

ORDINANCE NO. _____

An ordinance establishing the West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay District (West Adams CPIO) for the West Adams-Baldwin Hills-Leimert 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 West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay District (West Adams CPIO District) to read in whole as shown in the attached document. The West Adams CPIO District's boundaries are identical to the boundaries of the West Adams-Baldwin Hills-Leimert Community Plan (West Adams Community Plan), adopted on June 29, 2016 (Council File No.16-0597). The City Council establishes seven West Adams CPIO District Subareas referred to as the Commercial Corridor Subarea, the Major Intersection Node Subarea, the La Brea/Farmdale TOD Subarea, the Jefferson/La Cienega TOD Subarea, the Venice/National TOD Subarea, the Hyde Park Industrial Corridor Subarea, and the Character Residential Subarea, for those areas shown in the attached maps.

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

Sec. 3. This ordinance supersedes and replaces Ordinance No. 172,913, which established use restrictions along Robertson Boulevard.

Sec. 4. This ordinance shall not apply to the use and development of the property identified as Assessor Parcel No. 5066002029 provided the property is developed pursuant to Ordinance No. 175,265 and the entitlements found in City Planning Case No. CPC-2002-2756 (Council File No. 03-0327). Development that is not consistent with Ordinance No. 175,265 and the entitlements found in City Planning Case No. CPC 2002-2756 shall comply with the West Adams CPIO District, including the Commercial Corridors Subarea regulations.

Sec. 5. This ordinance shall not apply to the use and development of the property identified as Assessor Parcel Nos. 5064026007 and 5064026006 provided the property is developed pursuant to Ordinance No. 179,437 and the entitlements found in City Planning Case No. CPC-2006-7127-GPA-ZC-ZAA (Council File No. 07-2824). Development that is not consistent with Ordinance No. 179,437 and the entitlements found in City Planning Case No. CPC-2006-7127-GPA-ZC-ZAA shall comply with the West Adams CPIO District, including the Commercial Corridors Subarea regulations.

Sec. 6. This ordinance shall not apply to the use and development of the property identified as Assessor Parcel Nos. 4205031004, 4205031005, 4205031006, 4205031009, 4205031010, 4205031011 and 4205027015 provided the property is developed pursuant Ordinance Nos. 173,752 and 173,202 and the entitlements found in City Planning Case No. 98-0280 (Council File No. 00-0583). Development that is not consistent with Ordinance Nos. 173,752 and 173,202 and the entitlements found in City Planning Case No. 98-0280 shall comply with the West Adams CPIO District, including the Jefferson/LaCienega TOD Subarea regulations.

Sec. 7. This ordinance shall not apply to the use and development of the property identified as Assessor Parcel Nos. 4205033007 and 4205033015 provided the property is developed pursuant to Ordinance No. 184,329 and the entitlements found in City Planning Case Nos. CPC-2015-2593-GPA-ZC-HD-ZAA-SPR and VTT-73656-CN-1A (Council File Nos. 16-0439 and CF 16-0439-S1). Development that is not consistent with Ordinance No. 184,329 and the entitlements found in City Planning Case Nos. CPC-2015-2593-GPA-ZC-HD-ZAA-SPR and VTT-73656-CN-1A shall comply with the West Adams CPIO District, including the Jefferson/LaCienega TOD Subarea regulations.

Sec. 8. 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....

March 3, 2017

See attached report.


Vincent P. Bertoni, AICP
Director of Planning

Date March 3, 2017

File No(s). _____



CPIO - Community Plan Implementation Overlay District

- Commercial Corridors CPIO Subarea Boundary
- City of LA Boundary

Sheet 1 of 10



C.M. 123 B 169, 123 B 173, 126 B 169
126 B 173, 129 B 169 CPC 2006-5567 CPU

Data Sources: Department of City Planning, Bureau of Engineering

AEI/af

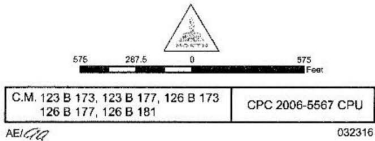
032316



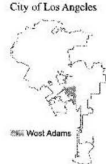


CPIO - Community Plan Implementation Overlay District

Commercial Corridors CPIO Subarea Boundary



Sheet 2 of 10



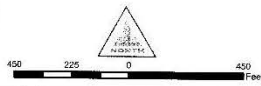
Data Sources: Department of City Planning, Bureau of Engineering



CPIO - Community Plan Implementation Overlay District

Commercial Corridors CPIO Subarea Boundary

Sheet 3 of 10



C.M. 123 B 181, 123 B 185
126 B 181, 126 B 185

CPC 2006-5567 CPU

Date Source: Department of City Planning, Bureau of Engineering

AE/af

032316



CPIO - Community Plan Implementation Overlay District

□ Commercial Corridors CPIO Subarea Boundary

Sheet 4 of 10

City of Los Angeles



C.M. 126 B 185, 126 B 189 129 B 185, 129 B 189	CPC 2006-5567 CPU
---	-------------------



Data Source: Department of City Planning, Bureau of Engineering

AE/CJ

032316



CPIO - Community Plan Implementation Overlay District

Commercial Corridors CPIO Subarea Boundary



C.M. 120 B 177, 123 B 173, 123 B 181 CPC 2006-5567 CPU

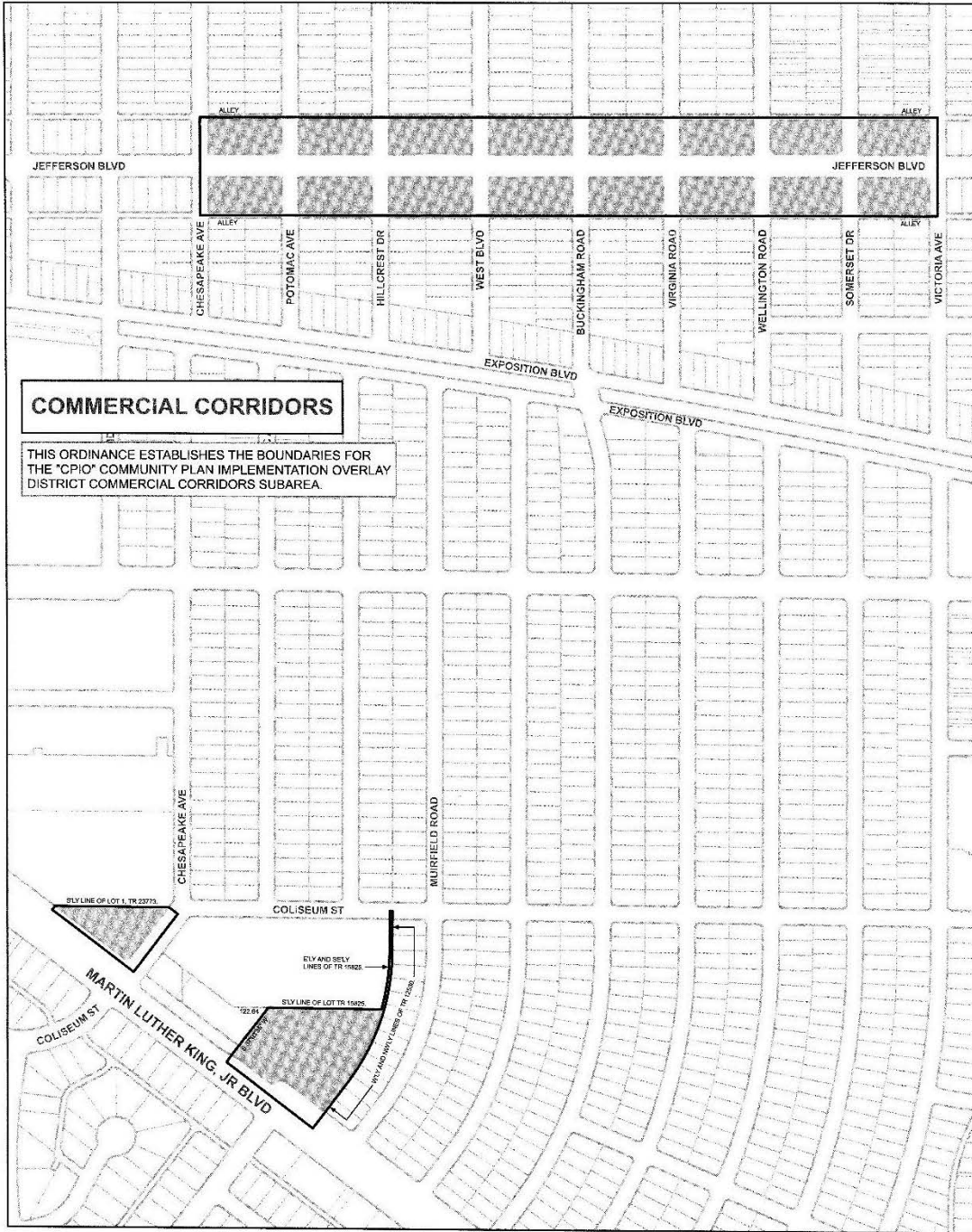
AE/

032316

Sheet 5 of 10

City of Los Angeles

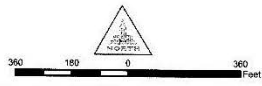




CPIO - Community Plan Implementation Overlay District

Commercial Corridors CPIO Subarea Boundary

Sheet 6 of 10

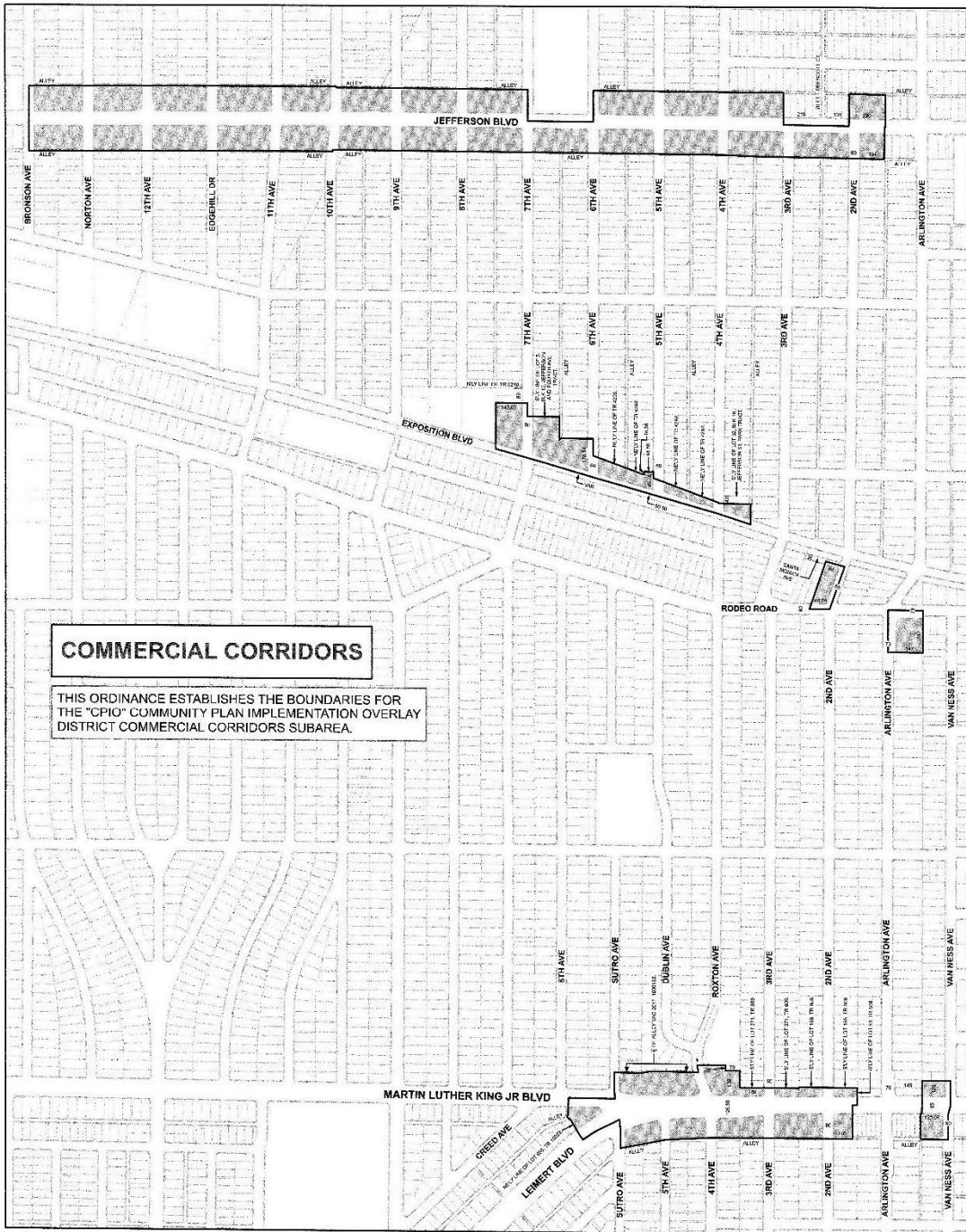


C.M. 117 B 181, 120 B 181 120 B 185	CPC 2006-5567 CPU
--	-------------------

Data Source: Department of City Planning, Bureau of Engineering

AEI/af

032316



CPIO - Community Plan Implementation Overlay District

Commercial Corridors CPIO Subarea Boundary

Sheet 7 of 10



C.M. 114 B 189, 117 B 189 120 B 185, 120 B 189	CPC 2006-5567 CPU
---	-------------------

Date Source: Department of City Planning, Bureau of Engineering

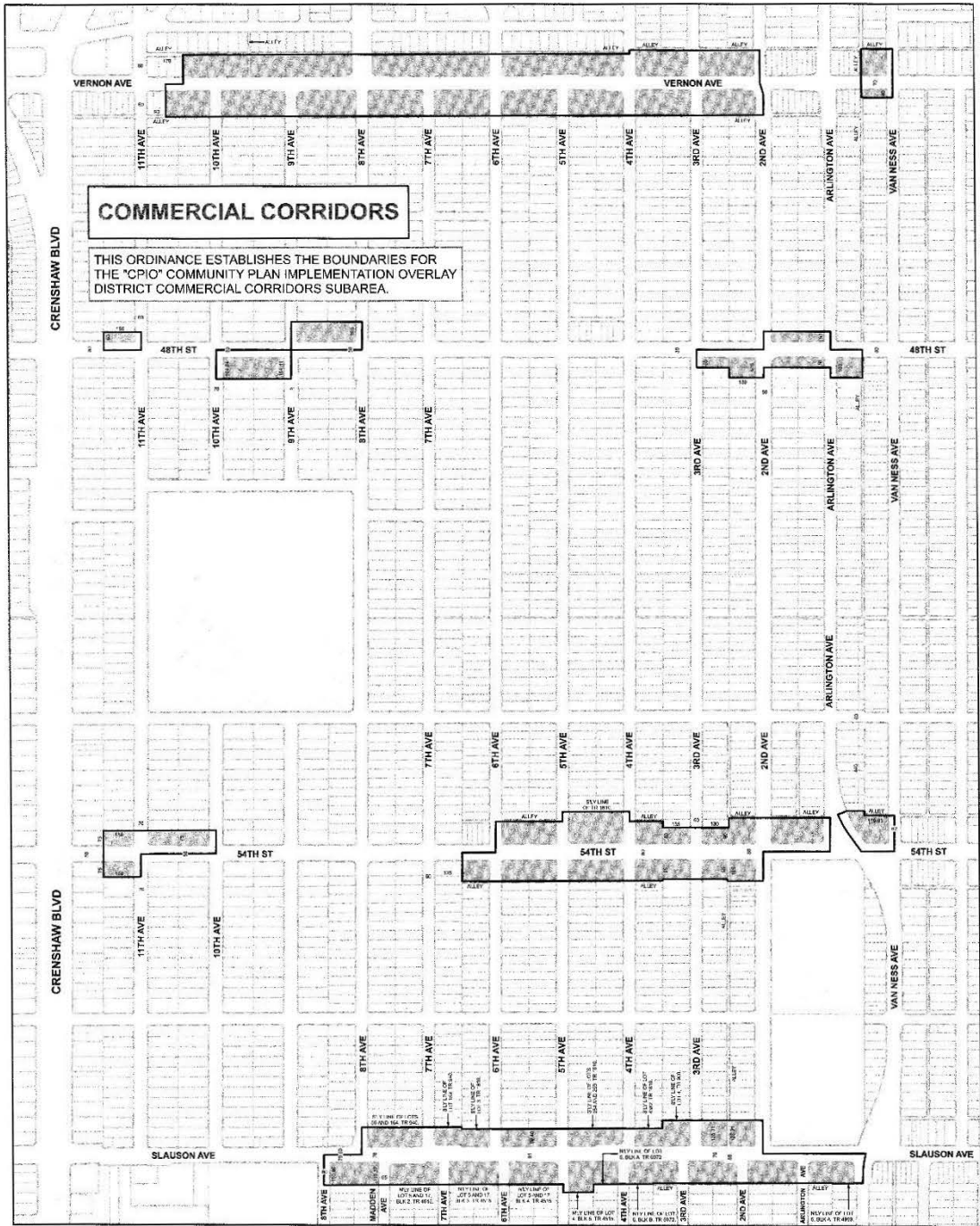
AE/CF

032316

City of Los Angeles



888 West Adams



CPIO - Community Plan Implementation Overlay District

 Commercial Corridors CPIO Subarea Boundary

Sheet 8 of 10

City of Los Angeles



C.M. 108 B 185, 108 B 189
111 B 185, 111 B 189

CPC 2006-5587 CPU

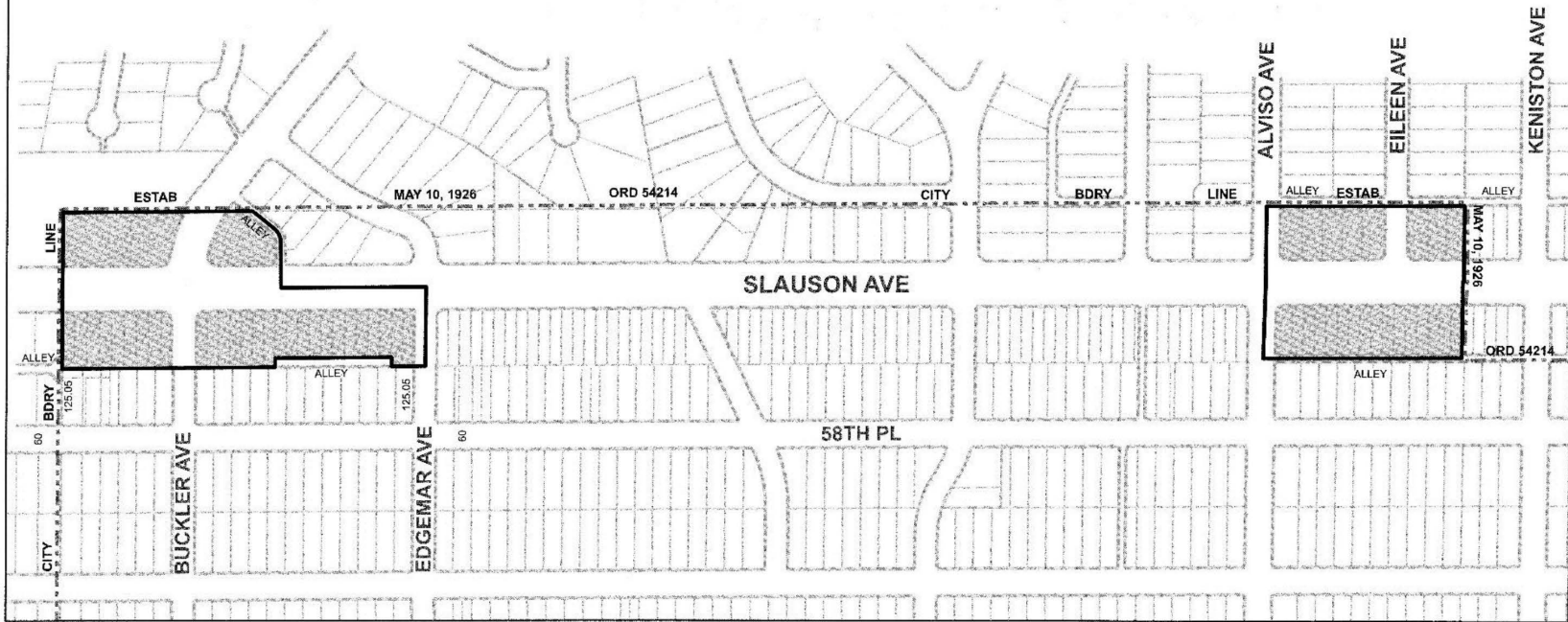
Data Source: Department of City Planning, Bureau of Engineering

AE/af

032316

COMMERCIAL CORRIDORS

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT COMMERCIAL CORRIDORS SUBAREA.



CPIO - Community Plan Implementation Overlay District

Commercial Corridors CPIO Subarea Boundary

City of LA Boundary

Data Sources: Department of City Planning, Bureau of Engineering

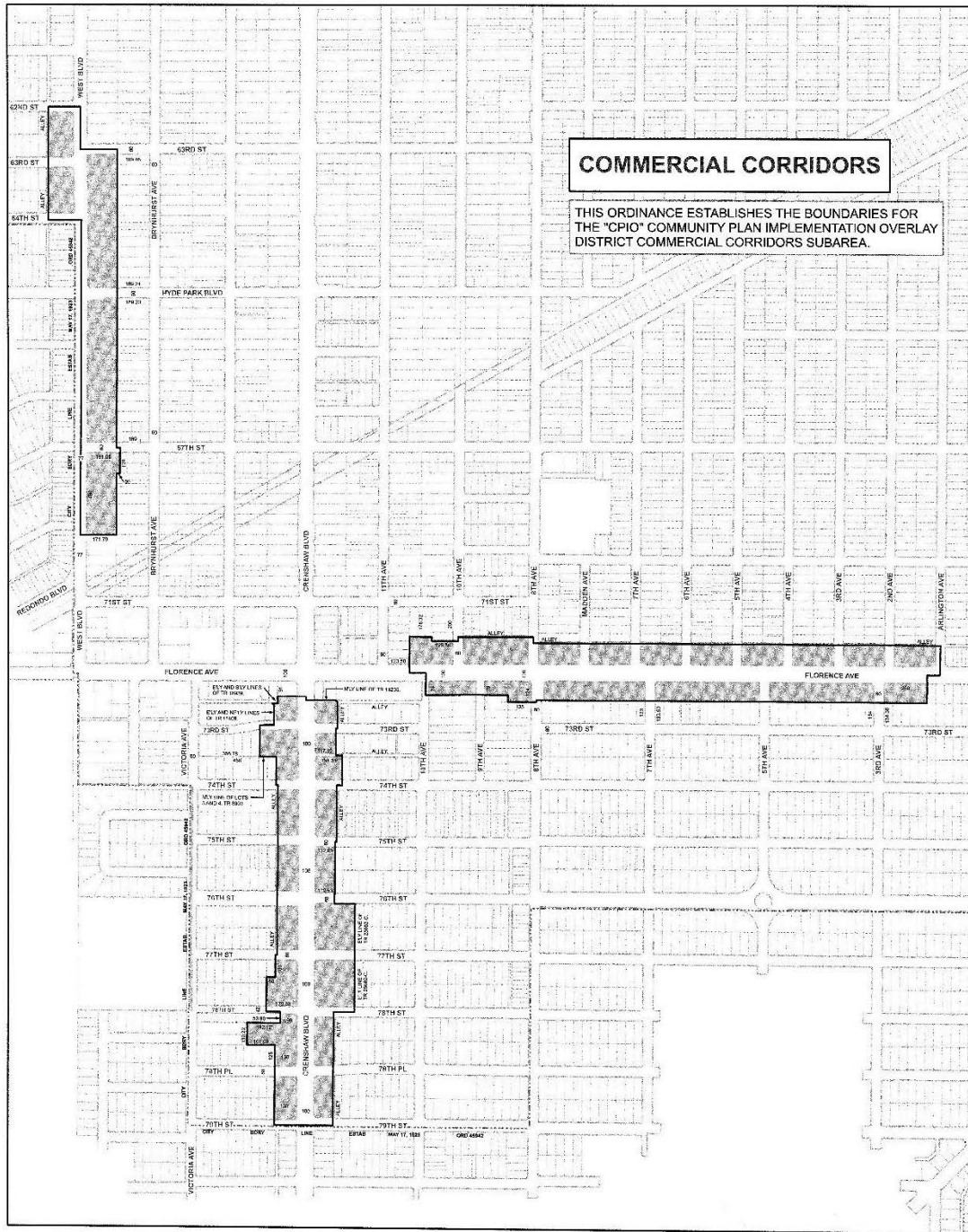
Sheet 9 of 10





C.M. 108 B 181	CPC 2006-5567 CPU
AE/df	032316

City of Los Angeles





CPIO - Community Plan Implementation Overlay District

-  Commercial Corridors CPIO Subarea Boundary
-  City of LA Boundary

Sheet 10 of 10

City of Los Angeles

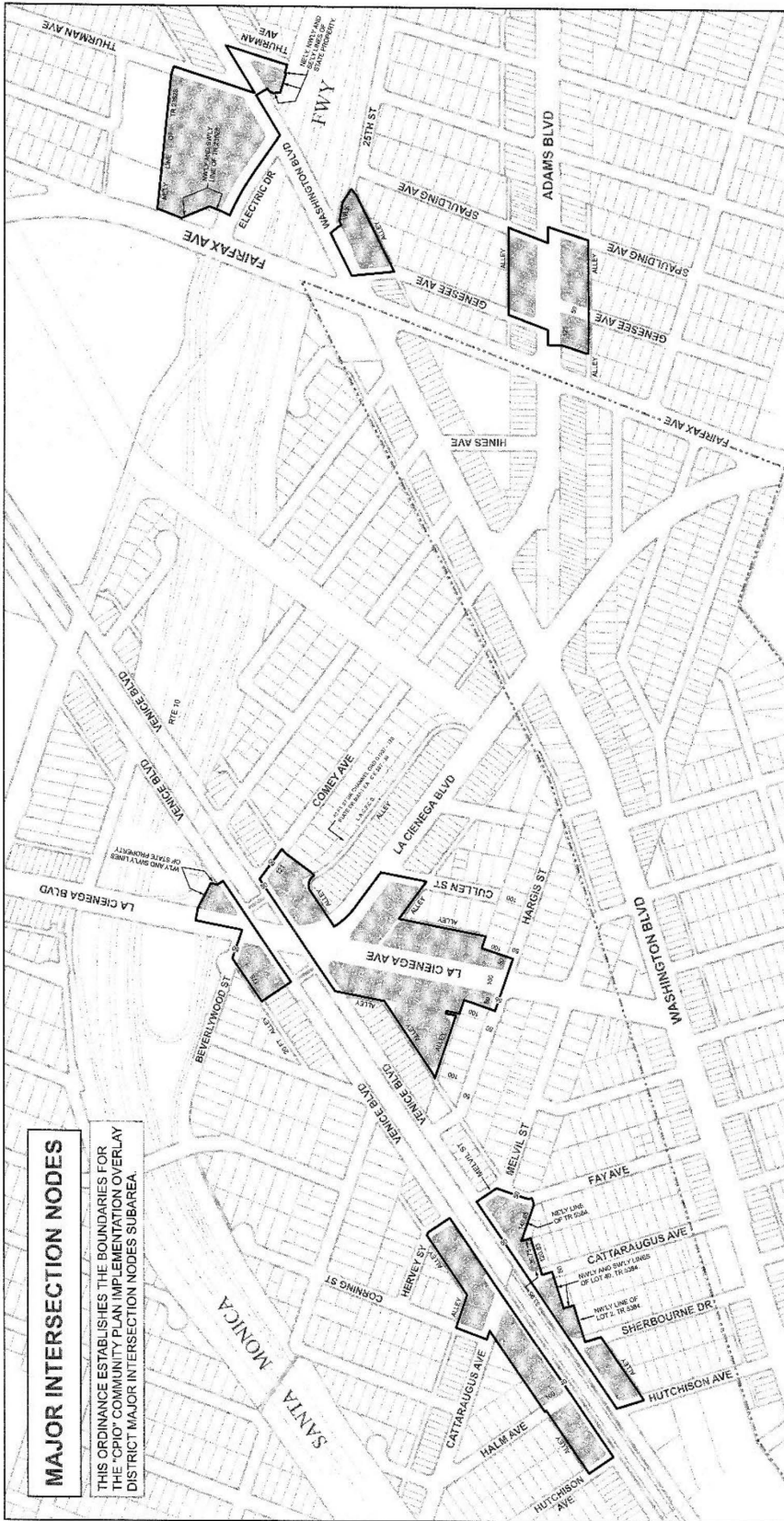


C.M. 099 B 185, 102 B 185	CPC 2006-5567 CPU
102 B 189, 105 B 185	

AEI/

032316

Data Source: Department of City Planning, Bureau of Engineering



CPIO - Community Plan Implementation Overlay District

- Major Intersection Nodes CPIO Subarea Boundary
- City of LA Boundary

City of Los Angeles
 with West Adams

Sheet 1 of 4

Scale: 0 2000 4000 Feet

C.M. 123 B 169, 123 B 173
 AE/df
 CPC 2006-5567 CPU
 032316

DATE: 03/20/16
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]



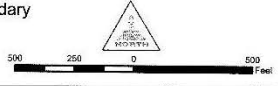
MAJOR INTERSECTION NODES

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT MAJOR INTERSECTION NODES SUBAREA.

CPIO - Community Plan Implementation Overlay District

Major Intersection Nodes CPIO Subarea Boundary

Sheet 2 of 4



C.M. 123 B 177, 123 B 181
126 B 181, 129 B 181

CPC 2006-5567 CPU

Data Sources: Department of City Planning, Bureau of Engineering

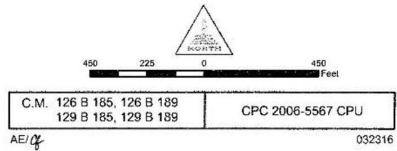
AEI/CF

032316

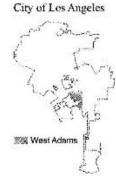


CPIO - Community Plan Implementation Overlay District

Major Intersection Nodes CPIO Subarea Boundary



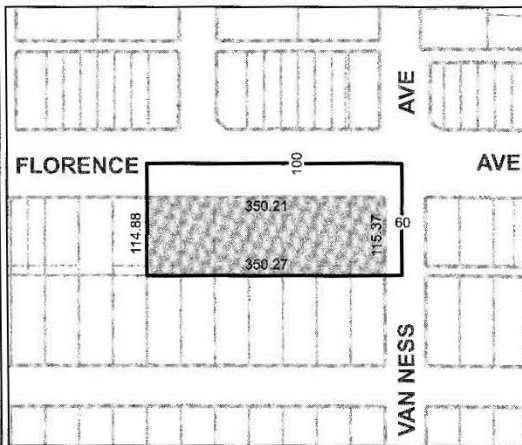
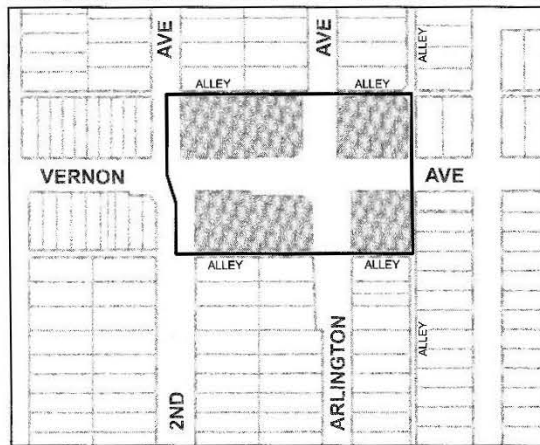
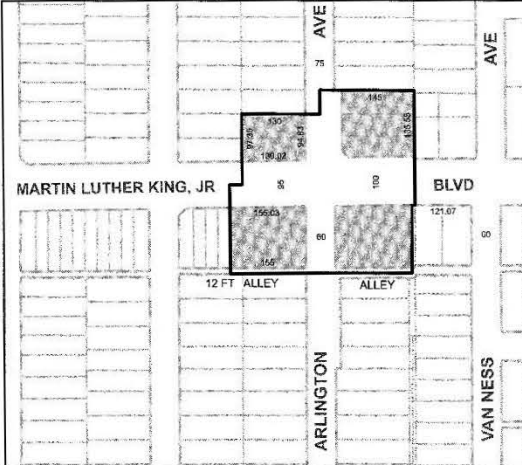
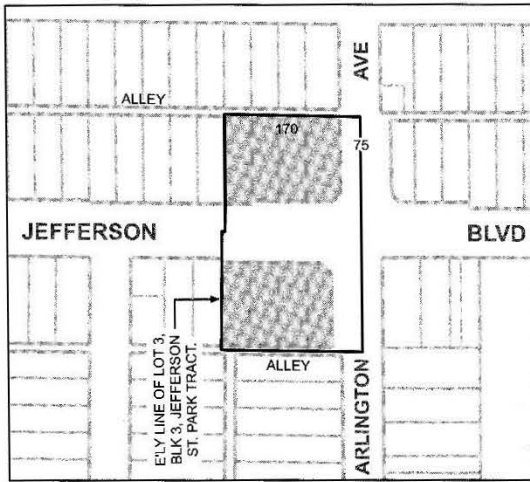
Sheet 3 of 4



Data Source: Department of City Planning, Bureau of Engineering

MAJOR INTERSECTION NODES

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT MAJOR INTERSECTION NODES SUBAREA.



CPIO - Community Plan Implementation Overlay District

Major Intersection Nodes CPIO Subarea Boundary

Sheet 4 of 4

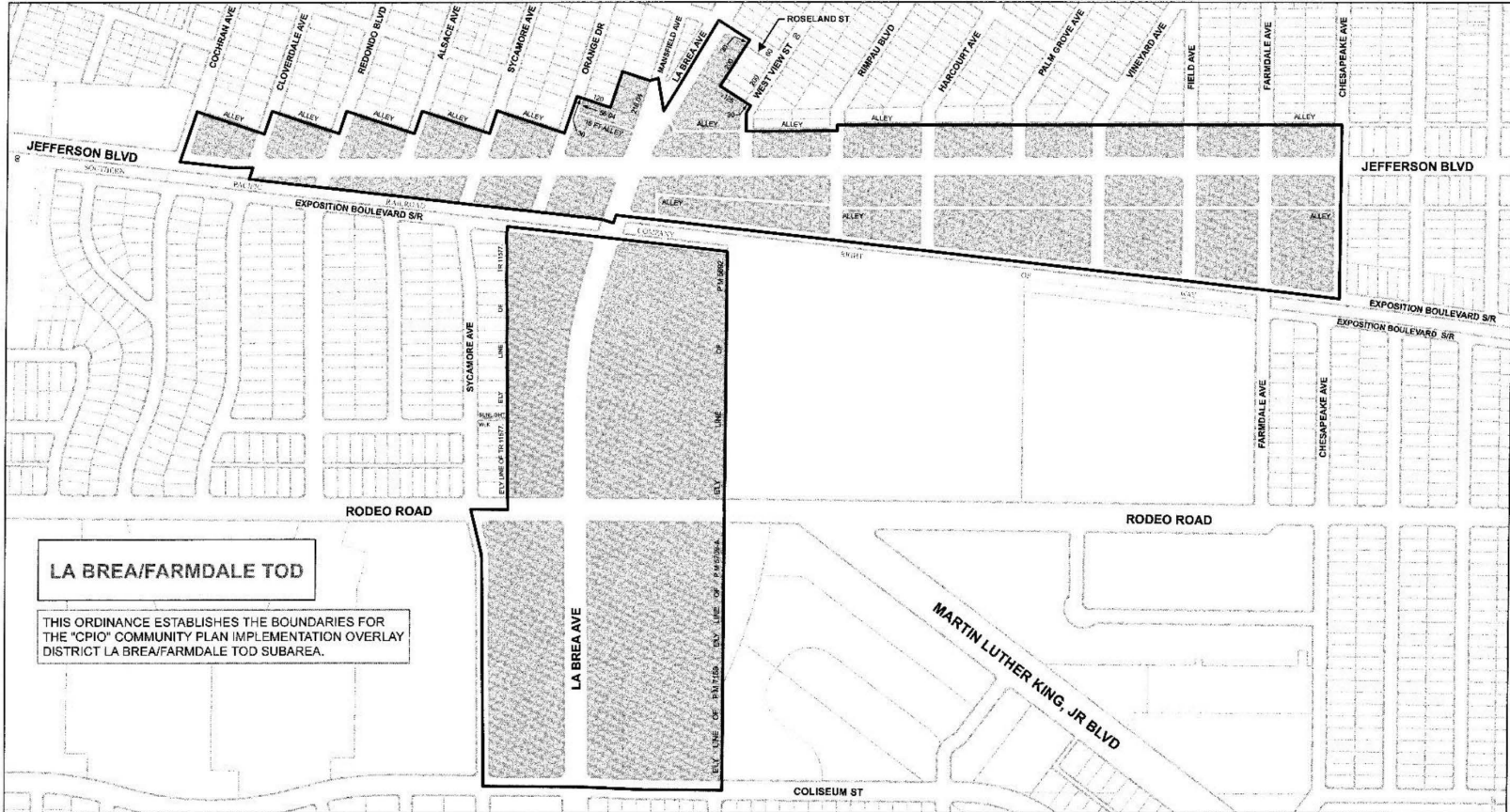


C.M. 102 B 189, 111 B 189, 114 B 189
117 B 189, 120 B 189 CPC 2006-5567 CPU

Data Source: Department of City Planning, Bureau of Engineering

AE/

032316



CPIO - Community Plan Implementation Overlay District

▭ La Brea/Farmdale TOD CPIO Subarea Boundary





C.M. 117 B 177, 120 B 177, 120 B 181	CPC 2006-5567 CPU
CP/	081215

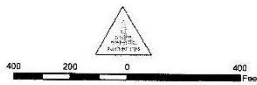
Data Source: Department of City Planning & Bureau of Engineering





CPIO - Community Plan Implementation Overlay District

-  Jefferson/La Cienega TOD Subarea Boundary
-  City of LA Boundary

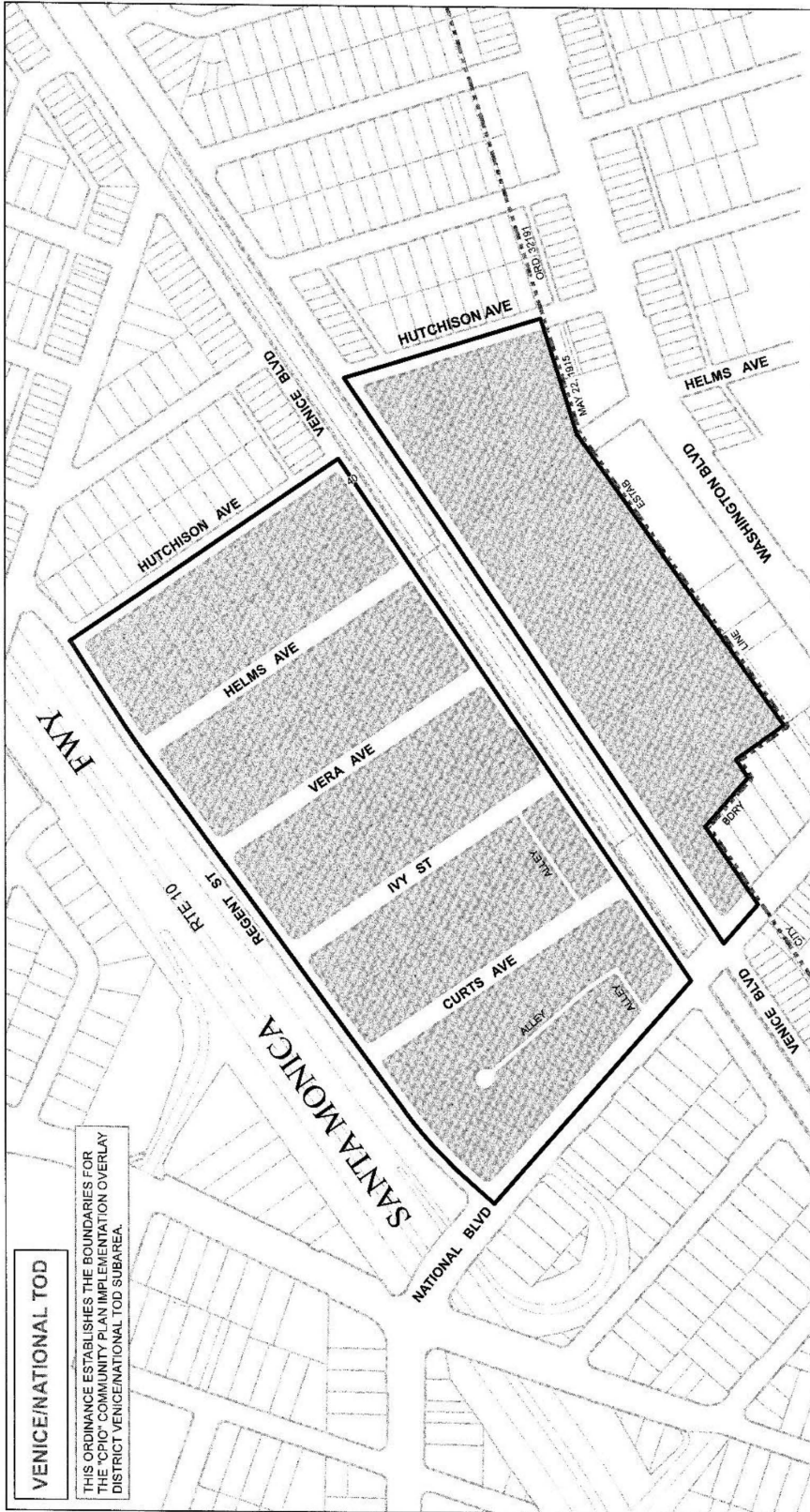


C.M. 120 B 173, 120 B 177, 123 B 173 CPC 2006-5567 CPU
 CFI 01/ 082415

Data Sources: Department of City Planning & Bureau of Engineering

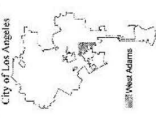
City of Los Angeles





VENICE/NATIONAL TOD

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT VENICE/NATIONAL TOD SUBAREA.



150 75 0 75 150 Feet

C.M. 120 B 166, 123 B 189 CPC 2006-5587 CPU 082415

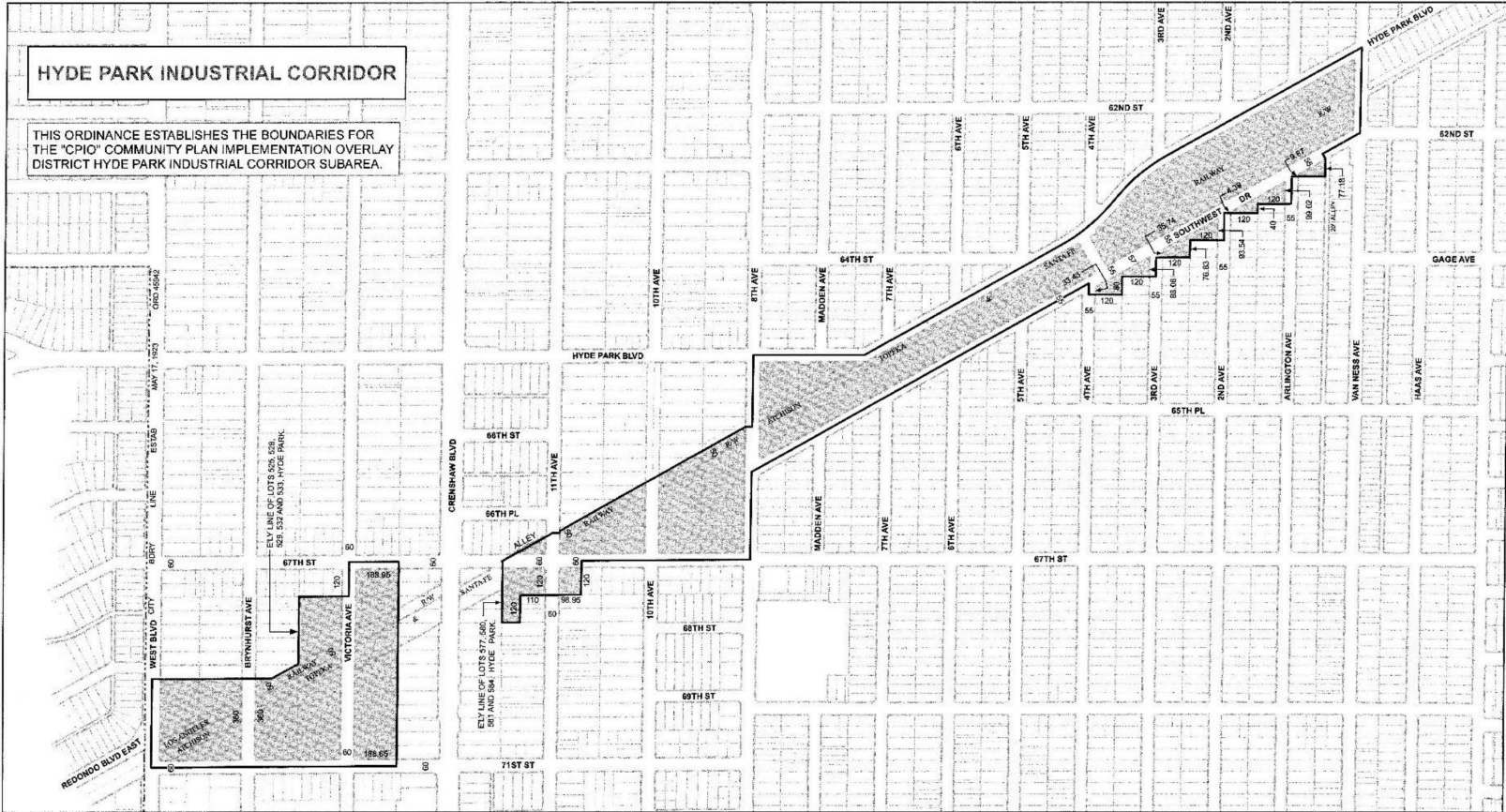
CF/

CPIO - Community Plan Implementation Overlay District

Venice/National TOD CPIO Subarea Boundary

City of LA Boundary

DATE SOURCE: DEPARTMENT OF CITY PLANNING, DIVISION OF ENGINEERING



CPIO - Community Plan Implementation Overlay District
 [Shaded Area] Hyde Park Industrial Corridor CPIO Subarea Boundary
 [Dashed Line] City of LA Boundary



C.M. 102 B 185, 102 B 189, 105 B 185, 105 B 189 CPC 2006-5587 CPU
 CPEA 052415



Data Sources: Department of City Planning & Bureau of Engineering

CHARACTER RESIDENTIAL

"ARLINGTON HEIGHTS NEIGHBORHOOD"

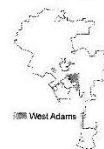
THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT CHARACTER RESIDENTIAL SUBAREA



CPIO - Community Plan Implementation Overlay District

Character Residential CPIO Subarea Boundary

City of Los Angeles



C.M. 123 B 185, 123 B 189, 128 B 185, 126 B 189, 129 B 185, 129 B 189 CPC 2006-5567 CPU

CP/CM 122315

DATA SOURCE: DEPARTMENT OF CITY PLANNING & BUREAU OF ENGINEERING

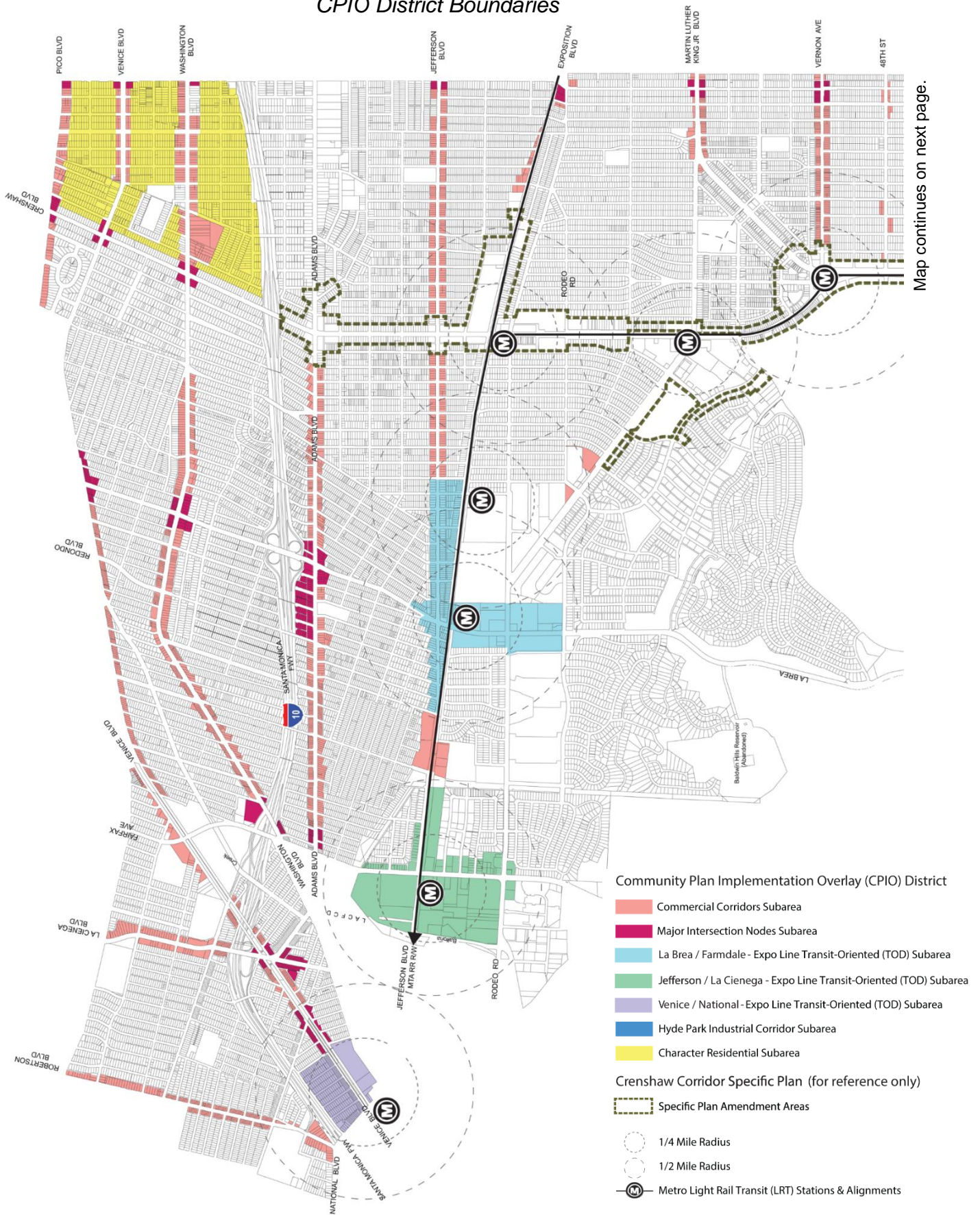
**West Adams-Baldwin Hills-Leimert
Community Plan Implementation Overlay District
(CPIO)**

Ordinance No. _____
Effective Date _____

TABLE OF CONTENTS

Chapter I	Function of the CPIO
Chapter II	Commercial Corridors Subarea
Chapter III	Major Intersection Nodes Subarea
Chapter IV	La Brea/Farmdale TOD Subarea
Chapter V	Jefferson/La Cienega TOD Subarea
Chapter VI	Venice/National TOD Subarea
Chapter VII	Hyde Park Industrial Corridor Subarea
Chapter VIII	Character Residential Subarea
Appendix A	Streetscape, Mobility, and Open Space
Appendix B	Environmental Standards
Appendix C	Washington Boulevard Design Guidelines
Appendix D	Robertson Boulevard Design Guidelines

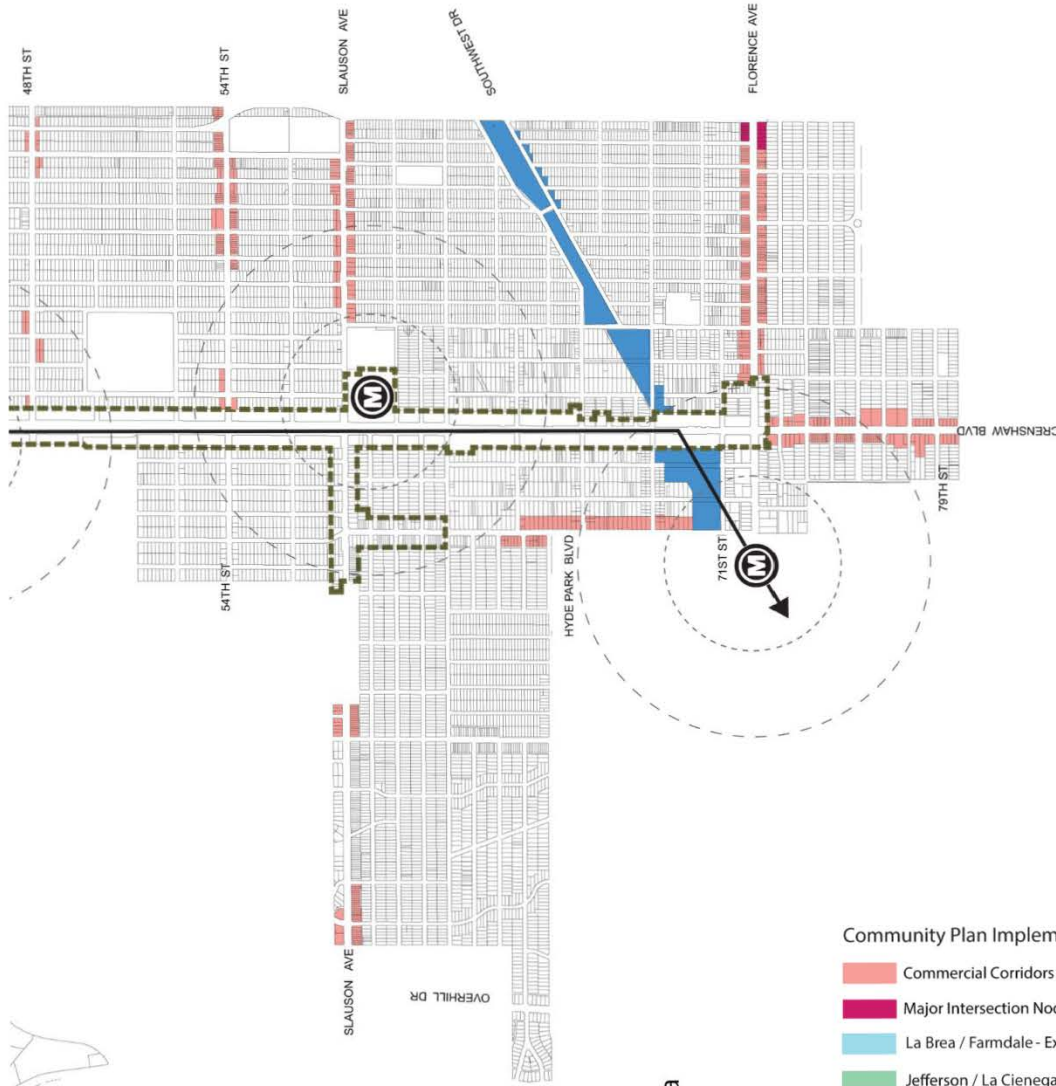
Figure I
CPIO District Boundaries



Map continues on next page.

Figure I
CPIO District Boundaries

Map continues on previous page.



Community Plan Implementation Overlay (CPIO) District

- Commercial Corridors Subarea
- Major Intersection Nodes Subarea
- La Brea / Farmdale - Expo Line Transit-Oriented (TOD) Subarea
- Jefferson / La Cienega - Expo Line Transit-Oriented (TOD) Subarea
- Venice / National - Expo Line Transit-Oriented (TOD) Subarea
- Hyde Park Industrial Corridor Subarea
- Character Residential Subarea

Crenshaw Corridor Specific Plan (for reference only)

- Specific Plan Amendment Areas
- 1/4 Mile Radius
- 1/2 Mile Radius
- M Metro Light Rail Transit (LRT) Stations & Alignments



Not To Scale

Note: This map is for illustrative purposes only.
For detailed Plan Land Use map, visit the
Department of City Planning website.

CHAPTER I - FUNCTION OF THE CPIO

Section 1. WEST ADAMS CPIO DISTRICT AUTHORITY AND BOUNDARIES

Pursuant to Los Angeles Municipal Code (LAMC) Section 13.14, the City Council establishes the West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay District (West Adams CPIO District). The boundaries of the West Adams CPIO District are identical to the boundaries of the West Adams-Baldwin Hills-Leimert Community Plan Area (Community Plan Area) as adopted on June 29, 2016 (Council File No. 16-0597) and as shown on Figure I above.

Section 2. SUBAREAS

This West Adams CPIO District contains seven Subareas as shown on Figure I and precisely delineated by the solid boundary lines on the CPIO District Boundaries Maps, attached to the ordinance establishing the West Adams CPIO District. The Subareas are contiguous or non-contiguous parcels characterized by common overarching Community Plan themes, goals, and policies, and are grouped by a common boundary. The seven Subareas are briefly summarized below:

Commercial Corridors. This Subarea identifies specific commercial corridors in the Community Plan Area and provides use limitations and development standards for new development that promote commercial revitalization. This Subarea seeks to enhance the “main street” shopping experience of the Community Plan Area’s major thoroughfares and promote the establishment of neighborhood serving uses and aesthetic upgrades that are consistent with and enhance the prevailing neighborhood character. This Subarea is shown on Figure II-1.

Major Intersection Nodes. This Subarea identifies key commercial intersection sites throughout the Community Plan Area and provides use limitations and development standards that promote commercial and mixed-use development. The development standards of this Subarea promote development that is consistent with and enhances the existing neighborhood character and incentivizes the establishment of neighborhood and community serving uses. This Subarea is shown on Figure III-1.

La Brea/Farmdale. This Subarea identifies specific blocks surrounding the Metro Expo Line, La Brea and Farmdale Stations, and provides specific use limitations and development standards for Projects to facilitate transit-oriented development (TOD). This Subarea identifies parcels where a range of development heights and intensities are permitted, and where reduced parking requirements are permitted. This Subarea is shown on Figure IV-1.

Jefferson/La Cienega. This Subarea identifies specific blocks surrounding the Metro Expo Line, La Cienega/Jefferson Station, and provides specific use limitations, development standards, and streetscape guidelines for Projects to facilitate TOD. This Subarea identifies parcels where a range of development heights and intensities are permitted, and where reduced parking requirements are permitted. This Subarea is shown on Figure V-1.

Venice/National. This Subarea identifies specific blocks surrounding the Metro Expo Line, Culver City Station, and provides specific use limitations, development standards, and streetscape guidelines for Projects to facilitate TOD. This Subarea identifies parcels where a range of development heights and intensities are permitted, and where reduced parking requirements are permitted. This Subarea is shown on Figure VI-1.

Hyde Park Industrial Corridor. This Subarea identifies specific parcels adjacent to the Harbor Subdivision Railroad right-of-way from Van Ness Avenue to the Metro Crenshaw/LAX Line, Fairview Heights Station, and provides specific use limitations, development standards, and streetscape guidelines for Projects. This Subarea identifies parcels where a range of development heights and intensities would be permitted in order to foster industrial revitalization and facilitate access to emerging open space opportunities. This Subarea is shown on Figure VII-1.

Character Residential. This Subarea identifies specific residential neighborhoods throughout the Community Plan Area and provides use limitations and development standards to reinforce and enhance the prevailing neighborhood character and identity. This Subarea includes building height, bulk, and setback standards for identified parcels to protect and complement the surrounding residential context. This Subarea is shown on Figure VIII-1.

Section 3. PURPOSES

The purposes of the West Adams 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 create approval processes, including a ministerial administrative clearance process, which enables infill development that will positively impact communities in conformance with these regulations.
- C.** To foster revitalization of properties along the commercial corridors and at major intersection nodes throughout the Community Plan Area.
- D.** To promote and facilitate revitalization of properties that can capitalize upon close proximity to the La Brea, Farmdale, La Cienega and Culver City stations along the Mid-City Exposition Light Rail Transit Corridor (Expo Line).
- E.** To foster the industrial revitalization of properties located directly adjacent to the Harbor Subdivision Railroad right-of-way between Van Ness Avenue and West Boulevard.
- F.** To promote the overall health and sustainability of the community that reside, work, and recreate in the Community Plan Area.
- G.** To encourage a vibrant mix of uses that increases access to a greater variety of goods and services within close proximity to surrounding established residential neighborhoods, commercial corridors, and industrial employment areas.

- H.** To enhance access to both passive and active open and green space amenities and encourage physical activity by all segments of the community, particularly youth and the elderly.
- I.** To encourage the creation of pedestrian-friendly, multi-modal transit villages where jobs, housing, goods and services, as well as access to open space, are all located within walking distance of the station area.
- J.** To improve the quality of life and the built environment by reducing the necessity for automobile dependence through better pedestrian orientation and conservation of prevailing neighborhood character.
- K.** To improve the quality of life for all those who live, work, and recreate in the Community Plan Area by promoting safe pedestrian activity, bicycle use, and better vehicular accessibility through pedestrian orientation of structures, enhanced streetscapes and urban design, as well as conservation of the neighborhood character.
- L.** To improve the health and welfare of the community by limiting certain uses, including those that are over concentrated or rely on a standardized development typology dominated by excessive automobile orientation.
- M.** To promote context sensitive pedestrian-oriented and transit-oriented projects, especially on greyfield and brownfield sites and other underutilized major intersection sites.
- N.** To encourage new infill development that promotes and enhances existing neighborhood character and is not dominated by excessive automobile orientation.
- O.** To apply land use incentives and standards to encourage restoration, adaptive reuse and other rehabilitation projects along corridors and transit-oriented districts.
- P.** To protect existing residential properties from incompatible development and uses.
- Q.** To preserve and protect neighborhood identity, including protecting both designated and undesignated historic resources, and distinctive character defining elements of the existing development.
- R.** To preserve viable industrial land for the emergence of innovative new “clean-tech,” “information technology,” and other “high-tech” uses.
- S.** To support transit-oriented business districts outside of the City Center where emerging and innovative commercial, office, and “clean-tech” uses can locate within contextually appropriate medium intensity transit hubs.
- T.** To facilitate through land use incentives and standards, the generation of high wage jobs and training for the community, especially within the growing “clean-tech” and “green-tech” sectors.

Section 4. DEFINITIONS

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

Administrative Clearance – A ministerial approval for a Project in a CPIO Subarea that is obtained pursuant to Section I-6.

Affordable Housing Incentive Project – A Project that includes the number of restricted affordable units sufficient to qualify for a 35 percent density bonus, pursuant to LAMC Section 12.22.A.25.

Architectural Feature – An aesthetic element of a building's design that is integral to the overall style of architecture, but is not considered habitable, or otherwise counted as part of a building's floor area.

Automotive Uses – A car wash (including, automobile laundries or wash racks) or any of the following uses, as defined in LAMC Section 12.03, automotive use, automobile dismantling yard, automobile and trailer sales area, automotive repair, and automotive fueling and service station. This term does not include retail automobile parts sales.

Brownfield – Abandoned or underused industrial or commercial land, including older gas stations and auto repair yards, that may be contaminated by low concentrations of hazardous waste or pollution and have the potential to be redeveloped into other uses once environmental remediation has been performed and/or environmental clearance has been obtained.

Building Footprint – The area under the horizontal projection of the roof that is surrounded by the exterior walls or columns of a building, exclusive of courtyards (or similar spaces).

CEQA - The California Environmental Quality Act, Public Resources Code Sections 21000, *et seq.*, and the guidelines adopted in California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387 (CEQA Guidelines).

Character Defining Elements – The portions or features of a property, which are significant to its historical, architectural and cultural values, as determined by the Director, in consultation with the Office of Historic Resources.

Commercial Uses – Those uses as first permitted in the CR, C1, C1.5, C2, C4, or C5 Zones, including Community Facilities, guest rooms and hotels.

Community Facilities – Any use whose primary purpose is to provide government, non-profit, or not-for-profit assistance to the general public. Examples include government offices and services or privately funded services or charities that are provided to the public at a free, subsidized or reduced rate, child care centers, job assistance centers, business assistance centers, libraries, schools, adult day cares, Health Centers, museums, cultural centers, telecommuting centers, gyms or recreation centers, restrooms open to the general public and rooms available to the general public for

community meetings. Public parking structures are Community Facilities when they include another Community Facility use, such as child care centers or community meeting rooms. Community Facilities include any related administrative offices.

Community Plan – The West Adams-Baldwin Hills-Leimert Community Plan.

Convenience Food Store – A retail establishment that offers a selection of packaged food and household items that may include fresh food items, and that occupies less than 10,000 square feet of floor area. The term convenience food store shall not include produce, meat or cheese markets, or delicatessens.

CPIO Approval – An approval issued under Section I-6 that is an Administrative Clearance, a CPIO Adjustment, or a CPIO Exception.

Designated Historic Resource – A building, structure, landscaping element, or natural feature listed or designated as a historical resource, either individually, or as a contributor to a district, at the local, state, or national level.

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.

Free-Standing Fast-Food Establishment – A type of fast-food establishment, as defined in LAMC Section 16.05.B.3, that is comprised of a building designed for a restaurant use by a single tenant, or multiple tenants that share the same kitchen, and which stands alone on its own lot or is free-standing within a shopping center. This term does not include Sit-Down Restaurant uses.

Full-Service Grocery Store – A store of 10,000 square feet or more of floor area which offers for sale a selection of packaged, fresh food, and household items, including, meats, produce, dairy products, paper goods, dry goods, frozen goods, sundries, and other similar products.

Greyfield – Underutilized land developed with automobile-oriented commercial development, which is often characterized by simple unornamented buildings with little or no storefront articulation, sited at the back of the lot, with an ample expanse of asphalt surface parking directly accessed from the roadway.

Ground Floor – The lowest story within the building which is accessible to the street, the floor level of which is within three feet above or below curb level, which has frontage on or is primarily facing the street, and which is at least 20 feet in depth or the total depth of the building, whichever is less.

Health Center – A facility that provides health care and is certified by the United States Department of Health and Human Services, Health Resources and Services

Administration (HRSA) as a Federally Qualified Health Center (FQHC), or FQHC look-alike as defined by HRSA.

Hybrid Industrial Uses – Those manufacturing and industrial uses as first permitted in the Commercial Manufacturing and Hybrid Industrial Zones.

Major Bus Center – An intersection where two or more bus routes intersect with stops located at the same intersection.

Mass Transit Station – A platform or street-level entrance, exit, or escalator, for a transit stop for a light rail fixed-guideway transit system and the transit system is currently in use, fully funded, funds are legally obligated for construction, or Metro has adopted a resolution to fund a preferred alignment identifying the transit system.

Mixed-Use Project – A Project which combines one or more Commercial or Hybrid Industrial Uses and multiple dwelling units in a single building or in a unified development, as defined in LAMC Section 13.09.B.3.

Motel – A business primarily designed for the accommodation of motorists and which provides lodging with limited amenities and features on-site parking that is directly accessible and often visible from each unit. This term does not include hotels as defined in LAMC Section 12.03.

Off-Site Alcohol Sales – Any establishment licensed by the Department of Alcoholic Beverage Control to sell or otherwise dispense alcoholic beverages for consumption off-site of the premises.

On-Site Alcohol Sales – Any establishment licensed by the Department of Alcoholic Beverage Control to sell or otherwise dispense alcoholic beverages for consumption on-site of the premises.

Payday Lenders and/or Check Cashing Facilities – Lending facilities offering small, unsecured, short-term loans, or a use that primarily consists of check cashing services for a fee.

Pedestrian Amenities – Any public or private improvement that facilitates direct, safe, attractive, accessible, and enjoyable walking. This term includes outdoor sidewalk cafes, public plazas, retail courtyards, water features, kiosks, paseos, arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located on the Ground Floor, and that are accessible to and available for use by the public.

Primary Frontage – The exterior building walls facing the Primary Lot Line. For the purposes of this definition, all exterior walls that intersect a plane parallel to a lot line at 45 degrees or less shall be considered the Primary Frontage. When the Primary Lot Line is not straight, a line connecting the points where the secondary or side lot lines and the Primary Lot Line intersect shall be used.

Primary Lot Line – The property line of a lot that is contiguous with a public street. On lots fronting more than one public street, the Director of Planning shall determine the Primary Lot Line based upon neighborhood characteristics, including the designation of

the abutting streets and the dimensions of the subject lot.

Project – Any activity that requires the issuance of a building, grading, demolition, or change of use permit. A Project does not include construction that consists solely of interior rehabilitation/repair work.

Rehabilitation – The act or process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values.

Restoration – The act or process of accurately recovering the form, features, and details of a property as it appeared at a particular period of time by means of the removal of later work or by the replacement of missing earlier work.

Sit-Down Restaurant – A use which dispenses food for consumption on the premises or through incidental take-out service, and which has the following characteristics: a varied menu; table service with orders taken either at the table or the counter; and food served to tables using dishes and glasses.

Smoke Shops – Any establishment that primarily sells devices intended for smoking. Smoke Shops do not include medicinal marijuana dispensaries.

Unified Lots – Two or more legal lots owned by one or more owners, which through legal instrument are controlled or developed as one lot, such as lots subject to a covenant, known as a, “covenant to hold property as one parcel.”

Section 5. RELATIONSHIP TO OTHER ZONING REGULATIONS

- A.** In addition to the provisions in LAMC Section 13.14.B. for the relationship of the West Adams CPIO District to other City zoning regulations, the following exceptions apply to all lots within the West Adams 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.
 2. The number of units permitted for an Affordable Housing Incentive Project shall be calculated based on the density of the underlying zoning.
 3. The maximum FAR available to Affordable Housing Incentive Projects located in Height District 1 shall also apply when located in Height District 2.
 4. Small Lot Subdivision Projects involving single-family dwellings shall be guided by LAMC Section 12.22.C.27 when in conflict with the West Adams CPIO District regulations.
- B.** Nothing in the West Adams 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 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 West Adams CPIO District Subarea (in whole or in part), unless the Project has been reviewed and approved in accordance with this Section 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 West Adams CPIO District Subarea (in whole or in part) shall obtain an Administrative Clearance to demonstrate compliance with the West Adams 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 West Adams 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.**
 1. 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.
 2. Non-conforming uses shall comply with LAMC Section 12.23.
 - (d) **Delegation of Administrative Clearance.** The Director of Planning may delegate, in writing, to the Department of Building and Safety the review

and approval of Projects, or types of Projects, for Administrative Clearance.

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 Appendices A, C, and D, and the Community Plan.
 - (b) **Eligible Regulations.** Unless expressly modified in the West Adams CPIO District, all development regulations are eligible for a CPIO Adjustment pursuant to this Subsection C.3. Projects seeking relief from a West Adams 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 Appendices A, C, and D, and the Community Plan.
 - (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:
 1. 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;
 2. 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
 3. 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:
 - 1. 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
 - 2. 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.

6. **Façade Preservation Evaluation.**

- (a) The Director of Planning, with the recommendation of the Office of Historic Resources, shall make the following findings before any Administrative Clearance is issued for a Project that relies on a Subarea regulation requiring the preservation or rehabilitation of the Character Defining Elements of the façade:
 - 1. The Character Defining Elements are part of a building or structure identified in a formal historic resource survey accepted by the Office of Historic Resources, such as SurveyLA, and the survey identified the building as not eligible for historic designation but warranting special consideration in local planning.
 - 2. The Project conserves or rehabilitates the Character Defining Elements of the Façade of the Building Frontage to a depth necessary to preserve those elements that contribute to the character of the corridor or neighborhood. In making the decision,

the Director (and the Office of Historic Resources in its recommendation) shall consider any relevant Survey findings and the Secretary of Interior's Standard for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.

- (b) An Administrative Clearance that requires the above findings is a discretionary decision for purposes of CEQA Guidelines Section 15060(c)(1). No determination of the Director, in consultation with the Office of Historic Resources, in this Subsection 6 is independently appealable unless an appeal of an entitlement or CEQA action is otherwise available through the CPIO District, the LAMC, or CEQA.

- 7. **Covenant.** Whenever a covenant is required in the West Adams CPIO District, the covenant shall be prepared and recorded in a form and manner approved by the Director of Planning to ensure that the obligations are binding against all successors in interest to the real property.

Section 7. RIGHT-OF-WAY IMPROVEMENTS AND STREETScape PLANS

- A. Streetscape Requirements.** When right-of-way improvements are required of any Project, pursuant to LAMC Section 12.37, Articles 2 or 7 of LAMC Chapter 1, or other City ordinance, for a right-of-way with a streetscape plan, the improvements shall be consistent with the streetscape plan unless the LADOT General Manager or the City Engineer finds either of the following:
 - 1. Consistency with the streetscape plan is not feasible or practical;
 - 2. The cost of making the improvement consistent with the streetscape plan is greatly in excess of the cost to other property owners who are required to make improvements consistent with the streetscape plan.
- B. Non-Conforming Improvements.** Notwithstanding anything to the contrary in LAMC Section 12.37.A.3 or other adopted City ordinance, improvement requirements shall not be waived or excused for a Project on the basis that the existing improvements currently meet existing City standards and requirements, unless the improvement also conforms to any streetscape plan for the right-of-way. If existing improvements do not conform to the streetscape plan, they will need to be improved to meet the streetscape plan standards unless the City Engineer or LADOT General Manager make the findings in Subsection A, above, or the improvement requirement is otherwise successfully appealed under Subsection E, below.
- C. Streetscape Plan.** For purposes of this Section, "streetscape plan" shall refer to a plan that was approved by the Board of Public Works or the City Planning Commission, or both, or the City Council, and the plan is consistent with the West Adams-Baldwin Hills-Leimert Community Plan, the Circulation Element of the General Plan, and the Transportation Demand Management and Trip Reduction Measures of LAMC Section 12.26.J (as determined by LADOT), and is necessary or desirable to improve the aesthetic character of the street and encourage the use of transit and active transportation.

- D. **Consistency Determination.** Consistency with the streetscape plan shall be determined by the LADOT General Manager, after consultation with the Director of Planning and the City Engineer.
- E. **Appeal.** An applicant may appeal any streetscape improvement requirement in Subsection A and B, including the findings under Subsections A.1 or A.2., through any appeal process that would be available for the imposition of the underlying right-of-way improvement requirement. For example, if the underlying improvement is being imposed under LAMC Section 12.37, the requirement to improve the right-of-way consistent with the streetscape plan, may be appealed under LAMC Section 12.37.I. If the underlying improvement is being imposed under LAMC Section 17.08 on a parcel map, the requirement to improve the right-of-way consistent with the streetscape plan, may be appealed under LAMC Section 17.54.
- F. **Subsequent Ordinance.** If after the latest update to this CPIO District, the City Council adopts an ordinance to regulate streetscape plan improvements and the ordinance is applicable to the CPIO District, this Section I-7 shall be of no further force and effect.

Section 8. ENVIRONMENTAL STANDARDS PROCEDURES

The Environmental Standards in Appendix B are included in the West Adams CPIO District to implement the Mitigation & Monitoring Program included as part of the West Adams-Baldwin Hills-Leimert Community Plan update and reviewed in the City of Los Angeles West Adams Community Plan Environmental Impact Report (No. ENV-2008-478-EIR), certified on June 29, 2016.

An applicant seeking a CPIO Approval shall comply with all applicable Environmental Standards as set forth in Appendix B, subject to the following rules.

- A. **Applicability of Environmental Standards.** A Project does not need to comply with any Environmental Standard that is not relevant to the scope of activities involved with the Project. For example, a Project that proposes only minor façade alterations and no grading, shall not be subject to Environmental Standards that apply to grading activities (such as noise and vibration standards). The Director, in his or her reasonable discretion, shall determine the applicability of Environmental Standards to a Project.
- B. **Plans.** Compliance with all applicable Environmental Standards listed in Appendix B shall be demonstrated on the plans as project features (that is, features that are physically built into the project such as an air filtration system), or as operational features listed on a sheet within the plans (that is, features that are carried out either during the construction of the project, or over the life of the project, such as monitoring of biological resources on site).
- C. **CPIO Approvals.** No CPIO Approval shall be issued until an applicant has demonstrated substantial compliance with all applicable Environmental Standards or a modification of an Environmental Standards has been approved pursuant to Subsection D, below. Determination of substantial compliance shall be in the reasonable discretion of the Director.

D. Modification of Environmental Standards. Modifications of Environmental Standards do not require and shall not be processed with a CPIO Adjustment or CPIO Exception. The Director (or appeal body on appeal) may modify or not require an Environmental Standard listed in Appendix B for any Project when: (1) the Director finds in writing, based on substantial evidence, that the Environmental Standard is infeasible and the Director has adopted a new equally or more effective measure and the new measure will not result in any new significant impact; (2) the Director finds in writing, based upon substantial evidence, the Environmental Standard is not necessary to mitigate an impact, including because of the existence of a similar or more effective regulation that applies to the Project; (3) the City complies with CEQA Guidelines, Section 15162, including by preparing an addendum or subsequent environmental clearance to the West Adams EIR to analyze the impacts from the modifications to the Environmental Standards; or (4) the City prepares a new CEQA clearance for the Project. No CPIO Approval shall be issued for a Project with a modified Environmental Standard until this subsection has been complied with. The modification of an Environmental Standard is not independently appealable unless an appeal of an entitlement or CEQA determination is otherwise available through the CPIO District, the LAMC, or CEQA.

Section 9. USE OF DESIGN GUIDELINES

The guidelines in Appendices A, C, and D, 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. Additionally, the streetscape guidelines in Appendices A, C, and D, shall be considered by the Bureau of Engineering (BOE), LADOT and City Planning in: (1) the adoption of future streetscape guidelines and (2) if deemed appropriate and desirable by BOE and consistent with all legal requirements, in the recommendation of improvement requirements on discretionary Projects in the West Adams CPIO District boundaries. Any streetscape requirement in Appendices A, C, or D, that is imposed by a decisionmaker may be waived by the City Engineer if it is found to be infeasible or impractical or the cost of making the improvement consistent with the streetscape plan is greatly in excess of the cost to other property owners who are required to make improvements consistent with the streetscape plan.

Nothing in this section shall allow decisionmakers to approve, deny, or condition a discretionary approval based on guidelines related to signs. Guidelines related to signs in Appendices A, C, or D, are for guidance only. Sign regulations are controlled by LAMC, Chapter 1, Article 4.4.

Section 10. SEVERABILITY

If any provision of this West Adams CPIO District or the application of the provision to any person, property or circumstances, is held invalid, the remainder of this West Adams CPIO District or the application or the provisions to other persons, property or circumstances shall not be affected.

CHAPTER II – COMMERCIAL CORRIDORS SUBAREA

OVERVIEW

The Commercial Corridors CPIO District Subarea seeks to enhance the “main street” shopping experience of the Community Plan Area’s major thoroughfares by providing direction for the rehabilitation and adaptive reuse of existing structures as well as incentives for contextual new infill development consistent with the neighborhood character.

The intent of the Supplemental Development Regulations in this Chapter is to revitalize neighborhood commercial areas to better serve nearby residential neighborhoods by incentivizing the establishment of much needed services, such as, full service grocery stores and sit-down restaurants and by promoting both functional and aesthetic upgrading of the area. Projects within the Commercial Corridors Subarea (see Figure II-1), shall comply with the applicable Supplemental Development Regulations in this Chapter II.

Figure II-1
 Commercial Corridors Subarea
 Boundaries
 Figure II-1
 Commercial Corridors Subarea
 Boundaries



Map continues on next page.

Map continues on previous page.



Section II-1. LAND USE

- A. Any new use or change of use shall be subject to the use regulations set forth in Table II-1 below.
- B. Uses made non-conforming by this CPIO shall comply with LAMC Section 12.23.

Table II-1 Commercial Corridors Subarea Use Regulations

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Off-Site Alcohol Sales	In addition to compliance with the South Los Angeles Alcohol Sales Specific Plan, not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Off-Site Alcohol Sales use. ¹	All Corridors, except S. Robertson Blvd.	<ul style="list-style-type: none"> • Full-Service Grocery Stores shall be exempt. • Convenience Food Stores and other Off-Site Alcohol Sales establishments shall be exempt provided that they maintain the following dedicated sales floor area percentages, enforceable by a covenant: <ul style="list-style-type: none"> • No more than 5 percent devoted to alcoholic beverage products; and • More than 20 percent devoted to the sale of fresh produce, meat, cheese or other perishable food. <p>Sales floor area, includes, but is not limited to, shelving, refrigerators, and display cases.</p>

Table II-1 Commercial Corridors Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Automotive Uses	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Automotive Use. ¹	All Corridors, except S. Robertson Blvd.	Multiple Automotive Uses or accessory automotive uses are allowed when combined within the same lot or parcel of an existing Automotive Use.
	Prohibited	S. Robertson Blvd.	
Bail Bond Broker	Prohibited	S. Robertson Blvd.	
Bath, Turkish and the like	Prohibited	S. Robertson Blvd.	
Bathhouse and Hot Tub	Prohibited	S. Robertson Blvd.	
Boat Sales	Prohibited	S. Robertson Blvd.	
Farm Machinery Sales	Prohibited	S. Robertson Blvd.	
Free-Standing Fast-Food Establishment	Except where prohibited, not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Free-Standing Fast-Food Establishment use. ¹	All Corridors	<ul style="list-style-type: none"> • Applies to Free-Standing Fast-Food Establishments, with or without drive-through service. • Expansion or replacement of existing uses shall be exempt.

Table II-1 Commercial Corridors Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Free-Standing Fast-Food Establishment	Prohibited	Directly adjacent, across a street, alley or intersection from a public school.	'Public school' shall include any elementary, middle or high school, whether a public, a charter, or a magnet school.
Gun and Pawn Shops	Prohibited	All Corridors	Includes storage of guns or pawned items to be sold, rented or otherwise relocated for sale.
Helicopter Landing	Prohibited	S. Robertson Blvd.	
Hostel	Prohibited	S. Robertson Blvd.	
Motels	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Motels use. ¹	All Corridors	
100% Residential Developments	Prohibited	Commercial and RAS zoned properties along Washington, Pico & S. Robertson Blvds.	

Table II-1 Commercial Corridors Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Open Storage	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Open Storage use. ¹	All Corridors, except S. Robertson Blvd.	
	Prohibited	S. Robertson Blvd.	
Payday Lenders and/or Check Cashing Facilities	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Payday Lenders and/or Check Cashing Facilities use. ¹	All Corridors, except S. Robertson Blvd.	
	Prohibited	S. Robertson Blvd.	
Recycling Collection or Buyback Centers	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Recycling Collection or Buyback Center use. ¹	All Corridors, except Jefferson, Adams, La Cienega, Venice, and S. Robertson Blvds.	
	Prohibited	Jefferson, Adams, La Cienega, Venice and S. Robertson Blvds.	

Table II-1 Commercial Corridors Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Sorority and Fraternity Houses	Prohibited	S. Robertson Blvd.	
Storage Building for Household Goods	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Storage Building for Household Goods use. ¹	All Corridors, except S. Robertson Blvd.	Expansion of existing uses shall be limited to a total FAR of 1.5:1.
	Prohibited	S. Robertson Blvd.	
Storefront Churches/ Storefront Houses of Worship or other secular and non-secular places of assembly	Conditional Use Permit required pursuant to LAMC Section 12.24.	Washington Blvd.	Use limitation applies only to uses located exclusively along the Primary Frontage of the Ground Floor.
Swap Meets	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Swap Meets use. ¹	All Corridors	Applies to indoor and outdoor swap meets.
Taxicab Business	Prohibited	S. Robertson Blvd.	

Table II-1 Commercial Corridors Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Tobacco/Cigarette Shops (Wholesale or Discount)	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Tobacco/ Cigarette Shops use. ¹	All Corridors, except S. Robertson Blvd.	Includes Smoke Shops
	Prohibited	S. Robertson Blvd.	

¹ Distance shall be measured from the center point of the front lot line of the subject parcel to the nearest property line of any parcel containing the same use.

Section II-2. DEVELOPMENT STANDARDS

All Projects in the Commercial Corridors Subarea are subject to the following development standards.

- A. **Building Height.** In addition to any height standards set forth by the underlying zone and height district, the following height standards shall apply:
 - 1. *Overall Height.*
 - a. The maximum building height is 45 feet.
 - b. Architectural Features may exceed the maximum building height by up to 20 percent.
 - c. Individual stories shall not exceed 14 feet in height from finished floor to finished ceiling, except the ground floor, which shall have a maximum finished floor to finished ceiling height of 25 feet. The ground floor shall have a minimum finished floor to finished ceiling height of 11 feet.
 - d. Parapet walls and guard rails utilized to enclose roof uses, such as terraces, gardens or green roofs, shall be permitted to exceed the maximum allowable building height by up to 42 inches or as required by the Building Code. Guard rails shall not be located within five feet of a lot line abutting a residential use.
 - e. Rooftop equipment, structures, and improvements may exceed the

maximum building height when authorized pursuant to LAMC Section 12.21.1.B.3(a) so long as it is screened from public view using non-reflective materials or otherwise made compatible with the overall design of the building.

- f. The maximum building height regulation in Subsection 'a' shall not be eligible for a CPIO Adjustment.

2. *Transition to Residential.* New construction on a lot designated commercial or industrial in the Community Plan that directly abuts or is across an alley from a lot designated residential in the Community Plan shall transition in the following manner:

- a. Where the rear or side yard property line is contiguous with the residential lot or separated by an alley less than 15 feet in width, the entire building shall be set back, or individual floors "stepped back," one foot for every one foot in building height as measured 15 feet above grade at the shared property line.
- b. Where the Project lot and the residential lot are separated by an alley 15 feet or greater in width, the entire building shall be set back, or individual floors "stepped back," one foot for every one foot in building height as measured from grade at the residential property line.

B. Building Density & Intensity. In addition to any regulations set forth by the underlying zone and height district, the following density and intensity regulations shall apply:

1. *Residential Density.*

- a. Projects shall utilize a maximum R3 density, regardless of any provision in Section I-5.
- b. The density regulations in Subsection 'a' are not eligible for a CPIO Adjustment.

2. *Floor Area Ratio.*

- a. Projects shall utilize a maximum FAR of 1.5:1.
- b. The FAR regulations in Subsection 'a' shall not be eligible for a CPIO Adjustment.

C. Building Disposition. In addition to any regulations set forth by the underlying zone, the following building disposition regulations shall apply:

1. *Lot Coverage.*

- a. All Projects that involve the construction of a new building shall provide a minimum lot coverage of 30 percent. Lot coverage shall be the cumulative total of the Building Footprint of all buildings on the lot.
- b. A CPIO Adjustment for relief from the minimum allowable lot coverage requirements in Subsection 'a' shall be limited to 10 percent.

D. Building Design. In addition to any regulations set forth by the underlying zone and LAMC, the following design regulations shall apply:

1. *Sidewalk Frontage.*

- a. The maximum setback for the Primary Frontage from the sidewalk shall be 2 feet.
- b. If the street facing façade is accessible to the public, the maximum Primary Frontage setback from the sidewalk may be exceeded up to 20 feet along any portion of a lot line that abuts any Pedestrian Amenities incorporated into the Project.
- c. The maximum Primary Frontage setback shall not apply to those portions of the frontage where driveways are required.
- d. The maximum Primary Frontage setback requirement shall be waived to the extent necessary to preserve a Designated Historic Resource, or an Eligible Historic Resource, or a Character Defining Element of the façade consistent with Subsection I-6.C.6.

2. *Corner Building Frontages.*

- a. All street facing façades for a building on a corner lot shall comply with the Primary Frontage requirements in Subsection 1, above.
- b. For Mixed-Use buildings on a corner lot, no setback requirements, other than those in Subsection 1, above, shall apply to any portion of a building frontage used for residential uses.

3. *Pedestrian-Oriented Ground Floor.* For Projects with new construction or a change of use, the ground floor of the Primary Frontage shall incorporate public interior spaces (such as, public access areas, lobbies, or spaces used for Commercial Uses or Community Facilities) and be designed in the following manner:

- a. Public interior spaces shall face the street.
- b. Pedestrian entrances shall be no more than three feet above or below the grade of the abutting public sidewalk and shall face the Primary Frontage street.
- c. The façade shall have a minimum of 30 percent clear and non-reflective storefront glazing, except for Commercial or Mixed-Use Projects, which shall have a minimum of 50 percent clear and non-reflective storefront glazing.
- d. For Commercial or Mixed-Use Projects, the ground floor of the public interior spaces shall be:
 - 1. A minimum of 75 percent of the length of the Primary Frontage, excluding areas used for vehicular access.
 - 2. A minimum depth of 25 feet, or the total depth of the building, whichever is less.

4. *Residential – Detached Single and Two-Family Dwellings.*

- a. All Single and Two-Family Dwellings, including Small Lot Subdivisions authorized by LAMC Section 12.22.C.27, shall have zero side-yard setbacks with abutting or shared common walls, as permitted by the Building Code.

E. Parking. In addition to any regulations set forth by the underlying zone and the LAMC, the following parking regulations shall apply:

- 1. *Required Parking Spaces.* The required number of parking spaces for Projects shall be as set forth in the applicable provisions of the LAMC except as provided below.
 - a. A Project involving the Restoration or Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource shall be exempt from all off-street parking requirements provided that it does not include an addition of more than 500 square feet or involve a demolition to more than 10 percent of the original building envelope.
 - b. A Project involving a Restoration or Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource that includes a demolition or addition that is in excess of the limits listed in Subsection ‘a’, or that involves the preservation of the Character Defining Elements of the façade consistent with Subsection I-6.C.6, may reduce the required parking by 25 percent.
 - c. Projects that include a new use or change of use to a Full-Service Grocery Store use or Community Facilities use may reduce the required parking by 25 percent. Projects obtaining parking reductions under this subsection shall record a covenant guaranteeing the Full-Service Grocery Store use or Community Facilities use in connection with the reduced parking requirement.
 - d. No additional parking shall be required for any change of use within a building existing as of the effective date of the West Adams CPIO District that has a frontage on Adams Boulevard (between Fairfax Avenue and Somerset Drive), provided any existing on-site parking is maintained, or is reduced in accordance with this Subsection E.
 - e. The regulations in this Subsection 1 shall not be eligible for a CPIO Adjustment.
- 2. *Parking Location and Access.* Projects are encouraged, but not required, to substantially conform to the applicable landscaping design guidelines in Appendices C and D and the Community Plan Commercial Area Design Guidelines. Projects shall comply with the following parking design regulations:
 - a. Surface parking areas shall not be located between the property line and any building façade facing a street.
 - b. A minimum of 10 percent of the total area of a surface parking lot shall be landscaped. It shall have at least one shade tree for every four uncovered parking spaces dispersed within the parking area so as to shade the uncovered, unroofed surface parking area. A minimum of half of the trees

planted shall be evergreen shade-producing trees of no less than a 24-inch box tree or a 15 gallon tree. These trees can, but are not required to, be one of the following variety: California Peppers, Magnolia, or Tipu. The trees shall be distributed throughout the parking lot to shade the parking area at maturity.

1. Those surface parking areas that are not located to the rear of the lot behind a building shall provide a three-foot landscaped buffer, and a three and a half foot-high solid decorative wall along the property line facing the street or alley, and shall contain a 24-inch box tree or a 15 gallon tree every 20 lineal feet. Trees provided within the landscape buffer may also be applied toward the tree requirements of this Subsection 'b'.
- c. Structured or podium parking located at the Ground Floor level of Commercial and Mixed-Use buildings shall be buffered from view, including through the use of public interior spaces pursuant to Subsection D.3, above.
 - d. Structured or podium parking located at the Ground Floor level that is not buffered from view through Commercial, Mixed-Use uses or other public interior spaces, shall be screened by a minimum three foot wide landscaped buffer that conforms to the following standards:
 1. The buffer shall be landscaped with one of the following:
 - i. Twenty-four (24) inch box trees or 15 gallon trees, not less than 10 feet in height at the time of planting, planted at a ratio of one for every 20 lineal feet; or
 - ii. Ground cover with a minimum height of three feet at maturity planted over the entire landscaped setback; or
 - iii. Clinging vines, oleander trees or similar vegetation planted in the landscaped setback and capable of covering or screening the length of the wall of the podium parking up to a height of at least nine feet.
 2. An automatic irrigation system shall be installed within the landscaped buffer.
 - e. Parking structures located below grade may occupy the entire footprint of the site.
 - f. Access driveways shall be taken from alleys or side-streets when present. Driveway widths shall not exceed 30 feet, or the minimum allowed by the Los Angeles Department of Transportation, whichever is less. Multiple driveways along any frontage providing access to the same Project shall be a minimum of 200 feet apart from each other.
 - g. The regulations in this Subsection 2 shall not be eligible for a CPIO Adjustment.

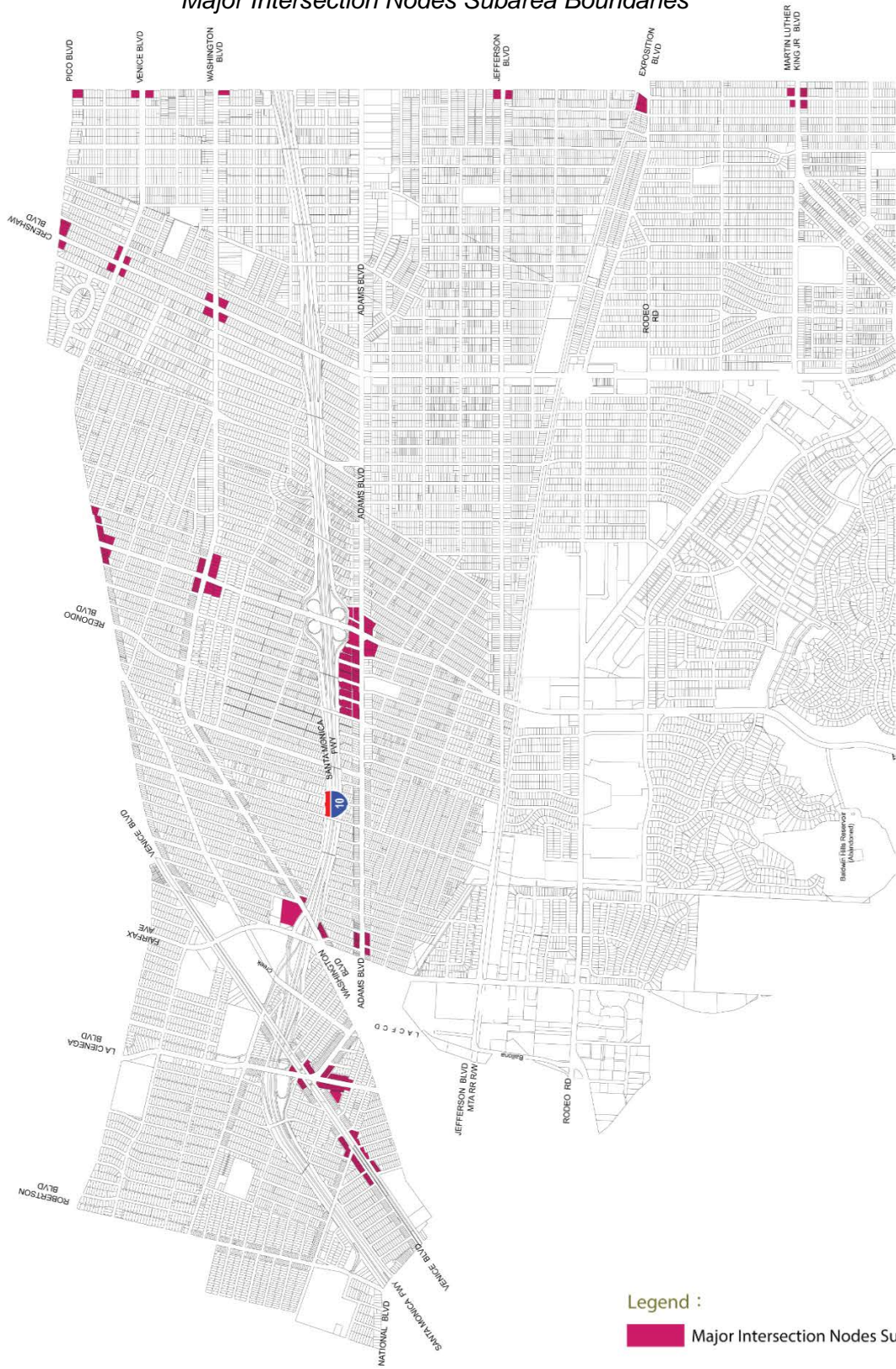
CHAPTER III – MAJOR INTERSECTION NODES SUBAREA

OVERVIEW

The Major Intersection Nodes CPIO District Subarea seeks to return key sites, generally well served by transit and located at the intersection of major arterials, back to their traditional urban form as commercial focal points for surrounding neighborhoods.

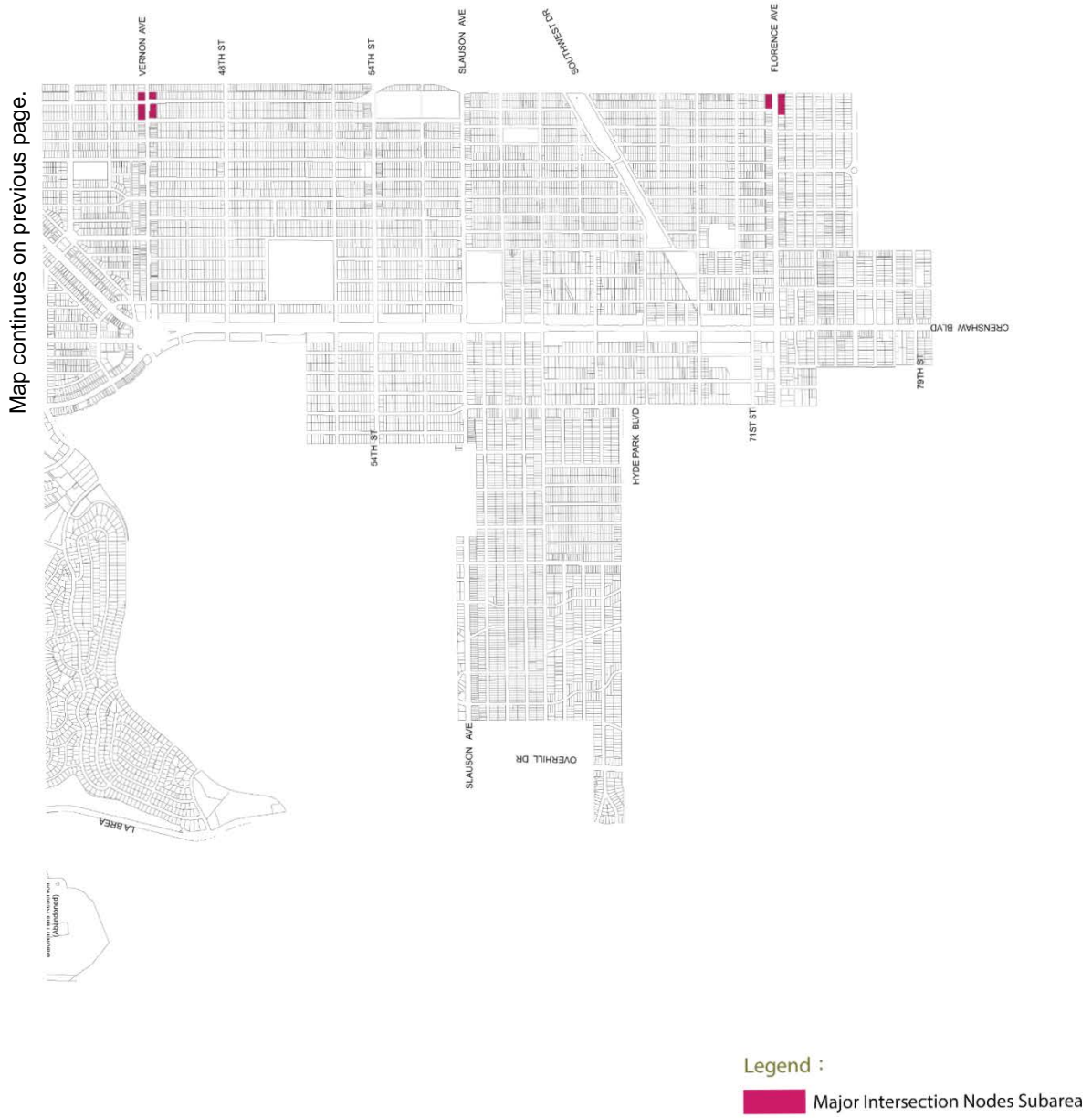
The intent of the Supplemental Development Regulations in this Chapter is to promote the redevelopment of major intersection sites in a manner that responds to their strategic location adjacent to major transit transfer points. Projects within the Major Intersection Subarea (see Figure III-1) shall comply with the applicable Supplemental Development Regulations in this Chapter III.

Figure III-1
Major Intersection Nodes Subarea Boundaries



Map continues on next page.

Figure III-1
Major Intersection Nodes Subarea Boundaries



Section III-1. LAND USE

- A. Any new use or change of use shall be subject to the use regulations set forth in Table III-1 below.
- B. Uses made non-conforming by this CPIO shall comply with LAMC Section 12.23.

Table III-1 Major Intersection Nodes Subarea Use Regulations

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Off-Site Alcohol Sales	In addition to compliance with the South Los Angeles Alcohol Sales Specific Plan, not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Off-Site Alcohol Sales use. ¹	All Nodes, except on S. Robertson Blvd.	<ul style="list-style-type: none"> • Full Service Grocery Stores shall be exempt. • Convenience Food Stores and other Off-Site Alcohol Sales establishments shall be exempt provided that they maintain the following dedicated sales floor area percentages, enforceable by a covenant: <ul style="list-style-type: none"> • No more than 5 percent devoted to alcoholic beverage products; and • More than 20 percent devoted to the sale of fresh produce, meat, cheese or other perishable food. <p>Sales floor area, includes, but is not limited to, shelving, refrigerators, and display cases.</p>
Automotive Uses	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Automotive Use. ¹	All Nodes	Multiple Automotive Uses or accessory automotive uses are allowed when combined within the same lot or parcel of an existing Automotive Use.

Table III-1 Major Intersection Nodes Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Free-Standing Fast-Food Establishment	Except where prohibited, not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Free-Standing Fast-Food establishment. ¹	All Nodes	<ul style="list-style-type: none"> • Applies to Free-Standing Fast-Food Establishments, with or without drive-through service. • Expansion or replacement of existing uses shall be exempt.
	Prohibited	Directly adjacent, across a street, alley or intersection from a public school.	'Public school' shall include any elementary, middle or high school, whether a public, a charter, or a magnet school.
Gun and Pawn Shops	Prohibited	All Nodes	Includes storage of guns or pawned items to be sold, rented or otherwise relocated for sale.
Motels	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Motels use. ¹	All Nodes	
100% Residential Developments	Prohibited	Commercial and RAS zoned properties within Nodes along Washington and Pico Blvds.	

Table III-1 Major Intersection Nodes Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Open Storage	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Open Storage use. ¹	All Nodes	
Payday Lending and/or Check Cashing Facilities	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Payday Lending and/or Check Cashing Facilities use. ¹	All Nodes	
Recycling Collection or Buyback Centers	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Recycling Collection or Buyback Center use. ¹	All Nodes, except Nodes along Jefferson, Adams, La Cienega, and Venice Blvds.	
	Prohibited	All Nodes along Jefferson, Adams, La Cienega and Venice Blvds.	
Storage Building for Household Goods	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Storage Building for Household Goods use.	All Nodes	Expansion of existing uses shall be limited to a total FAR of 1.5:1.

Table III-1 Major Intersection Nodes Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Storefront Churches/ Storefront Houses of Worship or other secular and non-secular places of assembly.	Conditional Use Permit required pursuant to LAMC Section 12.24.	All Nodes along Washington Blvd.	Use limitation applies only to uses located exclusively along the Primary Frontage of the Ground Floor.
Swap Meets	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Swap Meet use. ¹	All Nodes	Applies to indoor and outdoor swap meets.
Tobacco/ Cigarette Shops (Wholesale or Discount)	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Tobacco, or, Cigarette Shop use. ¹	All Nodes	Includes Smoke Shops.

¹ Distance shall be measured from the center point of the front lot line of the subject parcel to the nearest property line of any parcel containing the same use.

Section III-2. DEVELOPMENT STANDARDS

All Projects in the Major Intersection Nodes Subarea are subject to the following development standards.

A. Building Height. In addition to any height standards set forth by the underlying zone and height district, the following height standards shall apply:

1. *Overall Height.*
 - a. The maximum building height is 55 feet.
 - b. Architectural Features may exceed the maximum building height by up to 20 percent.
 - c. Individual stories shall not exceed 14 feet in height from finished floor to finished ceiling, except the ground floor, which shall have a maximum

finished floor to finished ceiling height of 25 feet. The ground floor shall have a minimum finished floor to finished ceiling height of 11 feet.

- d. Parapet walls and other guard rails utilized to enclose roof uses, such as terraces, gardens or green roofs, shall be permitted to exceed the maximum allowable building height by up to 42 inches or as required by the Building Code. Guard rails shall not be located within five feet of a lot line abutting a residential use.
- e. Rooftop equipment, structures, and improvements may exceed the maximum building height when authorized pursuant to LAMC Section 12.21.1.B.3(a) so long as it is screened from public view using non-reflective materials or otherwise made compatible with the overall design of the building.
- f. A CPIO Adjustment for relief from the maximum building height regulation in Subsection 'a' shall be limited to 10 percent (or 15 percent for a Mixed-Use Project).

- 2. *Transition to Residential.* New construction on a lot designated commercial or industrial in the Community Plan that directly abuts or is across an alley from a lot designated residential in the Community Plan shall transition in the following manner:

- a. Where the rear or side yard property line is contiguous with the residential lot or separated by an alley less than 15 feet in width, the entire building shall be set back, or individual floors "stepped back," one foot for every one foot in building height as measured 15 feet above grade at the shared property line.
- b. Where the Project lot and the residential lot are separated by an alley 15 feet or greater in width, the entire building shall be set back, or individual floors "stepped back," one foot for every one foot in building height as measured from grade at the residential property line.

B. Building Density & Intensity. In addition to any regulations set forth by the underlying zone and height district, the following density and intensity regulations shall apply:

- 1. *Residential Density.*

- a. Projects shall utilize a maximum R3 density, except Affordable Housing Incentive Projects, which shall utilize the underlying zone district density, pursuant to Section I-5.
- b. The density regulations in Subsection 'a' shall not be eligible for a CPIO Adjustment.

- 2. *Floor Area Ratio.* Except for Affordable Housing Incentive Projects pursuant to Section I-5, the maximum and minimum building FAR shall be as follows:

- a. Projects shall have a minimum floor area ratio (FAR) of 1:1
- b. Projects shall have a maximum FAR of 3:1 provided at least 80 percent of all parking is located below grade on-site, otherwise the maximum FAR shall be 2:1.

- c. The maximum FAR regulations in this Subsection 2 shall not be eligible for a CPIO Adjustment.

C. Building Disposition. In addition to any regulations set forth by the underlying zone, the following building disposition regulations shall apply:

1. *Lot Coverage.*

- a. All Projects that involve the construction of a new building shall provide a minimum lot coverage of 50 percent. Lot coverage shall be the cumulative total of the Building Footprint of all buildings on the lot.
- b. A CPIO Adjustment for relief from the minimum allowable lot coverage requirements in Subsection 'a' shall be limited to 10 percent.

D. Building Design. In addition to any regulations set forth by the underlying zone and the LAMC, the following design regulations shall apply:

1. *Sidewalk Frontage.*

- a. The maximum setback for the Primary Frontage from the sidewalk shall be two feet.
- b. If the street facing façade is accessible to the public, the maximum Primary Frontage setback from the sidewalk may be exceeded up to 20 feet along any portion of a lot line that abuts any Pedestrian Amenities incorporated into the Project.
- c. The maximum Primary Frontage setback shall not apply to those portions of the frontage where driveways are required.
- d. The maximum Primary Frontage setback requirement shall be waived to the extent necessary to preserve a Designated Historic Resource, or an Eligible Historic Resource, or a Character Defining Element of the façade consistent with Subsection I-6.C.6.

2. *Corner Building Frontages.*

- a. All street facing façades for a building on a corner lot shall comply with the Primary Frontage setback requirements in Subsection 1, above.
- b. For Mixed-Use buildings on a corner lot, no setback requirements, other than those in Subsection 1, above, shall apply to any portion of a building frontage used for residential uses.

3. *Pedestrian-Oriented Ground Floor.* For Projects with new construction or a change of use, the Ground Floor of the Primary Frontage shall incorporate public interior spaces (such as, public access areas, lobbies, or spaces used for Commercial Uses or Community Facilities) and be designed in the following manner:

- a. Public interior spaces shall face the street.
- b. Pedestrian entrances shall be no more than three feet above or below the grade of the abutting public sidewalk grade and shall face the Primary Frontage street.

- c. The façade shall have a minimum of 30 percent clear and non-reflective storefront glazing, except for Commercial or Mixed-Use Projects, which shall have a minimum of 50 percent clear and non-reflective storefront glazing.
 - d. For Commercial or Mixed-Use Projects, Ground Floor public interior spaces shall be:
 - 1. A minimum of 75 percent of the length of the Primary Frontage, excluding areas used for vehicular access.
 - 2. A minimum depth of 25 feet, or the total depth of the building, whichever is less.
4. *Residential – Detached Single and Two Family Dwellings.*
- a. All Single and Two-Family Dwellings, including Small Lot Subdivisions authorized by LAMC Section 12.22.C.27, shall have zero side-yard setbacks with abutting or shared common walls, as permitted by the Building Code.

E. Parking. In addition to any regulations set forth by the underlying zone and the LAMC, the following parking regulations shall apply:

- 1. *Required Parking Spaces.* The required number of parking spaces for Projects shall be as set forth in the applicable provisions of the LAMC except as provided below.
 - a. A Project involving the Restoration or the Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource shall be exempt from all off-street parking requirements provided that it does not include an addition of more than 500 square feet or involve a demolition to more than 10 percent of the original building envelope.
 - b. A Project involving the Restoration or the Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource that includes a demolition or addition that is in excess of the limits listed in Subsection ‘a,’ or that involves the preservation of the Character Defining Elements of the façade consistent with Subsection I-6.C.6 may reduce the required parking by 50 percent.
 - c. Projects that include a new use or change of use to a Full-Service Grocery Store use or a Community Facilities use may reduce the required parking by 50 percent. Projects obtaining parking reductions under this subsection shall record a covenant guaranteeing the Full-Service Grocery Store use or Community Facilities use in connection with the reduced parking requirement.
 - d. No additional parking shall be required for any change of use within a building existing as of the effective date of the West Adams CPIO District that has a frontage on Adams Boulevard (between Fairfax Avenue and Somerset Drive), provided any existing on-site parking is maintained, or is reduced in accordance with this Subsection E.
 - e. The regulations in this Subsection 1 shall not be eligible for a CPIO Adjustment.

2. *Parking Location and Access.* Projects are encouraged, but not required, to substantially conform to the applicable landscaping design guidelines in Appendices C and D and the Community Plan Commercial Area Design Guidelines. Projects shall comply with the following parking design regulations:
- a. Surface parking areas shall not be located between the property line and any building façade facing a street.
 - b. A minimum of 10 percent of the total area of a surface parking lot shall be landscaped. It shall have at least one shade tree for every four uncovered parking spaces dispersed within the parking area so as to shade the uncovered, unroofed surface parking area. A minimum of half of the trees planted shall be evergreen shade-producing trees of no less than a 24-inch box tree or a 15 gallon tree. These trees can, but are not required to, be one of the following variety: California Peppers, Magnolia, or Tipu. The trees shall be distributed throughout the parking lot to shade the parking area at maturity.
 1. Those surface parking areas that are not located to the rear of the lot behind a building shall provide a three-foot landscaped buffer, and a three and a half foot high solid decorative wall along the property line facing the street or alley, and shall contain a 24-inch box tree or a 15 gallon tree every 20 lineal feet. Trees provided within the landscape buffer may also be applied toward the tree requirements of this Subsection 'b'.
 - c. Structured or podium parking located at the Ground Floor level of Commercial and Mixed-Use buildings shall be buffered from view, including through the use of public interior spaces pursuant to Subsection D.3, above.
 - d. Structured or podium parking located at the Ground Floor level that is not buffered from view through Commercial, Mixed-Use uses or other public interior spaces, shall be screened by a minimum three foot wide landscaped buffer that conforms to the following standards:
 1. The buffer shall be landscaped with one of the following:
 - i. Twenty-four (24) inch box trees or 15 gallon trees, not less than 10 feet in height at the time of planting, planted at a ratio of one for every 20 lineal feet; or
 - ii. Ground cover with a minimum height of three feet at maturity planted over the entire landscaped setback; or
 - iii. Clinging vines, oleander trees or similar vegetation planted in the landscaped setback and capable of covering or screening the length of the wall of the podium parking up to a height of at least nine feet.
 2. An automatic irrigation system shall be installed within the landscaped buffer.
 - e. Parking structures located below grade may occupy the entire footprint of the site.
 - f. Access driveways shall be taken from alleys or side-streets when present. Driveway widths shall not exceed 30 feet, or the minimum allowed by the Los Angeles Department of Transportation, whichever is less. Driveways shall not exceed 30 feet in width. Multiple driveways along any frontage providing access to the same Project shall be a minimum of 200 feet

- g. apart from each other.
The regulations in this Subsection 2 shall not be eligible for a CPIO Adjustment.

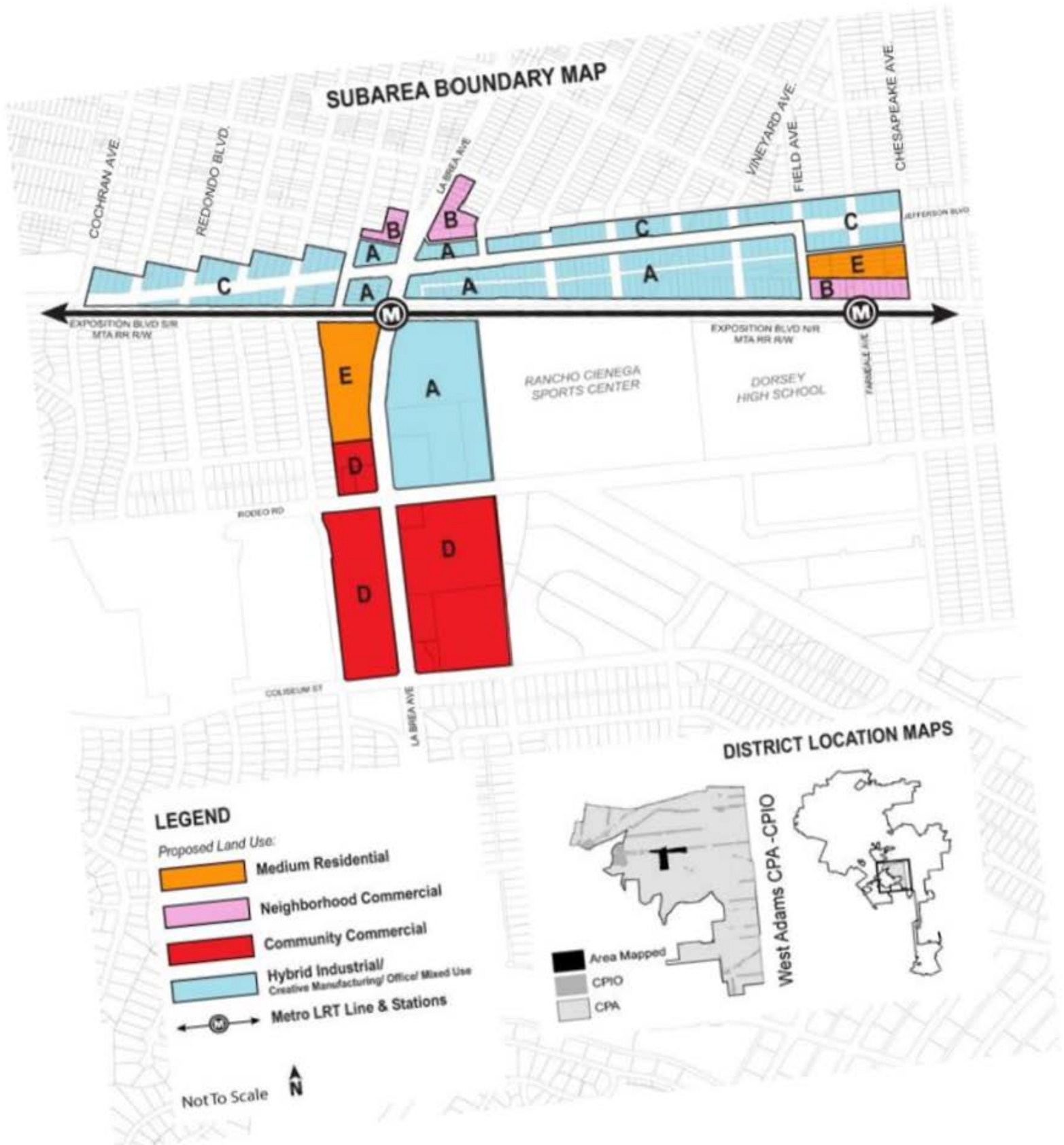
CHAPTER IV – LA BREA/FARMDALE TOD SUBAREA

OVERVIEW

The La Brea/Farmdale CPIO District Subarea facilitates the creation of a pedestrian-friendly transit village where jobs, housing, goods and services, as well as access to open space are all located within walking distance of the La Brea and Farmdale stations of the Metro Expo Line.

The intent of the Supplemental Development Regulations in this Chapter is to promote the adaptive reuse and rehabilitation of the area's historic manufacturing building stock while allowing for catalyzing new redevelopment that is in context with adjacent residential neighborhoods. Projects within the La Brea/Farmdale Transit-Oriented Development (TOD) Subarea (see Figure IV-1) shall comply with the applicable Supplemental Development Regulations in this Chapter IV.

Figure IV-1
 La Brea/Farmdale TOD Subarea Boundaries



Section IV-1. LAND USE

- A. Any new use or change of use shall be subject to the use regulations set forth in Table IV-1 below.
- B. Uses made non-conforming by this CPIO shall comply with LAMC Section 12.23.

Table IV-1 La Brea/ Farmdale TOD Subarea Use Regulations

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Off-Site Alcohol Sales	In addition to compliance with the South Los Angeles Alcohol Sales Specific Plan, not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Off-Site Alcohol Sales use. ¹	Parcel Groups A, B, C, and D	<ul style="list-style-type: none"> • Full Service Grocery Stores shall be exempt. • Convenience Food Stores and other Off-Site Alcohol Sales establishments shall be exempt provided that they maintain the following dedicated sales floor area percentages enforceable by a covenant: <ul style="list-style-type: none"> • No more than 5% devoted to alcoholic beverage products; and • More than 20% devoted to the sale of fresh produce, meat, cheese, or other perishable food. <p>Sales floor area, includes, but is not limited to, shelving, refrigerators, and display cases.</p>
	Prohibited	Parcel Group E	
Automotive Uses	Prohibited	All Parcel Groups	Multiple Automotive Uses or accessory automotive uses are allowed when combined within the same lot or parcel of an existing Automotive Use.

Table IV-1 La Brea/ Farmdale TOD Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Bail Bonds	Prohibited	All Parcel Groups	
100% Commercial	Prohibited	Parcel Group E	
Free-Standing Fast-Food Establishment	Except where prohibited, not more than one (1) establishment is permitted within a 1/2 mile (2640 linear foot) radius of another Free-Standing Fast-Food Establishment use. ¹	Parcel Groups A, B, C, and D	<ul style="list-style-type: none"> • Applies only to Free-Standing Fast-Food Establishments, with or without drive-through service. • Expansion or replacement of existing uses shall be exempt.
	Prohibited	Parcel Group E, or in any location directly adjacent, across a street, alley or intersection from a public school.	'Public school' shall include any elementary, middle or high school, whether a public, a charter, or a magnet school.
Gun and Pawn Shops	Prohibited	All Parcel Groups	Includes storage of guns or pawned items to be sold, rented or otherwise relocated for sale.
Hybrid Industrial Use	Prohibited	Parcel Groups B, D, and E	
Motels	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Motels use. ¹	Parcel Groups A, B, C, and D	
	Prohibited	Parcel Group E	

Table IV-1 La Brea/ Farmdale TOD Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
100% Residential	Prohibited	Parcel Groups A and D	
Payday Lenders and/or Check Cashing Facilities	Prohibited	All Parcel Groups	
Recycling Collection or Buyback Centers	Prohibited	All Parcel Groups	
Storage Building for Household Goods	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Storage Building for Household Goods use. ¹	Parcel Groups A, B, C, and D	Expansion of existing uses shall be limited to a total FAR of 1.5:1.
	Prohibited	Parcel Group E	
Swap Meets	Prohibited	All Parcel Groups	Applies to indoor and outdoor swap meets.
Tobacco/Cigarette Shops(Wholesale or Discount)	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Tobacco/Cigarette Shops use. ¹	Parcel Groups A, B, C and D	Includes Smoke Shops
	Prohibited	Parcel Group E	

¹ Distance shall be measured from the center point of the front lot line of the subject parcel to the nearest property line of any parcel containing the same use.

Section IV-2. DEVELOPMENT STANDARDS

All Projects in the La Brea/Farmdale TOD Subarea are subject to the following development standards.

- A. Building Height.** In addition to any height standards set forth by the underlying zone and height district, the following height standards shall apply:
1. *Overall Height. (See Figure IV-2 for illustrative map of maximum height regulations.)*
 - a. In Parcel Groups B, C, and E, the maximum building height is 45 feet.
 - b. In Parcel Groups A and D, the maximum building height is 55 feet except as provided in Subsection 'c,' below.
 - c. In any portion of Parcel Group A that abuts the La Brea Expo Station and Rancho Cienega Park, the maximum building height is 65 feet.
 - d. Architectural Features may exceed the maximum building height by up to 20 percent.
 - e. Individual stories shall not exceed 14 feet in height from finished floor to finished ceiling, except the ground floor, which shall have a maximum finished floor to finished ceiling height of 25 feet. The ground floor shall have a minimum finished floor to finished ceiling height of 11 feet.
 - f. Parapet walls and guard rails utilized to enclose roof uses, such as terraces, gardens or green roofs, shall be permitted to exceed the maximum allowable building height by up to 42 inches or as required by the Building Code. Guard rails shall not be located within five feet of a lot line abutting a residential use.
 - g. Rooftop equipment, structures, and improvements may exceed the maximum building height when authorized pursuant to LAMC Section 12.21.1.B.3(a) so long as it is screened from public view using non-reflective materials or otherwise made compatible with the overall design of the building.
 - h. A CPIO Adjustment for relief from the maximum building height regulations in Subsections 'a', 'b' and 'c' shall be limited to 10 percent (or 15 percent for a Mixed-Use Project).

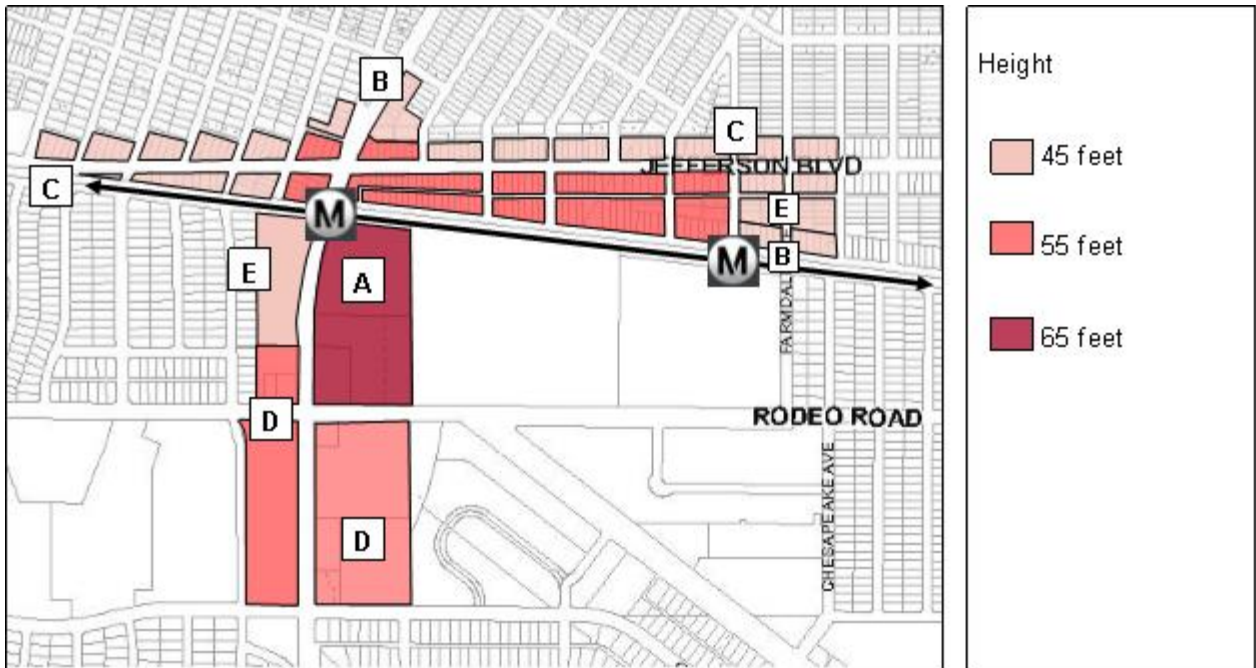


Figure IV-2

2. **Transition to Residential.** For Projects in Parcel Groups B, C, D, and E, new construction on a lot that is designated commercial or industrial in the Community Plan that directly abuts or is across an alley from a lot that is designated residential in the Community Plan shall transition in the following manner:
 - a. Where the rear or side yard property line is contiguous with the residential lot or separated by an alley less than 15 feet in width, the entire building shall be set back, or individual floors “stepped back,” one foot for every one foot in building height as measured 15 feet above grade at the shared property line.
 - b. Where the Project lot and the residential lot are separated by an alley 15 feet or greater in width, the entire building shall be set back, or individual floors “stepped back,” one foot for every one foot in height as measured from grade at the residential property line.

B. Building Density & Intensity. In addition to any regulations set forth by the underlying zone and height district, the following density and intensity regulations shall apply:

1. **Floor Area Ratio (FAR).** Except for Affordable Housing Incentive Projects pursuant to Section I-5, the maximum and minimum building FAR shall be as provided in Table IV-2.1 and is subject to the following:
 - a. For a Project in Parcel Groups A, C, or D, the maximum FAR shall apply where at least 80 percent of all parking is located below grade on-site or within an off-site shared parking structure or facility located within the TOD and no more than 750 feet from the Project. Otherwise, the baseline FAR shall apply to Projects where any parking is located on-site at or

above grade. For off-site parking, prior to building permits being issued, the property owner shall record a covenant committing to the off-site parking.

- b. The residential component of Mixed-Use Projects shall not exceed 75 percent of the building's total floor area.
- c. The maximum FAR in this Subsection 1 shall not be eligible for a CPIO Adjustment.

**Table IV-2.1 Summary of Building Intensity Standards
Floor Area Ratio (FAR) Permitted Maximums and Required Minimums**

Parcel Group	Hybrid Industrial			100% Commercial			Mixed Use			100% Residential		
	Base.	Max.	Min.	Base.	Max.	Min.	Base.	Max.	Min.	Base.	Max.	Min.
A	1.5:1	2:1	1:1	2:1	3:1	1:1	2:1	3:1	1:1	Not Permitted		
B	Not permitted			1.5:1	1.5:1	.5:1	1.5:1	1.5:1	1:1	1.5:1	1.5:1	1:1
C	1.5:1	2:1	.5:1	1.5:1,	2:1	.5:1	2:1	3:1	1:1	1.5:1	2:1	1:1
D	Not permitted			2:1	3:1	1:1	2:1	3:1	1.5:1	Not Permitted		
E	Not permitted			Not Permitted			Not Permitted			3:1	3:1	1:1

C. Building Disposition. In addition to any regulations set forth by the underlying zone, the following building disposition regulations shall apply:

1. *Lot Coverage.*

- a. Projects shall maintain a minimum lot coverage as follows:
 - 1. Projects in Parcel Groups B, C, and D, that involve the construction of a new building, shall provide a minimum lot coverage of 30 percent.
 - 2. Projects in Parcel Group A that involve the construction of a new building shall provide a minimum lot coverage of 50 percent, except as provided in Subsection 3, below.
 - 3. Projects in Parcel Group A that involve the construction of a new building shall provide a minimum lot coverage of 30 percent when at least 20 percent of the lot is devoted to open space. The open space shall be located no more than 3 feet above or below the adjacent sidewalk grade and shall be designed to enhance linkages from the Mass Transit Station to nearby public spaces and Pedestrian Amenities. A covenant shall be required to ensure that the open space remains accessible and open to the public at all times that mass transit service is available.
- b. Lot coverage shall be the cumulative total of the Building Footprint of all buildings on the lot.

- c. A CPIO Adjustment for relief from the minimum allowable lot coverage requirements in Subsection 'a' shall be limited to 10 percent.

D. Building Design. In addition to any regulations set forth by the underlying zone and the LAMC, the following design regulations shall apply to Parcel Groups A, B, C, and D:

1. *Sidewalk Frontage.*

- a. The maximum setback for the Primary Frontage from the sidewalk shall be two feet.
- b. If the street facing façade is accessible to the public, the maximum Primary Frontage setback from the sidewalk may be exceeded up to 20 feet along any portion of a lot line that abuts any Pedestrian Amenities incorporated into the Project.
- c. The maximum Primary Frontage setback shall not apply to the portions of the frontage where driveways are required.
- d. The maximum Primary Frontage setback requirement shall be waived to the extent necessary to preserve a Designated Historic Resource, or an Eligible Historic Resource, or a Character Defining Element of the façade consistent with Subsection I-6.C.6.

2. *Corner Building Frontages.*

- a. All street facing façades for a building on a corner lot shall comply with the Primary Frontage setback requirements in Subsection 1, above.
- b. For Mixed-Use buildings on a corner lot, no setback requirements, other than those in Subsection 1, above, shall apply to any portion of a building frontage used for residential uses.

3. *Building Façade Articulation.* Building façades of large projects shall be broken into a series of appropriately scaled buildings or recessed Pedestrian Amenities areas such that Ground Floor elevations do not exceed more than 250 feet in length.

4. *Pedestrian-Oriented Ground Floor.* For Projects with new construction or a change of use, the Ground Floor of the Primary Frontage shall incorporate public interior spaces (such as, public access areas, lobbies, or spaces used for Commercial Uses or Community Facilities) and be designed in the following manner:

- a. Public interior spaces shall face the street.
- b. Pedestrian entrances shall be no more than three feet above or below the grade of the abutting public sidewalk grade and shall face the Primary Frontage street.
- c. The façade shall have a minimum of 30 percent clear and non-reflective storefront glazing, except for Commercial or Mixed-Use Projects, which shall have a minimum of 50 percent clear and non-reflective storefront glazing.
- d. For Commercial or Mixed-Use Projects, Ground Floor public interior spaces shall be:

1. A minimum of 75 percent of the length of the Primary Frontage, excluding areas used for vehicular access.
 2. A minimum depth of 25 feet, or the total depth of the building, whichever is less.
5. *Residential – Detached Single and Two-Family Dwellings.*
- a. All Single and Two Family Dwellings, including Small Lot Subdivisions authorized by LAMC Section 12.22.C.27, shall have zero side-yard setbacks with abutting or shared common walls, as permitted by the Building Code.

E. Parking. In addition to any regulations set forth by the underlying zone and the LAMC, the following parking regulations shall apply:

1. *Required Parking Spaces.* The required number of parking spaces for Projects shall be as set forth in the applicable provisions of the LAMC except as provided otherwise in Table IV-2.2 and as modified below:
 - a. A Project involving the Restoration or the Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource shall be exempt from all off-street parking requirements provided that it does not include an addition of more than 500 square feet or involve a demolition to more than 10 percent of the original building envelope.
 - b. A Project involving the Restoration or the Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource in Parcel Groups A or C that includes a demolition or addition that is in excess of the limits listed in Subsection 'a,' or that involves the preservation of the Character Defining Elements of the façade consistent with Subsection I-6.C.6, may reduce the required parking by 25 percent.
 - c. Projects in Parcel Groups A or C that include a new use or change of use to a Full-Service Grocery Store use or Community Facilities use, may reduce the required parking for the Full-Service Grocery Store use or Community Facilities use by 50 percent. Projects obtaining parking reductions under this subsection shall record a covenant guaranteeing the Full-Service Grocery Store use or Community Facilities use in connection with the reduced parking requirement.
 - d. The parking requirements in this Subsection 1 shall not be eligible for a CPIO Adjustment.

**Table IV-2.2 Summary of Vehicular Parking Standards
Permitted Parking Reductions and Parking Maximums***

	Hybrid Industrial		100% Commercial		Mixed Use		100 % Residential	
Parcel Group	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)
A	25	90	50	90	50	90	N/A	N/A
B	N/A	N/A	50	90	50	90	N/A	N/A
C	25	90	50	90	50	90	N/A	N/A
D	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
E	N/A	N/A	N/A	N/A	N/A	N/A	50	100

* The Reduction column in the table indicates the minimum amount of parking required for a Project with the identified land use type in that Parcel Group row as calculated by multiplying the number in the cell as a percentage against the amount of parking required by the underlying zoning in the LAMC. The Maximum column indicates the maximum amount of parking that is allowed for a Project with the identified land use type in that Parcel Group row as calculated by multiplying the number in the cell as a percentage against the parking required for the underlying zoning in the LAMC. For example, if the LAMC required a project to have 100 parking spaces and the project is for a Hybrid Industrial use and is located in Parcel Group A, under the CPIO District, the project would be required to have a minimum of 75 spaces ($100 - (100 \times 25\%)$) and a maximum of 90 spaces ($90\% \times 100$).

2. *Parking Location and Access.* Projects are encouraged, but not required, to substantially conform to the applicable landscaping design guidelines in Appendices C and D and the Community Plan Commercial Area Design Guidelines. Projects shall comply with the following parking design regulations:
 - a. Surface parking areas shall not be located between the property line and any building façade facing a street.
 - b. A minimum of 10 percent of the total area of a surface parking lot shall be landscaped. It shall have at least one shade tree for every four uncovered parking spaces dispersed within the parking area so as to shade the uncovered, unroofed surface parking area. A minimum of half of the trees planted shall be evergreen shade-producing trees of no less than a 24-inch box tree or a 15 gallon tree. These trees can, but are not required to, be one of the following variety: California Peppers, Magnolia, or Tipu. The trees shall be distributed throughout the parking lot to shade the parking area at maturity.
 1. Those surface parking areas that are not located to the rear of the lot behind a building shall provide a three-foot landscaped buffer, and a three and a half foot-high solid decorative wall along the property line facing the street or alley, and should contain a 24-inch box tree or a 15 gallon tree every 20 lineal feet. Trees provided within the landscape buffer may also be applied toward the tree requirements of this Subsection 'b'.
 - c. Structured or podium parking located at the Ground Floor level of Commercial and Mixed-Use buildings shall be buffered from view,

including through the use of public interior spaces pursuant to Subsection D.4, above.

- d. Structured or podium parking located at the Ground Floor level that is not buffered from view through Commercial, Mixed-Use uses or other public interior spaces, shall be screened by a minimum three foot wide landscaped buffer that conforms to the following standards:
 - 1. The buffer shall be landscaped with one of the following:
 - i. Twenty-four (24) inch box trees or 15 gallon trees, not less than 10 feet in height at the time of planting, planted at a ratio of one for every 20 lineal feet; or
 - ii. Ground cover with a minimum height of three feet at maturity planted over the entire landscaped setback; or
 - iii. Clinging vines, oleander trees or similar vegetation planted in the landscaped setback and capable of covering or screening the length of the wall of the podium parking up to a height of at least nine feet.
 - 2. An automatic irrigation system shall be installed within the landscaped buffer.
- e. Parking structures located below grade may occupy the entire footprint of the site.
- f. Access driveways shall be taken from alleys or side-streets when present. Driveway widths shall not exceed 30 feet, or the minimum allowed by the Los Angeles Department of Transportation, whichever is less. Driveways shall not exceed 30 feet in width. Multiple driveways along any frontage providing access to the same Project shall be a minimum of 200 feet apart from each other.
- g. The regulations in this Subsection 2 shall not be eligible for a CPIO Adjustment.

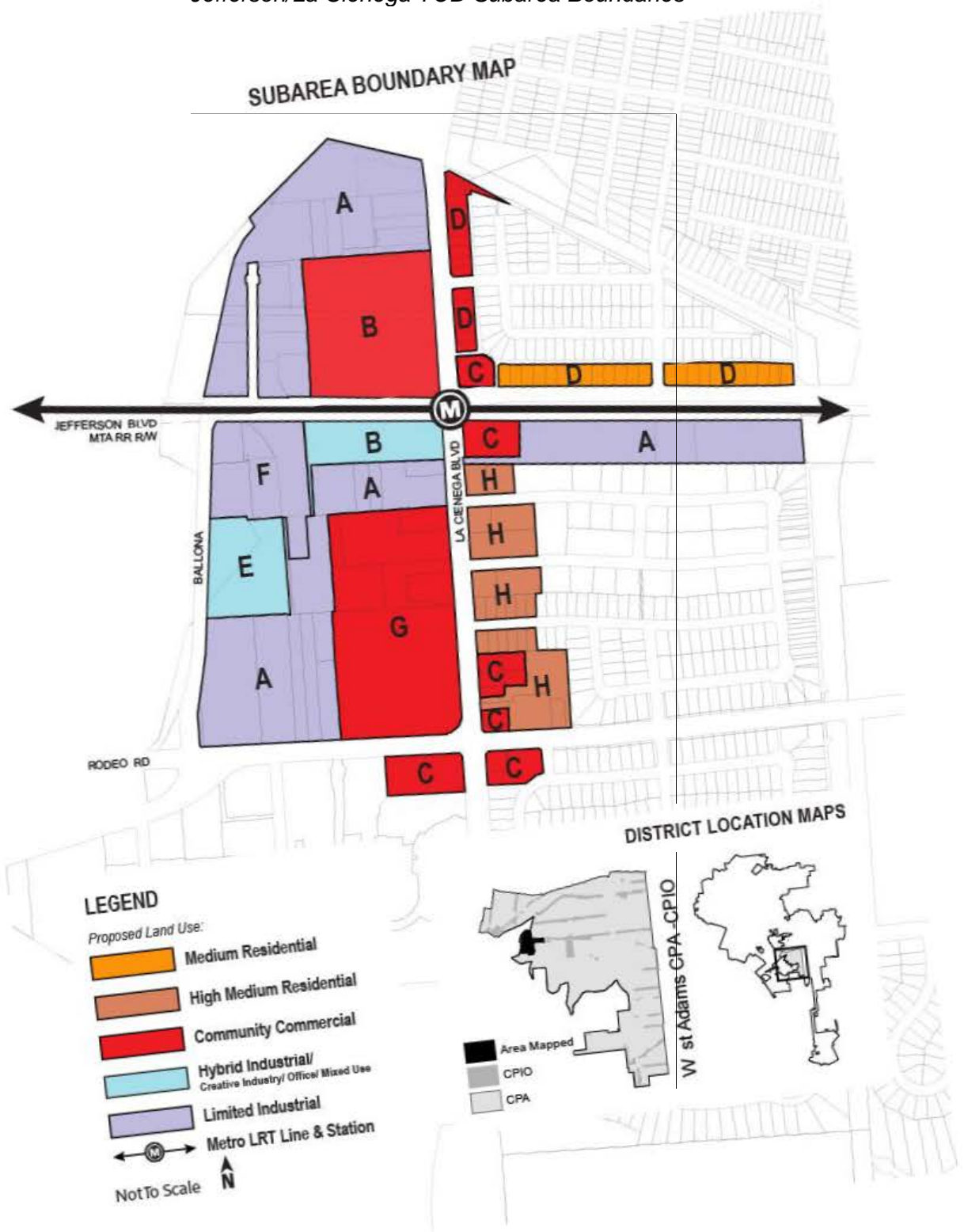
CHAPTER V – JEFFERSON/ LA CIENEGA TOD SUBAREA

OVERVIEW

The Jefferson/ La Cienega CPIO District Subarea advances the creation of an employment destination outside of the City Center where a mix of uses that feature emerging and innovative commercial, office, “clean-tech,” “information technology,” and other “high tech” uses can locate in proximity to existing and future residences within a medium to high intensity transit hub.

The intent of the Supplemental Development Regulations in this Chapter is to facilitate revitalization of properties that can capitalize upon proximity to the La Cienega Station of the Metro Expo Line. Projects within this Jefferson/ La Cienega Transit-Oriented Development (TOD) Subarea (see Figure V-1), shall comply with the applicable Supplemental Development Regulations in this Chapter V.

Figure V-1
 Jefferson/La Cienega TOD Subarea Boundaries



Section V-1. LAND USE

- A. Any new use or change of use shall be subject to the use regulations set forth in Table V-1 below.
- B. Uses made non-conforming by this CPIO shall comply with LAMC Section 12.23.

Table V-1 Jefferson/La Cienega TOD Subarea Use Regulations

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Off-Site Alcohol Sales	In addition to compliance with the South Los Angeles Alcohol Sales Specific Plan, not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Off-Site Alcohol Sales use. ¹	Parcel Groups A, B, C, E, F, and G	<ul style="list-style-type: none"> • Full Service Grocery Stores shall be exempt. • Convenience Food Stores and other Off-Site Alcohol Sales establishments shall be exempt provided that they maintain the following dedicated sales floor area percentages enforceable by a covenant: <ul style="list-style-type: none"> • No more than 5% devoted to alcoholic beverage products; and • More than 20% devoted to the sale of fresh produce, meat, cheese, or other perishable food. <p>Sales floor area, includes, but is not limited to, shelving, refrigerators, and display cases</p>
	Prohibited	Parcel Groups D and H	

Table V-1 Jefferson/La Cienega TOD Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Automotive Uses	Prohibited	All Parcel Groups	Multiple Automotive Uses or accessory automotive uses are allowed when combined within the same lot or parcel of an existing Automotive Use.
Bail Bonds	Prohibited	All Parcel Groups	
Free-Standing Fast-Food Establishment	Except where prohibited, not more than one (1) establishment is permitted within a 1/2 mile (2640 linear foot) radius of another Free-Standing Fast-Food establishment. ¹	Parcel Groups A, B, C, E, F, and G	<ul style="list-style-type: none"> • Applies only to Free-Standing Fast-Food Establishments, with or without drive-through service. • Expansion or replacement of existing uses shall be exempt.
	Prohibited	Parcel Groups D and H or locations directly adjacent, across a street, alley or intersection from a public school.	'Public school' shall include any elementary, middle or high school, whether a public, a charter, or a magnet school.
Gun and Pawn Shops	Prohibited	All Parcel Groups	Includes storage of guns or pawned items to be sold, rented or otherwise relocated for sale.
Motels	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Motels use. ¹	All Parcel Groups	

Table V-1 Jefferson/La Cienega TOD Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
100% Residential	Prohibited	Parcel Groups A, B, C, E, F, and G	
Payday Lending and/ or Check Cashing Facilities	Prohibited	All Parcel Groups	
Recycling Collection or Buyback Centers	Prohibited	All Parcel Groups	
Storage Building for Household Goods	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Storage Building for Household Goods use. ¹	Parcel Groups A, B, C, E, F, and G	Expansion of existing uses shall be limited to a total FAR of 1.5:1.
	Prohibited	Parcel Groups D and H	
Swap Meets	Prohibited	All Parcel Groups	Applies to indoor and outdoor swap meets.
Tobacco/ Cigarette Shops (Wholesale or Discount)	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Tobacco, or Cigarette Shop use. ¹	All Parcel Groups, except H	Includes Smoke Shops
	Prohibited	Parcel Group H	

¹ Distance shall be measured from the center point of the front lot line of the subject parcel to the nearest property line of any parcel containing the same use.

Section V-2. DEVELOPMENT STANDARDS

All Projects in the Jefferson/La Cienaga TOD Subarea are subject to the following development standards.

- A. Building Height.** In addition to any height standards set forth by the underlying zone and height district, the following height restrictions apply:
1. *Overall Height.* (See Figure V-2 for illustrative map of maximum height regulations.)
 - a. In Parcel Groups A, D, and H, the maximum height is 45 feet.
 - b. In Parcel Groups C and G, the maximum height is 55 feet.
 - c. In Parcel Group B, E, and F, the maximum height is 75 feet.
 - d. Architectural Features may exceed the maximum building height by up to 20 percent.
 - e. Individual stories may not exceed 14 feet in height from finished floor to finished ceiling, except the ground floor, which shall have a maximum finished floor to finished ceiling height of 25 feet. The ground floor shall have a minimum finished floor to finished ceiling height of 11 feet.
 - f. Parapet walls and guard rails utilized to enclose roof uses, such as terraces, gardens or green roofs, shall be permitted to exceed the maximum allowable building height by up to 42 inches or as required by the Building Code. Guard rails shall not be located within five feet of a lot line abutting a residential use.
 - g. Rooftop equipment, structures, and improvements may exceed the maximum building height when authorized pursuant to LAMC Section 12.21.1.B.3(a) so long as it is screened from public view using non-reflective materials or otherwise made compatible with the overall design of the building.
 - h. A CPIO Adjustment for relief from the maximum building height regulation in Subsections 'a', 'b', and 'c' shall be limited to 10 percent (or 15 percent for a Mixed-Use Project).



Figure V-2

2. *Transition to Residential.* For Projects within Parcel Groups A, C, D, and H, new construction on a lot that is designated commercial or industrial in the Community Plan that directly abuts or is across an alley from a lot that is designated residential in the Community Plan shall transition in the following manner:
 - a. Where the rear or side yard property line is contiguous with the residential lot or separated by an alley less than 15 feet in width, the entire building shall be set back, or individual floors “stepped back,” one foot for every one foot in height as measured 15 feet above grade at the shared property line.
 - b. Where the Project lot and the residential lot are separated by an alley 15 feet or greater in width, the entire building shall be set back, or individual floors “stepped back,” one foot for every one foot in building height as measured from grade at the residential property line.

B. Building Intensity & Density. In addition to any regulations set forth by the underlying zone and height district, the following density and intensity regulations shall apply:

1. *Floor Area Ratio (FAR).* Except for Affordable Housing Incentive Projects pursuant to Section I-5, the maximum and minimum building FAR shall be as provided in Table V-2.1 and is subject to the following:
 - a. For a Project in Parcel Group C: (1) the maximum FAR shall apply where at least 80 percent of all parking is located below grade on-site or within an off-site shared parking structure or facility located within the TOD and

no more than 750 feet from the Project; or (2) the baseline FAR shall apply to Projects where any parking is located on-site at or above grade. For off-site parking, prior to building permits being issued, the property owner shall record a covenant committing to the off-site parking.

- b. In Parcel Groups C and G, the residential component of Mixed-Use Projects shall not exceed 75 percent of the building's total floor area.
- c. In Parcel Groups B and E, the residential component of Mixed-Use Projects shall not exceed 50 percent of the building's total floor area.
- d. The maximum FAR in this Subsection 1 shall not be eligible for a CPIO Adjustment.

**Table V-2.1 Summary of Building Intensity Standards
Floor Area Ratio (FAR) Permitted Maximums and Required Minimums**

Parcel Group	Limited Industrial		Hybrid Industrial		100% Commercial		Mixed Use			100% Residential	
	Max	Min.	Max.	Min.	Max	Min.	Base.	Max.	Min.	Max.	Min.
A	1.5:1	.5:1	N/A		N/A		N/A			N/A	
B	N/A		2:1	1:1	2:1	1:1	3:1	3:1	1:1	Not Permitted	
C	N/A		N/A		2:1	1:1	2:1	3:1	1:1	Not Permitted	
D, H	N/A		N/A		N/A		N/A			3:1	1.5:1
E	N/A		2:1	.5:1	2:1	.5:1	3:1	3:1	1:1	Not Permitted	
F	2:1	.5:1	N/A		N/A		N/A			N/A	
G	N/A		N/A		2:1	1:1	3:1	3:1	1:1	Not Permitted	

C. Building Disposition. In addition to any regulations set forth by the underlying zone, the following building disposition regulations shall apply:

1. *Lot Coverage.*

- a. Projects shall maintain a minimum lot coverage as follows:
 - 1. Projects in Parcel Groups A, B, D, E, F, and H, that involve the construction of a new building shall provide a minimum lot coverage of 30 percent.
 - 2. Projects in Parcel Groups C and G that involve the construction of a new building shall provide a minimum lot coverage of 50 percent, except as provided in Subsection 3, below.
 - 3. Projects in Parcel Group C that involve the construction of a new building shall provide a minimum lot coverage of 30 percent when at least 20 percent of the lot is devoted to open space. The open space shall be located no more than three feet above or below the

adjacent sidewalk grade and shall be designed to enhance linkages from the Mass Transit Station to nearby public spaces and Pedestrian Amenities. A covenant shall be required to ensure that the open space remains accessible and open to the public at all times that mass transit service is available.

- b. Lot coverage shall be the cumulative total of the Building Footprint of all buildings on the lot.
- c. A CPIO Adjustment for relief from the minimum allowable lot coverage requirements in Subsection 'a' shall be limited to 10 percent.

D. Building Design. In addition to any regulations set forth by the underlying zone and the LAMC, the following design regulations shall apply to Parcel Groups A, B, C, E, F, G and those properties fronting La Cienega Boulevard in Parcel Group D.

1. *Sidewalk Frontage.*

- a. The maximum setback for the Primary Frontage from the sidewalk shall be two feet.
- b. If the street facing façade is accessible to the public, the maximum Primary Frontage setback from the sidewalk may be exceeded up to 20 feet along any portion of a lot line that abuts any Pedestrian Amenities incorporated into the Project.
- c. The maximum Primary Frontage setback shall not apply to those portions of the frontage where driveways are required.
- d. The maximum Primary Frontage setback requirement shall be waived to the extent necessary to preserve a Designated Historic Resource, or an Eligible Historic Resource, or a Character Defining Element of the façade consistent with Subsection I-6.C.6.

2. *Corner Building Frontages.*

- a. All street facing façades for a building on a corner lot shall comply with the Primary Frontage setback requirements in Subsection 1, above.
- b. For Mixed-Use buildings on a corner lot, no setback requirements, other than those in Subsection 1, above, shall apply to any portion of a building frontage used for residential uses.

3. *Building Façade Articulation.* Building façades of large projects shall be broken into a series of appropriately scaled buildings or recessed Pedestrian Amenities areas such that ground floor elevations do not exceed more than 250 feet in length.

4. *Pedestrian-Oriented Ground Floor.* For Projects with new construction or a change of use, the Ground Floor of the Primary Frontage shall incorporate public interior spaces (such as, public access areas, lobbies, or spaces used for Commercial Uses or Community Facilities) and be designed in the following manner:

- a. Public interior spaces shall face the street.

- b. Pedestrian entrances shall be no more than three feet above or below the grade of the abutting public sidewalk grade and shall face the Primary Frontage street.
- c. The façade shall have a minimum of 30 percent clear and non-reflective storefront glazing, except for Commercial or Mixed-Use Projects, which shall have a minimum of 50 percent clear and non-reflective storefront glazing.
- d. For Commercial or Mixed-Use Projects, Ground Floor public interior spaces shall be:
 - 1. A minimum of 75 percent of the length of the Primary Frontage, excluding areas used for vehicular access.
 - 2. A minimum depth of 25 feet, or the total depth of the building, whichever is less.

5. *Residential – Detached Single and Two-Family Dwellings.*

- a. All Single and Two Family Dwellings, including Small Lot Subdivisions authorized by LAMC Section 12.22.C.27, shall have zero side-yard setbacks with abutting or shared common walls, as permitted by the Building Code.

E. Parking. In addition to any regulations set forth by the underlying zone and the LAMC, the following parking regulations shall apply.

- 1. *Required Parking Spaces.* The required number of parking spaces for Projects shall be as set forth in the applicable provisions of the LAMC except as provided in Table V-2.2 and as modified below:
 - a. Projects that include a new use or change of use to a Full-Service Grocery Store use or Community Facilities use may reduce the required parking by 25 percent. Projects obtaining parking reductions under this subsection shall record a covenant guaranteeing the Full-Service Grocery Store use or Community Facilities use in connection with the reduced parking requirement.
 - b. In Parcel Groups B and C, the maximum amount of parking that is allowed for buildings directly adjacent to or across the street from the Mass Transit Station shall be 50 percent of the parking required in the LAMC for the underlying zone district.
 - c. The requirements in this Subsection 1 shall not be eligible for a CPIO Adjustment.

**Table V-2.2 Summary of Vehicular Parking Standards
Permitted Parking Reductions and Parking Maximums***

Parcel Group	Limited Industrial		Hybrid Industrial		100% Commercial		Mixed Use		100 % Residential	
	Reduction (%)	Max. (%)	Reduction (%)	Max. (%)	Reduction (%)	Max. (%)	Reduction (%)	Max. (%)	Reduction (%)	Max. (%)
A	25	90	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
B	N/A	N/A	50	90	50	90	50	90/ 50	N/ A	N/A
C, G	N/A	N/A	N/A	N/A	50	90	50	90/ 50	N/ A	N/A
D, H	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	50	100
E	N/A	N/A	25	90	25	90	25	90	N/ A	N/A
F	25	90	N/A	N/A	N/A	N/A	N/A	N/A	N/ A	N/A

* The Reduction column in the table indicates the minimum amount of parking required for a Project with the identified land use type in that Parcel Group row as calculated by multiplying the number in the cell as a percentage against the amount of parking required by the underlying zoning in the LAMC. The Maximum column indicates the maximum amount of parking that is allowed for a Project with the identified land use type in that Parcel Group row as calculated by multiplying the number in the cell as a percentage against the parking required for the underlying zoning in the LAMC. For example, if the LAMC required a project to have 100 parking spaces and the project is for a Limited Industrial use and is located in Parcel Group A, under the CPIO District, the project would be required to have a minimum of 75 spaces (100 – (100 x 25%)) and a maximum of 90 spaces (90% x 100).

2. **Parking Location and Access.** Projects are encouraged, but not required, to substantially conform to the applicable landscaping design guidelines in Appendices C and D and the Community Plan Commercial Area Design Guidelines. Projects shall comply with the following parking design regulations:
 - a. Surface parking areas shall not be located between the property line and any building façade facing a street.
 - b. A minimum of 10 percent of the total area of a surface parking lot shall be landscaped. It shall have at least one shade tree for every four uncovered parking spaces dispersed within the parking area so as to shade the uncovered, unroofed surface parking area. A minimum of half of the trees planted shall be evergreen shade-producing trees of no less than a 24-inch box tree or a 15 gallon tree. These trees can, but are not required to, be one of the following variety: California Peppers, Magnolia, or Tipu. The trees shall be distributed throughout the parking lot to shade the parking area at maturity.
 1. Those surface parking areas that are not located to the rear of the lot behind a building shall provide a three-foot landscaped buffer, and a three and a half foot-high solid decorative wall along the

property line facing the street or alley, and should contain a 24-inch box tree or 15 gallon tree every 20 lineal feet. Trees provided within the landscape buffer may also be applied toward the tree requirements of this Subsection 'b.'

- c. Structured or podium parking located at the Ground Floor level of Commercial and Mixed-Use buildings shall be buffered from view, including through the use of public interior spaces pursuant to Subsection D.4, above.
- d. Structured or podium parking located at the Ground Floor level that is not buffered from view through Commercial, Mixed-Use uses or other public interior spaces, shall be screened by a minimum three foot wide landscaped buffer that conforms to the following standards:
 - 1. The buffer shall be landscaped with one of the following:
 - i. Twenty-four (24) inch box trees or 15 gallon trees, not less than 10 feet in height at the time of planting, planted at a ratio of one for every 20 lineal feet; or
 - ii. Ground cover with a minimum height of three feet at maturity planted over the entire landscaped setback; or
 - iii. Clinging vines, oleander trees or similar vegetation planted in the landscaped setback and capable of covering or screening the length of the wall of the podium parking up to a height of at least nine feet.
 - 2. An automatic irrigation system shall be installed within the landscaped buffer.
- e. Parking structures located below grade may occupy the entire footprint of the site.
- f. Access driveways shall be taken from alleys or side-streets when present. Driveway widths shall not exceed 30 feet, or the minimum allowed by the Los Angeles Department of Transportation, whichever is less. Multiple driveways along any frontage providing access to the same Project shall be a minimum of 200 feet apart from each other.
- g. The regulations in this Subsection 2 shall not be eligible for a CPIO Adjustment.

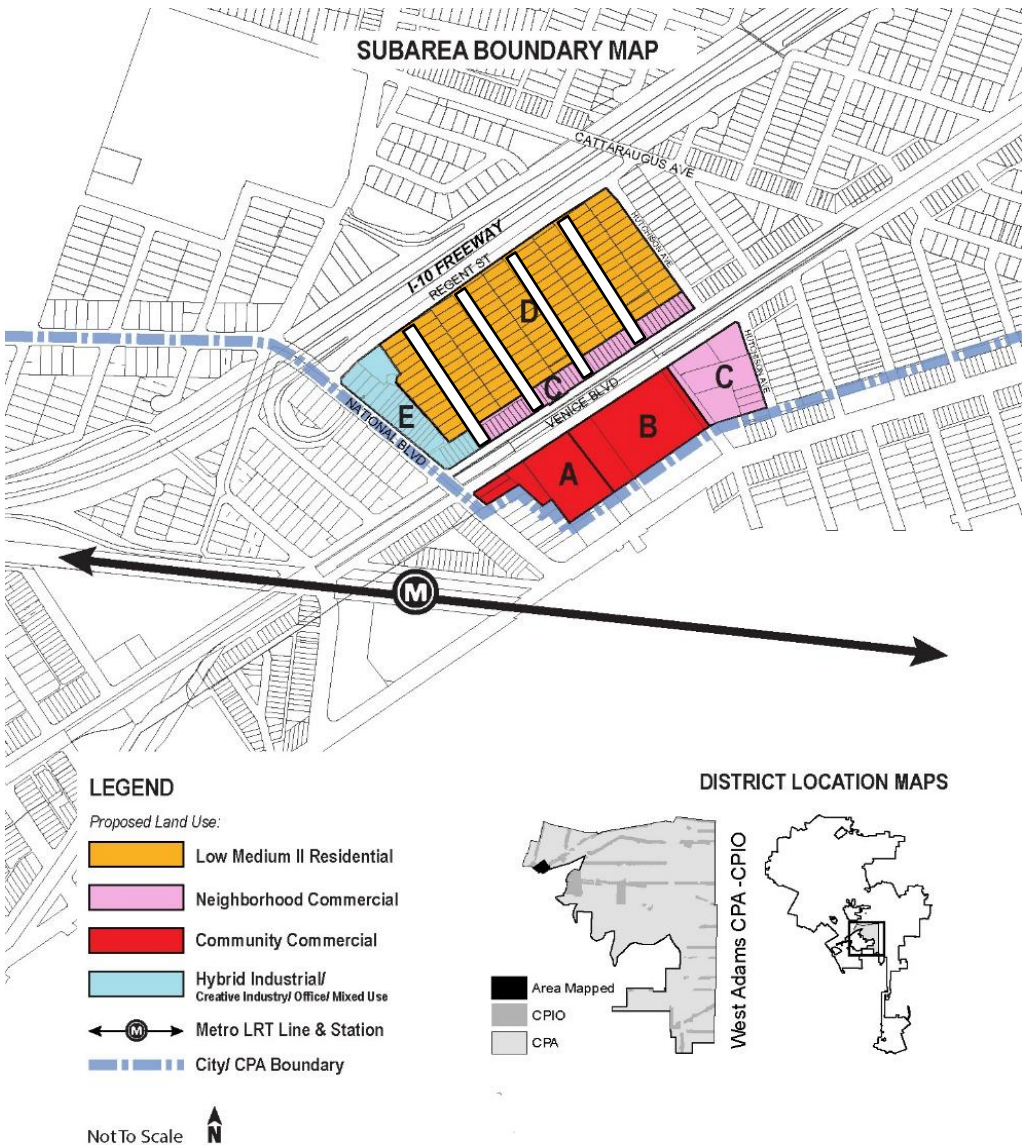
CHAPTER VI – VENICE/NATIONAL TOD SUBAREA

OVERVIEW

The Venice/National Transit Oriented District (TOD) CPIO District Subarea facilitates the continued formation of a vibrant community commercial center that serves as both a gateway entrance into the City as well as a destination where a mix of uses including restaurant, retail, commercial office, and “high-tech” uses can be found within a medium to high intensity TOD area.

The intent of the Supplemental Development Regulations in this Chapter is to facilitate revitalization of properties that can capitalize upon proximity to the Culver City Station of the Metro Expo Line. Projects within this Venice/National TOD Subarea (see Figure VI-1), shall comply with the applicable Supplemental Development Regulations in this Chapter VI.

Figure VI-1
Venice/National TOD Subarea Boundaries



Section VI-1. LAND USE

- A. Any new use or change of use shall be subject to the use regulations set forth in Table VI-1, below.
- B. Uses made non-conforming by this CPIO shall comply with LAMC Section 12.23.

Table VI-1 Venice/National TOD Subarea Use Regulations

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Off-Site Alcohol Sales	In addition to compliance with the South Los Angeles Alcohol Sales Specific Plan, not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Off-Site Alcohol Sales use. ¹	Parcel Groups A, B, C, and E	<ul style="list-style-type: none"> • Full Service Grocery Stores shall be exempt. • Convenience Food Stores and other Off-Site Alcohol Sales establishments shall be exempt provided that they maintain the following dedicated sales floor area percentages enforceable by a covenant: <ul style="list-style-type: none"> • No more than 5% devoted to alcoholic beverage products; and • More than 20% devoted to the sale of fresh produce, meat, cheese, or other perishable food. <p>Sales floor area, includes, but is not limited to, shelving, refrigerators, and display cases.</p>
	Prohibited	Parcel Group D	

Table VI-1 Venice/National TOD Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Automotive Uses	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Automotive use. ¹	Parcel Groups C and E	Multiple Automotive Uses or accessory automotive uses are allowed when combined within the same lot or parcel of an existing Automotive Use.
	Prohibited	Parcel Groups A, B, and D	
Free-Standing Fast-Food Establishment	Except where prohibited, not more than one (1) establishment is permitted within a 1/2 mile (2640 linear foot) radius of another Free-Standing Fast-Food Establishment use. ¹	Parcel Groups A, B, C, and E	<ul style="list-style-type: none"> • Applies only to Free-Standing Fast-Food Establishments, with or without drive-through service. • Expansion or replacement of existing uses shall be exempt.
	Prohibited	Parcel Group D and when located directly adjacent, across a street, alley or intersection from a public school.	'Public school' shall include any elementary, middle or high school, whether a public, a charter, or a magnet school.
Gun and Pawn Shops	Prohibited	All Parcel Groups	Includes storage of guns or pawned items to be sold, rented or otherwise relocated for sale.

Table VI-1 Venice/National TOD Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Hybrid Industrial	Prohibited	Parcel Groups A, B, C, and D	
Mixed-Use	Prohibited	Parcel Group D	
Motels	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Motels use. ¹	Parcel Groups A, B, C, and E	
	Prohibited	Parcel Group D	
100% Residential	Prohibited	Parcel Groups A, B, C, and E	
Recycling Collection or Buyback Centers	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Recycling Collection or Buyback Centers use. ¹	Parcel Groups A, B, C, and E	
	Prohibited	Parcel Group D	

Table VI-1 Venice/National TOD Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Storage Building for Household Goods	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Storage Building for Household Goods use. ¹	Parcel Groups A, B, C, and E	Expansion of existing uses shall be limited to a total FAR of 1.5:1.
	Prohibited	Parcel Group D	
Swap Meets	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Swap Meet use. ¹	Parcel Groups A, B, C, and E	Applies to indoor and outdoor swap meets.
	Prohibited	Parcel Group D	

¹ Distance shall be measured from the center point of the front lot line of the subject parcel to the nearest property line of any parcel containing the same use.

Section VI-2. DEVELOPMENT STANDARDS

All Projects in the Venice/National TOD Subarea are subject to the following development standards.

- A. Building Height.** In addition to any height standards set forth by the underlying zone and height district, the following height standards shall apply:
 - 1. *Overall Height.*
 - a. In Parcel Group A, the maximum building height is 150 feet and shall transition as provided in Section 2, below. (See Figures VI-2 through VI-6 for illustrative examples of the height rules in Subsections 1 and 2.)
 - b. In Parcel Groups B, C, and E, the maximum building height is 55 feet.

- c. In Parcel Group D, the maximum building height is 45 feet.
- d. Architectural Features may exceed the maximum building height by up to 20 percent.
- e. Individual stories may not exceed 14 feet in height from finished floor to finished ceiling, except the ground floor, which shall have a maximum finished floor to finished ceiling height of 25 feet. The Ground Floor shall have a minimum finished floor to finished ceiling height of 11 feet.
- f. Parapet walls and guard rails utilized to enclose roof uses, such as terraces, gardens or green roofs, shall be permitted to exceed the maximum allowable building height by up to 42 inches or as required by the Building Code. Guard rails shall not be located within five feet of a lot line abutting a residential use.
- g. Rooftop equipment, structures, and improvements may exceed the maximum building height when authorized pursuant to LAMC Section 12.21.1.B.3(a) so long as it is screened from public view using non-reflective materials or otherwise made compatible with the overall design of the building.
- h. A CPIO Adjustment for relief from the maximum building height regulations of Subsection 'a', 'b', and 'c' and Subsection 2, below, shall be limited to 10 percent (or 15 percent for a Mixed-Use Project).

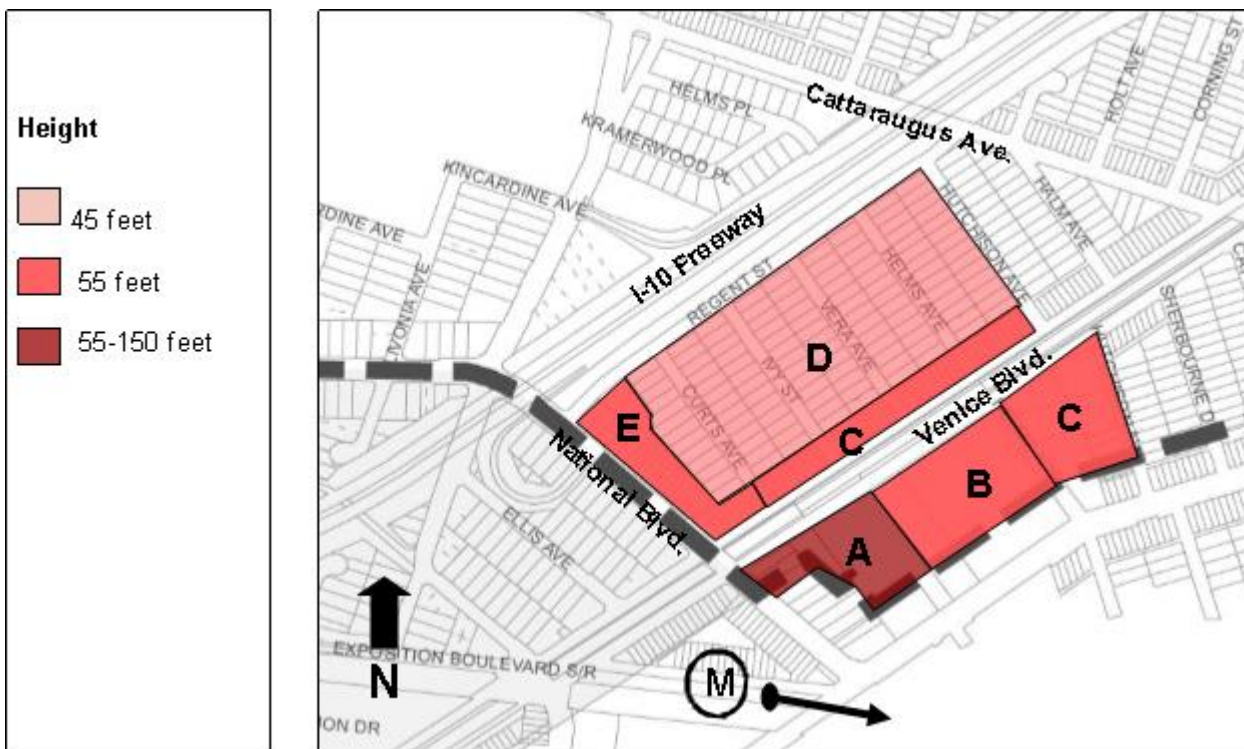


Figure VI-2

2. *Transitional Height.*

- a. New construction Projects in Parcel Group A shall be subject to the following transitional height requirements. (See Figures VI-2 through VI-6 for illustrative examples of the height rules in this Subsection 2).

1. *55 Foot Height.* Except as provided in Subsection 2, below, building frontages shall have a maximum building height of 55 feet.
 2. *75 Foot Height at Corners.* Any building frontage located within 150 feet of an intersection (as measured from the corner lot line) shall have a maximum building height of 75-feet.
 3. *100 Foot Height.* Any portion of a building that is set back at least 50 feet from any street-facing property line or a property line abutting the Helms Building shall have a maximum height of 100 feet provided 0.75 square feet of open space is provided on-site for every square foot of Building Footprint that is above 55 feet.
 4. *150 Foot Height.* Portions of a building that are set back at least 100 feet from any street facing property line or a property line abutting the Helms Building shall have a maximum height of 150 feet provided 0.75 square feet of open space is provided on-site for every square foot of Building Footprint that is above 100 feet.
 5. *Helms Building Step-back.* Building elevations that are adjacent to or fronting the Helms Building shall feature a five-foot “step-back” at 30 feet above the sidewalk grade, or the prevailing height of the Helms Building, as determined by City Planning.
- b. For Projects within Parcel Groups C and E, new construction on a lot that is designated commercial or industrial in the Community Plan that directly abuts or is across an alley from a lot that is designated residential in the Community Plan shall transition in the following manner:
1. Where the rear or side yard property line is contiguous with the residential lot, or separated by an alley, the entire building shall be set back, or individual floors “stepped back,” one foot for every one foot in building height as measured 15 feet above grade at the shared property line, or alley property line.
 2. When the Project site is located across a local street from the front yard of a residential lot, the maximum building height shall not exceed 30 feet in height within 50 feet of the commercial or industrial lot line.

Parcel Group "A" - Required Tower Height Buffering Standards: *Fig. VI-3*

100 ft. max. height if setback a minimum of 50 feet from all boulevards including the Helms Building

150 ft. max. height if setback a minimum of 100 feet from all boulevards including the Helms Building

75 ft. max height at the property line fronting boulevards for a minimum depth of 50 feet.



Parcel Group "A" – Building Height Standards: *Fig. VI-4*

55 ft. maximum height fronting boulevards and the Helms Building for a depth of at least 50 feet.

5 ft. "stepback" fronting all boulevards consistent with the building height of the Helms Building (e.g. 25ft.-30ft.).

75 ft. max. height at corners fronting boulevards.



B. Building Density & Intensity. In addition to any regulations set forth by the underlying zone and height district, the following density and intensity regulations shall apply:

1. *Floor Area Ratio (FAR).* Except for Affordable Housing Incentive Projects pursuant to Section I-5, the maximum and minimum building FAR shall be as provided in Table VI-2.1 and is subject to the following:
 - a. For a Project in Parcel Groups A, C, and E: (1) the maximum FAR shall apply where at least 80 percent of all parking is located below grade on-site or within an off-site shared parking structure or facility located within the TOD and no more than 750 feet from the Project; or (2) the baseline FAR applies to Projects where parking is located on-site at or above grade. For off-site parking, prior to building permits being issued, the property owner shall record a covenant committing to the off-site parking.
 - b. In Parcel Groups A and C, the residential component of Mixed-Use Projects shall not exceed 75 percent of the building's total floor area.
 - c. In Parcel Groups B and E, the residential component of Mixed-Use Projects shall not exceed 50 percent of the building's total floor area.
 - d. The maximum FAR in this Section 1 shall not be eligible for a CPIO Adjustment.

Table VI-2.1 Summary of Building Intensity Standards Floor Area Ratio (FAR) - Permitted Maximums and Required Minimums										
	Hybrid Industrial		100% Commercial			Mixed Use			100% Residential	
Parcel Group	Max.	Min.	Base.	Max.	Min.	Base.	Max.	Min.	Max.	Min.
A	Not Permitted		2:1	3:1	1:1	2:1	3:1	1:1	Not permitted	
B	Not Permitted		2:1	2:1	1:1	2:1	2:1	1:1	Not Permitted	
C	Not Permitted		2:1	3:1	.5:1	2:1	3:1	.5:1	Not Permitted	
D	N/A		N/A			Not Permitted			3:1	N/ A
E	2:1	.5:1	2:1	3:1	.5:1	2:1	3:1	.5:1	Not Permitted	

2. *Transfer of Development Rights.* If the Helms Building in Parcel Group B is designated on a City, State, or National Register of Historic Resources, the property owner(s) in Parcel Group B may transfer any unused floor area rights that would be allowed in the CPIO District for Parcel Group B that are unused at the time of designation to any receptor site in Parcel Group A, C, or E. Any transfer of floor area shall be evidenced by a covenant in a form and recorded in a manner approved by the City.

C. Building Disposition. In addition to any regulations set forth by the underlying zone, the following building disposition regulations shall apply:

1. *Lot Coverage.*

- a. Projects shall maintain a minimum lot coverage as follows:
 - 1. Projects in Parcel Groups C and E that involve the construction of a new building shall provide a minimum lot coverage of 30 percent.
 - 2. Projects in Parcel Groups A, B, and D that involve the construction of a new building shall provide a minimum lot coverage of 50 percent except as provided in Subsection iii, below.
 - 3. Projects in Parcel Group A that involve the construction of a new building shall provide a minimum lot coverage of 30 percent when at least 20 percent of the lot is devoted to open space. The open space shall be located no more than 3 feet above or below the adjacent sidewalk grade and shall be designed to enhance linkages from the Mass Transit Station to nearby public spaces and Pedestrian Amenities. A covenant shall be required to ensure that the open space remains accessible and open to the public at all times that mass transit service is available.
- b. Lot coverage shall be the cumulative total of the Building Footprint of all buildings on the lot.
- c. A CPIO Adjustment for relief from the minimum allowable lot coverage requirements in Subsection 'a' shall be limited to 10 percent.

2. *Tower Coverage.*

- a. Individual floor plates for portions of towers in excess of 75 feet in height shall be limited to the following separation, footprint, and elevation regulations. *(See figures VI-5 and VI-6 for illustrative examples of the tower coverage rules in this Subsection 2).*
 - 1. Tower elevations that face onto other tower elevations of equal or greater height, for a length of 20 feet or more, shall be distanced from one another one foot for every two feet in height as measured from 75 feet above grade to a maximum separation of 30 feet.
 - 2. Tower footprints shall not exceed 10,000 square feet.
 - 3. The longest elevation of any tower shall not exceed one and one third (1.33) times the length of any adjacent lesser tower elevation.
 - 4. In all instances the maximum length of any tower elevation shall not exceed 100 feet.
- b. A CPIO Adjustment for relief from the tower separation and footprint regulations in this Subsection 2 shall be limited to 10 percent.

Parcel Group "A" Tower Footprint Standards:



Towers 75 feet in height or greater that face onto other towers of equal or greater height for a length of 20 feet or more shall be distanced from one another one (1) foot for every two (2) feet in height.

Applies only to portions of towers above 55 feet in height.

Fig. VI-5



Individual floor plates for buildings in excess of 75 feet in height shall be limited as follows:

2. The longest elevation(s) of the tower shall not exceed one and one third (1 - 1/3) times the length of the adjacent lesser tower elevation.

3. In all instances, the maximum length of any tower elevation shall not exceed 100 feet.

Fig. VI-6

D. Building Design. In addition to any regulations set forth by the underlying zone and the LAMC, the following design regulations shall apply to Parcel Groups A, B, C, and E.

1. *Sidewalk Frontage.*

- a. The maximum setback for the Primary Frontage from the sidewalk shall be two feet.
- b. If the street facing façade is accessible to the public, the maximum Primary Frontage setback from the sidewalk may be exceeded up to 20 feet along any portion of a lot line that abuts any Pedestrian Amenities incorporated into the Project.
- c. The maximum Primary Frontage setback shall not apply to those portions of the frontage where driveways are required.
- d. The maximum Primary Frontage setback requirement shall be waived to the extent necessary to preserve a Designated Historic Resource, or an Eligible Historic Resource, or a Character Defining Element of the façade consistent with Subsection I-6.C.6.

2. *Corner Building Frontages.*

- a. All street facing façades for a building on a corner lot shall comply with the Primary Frontage setback requirements in Subsection 1, above.
- b. For Mixed-Use buildings on a corner lot, no setback requirements, other than those in Subsection 1, above, shall apply to any portion of a building frontage used for residential uses.

3. *Building Façade Articulation.* Building façades of large projects shall be broken into a series of appropriately scaled buildings or recessed Pedestrian Amenities areas such that Ground Floor elevations do not exceed more than 250 feet in length.

4. *Pedestrian-Oriented Ground Floor.* For Projects with new construction or a change of use, the Ground Floor of the Primary Frontage shall incorporate public interior spaces (such as, public access areas, lobbies, or spaces used for Commercial Uses or Community Facilities) and be designed in the following manner:

- a. Public interior spaces shall face the street.
- b. Pedestrian entrances shall be no more than three feet above or below the grade of the abutting public sidewalk grade and shall face the Primary Frontage street.
- c. The façade shall have a minimum of 30 percent clear and non-reflective storefront glazing, except for Commercial or Mixed-Use Projects, which shall have a minimum of 50 percent clear and non-reflective storefront glazing.
- d. For Commercial or Mixed-Use Projects, Ground Floor public interior spaces shall be:
 1. A minimum of 75 percent of the length of the Primary Frontage, excluding areas used for vehicular access.

2. A minimum depth of 25 feet, or the total depth of the building, whichever is less.
5. *Residential – Detached Single and Two-Family Dwellings.*
- a. All Single and Two-Family Dwellings in Parcel Groups A, B, C and E, including Small Lot Subdivisions authorized by LAMC Section 12.22.C.27, shall have zero side-yard setbacks with abutting or shared common walls, as permitted by the Building Code.

E. Parking. In addition to any regulations set forth by the underlying zone and the LAMC, the following parking regulations shall apply;

1. *Required Parking Spaces.* The required number of parking spaces for Projects shall be as set forth in the applicable provisions of the LAMC except as provided in Table VI-2.2 and as modified below:

Table VI-2.2 Summary of Vehicular Parking Standards Permitted Parking Reductions and Parking Maximums*								
	Hybrid Industrial		100% Commercial		Mixed Use		100% Residential	
Parcel Group	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)
A	N/A	N/A	50	90	50	90	N/A	N/A
B	N/A	N/A	50	90	50	90	N/A	N/A
C	N/A	N/A	50	90	50	90	N/A	N/A
D	N/A	N/A	N/A	N/A	N/A	N/A	50	100
E	50	90	50	90	50	90	N/A	N/A

* The Reduction column in the table indicates the minimum amount of parking required for a Project with the identified land use type in that Parcel Group row as calculated by multiplying the number in the cell as a percentage against the amount of parking required by the underlying zoning in the LAMC. The Maximum column indicates the maximum amount of parking that is allowed for a Project with the identified land use type in that Parcel Group row as calculated by multiplying the number in the cell as a percentage against the parking required for the underlying zoning in the LAMC. For example, if the LAMC required a project to have 100 parking spaces and the project is for a Hybrid Industrial use and is located in Parcel Group E, under the CPIO District, the project would be required to have a minimum of 50 spaces (100 – (100 x 50%)) and have a maximum of 90 spaces (90% x 100).

- a. A Project involving the Restoration or the Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource shall be exempt from all off-street parking requirements provided that it does not include an addition of more than 500 square feet or involve a demolition to more than 10 percent of the original building envelope.
- b. A Project involving the Restoration or the Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource that includes a demolition or addition that is in excess of the limits listed in Subsection ‘a,’ or that involves the preservation of the Character Defining Elements of the façade consistent with Subsection I-6.C.6, may reduce the required

- parking by 25 percent.
 - c. Projects that include a new use or change of use to a Full-Service Grocery Store use or a Community Facilities use may reduce the required parking by 25 percent. Projects obtaining parking reductions under this subsection shall record a covenant guaranteeing the Full-Service Grocery Store use or Community Facilities use in connection with the reduced parking requirement.
 - d. The regulations in this Subsection 1 are not eligible for a CPIO Adjustment.
- 2. *Parking Location and Access.* Projects in Parcel Groups A, B, C, and E are encouraged, but not required, to substantially conform to the applicable landscaping design guidelines in Appendices C and D and the Community Plan Commercial Area Design Guidelines. Projects shall comply with the following parking design regulations:
 - a. Surface parking areas shall not be located between the property line and any building façade facing a street.
 - b. A minimum of 10 percent of the total area of a surface parking lot shall be landscaped. It shall have at least one shade tree for every four uncovered parking spaces dispersed within the parking area so as to shade the uncovered, unroofed surface parking area. A minimum of half of the trees planted shall be evergreen shade-producing trees of no less than a 24-inch box tree or a 15 gallon tree. These trees can, but are not required to, be one of the following variety: California Peppers, Magnolia, or Tipu. The trees shall be distributed throughout the parking lot to shade the parking area at maturity.
 - 1. Those surface parking areas that are not located to the rear of the lot behind a building shall provide a three-foot landscaped buffer, and a three and a half foot-high solid decorative wall along the property line facing the street or alley, and should contain a 24-inch box tree or 15 gallon tree every 20 lineal feet. Trees provided within the landscape buffer may also be applied toward the tree requirements of this Subsection 'b.'
 - c. Structured or podium parking located at the Ground Floor level of Commercial and Mixed-Use buildings shall be buffered from view, including through the use of public interior spaces pursuant to Subsection D.4, above.
 - d. Structured or podium parking located at the Ground Floor level that is not buffered from view through Commercial, Mixed-Use uses or other public interior spaces, shall be screened by a minimum three foot wide landscaped buffer that conforms to the following standards:
 - 1. The buffer shall be landscaped with one of the following:
 - i. Twenty-four (24) inch box trees or 15 gallon trees, not less than 10 feet in height at the time of planting, planted at a ratio of one for every 20 lineal feet; or
 - ii. Ground cover with a minimum height of three feet at maturity planted over the entire landscaped setback; or
 - iii. Clinging vines, oleander trees or similar vegetation planted in the landscaped setback and capable of covering or

screening the length of the wall of the podium parking up to a height of at least nine feet.

2. An automatic irrigation system shall be installed within the landscaped buffer.
- e. Parking structures located below grade may occupy the entire footprint of the site.
- f. Access driveways shall be taken from alleys or side-streets when present. Driveway widths shall not exceed 30 feet, or the minimum allowed by the Los Angeles Department of Transportation, whichever is less. Multiple driveways along any frontage providing access to the same Project shall be a minimum of 200 feet apart from each other.
- g. The regulations in this Subsection 2 shall not be eligible for a CPIO Adjustment.

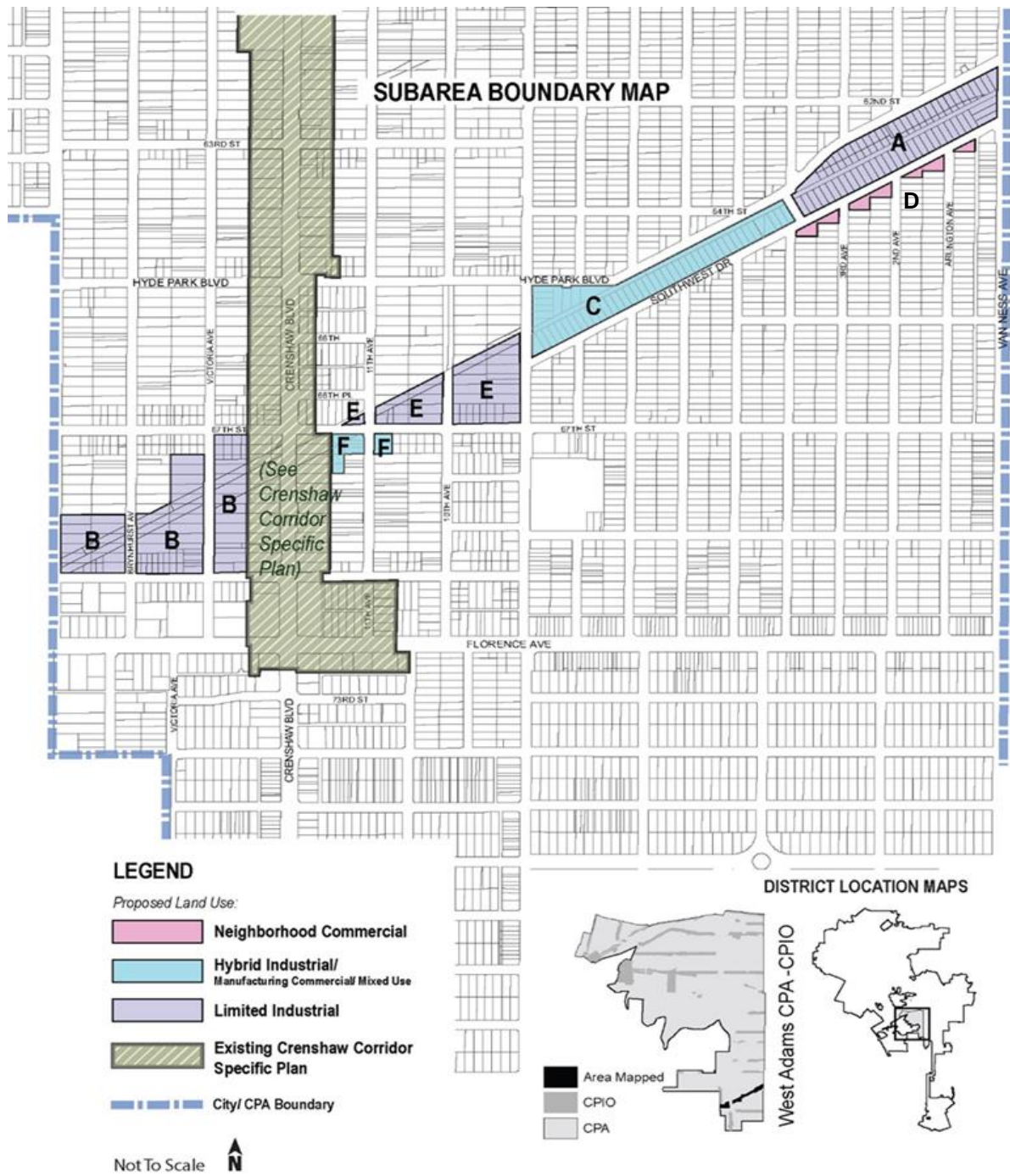
CHAPTER VII – HYDE PARK INDUSTRIAL CORRIDOR SUBAREA

OVERVIEW

The Hyde Park Industrial Corridor CPIO District Subarea seeks to facilitate the generation of high wage jobs and training for the community especially within the growing “clean-tech” and “green-tech” sectors; the adaptive reuse of existing structures; the introduction of contextual new infill development; and to encourage physical activity by all segments of the community, particularly the youth and the elderly, with increased access to both passive and active open and green space amenities.

The intent of the Supplemental Development Regulations in this Chapter is to foster industrial revitalization of properties located directly adjacent to the Harbor Subdivision Railroad right-of-way between Van Ness Avenue and the Fairview Heights Station of the Metro Crenshaw/LAX Line. Projects within this Hyde Park Industrial Corridor Subarea (see Figure VII-1), shall comply with the applicable Supplemental Development Regulations in this Chapter VII.

Figure VII-1
Hyde Park Industrial Corridor Subarea Boundaries



Section VII-1. LAND USE

- A. Any new use or change of use shall be subject to the use regulations set forth in Table VII-1, below.
- B. Uses made non-conforming by this CPIO shall comply with LAMC Section 12.23.

Table VII-1 Hyde Park Industrial Corridor Subarea Use Regulations			
Use	Regulation	Applicable Location	Exemptions/ Clarifications
Off-Site Alcohol Sales	In addition to compliance with the South Los Angeles Alcohol Sales Specific Plan, not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Off-Site Alcohol Sales use. ¹	All Parcel Groups	<ul style="list-style-type: none"> • Full Service Grocery Stores shall be exempt. • Convenience Food Stores and other Off-Site Alcohol Sales establishments shall be exempt provided that they maintain the following dedicated sales floor area percentages enforceable by a covenant: <ul style="list-style-type: none"> • No more than 5% devoted to alcoholic beverage products; and • More than 20% devoted to the sale of fresh produce, meat, cheese, or other perishable food. <p>Sales floor area, includes, but is not limited to, shelving, refrigerators, and display cases.</p>
Automotive Uses	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Automotive Use. ¹	All Parcel Groups	Multiple Automotive Uses or accessory automotive uses are allowed when combined within the same lot or parcel of an existing Automotive Use.

Table VII-1 Hyde Park Industrial Corridor Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Free-Standing Fast-Food Establishment	Except where prohibited, not more than one (1) establishment is permitted within a 1/2 mile (2640 linear foot) radius of another Free-Standing Fast-Food Establishment use. ¹	All Parcel Groups	<ul style="list-style-type: none"> • Applies only to Free Standing Fast Food Establishments, with or without drive-through service. • Expansion or replacement of existing uses shall be exempt.
	Prohibited	When located directly adjacent, across a street, alley or intersection from a public school.	'Public school' shall include any elementary, middle or high school, whether a public, a charter, or a magnet school.
Gun and Pawn Shops	Prohibited	All Parcel Groups	Includes storage of guns or pawned items to be sold, rented or otherwise relocated for sale.
Motels	Prohibited	All Parcel Groups	
100% Residential Developments	Prohibited	All Parcel Groups	
Open Storage	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Open Storage use. ¹	All Parcel Groups	

Table VII-1 Hyde Park Industrial Corridor Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Recycling Collection or Buyback Centers	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Recycling Collection or Buyback Centers use. ¹	Parcel Groups C, D and F	
Storage Building for Household Goods	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Storage Building for Household Goods use. ¹	All Parcel Groups	Expansion of existing storage use shall be limited to a total FAR of 1.5:1.
Swap Meets	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Swap Meets use. ¹	All Parcel Groups	Applies to indoor and outdoor swap meets.
Vehicular Storage	Prohibited	All Parcel Groups	Includes automobiles, motorcycles, recreational vehicle, residential vehicle, trucks, trailers, buses and commercial vehicles (as defined in Section 12.03).

¹ Distance shall be measured from the center point of the front lot line of the subject parcel to the nearest property line of any parcel containing the same use.

Section VII-2. DEVELOPMENT STANDARDS

All Projects in the Hyde Park Industrial Corridor Subarea are subject to the following development standards.

- A. Building Height.** In addition to any height standards set forth by the underlying zone and height district, the following height standards shall apply:
1. *Overall Height.* (See Figure VII-2 for illustrative map of height regulations.)
 - a. In Parcel Group D, the maximum building height is 30 feet.
 - b. In Parcel Groups A, B, C, and E, the maximum building height is 45 feet, except that:
 1. Projects in Parcel Groups A and C, if consistent with Subsection F, below, may exceed the maximum building height up to a maximum height of 60 feet by providing 0.75 square feet of open space for every square foot of Building Footprint that is above the maximum building height of 45 feet. The open space shall be located directly adjacent to the existing Harbor Subdivision Railroad ROW to facilitate a Hyde Park Greenway and shall be accessible to the public during daylight hours. A covenant shall be required to ensure that the open space remains accessible to the public.
 2. Projects in Parcel Groups B and E, if consistent with Subsection F, below, may exceed the maximum building height up to a maximum height of 75 feet by providing 0.75 square feet of open space for every square foot of Building Footprint that is above the maximum building height of 45 feet. The open space shall be located directly adjacent to the existing Harbor Subdivision Railroad ROW to facilitate a Hyde Park Greenway and shall be accessible to the public during daylight hours. A covenant shall be required to ensure that the open space remains accessible to the public.
 - c. Architectural Features may exceed the maximum building height by up to 20 percent.
 - d. Individual stories may not exceed 14 feet in height from finished floor to finished ceiling, except the ground floor, which shall have a maximum finished floor to finished ceiling height of 25 feet. The ground floor shall have a minimum finished floor to finished ceiling height of 11 feet.
 - e. Parapet walls and guard rails utilized to enclose roof uses, such as terraces, gardens or green roofs, shall be permitted to exceed the maximum allowable building height by up to 42 inches or as required by the Building Code. Guard rails shall not be located within five feet of a lot line abutting a residential use.
 - f. Rooftop equipment, structures, and improvements may exceed the maximum building height when authorized pursuant to LAMC Section 12.21.1.B.3(a) so long as it is screened from public view using non-reflective materials or otherwise made compatible with the overall design of the building.
 - g. A CPIO Adjustment for relief from the maximum building height regulations in Subsections 'a' and 'b' shall be limited to 10 percent (or 15

percent for a Mixed-Use Project).

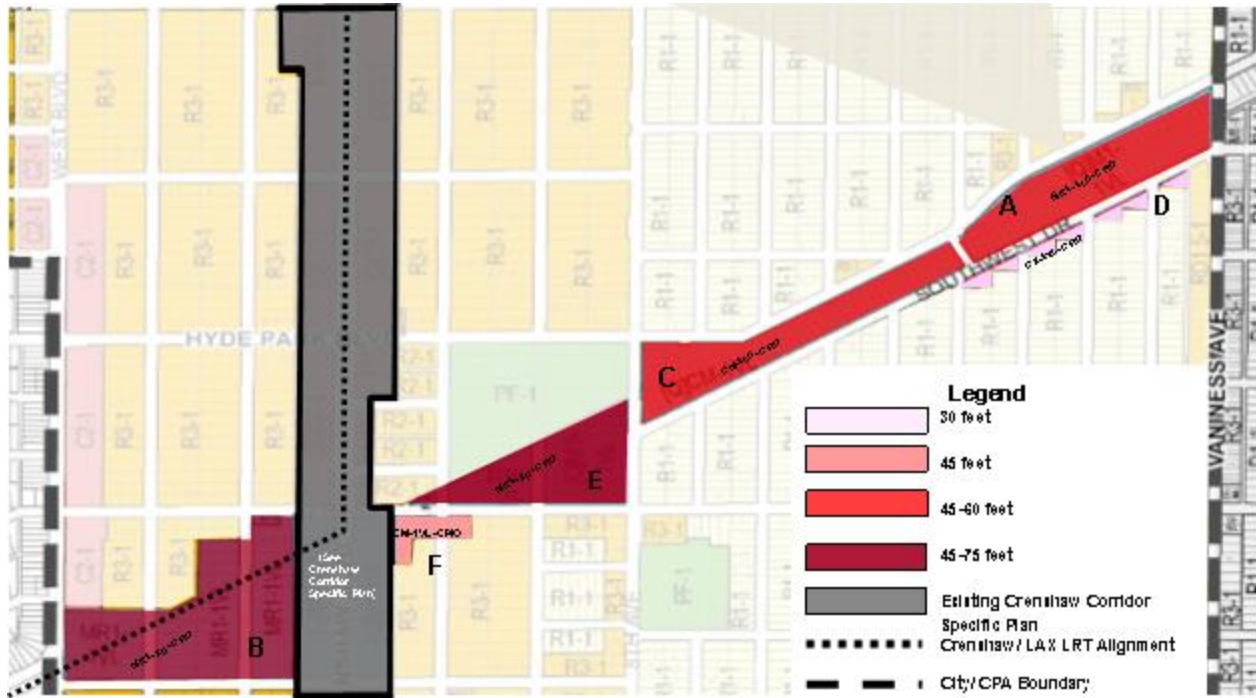


Figure VII-2

2. **Transition to Residential or School.** New construction on a lot that is designated industrial in the Community Plan that directly abuts or is directly across a street or alley from a lot that is designated residential in the Community Plan, or that is planned or used for a school, shall transition in the following manner:
 - a. Buildings shall not exceed 30 feet in height for the first 50 feet of lot depth or width as measured from the industrial lot line(s) opposite the lot planned for residential or planned or used for a school.
 - b. A CPIO Adjustment for relief from the transitional building height requirement in Subsection 'a' shall be limited to 10 percent.

B. Building Density & Intensity. In addition to the regulations set forth by the underlying zone and height district, the following building density and intensity regulations shall apply:

1. **Floor Area Ratio (FAR).** The maximum and minimum building FAR shall be as provided in Table VII-2.1 and is subject to the following:
 - a. Projects in Parcel Groups A, C, D and F shall have a maximum FAR of 1.5:1.
 - b. Projects in Parcel Groups B and E shall have a baseline FAR of 1.5:1, and if consistent with Subsection F, below, may exceed the baseline FAR up to an additional FAR of 1.0 by providing publicly accessible open

space at a ratio of 0.75 square feet of open space for each square foot of Building Footprint above 45 feet. The open space shall be located directly adjacent the existing Harbor Subdivision Railroad ROW to facilitate a Hyde Park Greenway and shall be accessible to the community during daylight hours. A covenant shall be required to ensure that the open space remains accessible to the public.

- c. The residential component of Mixed-Use Projects shall not exceed 25 percent of the building’s total floor area.
- d. The maximum FAR in Subsections ‘a’ and ‘b’ shall not be eligible for a CPIO Adjustment.

**Table VII-2.1 Summary of Building Intensity Standards
Floor Area Ratio (FAR) Permitted Maximums**

Parcel Group	Limited Industrial		Hybrid Industrial	100% Commercial	Mixed Use	100% Residential
	Base	Max.	Max.	Max.	Max.	Max.
A	1.5:1	1.5:1	N/A	N/A	N/A	N/A
B	1.5:1	2:1	N/A	N/A	N/A	N/A
C	N/A	N/A	1.5:1	1.5:1	1.5:1	Not Permitted
D	N/A	N/A	N/A	1.5:1	1.5:1	Not Permitted
E	1.5:1	2:1	N/A	N/A	N/A	N/A
F	N/A	N/A	1.5:1	1.5:1	1.5:1	Not Permitted

C. Building Disposition. All new industrial uses (including but not limited to accessory storage, vehicular storage, and other equipment use buildings, structures or outdoor areas) that are adjacent to, across a street or alley from, or share public open space with, any planned or existing residence or school are encouraged, but not required by the CPIO District, to substantially comply with the Citywide and Community Plan Industrial Design Guidelines. At a minimum, industrial Projects shall comply with the following regulations:

- 1. *Residential-Adjacent Setbacks.* A minimum five-foot setback shall be provided along any property line that is adjacent to any existing residence or school or any lot zoned or planned for a residential or school use.
 - a. The setback required above shall not be required when the property zoned residential is located across a public street or alley from the Project site.
 - b. A landscape buffer shall be provided within the setback required above. The landscape buffer shall include a diversity of plant species, at least

one of which is a hedge that grows to a minimum 10-foot height at maturity and is planted in at least three foot intervals.

2. *Fencing and Walls.* Except where the main building is within three feet of any property line, a solid wall shall be provided as follows:

- a. The solid wall shall be a minimum height of six feet and shall be provided along any property line that is adjacent to, across a street or alley from, or shares an open public space with, any existing residence or school, or any lot zoned or planned for a residential or school use. The wall shall be concrete masonry unit, brick, or other similar opaque, sturdy material. Chain link fencing (with or without slats), corrugated metal, and barbed/razor wire shall be prohibited.
- b. Where a wall or fence is located adjacent to a public street or sidewalk (not including alleys), a minimum three foot landscaped setback shall be provided, with landscaping provided between the public street or sidewalk and the wall. Landscaping shall be drought-tolerant.

D. Building Design. In addition to any regulations set forth by the underlying zone and the LAMC, the following design regulations shall apply to Parcel Groups C, D, and F.

1. *Sidewalk Frontage.*

- a. The maximum setback for the Primary Frontage from the sidewalk shall be two feet.
- b. If the street facing façade is accessible to the public, the maximum Primary Frontage setback from the sidewalk may be exceeded up to 20 feet along any portion of a lot line that abuts any Pedestrian Amenities incorporated into the Project.
- c. The maximum Primary Frontage setback shall not apply to those portions of the frontage where driveways are required.
- d. The maximum Primary Frontage setback requirement shall be waived to the extent necessary to preserve a Designated Historic Resource or Eligible Historic Resource, or a Character Defining Element of the façade consistent with Subsection I-6.C.6.

2. *Building Façade Articulation.* Building façades of large Projects shall be broken into a series of appropriately scaled buildings or recessed Pedestrian Amenities areas such that ground floor elevations do not exceed more than 250 feet in length.

3. *Pedestrian-Oriented Ground Floor.* For Projects with new construction or a change of use, the ground floor of the Primary Frontage shall incorporate public interior spaces (such as, public access areas, lobbies, or spaces used for Commercial Uses or Community Facilities) and be designed in the following manner:

- a. Public interior spaces shall face the street.

- b. Pedestrian entrances shall be no more than three feet above or below the grade of the abutting public sidewalk grade and shall face the Primary Frontage street.
- c. The façade shall have a minimum of 30 percent clear and non-reflective storefront glazing, except for Commercial or Mixed-Use Projects, which shall have a minimum of 50 percent clear and non-reflective storefront glazing.
- d. For Commercial or Mixed-Use Projects, ground floor public interior spaces shall be:
 - 1. A minimum of 75 percent of the length of the Primary Frontage, excluding areas used for vehicular access.
 - 2. A minimum depth of 25 feet, or the total depth of the building, whichever is less.

4. *Residential – Detached Single and Two-Family Dwellings.*

- a. All Single and Two Family Dwellings in Parcel Groups C, D and F, including Small Lot Subdivisions authorized by LAMC Section 12.22.C.27, shall have zero side-yard setbacks with abutting or shared common walls, as permitted by the Building Code.

E. Parking. In addition to any regulations set forth by the underlying zone and the LAMC, the following parking regulations shall apply:

- 1. *Required Parking Spaces.* The required number of parking spaces for Projects shall be as set forth in the LAMC except as provided otherwise in Table VII-2.2 and as modified below:
 - a. A Project for the Restoration or the Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource shall be exempt from all off-street parking requirements provided that it does not include an addition of more than 500 square feet or involve a demolition to more than 10 percent of the original building envelope.
 - b. A Project for the Restoration or the Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource that includes a demolition or addition that is in excess of the limits listed in Subsection ‘a,’ or that involves the preservation of the Character Defining Elements of the façade consistent with Subsection I-6.C.6, may reduce the required parking by 25 percent.
 - c. Projects that include a new use or change of use to a Full-Service Grocery Store use or a Community Facilities use may reduce the required parking by 25 percent. Projects obtaining parking reductions under this subsection shall record a covenant guaranteeing the Full-Service Grocery Store use or Community Facilities use in connection with the reduced parking requirement.
 - d. In Subarea B, the maximum amount of parking that is allowed for buildings directly adjacent to or across the street from the Mass Transit Station is 50 percent of the required parking in the LAMC for the underlying zone district.

- e. The requirements in Subsections 'a' through 'c,' above, are not eligible for a CPIO Adjustment.

**Table VII-2.2 Summary of Vehicular Parking Standards
Permitted Parking Reductions and Parking Maximums***

Parcel Group	Limited Industrial		Hybrid Industrial		100% Commercial		Mixed Use ^(c)	
	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)
A	25	90	N/A	N/A	N/A	N/A	N/A	N/A
B	75	90/50	N/A	N/A	N/A	N/A	N/A	N/A
C	N/A	N/A	25	90	25	90	25	90
D	N/A	N/A	N/A	N/A	100	50	100	50
E	50	90	N/A	N/A	N/A	N/A	N/A	N/A
F	N/A	N/A	50	90	N/A	N/A	50	90

* The Reduction column in the table indicates the minimum amount of parking required for a Project with the identified land use type in that Parcel Group row as calculated by multiplying the number in the cell as a percentage against the amount of parking required by the underlying zoning in the LAMC. The Maximum column indicates the maximum amount of parking that is allowed for a Project with the identified land use type in that Parcel Group row as calculated by multiplying the number in the cell as a percentage against the parking required for the underlying zoning in the LAMC. For example, if the LAMC required a project to have 100 parking spaces and the project is for a Limited Industrial use and is located in Parcel Group A, under the CPIO District, the project would be required to have a minimum of 75 spaces (100 – (100 x 25%)) and have a maximum of 90 spaces (90% x 100).

2. *Parking Location and Access.* Projects are encouraged but not required, to substantially conform to the Community Plan Industrial Design Guidelines. Projects shall comply with the following parking design regulations:
 - a. Surface parking areas shall be located away from the street and or enclosed within a structure. If surface parking abuts a public sidewalk, the Project shall provide a visual screen such as a wall or hedge-grow located within a minimum three foot wide landscaped buffer area between the sidewalk and the parking area. The wall and/or hedge shall not exceed 42 inches in height and shall provide pedestrian entrances (separate from vehicular entrances) from the public sidewalk.
 - b. In areas designated Hybrid Industrial in the Community Plan, structured or podium parking located at the ground floor shall be buffered through public interior spaces in accordance with Subsection D.3, above, or a three foot wide landscaped buffer that conforms to the following standards:
 1. One 24-inch box tree or 15 gallon tree not less than 10 feet in height at the time of planting, planted at a ratio of one for every 20 lineal feet; or
 2. Ground cover with a minimum height of three feet at maturity shall be planted over the entire landscaped setback; or
 3. The landscaped setback shall contain clinging vines, oleander trees or similar vegetation capable of covering or screening the length of such wall up to a height of at least nine feet.
 4. An automatic irrigation system shall be installed within the landscaped buffer.

- c. Parking structures can occupy the entire footprint of a building if designed in accordance with the transitional height provisions of Subsection A.2 and the buffering regulations of Subsection 'b.'
- d. Vehicular access to parking and loading shall not occur within 15 feet of abutting residential uses or schools.
- e. Driveways for commercial uses shall not exceed 30 feet in width.

F. Incentives. Whenever any provision of this Chapter VII authorizes an incentive of increased FAR or height for a Project that voluntarily provide open space and the Project contains residential units, the incentive is only available when the Project is an Affordable Housing Incentive Project.

CHAPTER VIII - CHARACTER RESIDENTIAL SUBAREA

OVERVIEW

The Character Residential CPIO District Subarea brings increased stability to residential neighborhoods and provides direction for new infill development so that it is consistent with a neighborhood's strongest existing assets. Character residential neighborhoods such as Arlington Heights have an abundance of historically and architecturally significant buildings, and this Subarea is intended to ensure that new projects will complement their surrounding context.

The intent of the Supplemental Development Regulations in this Chapter is to reduce any potential impacts from future development within the Character Residential Subarea on the surrounding environment. Projects within the Subarea (see Figure VIII-1), shall comply with the applicable Supplemental Development Regulations in this Chapter VIII.

Figure VIII-1
Character Residential Subarea Boundaries

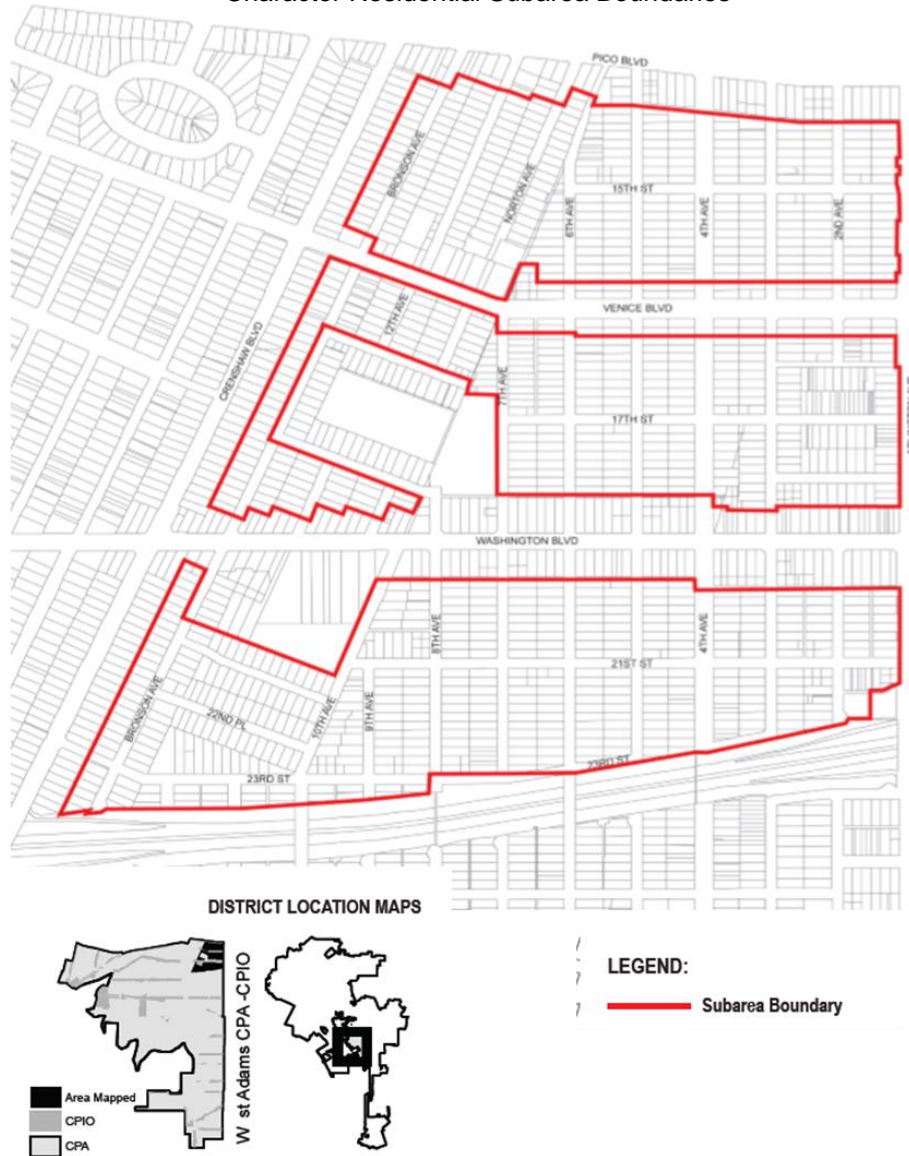


Figure VIII-2
Arlington Heights Neighborhood



**ARLINGTON HEIGHTS
CHARACTER RESIDENTIAL CPIO SUBAREA**

West Adams - Baldwin Hills - Leimert
Community Plan Area

Legend:

- Character Residential Subarea
- Eligible Historic Resource (Survey LA)
- Designated Historic Resource

Note: Eligible Historic Resources and Designated Historic Resources indicated on the map in Figure VIII-2 are for illustrative purposes only. This map is not intended to be used or relied on to define or identify Eligible Historic Resources or Designated Historic Resources for compliance with the West Adams CPIO District or any other law or regulation.

Section VIII-1. LAND USE

Any new use or change of use is subject to the use regulations set forth by the underlying zone.

Section VIII-2. DEVELOPMENT STANDARDS

A. Building Height. In addition to any height standards set forth by the underlying zone and height district, the following height standards shall apply:

1. *Overall Height.*
 - a. The maximum building height is 30 feet.
 - b. The requirements in Subsection 'a' are not eligible for a CPIO Adjustment. If a CPIO Exception is granted allowing a Project to exceed the maximum building height in Subsection 'a', the building, above 30 feet shall be stepped back at least 10 feet from the street-facing façade.

B. Building Intensity & Density. Project density and FAR shall be set forth by the underlying zone and height district.

C. Building Disposition



Example of original side yard setbacks to be maintained for Projects involving Unified Lots.

Figure VIII-3

1. *Bulk and Massing.*
 - a. On Unified Lots all buildings shall be designed to maintain the side and rear yard setback dimensions associated with the individual lots and may not rely on the status of the lots being Unified Lots to waive or modify setback, yard area, or any other development standards related to bulk and massing. (See Figure VIII-3 for illustrative example of this regulation.)
 - b. The total cumulative length of any side elevation above the first floor shall not extend more than 60 percent of the lot depth or 80 feet, whichever is less.
2. *Setbacks.*
 - a. **Front.** The Primary Frontage of the Project buildings shall be located no closer to the street than the Primary Frontage of the adjacent building closest to the street, and shall be located no further from the street than

the Primary Frontage of the adjacent building farthest from the street.

- b. Side and Rear. The side and rear setback dimensions shall be as set forth in the underlying zone, except as follow:
 1. New construction, including additions to existing buildings, on Unified Lots shall not encroach into side and rear setback areas.
 2. The side and rear yard setback requirements shall not apply to accessory buildings (including but not limited to, garages, playrooms, and accessory dwelling units) provided the following requirements are met:
 - i. The accessory building's footprint does not exceed 10 percent of the overall square footage of the lot, the height does not exceed 15 feet, and the building is single story.
 - ii. The accessory building is detached from the main house and separated by open space, which at a minimum is equal to the amount of required yard area (rear and side yard) eliminated by the footprint of the accessory building.
 3. In addition to the allowable yard projections in LAMC Section 12.22.C.20, loggias (covered walkways), gazebo structures and pools may encroach into the rear and side yard setback areas that are internal to Unified Lots.
 - c. Where the lot lines or yard setback dimensions in this Chapter are more restrictive than those outlined through the underlying zone, including LAMC Section 12.22.C.27 (Small Lot Subdivisions), the more restrictive lot line or setbacks shall prevail.
3. *Parking Areas.* Onsite parking shall conform to the following standards:
 - a. No parking areas shall be allowed between the Primary Frontage and the Primary Lot Line.
 - b. Detached garages and carports shall be located to the rear of the property.
 - c. Attached parking areas shall be located at the rear of the property, or underground (subterranean or semi-subterranean).
 - d. Any semi-subterranean parking areas (parking podiums) shall include exterior façades that are integrated into the overall architecture of the building, and that are accompanied by a minimum three-foot landscape buffer that is landscaped with plants adequate to screen the parking area.
 - e. Access driveways shall be taken from alleys or side-streets when present. Driveway widths shall be the minimum allowed by the Los Angeles Department of Transportation.
 4. *Front Yards.* Residential front yards shall be open and landscaped and shall not be paved. Pavement shall be used only for walkways and driveways. Decomposed granite, gravel and turf block shall not be considered pavement for the purpose of this requirement.
 5. *Courtyards.* For projects with a frontage of more than 100 feet, there shall be a courtyard facing the street and open to the sky, at least 20 feet wide and 15 feet deep. The courtyard shall be provided at sidewalk grade level.

6. *Parkways.* Parkways (the area between the street and sidewalk), when present, shall be porous and landscaped and shall not be paved.

D. Building Design. In order to enhance compatibility with adjacent buildings, new construction shall include the following design features:

1. *Primary Façade.* Projects shall provide a primary building entrance that is directly visible from, parallel to, and accessible from the Primary Lot Line. The primary building entrance shall be accentuated by a canopy, recess, unique building materials, or other similar feature that denotes the entrance against the rest of the façade.
2. *Articulation.* All exterior building walls should provide a break in the plane or a change in material at least every 20 feet in horizontal length and every 15 feet in vertical length. Fenestration that is recessed a minimum of three inches from the outside wall may be counted by the applicant as a break in plane.
3. *Building Materials.* Projects shall utilize at least two building materials across all exterior façades of the building. The exterior façades of the building shall be comprised of less than 80 percent stucco. Rough texture stucco (i.e. lace, heavy dash, tunnel dash, heavy sand float or other similar finishes) is prohibited.

APPENDIX A – STREETScape, MOBILITY, AND OPEN SPACE

The following open space and streetscape guidelines meet the intent of the West Adams-Baldwin Hills-Leimert Community Plan and the Mobility Element of the General Plan. None of the individual guidelines included in this Appendix A are mandatory or required in and of themselves as part of a CPIO Administrative Clearance. These 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 (including, but not limited to, CPIO Adjustments, CPIO Exceptions, and a CUP under LAMC Section 12.24). These guidelines are in addition to any other applicable design guidelines.

Appendix A-1. TOD Subarea Open Space Guidelines

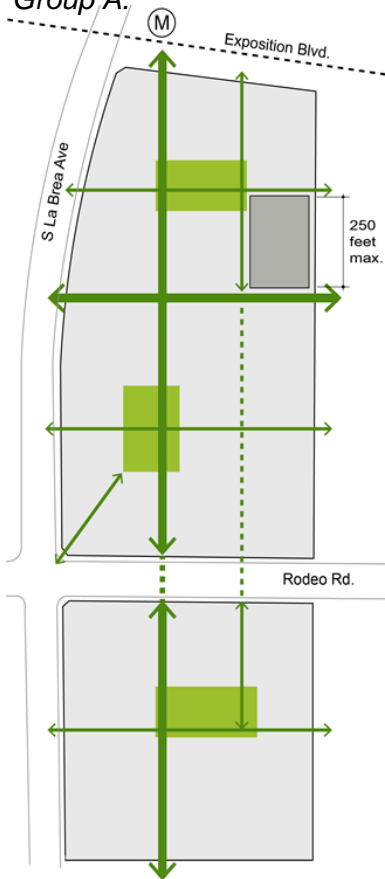
The following open space guidelines are applicable to the La Brea/Farmdale TOD Subarea, the Jefferson/La Cienega TOD Subarea, and the Venice/National TOD Subarea,

- A.** Projects on a lot size equal or greater than 15,000 square feet should be developed to maintain at least 20 percent open space areas as publicly accessible open space.
- B.** In addition to any open space requirements of the LAMC, Projects on lot sizes less than 15,000 square feet should develop and maintain open space areas as usable outdoor space accessible to the general public as well as to the residents and employees of a property.
- C.** Public alleyways, paseos, plazas, or new streets that are added to a project site may contribute to the minimum 20 percent open space requirement.
- D.** Paseos should be designed to be at least 20 feet wide or as required by the LAMC to accommodate fire truck and emergency vehicle access.
- E.** Open space generated pursuant to Chapters IV, V and VI of the CPIO District may also contribute to the minimum 20 percent open space requirement.
- F.** Open space should generally be located internal to sites, accessible from corridors via mid-block passages or paseos, located no more than three feet above or below the abutting sidewalk grade, and designed to facilitate linkage from the Mass Transit Station to nearby public spaces and Pedestrian Amenities.
- G.** Create mid-block connections through the length and width of the block to connect the light rail transit line station to adjacent streets and destinations.
- H.** Design commercial, retail or existing buildings to incorporate parking above or below the ground floor in order to ensure a pedestrian friendly public realm at ground level.
- I.** Provide a clear hierarchy of common open spaces distinguished by design and function to create a connected public realm conducive to both active and passive uses.

- J. Plant trees in paseos to emphasize their visual impact and provide wider paseos, up to 30 feet, to provide ample light for trees to grow.

The following illustrations are intended to provide visual examples of implementation of the above open space TOD guidelines.

La Brea/ Farmdale TOD - Open Space Access and Linkage Concept for Parcel Group A.



Venice/ National TOD—Open Space Access and Linkages Concept



Jefferson/ La Cienega TOD - Open Space Access and Linkages Concept

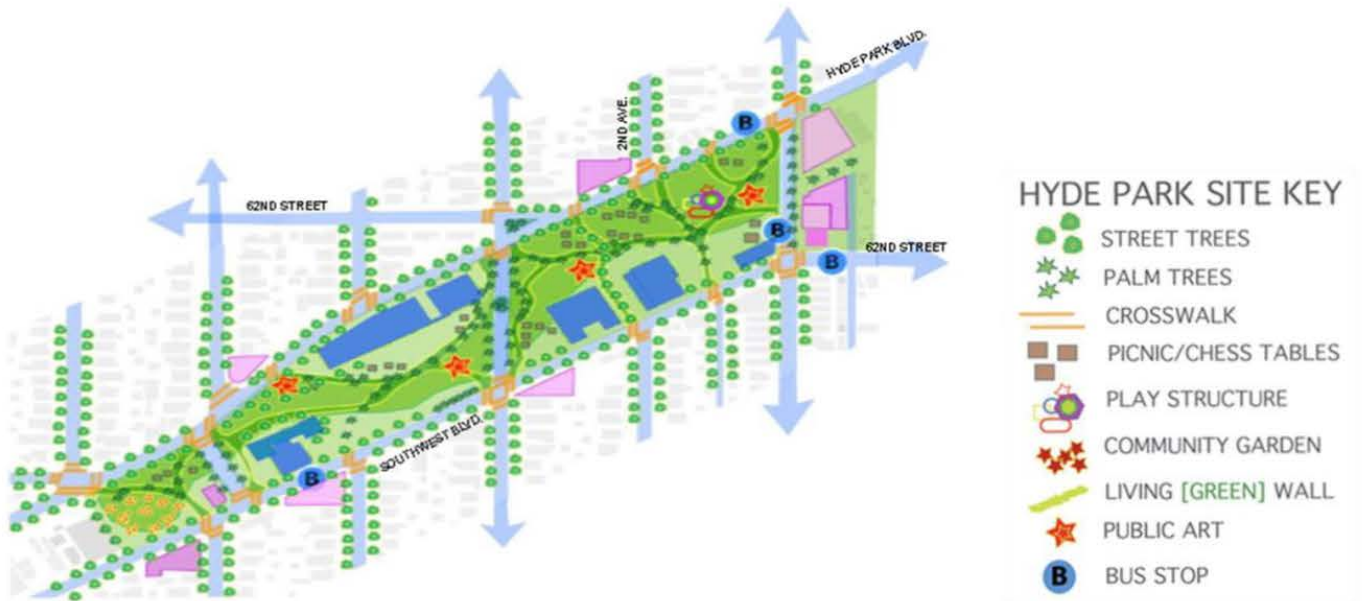
LEGEND

-  Public open space: small parks throughout district, connected by shaded sidewalks and bicycle routes
-  Private common open space
-  Boulevard: double row of street trees in landscaped parkways and setback
-  "Main Street" and other Retail Streets: high branching, open canopy streets in tree wells, pedestrian lights, outdoor dining, other amenities
-  Other streets: variety of trees generally in landscaped parkways; curb extensions where appropriate (see cross sections)
-  Curb extensions and crosswalks
- Underground utility lines on all streets 



Appendix A-2. Hyde Park Industrial Corridor Open Space Guidelines

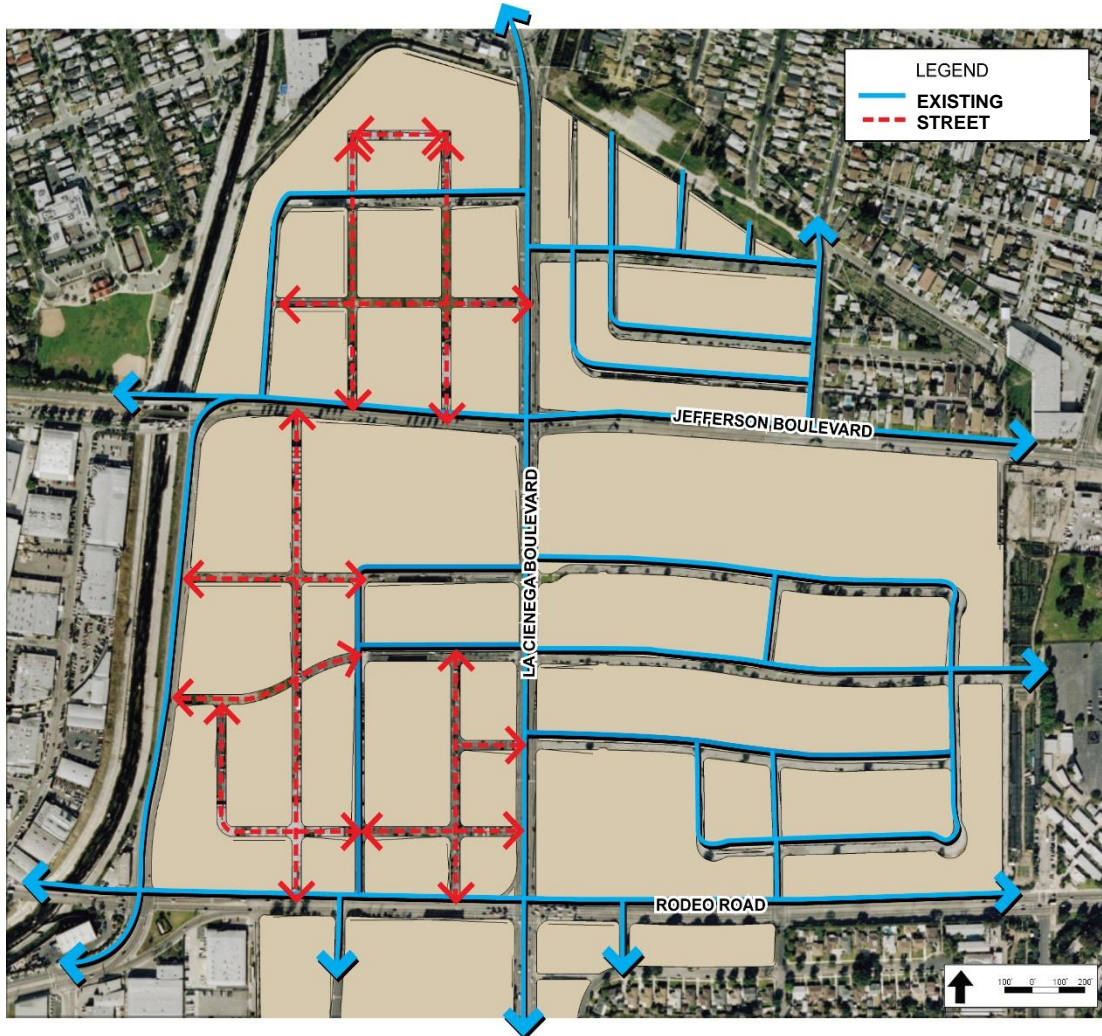
The following is an open space access and linkage conceptual plan that may be used by the Department of City Planning and other City Departments to provide open space in the Hyde Park Industrial Corridor, including through regulations provided under Section VII-2 of the CPIO District.



Appendix A-3. TOD Subarea Streetscape and Mobility Provisions

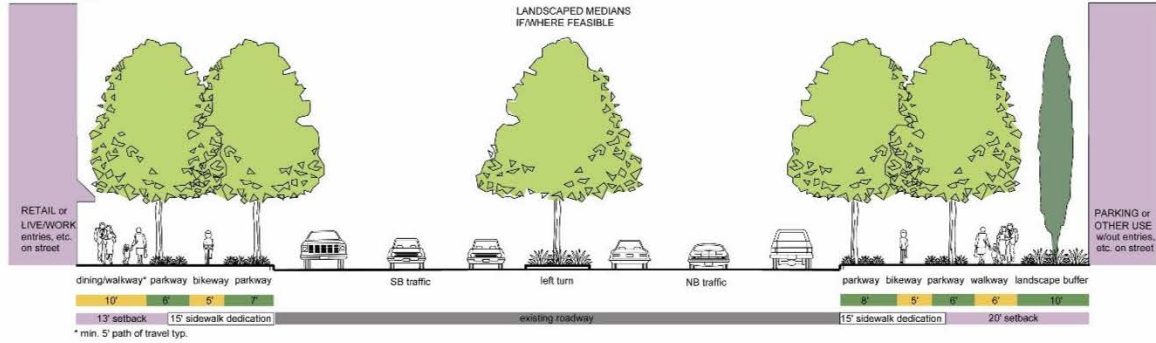
The following streetscape and mobility concept diagrams for the identified Subareas should be considered in the future development of Streetscape Guidelines for the applicable West Adams CPIO District Subareas and may in the interim guide City Departments in the consideration of Projects and public right-of-way improvements. The concept diagrams provide preferred locations for future public and private streets, as well as streetscape improvements.

Jefferson/ La Cienega TOD - Vehicular Network Improvement Concept

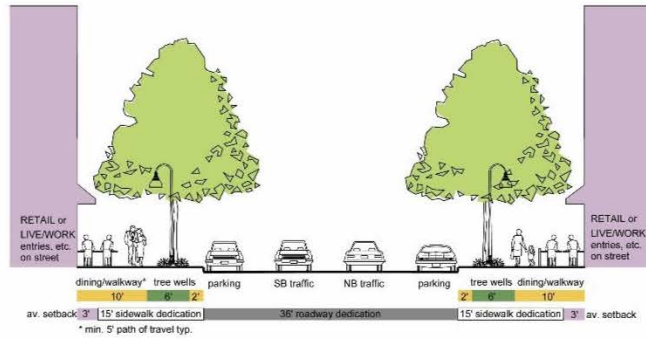


Jefferson/ La Cienega TOD - Streetscape and Mobility Improvement Concept

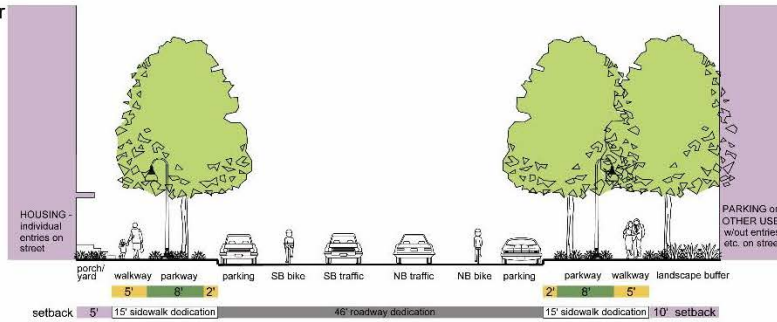
La Cienega Boulevard



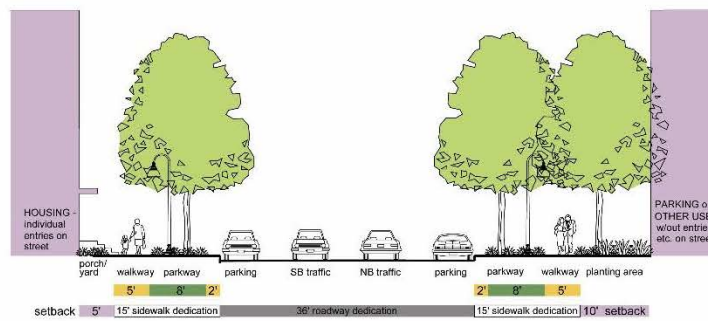
"Main Street" and Other Retail Streets



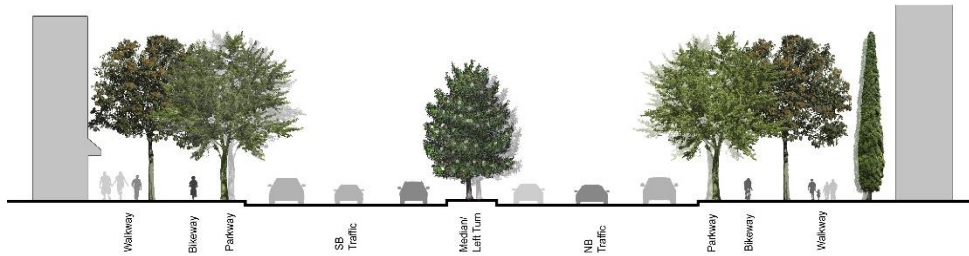
Primary N-S Collector



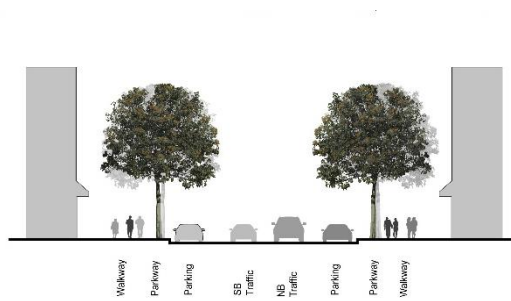
Other Collectors



Venice/ National TOD - Streetscape and Mobility Improvement Concept



Venice Boulevard



National Boulevard and entrances to local residential streets



- Arterial Streetscape Improvements 
- Neighborhood Entry Improvements 
- Major Arterials 
- Local Streets 
- Alleys 
- LRT Station 
- City Boundary 

Venice-National Blvd. 
 Map Not to Scale

Appendix A-4. Hyde Park Industrial Corridor Streetscape and Mobility Provisions



Concept rendering for Parcel Group "A" depicting pedestrian and bicycle access to a meandering Hyde Park Greenway

APPENDIX B – ENVIRONMENTAL STANDARDS

OVERVIEW

As described in Section I-8 of the CPIO District, these Environmental Standards are included to implement the Mitigation & Monitoring Program included as part of the West Adams-Baldwin Hills-Leimert Community Plan Update and reviewed in the West Adams Community Plan Environmental Impact Report (No. ENV-2008-478-EIR), certified on June 29, 2016 (West Adams EIR). As described in this Appendix B, some mitigation measures were implemented through Supplemental Development Standards.

In addition to Projects in Subareas that are required to comply with these Environmental Standards, any other discretionary project in the boundaries of the West Adams Community Plan Area that seeks to rely on the West Adams EIR for its CEQA clearance (including through tiering, preparing an addendum, supplemental EIR or a statutory infill exemption), may incorporate or impose the following Environmental Standards on the project (and any Supplemental Development Standard identified as a West Adams EIR mitigation measure).

Compliance may be achieved through Covenant, plan notations, or other means determined reasonably effective by the Director of Planning or the decisionmaker.

AESTHETICS

AE1

[This measure is implemented by Section A.2 of each CPIO District Subarea chapter.] Projects with new construction located on commercial or industrially planned land in CPIO Subareas that directly abut or are across an alley from residentially planned land must transition in the following manner:

- Where the rear or side property line is contiguous with that of a residential lot or separated by an alley, the entire building shall be set back or “stepped-back” one foot for every one foot in height as measured fifteen feet above grade at the shared/residential property line, or as specified through the individual CPIO subarea regulation when more restrictive.
- New construction located opposite the front yard setback of residentially zoned land along local streets shall not exceed 30 feet in height for the first 50 feet of lot depth as measured from the commercial or industrial property line opposite the residential lot.
- Adjustments and Exceptions (permitted): The fifteen foot “step back” height limitation at the residential property line may be increased by not more than 20 percent or as specified through the CPIO procedures when more restrictive through adjustment, otherwise, through exception procedures pursuant to the LAMC.

AE2

Any approval for a Project shall ensure that all lighting be directed and/or shielded to minimize lighting spillover effects onto adjacent and nearby properties.

AE3

Projects shall ensure that glare effects be limited by using non-reflective building and construction materials, such as concrete, wood, and stucco. This shall

include, but not be limited to, art installations, fencing material, and recreational equipment.

AIR QUALITY

AQ1 Projects shall ensure all contractors include the best management practices provided in the bulleted list below in contract specifications:

- Use properly tuned and maintained equipment.
- Construction contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations.
- Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible.
- Use heavy duty diesel-fueled equipment that uses low NOX diesel fuel to the extent it is readily available and feasible.
- Use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.
- Maintain construction equipment in good operating condition to minimize air pollutants.
- All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with Best Available Control Technologies devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel power generators, as feasible.
- Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic.
- Construction contractors shall utilize super-compliant architectural coatings as defined by the South Coast Air Quality Management District (VOC standard of less than ten grams per liter).
- Construction contractors shall utilize materials that do not require painting, as feasible.
- Construction contractors shall use pre-painted construction materials, as feasible.

- Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- Construction contractors shall provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, as feasible.
- Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.
- Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.

BIOLOGICAL RESOURCES

BR1 Projects shall ensure that in order to prevent the disturbance of nesting native and/or migratory bird species, all clearing of a project site should take place between September 1 and February 14. If construction is scheduled or ongoing during bird nesting season (February 15 to August 31), qualified biologists shall survey the area within 200 feet (or up to 300 feet, depending on topography or other factors, and 500 feet for raptors) of the construction activity to determine if construction would disturb nesting birds. If nesting activity is being compromised, construction shall be suspended in the vicinity of the nest until fledging is complete. This mitigation measure shall be implemented by a qualified biologist under contract with the project applicant(s). The project biologist should prepare a report detailing the results of the construction monitoring efforts. The report should be submitted to the California Department of Fish and Wildlife (CDFW) within two months of the completion of the monitoring activities.

BR2 Projects shall ensure that during the final design phase of the proposed project, and prior to the start of the demolition/construction phase, the project applicant shall submit a final landscape plan to the City of Los Angeles for approval by the City's Chief Forester and the Director of the Bureau of Street Services. The final landscape plan shall include provisions to either protect in place the existing protected trees in or adjacent to the project site, per the requirements of the City of Los Angeles Tree Preservation Ordinance.

CULTURAL RESOURCES

CR1 Before approval of a Project involving properties designated as Historic-Cultural Monuments or listed in or determined eligible for the National Register or California Register, the project shall be reviewed by the Department of City Planning Office of Historic Resources.

CR2 Before approval of any building permits for a Project developed in a Historic Preservation Overlay Zone, the City shall require written approval from the Department of City Planning Office of Historic Resources.

- CR3** [This measure is implemented in Section I-6.] Before approval of a Project involving properties identified in the SurveyLA Historic Resources Survey Report: “*West Adams – Baldwin Hills - Leimert Community Plan Area*” as eligible for listing, the City of Los Angeles Office of Historic Resources (OHR) shall find that the project is consistent with the U.S. Secretary of the Interior’s Standards for Rehabilitation or that upon further review or study, the property is not eligible for designation as an historic resource.
- CR4** Projects shall ensure that prior to excavation and construction on a proposed project site, the project applicant shall perform a cultural resources literature and records search by an institution recognized and approved by the City of Los Angeles Planning Department to assess the potential for the proposed project site to contain sensitive protected cultural resources.
- CR5** Projects shall ensure that prior to excavation and construction on a proposed project site, the prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the proposed project site.
- CR6** Projects shall ensure that if during any phase of project construction any cultural materials are encountered, construction activities within a 50-meter radius shall be halted immediately, and the project applicant shall notify the City. A qualified prehistoric archaeologist (as approved by the City) shall be retained by the project applicant and shall be allowed to conduct a more detailed inspection and examination of the exposed cultural materials. During this time, excavation and construction would not be allowed in the immediate vicinity of the find. However, those activities could continue in other areas of the project site.
- CR7** Projects shall ensure that if any find were determined to be significant by the archaeologist, the City and the archaeologist would meet to determine the appropriate course of action.
- CR8** Projects shall ensure that all cultural materials recovered from the site would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.
- CR9** Projects shall ensure that during excavation and grading, if paleontological resources are uncovered, all work in that area shall cease and be diverted so as to allow for a determination of the value of the resource. Construction activities in that area may commence once the uncovered resources are collected by a paleontologist and properly processed. Any paleontological remains and/or reports and surveys shall be submitted to the Los Angeles County Natural History Museum.
- CR10** Projects shall ensure that if human remains are unearthed at a project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of Los Angeles Public Works Department and County coroner shall be immediately notified. No further disturbance shall occur until the Los Angeles County Coroner has made the

necessary findings as to origin and disposition in accordance with California Health and Safety Code Section 7050.5. If the remains are determined to be those of a Native American, the Native American Heritage Commission (NAHC) in Sacramento shall be contacted before the remains are removed in accordance with Section 21083.2 of the California Public Resources Code.

GREENHOUSE GAS EMISSIONS

- GHG1** Projects shall ensure that the following greenhouse gas reduction measures are incorporated into the project design:
- Install energy efficient lighting (e.g., light emitting diodes), heating and cooling systems, appliances, equipment, and control systems.
 - Install light colored “cool” roofs and cool pavements.
 - Create water-efficient landscaping.
 - Install water-efficient fixtures and appliances.

HAZARDS AND HAZARDOUS

- HM1** Projects that involves new construction that will involve soil disturbance shall ensure that a Phase I Environmental Site Assessment (ESA) is prepared. The assessment shall be prepared by a Registered Environmental Assessor (REA) in accordance with State standards/guidelines to evaluate whether the site or the surrounding area is contaminated with hazardous substances from the potential past and current uses including storage, transport, generation, and disposal of toxic and hazardous waste or materials. Depending on the results of this study, further investigation and remediation may be required in accordance with local, State, and federal regulations and policies. Any further study found necessary by an REA or relevant federal, state or local agency shall be performed prior to project approval and any remediation found necessary by the REA or any relevant federal, state or local agency shall be performed prior to project approval or made a condition on the project if that is found to be adequate for remediation by an REA or the relevant federal, state or local agency.

NOISE AND VIBRATION

- N1** Projects shall ensure that all contractors include the following best management practices in contract specifications:
- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
 - The construction contractor shall locate construction staging areas away from sensitive uses.

- When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
- Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
- Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.

N2

Prior to any approval of a Project that is adjacent to buildings listed or determined eligible for listing in the National Register of Historic Places or the California Register of Historical Resources, designated as a Historic-Cultural Monument by the City of Los Angeles, or within a Historic Preservation Overlay Zone ("historic buildings"), the City shall ensure all of the following requirements are or will be met:

- Historic buildings adjacent to the project's construction zones are identified.
- A Vibration Control Plan is prepared and approved by the City.
- The Vibration Control Plan shall be completed by a qualified structural engineer.
- The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected buildings. The survey letter shall provide a shoring design to protect the identified land uses from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels such as sonic pile driving or caisson drilling instead of impact pile driving.

At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to impacted buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24).

N3

Projects that includes industrial uses located within 1,000 feet of a residential land use shall ensure that a noise study is completed that uses the significance thresholds established in the City of Los Angeles CEQA Thresholds Guide (including as it may be amended in the future). Identified impacts shall be mitigated per the City's Noise Ordinance or through any measures identified in the noise study.

PUBLIC SERVICES

- PS1** Projects that include discretionary approvals shall be reviewed at the discretion of the Los Angeles Police Department (LAPD). Per department standards, the LAPD will determine if any additional crime prevention and security features would be available that are consistent with the development standards as applied to the design of the project. Any additional design features identified by the LAPD shall be incorporated into the project's final design and to the satisfaction of LAPD, prior to issuance of a Certificate of Occupancy for the project.

APPENDIX C –WASHINGTON BOULEVARD DESIGN GUIDELINES

Washington Boulevard is a major east-west corridor in the West Adams Community Plan Area. Properties included in these guidelines are located on Washington Boulevard, between Fairfax Avenue (west boundary) and Arlington Avenue (east boundary).

The guidelines meet the intent of the West Adams-Baldwin Hills-Leimert Community Plan. Specifically, the intent of these design guidelines is to help improve the visual appearance of open space, plazas, landscaped areas and new construction along Washington Boulevard. Historically, this commercial corridor was lined with an array of diverse and thriving retail businesses, placed within close proximity of established residential neighborhoods. By using urban design principles and pedestrian and transit-oriented development strategies, these guidelines will help to foster high-quality, sustainable infill-development along Washington Boulevard.

None of the individual guidelines included in this Appendix C are mandatory or required in and of themselves as part of a CPIO Administrative Clearance. These guidelines, with the exception of guidelines in Section C. Signs, 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 (including, but not limited to, CPIO Adjustments, CPIO Exceptions, and a CUP under LAMC Section 12.24). These guidelines are in addition to any other applicable design guidelines.

TABLE OF CONTENTS

INTRODUCTION

A. SITE AND BUILDING AND BUILDING DESIGN

Guideline A-1: Site Plan

Guideline A-2: Architectural Design

B. LANDSCAPING

Guideline B-1: Landscape and Walls

Guideline B-2: Surface Parking

Guideline B-3: Maintenance







C. SIGNS

Guideline C-1: General Guidelines

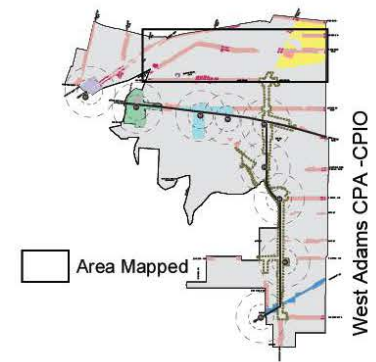
D. STREETScape FEATURES

Guideline D-1: Streetscape



- LEGEND:**
Community Plan Implementation Overlay (CPIO) District
-  Commercial Corridors Subarea
 -  Major Intersection Nodes
 -  1/4 Mile Radius
 -  1/2 Mile Radius
 -  Metro Light Rail Transit (LRT) Stations & Alignments
- Not To Scale 

DISTRICT LOCATION MAP



INTRODUCTION

The following guidelines should be utilized in the Commercial Corridors Subarea and the Major Intersection Nodes Subarea for properties surrounding Washington Boulevard.

A. SITE AND BUILDING DESIGN

GUIDELINE A-1: SITE PLAN

To promote a more walkable, pedestrian-friendly corridor, a continuous street wall with building frontages should be maintained along Washington Boulevard. Main entrances of Projects should be oriented towards primary commercial streets and plazas. Ground level retail should be easily accessible by siting the building within a short distance of transit lines. Pedestrian/vehicular conflicts should be avoided by incorporating the following guidelines:

A. COURTYARDS AND OPEN SPACE

Public use areas should be situated to receive maximum sun exposure and placed near pedestrian walkways. Create courtyards that promote a pleasant, safe, pedestrian experience by incorporating pedestrian-scaled lighting, artwork, benches, landscaping and paving.

B. PEDESTRIAN CONNECTION

A system of walkways should be integrated into the Project from the public right-of-way, parking area (if any), and the primary entrance. The minimum width of the walkway should be three feet. Decorative paving should be used where vehicles cross pedestrian walkways.

C. PEDESTRIAN PASSAGEWAYS

Where feasible, mid-block paseos with pedestrian-scaled lighting should be provided to create visually interesting spaces.

D. DRIVEWAY ACCESS

To enhance pedestrian activity, a minimum number of curb cuts for the Project should be allowed for vehicular access. The driveway should be placed near edges of the site, rather than the center.

E. BICYCLE PARKING

Bicycle racks and lockers should be placed in a safe, convenient and visible location, preferably near the primary entrance of the Project.

F. UTILITIES

New utility poles, transformers, backflow preventers and other utilities should be placed in the least obtrusive location. New utility lines should be placed underground to reduce impacts to the historic character of preservation zones.

G. MECHANICAL AND ELECTRICAL EQUIPMENT

Mechanical and electrical equipment should not be placed in such a manner so as to create ambient noise and/or environmental pollution on adjacent residential properties. Ground-level mechanical equipment should be shielded from view from the public right-of-way.

H. EXTERIOR LIGHTING

Night lighting should be shielded and directed onto the site. “Drop,” “sag,” or “flood” lighting should be concealed from adjacent properties and the public right-of-way. “Dark-skies” compliant fixtures should be used. Blinking lights are strongly discouraged. This provision should not preclude the installation of low-level security lighting.

I. TRASH ENCLOSURES

Trash areas should be screened by a wall enclosure and landscape materials. The screening should match similar detailing and materials as the primary building. Trash enclosures should be located with sensitivity to adjacent residential properties.

J. FENCING

Decorative, ornamental fences should be used. Chain link or barb-wire fence are strongly discouraged.

K. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Defensible space and other principles from the Crime Prevention Through Environmental Design should be incorporated in the design of the Project’s landscaped and hardscaped spaces.

GUIDELINE A-2: ARCHITECTURAL DESIGN

Washington Boulevard has been identified as an historic character district of distinctive commercial buildings dating primarily from before World War II. The street wall should be preserved in the design of new infill construction. A rhythm of building widths is encouraged to be reflected in new construction. If historic elements are replaced, they should be replaced in-kind to the greatest extent feasible. Construction of new public buildings should be designed to be compatible with existing historic buildings.

Nothing in this Guideline 2 is intended to establish, determine, find, or designate any resource as a historical resource for any purposes beyond these guidelines, including but not limited to, defining a resource as a historical resource for purposes of Public Resources Code Section 21084.1.

A. PRIMARY ENTRANCE

Ensure that the main building entrance is visible from the public right-of-way and can accommodate persons of all mobility levels.

B. COMPATIBILITY

New construction should be compatible in scale, massing, proportion and in character with existing buildings in the surrounding neighborhood.

C. GROUND LEVEL RETAIL

At least one street-facing, covered entrance, should be provided. Clear unobstructed storefront glazing should be free of reflected or opaque coatings, exterior mounted gates and security grills. The transparency of the ground level retail should occupy at least 50 percent of the street facing façade. Sidewalk cafes and inviting outdoor spaces are encouraged.

D. SECURITY

Electronic security should be used in lieu of security bars. If security bars are used, select grills and bars should be recessed or concealed into the storefronts when they are retracted.

E. FAÇADE ARTICULATION

At least 50 percent of the building's vertical or horizontal façade plane should be articulated with at least six inches of horizontal or two feet of vertical variation. Blank walls should be limited to segments of 15 feet in length.

F. ARCHITECTURAL FEATURES

To encourage more pedestrian activity, while providing shelter from the rain and the sun, ensure that overhead architectural features, such as awnings, canopies, or trellises are placed above entrances and storefront windows. Awnings used for multi-tenant spaces should be aligned and proportional in size.

G. BUILDING MATERIALS

Architectural finishes, colors, textures and materials shall be applied in a manner to complement the style, massing and design of the building. Building materials and treatments used along the primary façade(s), should wrap all exterior walls visible from the public right-of-way.

H. BUILDING FORM

Create a harmonious design that includes varied rooflines and building heights. Orient public use areas in the building, such as lobbies, display spaces, and restaurant seating to benefit from maximum sun exposure and visibility from the public right-of-way. For multiple tenant buildings, include window treatments, fixtures and doors to create a cohesive design while creating distinct entrances.

I. ROOFTOP MECHANICAL EQUIPMENT AND UTILITIES

Roof-mounted mechanical equipment and/or duct work which exceeds the height of the roof ridge or parapet wall, whichever is higher, should be screened from view with materials compatible with the design of the building.

J. ROOFTOP PATIO AND BALCONIES

The rooftop patio area should be setback 10 feet from an exterior wall of the level immediately below. Balconies should be incorporated in the design of the building and should be functional.

K. PARKING STRUCTURES

Wrap parking structures with active uses such as retail spaces, residential uses or professional offices.

B. LANDSCAPING

GUIDELINE B-1: LANDSCAPE AND WALLS

All new development should include adequate buffering from nearby residential uses. Unsightly new uses should be properly screened, especially when fronting streets. Each area to be landscaped should be planted with a variety of plant materials which include shrubs, trees, ground-cover, lawn, or planter boxes of flowers. Use of artificial plants for exterior landscape is discouraged. In addition, drought-tolerant plant materials are encouraged, and landscaping should comply with the adopted Xeriscape Ordinance. Landscaping should not cause a reduction in the existing number of parking spaces below the legally required number, or require an increase in the number of tandem spaces. Mature and healthy trees and green open space should be preserved. Landscaping that adds color, different textures, and movement in the wind is encouraged.

A. LOT AREA

At least five percent of a new Project's total lot area should be landscaped.

B. ENTRANCES

Vegetation should be grouped and placed at entrances to courtyards and walkways.

C. SCREENING OF ABOVE-GRADE PARKING

Above-grade parking should be visually screened from the public right-of-way and residences, except at pedestrian and vehicle entrances.

D. MIXED-USE

All mixed-use Projects should provide at least one hundred square feet of open space area per dwelling unit. When feasible, the open space should be landscaped.

E. BUFFERING WALLS

Any Project located on a lot which abuts a residentially-zoned lot or a lot on which a residential use is located should include a solid, decorative masonry wall at the rear or side yard property line, six feet in height, as measured from grade.

F. UNENCLOSED INDUSTRIAL USES

Lots with unenclosed industrial uses should be enclosed by solid fences, walls, or landscaping at least six feet in height.

G. AUTO-SERVICING USES, STORAGE AREAS AND LAUNDROMATS

Automobile repair businesses, fueling and service stations, or laundromats should provide landscaping at a minimum of four percent of the lot area. Auto-servicing uses and storage yards should be screened with six-foot high landscaped, decorative screening from any abutting streets or residential uses. When a storage yard is used for the display of new cars, screening may be

waived so long as nursery materials, pottery or other artifacts are included.

H. PARKING STRUCTURES

Parking structures should have landscaping equal to at least two percent of the total floor area of the parking structure. Half of this landscaped area should be at the ground level in a buffer strip within eight feet of the parking structure walls.

GUIDELINE B-2: SURFACE PARKING

Parking lots with wide expanses of asphalt detract from the historic character of a neighborhood. When possible, new parking lots should be located to the rear of public buildings. If located adjacent to a public sidewalk, parking lots should be screened with plant materials. A minimum of 10 percent of the total area of a surface parking lot should be “softscaped.” It should have at least one shade tree for every four uncovered parking spaces and dispersed within the parking area so as to shade the uncovered, unroofed surface parking area. A minimum of half of the trees planted should be evergreen shade-producing trees of no less than 24-inch box. These trees can be of the following variety: A) California Peppers, B) Magnolia, or C) Tipu and are to be distributed throughout the parking lot to shade the parking area at maturity.

A. DESIGN

Planting medians when located in a surface parking area should be three-foot wide when parking is single load and seven feet wide when parking is double-load.

B. BUFFERING AND WALLS

A three-foot wide landscape strip should be provided along the perimeter of the surface parking lot abutting a public street, public sidewalk or public alley. A three-foot high, solid, decorative wall should be located behind the landscaped area, if a three-foot high landscaped berm is not used. This wall should be constructed of “vista type masonry” or other partially solid material and covered in Boston Ivy or Jasmine, or Shrubs, specifically Flax or Gardenia, and should be planted along the side with partial visibility into the parking area.

C. ABUTTING RESIDENTIAL

When surface parking abuts a residential use, then a minimum wall height of six feet is encouraged.

GUIDELINE B-3: MAINTENANCE

It should be the responsibility of the property owner or representative to maintain all landscape features located on private property, including, but not limited to, landscape, walkways, benches and fountains in accordance with the following criteria.

A. FABRICATED FEATURES

All fabricated features should be maintained in a good condition both in structural integrity and cosmetic appearance.

B. VEGETATION

All vegetation should be watered, fertilized, trimmed and maintained in good condition and should be designed in accordance with water conservation principles.

C. DEBRIS

Required landscape areas should be free of litter and other undesirable debris.

D. IRRIGATION

All landscape areas should be equipped with an automatic sprinkling or drip irrigation system designed to conserve water. In addition, the system should be installed and operational prior to issuance of a certificate of occupancy.

C. SIGNS

The following guidelines are encouraged but not required. Nothing in this Section C shall be used by any decisionmaker for any entitlement, including CPIO Adjustments, CPIO Exceptions and CUPs, to deny or condition any Project.

GUIDELINE C-1: GENERAL GUIDELINES

Signage should not create visual clutter along Washington Boulevard, but should contribute to creating an identity and theme for the corridor. Signage should be placed on site and to enhance architectural detailings on the building. The height, location and size of a sign should not obscure visibility into the site or storefront or active use of the space. Minimal lighting should be used for signage and light pollution should be avoided. Signage should complement and neither obscure nor deter from the scale, design or architectural features of the building.

A. MAXIMUM SIZE

No sign should exceed a maximum of 75 square feet, except wall and freestanding signs, which abut an alley, which should not exceed a maximum of 50 square feet.

B. NUMBER OF SIGNS

One business sign should be installed per building frontage. Redundant signage should be avoided. For mixed-use Projects and buildings with multiple tenants, a master sign plan should be prepared to identify appropriate sign size, placement, type of signs and materials.

C. AWNING SIGNS

One sign is allowed per awning. The area of an awning sign should not exceed four square feet. The vertical height of the face of an awning sign should not exceed one foot. Awning signs may be painted, placed or installed only upon the vertically hanging border of an awning, provided that such signs should not extend above or below such hanging border. Awning signs should be constructed of a permanent material such as canvas, or durable plastic with a

usable life of at least three years. No advertising should be placed on any awning except the name of the owner and business, logogram and industry or pursuit conducted within the premises.

D. WINDOW SIGNS

For each Ground Floor occupancy of a building, only one illuminated window should be permitted in a window, which directly faces a dedicated street, dedicated alley, mall, or parking lot area. The area of an illuminated window sign should not exceed five percent of the window area. Signs constructed of stained glass shall be permitted. Materials which are not illuminated should be permitted only on the interior surface of the window glass, provided that no combination of such window sign cover more than 10 percent of the area of any window.

E. WALL SIGNS

The total sign area of wall signs facing a street should not exceed two square feet for each linear foot of building frontage. A wall sign should not be erected or constructed so it is either integrated into the wall to which it is attached, or projecting not more than 10 inches from the wall to which it is attached.

F. MONUMENT SIGNS

The total area of a monument sign should not exceed two square feet for each linear foot of building frontage. A minimum five foot radius of landscaped area should surround the monument sign.

G. POLE SIGNS

The total area of a pole sign should not exceed two square feet for each linear foot of building frontage. No pole sign should be greater than 25 feet in height from ground level.

D. STREETScape FEATURES

Streetscapes add to the character of neighborhoods through the maintenance and preservation of historic elements. Street trees in particular could contribute to the experience of those driving through or walking along Washington Boulevard. Character defining elements of streetscapes may include historic streetlights, signs, street furniture, curbs, sidewalks, walkways in the public right-of-way, public planting strips and street trees. Projects and streetscape plans should protect and preserve street, sidewalk, alley and landscape elements, such as topography, patterns, features, and materials that contribute to the historic character of Washington Boulevard.

GUIDELINE D-1: STREETScape

The Department of Transportation and other City departments should work in concert with the Planning Department to implement these guidelines in any planning for street widening, sidewalk widening, speed limit changes, transit corridor implementation strategies, parking/no parking requirement changes, medians, reconstruction, private project improvement review and/or any other proposal that may implement or alter these guidelines.

Significant Projects on lots that are 100,000 square feet or greater should provide street furniture including benches, trash receptacles, news racks, bicycle racks, indoor public telephones, and drinking fountains incorporated into the setback area in such a way that does not inhibit building access and pedestrian activity, between La Brea Avenue and West Boulevard on Washington Boulevard.

A. STREET TREES

Trees should be planted and maintained in the public right-of-way to the specifications established by the Street Tree Division of the Department of Public Works at a ratio of at least one tree per 30 lineal feet of street frontage. Twenty-four (24) inch box trees should be planted at 25-foot intervals along the street frontage of lots on which Projects are located. However, the planting of trees should not obstruct driveways or interfere with utilities. Existing street trees may be used to satisfy this provision.

B. PLANT MATERIAL

New plantings in the public planting strip should be compatible with the historic character of Washington Boulevard. Unless grating is required, there should be no tree well covers.

C. PAVINGS AND CURBS

Historic curb material and paving should be maintained and preserved. For repair or construction work in the right-of-way, in-kind historic features (such as, granite curbs) should be replaced.

D. STREET SIGNAGE

Historic street signs should be preserved and maintained. New street signage should be placed so that historic features of buildings are least obstructed. New street signage should be compatible with the historic character of Washington Boulevard.

E. STREET LIGHTS

Existing historic streetlights should be preserved and maintained. New street lighting should be consistent with existing historic streetlights. If there are no existing historic streetlights, new lights should be compatible in design, materials, and scale with the historic character of Washington Boulevard.

F. SIDEWALKS

Historic sidewalks should be preserved and maintained. Replace only those portions of sidewalks that have deteriorated. Replacement material should match the existing. New sidewalks should be compatible with the historic character of the streetscape. Maintain public walkway connections between streets and between buildings.

G. CROSSWALKS

At every intersection that warrants it, there should be crosswalk texturing and coloring, signaled crosswalks, and/or other measures should be utilized to encourage safe pedestrian access back-and-forth across Washington Boulevard so that there is lively economic activity on both sides of the street not impeded by

vehicular traffic. Install traffic calming devices, such as mid-street crossing islands and bulb-outs to create safer pedestrian crossings.

APPENDIX D –ROBERTSON BOULEVARD DESIGN GUIDELINES

South Robertson Boulevard is a major north-south corridor in the West Adams Community Plan Area. Properties included in the South Robertson Boulevard CPIO Subarea are located on Robertson Boulevard, between Pico Boulevard (north boundary) and National Boulevard (south boundary).

These guidelines meet the intent of the West Adams-Baldwins Hills-Leimert Community Plan. Specifically, the intent of these design guidelines is to help improve the visual appearance of open space, plazas, landscaped areas and new construction along South Robertson Boulevard by using urban design principles and promoting pedestrian and transit-oriented development to foster high-quality, sustainable infill-development.

None of the individual guidelines included in this Appendix D are mandatory or required in and of themselves as part of a CPIO Administrative Clearance. These guidelines should be used by decisionmakers, with the exception of guidelines in Section B. Signs, in the review and approval of discretionary zoning approvals within the CPIO District boundaries (including, but not limited to, CPIO Adjustments, CPIO Exceptions, and a CUP under LAMC Section 12.24), 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. These guidelines are in addition to any other applicable design guidelines.

TABLE OF CONTENTS

Introduction

A. **SITE AND BUILDING DESIGN**

- Guideline A-1: Site Plan
- Guideline A-2: Pedestrian Orientation
- Guideline A-3: Architectural Design
- Guideline A-4: Security, Screening, Mechanical and Rooftop Features
- Guideline A-5: Storage, Trash and Loading Areas
- Guideline A-6: On-site Lighting
- Guideline A-7: Building Articulation

B. **SIGNS**

- Guideline B-1: Materials and Color
- Guideline B-2: Illumination
- Guideline B-3: Sign Plan

C. **LANDSCAPING**

- Guideline C-1: Landscape Features
- Guideline C-2: Maintenance
- Guideline C-3: Repair and Service Shops Not Fully Enclosed
- Guideline C-4: Freestanding Walls

D. **PARKING STRUCTURES**

- Guideline D-1: Design

E. **MIXED-USE PROJECTS**

- Guideline E-1: Design
- Guideline E-2: Parking Structure

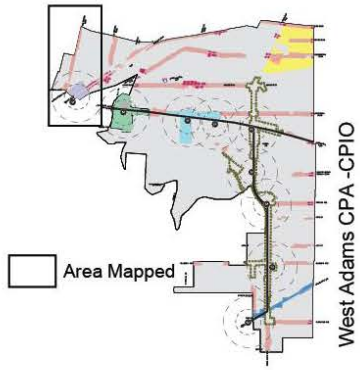
F. **STREETSCAPE FEATURES**

- Guideline F-1: Streetscape and Hardscape Features
- Guideline F-2: Paving/Sidewalks



- LEGEND:**
 Community Plan Implementation Overlay (CPIO) District
- Commercial Corridors Subarea
 - 1/4 Mile Radius
 - 1/2 Mile Radius
 - M Metro Light Rail Transit (LRT) Stations & Alignments
- Not To Scale ↑
N

DISTRICT LOCATION MAP



INTRODUCTION

The following guidelines should be utilized in the Commercial Corridors Subarea for properties along South Robertson Boulevard.

These guidelines are divided into six sections (A-F) with guidelines and descriptions in each section.

A. SITE AND BUILDING DESIGN

GUIDELINE A-1: SITE PLAN

Projects should be designed in order to utilize the site to its fullest potential. Outdoor open spaces should be well-defined components of the site design, and are not to be viewed as left over space. Attention should be given to compatibility with adjacent buildings, light/shadow, placement of buffers and other elements, which promote pedestrian orientation and use.

A. COURTYARDS AND OUTDOOR AREAS

Landscaped courtyards and outdoor areas should be situated to maximize the hours of exposure to the sun and attractively include sculpture and/or water elements. Seating and eating areas should also be incorporated to further enliven the space utilizing opportunities to provide sidewalk café dining where possible.

B. LOCATION OF OPEN SPACE

Open space(s) should be oriented towards pedestrian walkways and should be designed as usable passive or active space for recreation.

GUIDELINE A-2: PEDESTRIAN ORIENTATION

Pedestrian orientation should be a primary focus of all Projects within South Robertson Boulevard.

This can be achieved through site design, scale, the use of building articulation, signage and façade treatments, such as the placement of windows and entrances. Primary structures should be oriented toward the main commercial street and should be placed in order to avoid pedestrian/ vehicular conflicts.

A. LOCATION OF RETAIL USES

Primary retail and community-oriented uses should be located to allow easy access to pedestrians. Secondary uses should be located where they do not detract from the pedestrian experience.

B. PEDESTRIAN ENTRANCES

All buildings should provide a highly articulate pedestrian entrance for each business that fronts on a main commercial street, even when rear public

entrances are provided. Clearly defined pedestrian walkways should be provided, to connect building entrances to parking areas.

C. PEDESTRIAN WALKWAYS

Pedestrian walkways that are located parallel to, and abutting any driveway, should be a minimum of seven feet wide and should include a two foot landscape buffer between the pedestrian walk and the driveway where appropriate. However, this guideline will not be applicable to any commercial project that provides through pedestrian access from the rear of the building to the front entrances of a building via an arcade or pedestrian path.

GUIDELINE A-3: ARCHITECTURAL DESIGN

The architectural elements used in the design of new buildings and in the remodel of existing buildings should create and/or maintain continuity with adjacent street facades. Building facades should employ architectural devices that provide gradual or compatible transitions between existing and new buildings. Such elements include scale and massing, continuity and integration of design, fenestration and façade treatments, building materials and color, entrances and access, use of aesthetically pleasing security devices and open space. This should not encourage the development of identical architectural styles along the street frontage, but encourage consistency in the proportion of existing facades and the respect for existing architectural features that enhance the creation of pedestrian scale and promote neighborhood identity.

Use of the following materials is strongly discouraged:

- Metal or plastic siding;
- Large expanses of reflective, block or tinted glass;
- Chain link, barbed or razor wire fencing materials.

A. BUILDING WALL

Projects should use articulation and/or other architectural methods to enhance the building wall along pedestrian corridors in order to promote pedestrian scale and orientation.

B. FAÇADE ARTICULATION

Not more than 30 percent of the total exterior surface area of any building façade or of any visible side or rear elevations should be free from architectural features or articulation(s). All exterior building walls should provide a break in the wall plane, or a change in material, averaging every 20 feet in horizontal length and every 15 feet in vertical height. Articulation or architectural details may include:

- A minimum six inch depth change in the wall plane;
- Recessed entryways or recessed windows;
- Porticoes, building overhands, projections or cantilevered designs;
- Other architectural features or building materials that create a visual break.

C. FAÇADE TREATMENT-HORIZONTAL ELEMENTS

For all buildings more than one story in height, a horizontal element should be employed for the majority of the exterior building façade to provide definition for each floor utilizing such elements as:

- Horizontal moldings;
- Cornice lines;
- Projecting wall surfaces.

D. BUILDING WALL MATERIALS

Building materials such as brick, stone, glass, tile or any similar material should be employed to provide relief to untreated portions of exterior building facades. All buildings should apply at least two types of complementary building materials to exterior building facades. The use of decorative glass block, brick and tile are encouraged as accents.

GUIDELINE A-4: SECURITY, SCREENING, MECHANICAL AND ROOFTOP FEATURES

Building security should not be viewed as an after-thought, but should be integrated into the overall architectural design and should not obscure storefronts. Screening devices and mechanical features like air conditioners should not detract from either the architectural style/theme or the pedestrian experience.

A. SECURITY DEVICES

External roll-down security grills and doors should only be utilized in areas isolated from pedestrian views and/or access. “See-through” security grills and doors should be installed adjacent to sidewalks and ground floor sales areas.

B: SCREENING DEVICES

Screening devices should be designed as an integral part of the building architecture or located internal to the storefront glazing.

C: IRON FENCING

When fencing is needed, ornamental iron fences without spears should be used. Chain link and razor wire security fencing should not be used.

D: MECHANICAL EQUIPMENT/UTILITIES

All surface or ground mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets should be screened from public view and/or treated to match the materials and colors of the building which they serve. When new utility service is installed in conjunction with new or existing development, all proposed utilities on a project site should be placed underground.

E. ROOF TOP EQUIPMENT

All roof top equipment should be screened from public view or architecturally integrated into the design of the building, as follows:

- Flat Roofs: Building equipment and ducts on flat roofs should be screened from public view. The screening should be solid and match the

exterior materials, design and color of the building or integrated as a purposefully designed building element such as a tower.

- Pitched Roofs: Building equipment and ducts on pitched roofs should be screened from public view.
- Parapet Roof: The parapet roof should be designed and constructed to accommodate roof-mounted equipment and should wrap to the side elevations a minimum of five feet. The screening should be solid and match the exterior building material, design and color of the building. All mechanical equipment should be fully screened from public view.

GUIDELINE A-5: STORAGE, TRASH AND LOADING AREAS

A trash enclosure should be required for all projects. Loading and storage areas should be well-defined and located where there will be minimal negative physical or visual impacts on pedestrians or the flow of traffic or adjacent uses.

A. TRASH ENCLOSURES

Trash enclosures should be located adjacent to the rear alley and enclosed by a minimum five-foot high wall designed to complement the building's architectural style, materials and design. Each trash area should have a separate, enclosed area for recyclable materials. Enclosure doors should be constructed of a solid material.

B. LOADING AND STORAGE AREAS

Loading and storage areas should be identified on all site plans. They should be located out of view and traffic of pedestrian walks.

GUIDELINE A-6: ON-SITE LIGHTING

All on-site exterior lighting fixtures should be compatible with the architectural design of the building. Indirect lighting or "wall washing" and overhead down lighting is encouraged.

A. LIGHT OF VEHICULAR AND PEDESTRIAN ACCESS

On-site lighting should be installed along all vehicular access ways and pedestrian walkways. Such lighting should be directed onto the driveways and walkways within the development and away from adjacent properties.

B. OTHER ON-SITE LIGHTING

All other on-site lighting should be shielded and directed onto the site. Floodlighting should not be permitted to shine directly onto any adjacent residential property. This guideline should not preclude the installation of low-level security lighting.

GUIDELINE A-7: BUILDING ARTICULATION

In-fill development should take into consideration, and where appropriate, reflect and/or complement existing themes, colors and use of adjacent parcels. A variety of paint colors may be used. Color schemes should be simple, harmonious and complement adjacent

structures, particularly where specific architectural/historical themes exists. Accent colors are encouraged. Special attention should be given to the use of natural light, ventilation and placement of shadows within and between projects. Consideration should be given to materials that contribute to energy conservation.

A. COLOR

In general, color should be applied to maintain the integrity of the building. When a commercial building contains more than one storefront, color should not subdivide the individual storefronts.

B. AWNINGS

Awnings may be used in moderation to create shade and architectural interest. Awnings must be constructed of high quality materials, and must be maintained in good condition and replaced periodically. Awning color should complement the structure and/or existing architectural/ historical theme(s).

C. MAINTENANCE

Buildings must be well maintained and not allowed to deteriorate. Painted surfaces should be repainted as often as necessary to avoid deteriorated and faded surfaces. Graffiti must be immediately removed from buildings. Removal of graffiti should be the responsibility of the building owner and/or lessee. All paint products, awning fabrics and other color elements must be durable and fade resistant.

B. SIGNS

The following guidelines are encouraged but not required. Nothing in this Section B shall be used by any decisionmaker for any entitlement, including CPIO Adjustments, CPIO Exceptions and CUPs, to deny or condition any Project.

Signs within the South Robertson CPIO subarea are encouraged to provide identification of businesses, assist pedestrians and vehicular traffic, and identify specific communities, events and local monuments. Projects and/or buildings containing multiple entrances and frontages are encouraged to have a planned, coordinated sign program. All signs should be constructed of high quality materials well maintained and designed to coordinate with the design of the building and/or site. Signs should not dominate or obscure the architectural elements of building facades, roofs or landscaped areas.

GUIDELINE B-1: MATERIALS AND COLOR

Materials, colors, design and presentation of signs should be easy to see and read.

A. COLOR

A maximum of three colors should be used.

GUIDELINE B-2: ILLUMINATION

Signs may be lighted. All signs should be located and screened and buffered so

that they are structurally safe. Illumination sources for all signs should be hidden from view.

A. ILLUMINATION

The illumination of signs adjacent to residential areas should be of the lowest possible level that allows for adequate identification and readability while emitting minimum glare.

B. MONUMENT SIGNS

If monument signs are illuminated, glare should be carefully controlled and lighting sources concealed. The base of a monument sign should be setback from all public rights-of-way and should be located in a landscaped area.

GUIDELINE B-3: SIGN PLAN

Projects that contain more than one storefront should have a planned sign program that provides consistency with regard to height, size, shape, color and placement.

A. BUILDING IDENTIFICATION SIGNS-NUMBER AND SIZE

Each building should be allowed one sign containing the name and/or address, or logo of the building on the site. The sign area of a building identification sign should not be more than four square feet.

B. AWNING SIGNS-NUMBER AND CONTENT

In addition to wall signs, each building/business should have one awning sign to be located on the awning over the building/business entrance. Awning valances may have letters, numbers, or symbols not to exceed nine inches in height and no more than four square feet or 15 percent of the awning area, whichever is less.

The name, occupation, and/or address of the business may be on the awning signs. Telephone numbers or services offered should not to be included on any part of the awning.

C. WALL SIGNS-NUMBER

A business should have no more than one wall sign on an exterior wall containing the name of the business conducted and/or the business name or logo. One additional sign should be on the building per business if the business abuts more than one street, or an alley, exit court, or public parking area.

D. WALL SIGNS-SIZE

Wall signs should be contained in a length that is not more than 50 percent of the width of the building or storefront. The allowable length, however, need not be less than 12 feet. The overall composition of the height of wall signs should not exceed two feet, or height of letter more than 18 inches.

E. WALL SIGNS-PLACEMENT

Wall signs should not project more than 12 inches from a wall. No portion of a wall sign should extend above a building wall. No portion of a wall sign should extend above a roof-line. Signs in a multi-tenant building should be placed at the same uniform elevation to create visual continuity (per each floor of a multi-tenant retail/office building).

F. MONUMENT SIGN-NUMBER, SIZE AND PLACEMENT

There should be only one monument sign per street frontage. The maximum size should be 24 square feet per side. The base of a monument sign should be set back from all public rights-of-way and should be located in a landscaped area. The construction materials and colors on a monument sign should complement the building with respect to style, design, materials and colors.

G. PROJECTING SIGNS-SIZE AND PLACEMENT

The area of a projecting sign should be limited to three square feet per sign face. No sign should project more than 18 inches from the building wall to where it is attached.

H. MULTI-TENANT LISTINGS

Retail tenants in multi-tenant buildings should have a listing on a monument sign identifying tenants.

C. LANDSCAPING

Landscaped areas should be planned and designed as an integral part of each Project. All new and rehabilitation Projects should include an abundance of living plant materials such as trees, shrubs, ground cover, perennials and annuals. Other materials such as rocks, water, sculpture, art or paving materials should also be used to create and enhance architectural variety. The type, quantity and placement of landscape materials (including streetscape/hardscape features) should be selected for their structure, texture, color, and compatibility with the design of the site. Plans must not create inappropriate visual or physical barriers for vehicles or pedestrians.

GUIDELINE C-1: LANDSCAPE FEATURES

The type, quantity and placement of landscape materials should be selected for their structure, texture, color and compatibility with the design of the site.

A. ENTRANCES

Landscaping which includes grouping of plant materials, consisting of small trees, shrubs, planter boxes or tubs of flowers should be placed at entrances to courtyards and along walkways.

B. SIDE AND REAR YARDS

Side and rear yards should be landscaped using plant materials similar to those used in the front yard or entrance of a Project. Where side and rear

yards include entrances to buildings or structures, these entrances should be subject to provisions listed above (See Entrances, this section).

C. LIGHTING

Lighting is encouraged to highlight landscape features and to enhance security/safety along walkways, paths and open spaces used for gathering. Lighting should not impede upon adjacent properties.

D. SURFACE PARKING

At least seven percent of the total area of a surface parking lot should be landscaped in accordance with the following standards. The landscaped buffer provided pursuant to this section may be included as part of the landscape calculation. (Trees provided within the landscape buffer may also be applied toward the tree requirements).

E. NUMBER OF TREES

All surface parking lots should contain one tree for every four parking spaces and such trees should be dispersed evenly throughout the parking lot.

F. BUFFERS

Wherever a surface parking lot abuts a public street, public sidewalk or public alley, a three foot landscaped buffer should be provided that should contain one 15 gallon tree every 20 lineal feet. These trees should be in addition to the required trees in the parking lot.

G. WALLS-GENERAL

A three and one-half foot solid decorative wall should be provided along the property line facing such public right-of-way.

H. WALLS ABUTTING RESIDENTIAL USES

Wherever a surface parking lot abuts, or is directly across an alley from any residential use or R zoned lot, a solid decorative wall, at least six feet in height, should be erected along the perimeter of the parking area facing such residential use or R zoned lot. The wall should be designed with plant covering or material(s) designed to deter graffiti.

GUIDELINE C-2: MAINTENANCE

It is the responsibility of the property and/or business owner to maintain all landscape and streetscape features located on private property, including, but not limited to, plant material, signs, walkways, benches and fountains in accordance with the following:

A. FABRICATED FEATURES

All fabricated features should be maintained in good condition both in structural integrity and cosmetic appearance.

B. VEGETATION

All vegetation should be watered, fertilized, trimmed and maintained in good condition.

C. IRRIGATION

An automatic irrigation system should be installed for all landscaped areas.

GUIDELINE C-3: REPAIR AND SERVICE SHOPS NOT FULLY ENCLOSED

All repair and service uses, such as tire shops, auto tune-up, car washes, appliance repair and other similar uses that are not fully enclosed should be screened from adjacent residential uses and from the main commercial street where the use is fronting according to the following standards.

A. WALLS

A solid decorative wall, at least six feet in height, should be provided along the rear property line of any lot that abuts or is directly across the street or alley from any residential use or R zoned lot. The wall should be designed to have a plant covering or material that deters graffiti. Walls may be gated to facilitate access to loading areas.

B. LANDSCAPE SETBACK

A three-foot landscaped setback should be provided along the front property line of all lots. The landscaped setback should include a solid three and one-half foot high wall along the property line and the remainder of the setback adjacent to the public right-of-way should be fully landscaped with ground cover. This setback should contain one 15 gallon tree for every 20 lineal feet. The setback area should also contain an automatic irrigation system. These trees should be in addition to any trees required in a parking lot.

GUIDELINE C-4: FREESTANDING WALLS

The following requirement should apply to any freestanding wall parallel to and visible from a public street, or to any freestanding wall parallel to an interior property line and facing a public area such as a parking lot or driveway.

A. FREESTANDING WALLS

Freestanding walls should provide a minimum three-foot wide landscaped buffer. The landscaped buffer should contain clinging vines, oleander trees or similar vegetation capable of covering or screening the length of such wall, and should include the installation of an automatic irrigation system.

D. PARKING STRUCTURES

GUIDELINE D-1: DESIGN

The exterior elevations of all parking structures having any frontage along any

major commercial street should be designed to match the style, materials and color of the main building by incorporating all or some of the design elements used for the main façade of the building it serves such that there is no notable differentiation between the parking structure and the main façade of the building.

A. SCREENING

Along all other street frontages, if a parking structure is not architecturally integrated with the design of the main building, then the parking structure wall should be screened by a minimum, three foot wide landscaped setback. The landscaped buffer should conform to the following standards:

- One 24 inch box tree, not less than 10 feet in height at the time of planting, should be planted at a ratio of one for every 20 lineal feet;
- Vegetation with a minimum height of three feet at maturity should be planted over the entire landscaped setback; or
- The landscaped setback should contain clinging vines, oleander trees or similar vegetation capable of covering or screening the length of the adjacent wall up to at least nine feet.

B. IRRIGATION

An automatic irrigation system should be installed within the landscaped buffer.

C. BUFFERS ALONG RESIDENTIAL USES

Wherever a parking structure abuts, or is directly across an alley or public street from any residential zone or residential use, the wall facing such residential use or zone should conform to the following standards and requirements:

- Solid decorative walls or decorative baffles to block light and deflect noise should be installed along the sides of the structure, which face residential uses or zones;
- Solid spandrel panels a minimum of three-feet six-inches in height should be installed at the ramps of the structure which are adjacent to residential uses or zones so as to minimize headlight glare;
- Light standards on any uncovered, above ground level areas of the structure should not be higher than the adjacent perimeter walls;
- Garage floors and ramps should be constructed with textured surfaces to minimize tire squeal noises;
- A landscaped buffer should be provided along the sides of the structure, which face any residential uses or zones;
- Air conditioning and exhaust vents should not be placed on walls or roofs adjacent to residential units/uses.

E. MIXED-USE PROJECTS

GUIDELINE E-1: DESIGN

The multiple-family residential portion of development located within a Mixed-Use project should strive to be designed around a landscaped focal point or courtyard. The intent is to create a space around which the building is designed that serves as an amenity for residents and increases the quality of the environment. The design of all buildings should be of a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. To achieve this, the volume of all buildings should be composed of a variety of forms, contrasting shapes and should employ attractive and complementary building materials and architectural features. All building fixtures, awnings, security gates, etc., should complement and be architecturally integrated to the design of the building.

A. PEDESTRIAN ENTRANCES

A pedestrian entrance should be provided at the front of every project. An additional pedestrian entrance should be provided for every 150 feet of building frontage. The pedestrian entrance should offer views into an interior courtyard or landscaped open space area. The entrance should be emphasized by employing one of the following paving treatments:

- Brick or tile;
- Precast pavers;
- Stamped concrete.

B. FAÇADE TREATMENT-FINISH

Plaster or stucco finishes should not occupy more than 60 percent of the surface area of any exterior on each floor. The exterior finish on all balconies should employ a finish material that is different from the finish material employed on the primary body of the building.

C. MECHANICAL EQUIPMENT

All surface or ground mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets should be screened from public view and/or treated to match the materials and colors of the building which they serve.

D. BUILDING WALLS

All exterior building walls should provide a break in the plane, or a change in material, every 20 feet in horizontal length and every 15 feet in vertical length, created by an articulation or architectural detail, such as:

- A change in plane of at least 18 inches;
- Windows that are recessed at least six inches;
- Incorporation of varied window treatments such as multi-pane, octagonal, circular, greenhouse or bay windows or other fenestration;
- Perforations on the surface of the building plane;
- Building overhangs, porticoes, or projections;

- Terraces, balconies or cantilevered designs;
- Wood accents and wood trim for windows and doors;
- Other architectural features or building materials that create a visual break.

E. DESIGN OF OPEN SPACE AREAS

All open space areas should conform to the following standards:

- Surfaces should prevent dust and allow convenient outdoor activities, especially for children. Surfaces should be any practicable combination of lawn, garden, flagstone, wood planking or other serviceable dust-free surfacing. Large, continuous areas of unbroken plain concrete or asphalt are discouraged. These areas should be interspersed with other paving materials or with plant materials, which can include the following:
 - Integrated color cement with salt finish;
 - Stamped concrete;
 - Brick and tiles;
 - Precast pavers;
 - Murals/artwork by local artists.
- No portion of the required open space should have a dimension less than 20 feet.
- The slope should not exceed 10 percent.
- Off-street parking, loading areas, driveways and service areas should not be counted as open space.
- At least 30 percent of the required open space should be landscaped.
- Projects that provide private usable open space, such as balconies or patios, with a minimum dimension of four feet for balconies and six feet for patios may reduce the required open space directly commensurate with the amount of private usable open space provided. However, at no time should common open space be less than 350 square feet for Projects under 10 units and 600 square feet for Projects of 10 units or more.
- An automatic irrigation system should be installed within all landscaped areas.

F. ROOFS AND ROOFTOP EQUIPMENT

All roof top equipment and building appurtenances should be screened from adjacent properties or architecturally integrated into the design of the building. All roof lines in excess of 40 feet must be broken up through the use of gables, dormers, plant-ons, cutouts, stepbacks or other appropriate means.

G. STORAGE AND TRASH AREAS

A trash enclosure should be required for all projects. The enclosure should be designed in conformance to the following requirements:

- Trash enclosures should be enclosed by a minimum five foot high,

- decorative masonry wall;
- A minimum of one trash area should be provided for every 10 units;
- The trash area should be located no more than 200 feet from the most remote unit it serves.

H. FREESTANDING AND RETAINING WALLS

All retaining walls should be treated in a similar manner as the Project's buildings, employing compatible materials, colors and finishes. All freestanding walls should provide a break in the plane, or a change in material, or an opening in the surface of the wall, every 20 feet in horizontal length or by an articulation or architectural detail, such as:

- A staggered wall;
- An indentation in the wall;
- A symmetrical spacing of columns.

GUIDELINE E-2: PARKING STRUCTURES

Parking structures should be architecturally integrated with the design of the building. The exterior elevations of all parking structures should be designed to match the style, materials and color of the main building.

A. WALL TREATMENT

Wherever above grade parking is provided, architectural perforations or other wall openings should be provided to allow sunlight to penetrate the interior parking area and to break up the exterior plane of the parking wall. At least 20 percent of the exterior wall surface should consist of openings.

B. LANDSCAPING

Wherever above grade parking abuts any public street, a minimum five-foot landscaped setback should be provided along the exterior walls of the parking structure in accordance with the following standards:

- One 36-inch box tree every 20 feet.
- Ground cover on 80 percent of the surface area; and
- A raised planter, three feet in height, and two feet in depth (from the exterior wall) to soften the parking wall.

F. STREETScape FEATURES

The Department of Transportation and other City departments should work in concert with the Planning Department to implement these guidelines in any planning for street widening, sidewalk widening, speed limit changes, transit corridor implementation strategies, parking/no parking requirement changes, medians, reconstruction, private project improvement review and/or any other proposal that may implement or alter these guidelines.

Streetscape features should include, but not be limited to: benches, planters, light fixtures, fountains, monuments, trellises, banners, sidewalk treatments, awnings, trash receptacles, bus shelters, news-stands and other temporary fixtures. All new streetscape features, either publicly or privately developed should adhere to the following guidelines and standards.

GUIDELINE F-1: STREETScape AND HARDScape FEATURES

Furnishings such as benches, trash containers, planters and news racks should be functional in use and form and compatible in color and scale to the design of the site.

Built-in planters and trash receptacles are encouraged to aid security and maintenance. Planters must provide proper drainage and be appropriate for the type/size of planting contained. Furnishings (includes tables, chairs and umbrellas) used in pedestrian/open areas should be durable, functional, and well maintained. Water features and artwork should be permanent in character except where temporary use is encouraged and completed with durable, vandal resistant finishes. Temporary art is encouraged in areas such as vacant store-fronts and designated display areas.

A. FREESTANDING PLANTERS

Freestanding planters and trash receptacles are discouraged. If used, they should be secured.

B. SECURITY DEVICES

Security devices should be hidden from public view.

GUIDELINE F-2: PAVING/SIDEWALKS

The use of paving materials is encouraged to emphasize entries, pedestrian activities and special gathering areas. Large, continuous areas of unbroken plain concrete are discouraged. These areas should be interspersed with other paving materials or with plant materials, which can include the following:

- Integrated color cement with salt finish;
- Stamped concrete;
- Brick and tiles;
- Precast pavers;
- Murals/artwork by local artists.