestrian amenities, building orientation, access, and landscaping. This is in order to “address issues such as building orientation, access, pedestrian amenities, landscaping, signage, and other relevant concerns (CP p. V-15).”

The Subarea would establish supplemental development regulations within the Century Boulevard/98th Street Corridor as called for in the Community Plan. It would enhance the unique character of the project area through design standards and parking regulations to implement the goals and policies of the W-PDR Community Plan for the purpose of creating an enhanced pedestrian character with a greater number of active uses. The implementation of enhanced urban design standards will improve the built environment of the district, and additional voluntary guidelines will inform subsequent decision-making when discretionary actions are being requested. Thus, the formation of the CPIO and the Subarea, by itself, does not propose or authorize any development. Nor does it change any land uses, building heights, densities or intensities.

Through the implementation of supplemental development regulations and design guidelines, the CPIO Subarea intends to better guide future development on the corridor by:

- Encouraging active ground floor and visitor-serving uses that lead to an enhanced pedestrian environment;
- Improving the visual character and design of new commercial development by imposing various requirements that will ensure consistency in: setback and yard requirements; street wall; mid-block passageway requirements; ground floor frontage; entrances; window transparency; and, entrance placement;
- Requiring that buildings be oriented to the street to improve pedestrian circulation and to minimize vehicular and pedestrian conflicts;
- Breaking up building massing;
- Encouraging the provision of publicly accessible open space in new developments; and,
- Including design-specific requirements for parking structures to ensure pedestrian safety and improved design.

It would also require less parking for infill, employment center projects within a designated Transit Priority Area. The CPIO is consistent with Senate Bill 743, which added Section 21099 (d)(1) of the Public Resources Code to state that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if: 1) the project is a residential, mixed-use residential, or employment center project, and 2) the project is located on an infill site within a transit priority area. LADCP has determined that the every parcel of proposed CPIO is within Transit Priority Areas and thus consistent with the aforementioned criteria.

Future development within the boundaries of the Subarea would be required to conform to the supplemental development regulations and other regulations of the City of Los Angeles, and would be subject to review on a project-by-project basis to determine project-specific compliance with CEQA. As no specific projects that would be subject to the regulations set forth in the CPIO have been identified, analysis of environmental impacts associated with unidentified future projects would be speculative. The CPIO Subarea would not change any land uses or permit development of greater height or density than permitted by the Community Plan and previously analyzed in the Final EIR.

Simultaneously, a streetscape plan is being prepared for Century Boulevard, from La Cienega Boulevard to Sepulveda Boulevard, matching the east and west boundaries of the CPIO. The Century Boulevard Streetscape Plan is not a part of this project. The CPIO and the streetscape plan are not dependent on each other, thus each has independent utility. The City would still have an interest in adopting one, even if the other were not adopted. Each is not a reasonably foreseeable consequence of the other and can be implemented separately from the other if one is not adopted. The Streetscape Plan contains a constrained alternative for buildout in the event that development on adjacent properties does not permit full buildout of the streetscape plan. As a result, a separate environmental document, a Categorical Exemption, has been prepared for the streetscape plan.

III. CEQA DETERMINATION

A. State CEQA Guidelines Section 15308

The State California Environmental Quality Act (CEQA) Guidelines Section 15308 establishes a categorical exemption for actions or activities that meet the following criteria:

. . . [A]ctions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment. Construction activities and relaxation of standards allowing environmental degradation are not included in this exemption.

The stated purpose of the development and design standards and accompanying guidelines of the CPIO is to develop, improve, and enhance the urban design and aesthetic character of the corridor along Century Boulevard within the Westchester-Playa Del Rey Community Plan area. The regulations of the proposed CPIO would be more protective of the environment, including the aesthetic environment, than the current regulations by establishing standards for building massing and aesthetics beyond what is required by the underlying zoning. The CPIO is intended to develop a unique sense of place and identity for Century Boulevard and to complement any adopted Streetscape Plans by enhancing the public right of way through the design of abutting buildings by improving the pedestrian-orientation of new buildings and by ensuring that parking and vehicular circulation be sited to reduce conflicts with pedestrians. The CPIO would additionally further implement policies and programs (see above) adopted in the Community Plan. The CPIO, however, does not relax any environmental standards nor does it authorize any specific construction or development projects.

Further, the CPIO is not expected to create any additional adverse impacts to any environmental resources. The CPIO, by itself, does not propose or authorize any development. It does not change any land uses, building heights, densities or intensities. Therefore, it would not create or enable any additional impacts by itself or cumulatively when reasonably foreseeable development occurs in accordance with the new standards.

B. Exceptions to Exemptions

The State California Environmental Quality Act (CEQA) Guidelines Section 15300.2 outlines 5 exceptions to the use of a Categorical Exemption:

- (a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

This subsection is not applicable as the proposed CPIO is not categorically exempt in the applicable Classes (3, 4, 5, 6, and 11).

- (b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

The CPIO, by itself, does not propose or authorize any development. It does not change any land uses, building heights, densities or intensities. The proposed CPIO seeks to implement supplemental development standards and design guidelines which are intended to better shape development on the corridor and would: be more protective of the environment than the current regulations; regulate the visual character and design of new commercial development; require buildings to be oriented to the street; regulate building massing and other architectural features; and, encourage the provision of publicly accessible open space in new developments.

Since allowable land uses, densities, and densities are not changing and additional standards to regulate the visual character of new buildings would be enacted, when taken together the reasonably foreseeable development of the corridor using the new standards would be less impactful to the environment than is allowable under current regulations.

Therefore, the proposed ordinance would not be expected to generate cumulative impacts as its regulations are more protective of the environment than the current underlying zoning. If other ordinances of similar nature were enacted, no additional adverse impacts would accumulate. The ordinance serves to reduce adverse environmental impact and so an accumulation of similar ordinances would serve only to further reduce adverse environmental impacts.

- (c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

There are no unusual circumstances that would create the reasonable possibility that the activity would have a significant effect on the environment. To the contrary, the proposed ordinance is more protective of the environment than current regulations. It does not propose or authorize any specific new development or construction, and does not propose to change land use, heights, or densities. As further elaborated below, even if any of the threshold circumstances were found to exist for an exception to an exemption (e.g., scenic highway, sensitive environment, historic resource, unique circumstance, etc.), the project will not foreseeably result in a significant impact to the environment.

- (d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

This exception is not applicable, as the proposed project is not located in a designated scenic highway nor does it seek to regulate any scenic highways or property adjacent to any scenic highways. . Nevertheless, it will not result in damage to scenic resources and is reasonably expected to enhance and improve the visual quality of the adjacent right of way.

- (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

This exception is not applicable, as the proposed project is not located on a hazardous waste site and none of the properties within the plan area are located on any list compiled pursuant to Section 65962.5 of the Government Code.

- (f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

Several properties within or adjacent to the CPIO area were identified as potential historical resources according to the City's historic resource survey, SurveyLA (see below). None of these buildings have been designated as HCMs. As stated previously, the proposed CPIO does not approve any particular development or allow for or seek to implement additional development rights. Finally, the CPIO does not allow for increased building height, intensity or density of development than what is permitted in the W-PDR Community Plan. As such, the CPIO does not create any new incentives that would encourage the demolition of existing buildings, including buildings as potentially historically significant. Therefore, even with the identification of buildings and structures that are potentially historically significant, the CPIO's regulations would not cause reasonably foreseeable environmental impacts to those buildings.

Address	Building Type	Significance Statement
5310 W. Century Boulevard	Industrial	No statement recorded.
5959 W. Century Boulevard (Tishman Airport Center Building)	Commercial	Excellent example of Corporate International architecture; designed by significant architect Welton Becket & Associates.
6151 W. Century Boulevard (McCulloch Building)	Commercial	Excellent example of Corporate International architecture; designed by significant architect Welton Becket & Associates.

98 th Street, east of Airport Boulevard (Air Raid Siren No. 150)	Institutional	Air raid siren; rotating type on freestanding pole. Associated with World War II and Cold War military infrastructure.
9841 N. Airport Boulevard (Airport Century Building)	Commercial	Excellent example of Corporate International architecture; designed by significant architect Welton Becket & Associates.
Multiple (Airport Industrial Tract Historic District)	Industrial	Excellent example of an airport-adjacent industrial tract from the 1950s; many of the buildings were designed by notable architect S. Charles Lee and developed by Lee and Los Angeles industrial tract developer Samuel Hayden.
Source: Los Angeles Department of City Planning, Office of Historic Resources, http://historicplacesla.org/map , published November 27, 2013. Accessed on November 29, 2016		

Conclusion

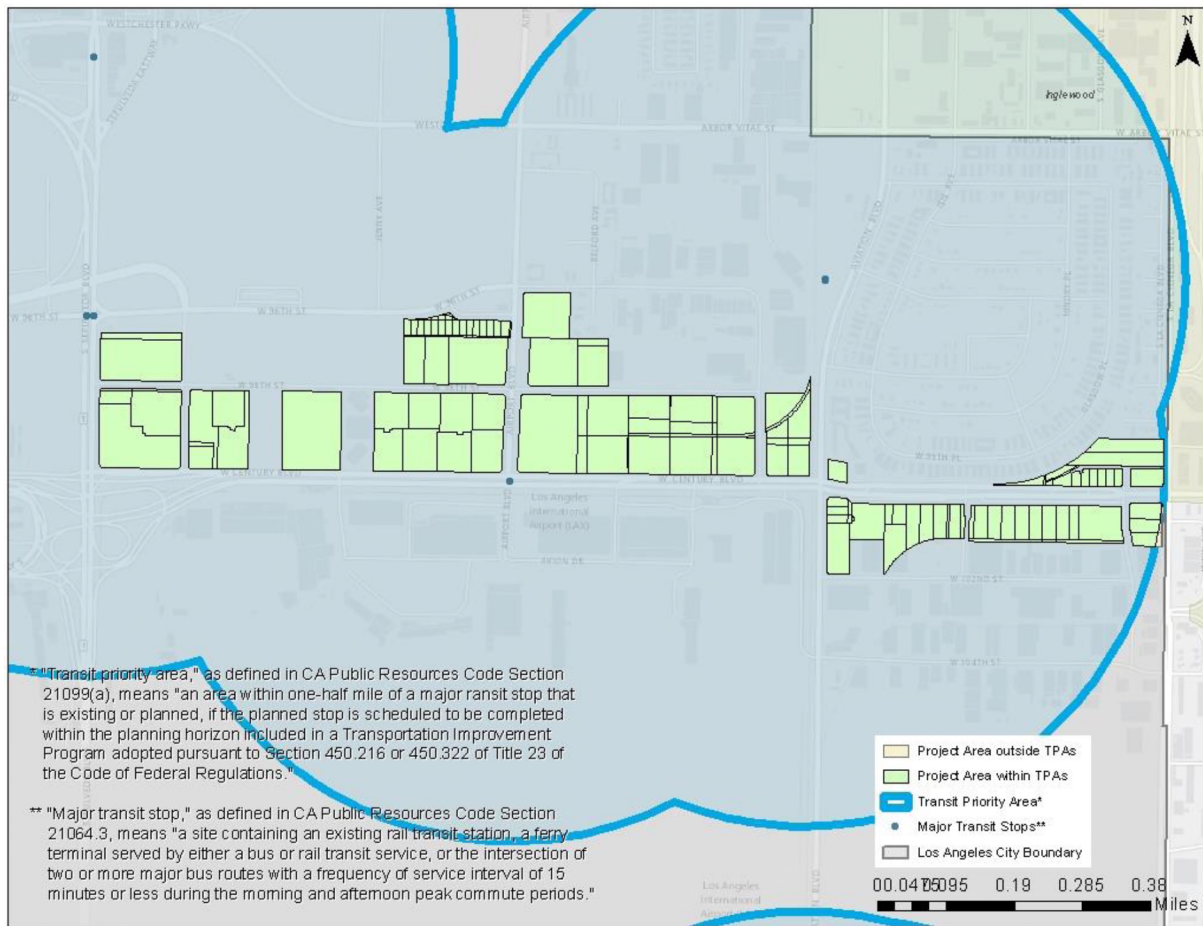
Pursuant to the above, the proposed project does not meet any of the exceptions as specified by CEQA Guidelines, Section 15300.2 and thus the project qualifies for the above stated exemption.

C. State CEQA Guidelines Section 15061(b)(3) and City of Los Angeles CEQA Guidelines Article II, Section 2, class (m)

The State California Environmental Quality Act (CEQA) Guidelines section 15061(b)(3) establishes the general rule that CEQA applies only to projects that have the potential to cause a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. In addition, the City's CEQA Guidelines, Article II, Section 2, class (m) also exempt ordinances that do not result in an impact on the physical environment.

Senate Bill 743, modified Section 21099 (d)(1) of the Public Resources Code to state: *Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.* Given the employment center nature of the project area and that each parcel within the project's boundaries is wholly or partially within a Transit Priority Area (as shown in Figure 3), the City can determine that any potential aesthetic or parking impacts of the CPIO would be less than significant in accordance with Public Resources Code, Section 21099(d)(1). The location within Transit Priority Areas reasonably addresses questions regarding parking adequacy and deficiencies in parking capacity related to parking incentives for certain desired uses as described in the CPIO.

Further, the CPIO is not expected to create any additional impacts to other environmental resources. The CPIO, by itself, does not propose or authorize any development. It does not change any land uses, building heights, densities or intensities. Therefore, it would not create or enable any additional impacts by itself or when future development according to the new standards occurs. Thus, it can be seen with certainty that the CPIO will not have a significant impact on the environment and is not subject to CEQA per Section 15061(b)(3) of the State Guidelines and Article II, Section 2, class (m) of the City's Guidelines.

Figure 3: Overlap of the Proposed CPIO with Transit Priority Areas

Century Aviation CPIO	
TPA	SQFT
TPA Overlap	4,440,316.78
Proposed CPIO	4,450,536.69
% Overlap	99.77%

IV. Conclusions

The Century/Aviation Subarea would result in the establishment of a CPIO and Subarea with supplemental development regulations and design standards, with accompanying urban design guidelines. The CPIO, by itself, does not propose or authorize any development. It does not change any land uses, building heights, densities or intensities. The proposed CPIO seeks to implement supplemental development standards and design guidelines which are intended to better shape development on the corridor and would: be more protective of the environment than the current regulations; regulate the visual character and design of new

commercial development; require buildings to be oriented to the street; regulate building massing and other architectural features; and, encourage the provision of publicly accessible open space in new developments.

As discussed above, the proposed CPIO qualifies for categorical exemptions under Sections 15308 and 15061 of the State CEQA Guidelines and Article II, Section 2, class (m) of the City of Los Angeles CEQA Guidelines, and does not trigger any of the exceptions to categorical exemptions outlined in Section 15300.2 of the State CEQA Guidelines. Further, it would not result in any new significant impacts in any impact areas. Therefore, the proposed CPIO is categorically exempt from the provisions of CEQA.

PREPARED BY:

CITY OF LOS ANGELES, DEPARTMENT OF CITY PLANNING

2/23/18

DATE



BY

Andrew Jorgensen

Exhibit E:

**Westchester – Playa Del Rey Community Plan Implementation Overlay,
Century/Aviation Subarea EIR Addendum**

Case No: CPC-2017-4365-ZC

For consideration by the City Planning Commission

March 8, 2018

February 15, 2018

**Addendum to the
Westchester-Playa Del Rey Community Plan Update
Final EIR and Environmental Analysis
Supporting Use of Addendum**

SCH 2002061090

Prepared by:

Los Angeles Department of City Planning
Community Planning Bureau
200 N. Spring Street, Room 667
Los Angeles, CA 90012
Contact: Andrew Jorgensen
Phone: 213-978-1281

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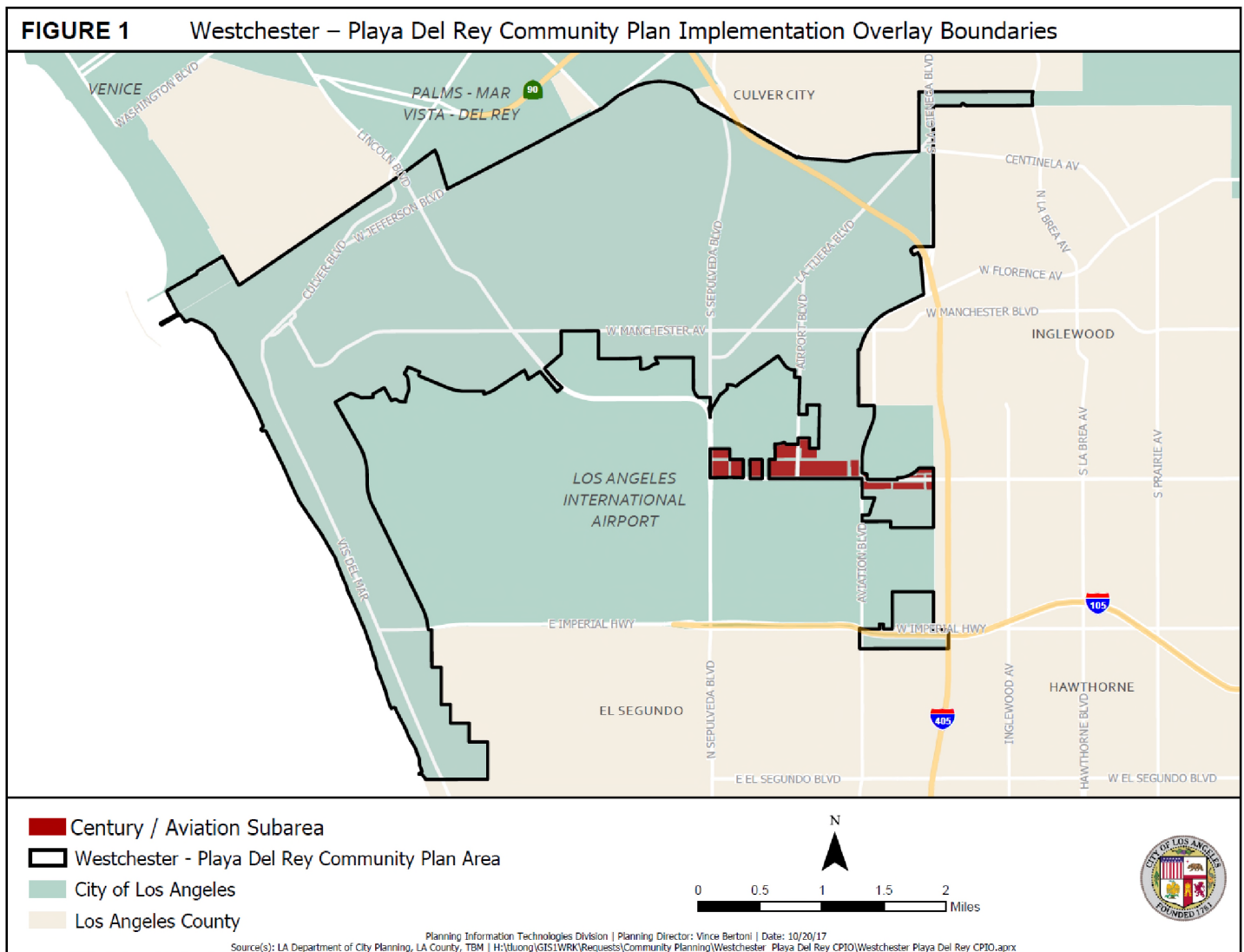
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1. Introduction

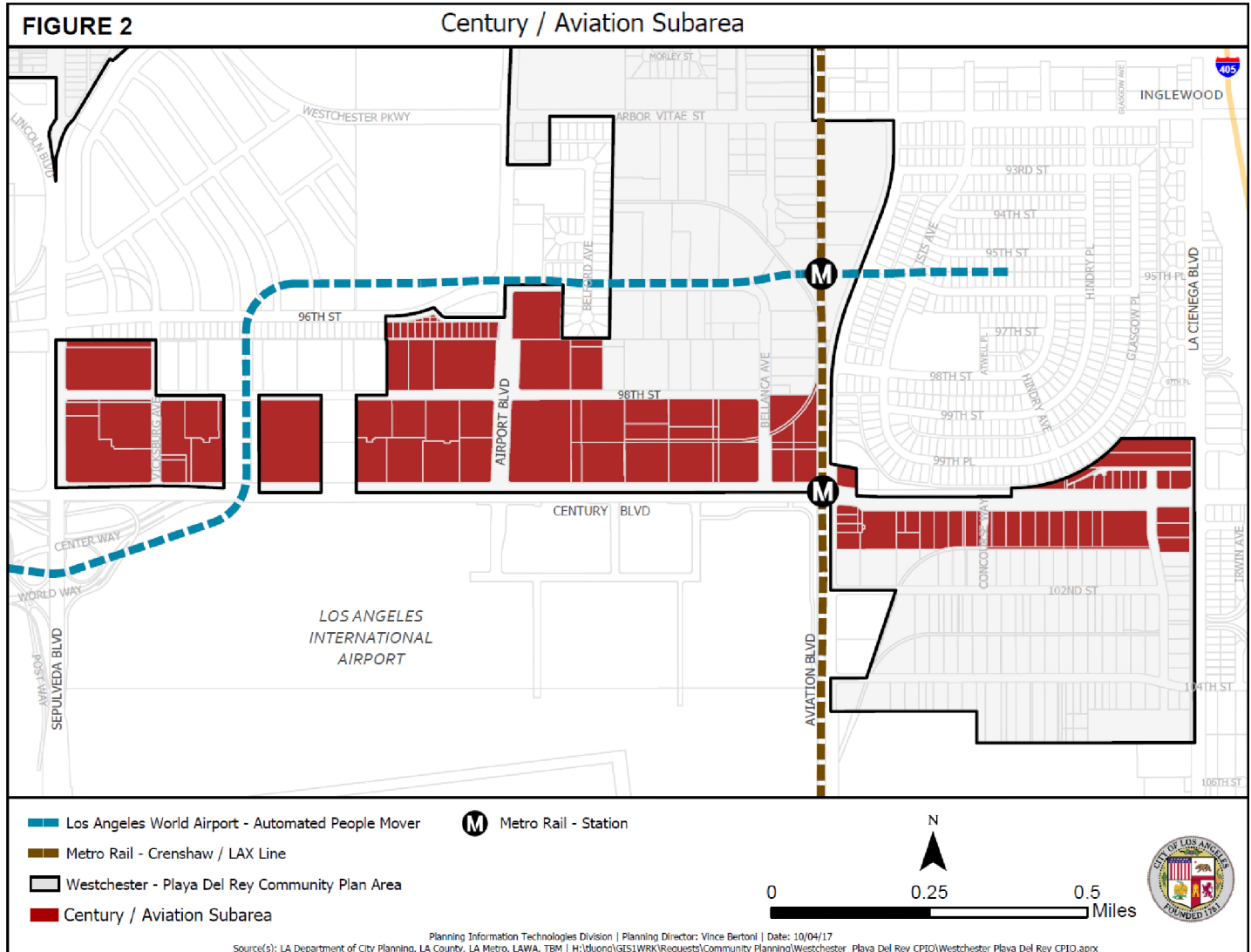
1.1 Overview

On April 13, 2004, the Los Angeles City Council (Council) adopted the Westchester Playa Del Rey Community Plan Update (W-PDR Community Plan or CP) and certified its Final Environmental Impact Report (SCH# 2002061090) (FEIR). The FEIR evaluated substantial revisions to the W-PDR Community Plan, namely changes to the land use and zoning within the Community Plan area (CPA), the reclassification of streets within the CPA, and the implementation of portions of the City's General Plan Framework. The W-PDR Community Plan contains goals and objectives regarding the Century Boulevard/98th Street Corridor, which calls for the establishment of pedestrian-oriented and other design guidelines that were envisioned to be established through a subsequent planning process.

The proposed project establishes supplemental development regulations for the district that implements a stated goal of the W-PDR Community Plan. It does not constitute a substantial modification to the adopted community plan and will not result in any of the conditions that would require the preparation of a subsequent EIR or negative declaration; rather, it seeks to implement the adopted CPA through additional urban design regulations without modifying the allowable density, intensity, or uses as previously analyzed in the FEIR.



The Community Plan Implementation Overlay (CPIO) ordinance establishes specific development regulations and urban design standards within the Century/Aviation Subarea (Subarea or Subarea A). The project also includes the development of accompanying urban design guidelines. The CPIO's boundaries (see Figure 1) are identical to the boundaries of the W-PDR CP, but the supplemental development regulations will only apply to the Century/Aviation Subarea (see Figure 2). This Subarea is generally bounded by 96th St. and 102nd St. to the north and south and La Cienega Blvd. and Sepulveda Blvd. to the east and west. The formation of the Subarea serves to integrate supplemental development regulations to ensure that future development includes a wide array of visitor-serving and commercial uses and improves the pedestrian orientation and economic vitality of the area.



This document is an Addendum to the W-PDR Community Plan FEIR and provides analysis to support the City's determination that an Addendum to the FEIR is appropriate and is in compliance with CEQA solely for the proposed CPIO.

Simultaneously, a streetscape plan is being prepared for Century Boulevard, from La Cienega Boulevard to Sepulveda Boulevard, matching the east and west boundaries of the CPIO. The Century Boulevard Streetscape Plan is not a part of this project. The CPIO and the streetscape plan are not dependent on each other, thus each has independent utility. The City would still have an interest in adopting one, even if the other were not adopted. Each is not a reasonably foreseeable consequence of the other and can be implemented separately from the other if one is not adopted. The Streetscape Plan contains a constrained alternative for buildout in the event that

development on adjacent properties does not permit full buildout of the streetscape plan. As a result, a separate environmental document, a Categorical Exemption, has been prepared for the streetscape plan.

1.2 Purpose of this Analysis

The Los Angeles Department of City Planning (Department) has prepared this analysis to determine whether the Addendum to the FEIR is in accordance with CEQA and the California CEQA Guidelines.

Specifically, the scope of this analysis evaluates the proposed CPIO to determine if the proposed regulations will have a significant impact that would require the preparation of a subsequent EIR or Mitigated Negative Declaration, pursuant to Public Resources Code Section 21166 and CEQA Guidelines, Sections 15162 and 15164.

This analysis supports use of the Addendum which has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970 (as amended) and the *State CEQA Guidelines*.

This analysis has determined that there are no new significant environmental effects and no substantial increase in the severity of previously identified significant effects with the addition of the proposed CPIO. Furthermore, there are no known mitigation measures or alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment previously identified in the FEIR. Similarly, there are no known mitigation measures or alternatives that are considerably different than those required by the adopted FEIR that would substantially reduce one or more significant effects on the environment identified in the adopted FEIR.

1.3 W-PDR Community Plan Implementation Overlay Ordinance Scope and Content

As part of the City's Transit Neighborhood Plans initiative (LATNP), which is intended to establish new development regulations for transit station areas that better support transit ridership, reduce automobile dependence, and improve regional air quality, the establishment of the CPIO Century/Aviation Subarea proposes to implement design-related features of the W-PDR Community Plan, as well as to function consistently with the independent Century Boulevard Streetscape Plan, in order to encourage more active land uses along Century Boulevard. The Century/Aviation Subarea would result in the establishment of a CPIO district with development regulations and urban design standards, but does not change the allowable intensity, density, height, or uses of the current underlying zoning. The CPIO would be established to enhance the unique character of the district through design standards and parking regulations to implement the goals and policies of the Westchester-Playa del Rey Community Plan. Lastly, urban design guidelines have also been developed to improve the built environment of the district, complement the development regulations and design standards in the CPIO, and guide decision-making when discretionary actions are being requested.

The CPIO, by itself, does not propose or authorize any development. It does not change any land uses, building heights, densities or intensities. The proposed CPIO seeks to implement supplemental development standards and design guidelines which are intended to better shape development on the corridor and would: be more protective of the environment than the current regulations; regulate the visual character and design of new commercial development; require buildings to be oriented to the street; regulate building massing and other architectural features; and, encourage the provision of publicly accessible open space in new developments. It would also require less parking for infill, employment center projects within a designated Transit Priority Area, in accordance with CEQA Guidelines Section 21099.

This Addendum focuses on the change to the original project description and any impacts that would potentially occur as a result of the proposed CPIO. The scope of analysis contained within this Addendum addresses the environmental resource areas that were previously analyzed in the Final EIR and those subsequently added after the EIR's adoption.

The establishment of the CPIO is consistent with, and implements, relevant W-PDR Community Plan's goals, objectives, policies, and programs, including:

- Goal 2: Encourage a strong and competitive commercial sector that promotes economic vitality and serves the needs of the Westchester-Playa Del Rey Community through safe, accessible, and well-designed commercial districts, while preserving the historic and cultural character of the community. (CP p. III-10)
 - Objective 2-2: Strengthen and enhance the major commercial districts of the community into distinctive, pedestrian-friendly areas providing shopping, civic, social and recreational activities. (CP p. III-11)
 - Objective 2-3: Enhance the land use compatibility, visual appearance, design, and appeal of commercial development. (CP p. III-13)
 - Policy 2-3.1: Enhance the visual appearance and appeal of commercial properties by regulating design, signage, landscaping, and similar issues wherever possible. (CP p. III-13)
 - Objective 2-4: Further improve and enhance the Century Boulevard/98th Street Corridor as a hotel, shopping and entertainment district serving airline travelers and visitors. (CP p. III-14)
 - Policy 2-4.1: Develop the Century Boulevard/98th Street Corridor to offer a wide variety of hotel accommodations, shopping, dining, and entertainment opportunities and other services for air travelers and other visitors to the area. (CP p. III-14)
 - Program: The Plan designates the Century Boulevard/98th Street Corridor for Regional Center Commercial to permit the development of a wide array of visitor-serving and commercial uses and services. This designation also prohibits industrial uses that would be incompatible with such development. (CP p. III-14)
 - Policy 2-4.2: Coordinate the future development of the Century Boulevard/ 98th Street Corridor with the development and access to the Los Angeles International Airport and its ancillary facilities. (CP p. III-14)
 - Program: The local Business Improvement District (BID), and the appropriate City agencies (Planning, Transportation, Engineering, etc.) should coordinate with Los Angeles World Airport (LAWA) Department regarding the patterns of development and access to the airport, and how this commercial district can be configured to more effectively serve travelers, visitors, etc. (CP p. III-15)
 - Policy 2-4.3: Establish a Conference Center within the district to further enhance the available services and allow the accommodation of larger meetings, conventions, etc. (CP p. III-15)
 - Program: The Plan supports the concept of a Conference Center within the district, and recommends that the local Business Improvement District (BID) seek assistance from the Community Development Department and other City, state and federal governmental agencies regarding funding and the other issues involved in developing such a facility. (CP p. III-15)
- Objective 5-1: Preserve existing open space resources and wherever possible develop new open space (CP p. III-22)
- Objective 11-2: Ensure that the location, intensity, and timing of development is consistent with the provision of adequate transportation infrastructure (CP p. III-37)
- Objective 15-1: Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips (CP p. III-45)
- Chapter 5 Urban Design; Design Considerations for Special Areas; D. Century Boulevard/98th Street Corridor: The Community Plan contains several guidelines for the Century Boulevard/98th Street Corridor such as the creation of pedestrian paths, the creation of a long-term plan to guide development, and the implementation of design guidelines for pedestrian amenities, building orientation, access, and landscaping. This is in order to “address issues such as building orientation, access, pedestrian amenities, landscaping, signage, and other relevant concerns (CP p. V-15).”

The Century/Aviation Subarea of the CPIO would establish supplemental development regulations within the Century Boulevard/98th Street Corridor as called for in the Community Plan. The CPIO would enhance the unique character of the Subarea through design standards and parking regulations to implement the goals and policies of the W-PDR Community Plan for the purpose of creating an enhanced pedestrian character with a greater number of active uses. The implementation of enhanced urban design standards will improve the built environment

of the district, and additional voluntary guidelines will inform subsequent decision-making when discretionary actions are being requested. Thus, the formation of the CPIO and the Subarea, by itself, does not propose or authorize any development. Nor does it change any land uses, building heights, densities or intensities. Through the implementation of supplemental development regulations and design guidelines, the CPIO Subarea intends to better guide future development on the corridor by:

- Encouraging active ground floor and visitor-serving uses that lead to an enhanced pedestrian environment;
- Improving the visual character and design of new commercial development by imposing various requirements that will ensure consistency in: setback and yard requirements; street wall; mid-block passageway requirements; ground floor frontage; entrances; window transparency; and, entrance placement;
- Requiring that buildings be oriented to the street to improve pedestrian circulation and to minimize vehicular and pedestrian conflicts;
- Breaking up building massing;
- Encouraging the provision of publicly accessible open space in new developments; and,
- Including design-specific requirements for parking structures to ensure pedestrian safety and improved design.

It would also require less parking for infill projects and employment center projects within a designated Transit Priority Area (TPA). The CPIO Subarea is consistent with Senate Bill 743, which modified Section 21099(d)(1) of the California Public Resources Code, to state that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment or subject to mitigation, for purposes of CEQA, if: (1) the project is a residential, mixed-use residential, or employment center project, and (2) the project is located on an infill site within a TPA. The Department has determined that every parcel within the proposed CPIO District falls within a "Transit Priority Area" and is, thus, consistent with the aforementioned criteria.

Future development within the boundaries of the Subarea would be required to conform to the supplemental development regulations, as well as other regulations of the City of Los Angeles, and would be subject to review on a project-by-project basis to determine project-specific compliance with CEQA, which would be too speculative to include in this Addendum. The CPIO Subarea would not permit land uses of greater height or density than permitted by the Community Plan and previously analyzed in the Final EIR.

This analysis focuses on whether the proposed changes to the original project description would trigger any of the circumstances set forth in Public Resources Code, Section 21166 or CEQA Guidelines, Section 15162 requiring the preparation of a subsequent or supplemental EIR, and acts as an Addendum to a Final EIR per CEQA Guidelines, Section 15164. The scope of the following analysis addresses the environmental resource areas that were previously analyzed in the FEIR, as well as those resource areas subsequently added after the EIR's adoption. Therefore, the proposed CPIO and supplemental design regulations are discussed below and are followed by an explanation documenting that the adoption of the proposed CPIO and its does not trigger any of the circumstances described in Public Resources Code, Section 21166 and CEQA Guidelines, Section 15162 that would require the preparation of a subsequent EIR or Mitigated Negative Declaration.

1.4 CEQA Requirements

In accordance with Section 15164 of the *State CEQA Guidelines*, the Lead Agency shall prepare an Addendum to an EIR if some changes or additions are necessary that do not trigger any of the circumstances set forth in CEQA Guidelines, Section 15162 requiring preparation of a subsequent or supplemental EIR:

Section 15162 provides that, "[w]hen an EIR has been certified ...no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:"

- *Substantial changes are proposed in the project which will require major revisions of the previous EIR ... due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (Section 15162 (a)(1));*

- *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR ... due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (Section 15162 (a)(2)); or*
- *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*
 - *The project will have one or more significant effects not discussed in the previous EIR or negative declaration (Section 15162 (a)(3)(A));*
 - *Significant effects previously examined will be substantially more severe than shown in the previous EIR (Section 15162 (a)(3)(B));*
 - *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative (Section 15162 (a)(3)(C)); or*
 - *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative (Section 15162 (a)(3)(D)).*

The Guidelines also state that:

- *An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration (Section 15164 (c));*
- *The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project (Section 15164 (d)); and*
- *A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence (Section 15164 (e)).*

The Addendum and this analysis support the use of the Addendum which has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970 (as amended) and the *State CEQA Guidelines*.

This analysis has determined that there are no new significant environmental effects and no substantial increase in the severity of previously identified significant effects with the addition of the proposed CPIO. Furthermore, there are no known mitigation measures or alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment previously identified in the FEIR. Similarly, there are no known mitigation measures or alternatives that are considerably different than those required by the adopted FEIR that would substantially reduce one or more significant effects on the environment identified in the adopted FEIR. In summary, none of the circumstances set forth in Public Resources Code, section 21166 or CEQA Guidelines, section 15162 requiring the preparation of a subsequent or supplemental EIR or subsequent negative declaration are triggered by the implementation of the proposed CPIO.

Therefore, an Addendum to the adopted Final EIR, as permitted under Section 15164, is appropriate.

1.5 Previous Environmental Documents Incorporated by Reference

Consistent with Section 15150 of the California State CEQA Guidelines, the following documents were used in preparation of this Addendum and are incorporated herein by reference:

- W-PDR Community Plan Update Final EIR, April 2004;
- W-PDR Community Plan, April 2004;
- W-PDR Community Plan Update, Initial Study and Checklist/Explanation Attachment, June 2002 (“Initial Study”).

Pursuant to CEQA Guidelines, Section 15150(b), the above documents are available for review at the following location during the hours of 9 and 5.

Department of City Planning – Policy Planning Division
City Hall
200 N. Spring Street
6th Floor, Room 667
Los Angeles, California 90012

2. Proposed Project Modifications

On April 13, 2004, the City Council adopted the W-PDR Community Plan and certified its Final EIR. The W-PDR Community Plan Update substantially revised the plan text with respect to organization and content, amended the land use map to include new land use categories, and included goals, implemented a portion of the Citywide General Plan Framework, implement zone changes to ensure consistency with existing use, and re-classify several streets within the CPA.

This Addendum proposes to modify the project description in the FEIR to include the adoption of the proposed CPIO described below. The proposed CPIO would accomplish the Community Plan's stated goals, objectives, policies, and programs, as well as the expressed intent of creating zoning conditions and guidelines to shape development in the Century Boulevard/98th Street Corridor (W-PDR Community Plan, p. V-15).

2.1 Proposed Community Plan Implementation Overlay (CPIO) District

The purpose of the proposed Westchester – Playa del Rey Community Plan Implementation Overlay District (W-PDR CPIO) is to implement policies in the 2004 W-PDR Community Plan Update within the Century/Aviation Subarea to further enhance the Century Boulevard corridor. The specific W-PDR Community Plan Update goals, objectives and policies implemented by the CPIO and its Subarea are the following:

GOAL 2: Encourage a strong and competitive commercial sector that promotes economic vitality and serves the needs of the Westchester-Play Del Rey community through safe, accessible, and well-designed commercial districts, while preserving the historic and cultural character of the community.

Objective 2-2 Strengthen and enhance the major commercial districts of the community into distinctive, pedestrian-friendly areas providing shopping, civic, social and recreational activities.

Policy 2-2.1 Encourage pedestrian-oriented development in appropriate areas . . .

Objective 2-4 Further improve and enhance the Century/Boulevard/98th Street Corridor as a hotel, shopping and entertainment district serving airline travelers and visitors.

Policy 2-4.1 Develop the Century Boulevard/98th Street Corridor to offer a wide variety of hotel accommodations, shopping, dining, and entertainment opportunities and other services for air travelers and other visitors to the area.

The W-PDR CPIO establishes a District whose boundaries match the W-PDR Community Plan boundaries. It establishes a single subarea, Subarea A, with the following boundaries 96th St. and 102nd St. to the north and south and La Cienega Blvd. and Sepulveda Blvd. to the east and west as depicted in Figure II of the proposed W-PDR CPIO. Consistent with the W-PDR CP policies identified above, the purposes of the W-PDR CPIO Subarea are to:

1. Develop a unique sense of place and identify for Century Boulevard as one of Los Angeles' premier gateway experiences for domestic and foreign visitors.
2. Activate Century Boulevard by creating a more walkable and pedestrian-friendly environment.
3. Encourage new and infill development of amenities such as retail, entertainment, restaurants, and public spaces for businesses, visitors, and the local workforce.
4. Complement any adopted Streetscape Plans to improve and enhance the public right-of-way.

To accomplish these purposes, the CPIO Subarea establishes the following:

1. An administrative clearance process for projects that that are in compliance with all applicable provisions of the CPIO Subarea.
2. Development regulations addressing open space, parking, front yard infill and new commercial hotel

- development.
3. Urban Design Standards addressing setback and yards, streetwalls, massing and lot coverage, entrances, ground floor frontage, transparency, window and door treatment, materials, and mechanical equipment and utilities, landscape, hardscape and irrigation, vehicular access and circulation, surface parking, and parking structures.
 4. Urban Design Guidelines addressing building form, building orientation, architectural treatment, open space and parking design that subsequent projects requesting discretionary relief must demonstrate substantial compliance towards.

The W-PDR CPIO Subarea does not approve any particular new development and does not change any land use designations, floor area ratios or density, or allowable building height from what is allowed in the W-PDR CPU and analyzed in the FEIR. As analyzed, the supplemental developmental regulations implemented in the Century/Aviation Subarea do not require the preparation of a subsequent EIR per CEQA Guidelines Section 15162, and can be fully analyzed in an EIR Addendum per CEQA Guidelines Section 15164.

3. Impact Discussion

3.1 Analysis of Impacts

This section provides an impact assessment of the W-DPR Community Plan Update to reflect the formation and inclusion of the proposed CPIO and its Subarea in the existing CPA. The sections below compare the addition of the CPIO against the impact determinations made in the FEIR to determine whether the CPIO results in any of the conditions identified in Public Resources Code, Section 21166 or CEQA Guidelines, Section 15162 requiring a subsequent or supplemental environmental impact report.

A Modified Environmental Checklist Form (Form) was used to compare the anticipated environmental effects of the proposed CPIO with those disclosed in the FEIR and to review whether any of the conditions set forth in Public Resources Code, Section 21166 or CEQA Guidelines, Section 15162, requiring preparation of a subsequent or supplemental EIR, have been triggered. The Form was used to review the potential environmental effects of the proposed change for each of the following impact areas:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems
- Mandatory Findings of Significance

The Form provides the following information as to each of the impact thresholds analyzed in each of the impact categories:

The Impact Determination Set Forth in the FEIR

This column sets forth the impact determination made in the FEIR for each impact threshold.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the current project will result in new significant impacts that have not already been considered and mitigated by the prior environmental review or a substantial increase in the severity of a previously identified impact.

Any New Circumstances Involving New Impacts or Substantially More Severe Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) which have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impact.

Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigations remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative, then the question would be answered 'Yes' requiring the preparation of a subsequent or supplemental EIR. However, if the additional analysis completed as part of this Environmental Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified environmental impacts are not found to be more severe, or additional mitigation is not necessary, then the question would be answered 'No' and no additional environmental documentation (supplemental or subsequent EIR) is required. New studies completed as part of this environmental review are attached to this Addendum, or are on file with the Planning Department.

Mitigation Measures Addressing Impacts

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether the prior environmental document provides mitigation measures to address effects in the related impact category. In some cases, the mitigations have already been implemented. A "yes" response will be provided in either instance. If "No" is indicated, this Environmental Review concludes that the impact does not occur with this project and therefore no mitigations are needed.

Conclusion

Each impact category concludes with a narrative discussion of the effects of the proposed CPIO on that category and any suggested mitigation measures.

DISCUSSION AND MITIGATION SECTIONS

Discussion

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates

to the issue and the status of any mitigation that may be required or that has already been implemented.

Mitigation Measures

Applicable mitigation measures from the prior environmental review that apply to the project are listed under each environmental category.

Conclusions

A discussion of the conclusion relating to the analysis contained in each section.

3.1.1 Aesthetics

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR EIR's Mitigation Measures Addressing Impact
AESTHETICS: Would the project:					
(a) Have a substantial adverse effect on a scenic vista?	No Impact	No	No	No	No
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact	No	No	No	No
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?	No Impact	No	No	No	No
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact	No	No	No	No

Impact Determination in the W-PDR FEIR

Aesthetic impacts are discussed in Section I of the Initial Study prepared for the W-PDR Community Plan Update (Initial Study) but was not analyzed in the FEIR. The Initial Study did not identify any impacts to aesthetics as a result of the 2004 Community Plan Update. In addition, it also determined that the Community Plan Update would not obstruct any scenic vista. Further, the Final EIR determined that the update would not degrade the existing visual character or produce a new source of substantial light or glare. There were no impacts to aesthetics or light and glare identified from the Community Plan Update. (See FEIR, Section 7.1 Initial Study for the Westchester-Playa del Rey Community Plan Area (Initial Study), §1, p. 1.) Because the Initial Study determined the W-PDR Community Plan Update would not result in any aesthetic impacts no further analysis was required in the FEIR.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The proposed CPIO's regulations that apply within proposed Subarea A would not result in new significant impacts related to aesthetics because they do not approve any particular new development and do not change any land use designations, floor area ratios or density, or building height from what is allowed in the W-PDR CPU. Furthermore, 99.98% of Subarea A is located within a Transit Priority Area (TPA) and the projects that would be

developed within Subarea A would fall within the definition of employment center projects. Therefore, pursuant to Public Resources Code, Section 21099(d), aesthetic impacts associated with such projects located within a TPA are deemed to be less than significant. A map of the overlap between the TPAs and the proposed CPIO, Subarea A can be found in Appendix A.

Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

While the development regulations and guidelines set forth in the proposed CPIO have the potential to influence aesthetics of the Community Plan area, the purpose and intent of the design-related regulations is to improve the aesthetic environment of Subarea A. Thus, the proposed modifications do not allow for or seek to implement additional development rights than were not previously analyzed in the certified FEIR and adopted W-PDR Community Plan. Finally, they do not allow for increased building height, intensity or density of development than what is permitted in the W-PDR Community Plan. Furthermore, the area encompassing Subarea A and in the vicinity of Subarea A has not changed appreciably since the W-PDR Community Plan Update was adopted. Therefore, there are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the FEIR

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to visual or aesthetic resources. No substantial changes in the aesthetic or visual environment have occurred since certification of the FEIR, and no substantial new scenic resources have been identified within the vicinity of the proposed CPIO that would result in new or more severe significant environmental impacts. Finally, as it has been determined the CPIO will not result in any aesthetic impacts, a review of feasible mitigation measures is not required.

Conclusion

Based on the above, no new significant aesthetic impacts or a substantial increase in the severity of previously identified aesthetic impacts would occur as a result of the proposed CPIO. The proposed CPIO seeks to implement supplemental development standards and design guidelines related to aesthetics that are more restrictive than current land use controls. Therefore, the adoption and implementation of the CPIO do not meet the conditions for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

3.1.2 Agriculture and Forest Resources (Agricultural Resources)

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR FEIR's Mitigation Measures Addressing Impact
AGRICULTURE AND FORESTRY RESOURCES:					
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,	No Impact	No	No	No	No

to non-agricultural use?						
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	No	No	No	No	No
(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 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact	No	No	No	No	No
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	No	No	No	No	No
(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	No	No	No	No	No

Impact Determination in the W-PDR FEIR

Impacts to Agriculture and Forestry Resources were analyzed in Section II of the Initial Study. The Initial Study did not identify any impacts to agricultural resources as a result of the 2004 Community Plan Update. The Initial Study did not identify any significant adverse impacts to agriculture and forestry resources as a result of the Community Plan Update. The Initial Study further found that the W-PDR CPU would not impact farmland resources as there were agricultural resources in the CPA. Additionally, the W-PDR CPU would not conflict with a Williamson Act contract because there is no land within the W-PDR CPU area that are subject to a Williamson Act contract. The Initial Study did not analyze forest resources as these were not impacts at the time; however, neither the CPA nor CPIO Subarea contains forest land or timberland.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The proposed CPIO does not change or alter any of the impact determinations of the adopted Final EIR for a reduction of acreage of any agricultural crop and would not impact agriculture and/or forestry resources. It does not change any land uses, building heights, densities or intensities; rather, it seeks to implement supplemental development standards and design guidelines. The proposed CPIO subarea is zoned for C2-2 (Regional Center Commercial) and does not contain agricultural zoning or land uses.^{1,2} Additionally, the proposed CPIO would not convert valued farmland to non-agricultural uses, conflict with an existing Williamson Act contract, or rezone/cause the rezoning of forest land and timberland. (See FEIR, Section 7.1 Initial Study for the Westchester-Playa del Rey Community Plan Area (Initial Study), §2, pp. 1-2.) Because the Initial Study determined the W-PDR Community Plan Update would not result in any impacts to agricultural or forestry resources no further analysis was required

¹ Los Angeles Department of City Planning, Zoning Information & Map Access System (ZIMAS), <http://zimas.lacity.org>, accessed November 29, 2016.

² Los Angeles Department of City Planning, Westchester-Playa Del Rey Los Angeles Community Plan General Plan Land Use Map, <http://planning.lacity.org/complan/westla/PDF/wchplanmap.pdf> accessed November 29, 2016.

in the FEIR.

Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

There are no substantial changes to the circumstances under which the proposed CPIO would be undertaken that would result in new or more severe significant impacts, and there is no new information of substantial importance that has become available relative to agricultural or forestry resources. No substantial changes in the environment have occurred since certification of the Final EIR, and no substantial new agricultural or forestry resources have been identified within the vicinity of the proposed CPIO that would result in new or more severe significant environmental impacts.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to agriculture. No substantial changes in the environment have occurred since certification of the FEIR, and no substantial new agriculture impacts have been identified within the vicinity of the proposed CPIO that would result in new or more severe significant environmental impacts. Finally, as it has been determined the CPIO will not result in any impacts to agricultural resources, a review of feasible mitigation measures is not required.

W-PDR FEIR's Mitigation Measures Addressing Impact

Because the Initial Study determined the Project would have no impacts on agricultural or forestry resources, no mitigation measures were required. Implementation of the CPIO does not change these impact determinations. Therefore, no additional mitigation measures are required.

Conclusion

Based on the above, no new significant impacts or a substantial increase in the severity of previously identified impacts to agricultural or forestry resources would occur as a result of the proposed CPIO. Therefore, the impacts to agricultural and forestry resources as a result do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

3.1.3 Air Quality

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR FEIR's Mitigation Measures Addressing Impact
AIR QUALITY: Would the project:					
(a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact	No	No	No	No
(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	No Impact	No	No	No	No
(c) Result in a cumulatively considerable net	Significant & Unavoidable	No	No	No	Yes

increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

(d) Expose sensitive receptors to substantial pollutant concentrations?	No Impact	No	No	No	No
(e) Create objectionable odors affecting a substantial number of people?	No Impact	No	No	No	No

Impact Determination in the W-PDR FEIR

Air Quality impacts were analyzed in Section III of the Initial Study and in Section 4.6 of the FEIR. With regard to thresholds (a), (b), (d) and (e) the Initial Study prepared for the W-PDR Community Plan Update and which was incorporated into the FEIR as Appendix 7.1 did not identify any impacts. As such, these thresholds were not further addressed in the Final EIR. With regard to threshold (c), the Final EIR determined the project would result in a significant and unavoidable impact.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The proposed CPIO does not change or alter any of the impact determinations of the adopted Final EIR. It does not change any land uses, building heights, densities or intensities; rather, it seeks to implement supplemental development standards and design guidelines. The proposed CPIO subarea is zoned for C2-2 (Regional Center Commercial).^{3,4} Because the CPIO would not change uses, densities or intensity of development permitted under the W-PDR CP, it is not anticipated that implementation of the CPIO would result in any new significant air quality impacts or substantially more severe air quality impacts.

Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

The proposed modifications do not allow for or seek to implement additional development rights than were not previously analyzed in the certified FEIR and adopted W-PDR Community Plan. Finally, they do not allow for increased building height, intensity or density of development than what is permitted in the W-PDR Community Plan. Furthermore, the area encompassing Subarea A and in the vicinity of Subarea A has not changed appreciably since the W-PDR Community Plan Update was adopted. Therefore, there are no new circumstances involving new significant impacts or substantially more severe air quality impacts than what was analyzed in the FEIR

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to air quality. No substantial changes in the environment have occurred since certification of the FEIR, and no substantial new air quality impacts have been identified within the vicinity of the proposed CPIO that would result in new or more severe significant environmental impacts. Finally, as it has been determined the CPIO will not result in any new

³ Los Angeles Department of City Planning, Zoning Information & Map Access System (ZIMAS), <http://zimas.lacity.org>, accessed November 29, 2016.

⁴ Los Angeles Department of City Planning, Westchester-Playa Del Rey Los Angeles Community Plan General Plan Land Use Map, <http://planning.lacity.org/complan/westla/PDF/wchplanmap.pdf> accessed November 29, 2016.

or substantially more severe air quality impacts, a review of feasible mitigation measures is not required.

W-PDR FEIR's Mitigation Measures Addressing Impacts

The Final EIR included the following Mitigation Measures to address the significant impacts related to Impact Threshold (c):

1. The City as a condition of approval of all discretionary projects shall require all contractors building within the W -PDR Community Plan Update area to utilize best available control technologies to reduce the creation in inhalable dust particles during construction.
2. Dust abatement shall use measures consistent with SCAQMD Rule 403, including site wetting, covering of haul trucks, and storage piles, and periodic street sweeping in accordance with SCAQMD regulations.
3. The City as a condition of approval of all discretionary projects shall require all contractors building within the W-PDR Community Plan Update area to utilize properly tuned and maintained equipment.
4. The City shall coordinate with the SCAQMD to facilitate implementation of the AQMP.
5. The City shall identify and resolve issues that could affect timely implementation of the AQMP.
6. The City shall develop a structure for identifying, analyzing, and resolving potential conflicts between air quality and other regional goals.
7. The City shall develop, where possible, advanced transportation technologies.
8. The City shall support implementation of transportation improvements to include High Occupancy Vehicle (HOV) lanes, transit improvements, traffic flow improvements, park and ride and intermodal facilities, urban freeway, bicycle and pedestrian facilities. In addition to the previous capital based actions, where possible, non-capital based actions shall be implemented to include rideshare matching programs, congestion management program based programs, telecommunication facilities/satellites work center, and transit pass centers.

Conclusion

Based on the above, no new significant impacts or a substantial increase in the severity of previously identified impacts to air quality resources would occur as a result of the proposed CPIO. Therefore, the impacts to air quality resources as a result do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

3.1.4 Biological Resources

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR FEIR's Mitigation Measures Addressing Impact
BIOLOGICAL RESOURCES:					
Would the project:	No Impact	No	No	No	No
(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	No Impact	No	No	No	No

California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?					
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No Impact	No	No	No	No
(c) Have a substantial adverse effect on federally-protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact	No	No	No	NA
(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	No	No	No	NA
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact	No	No	No	NA
(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	No	No	No	NA

Impact Determination in the W-PDR FEIR

The Initial Study prepared for the W-PDR Community Plan Update did not identify any impacts to biological resources as a result of the 2004 Community Plan Update. In addition, it also determined that the Community Plan Update would not obstruct any scenic vista. (See FEIR, Appendix 7.1 Initial Study for the Westchester-Playa del Rey Community Plan Area (Initial Study), § IV, pp. 3-5.) Because the Initial Study determined the W-PDR Community Plan Update would not result in any biological resource impacts, no further analysis was required in the FEIR.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The proposed CPIO's regulations that apply within proposed Subarea A would not result in new significant impacts related to biological resources because they do not approve any particular new development and do not change any land use designations, floor area ratios or density, or building height from what is allowed in the W-PDR CPU. Therefore, the CPIO does not change any uses or the density or intensity of development from what is permitted

in the W-PDR CPU in such a way that result in new significant impacts to biological resources.

Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

The proposed regulations in the CPIO that would apply in Subarea A does not allow for or seek to implement additional development rights than what were previously analyzed in the certified FEIR and adopted W-PDR Community Plan. Finally, they do not allow for increased building height, intensity or density of development than what is permitted in the W-PDR Community Plan. Furthermore, the area encompassing Subarea A and in the vicinity of Subarea A has not changed appreciably since the W-PDR Community Plan Update was adopted. Therefore, there are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the FEIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to biological resources. No substantial changes in the environment related to biological resources have occurred since certification of the FEIR, and no substantial new biological resources have been identified within the vicinity of the proposed CPIO that would result in new or more severe significant environmental impacts. Finally, as it has been determined the CPIO will not result in any biological resource impacts, a review of feasible mitigation measures is not required.

W-PDR FEIR's Mitigation Measures Addressing Impact

Because the Initial Study determined the Project would have no impacts on biological resources, no mitigation measures were required. Implementation of the CPIO does not change these impact determinations. Therefore, no additional mitigation measures are required.

Conclusion

Based on the above, no new significant impacts to biological resources or a substantial increase in the severity of previously identified biological resource impacts would occur as a result of the proposed CPIO. The proposed CPIO seeks to implement supplemental development standards and design guidelines related to aesthetics that are more restrictive than current land use controls. Therefore, the adoption and implementation of the CPIO do not meet the conditions for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

3.1.5 Cultural Resources

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR FEIR's Mitigation Measures Addressing Impact
CULTURAL RESOURCES:					
Would the project:					
(a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?	No Impact	No	No	No	No*
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	No Impact	No	No	No	No*

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR FEIR's Mitigation Measures Addressing Impact
(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact	No	No	No	No*
(d) Disturb any human remains, including those interred outside of formal cemeteries?	No Impact	No	No	No	No

Impact Determination in the W-PDR FEIR

The Initial Study prepared for the W-PDR Community Plan Update did not identify any impacts to cultural resources as a result of the 2004 Community Plan Update. (See FEIR, Appendix 7.1 Initial Study for the Westchester-Playa del Rey Community Plan Area (Initial Study), § IV, pp. 5-6.) Because the Initial Study determined the W-PDR Community Plan Update would not result in any cultural resource impacts, no further impact analysis was included in the FEIR, though the FEIR provided information regarding the existing environmental setting and information regarding what would cause a significant impact to a historical, archeological or paleontological resource. (See FEIR, pp. 4.9-1-4.9-4.)

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The proposed CPIO's regulations that apply within proposed Subarea A would not result in new significant impacts related to cultural resources because they do not approve any particular new development and do not change any land use designations, floor area ratios or density, or building height from what is allowed in the W-PDR CPU. As such, they do not create any economic incentives to demolish existing buildings, some of which may qualify as historical resources. Therefore, the CPIO does not change any uses or the density or intensity of development from what is permitted in the W-PDR CPU in such a way that result in new significant impacts to cultural resources.

Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

Since the City certified the FEIR, the City conducted a survey of the W-PDR CPU plan area to determine if any buildings or structures within plan area are historically significant. This survey was performed as part of SurveyLA. That survey identified several buildings within the proposed CPIO Subarea as potential historic resources. A list of these buildings can be found in Appendix B. None of these buildings have been designated as HCMs. As stated previously, the proposed CPIO does not approve any particular development or allow for or seek to implement additional development rights that were not previously analyzed in the certified FEIR and adopted W-PDR Community Plan. Finally, the CPIO does not allow for increased building height, intensity or density of development than what is permitted in the W-PDR Community Plan. As such, the CPIO does not create any new incentives that would encourage the demolition of existing buildings, including buildings as potentially historically significant. Therefore, even with the identification of buildings and structures that are potentially historically significant, the CPIO's regulations would not cause reasonably foreseeable environmental impacts to those buildings.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to cultural resources. No substantial changes in the environment related to cultural resources have occurred since certification of the FEIR, and no substantial new cultural resources have been identified within the vicinity of the proposed CPIO that would result in new or more severe significant environmental impacts. Finally, as it has been determined the CPIO will not result in any cultural resource impacts, a review of feasible mitigation measures is not required.

W-PDR FEIR's Mitigation Measures Addressing Impact

Because the Initial Study and FEIR determined there would be no impacts to cultural resources from implementation of the W-PDR CPU, no mitigation measures were identified. However, with regard to the impact categories marked with "**", the FEIR included "mitigation policies" to provide guidance in addressing particular situations. These are as follows:

1. Any building that is designated as a Historic Cultural Monument by the Los Angeles City Council, is a State Landmark, or is on the National Register of Historic Places, should require a determination from the Building and Safety Department in order to allow demolition, alteration, or removal of that building.
2. In the event any cultural resources or remains are encountered during the course of land modification and construction activities, the city should require the developer to halt construction and immediately consult a qualified archaeologist and/or paleontologist with expertise in that area in order to assess the nature, extent and significance of any cultural materials that are encountered and to recommend appropriate mitigation measures. Said archaeologist will have the authority to terminate grading operations and mark, collect and evaluate any archaeological materials discovered during construction. Said archaeologist shall be provided a reasonable amount of time to prepare and implement additional mitigation measures in cooperation with the City of Los Angeles Building and Safety Department.

See FEIR, p. 4.9-4.

Conclusion

The Final EIR determined that the Community Plan Update would not cause significant impacts to cultural resources through the development resulting from the plan. It also determined that the Community Plan would not cause an adverse change in the significance of a historical resource or disturb any human remains or archaeological/paleontological resources

The proposed CPIO does not change or alter any of the findings or Mitigation policies of the FEIR, because it does not include the approval of specific projects or changes in land use, zoning, intensity, density, and heights. Within Subarea A only the Loyola Theater is a designated historical resource. As stated above, through SurveyLA, the City has identified additional buildings and structures within Subarea A that are potentially historically significant. However, the City does not anticipate that implementation of the CPIO's regulations within Subarea will significantly impact any of these buildings because they do not approve any particular new development and do not change any land use designations, floor area ratios or density, or building height from what is allowed in the W-PDR CPU. As such, they do not create any economic incentives to demolish existing buildings, some of which may qualify as historical resources.

Additionally, the proposed CPIO consists of sites that are fully developed with hotels, office, and other commercial use that abut public rights-of-way improved by sidewalks and roadway improvements. Therefore, the likelihood of finding intact significant archeological and paleontological resources is low.

Furthermore, the proposed CPIO Subarea A is not located on a known or established cemetery and, therefore, it is unlikely that human remains exist on-site or in the vicinity.

Based on the above, no new significant impacts or a substantial increase in the severity of previously identified impacts to cultural resources would occur as a result of the proposed CPIO. Therefore, the impacts to cultural resources as a result do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

3.1.6 Geology and Soils

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR EIR's Mitigation Measures Addressing Impact
GEOLOGY AND SOILS: Would the project:					
(a) Expose people or structures to potential substantial adverse effects, including the risk or 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?	Significant and Unavoidable	No	No	No	Yes
(ii) Strong seismic ground shaking?	Significant and Unavoidable	No	No	No	Yes
(iii) Seismic-related ground failure, including liquefaction?	Significant and Unavoidable	No	No	No	Yes
(iv) Landslides?	Significant and Unavoidable	No	No	No	Yes
(b) Result in substantial soil erosion or the loss of topsoil?	No Impact	No	No	No	No
(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?	Less than Significant with Mitigation	No	No	No	Yes
(d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact	No	No	No	No
(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?	No Impact	No	No	No	No

The Impact Determination Set Forth in the FEIR

Geology and Soils impacts were analyzed in Section VI of the Initial Study and in Section 4.8 of the FEIR. With regard to threshold (a) the FEIR concluded the impacts from implementation of the W-PDR CPU are significant and unavoidable because earthquake related hazards cannot be avoided in the Los Angeles Region. FEIR pp. 4.8-12, 13. Since the certification of the FEIR, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal. 4th 369 ruled that generally CEQA does not require a lead agency to analyze the existing environment's impact on a project unless the project exacerbates

existing environmental conditions resulting in a potentially significant impact. As such, if the FEIR was prepared today the analysis of the potential impacts related to threshold (a) may have reached a different conclusion.

With regard to threshold (b), the Initial Study prepared for the W-PDR CPU concluded this impact was less than significant with mitigation incorporated. (See FEIR, Section 7.1 Initial Study for the Westchester-Playa del Rey Community Plan Area (Initial Study), § VI, pp. 7-8.). With regard to thresholds (b), (d) and (e) the Initial Study determined the Project would have no impacts as the Project would not facilitate soil erosion due to water or wind, facilitate the development on or near expansive soil or facilitate development in areas of the City without soils to accommodate septic systems. (See FEIR, Section 7.1 Initial Study for the Westchester-Playa del Rey Community Plan Area (Initial Study), § VI, pp. 7-8.)

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The proposed CPIO's regulations that apply within proposed Subarea A would not result in new significant impacts related to geology and soils because they do not approve any particular new development and do not change any land use designations, floor area ratios or density, or building height from what is allowed in the W-PDR CPU. As such, they do not create any economic incentives to develop differently than what is permitted under the W-PDR CPU. Therefore, the CPIO does not change any uses or the density or intensity of development from what is permitted in the W-PDR CPU in such a way that result in new significant impacts related to geology and soils.

Any new Circumstances Involving New Impacts or Substantially More Severe Impacts?

The proposed CPIO does not allow for or seek to implement additional development rights than were not previously analyzed in the certified FEIR and adopted W-PDR Community Plan. Finally, they do not allow for increased building height, intensity or density of development than what is permitted in the W-PDR Community Plan. Furthermore, the area encompassing Subarea A and in the vicinity of Subarea A has not changed appreciably since the W-PDR Community Plan Update was adopted. Therefore, there are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the FEIR.

Any new Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to geology and soils. No substantial changes in the environment related to geology and soils have occurred since certification of the FEIR, and no areas that are susceptible to geology and soil impacts have been identified within the vicinity of the proposed CPIO that would result in new or more severe significant environmental impacts. Finally, as it has been determined the CPIO will not result in any new impacts related to geology and soils or a substantial increase in previously identified impacts related to geology and soils, a review of feasible mitigation measures is not required.

Mitigation Measures Addressing Impacts

Thus, the following Mitigation Measures were included in the FEIR:

1. Continue to require that all new developments shall comply with existing, newly revised, building codes.
2. Require that all new developments implement the mitigation measures proposed in the geotechnical reports which assess potential consequences of liquefaction and soil strength loss as required by the national Uniform Building Code, as amended in 1994, and the Los Angeles City Grading Code.
3. Where there is a potential for liquefaction, require that developers properly compact unconsolidated surficial sediments and fill.
4. Continue to require that all new developments comply with the Safety element of the Los Angeles City General Plan.

Conclusion

There is no new information of substantial importance that has become available relative to geology and soils. No substantial changes in the environment related to cultural resources have occurred since certification of the FEIR, and no substantial new conditions related to geology and soils have been identified within the vicinity of the

proposed CPIO that would result in new or more severe significant environmental impacts. Finally, as it has been determined the CPIO will not result in any cultural resource impacts, a review of feasible mitigation measures is not required.

3.1.7 Greenhouse Gas Emissions

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR EIR's Mitigation Measures Addressing Impact
GREENHOUSE GAS EMISSIONS: Would the project:					
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Not Analyzed	No	No	No	No
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Not Analyzed	No	No	No	No

The Impact Determination Set Forth in the FEIR

The FEIR did not analyze the impact of the W-PDR CPU on greenhouse gas (GHG) emissions as it was not an environmental impact category under CEQA at the time the document was prepared and certified in 2004.

Do Proposed Changes Involve New Significant Impacts?

The proposed CPIO's regulations that apply within proposed Subarea A would not result in new significant GHG impacts because they do not approve any particular new development and do not change any land use designations, floor area ratios or density, or building height from what is allowed in the W-PDR CPU. As such, they do not create any economic incentives to develop differently than what is permitted under the W-PDR CPU. Therefore, the CPIO does not change any uses or the density or intensity of development from what is permitted in the W-PDR CPU in such a way that result in new significant GHG impacts or a substantial increase in GHG impacts from what would occur from implementation of the W-PDR CPU without the CPIO's new regulations.

Any new Circumstances Involving New Impacts?

The proposed regulations in the CPIO that will apply to Subarea A do not allow for or seek to implement additional development rights than what were previously analyzed in the certified FEIR and adopted W-PDR Community Plan. Finally, they do not allow for increased building height, intensity or density of development than what is permitted in the W-PDR Community Plan. Furthermore, the area encompassing Subarea A and in the vicinity of Subarea A has not changed appreciably since the W-PDR Community Plan Update was adopted. Therefore, there are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the FEIR.

Any new Information Requiring New Analysis or Verification?

It is well-established that although CEQA now requires an analysis of greenhouse gas emissions as an impact category, the impact of greenhouse gas emissions does not constitute new information, within the meaning of Public Resources Code Section 21166(c), meaning new information which was not known and could not have been known at the time the EIR was certified. (*Citizens for Responsible Equitable Environmental Development*

v. City of San Diego (2011) 196 Cal.App.4th 515, 532 [court held that city's certification of an addendum to a FEIR complied with CEQA in response to a challenge alleging that previously certified FEIR failed to analyze greenhouse gas emissions and, thus, required preparation of a supplement EIR].) As such, the fact that CEQA now requires the analysis of GHG impacts does not constitute new information within the meaning of Public Resources Code, Section 21166(c) or CEQA Guidelines, Section 15162(a)(3).

Mitigation Measures Addressing Impacts

None.

Conclusion

Based on the above, no new significant impacts to GHG emissions would occur as a result of the proposed CPIO. Therefore, the impacts to GHG emissions do not meet the standards for a subsequent or supplemental EIR pursuant to Public Resources Code, Section 21166(c) or CEQA Guidelines, Section 15162.

3.1.8 Hazards and Hazardous Materials

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR EIR's Mitigation Measures Addressing Impact
HAZARDS AND HAZARDOUS MATERIALS: Would the project:					
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant with Mitigation	No	No	No	Yes
(b) Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	Less than Significant with Mitigation	No	No	No	Yes
(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	No	No	No	No
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant	No Impact	No	No	No	No

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR EIR's Mitigation Measures Addressing Impact
hazard to the public or the environment?					
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	No Impact	No	No	No	No
(f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	No Impact	No	No	No	No
(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact	No	No	No	No
(h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	No Impact	No	No	No	No

The Impact Determination Set Forth in the FEIR

Impacts related to Hazards and Hazardous Materials were analyzed in Section VII of the Initial Study and in Section 4.10 of the FEIR. The Initial Study did not identify any impacts related to hazards and hazardous materials resulting from implementation of the 2004 Community Plan Update. (See FEIR, Appendix 7.1 Initial Study for the Westchester-Playa del Rey Community Plan Area (Initial Study), § VII, pp. 8-10.) The FEIR also addressed potential impacts related to hazards and hazardous materials in Section 4.10 entitled "Safety/Risk of Upset." This section's impact analysis focused on whether implementation of the W-PDR CPU would cause an increased risk of exposure to hazardous materials due to emissions, storage, generation, transport or disposal. (See FEIR, Section 4.10, p. 4.10-4). This would appear to address threshold questions (a) and (b). The conclusion of this analysis was that any environmental impacts would be less than significant with implementation of the mitigation measures set forth in the section.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The proposed CPIO's regulations that apply within proposed Subarea A would not result in new significant impacts related to hazards and hazardous materials because they do not approve any particular new development and do not change any land use designations, floor area ratios or density, or building height from what is allowed in the W-PDR CPU. As such, they do not create any economic incentives to develop differently than what is permitted under the W-PDR CPU. Therefore, the CPIO does not change any uses or the density or intensity of development from what is permitted in the W-PDR CPU in such a way that may result in new reasonably foreseeable impacts related to hazards and hazardous materials. It is noted that the regulations contained in the CPIO would not increase the potential for the emission of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. A list of schools within 0.25 quarter miles of the proposed CPIO can be found in **Appendix C**. Furthermore, no portion of the proposed CPIO was identified on the Cortese List (Government Code Section 65962.5) of hazardous sites.⁵

Any new Circumstances Involving New Impacts or Substantially More Severe Impacts?

There are no substantial changes to the circumstances under which the proposed CPIO would be undertaken that would result in new or more severe significant impacts, and there is no new information of substantial importance that has become available relative to hazards or hazardous materials. No substantial changes to hazards and hazardous materials have occurred since certification of the EIR, and no substantial new hazards and hazardous materials have been identified within the vicinity of the proposed CPIO that would result in new or more severe significant environmental impacts.

Any new Information Requiring New Analysis or Verification?

There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the FEIR was certified related to one or more significant effects related to hazards or hazardous materials not discussed in the FEIR, significant effects related to hazards or hazardous materials previously examined that will be substantially more severe than shown in the FEIR or of mitigation measures previously determined to be infeasible which have now been determined to be feasible.

Mitigation Measures Addressing Impacts

The following Mitigation Measures are included in the FEIR:

1. Until all of the pertinent safety/mitigation standards in the City's Building Code, Fire Code and Planning and Zoning Code are met, the City shall prohibit the construction of any building where there is potential for methane gas hazards; and for instances where there is significant methane gas detected, the developer must immediately notify the City's Building & Safety Department and the Southern California Air Quality Management District.
2. The City should require mitigation measures prior to approval of residential or public facility projects within 1,000 feet of a designated hazardous site/condition. These measures should address considerations of setbacks and buffers, barriers, and safety evacuation plans.

Conclusion

Based on the above, no new significant impacts or a substantial increase in the severity of previously identified impacts to hazards and hazardous materials would occur as a result of the proposed CPIO. Therefore, the impacts to hazards and hazardous materials as a result do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

3.1.9 Hydrology and Water Quality (Water)

⁵ California Department of Toxic Substances Control website, http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm, accessed September 7, 2016.

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR EIR's Mitigation Measures Addressing Impact
HYDROLOGY AND WATER QUALITY:					
Would the project:					
(a) Violate any water quality standards or waste discharge requirements?	No Impact	No	No	No	No
(b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Less than Significant with mitigation	No	No	No	Yes
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	No Impact	No	No	No	No
(d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	No Impact	No	No	No	No
(e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	No Impact	No	No	No	No
(f) Otherwise substantially degrade water quality?	No Impact	No	No	No	No
(g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	No Impact	No	No	No	No
(h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	No Impact	No	No	No	No
(i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	No Impact	No	No	No	No

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR EIR's Mitigation Measures Addressing Impact
(j) Inundation by seiche, tsunami or mudflow?	No Impact	No	No	No	No

The Impact Determination Set Forth in the FEIR

Impact related to Hydrology and Water Quality were analyzed in Section VIII of the Initial Study and in Section 4.4 of the FEIR. With regard to thresholds (a) and (c) through (j), the Initial Study prepared for the W-PDR Community Plan Update did not identify any impacts resulting from implementation of the W-PDR CPU. (See FEIR, Appendix 7.1 Initial Study for the Westchester-Playa del Rey Community Plan Area (Initial Study), § VII, pp. 10-12.) The FEIR addressed threshold (b) in Section 4.4 "Utilities". This analysis determined whether the implementation of the W-PDR CPU would result in the use of a disproportionate share of the City's water supply by the community plan area in the City's water supply. It concluded that with implementation of the five (5) mitigation measures set forth in the FEIR, the Project's impacts related to water supply would be less than significant.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The proposed CPIO's regulations that apply within proposed Subarea A would not result in new significant impacts related to hydrology and water quality because they do not approve any particular new development and do not change any land use designations, floor area ratios or density, or building height from what is allowed in the W-PDR CPU. As such, they do not create any economic incentives to develop differently than what is permitted under the W-PDR CPU. Therefore, the CPIO does not change any uses or the density or intensity of development from what is permitted in the W-PDR CPU in such a way that may result in new reasonably foreseeable impacts related to hydrology and water quality.

Any new Circumstances Involving New Impacts or Substantially More Severe Impacts?

There are no substantial changes to the circumstances under which the proposed CPIO would be undertaken that would result in new or more severe significant impacts, and there is no new information of substantial importance that has become available relative to hydrology and water quality. No substantial changes related to hydrology and water quality have occurred since certification of the EIR, and no substantial changes have occurred in the physical environment that would result in new or more severe significant environmental impacts.

Any new Information Requiring New Analysis or Verification?

There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the FEIR was certified related to one or more significant effects related to hydrology and water quality not discussed in the FEIR, significant effects related to hydrology and water quality previously examined that will be substantially more severe than shown in the FEIR or of mitigation measures previously determined to be infeasible which have now been determined to be feasible.

Mitigation Measures Addressing Impacts

The following Mitigation Measures are included in the FEIR:

1. Continue to implement existing water conservation measures, including ultralow-flush installation, school educational, public information, and residential programs, and develop new ones as needed.
2. Incorporate water conservation practices in the design of new projects so as not to impede the

City's ability to supply water to its other users or overdraft its groundwater basins.

3. Develop reliable and cost-effective sources or alternative water supplies, including water reclamation and exchanges and transfers.
4. Protect existing water supplies from contamination, and clean up groundwater supplies so those resources can be more full [sic] utilized.
5. Expand, upgrade or improve the local water distribution system within the community plan area whenever necessary to accommodated [sic] increased demand for water.

Conclusion

Based on the above, no new significant hydrologic/water quality impacts or a substantial increase in the severity of previously identified hydrologic/water quality impacts would occur as a result of the proposed CPIO. Therefore, the impacts to hydrology and water quality as a result do not meet the standards for a subsequent or supplemental EIR pursuant to Public Resources Code, Section 21166 or CEQA Guidelines, Section 15162.

3.1.10 Land Use and Planning

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR EIR's Mitigation Measures Addressing Impact
LAND USE AND PLANNING: Would the project:					
(a) Physically divide an established community?	No Impact	No	No	No	No
(b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact	No	No	No	No
(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	No Impact	No	No	No	No
(d) Cause a substantial amount of existing development to be considered non-conforming as a result of zoning actions?	No Impact	No	No	No	No
(e) Result in a change in the residential density and commercial development intensity of an area?	No Impact	No	No	No	No
(f) Cause increased potential for land use conflicts and nuisance relationships between existing and future land uses?	No Impact	No	No	No	No

(g) Cause an existing developed area to be converted from a residential use to non-residential uses over time, or vice versa?	Less than significant with mitigation	No	No	No	Yes
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The Impact Determination Set Forth in the FEIR

Land Use Impacts were analyzed in Section IX of the Initial Study and in Section 4.1 of the FEIR. With regard to impact thresholds (a) through (c), the Initial Study prepared for the W-PDR Community Plan Update did not identify any impacts related to land use resulting from implementation of the W-PDR CPU. (See FEIR, Appendix 7.1 Initial Study for the Westchester-Playa del Rey Community Plan Area (Initial Study), § VII, pp. 12-13.) However, the FEIR's analysis of potential land use impacts was directed to impact thresholds (d) through (g). The FEIR conducted a detailed analysis of how the W-PDR CPU would affect identified Subareas A through M. This analysis determined that except in Subarea E, the land use changes proposed in the W-PDR CPU would cause no impacts. In Subarea E, the W-PDR CPU proposed to identify approximately 95 acres in close proximity to the Los Angeles International Airport as "under study" with the potential for Los Angeles World Airports to acquire the property, currently zoned residential, for purposes of expanding a noise buffer zone around the airport. The FEIR determined this may cause an impact as it will convert residential property to non-residential uses. However, it determined this impact would be minimal.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The proposed CPIO's regulations that apply within proposed Subarea A would not result in new significant impacts or substantially more severe impacts related to land use because they do not approve any particular new development and do not change any land use designations, floor area ratios or density, or building height from what is allowed in the W-PDR CPU. As such, they do not create any economic incentives to develop differently than what is permitted under the W-PDR CPU. Therefore, the CPIO does not change any uses or the density or intensity of development from what is permitted in the W-PDR CPU in such a way that may result in new reasonably foreseeable impacts related to land use.

The proposed CPIO will implement the Land Use Mitigation Measures by establishing a CPIO to institute development and design standards on the Century Corridor, and does not purport to change or alter any of the findings of the adopted FEIR related to land use and planning. It does not have the potential to physically divide an established community, conflict with any applicable land use plan, policy, or regulation, or conflict with any applicable habitat conservation plan or natural community conservation plan. Furthermore, the proposed CPIO is consistent with the objectives and policies of the General Plan Framework and the W-PDR CPU as it seeks to enhance the built environment and the transit and pedestrian orientation of commercial zones along Century Boulevard and implement the W-PDR CPU.

At the local level, various plans regulate land use and design standards at the project site. These include: the General Plan Framework, the W-PDR Community Plan, the Commercial Citywide Design Guidelines, and the Coastal Transportation Corridor Specific Plan. The Project site is located within the W-PDR Community Plan Area of the City of Los Angeles, which designates the Project Site as C-2 (commercial) and regional commercial land uses.⁶ The Proposed Project does not include any land use changes. These are permitted within the commercial designations and are thus consistent with the General Plan. The following paragraphs discuss the relationship between the Proposed Project and the City of Los Angeles' applicable plans, policies, and regulations.

General Plan Framework and W-PDR CPU

The General Plan Framework of the City of Los Angeles designates Century Boulevard as a Regional Center. A Regional Center is described as a focal point of regional commerce, identity, and activity containing a diversity of uses such as corporate and professional offices, retail commercial malls, government buildings, major facilities, major entertainment and cultural facilities and supporting services. The W-PDR Community Plan takes the Framework's regional center definition a step further by identifying Century Boulevard as a major gateway to LAX

⁶ City of Los Angeles, Zoning Information & Map Access System (ZIMAS) website, <http://zimas.lacity.org>, accessed September 16, 2015.

and it supports the development of the district to offer a wide variety of hotel accommodations, shopping, dining, entertainment opportunities and other services for air travelers and other visitors to the area.

The Proposed Project is consistent with the objectives and policies of the General Plan Framework and the W-PDR Community Plan in that it seeks to enhance and make Century Boulevard one of the premier gateways to Los Angeles.

The General Plan Framework has the following project-relevant objectives and policies:

Framework Objective 3.2 Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.

Framework Objective 3.10 Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

Framework Policy 3.10.2 Accommodate and encourage the development of multi-modal transportation centers, where appropriate.

Framework Policy 3.10.3 Promote the development of high-activity areas in the appropriate locations that are designed to induce pedestrian activity, in accordance with Pedestrian-Oriented District Policies.

Framework Policy 3.10.5 Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.

Framework Policy 3.10.6 Require that Regional Centers be lighted to standards appropriate for nighttime access.

Framework Policy 3.15.1 Prepare detailed plans for land use and development of transit-oriented districts consistent with the provisions of the General Plan Framework and the Land Use/Transportation Policy.

Framework Objective 3.16 Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.

The W-PDR Community Plan (W-PDR CP) has the following project-relevant objectives:

W-PDR CP Objective 2-1 Preserve and strengthen viable commercial development in the community, and provide additional opportunities for new commercial development and services within existing commercial areas.

W-PDR CP Objective 2-2 Strengthen and enhance the major commercial districts of the community into distinctive, pedestrian-friendly areas providing shopping, civic, social, and recreational activities. Enhance the land use compatibility, visual appearance, design and appeal of commercial development.

W-PDR CP Objective 2-4 Further improve and enhance the Century Boulevard/98th Street Corridor as a hotel, shopping and entertainment district serving airline travelers and visitors.

W-PDR CP Objective 5-1 Preserve existing open space resources and where possible develop new open space.

W-PDR CP Objective 11-2 Ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.

W-PDR CP Objective 14-2 Increase work trips and non-work trips made on public transit.

W-PDR CP Objective 15-1 Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

W-PDR CP Objective 16-2 To promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.

The Proposed Project would create a CPIO District along Century Boulevard. The Proposed Project is part of the LATNP, which was created due to the major expansion of the region's transit network that has been occurring over the past decade. The Project seeks to tie land use planning policies and strategies with the new transit lines being established in order to promote transit use and walkability (Framework Policy 3.15.1 and W-PDR CP Objective 14-2). The Proposed Project would also create development regulations that would influence building orientation, massing, materials, and design (W-PDR CP Objective 2-2). The regulations also require development to provide publically accessible open space (Framework Policy 3.10.5 and W-PDR CP Objective 5-1). The Proposed Project provides incentives to infill existing surface parking lots and landscaping in order for the development of liner buildings with accessory uses such as retail and dining (W-PDR CP Objective 2-2) as a means to create a more active, vibrant pedestrian environment. The Proposed Project also has urban design guidelines which complement the development standards and provide best practices for enhancing the built environment of the Project Area (W-PDR CP Objective 2-4).

Coastal Transportation Corridor Specific Plan (CTCSP)

The Project Site is within the Coastal Transportation Corridor Specific Plan (CTCSP) area. The CTCSP was adopted in 1985 with the purpose of establishing a traffic impact fee program to be assessed on new development in the C, M, and P zones. The intent of the fee was to assist in the implementation of future transportation improvements within the specific plan area. The CTCSP requires that trips be calculated for each proposed development within the boundary prior to the issuance of any building, grading or foundation and that the project development implement transportation mitigation measures. These mitigation measures include transportation demand management programs, land dedications, and improvements. The Proposed Project would create community plan implementation overlay district to promote walkability and enhance the built environment along Century Boulevard. All development within the Proposed Project Area would have to adhere to the provisions of the CTCSP, as amended. Therefore no conflict would occur with the existing Specific Plan.

Commercial Citywide Design Guidelines

The City of Los Angeles' Commercial Citywide Design Guidelines was adopted in 2012 to implement the 10 Urban Design Principles, a part of the General Plan Framework Element. The Urban Design Principles are a statement of the City's vision for the future of Los Angeles, providing guidance for new development and encouraging projects to complement existing urban form in order to enhance the built environment in Los Angeles. The Commercial Citywide Design Guidelines supplement the Citywide Urban Design Principles by offering more direction on the design of a project. The Commercial Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design and were intended to address some of the most common, overarching challenges in planning commercial developments within our diverse communities. The objectives of these guidelines include: enhancing the quality of the pedestrian experience along commercial corridors; nurturing an overall active street presence; protecting and conserving the neighborhood architectural character; establishing height and massing transitions between residential and commercial uses; maintaining visual and spatial relationships with adjacent buildings; and optimizing opportunities for high quality infill development that strengthens the visual and functional quality of the commercial environment within the context of our neighborhoods. The Proposed Project incorporates and expands several commercial design guidelines in its development regulations and urban design guidelines, and serve as a tool for implementing the guidelines on the Century Corridor; therefore, it would not conflict with the existing Commercial Citywide Design Guidelines.

Any new Circumstances Involving New Impacts or Substantially More Severe Impacts?

There are no substantial changes to the circumstances under which the proposed CPIO would be undertaken that would result in new or more severe significant impacts, and there is no new information of substantial importance that has become available relative to land use. No substantial changes to land use have occurred

since certification of the FEIR, and no substantial new changes in land use have been identified within the vicinity of the proposed CPIO that would result in new or more severe significant environmental impacts.

Any new Information Requiring New Analysis or Verification?

There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the FEIR was certified related to one or more significant effects related to land use not discussed in the FEIR, significant effects related to land use previously examined that will be substantially more severe than shown in the FEIR or of mitigation measures previously determined to be infeasible which have now been determined to be feasible.

Mitigation Measures Addressing Impacts

The FEIR included the following Mitigation Measures to address these impacts:

1. Implement the Urban Design Policies, Guidelines, and Standards included in the proposed Plan.
2. Implement Specific Plans and/or Community Design Overlays (CDOs) to address proposed development standards.
3. Implement Mixed Use Boulevards along transit corridors to mitigate the impacts of increased residential intensity where appropriate.

Conclusion

Based on the above, no new significant land use impacts or a substantial increase in the severity of previously identified land use impacts would occur as a result of the proposed CPIO. Therefore, the impacts to land use as a result do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

3.1.11 Mineral Resources (Natural Resources)

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR EIR's Mitigation Measures Addressing Impact
MINERAL RESOURCES: 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?	No Impact	No	No	No	No
(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	No	No	No	No

Impact Determination in the W-PDR FEIR

Mineral Resource impacts were analyzed in Section X of the Initial Study. The Initial Study prepared for the W-PDR Community Plan Update did not identify any impacts to mineral resources as a result of implementation of

the W-PDR CPU. (See FEIR, Appendix 7.1 Initial Study for the Westchester-Playa del Rey Community Plan Area (Initial Study), § IV, p. 13.) Because the Initial Study determined the W-PDR Community Plan Update would not result in any mineral resource impacts, no further analysis was required in the FEIR.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The proposed CPIO’s regulations that apply within proposed Subarea A would not result in new significant impacts related to mineral resources because they do not approve any particular new development and do not change any land use designations, floor area ratios or density, or building height from what is allowed in the W-PDR CPU. Therefore, the CPIO does not change any uses or the density or intensity of development from what is permitted in the W-PDR CPU in such a way that result in new significant impacts to mineral resources.

Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

The proposed regulations in the CPIO that would apply in Subarea A does not allow for or seek to implement additional development rights than what were previously analyzed in the certified FEIR and adopted W-PDR Community Plan. Finally, they do not allow for increased building height, intensity or density of development than what is permitted in the W-PDR Community Plan. Furthermore, the area encompassing Subarea A and in the vicinity of Subarea A has not changed appreciably since the W-PDR Community Plan Update was adopted. Therefore, there are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the FEIR.

Any New Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to mineral resources. No substantial changes in the environment related to mineral resources have occurred since certification of the FEIR, and no substantial new biological resources have been identified within the vicinity of the proposed CPIO that would result in new or more severe significant environmental impacts. Finally, as it has been determined the CPIO will not result in any mineral resource impacts, a review of feasible mitigation measures is not required.

W-PDR FEIR’s Mitigation Measures Addressing Impact

Because the Initial Study determined the Project would have no impacts on mineral resources, no mitigation measures were required. Implementation of the CPIO does not change these impact determinations. Therefore, no additional mitigation measures are required.

Conclusion

Based on the above, no new significant impacts to mineral resources or a substantial increase in the severity of previously identified mineral resource impacts would occur as a result of the proposed CPIO. The proposed CPIO seeks to implement supplemental development standards and design guidelines related to aesthetics that are more restrictive than current land use controls. Therefore, the adoption and implementation of the CPIO do not meet the conditions for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

3.1.12 Noise

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR EIR's Mitigation Measures Addressing Impact
NOISE: Would the project result in:					

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR EIR's Mitigation Measures Addressing Impact
	Significant and Unavoidable as to increased traffic				
(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than Significant with Mitigation as to Development Related Operational Noise	No	No	No	Yes
(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	No Impact	No	No	No	No
(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Significant and Unavoidable	No	No	No	Yes
(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Significant and Unavoidable	No	No	No	Yes
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Significant and Unavoidable	No	No	No	No
(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	No Impact	No	No	No	No

The Impact Determination Set Forth in the FEIR

Noise Impacts were evaluated in Section XI of the Initial Study prepared for the W-PDR CPU and in Section 4.7 of the Draft EIR which is part of the FEIR. As to thresholds (a) and (c), the FEIR determined the implementation of the W-PDR CPU would cause a significant and unavoidable impact because of increased noise associated with increased traffic at 11 of the 105 street segments analyzed in the traffic impact study prepared for the FEIR. However, the actual increased development facilitated by the plan would result in a less than significant impact with mitigation. As to threshold (b), the Initial Study prepared for the W-PDR CPU determined implementation of the W-PDR would have no impacts related to ground vibration and this topic was not further analyzed in the FEIR. (See FEIR, Appendix 7.1 Initial Study for the Westchester-Playa del Rey Community Plan Area (Initial Study), § XI, p. 14.) As to threshold (d) the FEIR stated implementation of the W-PDR would result in significant and unavoidable impacts related to construction noise. As to threshold (e), because of the plan area's proximity to the Los Angeles International Airport sensitive receptors will be exposed to excessive noise levels and that there are no feasible mitigation measures to reduce these noise impacts. As to threshold (f), because the plan area is not

within the vicinity of a private airstrip, the Initial Study determined implementation of the plan would not result in any impacts associated with this threshold. (See FEIR, Appendix 7.1 Initial Study for the Westchester-Playa del Rey Community Plan Area (Initial Study), § XI, p. 15.)

Do Proposed Changes Involve New Significant Impacts?

The proposed CPIO’s regulations that apply within proposed Subarea A would not result in new significant impacts related to noise because they do not approve any particular new development and do not change any land use designations, floor area ratios or density, or building height from what is allowed in the W-PDR CPU. Therefore, the CPIO does not change any uses or the density or intensity of development from what is permitted in the W-PDR CPU in such a way that result in new significant impacts to noise or substantially more severe noise impacts.

Any new Circumstances Involving New Impacts or Substantially More Severe Impacts?

The proposed regulations in the CPIO that would apply in Subarea A does not allow for or seek to implement additional development rights than what were previously analyzed in the certified FEIR and adopted W-PDR Community Plan. Finally, they do not allow for increased building height, intensity or density of development than what is permitted in the W-PDR Community Plan. Furthermore, the area encompassing Subarea A and in the vicinity of Subarea A has not changed appreciably since the W-PDR Community Plan Update was adopted. Therefore, there are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the FEIR.

Any new Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to noise impacts. No substantial changes in the environment related to noise have occurred since certification of the FEIR, and no substantial new significant noise sources have been identified within the vicinity of the proposed CPIO that would result in new or more severe significant environmental impacts.

Mitigation Measures Addressing Impacts

To address the significant impacts identified for thresholds (a) and (c) the FEIR included the following mitigation measures:

- 1. All operational noise sources located within the Plan area shall abide by Chapter XI, Article One through Six of the City of Los Angeles Municipal Code.
- 2. The City as a condition of approval of all discretionary projects shall require project contractors to limit construction activities to between the hours of 7:00 a.m. and 9:00 p.m. Monday through Friday and 8:00 a.m. and 6:00 p.m. on Saturdays and national holidays and shall prohibit work on Sundays.

Conclusion

Based on the above, no new significant noise impacts or a substantial increase in the severity of previously identified noise impacts would occur as a result of the proposed CPIO. Therefore, the impacts to noise as a result do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

3.1.13 Population and Housing

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or	Any New Circumstances Involving New Significant Impact or	Any New Information Requiring New	W-PDR EIR’s Mitigation Measures
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		Substantially More Severe Impacts?	Substantially More Severe Impacts?	Analysis or Verification?	Addressing Impact
POPULATION AND HOUSING: Would the project:					
(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than Significant	No	No	No	No
(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	No Impact	No	No	No	No
(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	No Impact	No	No	No	No

The Impact Determination Set Forth in the FEIR

Population and Housing Impacts were evaluated in Section XII of the Initial Study prepared for the W-PDR CPU and in Section 4.2 of the Draft EIR which is part of the FEIR. As to threshold (a), the FEIR determined the impact is less than significant as the FEIR determined the projected population growth within the W-PDR Community Plan area can be accommodated. As to threshold (b) and (c) the FEIR determined the W-PDR CPU will facilitate new residential development and therefore there would be no impacts related to displacement of housing or populations requiring the construction of new housing.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The proposed CPIO's regulations that apply within proposed Subarea A would not result in new significant impacts related to population and housing because they do not approve any particular new development and do not change any land use designations, floor area ratios or density, or building height from what is allowed in the W-PDR CPU. Therefore, the CPIO does not change any uses or the density or intensity of development from what is permitted in the W-PDR CPU in such a way that result in new significant impacts related to population and housing or substantially more severe impacts related to population and housing.

Any new Circumstances Involving New Impacts or Substantially More Severe Impacts?

The proposed regulations in the CPIO that would apply in Subarea A does not allow for or seek to implement additional development rights than what were previously analyzed in the certified FEIR and adopted W-PDR Community Plan. Finally, they do not allow for increased building height, intensity or density of development than what is permitted in the W-PDR Community Plan. Furthermore, the area encompassing Subarea A and in the vicinity of Subarea A has not changed appreciably since the W-PDR Community Plan Update was adopted. Therefore, there are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the FEIR.

Any new Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to population and housing impacts. No substantial changes in the environment related to population and housing have occurred since certification of the FEIR that would result in new or more severe significant environmental impacts.

Mitigation Measures Addressing Impacts

The FEIR determined no mitigation was necessary to address any potentially significant impacts in this

environmental category.

Conclusion

Based on the above, no new significant population and housing impacts or a substantial increase in the severity of previously identified population and housing impacts would occur as a result of the proposed CPIO. Therefore, the impacts to population and housing as a result do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

3.1.14 Public Services

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR EIR's Mitigation Measures Addressing Impact
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:					
(a) Fire protection?	Less than Significant with Mitigation	No	No	No	Yes
(b) Police protection?	Less than Significant with Mitigation	No	No	No	Yes
(c) Schools?	Less than Significant with Mitigation	No	No	No	Yes
(d) Parks?	Significant and Unavoidable	No	No	No	Yes
(e) Other public facilities?					X

The Impact Determination Set Forth in the FEIR

Public Services impacts are evaluated in Section XIII of the Initial Study prepared for the W-PDR CPU and in Section 4.3 of the Draft EIR which is part of the FEIR. The Final EIR determined that impacts related to fire protection, police protection, schools, parks, and other public services would result in potentially significant impacts. Fire and police protection would be impacted by increases in operational traffic and land use changes that allow additional density/population. The additional population that the Community Plan accommodates would also create impacts to schools, parks, and libraries. The FEIR determined that the proposed mitigation measures would reduce the potentially significant impacts related to fire service, police service, public libraries and schools to less than significant levels. However, the FEIR determined that even with the proposed mitigation measures for parks, the environmental impacts to parks caused by the implementation of the W-PDR CPU would be

significant and unavoidable because of a history of lack of adequate funding for parks and the difficulty in finding suitable and economically viable locations for new park space.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The proposed CPIO's regulations that apply within proposed Subarea A would not result in new significant impacts related to public services because they do not approve any particular new development and do not change any land use designations, floor area ratios or density, or building height from what is allowed in the W-PDR CPU. Therefore, the CPIO does not change any uses or the density or intensity of development from what is permitted in the W-PDR CPU in such a way that result in new significant impacts related to public services or substantially more severe impacts related to public services.

Any new Circumstances Involving New Impacts or Substantially More Severe Impacts?

The proposed regulations in the CPIO that would apply in Subarea A does not allow for or seek to implement additional development rights than what were previously analyzed in the certified FEIR and adopted W-PDR Community Plan. Finally, they do not allow for increased building height, intensity or density of development than what is permitted in the W-PDR Community Plan. Furthermore, the area encompassing Subarea A and in the vicinity of Subarea A has not changed appreciably since the W-PDR Community Plan Update was adopted. Therefore, there are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the FEIR.

Any new Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to public services impacts. No substantial changes in the environment related to public services have occurred since certification of the FEIR, and no substantial new significant noise sources have been identified within the vicinity of the proposed CPIO that would result in new or more severe significant environmental impacts.

Mitigation Measures Addressing Impacts

The FEIR included the following mitigation measures:

Fire Protection

1. Identify areas of the community plan area with deficient fire protection facilities and/or services and prioritize the order in which the areas should be upgraded on established fire protection standards.
2. Require, in coordination with the LAFD, adequate fire service capacity prior to the approval of proposed developments in areas currently located outside of the service areas or capability of existing city fire stations.
3. Promote continued mutual assistance agreements with neighboring cities, the County of Los Angeles, and other applicable agencies for the provision of fire protection services to the residents of the W-PDR Community plan area.
4. Implementation of the Westchester-Playa del Rey Transportation Improvement and Mitigation Program (TIMP) contained in Section 4.5 of the DEIR (Transportation).

Police Protection

1. Hire and deploy additional police officers and civilian personnel to accommodate growth or development generated by the implementation of the proposed plan pursuant to LAPD hiring and deployment procedures.
2. Expand and/or upgrade existing police protection equipment and/or facilities in areas of the community plan area which do not receive adequate police protection services.
3. Pursue State, Federal and other non-conventional funding sources to expand the number of sworn police officers.
4. Promote the establishment of police facilities which provide police protection at a neighborhood level.

5. Implement the Westchester-Playa del Rey Transportation Improvement and Mitigation Program (TIMP) contained in Section 4.5 of the DEIR (Transportation).

Public Libraries

1. Develop a funding system to finance the construction of new branch libraries or the expansion and maintenance of existing facilities, the acquisition of equipment, books and other material.
2. Establish a volunteer program in the operation and maintenance of branch libraries.
3. Expand non-traditional library services, such as book mobiles and other book sharing strategies, where permanent facilities are not available or adequate.

Public Parks

1. Develop City or private funding programs for the acquisition and construction of new recreation and park facilities.
2. Prioritize the implementation of recreation and park projects in parts of the community plan area with the greatest existing deficiencies.
3. Establish joint-use agreements with the Los Angeles Unified School District and other public and private entities which could contribute to the availability of recreational opportunities in the community plan area.
4. Monitor and report appropriate recreation and park statistics and compare with population projections and demand to identify the existing and future recreation and parks needs of the community plan area.

Public Schools

1. Develop plans to address issues relating to siting and the joint use of facilities. To this end, identify strategies for the expansion of the school facilities, including:
 - a. Siting of schools and other community facilities (libraries, parks, etc.) within transit stations, centers or mixed-use areas so that they can complement each other and make the most use of the land provided for these services;
 - b. Locating middle schools and high schools close to transit stations and key centers, where possible, so that students can use the transit system to get to and from school; and,
 - c. Encourage private redevelopment of existing school sites in the immediate vicinity of transit stations and centers so that the existing site (a low intensity site) would be replaced by a high intensity mixed-use development that would incorporate school facilities.
2. Construct schools where necessary to accommodate increased student population.

Conclusion

Based on the above, no new significant public services impacts or a substantial increase in the severity of previously identified public services impacts would occur as a result of the proposed CPIO. Therefore, the impacts to public services as a result do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

3.1.15 Recreation

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or More Severe Impacts?	Any New Circumstances Involving New Significant Impact or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR EIR's Mitigation Measures Addressing Impact
RECREATION:					
(a) Would the project increase the use of existing neighborhood and regional parks or	Significant and Unavoidable	No	No	No	Yes

other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Significant and Unavoidable	No	No	No	Yes
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The Impact Determination Set Forth in the FEIR

Recreation impacts were analyzed in Section XIV of the Initial Study and in Section 4.3 (Parks) of the FEIR. As to thresholds (a) and (b), the FEIR determined that there were significant and unavoidable impacts related to recreation. This is because at the time of the adoption of the W-PDR CPU there was already a deficiency in the amount of park space and that the increase population that the W-PDR CPU will facilitate will exacerbate that deficiency because of a historical lack of parkland acreage, existing budget constraints and a high level of development where land may not be available for conversion into or the creation of parks. Because of the exacerbation of the deficiency in parkland and recreational facilities more people will use existing facilities causing those facilities to be utilized beyond their design capacity which would lead to a deterioration of the facilities.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The proposed CPIO's regulations that apply within proposed Subarea A would not result in new significant impacts related to recreation because they do not approve any particular new development and do not change any land use designations, floor area ratios or density, or building height from what is allowed in the W-PDR CPU. Therefore, the CPIO does not change any uses or the density or intensity of development from what is permitted in the W-PDR CPU in such a way that result in new significant impacts related to recreation or substantially more severe impacts related to recreation.

Any new Circumstances Involving New Impacts or Substantially More Severe Impacts?

The proposed regulations in the CPIO that would apply in Subarea A does not allow for or seek to implement additional development rights than what were previously analyzed in the certified FEIR and adopted W-PDR Community Plan. Finally, they do not allow for increased building height, intensity or density of development than what is permitted in the W-PDR Community Plan. Furthermore, the area encompassing Subarea A and in the vicinity of Subarea A has not changed appreciably since the W-PDR Community Plan Update was adopted. Therefore, there are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the FEIR.

Any new Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to recreation impacts. No substantial changes in the environment related to recreation have occurred since certification of the FEIR, and no substantial new sources of potential impacts to recreational resources have been identified within the vicinity of the proposed CPIO that would result in new or more severe significant environmental impacts related to recreation.

Mitigation Measures Addressing Impacts

1. Develop City or private funding programs for the acquisition and construction of new recreation and park facilities.

2. Prioritize the implementation of recreation and park projects in parts of the community plan area with the greatest existing deficiencies.
3. Establish joint-use agreements with the Los Angeles Unified School District and other public and private entities which could contribute to the availability of recreational opportunities in the community plan area.
4. Monitor and report appropriate recreation and park statistics and compare with population projections and demand to identify the existing and future recreation and parks needs of the community plan area.

Conclusion

Based on the above, no new significant recreation impacts or a substantial increase in the severity of previously identified recreation impacts would occur as a result of the proposed CPIO. Therefore, the impacts to recreation resources as a result do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

3.1.16 Transportation/Traffic

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR EIR's Mitigation Measures Addressing Impact
TRANSPORTATION / TRAFFIC: Would the project:					
(a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Less than Significant with Mitigation	No	No	No	Yes
(b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Less than Significant with Mitigation	No	No	No	Yes
(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	No Impact	No	No	No	No
(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact	No	No	No	No
(e) Result in inadequate emergency access?	No Impact	No	No	No	No
(f) Conflict with adopted policies, plans or programs regarding	No Impact	No	No	No	No

The Impact Determination Set Forth in the FEIR

Transportation impacts are analyzed in Section XV of the Initial Study and in Section 4.5 of the FEIR. The FEIR's analysis focuses on the effect of implementation of a Transportation Improvement and Mitigation Plan (TIMP) within the W-PDR Plan Area. As to thresholds (c), (d), (e) and (f), the Initial Study determined that implementation of the W-PDR CPU would not result in any impacts. (See FEIR, Appendix 7.1 Initial Study for the Westchester-Playa del Rey Community Plan Area (Initial Study), § XV, pp. 18-20.) As to thresholds (a) and (b), the FEIR focused its analysis on the effect on traffic from implementation of the TIMP would result in maintaining the same number of intersections operating at unacceptable levels in 2025 as what is anticipated under the No Growth scenario. Accordingly, the FEIR determined the impacts associated with thresholds (a) and (b) would be less than significant with implementation of the TIMP.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The proposed CPIO does not propose specific alterations to the transportation network, nor does it call for specific developments that could impact the area roadways. It would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of a circulation system, nor would it conflict with adopted policies, plans or programs supporting alternative transportation. It does not include a specific development project and it does not alter the levels of development that were anticipated by or analyzed in the FEIR. The proposed CPIO would not change any land uses, building heights, densities or intensities as previously adopted by the Community Plan Update. Moreover, the proposed CPIO also includes regulations that address the location of driveways and prioritizes vehicular access from alleys. In addition, the CPIO seeks to implement pedestrian-oriented design strategies in relation to transit which are anticipated to further reduce the number and distance of vehicle trips. Future development within the proposed CPIO would also still be required to meet the regulations of the TIMP and to comply with the Coastal Transportation Corridor Specific Plan.

Additionally, the proposed CPIO does not conflict with an applicable congestion management program (CMP). The Los Angeles County CMP requires that traffic impacts of projects with potential regional significance be analyzed. Specific arterial roadways and all State highways comprise the CMP system, and a total of 164 intersections are identified for monitoring throughout Los Angeles County. The nearest CMP intersection to the Proposed Project Area is at Sepulveda Boulevard and Lincoln Boulevard, located approximately 0.37 miles north of the Project boundary. In addition, the portion of Sepulveda Boulevard that acts as the western boundary of the Proposed Project is part of Pacific Coast Highway, a State highway that is part of the CMP system.⁷ The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add more than 50 trips during either the AM or PM peak hours. The Proposed Project does not alter the anticipated level of development that was previously analyzed in the certified EIR and the analysis would have been consistent with CMP criteria. While it is possible that future development within the proposed CPIO could exceed the screening criterion established by CMP, such development projects would be required to analyze their impacts under CEQA and implement relevant mitigation measures.

The proposed CPIO would not result in additional impacts to air traffic patterns beyond what was previously analyzed in the EIR. The CPIO area is located adjacent to Los Angeles International Airport (LAX) and portions of the Project Area are in airport hazard areas and transitional surface areas as identified in the Airport Hazards Areas Map, which imposes height limits that vary in the transitional surface areas, but range from a 80 foot height limit to a 150 foot limit, depending on the runway and its elevation above sea level.^{8,9} In addition, the Project Area falls under Title 14 of the Code of Federal Regulations, Part 77, *Safe, Efficient Use and Preservation of Navigation*

⁷ Metro, 2010 Los Angeles County Metropolitan Management Program, http://media.metro.net/docs/cmp_final_2010.pdf, accessed September 13, 2016.

⁸ City of Los Angeles, Ordinance 130,500, July 14, 1965

⁹ City of Los Angeles, Zoning Information & Map Access System (ZIMAS) website, <http://zimas.lacity.org>, accessed September 18, 2015.

Airspace, which requires that certain development projects must notify the FAA. The CPIO does not propose new buildings nor change allowable building heights. New development within the Proposed Project's boundaries would be required to adhere to all applicable height restrictions and regulations under federal and local law.

Furthermore, the proposed CPIO would not substantially increase an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. While it would set buildings back in order to expand sidewalks without requiring dedication of that land, this requirement would generally improve circulation in the area, but would not create or increase hazards to a design feature or include the use of incompatible uses to the area. In fact, the Proposed Project would reduce design hazards related to pedestrian and vehicle safety as it would require large blocks to be broken up and place automobile access in alleys or local streets and off of Century and Airport Boulevards.

The proposed CPIO would not result in inadequate access by emergency vehicles. The nearest emergency/disaster routes to the site are Sepulveda Boulevard to the east and Lincoln Boulevard to the north.¹⁰ The Proposed Project would not require the closure of any public or private streets and would not impede emergency vehicle access to the Project Site or the surrounding area. New development subject to the Proposed Project may require the closure of public and private streets for construction activities. However, these closures would only be temporary and emergency access to and from an individual development project's site would be provided in accordance with requirements by the State Fire Marshal and the LAFD.

The proposed CPIO does not conflict with programs supporting alternative transportation. The Proposed Plan is funded through a Metro Transit Oriented Development (TOD) Grant and will complement the future Crenshaw/LAX Light Rail Line and the Landside Access Modernization Program. It would also enhance facilities for pedestrians and thereby encourage transit use by improving access and creating a more walkable environment through development regulations and urban design guidelines.

Any new Circumstances Involving New Impacts?

The proposed regulations in the CPIO that would apply in Subarea A does not allow for or seek to implement additional development rights than what were previously analyzed in the certified FEIR and adopted W-PDR Community Plan. In addition, they do not allow for increased building height, intensity or density of development than what is permitted in the W-PDR Community Plan. Furthermore, the area encompassing Subarea A and in the vicinity of Subarea A has not changed appreciably since the W-PDR Community Plan Update was adopted such that it substantially diverges from the analysis in the FEIR. Therefore, there are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the FEIR.

Any new Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to recreation impacts. No substantial changes in the environment related to recreation have occurred since certification of the FEIR, and no substantial new significant noise sources have been identified within the vicinity of the proposed CPIO that would result in new or more severe significant environmental impacts related to recreation.

Mitigation Measures Addressing Impacts

1. Implementation of the TIMP

Conclusion

Based on the above, no new significant transportation/traffic impacts or a substantial increase in the severity of previously identified transportation/traffic impacts would occur as a result of the proposed CPIO. Therefore, the impacts to transportation/traffic as a result do not meet the standards for a subsequent or supplemental EIR

¹⁰ City of Los Angeles, *General Plan Safety Element, Exhibit H, November 26, 1996.*

pursuant to CEQA Guidelines, Section 15162.

3.1.17 Utilities and Service Systems (Utilities)

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR EIR's Mitigation Measures Addressing Impact
UTILITIES AND SERVICE SYSTEMS: Would the project:					
(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	No Impact	No	No	No	No
(b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environment effects?	Less than Significant with Mitigation	No	No	No	Yes
(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	No Impact	No	No	No	No
(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlement needed?	Less than Significant with Mitigation	No	No	No	Yes
(e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than Significant with Mitigation	No	No	No	Yes
(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Less than Significant with Mitigation	No	No	No	Yes
(g) Comply with federal, state and local statutes and regulations related to solid waste?	No Impact	No	No	No	No

The Impact Determination Set Forth in the FEIR

Utility impacts are analyzed in Section XVI of the Initial Study and in Section 4.4 of the FEIR. As to thresholds

(a), (c) and (g), the Initial Study determined that implementation of the W-PDR CPU would not result in any impacts. (See FEIR, Appendix 7.1 Initial Study for the Westchester-Playa del Rey Community Plan Area (Initial Study), § XVI, pp. 20-21.) As to thresholds (b), (d), (e) and (f), the FEIR determined that the Community Plan Update could result in the need for new systems or alterations to water, wastewater, and solid waste services. The FEIR determined this because the increased density and intensity proposed in the Community Plan would cause the Community Plan Area to require an even greater share of the City's resources in these area, which may also constitute cumulative impacts. However, with the implementation of the proposed Mitigation Measures, the impacts would be reduced to a less than significant level, and thus no unavoidable significant impacts were identified.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The proposed CPIO's regulations that apply within proposed Subarea A would not result in new significant impacts related to utilities and service systems because they do not approve any particular new development and do not change any land use designations, floor area ratios or density, or building height from what is allowed in the W-PDR CPU. Therefore, the CPIO does not change any uses or the density or intensity of development from what is permitted in the W-PDR CPU in such a way that result in new significant impacts related to utilities or substantially more severe impacts related to recreation.

Any new Circumstances Involving New Impacts or Substantially More Severe Impacts?

The proposed regulations in the CPIO that would apply in Subarea A does not allow for or seek to implement additional development rights than what were previously analyzed in the certified FEIR and adopted W-PDR Community Plan. Finally, they do not allow for increased building height, intensity or density of development than what is permitted in the W-PDR Community Plan. Furthermore, the area encompassing Subarea A and in the vicinity of Subarea A has not changed appreciably since the W-PDR Community Plan Update was adopted. Therefore, there are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the FEIR.

Any new Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to utilities impacts. No substantial changes in the environment related to recreation have occurred since certification of the FEIR, and no substantial new significant resources have been identified within the vicinity of the proposed CPIO that would result in new or more severe significant environmental impacts related to utilities.

Mitigation Measures Addressing Impacts

The FEIR imposed the following Mitigation Measures:

Water

1. Continue to implement existing water conservation measures, including ultra low-flush toilet installation, school education programs, public information programs, and residential programs, and develop new ones as needed.
2. Incorporate water conservation practices in the design of new projects so as not to impede the City's ability to supply water to its other users or overdraft its groundwater basins.
3. Develop reliable and cost-effective sources or alternative water supplies, including water reclamation and exchanges and transfers.
4. Protect existing water supplies from contamination, and clean up groundwater supplies so those resources can be more fully utilized.
5. Expand, upgrade or improve the local water distribution system within the community plan area wherever necessary to accommodate increased demand for water.

Wastewater

1. Continue to implement existing water conservation measures, including ultra low-flush installation, school educational, public information, and residential programs, and develop new ones as needed.

2. Adopt a comprehensive water reuse ordinance which will establish, among other things, goals on reuse of reclaimed water.
3. Establish water reuse demonstration and research programs and implement educational programs among consumers to increase the level of acceptance of reclaimed water.
4. Provide incentives for the development of new markets and uses for reclaimed water.
5. Rehabilitate existing sewers in poor structural condition and construct relief sewers to accommodate growth whenever necessary.
6. Expand or upgrade existing local sewers in the community plan area to accommodate increased wastewater flow whenever necessary.

Solid Waste

1. Implement an integrated solid waste management system that maximizes source reduction and materials recovery and minimizes the amount of solid waste requiring disposal.
2. Encourage and provide incentives for the processing and marketing of recyclable items.
3. Accelerate on-going efforts to provide alternative solid waste treatment processes and the expansion of existing landfills and establishment of new sites.

Conclusion

Based on the above, no new significant utility and service system impacts or a substantial increase in previously identified utility impacts would occur as a result of the proposed CPIO. Therefore, the impacts to utilities and service systems as a result do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines, Section 15162.

3.1.18 Mandatory Findings of Significance

Issues (and supporting Information Sources)	Impact Determination in W-PDR FEIR	Do Proposed Changes Involve New Significant Impacts or More Severe Impacts?	Any New Circumstances Involving New Significant Impact or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	W-PDR EIR's Mitigation Measures Addressing Impact
MANDATORY FINDINGS OF SIGNIFICANCE:					
(a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	No Impact	No	No	No	No
(b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means	Significant and Unavoidable	No	No	No	No

that the incremental effects of a project are considerable when view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?					
(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact	No	No	No	No

The Impact Determination Set Forth in the FEIR

The Mandatory Findings of Significance are analyzed in Section XVII of the Initial Study and in Section 5.0 of the FEIR. As to thresholds (a) and (c), the Initial Study determined that implementation of the W-PDR CPU would not result in any impacts. (See FEIR, Appendix 7.1 Initial Study for the Westchester-Playa del Rey Community Plan Area (Initial Study), § XVII, pp. 21-22.) As to threshold (b) the FEIR determined that the Community Plan Update could result significant cumulative impacts in the following environmental topic areas: (1) Population, Employment and Housing, (2) Public Services, (3) Utilities, (4) Air Quality as to carbon monoxide emissions, and (5) Noise. The implementation of the Community Plan Update would not result in significant cumulative impacts in any of the other environmental topic areas.

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The proposed CPIO's regulations that apply within proposed Subarea A would not result in substantially more severe impacts in the environmental topic areas addressed in the Mandatory Findings of Significance than what was analyzed in the FEIR because they do not approve any particular new development and do not change any land use designations, floor area ratios or density, or building height from what is allowed in the W-PDR CPU. Therefore, the CPIO does not change any uses or the density or intensity of development from what is permitted in the W-PDR CPU in such a way that result in new significant impacts or substantially more severe impacts.

Any new Circumstances Involving New Impacts or Substantially More Severe Impacts?

The proposed regulations in the CPIO that would apply in Subarea A does not allow for or seek to implement additional development rights than what were previously analyzed in the certified FEIR and adopted W-PDR Community Plan. In addition, they do not allow for increased building height, intensity or density of development than what is permitted in the W-PDR Community Plan. Furthermore, the area encompassing Subarea A and in the vicinity of Subarea A has not changed appreciably since the W-PDR Community Plan Update was adopted. Therefore, there are no new circumstances involving new significant impacts or substantially more severe impacts than what was analyzed in the FEIR.

Any new Information Requiring New Analysis or Verification?

There is no new information of substantial importance that has become available relative to environmental topics covered in the Mandatory Findings of Significance. No substantial changes in the environment have occurred since certification of the FEIR, and no substantial new significant biological or cultural resources have been identified within the vicinity of the proposed CPIO that would result in new or more severe significant environmental impacts related to recreation.

3.2 Conclusions

The Century/Aviation Subarea would result in the establishment of a CPIO district, imposing certain development regulations and urban design guidelines. The CPIO would be established to enhance the unique character of the district through development, design standards, and parking regulations to implement the goals and policies of

the W-PDR Community Plan. Lastly, urban design guidelines would also be established by way of an ordinance to improve the built environment of the district to compliment the development regulations and design standards in the CPIO. As discussed above, the proposed CPIO would not result in any new significant impacts or change any impacts previously analyzed in the W-PDR Community Plan Update Final EIR.

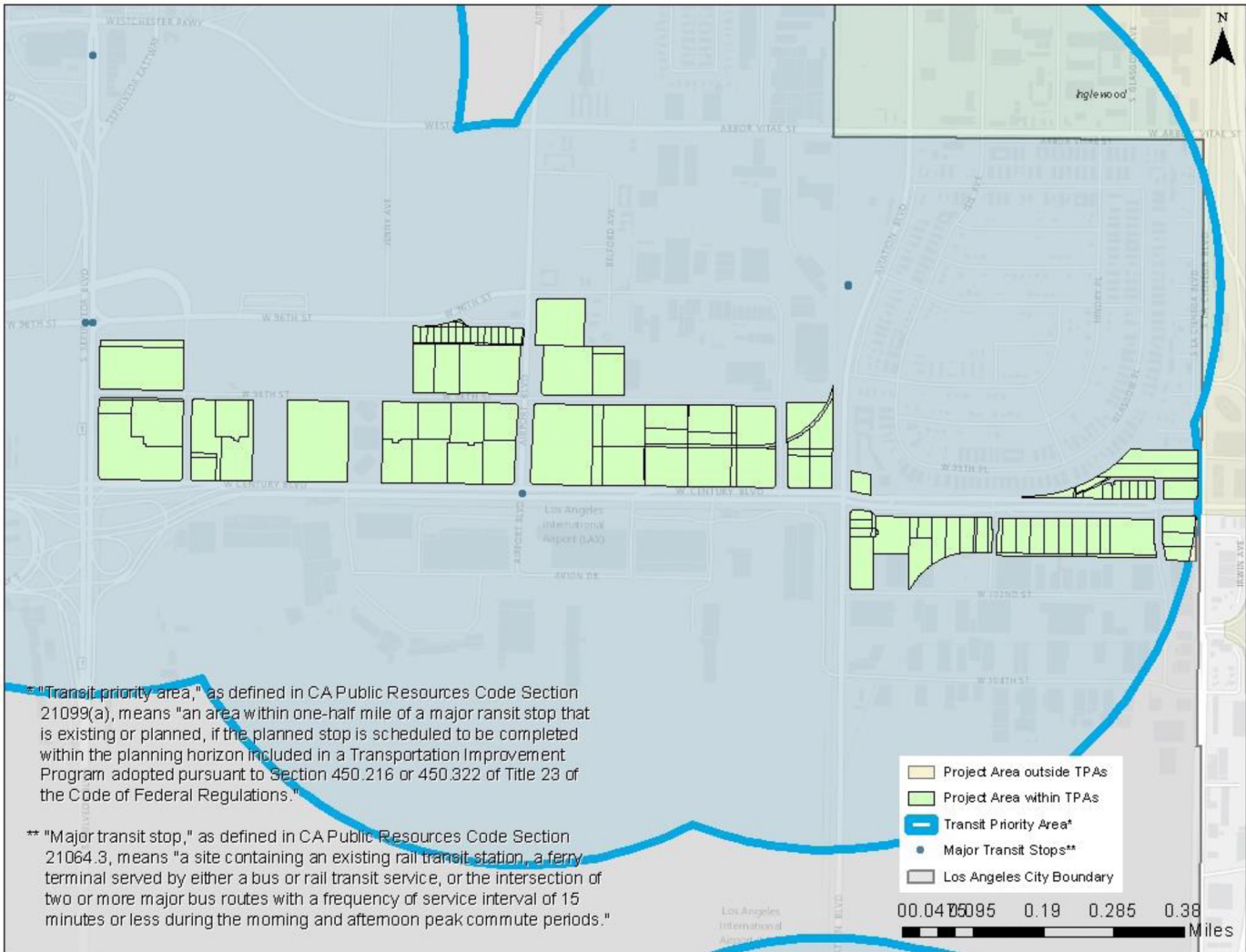
The CPIO, by itself, does not propose or authorize any development. It does not change any land uses, building heights, densities or intensities. The proposed CPIO seeks to implement supplemental development standards and design guidelines which are more protective of the environment than the current regulations and would affect the visual character and design of new commercial development and address building orientation, massing, , publically accessible open space, and other architectural features. It would also require less parking for infill, employment center projects within a designated TPA. The CPIO is consistent with Senate Bill 743, which modified Section 21099 (d)(1) of the Public Resources Code to state that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if: 1) the project is a residential, mixed-use residential, or employment center project, and 2) the project is located on an infill site within a TPA. The Department has determined that every parcel of the plan area is within a Transit Priority Areas and thus consistent with the aforementioned criteria.

Future land uses that occur pursuant to the CPIO would be required to conform to all uniformly applicable development standards of the CPIO and other regulations of the City of Los Angeles, and would be subject to review on a project-by-project basis to determine project-specific compliance with CEQA which would be too speculative to include in this Addendum. The CPIO would not permit land uses of greater height or density than permitted by the Community Plan and analyzed in the previously certified FEIR.

Lastly, none of the conditions as described under Sections 15162 and 15163 of the State CEQA Guidelines requiring a subsequent or supplemental EIR have occurred under the proposed modified Project. No new significant environmental effects and no substantial increase in the severity of previously identified significant effects would occur as a result of proposed CPIO. Additionally, there are no known mitigation measures or project alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment identified in the adopted Final EIR. Therefore, the proposed CPIO creates no potential adverse impacts beyond what was evaluated in the FEIR. Therefore, the preparation of an addendum that amends the project description in the FEIR to include the adoption of this CPIO is appropriate and fully complies with the requirements of CEQA Guidelines, sections 15164 and 15162.

Appendices

Appendix A: Overlap of the Proposed CPIO with Transit Priority Areas



Source: SCAQ, 2015 | N:\PHRD\Policy\TODs\Metro TOD Grant Project - Expo and Crenshaw\CENTURY AVIATION\CENTURY AVIATION DISTRICT PLAN\ENVIRONMENTAL\TPAs\Century TPA Analysis 8/30/2017

Century Aviation CPIO	
TPA	SQFT
TPA Overlap	4,440,316.78
Proposed CPIO	4,450,536.69
% Overlap	99.77%

Appendix B: Potential Historic Resources within the Proposed CPIO

Address	Building Type	Significance Statement
5310 W. Century Boulevard	Industrial	No statement recorded.
5959 W. Century Boulevard (Tishman Airport Center Building)	Commercial	Excellent example of Corporate International architecture; designed by significant architect Welton Becket & Associates.
6151 W. Century Boulevard (McCulloch Building)	Commercial	Excellent example of Corporate International architecture; designed by significant architect Welton Becket & Associates.
98 th Street, east of Airport Boulevard (Air Raid Siren No. 150)	Institutional	Air raid siren; rotating type on freestanding pole. Associated with World War II and Cold War military infrastructure.
9841 N. Airport Boulevard (Airport Century Building)	Commercial	Excellent example of Corporate International architecture; designed by significant architect Welton Becket & Associates.
Multiple (Airport Industrial Tract Historic District)	Industrial	Excellent example of an airport-adjacent industrial tract from the 1950s; many of the buildings were designed by notable architect S. Charles Lee and developed by Lee and Los Angeles industrial tract developer Samuel Hayden.
Source: Los Angeles Department of City Planning, Office of Historic Resources, http://historicplacesla.org/map , published November 27, 2013. Accessed on November 29, 2016		

Appendix C: Schools within 1/4 Mile of the Proposed CPIO

School	Address	Type
Bright Star Secondary Charter Academy (grades 9-12) ¹	5431 W 98th Street, Los Angeles, CA 90045	Public (LAUSD)
Felton Elementary School (grades K-5)	10417 S Felton Ave, Inglewood, CA 90304	Public (Lennox Elementary School District)
Stella Middle Charter Academy (grades 7-8) ¹	5431 W 98th Street, Los Angeles, CA 90045	Public (LAUSD)
<p>1. Source: Los Angeles Unified School District, Local District West Map, https://achieve.lausd.net/site/handlers/filedownload.ashx?moduleinstanceid=22573&dataid=24308&FileName=West.pdf accessed January 17, 2018.</p> <p>2. Source: Lennox School District, https://www.lennox.k12.ca.us/, accessed January 17, 2018.</p>		