

EXHIBIT H:

Amendments to the Crenshaw Corridor Specific **Proposed Ordinance**

West Adams-Baldwin Hills-Leimert New Community Plan

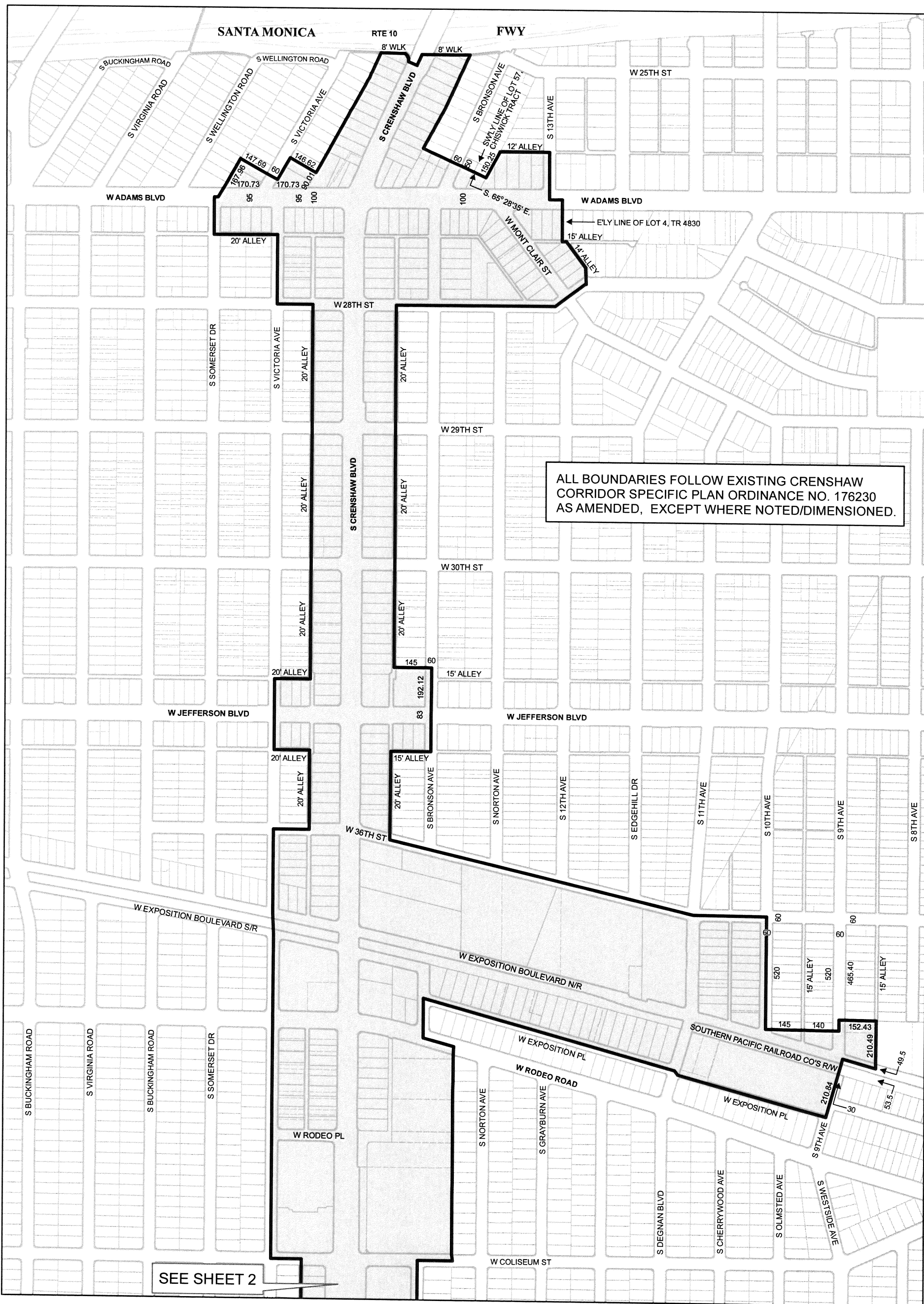
CPC-2006-5567-CPU; CPC-2006-5567-CPU-M1 CPC-2006-5567-CPU-M2;

ENV-2008-478-EIR

Recommended by the City Planning Commission on April 11, 2013, February 11, 2016 and June 23, 2016.

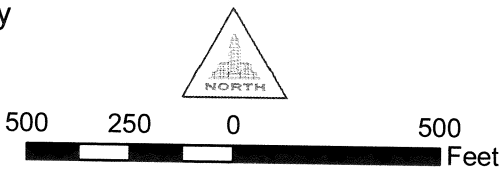
Contents:

- *Ordinance Maps*
- *Amended Crenshaw Corridor Specific Plan*
- *Appendix A – Design Guidelines and Standards Manual*
- *Appendix B – Proposed Cultural Overlay Uses*



CRENSHAW CORRIDOR SPECIFIC PLAN

 Crenshaw Corridor Specific Plan Boundary

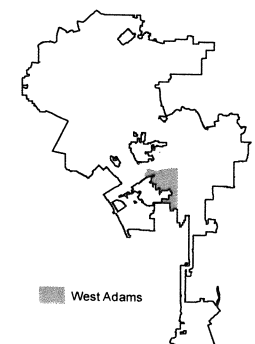


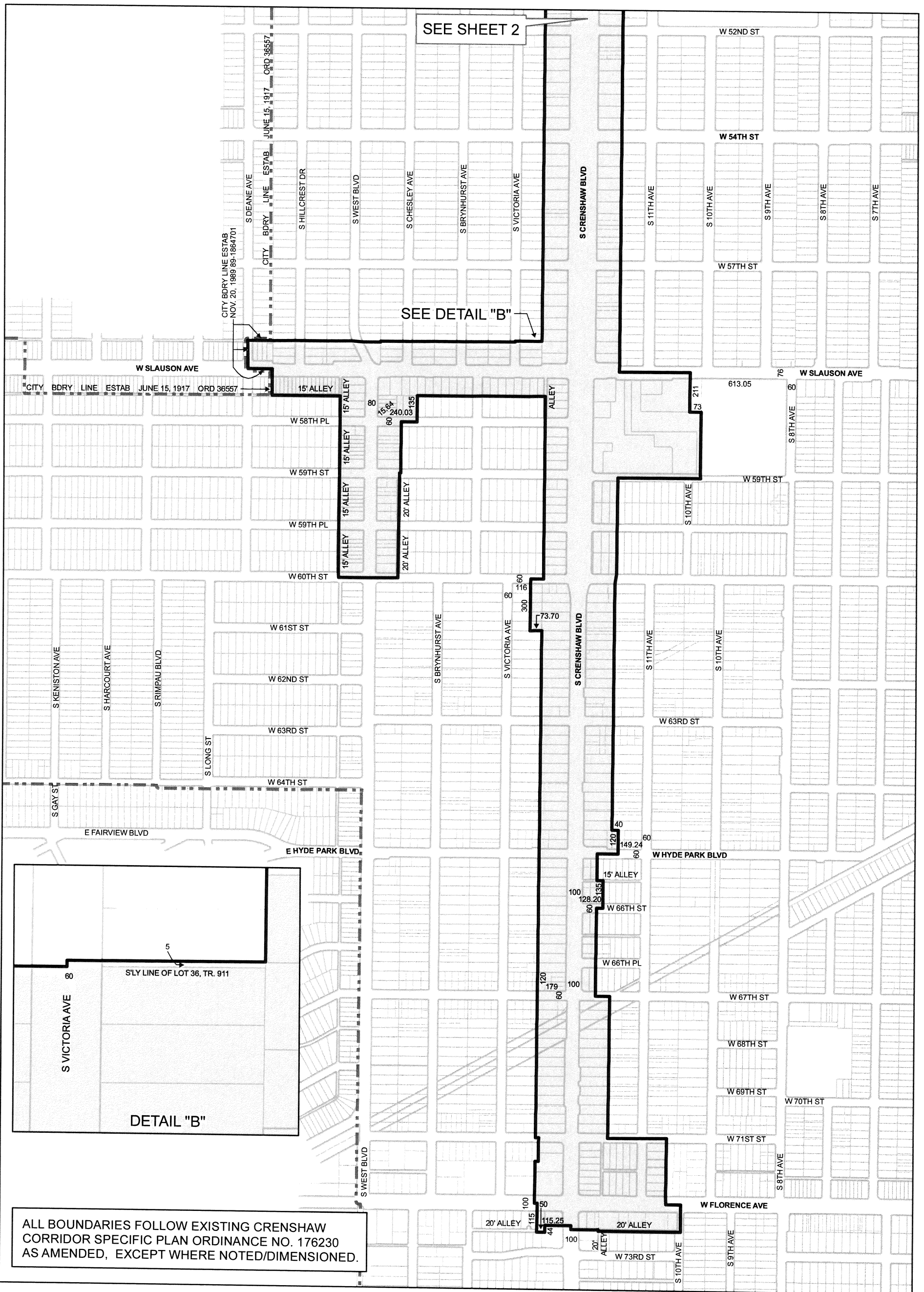
SHEET 1 OF 3

C.M. 117 B 185, 120 B 189, 120 B 185, 123 B 185 CPC-2006-5567-CPU

West Adams - Baldwin Hills - Leimert

City of Los Angeles

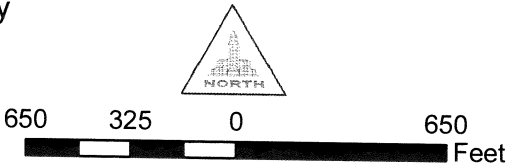




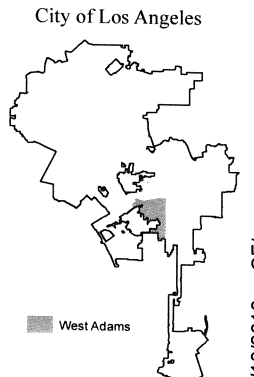
ALL BOUNDARIES FOLLOW EXISTING CRENSHAW CORRIDOR SPECIFIC PLAN ORDINANCE NO. 176230 AS AMENDED, EXCEPT WHERE NOTED/DIMENSIONED.

CRENSHAW CORRIDOR SPECIFIC PLAN

- Crenshaw Corridor Specific Plan Boundary
- City of LA Boundary



SHEET 3 OF 3



C.M. 102 B 185, 105 B 185, 108 B 185 CPC-2006-5567-CPU

West Adams - Baldwin Hills - Leimert

Data Sources: Department of City Planning & Bureau of Engineering

3/10/2016 CF/CAT



Crenshaw Corridor Specific Plan

Ordinance No. 176, 230 | Effective November 14, 2004

Specific Plan Procedures | Amended pursuant to L.A.M.C. Section 11.5.7

Design Review Board Procedures | Amended pursuant to L.A.M.C. Section 16.50

Specific Plan Amendment as part of the

West Adams-Baldwin Hills-Leimert New Community Plan

Amended by Ordinance No. XXX,XXX | Effective Date xx

A Part of the General Plan - City of Los Angeles

<http://cityplanning.lacity.org> (General Plan - Specific Plan)

PLUM Recommended Plan

June 2016

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A Part of the General Plan - City of Los Angeles
<http://cityplanning.lacity.org> (General Plan - Specific Plan)

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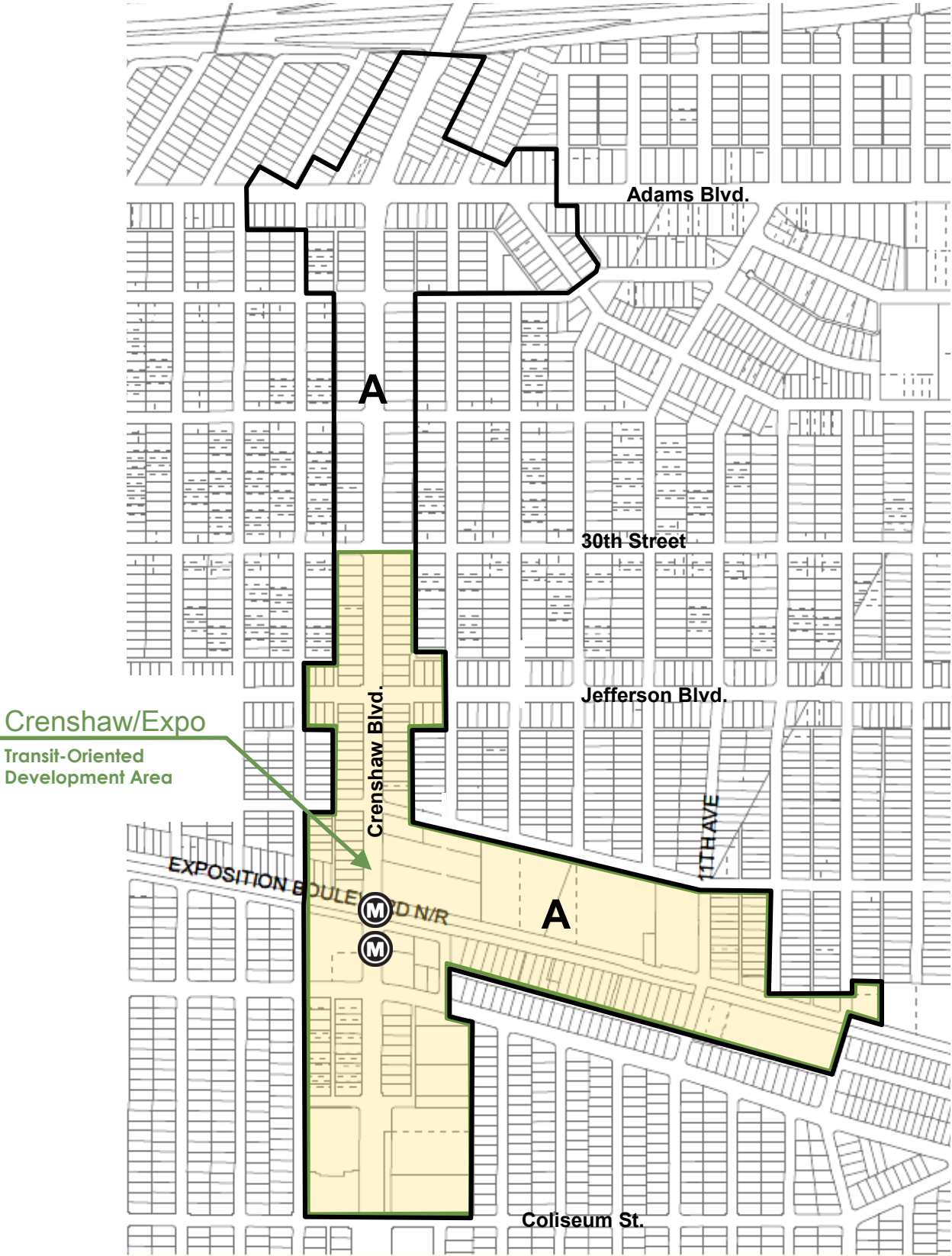
Crenshaw Corridor Specific Plan Area



 Project Area Boundary

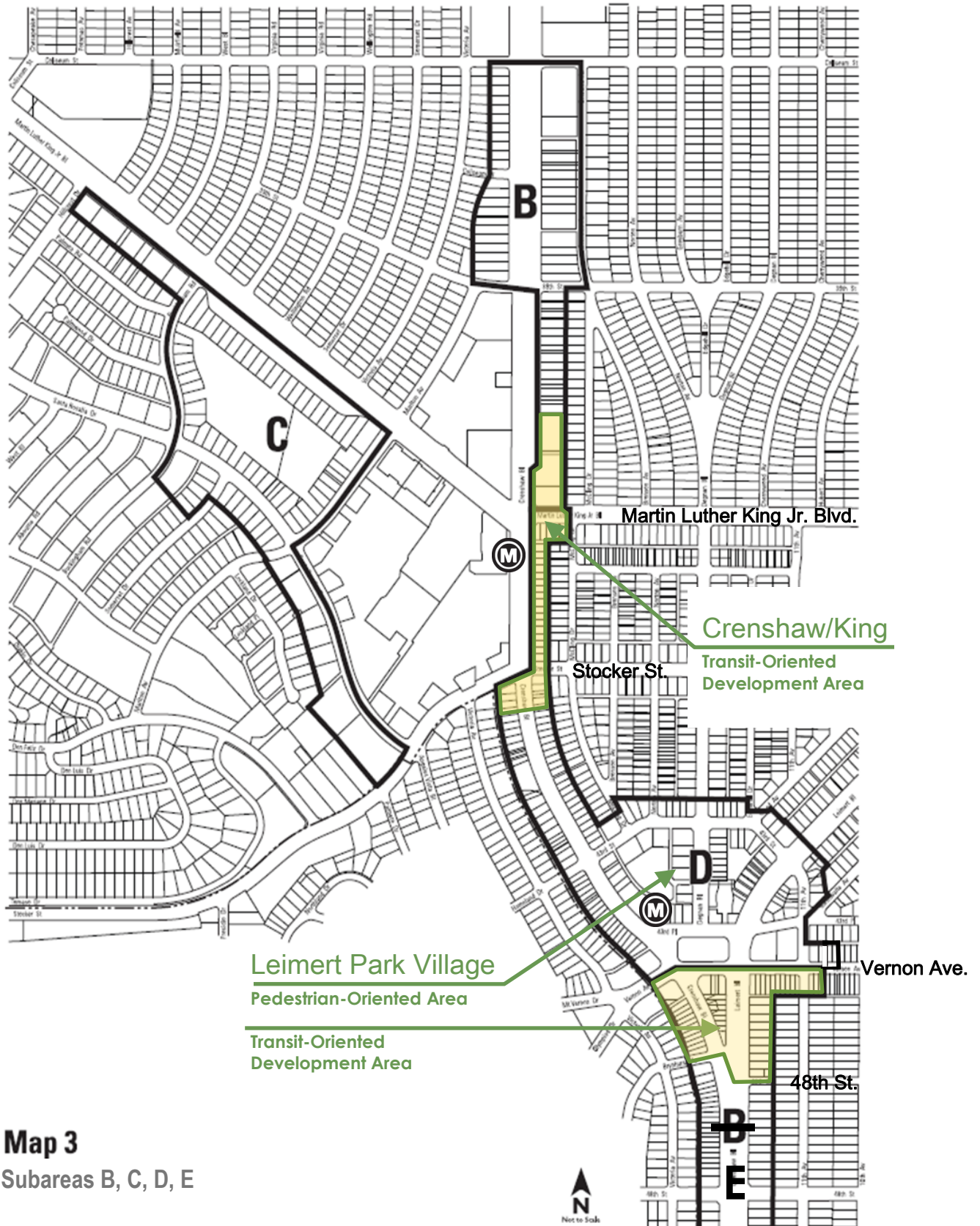
Map 1

Crenshaw Corridor Specific Plan

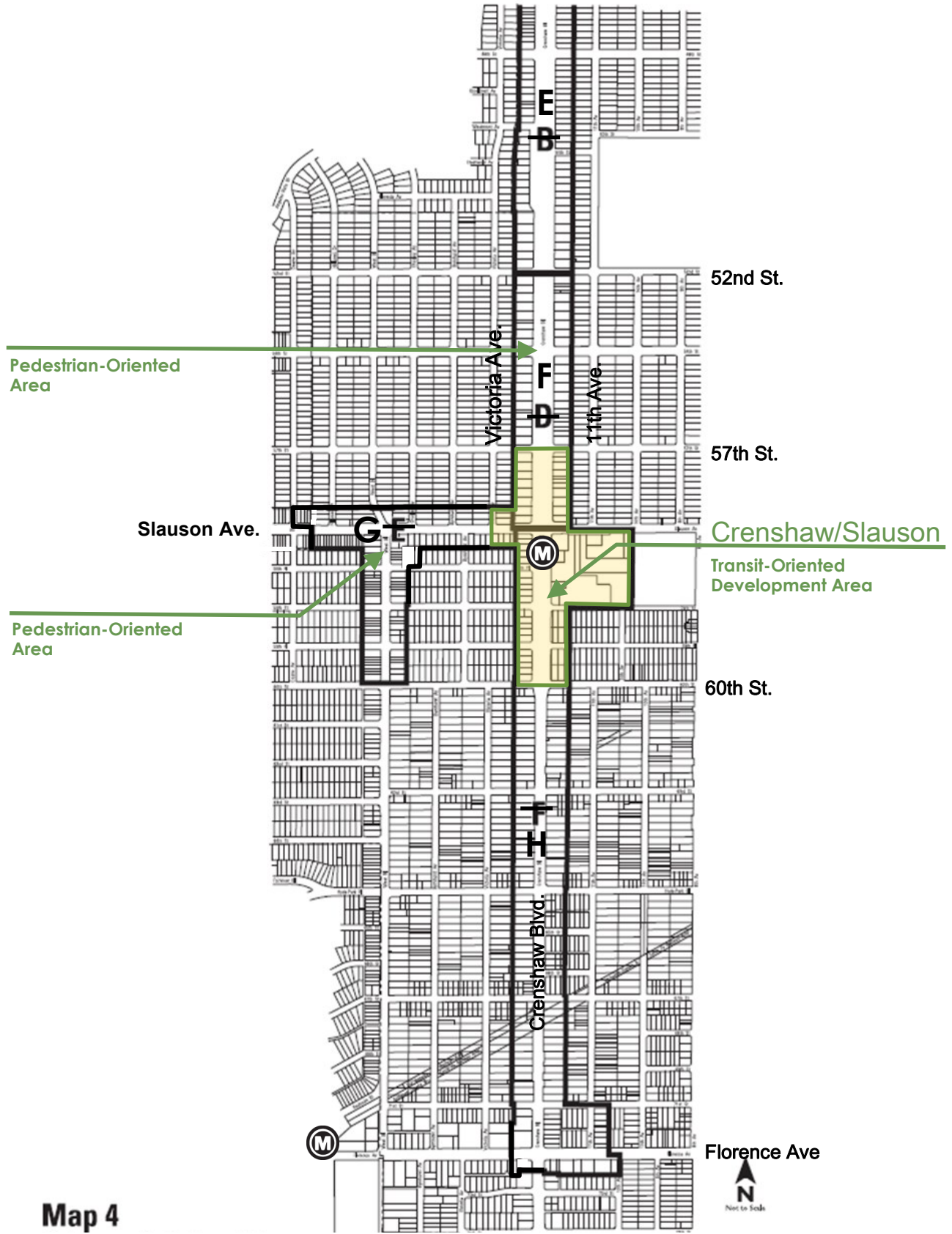


Map 2
Subarea A

Crenshaw Corridor Specific Plan



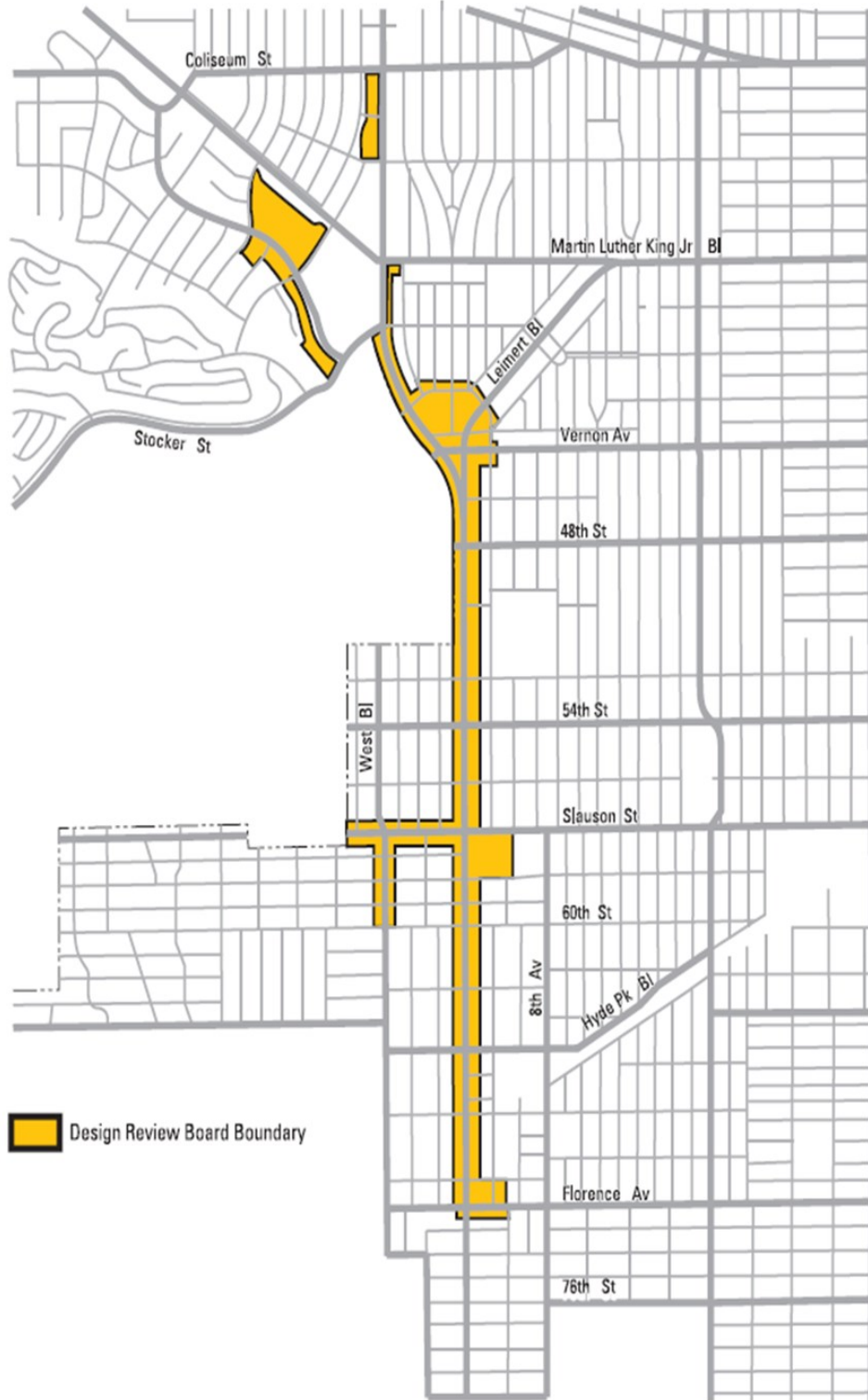
Crenshaw Corridor Specific Plan



Map 4

Subareas E, F, G and H

Crenshaw Corridor Specific Plan Design Review Board Areas

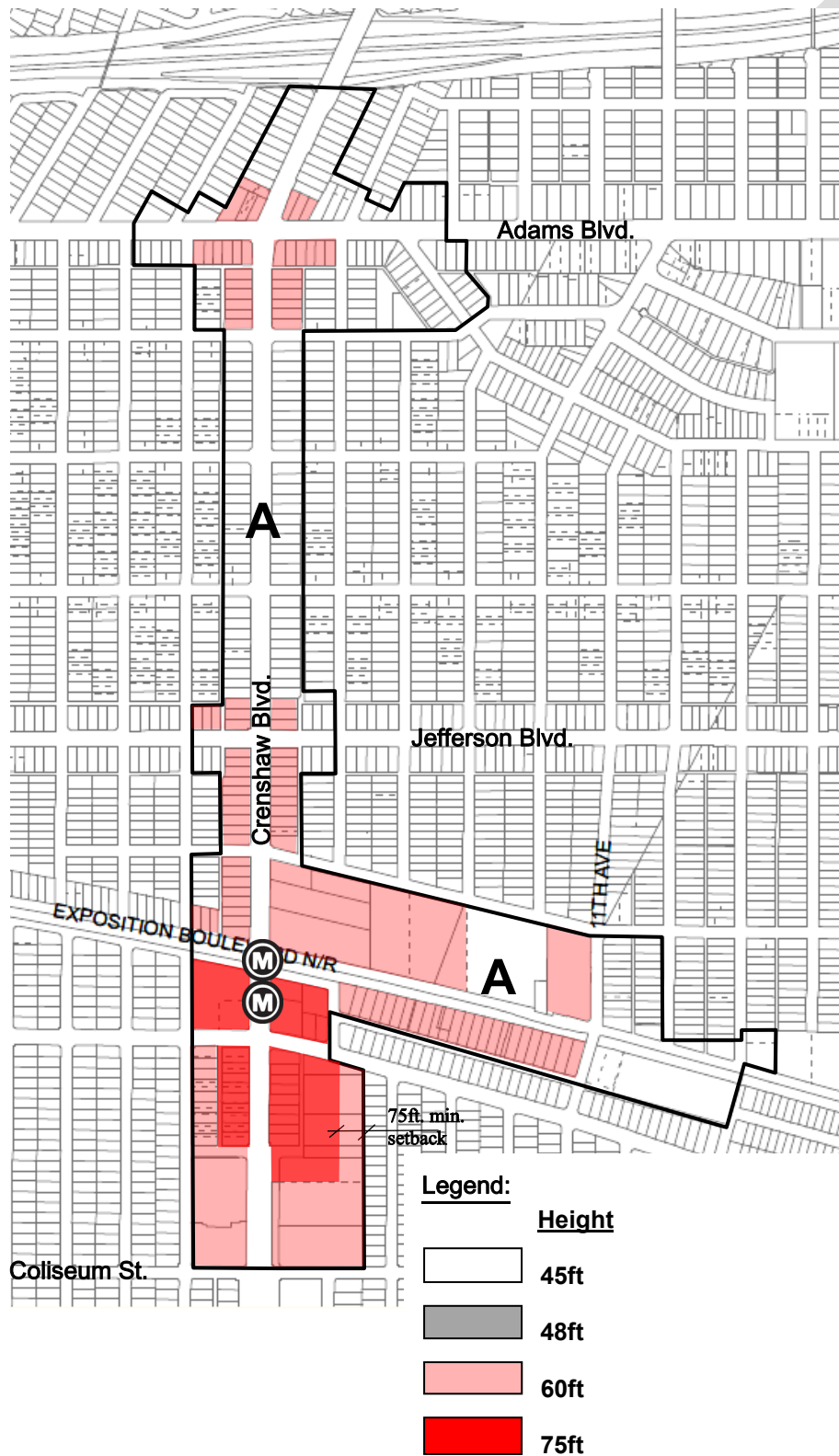


▲
N Not to scale

Map 5

Prepared by City of Los Angeles Planning Department • Graphic Services Section • September, 2004

Crenshaw Corridor Specific Plan



Note: See Subsection 9.F., entitled "Transition to Residential" for height limitations when opposite or abutting residentially planned land.

Map 6
Subarea A

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Crenshaw Corridor Specific Plan

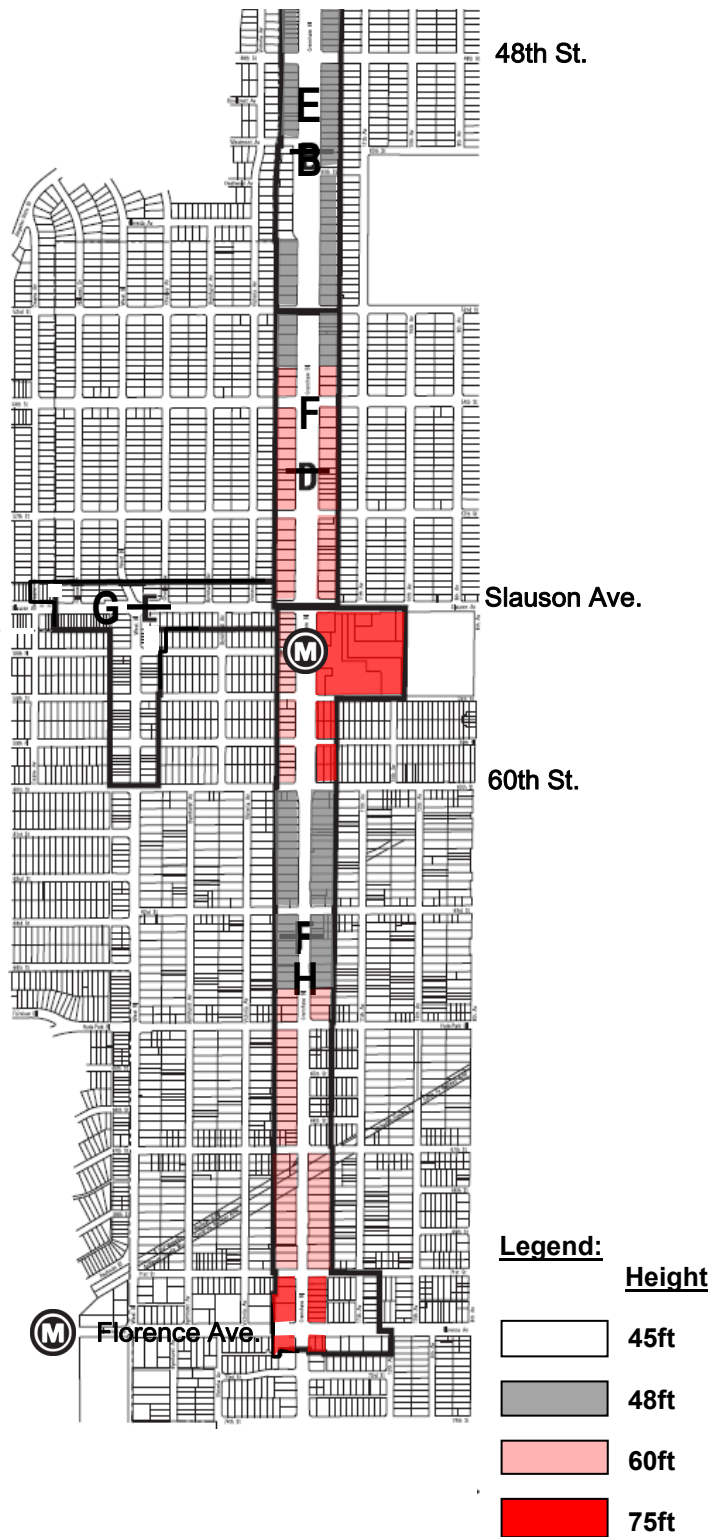


Note: See Subsection 9.F., entitled "Transition to Residential" for height limitations when opposite or abutting residentially planned land.

Map 7
Subareas B, C, D and E

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Crenshaw Corridor Specific Plan



Legend: Height

White	45ft
Grey	48ft
Pink	60ft
Red	75ft

Note: See Subsection 9.F., entitled "Transition to Residential" for height limitations when opposite or abutting residentially planned land.

Map 8

Subareas E, F, G and H

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Crenshaw Corridor Specific Plan

An ordinance establishing a specific plan, to be known as the Crenshaw Corridor Specific Plan, in a portion of the West Adams-Baldwin Hills-Leimert Community Plan.

Section 1.



Leimert Park Plaza

ESTABLISHMENT OF THE CRENSHAW CORRIDOR SPECIFIC PLAN.

- A. The City Council hereby establishes the Crenshaw Corridor Specific Plan applicable to that portion of the City of Los Angeles as shown on Maps 1 through ~~5~~8.
- B. The following areas, the boundaries of which are in Subareas D, F and G and ~~E~~, shall be identified as PEDESTRIAN-ORIENTED AREAS as shown on Maps 3 and 4.
 1. Portions of Subarea D located between Stocker Street and Vernon Avenue shall be identified as the Leimert Park Village Pedestrian-Oriented Area as shown on Map 3.
 2. Portions of Subarea F located between 52nd Street and 57th Street shall be identified as a Pedestrian-Oriented Area as shown on Map 4.
 3. Portions of Subarea G located west of Crenshaw Boulevard shall be identified as a Pedestrian-Oriented Area as shown on Map 4.
- C. The following areas, the boundaries of which are in all Subareas except C, shall be identified as TRANSIT-ORIENTED DEVELOPMENT AREAS as shown on Maps 2, 3 and 4.
 1. Portions of Subarea A located between 30th Street and Coliseum Street shall be identified as the Crenshaw/Expo Transit-Oriented Development Area as shown on Map 2.
 2. Portions of Subareas B and D located between Dr. Martin Luther King, Jr. Boulevard and Stocker Street shall be identified as the Crenshaw/King Transit-Oriented Development Area of Leimert Park as shown on Map 3.
 3. Portions of Subarea E located between Vernon Avenue and 48th Street shall be identified as the Transit-Oriented Development Area of Leimert Park Village as shown on Map 3.
 4. Portions of Subareas F, G and H located between 57th Street and 60th Street shall be identified as the Crenshaw/Slauson Transit-Oriented Development Area as shown on Map 4.

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Crenshaw Corridor Specific Plan

Section 2.

PURPOSES

The purposes of this Specific Plan are:

- A. To provide standards for the Crenshaw Corridor which will promote controlled development/redevelopment while encouraging and stimulating economic revitalization.
- B. To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.
- C. To promote a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.
- D. To preserve and enhance community character and aesthetics by establishing coordinated and comprehensive standards for signs, buffering and setbacks, building and wall height, open space and lot coverage, parking and landscaping ~~and~~, as well as facade treatment and the conservation and/or preservation of existing resources, designated historic or otherwise, that shape the corridor's identity.
- E. To promote a high level of pedestrian activity in areas identified as Pedestrian-Oriented and Transit-Oriented Development by promoting neighborhood serving uses, which encourage pedestrian activity and promote reduced traffic generation.
- F. To promote an attractive pedestrian environment in the areas designated as Pedestrian-Oriented and Transit-Oriented Development by regulating the design and placement of buildings and structures which accommodate outdoor dining and other ground level retail activity.
- G. To promote the continued revitalization of the historic Leimert Park Village as a pedestrian-oriented cultural destination consistent with the guiding principles for design, preservation and development as outlined in the adopted West Adams-Baldwin Hills-Leimert Community Plan.
- H. To encourage the creation of pedestrian-friendly Transit-Oriented Development Areas consistent with the goals and policies of the West Adams-Baldwin Hills-Leimert Community Plan that promote health and sustainability by encouraging a mix of uses providing jobs, housing, goods and services, as well as access to open space, all within walking distance of the Mid-City/Exposition and Crenshaw/LAX Light Rail Transit Corridor stations.



Transit-Oriented Development along the Red Line

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Crenshaw Corridor Specific Plan

Section 3.

RELATIONSHIP TO OTHER PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.

- A. The regulations of the Specific Plan are in addition to those set forth in the ~~planning and zoning~~ provisions of Chapter 1 of the Los Angeles Municipal Code (LAMC), as amended, and any other relevant ordinances, and do not convey any rights or privileges not otherwise contained therein ~~there~~, except as specifically provided in this Specific Plan. ~~here.~~
- B. Wherever provisions of this Specific Plan differ from provisions contained ~~contains provisions in~~ Chapter 1 of the LAMC that establish decreased Floor Area Ratios (FAR), reduced heights, prohibited, ~~or limited or more permissive~~ uses, reduced parking requirements, greater set backs and (prohibited, lesser size or number of) signs, or otherwise differ from or conflict with the provisions contained in the LAMC or any other relevant ordinances, this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances.
- C. The provisions for granting exceptions to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7 F. In approving an exception to this Specific Plan, the Area Planning Commission, and the City Council on appeal, may simultaneously approve or disapprove any conditional use under their jurisdiction. Only one fee shall be required for a bundled application. The bundled application for an exception to this Specific Plan pursuant to Section 11.5.7.D shall not require any additional application pursuant to the provisions of LAMC Section 12.24.B.



Architectural Feature - Baldwin Hills-Crenshaw Plaza

Section 4.

DEFINITIONS

The following words or phrases, whenever used in this Specific Plan, shall be construed as defined in this Section. Words and phrases not defined here shall be construed as defined in LAMC Sections 12.03, 13.07 C, 91.201 through 91.227, and 91.6203.

Architectural Canopy Sign - A Business Establishment Sign that is attached to a horizontally projecting architectural canopy feature of a building and is located approximately parallel to the face of the building.

Architectural Feature - Those purely aesthetic elements of a building, designed integral to the overall style of architecture, that are not habitable or otherwise counted as part of a building's floor area.

Automotive Uses. New and used automobile, motorcycle, recreational vehicle, residential vehicle, truck and trailer sales, storage and incidental uses. Automobile dismantling yards, automotive fueling and service stations, and automotive repair uses as defined through Ordinance #178382 and applied through LAMC

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Crenshaw Corridor Specific Plan

Sections 12.03 and 12.22. A28. Automotive repair uses include maintenance uses such as automotive laundry and wash racks, and excludes retail parts sales.

~~**Automobile Related Uses.** Automobile Related Uses shall include uses defined by LAMC Section 12.03 for Automobile and Trailer Sales Area, Automobile Dismantling Yard, Automobile for Hire and Automotive Repair.~~

Block. Property or properties consisting of not more than five acres, on both sides of one street extending for a distance of not more than 660 feet, excluding any intersecting or intercepting streets.

Business Establishment. The licensed principal or licensed accessory use of a A building or a portion of a building contained within demising walls, together with adjacent yards, courts, and/or public parking areas used together as a business location.

Building Frontage. That portion of the perimeter of a building or structure which fronts on a public street(s) or on a courtyard that is accessible from a public street.

Building Identification Sign. A sign that is limited to the name or logo of the building, or the use that encompasses the largest amount of floor area of a building.

Central Parking Structure - A parking structure located within the boundaries of the subject Transit-Oriented Development area that is accessible to and available for use by the public as well as private developments within the TOD area, and that is identified and approved as a Central Parking Structure by this Specific Plan document.

Commercial Uses. Those uses as first permitted in the CR, C1, C1.5, C2, C4, or C5 zones, including guest rooms and hotels as defined in Section 12.03 and Community Facilities as defined by this section.

Community Facilities. Any use whose primary purpose is to provide non-profit, or not-for-profit assistance to the general public, as determined by the Director of Planning. Included are government offices and services or privately funded services or charities that are provided to the public at a free, subsidized or reduced rate. Examples are child care centers, job assistance centers, business assistance centers, libraries, schools, adult day care, and related administrative offices, health clinics, 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. Houses of Worship and public parking structures are community facilities when they include another community service, such as child care or community meeting rooms.

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Crenshaw Corridor Specific Plan

Convenience Food Store. A retail establishment that offers a limited selection of household and packaged food items and few, if any, 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.

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

Eligible Historic Resource - A building, structure, landscape element or natural feature identified through SurveyLA (*The Los Angeles Historic Resources Survey*) or other historic resource survey accepted as complete by the Office of Historic Resources (OHR) to be eligible for recognition as historically or architecturally significant either individually or as part of a district at the local, state or national level.

Free-Standing Fast-Food Establishment - A building designed for restaurant use by a single tenant, or multiple tenants that share the same kitchen, which stands alone on its own lot or is free standing within a shopping center, and which dispenses prepared food over a counter or by way of drive-through service for consumption on or off the premises, and which has any of the following characteristics: a limited menu, items prepared in advance or prepared or heated quickly, no table orders, and food served in disposable wrapping or containers as defined in LAMC Section 16.05 B3.

Full-Service Grocery Store - A store of not less than 10,000 square feet of floor area which offers for sale products including, but not limited to, meats, produce, dairy products, paper goods, dry goods, frozen goods, sundries and other similar products.

Off-Site Alcohol Sales - Any establishment licensed or seeking a license to sell or otherwise dispense alcoholic beverages for off-site or "off-sale" consumption as defined by the California State "Alcoholic Beverage Control Act".

Mixed-Use Project. A Project which combines one or more Commercial Uses and multiple dwelling units in a single building or in a Unified Development.

Pedestrian Amenities. Outdoor eating areas, 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.

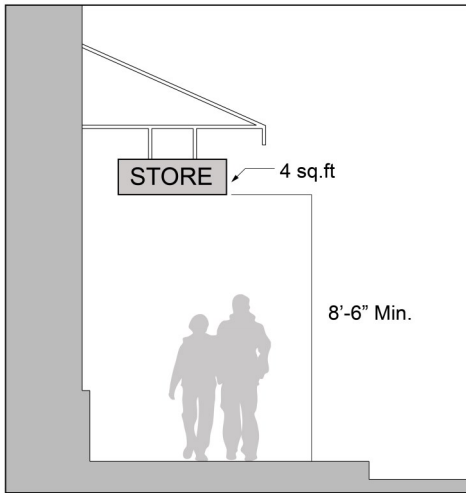
Pedestrian Entrance. That portion of the ground floor frontage area of a building used for pedestrian access to uses in a building.



Full-Service Grocery Store

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Crenshaw Corridor Specific Plan



Section of a typical Pedestrian Sign.

Pedestrian-Oriented Area. ~~A Pedestrian Oriented Area, the boundaries of which are designated as Subareas D and E on Maps 3 and 4 of this Specific Plan. A commercially zoned area with a distinct pedestrian character that is enhanced by a variety of uses, activities and amenities that encourage people to walk, shop, dine and recreate during evenings, weekends, as well as weekdays.~~

Pedestrian Sign. A small projecting sign, which is attached to a wall or to the underside of an awning or marquee with one or two sign faces perpendicular to the face of the building or structure to which it is affixed.

~~**Pedestrian Sign.** A Projecting Sign that is attached to a wall or to the underside of an awning or marquee with one or two sign faces perpendicular to the face of the building or structure to which it is affixed.~~

Project. The construction, erection, demolition, addition to or structural alteration, of any building or structure (as defined in LAMC Sec. 12.03) or a use of land or change of use on a lot located, in whole or in part, within the Specific Plan area, which requires the issuance of any building permit, grading permit or sign permit.

A project shall not include interior construction that consists solely of interior remodeling, interior rehabilitation or interior repair work (unless involving a City designated Cultural Historic Monument), and that does not increase the number of trips, as determined by the Department of Transportation, increase the floor area, or have increased parking requirements pursuant to Section 12 of this Specific Plan.

Public Access Way. Any street, channel, viaduct, subway, tunnel, bridge, easement, right of way or other way in which the public, or a public agency has a right of use.

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.

Transit-Oriented Development Area – A pedestrian-friendly, multi-modal area where a mix of uses providing jobs, housing, goods and services, as well as access to open space has been integrated through transit planning, development, urban design, streetscape improvements and reinvestment that facilitates access and connectivity to and from a fixed guideway station.

Section 5.

SPECIFIC PLAN COMPLIANCE AND EXEMPTIONS.

Applications for Projects within the Crenshaw Corridor Specific Plan shall be filed and processed as follows:

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Crenshaw Corridor Specific Plan

A. **Specific Plan Compliance Required for Building Permit.** Notwithstanding any provision of the LAMC to the contrary, the Department of Building and Safety shall issue no building permit (including demolition permits), grading permit, or foundation permit, change of use permit or certificate of occupancy shall be issued for a any Project, including Projects on the public right-of-way, unless the applicant complies with this Specific Plan. All Projects shall be subject to the Project Permit Compliance requirements of Section 11.5.7 C of the LAMC.

B. **Administrative Clearance**

1. **Projects not within the jurisdiction of the Design Review Board.**

a. No grading permit, foundation permit, building permit, demolition permit, or use of land permit shall be issued for the following projects unless the Director has issued an Administrative Clearance pursuant to the provisions and procedures set forth in Subsections B1.b., B1c. and B1.d. below:

i) Wall and Pedestrian Signs

ii) Minor Façade Repair and Storefront Rehabilitation

iii) Paint

iv) Leimert Park Village (Subarea D) Neighborhood Retail/Service and Cultural Overlay uses as identified in Subsection 6.C provided a covenant is recorded.

b. **Administrative Clearance.** An Administrative Clearance is defined as a ministerial approval for all Projects that comply with all applicable Crenshaw Corridor Specific Plan regulations.

c. **Application, Form and Contents.** To apply for an Administrative Clearance, an applicant shall file an application with the Department of City Planning, on a form provided by the Department, and include all information required by the instructions on the application and any additional submission requirements.

d. **Procedures.** For Projects that comply with the provisions of this Specific Plan, the applicant shall submit plans to the Director for an Administrative Clearance. The Director or his/her designee shall review the Project for compliance with the applicable regulations.

2. **Projects within the jurisdiction of the Design Review Board.**

a. At least once per calendar year during a regularly scheduled meeting, the Design Review Board shall elect

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Crenshaw Corridor Specific Plan

to delegate its design review authority to staff on any of the following projects:

- i) Wall and Pedestrian Signs
- ii) Minor Façade Repair and Storefront Rehabilitation
- iii) Paint

b. At this meeting, the Board may also choose NOT to delegate to staff its' design review recommendation authority for any of the afore listed Projects.

c. For those projects that are within the jurisdiction of the Design Review Board which have been delegated to staff, procedures as described in B.1.d. above shall apply.

d. For those projects that are within the jurisdiction of the Design Review Board and which have not been delegated to staff, upon acceptance of a completed Application for Administrative Clearance the applicant shall be scheduled for a hearing with the Design Review Board.

3. For those projects that are within the jurisdiction of the Design Review Board and which have not been delegated to staff, the Design Review Board shall make a recommendation to the Director of Planning.

4. Projects that do not comply with the applicable Specific Plan Standards and Design Guidelines shall be denied Administrative Clearance but may apply for Project Permit Compliance Review pursuant to subsection C below.

C. **Project Permit Compliance Review.** All other Project applications, shall be processed in accordance with the Project Permit Compliance Review, Modification and Adjustment procedures listed in LAMC Sections 11.5.7.C through E.

D. **Exception from Specific Plan Provisions.** The provisions for granting exceptions to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7 F.

~~B.E.~~ **Exemption from Specific Plan Provisions.** Any Project for which a building permit is required in order to comply with an order issued by the Department of Building and Safety to repair unsafe or substandard conditions shall be exempt from the provisions of this Specific Plan. This exemption shall not apply to a change of use or addition of floor area.

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Crenshaw Corridor Specific Plan

Section 6.

USES

A. Prohibited Uses.

1. The following uses shall be prohibited in the Specific Plan area:
 - (a) **Gun and/or Pawn Shops** inclusive of commercial inventory storage to be sold, rented or otherwise relocated for sale.
 - (b) **Indoor and Outdoor Swap Meets**
 - (c) **Storage Building for Household Goods (Public Self-Storage)**
 - (d) **Motels**
 - (e) **Bars not attached to dining, dancing and/or entertainment related uses.**
 - (f) **Recycling Collection or Buyback Centers and Mobile Recycling Centers**, except as permitted by State Law.
2. The following uses shall be prohibited in Subareas D, F and G:
 - (a) **Drive-Through Fast-Food Establishments.**
 - (b) **Mini-Shopping Centers with on-site parking located in the front of the building.**
 - (c) ~~Automotive Uses Auto Related Uses and Automotive Fueling and Service Stations.~~

~~B. Limited Uses.~~ In Subareas A, B, C and F, the following uses shall be limited within the Specific Plan Area:

- ~~1. Drive Through Fast Food Establishments shall be limited to a maximum of one within a 750 foot radius of an existing drive through fast food use.~~
- ~~2. Automotive Fueling and Service Stations shall be limited to a maximum of one within a 750 foot radius of an existing automotive fueling and service use.~~
- ~~3. Notwithstanding Section 6 B 2, Auto Related Uses, shall be limited to a maximum of one establishment per block, except where incidental to new car sales.~~

B. Limited Uses.

1. The following uses shall be limited within the Specific Plan Area:

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Crenshaw Corridor Specific Plan



Example of typical off-site alcohol sales outlet .



Example of Convenience Food Store offering healthy food products .



Example of multi-tenant automotive use.

(a) Off-Site Alcohol Sales

- i. In addition to compliance with the South Los Angeles Alcohol Sales Specific Plan, in all subareas, the establishment of any new Off-Site Alcohol Sales outlet shall be limited to a maximum of one within a ½ mile (2640 linear foot) radius of another.
- ii. Full-Service Grocery Stores shall be exempt from the distance separation requirement of subsection "i" above.
- iii. Convenience Food Stores and other Off-Site Alcohol Sales establishments shall be exempt from the distance separation requirement of subsection "i" above, provided the total square footage of sales floor area (shelving, refrigerators, display cases, etc.) devoted to alcoholic beverage products does not exceed 5 percent and the total sales floor area devoted to the sale of fresh produce, meat, cheese or other perishable healthy food products is in excess of 20 percent. A covenant shall be recorded against the property guaranteeing the above conditions of use. The covenant format shall be approved by the Department of City Planning prior to permit issuance.

(b) Automotive Uses

- i. In all subareas except D, F and G, where they are prohibited, Automotive Uses shall be limited to a maximum of one within a ½ mile (2640 foot radius) of an existing automotive use, except:
 - a. Where incidental to existing new car sales.
 - b. Where multiple automotive uses or accessory automotive uses are combined within the same lot or parcel of an existing Automotive Use.

(c) Fast Food Establishments

- i. Free-Standing Fast-Food Establishments
 - a. In all subareas, Free-Standing Fast-Food Establishments shall be limited to a maximum of one within a ½ mile (2640 foot radius) of an existing Free-Standing Fast-Food use.
- ii. Expansion or replacement of existing uses shall be exempt.

(d) Residential Uses

In subarea D, residential uses shall be limited to live-work only for those parcels south of 43rd Street, but not fronting Crenshaw Boulevard.

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Crenshaw Corridor Specific Plan



Example of Free-Standing Fast-Food Establishment to be limited within Specific Plan Area.



Consultant rendering of development potential within the Crenshaw/Expo TOD.

Section 7.

Section 8.

- C. **Use Limitations in Pedestrian- and Transit-Oriented Areas.** In Subareas D, F and G, no permit shall be issued for any Project unless the Project includes a Ground Floor, which is restricted in its entirety to Neighborhood Retail and/or Services uses, as defined by Section 13.07 C of the LAMC. The exception shall be Leimert Park Village (Subarea D) in which the additional uses as identified in Appendix B shall also be allowed. In all instances, a covenant shall be recorded against the property guaranteeing such uses. The covenant format shall be approved by the Department of City Planning prior to permit issuance. All Projects, within Subareas D, F and G, are subject to LAMC Sections 13.07 E 1, 2, 3, 4 and 7 Development Regulations. Where conflicts arise between the LAMC and the Specific Plan, the Specific Plan shall take precedence. In addition, a Project shall have a Pedestrian Entrance along the street frontage of the building, even when other public entrances are provided. All structures and uses in Subareas D, F and G shall keep the street frontage Pedestrian Entrances open during business hours.
- D. **Other Uses Not Specifically Listed in the LAMC.** Notwithstanding any provision granting review authority to the contrary, in determining whether a use not specifically listed in the LAMC is permitted in each of the ~~various zones~~ applicable comprehensive (underlying) or supplemental use (overlay) zones, the initial decision maker administering the Specific Plan on behalf of the Director of Planning, pursuant to Section 11.5.7 H of the Code, shall make a final determination that the use conforms to the purposes, intent and provisions of this Specific Plan.

MIXED-USE PROJECTS

Mixed-Use Projects shall be developed in accordance with the following:

- A. Mixed-Use Projects occurring within Subareas D, F and G shall contain some combination of Neighborhood Services or Neighborhood Retail use(s), as described through subsection 6.C above, on the ground floor, with residential uses on the floors above. Parking shall not be permitted between the building and the street. The parking entrance location shall be approved by the Department of City Planning.
- B. Mixed-Use Projects shall be exempt from LAMC Section 12.22 A 2, which governs Mini-Shopping Centers and Commercial Corner Developments.

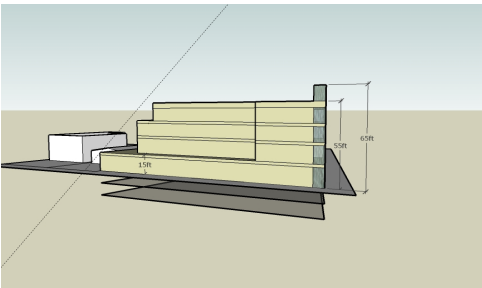
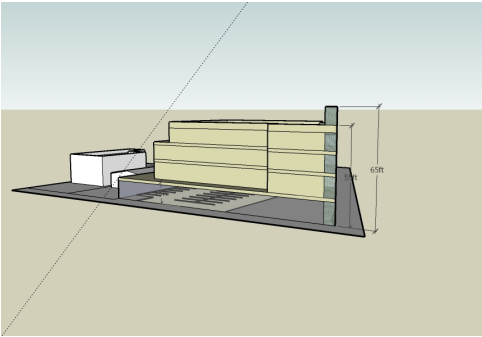
FLOOR AREA RATIOS AND HEIGHT FOR MIXED-USE DEVELOPMENT.

Mixed Use Projects shall be subject to the following:

- A. Mixed-Use Projects occurring on a lot that is designated Height District No. 2 or greater and which is within Subareas B and D

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Crenshaw Corridor Specific Plan



Diagrams depicting recapture of additional floor area above ground through relocation of podium parking to subterranean levels with no additional increase in height.

Section 9.

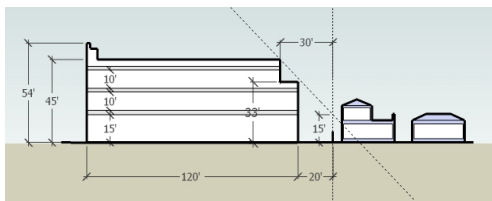
BUILDING SETBACKS AND OPEN SPACE AREAS

- and that portion of Subareas E, F and H directly abutting lots zoned R2 or more restrictive, shall not exceed an FAR of 2:1 and 48 Feet in height.
- B. Mixed-Use Projects occurring on a lot that is designated Height District No. 2 or greater and which is within Subarea A, C and that portion of Subareas E, F and H not located adjacent to directly abutting lots zoned R2 or more restrictive, shall not exceed an FAR of 3:1 and 60 Feet in height.
- C. The maximum permitted building height shall be 45, 60 or 75 feet as indicated on Maps 6,7,and 8.
- D. The highest Architectural Feature shall be allowed to exceed the building's maximum height by not more than 20 percent.
- E. Maximum FAR as outlined in subsections 8.A., 8.B. and ~~8.E.~~ 8.F may be increased by up to an additional 1.0 FAR (e.g. 3:1 or 4:1 FAR) through the introduction of one square foot of floor area for each square foot of podium parking area relocated to subterranean levels on-site, or, off-site within a shared Central Parking Structure located within the boundaries of the subject Transit-Oriented Development Area.
- F. Notwithstanding subsections 8.A. and 8.B., above, the 3:1 maximum FAR Affordable Housing Incentive listed in LAMC Section 12.22.A.25 (f)(4)(ii) regarding Projects located in Height District 1 shall also apply to affordable housing Projects located in Height District 2.

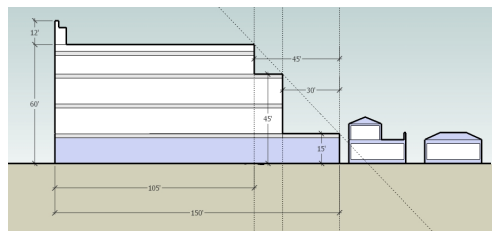
- A. All Projects within Pedestrian-oriented Development Areas (Subareas D, F and G) which do not include outdoor eating areas, patios or other Pedestrian Amenities along the street frontage, shall be developed with a zero setback along the first floor street frontage and any side yard lot line adjacent to a public street. Projects that include these amenities may be developed with a setback not to exceed five feet from the mentioned property line(s).
- B. Arcades, recessed balconies, patios, outdoor eating areas and other Pedestrian Amenities developed within setbacks indicated above, shall not be counted as floor area.
- C. Notwithstanding Section 9.A, Mixed-Use Projects in Pedestrian-oriented Development Areas shall, for the first 15 feet of height, be located within five feet of the front lot line and within five feet of a side yard lot line adjacent to a public street, and shall extend at least 65 percent of the length of the street facing lot line(s).
- D. Notwithstanding Section 9.C, if a Pedestrian Amenity is provided as part of a Mixed-Use Project, the required building frontage

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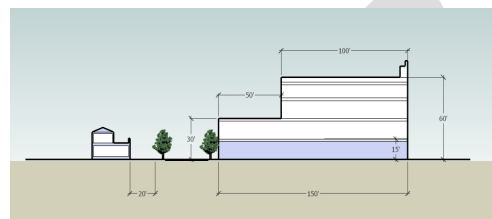
Crenshaw Corridor Specific Plan



Section diagram of Specific Plan transitional height parameters for a 45 foot height structure — rear yard alley condition



Section diagram of Specific Plan transitional height parameters for a 60 foot height structure - rear yard non-alley condition



Section diagram of Specific Plan transitional height parameters for a 60 foot height structure - fronting residential

Section 10.

FLOOR AREA RATIO AND HEIGHT

may be set back up to 15 feet along the portion containing that amenity.

E. Notwithstanding Section 9C, building setbacks and open space areas for Projects located within Transit-Oriented Development Areas shall be developed in accordance with any applicable provisions identified in the Design Guidelines and Standards Manual (Appendix A).

F. Transition to Residential. The maximum allowable height for new construction built on commercial or industrially zoned land that directly abuts or is directly across a street or alley from residentially zoned land shall transition in the following manner:

1. Notwithstanding LAMC Section 12.21.1. A.10., where the rear or side yard property line is contiguous with that of a residential lot, or separated by an alley, the building shall be set back or individual floors "stepped back" one foot for every one foot in height as measured fifteen feet above grade at the residential property line.
2. 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 zoned land.
3. In all instances, when the highest elevation of a residentially zoned property exceeds the grade of an adjacent commercial or industrially zoned property by more than five (5) feet, the new commercial or industrial building may exceed the height specified at the property line by the number of feet represented by the difference in grade.

A. Notwithstanding Section 8 regarding Mixed-Use Projects, no Project located in whole or in part within the Specific Plan area shall exceed 45 feet in height a maximum FAR of 1.5:1, except as follows: that

1. Any pProject located on a lot that is designated Height District 2 or greater within Subareas A, C and that portion of Subareas E, F and H, not directly abutting lots zoned R2 or more restrictive, may exceed 45 feet, but shall not exceed a maximum FAR of 2:1 height of 60.
2. Any Project located on a lot that is designated Height District 2, or greater, within Subareas B, D and that portion of Subareas E, F and H, directly abutting lots zoned R2 or more restrictive, shall not exceed a maximum FAR of 1.5:1.

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Crenshaw Corridor Specific Plan

3. Any Project located on a lot that has a General Plan land use designation of Medium or High Medium Residential shall not exceed a maximum FAR of 3:1.
- B. The maximum permitted building height shall be 45, 60 or 75 feet as indicated on Maps 6,7,and 8.
- C. The highest Architectural Feature shall be allowed to exceed the building's maximum height.by not more than 20%.
- D. Maximum FAR as outlined in subsections 10.A. and 10.E may be increased by up to an additional 1.0 FAR (e.g. 2:1 to 3:1 FAR) when allowed by height district designation through the introduction of one square foot of floor area for each square foot of podium parking area relocated to subterranean levels on-site.
- E. Notwithstanding subsections 10.A. above, the 3:1 maximum FAR Affordable Housing Incentive listed in LAMC Section 12.22.A.25 (f)(4)(ii) regarding Projects located in Height District 1 shall also apply to affordable housing Projects located in Height District 2.

Section 11.

SIGNS

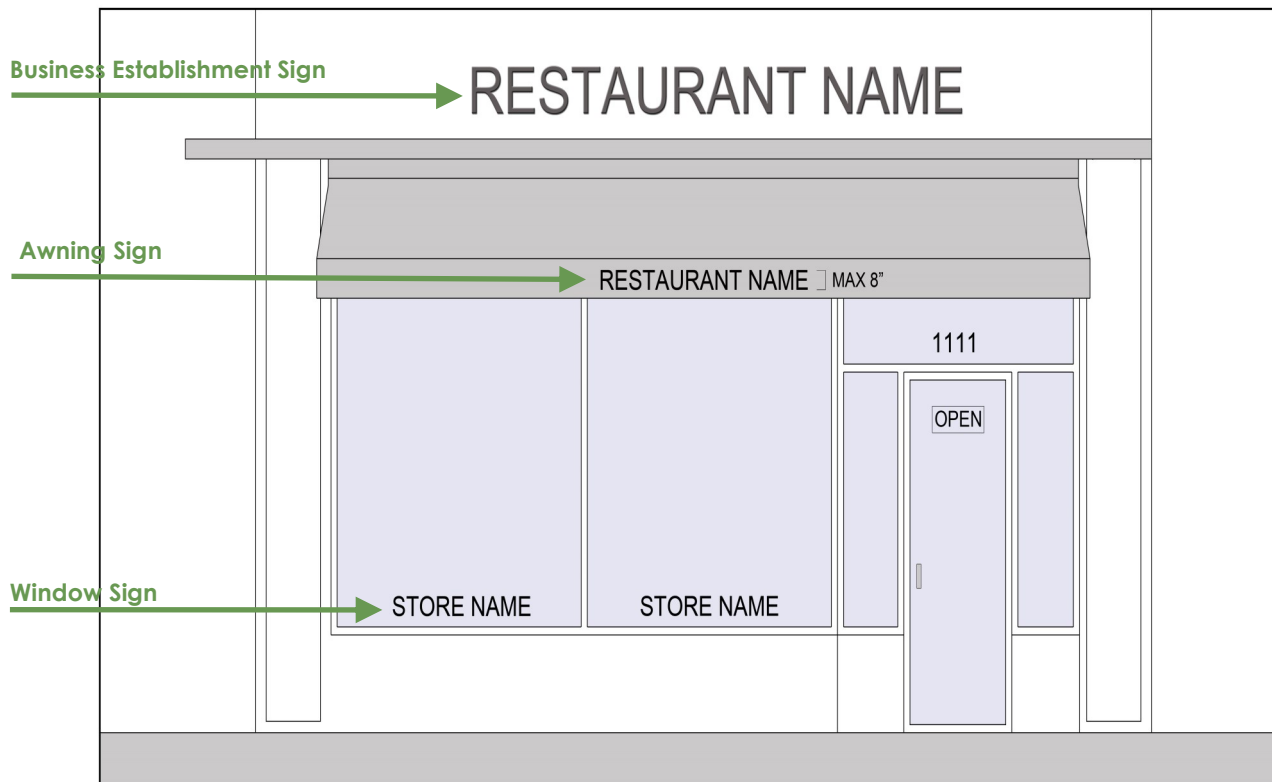
The following standards regarding signage shall apply to Projects located on lots within any subarea of the Specific Plan with a General Plan land use designation of Neighborhood or Community Commercial. Projects located on lots with a Regional Center Commercial land use designation shall follow signage regulations outlined in subsection 11.H.



Example of unregulated banners and general temporary "business" signs.

- A. Prohibited Signs.** The following are prohibited in the Specific Plan area:
 1. Pole signs and roof signs; (Legal nonconforming roof and pole signs may be repaired only as provided in LAMC Sec.12.23 C.3.).
 2. Window Signs
 - ~~3.2.~~ 3. Illuminated Architectural Canopy Signs;
 3. Signs with flashing or scrolling lights or text;
 4. Signs attached to trees, utility poles, bus benches, trash receptacles, or any other unapproved structure.
 5. Other prohibited signs as enumerated in LAMC Section 14.4.4.B
- B. Limited Signs**
 1. Temporary "business" Signs are permitted to be erected and maintained pursuant to LAMC Sec. 14.4.16 and LAMC Section 91.6216, except that these signs may not be installed on any single building for a cumulative period in excess of 60 days per calendar year.

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(a) Temporary banners shall be limited to a maximum of one banner per use, per calendar year.

2. Window signs shall be limited as follows:

(a) The address, phone number, hours of operation and commercial services are permitted to be displayed only once, on a door or window.

(b) The maximum size for the numerals within the address shall be 6" in height.

(c) The maximum size for the numerals and letters within the phone number, hours of operation and services shall be 2" in height.

(d) Window signs shall consist of individual letters and numerals without the use of any background.

(e) When there is no other sign associated with the business establishment, the main permitted sign can be located on the window with a total area not to exceed 20 square feet.

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Crenshaw Corridor Specific Plan

- (f) One (1) "Open/Closed" sign is permitted. This sign shall not exceed 2 square feet and the letters shall not exceed 12" in height.
- (g) The business name may be repeated more than once, if approved by the Director of Planning pursuant to Design Review Board recommendation where applicable. The maximum size of the letters shall not exceed 6" in height. The total area of these signs shall not exceed 5% of the total window area.

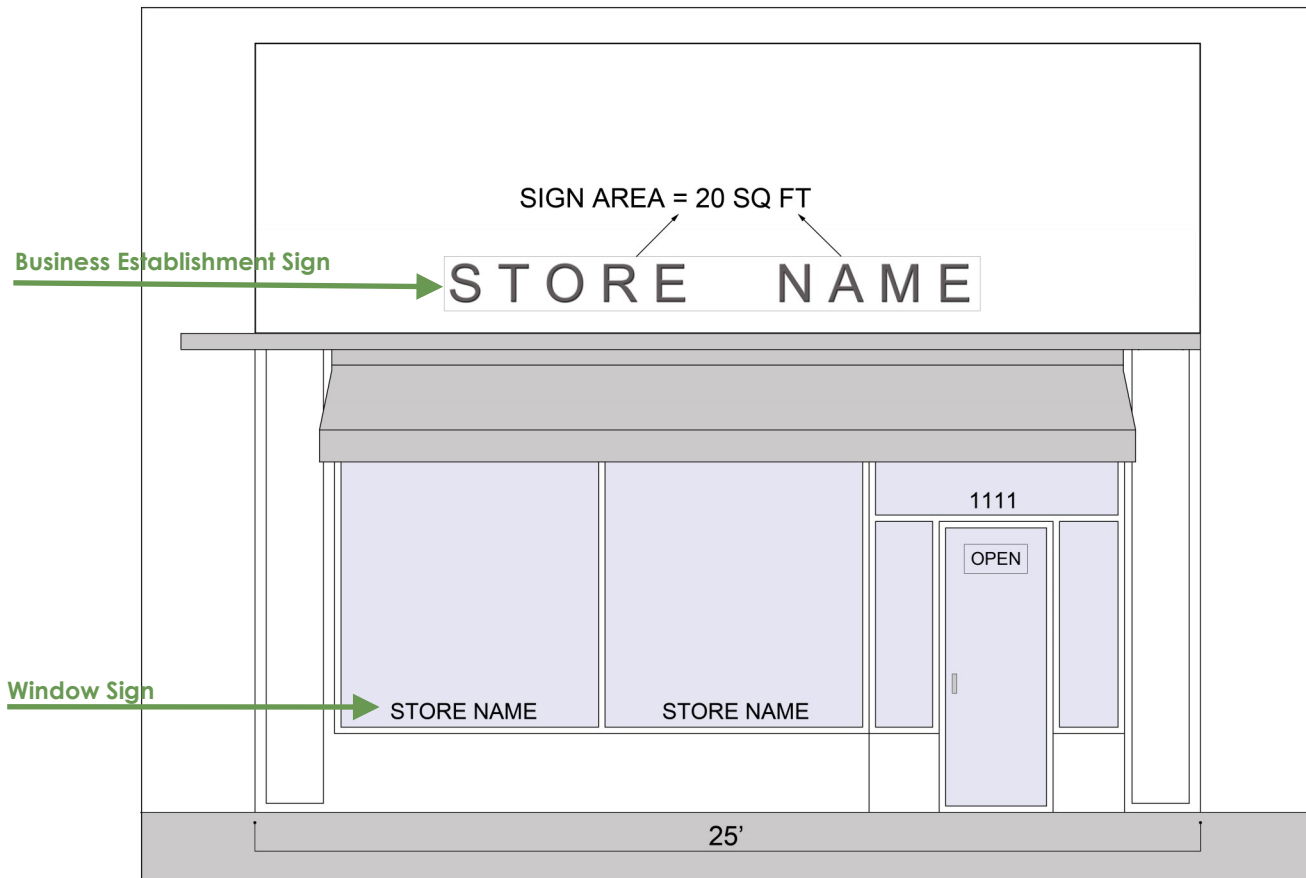
B.C. General Considerations.

1. All signs shall be maintained in good repair.
2. Wall, Blade and Architectural Canopy and Building Identification Signs shall be constructed of individual channel letters and/or logos.
- ~~3. One Identification Sign may be placed on a window of a business.~~
3. Logos, trademarks, insignias and similar emblems shall be considered as signs and included when calculating the overall sign area.

C.D. Number of Signs.

1. No more than one Wall, or other main permitted Business Establishment Sign shall be constructed, placed, or maintained per Building Frontage for each Business Establishment. Multiple signs for the same licensed use may only be permitted through the design review process pursuant to Section 14 where applicable, and only if the aggregate sign area does not exceed the maximum size permitted under subsection E.1 below.
2. One identification sign may be placed on a window of a business.
3. One Pedestrian Sign or sign attached to an awning shall be allowed for each Business Establishment.
- ~~3.4. Notwithstanding Section 11, C1, Theaters may have additional Wall Signs, not to exceed a total of 100 square feet in sign area. Theaters may also have Marquee Signs pursuant to LAMC Section 91.6215.~~
- 4.5 Notwithstanding Section 11, C1 and C2, Business Establishments that take their primary access from an exterior walkway open to the public and that are located on a street corner may have one Wall Sign and either one sign

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attached to an awning or Pedestrian Sign on each exterior wall of a Business Establishment that abuts a street.

(a) Alternatively, corner buildings may provide one combined wall or other main permitted Business Establishment Sign instead of one per street. This sign shall be located on the corner of the building visible from both streets and shall not exceed 2/3rds the maximum sign area permitted under section 11.E. below.

5-6. Ground floor Business Establishments, which have an entrance on an alley or rear parking lot, may have one additional sign on the exterior wall that abuts the alley or parking lot.

7. One Building Identification Sign shall be permitted for buildings two stories in height or greater.

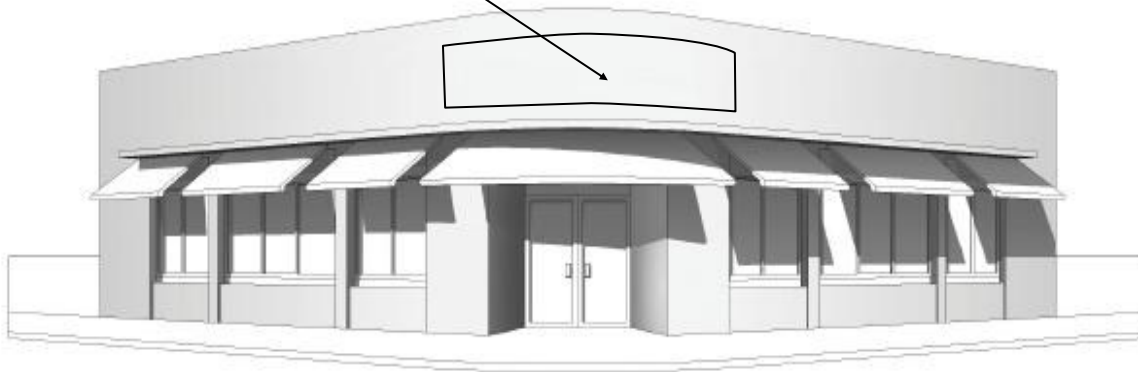
D.E. Sign Area.

1. Notwithstanding LAMC Section 91.6210 to the contrary, the Wall-Signs of each Business Establishment is permitted to

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Crenshaw Corridor Specific Plan

Corner building signage location



be 20 square feet for the first 25 linear feet of Business Establishment frontage, plus shall be limited to two square feet per for every linear foot of establishment frontage over 25 feet to the maximum sign area allowed pursuant to subsection 11.E.89 below of a Business Establishment.

2. ~~Notwithstanding LAMC Section 91.6210, t~~Theaters shall be permitted three and a half square feet of sign area for each linear foot of building frontage. ~~street frontage.~~
3. The sign area permitted for each additional sign allowed for Business Establishments located on an alley, or rear parking lot, shall not exceed one square foot for each linear foot of building wall. This wall shall be directly associated with that Business Establishment, and must face ~~abut~~ the alley or parking lot.
4. A Monument Sign shall not exceed 48 square feet or a height of six feet.
5. A Pedestrian Sign shall not exceed four (4) square feet or a vertical or horizontal dimension of 30 inches.
6. A Building Identification Sign shall not exceed one percent of the building wall area on which it is placed.
- ~~6-7.~~ Signs located on a window shall be limited to no more than ten (10) percent of the window area.

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Crenshaw Corridor Specific Plan

8. Projecting Blade and Architectural Canopy Signs shall be limited to 15 square feet for the first 25 linear feet of Building Establishment frontage, plus one square foot for every linear foot of establishment frontage over 25 feet to a maximum sign area of 48 square feet.

~~7.9. Notwithstanding the above sign area provisions, a~~ No sign shall exceed a maximum of 75 square feet with letters not to exceed 30 inches in height. The exception shall be theatres and Building Identification Signs, as described in Sections D, E and F,

E.F. Height. The height to the top of any sign, except a Building Identification Sign shall be limited to a maximum of 25 feet above the elevation of the sidewalk or edge of the roadway, whichever is nearest the sign.

1. A building identification sign may exceed the parapet height on any building constructed prior to November 14, 2004, when it is installed on an Architectural Feature original to the building and designed specifically to accommodate signage, such as a tower or finial element, excluding pole signs and billboards. The new sign shall be designed to integrate with the Architectural Feature, replace any existing, non-historic signage, and its location and overall square footage should be consistent with that of the original or historic signage.



Example of an Architectural Canopy Sign .

F.G. Projection Limits.

1. No Wall Sign shall project more than 12 inches from the face of the building to which it is attached.
2. Projecting signs, including Blade Signs shall project no more than 30 inches from the building wall to which it is opposite or attached.
3. Architectural Canopy Signs shall be placed atop the architectural canopy feature and located flush with the outer face of said feature.



Example of architectural feature originally designed to accept signage.

~~D. Temporary signs shall be permitted pursuant to LAMC Section 91.6216, except that these signs may not be installed on any single building for a cumulative period in excess of 60 days per calendar year.~~

H. Campus Signage

Corporate or institutional campus Projects 50,000 square feet or greater of floor area, and located within the Regional Center Commercial designated portions of subarea C, shall not be subject to the sign standards enumerated in subsections 11.A through 11.G above. Instead, such major campus Projects shall comply with the sign regulations of Section 14 of the LAMC.

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Summary of Signage Standards¹

Type of Sign:	Size of Sign:	Placement of Sign:	Additional Requirements:
ARCHITECTURAL CANOPY SIGN: <u>A Business Establishment Sign (in lieu of a wall sign) that is attached to a projecting architectural canopy feature of a building and located approximately parallel to the face of the building.</u>	<ul style="list-style-type: none"> • 15 square feet plus 1 square foot/linear foot of business frontage greater than 25 feet to a maximum of 48 square feet 	<ul style="list-style-type: none"> • <u>Arch. Canopy Signs shall be located flush with the outer face of the architectural canopy feature.</u> • 8 Feet 6 inch min. from grade. 	
AWNING SIGN: A roof-like cover extending over a door or window as a shelter or decorative element indicating the name and/or address of the business conducted.	<ul style="list-style-type: none"> • 6" max. height of letters (Awning only) • <u>The letters for awning signs shall not exceed 8" in height.</u> 	<ul style="list-style-type: none"> • Max. -Cornice line or 25 Ft. from grade. • <u>One sign on the valance of an awning may be permitted in addition to other permitted signs.</u> • <u>The length of such sign shall not exceed 25% of the length of the single awning up to a maximum of 10 square feet.</u> • <u>Signs on continuous awnings shall be placed centered on the portion of the awning which corresponds to the individual storefront.</u> 	
BUILDING IDENTIFICATION SIGNS	<ul style="list-style-type: none"> • 1% of the wall area on which it is placed. 		
MARQUEE SIGN: LAMC Sections 14			<ul style="list-style-type: none"> • <u>Existing horizontal extending and vertical projecting Marquee signs may be repaired and/ or replaced pursuant to subsection 11.F.</u>
MONUMENT SIGN: LAMC 91.6203	<ul style="list-style-type: none"> • 48 Sq. Feet Max. total (includes double-sided signs) 	<ul style="list-style-type: none"> • 6 Feet Max. Height • Planter or landscaped area. 	<ul style="list-style-type: none"> • <u>Prohibited in Leimert Park Village</u>
PEDESTRIAN SIGN: <u>A small projecting sign which is attached to a wall or to the underside of an awning or marquee with one or two sign faces perpendicular to the face of the building or structure to which it is affixed.</u>	<ul style="list-style-type: none"> • 4 sq. feet max. • 30" vertical or horizontal Max. • 30" max distance from wall surface. • <u>Individual letters shall not exceed 6" in height.</u> 	<ul style="list-style-type: none"> • 8 Feet 6 inch min. from grade. • 15 Feet max. from grade or cornice line 	<ul style="list-style-type: none"> • 15 Feet min. distance between Pedestrian signs.
POLE SIGNS	<ul style="list-style-type: none"> • <u>Prohibited</u> 		<ul style="list-style-type: none"> • <u>Existing Pole signs may be repaired and/ or replaced pursuant to subsection 11.F.</u>
PROJECTING (BLADE) SIGN: <u>A projecting Business Establishment Sign which is attached to a wall with one or two sign faces perpendicular to the face of the building or structure to which it is affixed.</u>	<ul style="list-style-type: none"> • 15 square feet plus 1 square foot/linear foot of business frontage greater than 25 feet to a maximum of 48 square feet 	<ul style="list-style-type: none"> • <u>Blade signs shall not project more than 30 inches from the face of the building.</u> • <u>8 Feet 6 inch min. from grade.</u> 	
ROOF SIGNS	<ul style="list-style-type: none"> • <u>Prohibited</u> 		<ul style="list-style-type: none"> • <u>Rooftop signs may be repaired and/ or replaced pursuant to subsection 11.F.</u>
WALL SIGN: LAMC 91.6203	<ul style="list-style-type: none"> • <u>20 square feet plus 2 square feet/linear foot of business frontage greater than 25 feet.</u> • 2 stories plus: add max. 40% of single story total. 	<ul style="list-style-type: none"> • No wall sign shall project more than 12 inches from the face of the building to which it is attached. 	

¹ See Section 11.H. regarding Campus Signage in the Regional Center

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Crenshaw Corridor Specific Plan

Additionally, in order to ensure that signage on institutional or corporate campus Projects adequately reinforces the unique identity of the Specific Plan Area as well as the corporate or institutional identity of the campus, signage on institutional or corporate campus Projects shall be subject to the following approvals:

1. A sign program fully delineating the size, number, location, color, material finish and copy of all exterior signage (e.g. including identity, retail, parking etc.) shall be submitted and reviewed by the Design Review Board in accordance with Section 14 of the LAMC prior to the Director of Planning issuing an approval.
2. The DRB shall recommend approval of, and the Director of Planning shall approve, all sign programs that comply with Design Standards 14f, 14g and 14h of the Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual.

Section 12.

PARKING

The required number of parking spaces for Projects shall be as set forth in the applicable sections of the LAMC and may be additionally tailored, reduced, waived or exempted pursuant to the following provisions:

- A. **Requirements.** The following parking provisions shall apply in Subarea D, notwithstanding any provisions of LAMC Section 12.21 A 4(c) to the contrary:
 1. For restaurants with total (gross) square footage greater than 1000 square feet, one parking space shall be required for each 150 square feet of total floor area.
 2. For restaurants with total (gross) square footage less than 1000 square feet, one parking space shall be required for each 250 square feet of total floor area.
 3. For restaurants where outdoor eating areas, (café or patio) are provided, one parking space shall be required for each 350 square feet of total floor area.
 4. Arcades, recessed balconies, patios, cafes and other usable open spaces developed within setbacks indicated in Section 9, shall not be counted as floor area, for the purpose of determining the number of required parking spaces.
 5. For adaptive rehabilitation and/ or reuse of existing theaters and for actor equity theaters, at least one parking space shall be required for every ten seats. Where there are no fixed seats, there shall be at least one parking space for each 50 square feet of floor area (exclusive of stage area).

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Crenshaw Corridor Specific Plan

- B. Projects located within the boundaries of a Transit-Oriented Development Area shall be allowed a 50 percent reduction to the number of spaces required by the LAMC and the maximum permitted shall not exceed 90 percent that required by Code. This incentive shall be in addition to the Affordable Housing Incentives listed in LAMC Section 12.22.A.25 (d) regarding Parking.
- C. In all subareas, Projects which establish a new Full-Service Grocery Store shall be allowed to reduce the required parking by 25 percent for the square footage devoted to that particular use in addition to other parking reductions.
- D. **Waiver and Exemption.** No additional parking shall be required for any change of use within a building existing as of (the effective date of this ordinance) within Subarea D, provided the new use is a permitted use within the Specific Plan and any existing on-site parking is maintained, or reduced in accordance with this Section.

Section 13.

UNDERGROUND UTILITIES

To the extent physically feasible, all new utility lines that directly service a Project shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service, as determined by the Department of Water and Power.

Section 14.

DESIGN REVIEW

The purpose of this section is to provide guidelines for review and approval of Projects by the Director of Planning, pursuant to LAMC Section 16.50 within Subareas C, D, E, F, G and H and the portions of Subarea B which are located on the west side of Crenshaw Boulevard between Coliseum Street and 39th Street. An evaluation of each project design review application shall be done by the Department of City Planning and ~~Community Redevelopment Agency~~ staff prior to said application being deemed complete.

- A. **Jurisdiction.** No demolition, building, foundation, grading or sign permit shall be issued until plans, elevations and/or other graphic representations of the Project have been reviewed and approved by the Director of Planning acting on a recommendation of the Design Review Board.
- B. **Number of Members, Composition and Organization.**
 1. **Number of Members.** The Design Review Board shall consist of ~~seven~~ five voting members.
 2. **Composition of Membership.** In addition to the requirements of LAMC Section 16.50 D 3(c), the Board shall contain the following: one member from the City of Los Angeles Community Redevelopment Agency's Crenshaw Project Area Committee (PAC) and the Crenshaw/Slauson

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Crenshaw Corridor Specific Plan

~~PAC and the Mid-City Recovery Area PAC, or one member from each of their successor committees.~~

- (a) At least two of the members, appointed from any of the membership categories, shall have demonstrated a knowledge of, and interest in, the culture, buildings, structures, historic architecture, history and features of the area encompassed by the Specific Plan and, to the extent feasible, shall have experience in historic preservation.

Section 15.

COMPLIANCE WITH GUIDELINES ~~Compliance with Design and Development Guidelines.~~

Any Project occurring within the Crenshaw Corridor Specific Plan boundary, shall comply with the Crenshaw Corridor Specific Plan ~~Urban~~ Design Guidelines and Standards Manual (Appendix A).

Section 16.

STREETSCAPE AND MOBILITY

All Projects shall ~~generally~~ comply with any adopted Streetscape Plan for Crenshaw Boulevard. ~~streetscape provisions of the Design Guidelines and Standards Manual of this Specific Plan~~

Section 17.

DESIGNATED AND ELIGIBLE HISTORIC RESOURCES

A. Designated Historic Resources

Projects involving properties designated at the Local, State or National level shall be reviewed pursuant to the City's Cultural Heritage, and Historic Preservation Overlay Zone Ordinances, as applicable.

1. Refer to the City's Zoning Information and Map Access System (ZIMAS) online at <http://zimas.lacity.org/> to determine if a property is a Designated Historic Resource. Department of City Planning staff will advise potential applicants of the required review procedures.

B. Eligible Historic Resources

Projects involving properties identified through SurveyLA (*The Los Angeles Historic Resources Survey*) or other historic resource survey accepted as complete by the OHR to be eligible for designation at the Local, State or National level will also require review.

1. Suggestion: Refer to the City's Zoning Information and Map Access System (ZIMAS) online at <http://zimas.lacity.org/> to identify if a property has been determined through SurveyLA to be eligible for designation. Department of City Planning staff will advise potential applicants of the required review procedures.
2. Demolition Projects involving an Eligible Historic Resource shall not qualify for Administrative clearance "sign-off" until appropriate CEQA clearance has been obtained.

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Crenshaw Corridor Specific Plan

Section 4518.

SEVERABILITY

If any provision of this Specific Plan or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect other Specific Plan provisions, clauses or applications, which can be implemented without the invalid provisions, clause or application, and, to this end, the provisions and clauses of this ordinance are declared to be severable.



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APPENDIX A

Crenshaw Corridor Specific Plan

Design Guidelines and Standards Manual

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- Section I.** DESIGN GUIDELINES AND STANDARDS FOR COMMERCIAL AND INDUSTRIAL PROJECTS
- Section II.** ADDITIONAL GUIDELINES AND STANDARDS FOR PROJECTS LOCATED WITHIN PEDESTRIAN- AND TRANSIT-ORIENTED AREAS.
- Section III.** DESIGN GUIDELINES AND STANDARDS FOR MULTIPLE-FAMILY RESIDENTIAL PROJECTS

City of Los Angeles Planning Department, Community Planning Bureau January, 2003

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May 2016

The Crenshaw Corridor Specific Plan was established to ensure that land uses and development in the corridor occur in a manner which improves the functional and aesthetic quality of the corridor while enhancing and complimenting the surrounding community. The intent of the Specific Plan is to allow the Crenshaw Corridor to function as a vibrant commercial area while providing opportunities for guided development by regulating use, building height and scale, landscaping, parking, type and placement of signs and site design.

This Design Guidelines and Standards Manual supplements the Crenshaw Corridor Specific Plan. It has been written pursuant to the requirements of Section 4C 15 of the Crenshaw Corridor Specific Plan and assists in achieving the Specific Plan' s objectives and purposes. The Design Manual provides guidelines and standards to improve the visual and physical appearance of commercial development, signs, landscape features, multiple-family development, and pedestrian areas. Amendments to these guidelines are subject to approval by the City Planning Commission (LAMC Section 13.08 D (c)).

The intent of these guidelines and standards is to provide direction for the design of the corridor, so that new development and alterations to existing structures make an aesthetic contribution to the built environment, provide public amenities, and enhance neighborhood identity. Where graphics are used to illustrate design concepts, they should be viewed as representations of the guidelines or standards to depict their meaning and intent, and are not meant to convey exact design requirements. All projects, as defined by the Specific Plan, shall comply with this Design Manual and all other applicable provisions of the LAMC.

I. DESIGN GUIDELINES AND STANDARDS FOR COMMERCIAL AND INDUSTRIAL PROJECTS

A. ADVISORY DESIGN CRITERIA:

Advisory Criteria: 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.

Advisory Criteria: Attention should be given to compatibility with adjacent buildings, orientation toward pedestrian arterial, light/shadow, placement of buffers and other elements which promote pedestrian orientation and use.

Advisory Criteria: Buildings should be well maintained and not allowed to deteriorate. Painted surfaces should be repainted as often as necessary and graffiti should be immediately removed from buildings. Removal of graffiti is the responsibility of the building owner and/or lessee.

Advisory Criteria: Consideration should be given to materials that contribute to energy conservation.

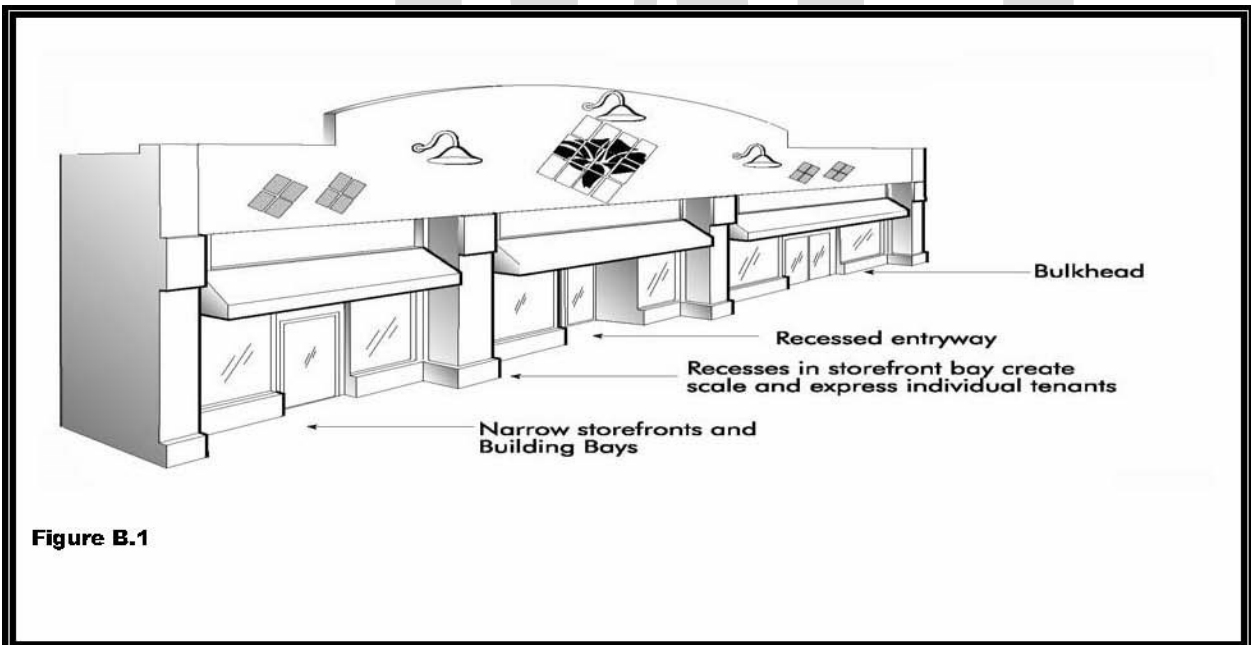


Figure B.1

B. ARCHITECTURAL & BUILDING DESIGN:

DESIGN GUIDELINE 1: Projects should be designed with articulation which provides variation and visual interest. New development should enhance the street frontage by providing continuity while providing views into businesses located along the pedestrian arterial. The mass, portion and scale of all new buildings and remodels should be at a pedestrian scale. (Figure B.1)

Design Standard 1a. Transparent building elements such as windows and doors should occupy a minimum of 50% of the exterior wall surface of the ground floor facade.

Design Standard 1b. Transparent building elements such as windows and doors should occupy at least 40% of the surface area of the rear elevation of the ground floor portion of any building which has surface parking located to the rear of the structure.

Design Standard 1c. 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 6 inches for a distance of not more than 20 feet.
- Recessed entryways, recessed windows, or pop out windows.
- Porticoes, building overhangs, projections or cantilevered designs.
- Other architectural features or building materials that create a visual break.

Design Standard 1d. For all buildings more than one story in height, a horizontal element should be employed for the full length of the exterior building facade that distinguishes and provides definition for each floor utilizing such elements as:

- Horizontal molding
- Cornice lines
- Raised stucco designs that are raised at least 6 inches.

Design Standard 1e. Not more than 30% of the total exterior surface area of any building facade or of any visible side or rear elevation should be free from architectural features or articulation(s).

Design Standard 1f. For buildings more than three stories in height, a 5 foot front setback should be provided above 45 feet and at corner lots.

DESIGN GUIDELINE 2. Promote architectural interest while enhancing existing themes or styles.

Design Standard 2a. In-fill development should take into consideration, and where appropriate, reflect and/or complement existing themes, colors and use of adjacent parcels.

Design Standard 2b. All buildings should apply at least two types of complementary building materials to exterior building facades. Accents such as decorative glass block, brick, or tile, are materials that are encouraged as accents.

Design Standard 2c. Building materials such as brick, stone, metal, glass, tile or any similar material should be employed to provide relief to untreated portions of exterior building facades.

Design Standard 2d. A variety of paint colors may be used. Color schemes should be simple, harmonious and compliment adjacent structures, particularly where specific architectural/historical themes exist. Accent colors are encouraged.

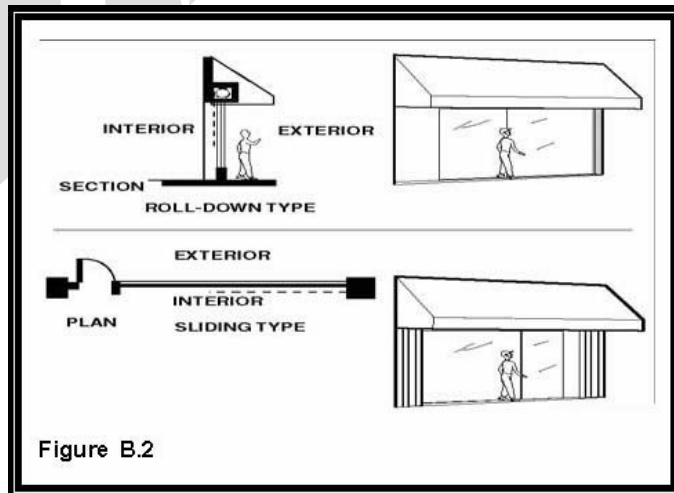
Design Standard 2e. Desired colors for large scale areas/projects, should include, but are not limited to, earth-tones such as warm beige and grays.

Design Standard 2f. Awnings may be used in moderation to create shade and architectural interest. Awnings should be constructed of high quality, substantial materials, and should be maintained in good condition and replaced periodically. Awning color should compliment structure and/or existing architectural/historical theme(s). ***Awnings to be used as a remodel element are subject to the qualifications set forth under this section.***

Design Standard 2g. All paint products, awning fabrics and other color elements should be durable and fade resistant.

DESIGN GUIDELINE 3. Promote a feeling of safety while encouraging and enhancing pedestrian orientation.

Design Standard 3a. No security barrier shall be placed on the exterior of any portion of any facade of any enclosed building. Any security barrier in place on the exterior of the facade of an enclosed building legally permitted prior to the adoption of the Specific Plan Ordinance, may remain in place until a new Certificate of Occupancy is issued for the structure on which the barrier is located. The security barrier shall be removed within 180 days of the date of issuance of the Certificate of Occupancy. Alternative methods such as interior electronic security and fire alarm systems are encouraged.



Design Standard 3b. Interior Security Barriers. All security barriers placed on the interiors of the facade of the enclosed buildings shall conform with the following standards: (Figure B.2)

- Security barriers shall be screened from public view, integrated into the design of the building and retracted during normal business/operation hours;
- Vertical or horizontal folding accordion grills in front of building facades are prohibited;
- Rolled down security barriers shall afford views into the establishment.

Design Standard 3c. Exterior barriers would be permitted if interior barriers, structurally could not be installed. (The exterior barrier would have to meet the interior barrier design standards)

DESIGN GUIDELINE 4. Incorporate architectural, ancillary, and open space features into the overall design of the project.

Design Standard 4a. All architectural screening devices should be designed as an integral part of the building architecture.

Design Standard 4b. 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.

Design Standard 4c. Courtyards and outdoor areas should include seating/eating areas, landscaping which provides shade, sculpture and/or water elements and should maximize the hours of exposure to the sun to the greatest extent possible.

C. ROOFS AND ROOF TOP EQUIPMENT:

DESIGN GUIDELINE 5. Roof top equipment and building appurtenances should be screened from public view or architecturally integrated into the design of the building.

Design Standard 5a. Flat Roofs: Building equipment and ducts on flat roofs should be screened from view from any street, public right-of-way or adjacent property. The screening should be solid and match the exterior materials, design and color of the building.

Design Standard 5b. Pitched Roofs: Building equipment and ducts on pitched roofs should be screened from view from any street, public right-of-way or adjacent property. The pitched roof should be designed and constructed to accommodate roof-mounted equipment. A platform should be constructed and recessed into the roof such that one side of the equipment should be below the pitch of the roof. The remainder of the equipment and ducts which are above the roof pitch should be screen from view.

Design Standard 5c. Parapet Roof: The parapet roof should be designed and constructed to accommodate roof-mounted equipment.

Any portion of the equipment or ducts which are above the parapet should be screened from view from any street, public right-of-way or adjacent property. The screening should be solid and match the exterior building material, design and color of the building.

D. STORAGE, TRASH AND LOADING AREAS:

DESIGN GUIDELINE 6. Loading, storage and trash areas should be attractive, well-defined and located where there will be minimal negative impact, physical or visual, on pedestrians, the flow of traffic, or adjacent uses. (Figure D.1)

Design Standard 6a.

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

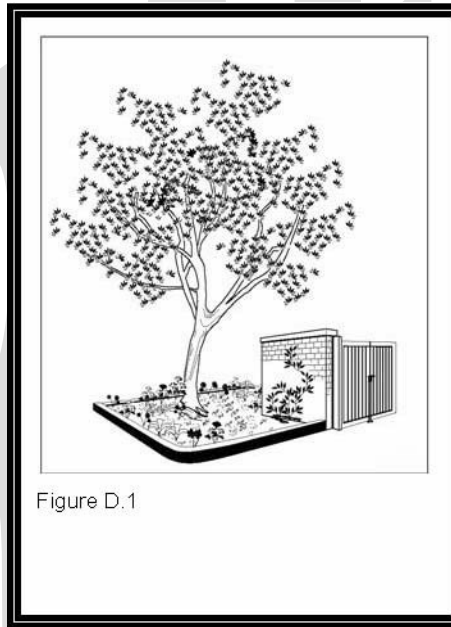


Figure D.1

- Trash enclosures should be enclosed by a minimum five foot high, decorative masonry wall.
- Each trash area should have a separate, enclosed area for recyclable materials.

E. LIGHT AND GLARE:

DESIGN GUIDELINE 7. Minimize glare upon adjacent properties.

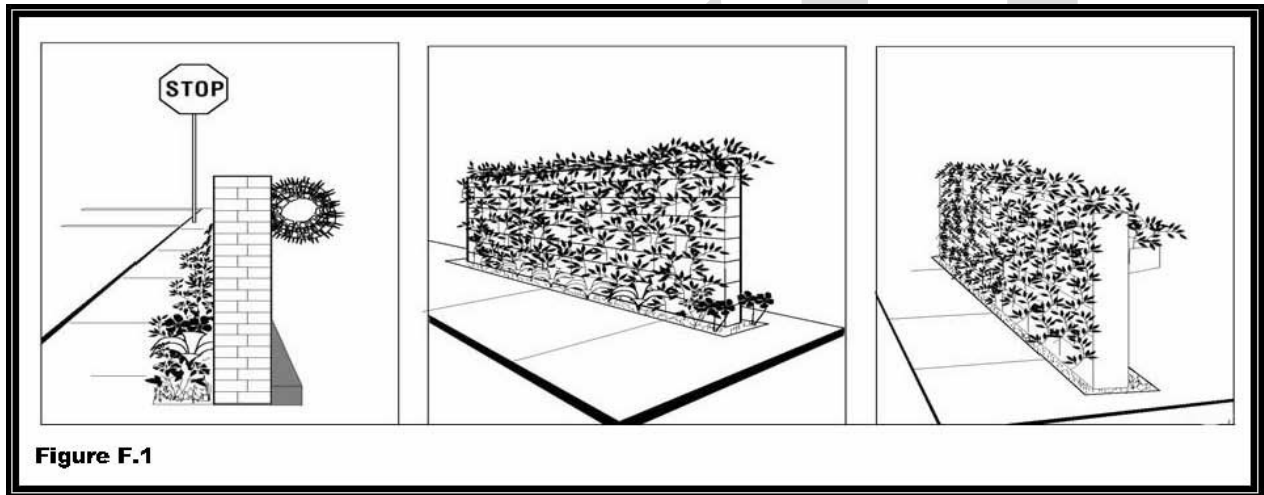
Design Standard 7a. On-site lighting should be installed along all vehicular access ways and pedestrian walkways. Such lighting should be directed onto the driveways and walkways within the development and away from adjacent properties.

Design Standard 7b. All other on-site lighting should be shielded and directed onto the site. No floodlighting should be located so as to shine directly onto any adjacent residential property. This condition should not preclude the installation of low-level security lighting.

Advisory Design Criteria: All exterior lighting fixtures should be compatible with the architectural design of the building.

Advisory Design Criteria: Indirect lighting or "wall washing" and overhead down lighting is encouraged.

F. FREESTANDING WALLS:



DESIGN GUIDELINE 8. Provide landscaping for freestanding walls parallel to public streets.

Design Standard 8a. Freestanding walls located parallel to and visible from a public street should provide a minimum three-foot wide landscaped buffer for the length of the wall adjacent to that public street, with a maximum height of four feet. 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. Chain-link, barbed-wire and wrought iron are not permitted. (Figure F.1)

G. REPAIR AND SERVICE SHOPS NOT FULLY ENCLOSED:

DESIGN GUIDELINE 9. 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.

Design Standard 9a. 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. Wall may be gated to facilitate access to loading areas.

Advisory Design Criteria. Wall should be designed with treatment to deter graffiti such as clinging vines, oleander trees or similar vegetation capable of covering or screening the length of such wall along portion facing R zoned lot(s) or other.

Design Standard 9b. 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.

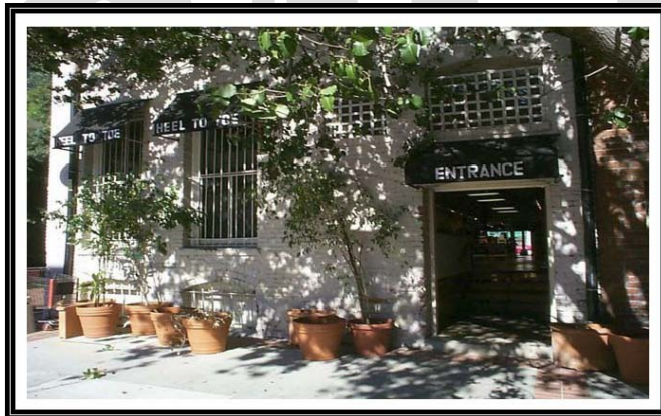
H. LANDSCAPING:

DESIGN GUIDELINE 10. Landscape features, (which include but are not limited to: plant material; signs; walkways; benches and fountains) should be maintained in good condition both in structural integrity and cosmetic appearance.

Advisory Design Criteria. Property owners are responsible for maintenance of landscape features located on private property.

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

Advisory Design Criteria. Landscaped areas should be planned and designed as an integral part of each project.



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

Advisory Design Criteria. All new and rehabilitation projects should include an abundance of living plant materials, which should be used to create and enhance architectural variety and security.

Advisory Design Criteria. Plants should not create inappropriate visual or physical barriers for vehicles or pedestrians.

I. ENTRANCES:

DESIGN GUIDELINE 11. Develop projects that have a coordinated landscape plan and include abundant plant materials and features.

Design Standard 11a. 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. Within the Leimert Park Village such features should be allowed at entrances to businesses.

LIGHTING:

Design Standard 11b. Lighting should not impede upon adjacent properties.

Advisory Design Criteria. Lighting is encouraged to highlight landscape features and to enhance security/safety along walkways, paths and open spaces.

SIDE AND REAR YARDS:

Design Standard 11c. 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).

SURFACE PARKING:

Advisory Design Criteria. A minimum of 7% of the total area of a surface parking lot is to be landscaped in accordance with the following standards.

Advisory Design Criteria. 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).

Design Standard 11d. All surface parking lots should contain one tree for every 4 parking spaces and such trees should be dispersed evenly throughout the parking lot.

Design Standard 11e. 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.

Design Standard 11f. A three and one-half foot solid decorative wall should be provided along the property line facing such public right-of-way.

Design Standard 11g. 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. A minimum three foot wide landscaped buffer should be installed along the residential side of this wall and planted with ground cover. The wall should be designed with graffiti deterring plant covering or material.

Design Standard 11h. An automatic irrigation system should be installed for all landscaped areas.

Design Standard 11i. Surface parking lots, parking structures, garages and carports shall always be to the rear of the buildings.

I. PAVING/SIDEWALKS.

DESIGN GUIDELINE 12. The use of paving materials is encouraged to emphasize entries, pedestrian activities and special gathering areas.

Design Standard 12a. Large, continuous areas of unbroken plain concrete are prohibited. 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

J. PARKING STRUCTURES:

DESIGN GUIDELINE 13. Incorporate the design of parking structures to the building(s) which it serves.

Design Standard 13a. 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 facade of the building it serves, such that there is no notable differentiation between the parking and non-parking structure. Parking structures fronting major or secondary highways shall have commercial or other non-residential uses, to a minimum depth of 25 feet, on the ground floor level.

Design Standard 13b. 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:

1. One 24" box tree, not less than ten feet in height at the time of planting, should be planted at a ratio of one for every 20 lineal feet; or
2. Vegetation with a minimum height of three feet at maturity should be planted over the entire landscaped setback; or
3. 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 a height of at least nine feet .

Design Standard 13c. An automatic irrigation system should be installed within the landscaped buffer.

Design Standard 13d. 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:

1. 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.
2. Solid spandrel panels a minimum of 3-feet-6-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.

3. Light standards on any uncovered, above ground level areas of the structure should not be higher than the adjacent perimeter walls. uncovered, above ground level areas of the structure should not be higher than the adjacent perimeter walls.
4. Garage floors and ramps should be constructed with textured surfaces to minimize tire squeal noises.
5. A landscaped buffer should be provided in conformance to the standards set forth above along the sides of the structure which face any residential uses or zones.

K. SIGNS:

DESIGN GUIDELINE 14. Signs within the Crenshaw corridor Specific Plan are intended to provide identification of businesses and to assist pedestrians and vehicular traffic, and to identify specific communities, events and local monuments.

See the Crenshaw Corridor Specific Plan Sign Matrix for additional sign requirements.

Advisory Design Criteria. Signs should be constructed of high quality materials well maintained and designed to coordinate with the design of the building and/or site.

Design Standard 14a. Projects and/or buildings containing multiple entrances and frontages should have a planned, coordinated sign program.

Design Standard 14b. Materials, colors, design and presentation of signs should be easy to see and read. A maximum of three colors may be used.

Design Standard 14c. Signs should not dominate or obscure the architectural elements of building facades, roofs or landscaped areas.

Design Standard 14d. 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.

Design Standard 14e. 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.

Design Standard 14f. All signs, and in particular those associated with a coordinated sign program for a campus, should be designed to integrate with the architecture, landscaping and other site features (e.g. lighting, benches, etc.) and should relate to one another in overall design approach, conveying a clear hierarchy of information.

Design Standard 14g. Signs that hold multiple tenant information should be designed so that individual tenant information is organized, easy to read, and in character with the visual identity of the larger campus or building.

II. ADDITIONAL GUIDELINES AND STANDARDS FOR COMMERCIAL PROJECTS LOCATED WITHIN PEDESTRIAN AND TRANSIT-ORIENTED AREAS

A. GROUND FLOOR USES:

DESIGN GUIDELINE 1. Create an environment that promotes pedestrian orientation and use.

Design Standard 1a. At least 75% of the ground floor frontage of any building, including any portion of a building used for parking, should be devoted to retail or commercial.

B. SITE DESIGN:

DESIGN GUIDELINE 2. Locate structures toward the main commercial street where the parcel is located in order to avoid pedestrian/vehicular conflicts.

Design Standard 2a. 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.

Design Standard 2b. All buildings should provide a Pedestrian Entrance at the front of the building for each business that fronts on a main commercial street, even when rear public entrances are provided. Clearly defined pedestrian walkways should be provided, and shown on the site plan, to connect building entrances to parking areas.

Design Standard 2c. Pedestrian walkways that are located parallel to, and abutting any driveway, should be a minimum of five feet wide and should include a two foot landscaped buffer between the pedestrian walk and the driveway. However, this requirement 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.

Design Standard 2d. Wherever a pedestrian walkway and a driveway run parallel for more than 50 lineal feet, speed bumps should be provided on the driveway at a distance of no more than 50 feet apart.

Design Standard 2e. Pedestrian "drop off" areas located at street level, which do not impede foot traffic or sidewalk width, are required.

Design Standard 2f. Wherever a project has a street frontage of 250 feet or greater, and parking is located to the rear of the building, a ~~through arcade~~ a paseo or through interior pedestrian path should be provided from the rear of the building to the front property line of the building.

Design Standard 2g. Surface parking should be located to the rear of all structures if vehicular access is available to the rear of the parcel

either via an alley or a public street, or

Design Standard 2h. Where no vehicular access is available from the rear of any lot, parking should be provided to the rear of a lot via a "flag" parking lay out. For mid-block lots that do not have through access to an alley or public street at the rear, and where creation of a flag parking lot results in a loss of 10% or more of the building frontage, a waiver from this requirement may be requested.

Criteria: for granting a waiver. Applicant should submit alternative site plan scenarios with calculations showing frontage that would be lost. Applicant should incorporate design mitigation measures to ensure the intent of this criteria is not undermined.

Design Standard 2i. Wherever a project must take its access from a "main commercial street", only one curb cut should be permitted for every 150 feet of street frontage on the "main commercial street". Such curb cuts should be a maximum width of 20 feet, unless otherwise required by the Department of Transportation.

Design Standard 2j. The site plan should identify and distinguish the locations of all ancillary structures or service areas, pedestrian walkways, vehicular paths, loading areas, passenger drop-off areas, trash enclosures and landscaped areas.

Design Standard 2k. When new utility service is installed in conjunction with new or existing development, all proposed utilities on a project site should be placed underground.

C. OPEN SPACE AND LINKAGES:

DESIGN GUIDELINE 3. All projects, and in particular those located within Transit-Oriented Development areas, should strive to incorporate public open space areas (plazas, mini-parks, etc) that are well designed and effectively link pedestrians to services and nearby transit stations.

Design Standard 3a. Projects on a lot size equal or greater than 15,000 square feet should ~~be developed~~ **strive** to maintain at least 20 percent **of its LAMC required** open space areas ~~as publicly accessible open space, where appropriate.~~

Design Standard 3b. In addition to the Open Space requirements of the LAMC, Projects on lot sizes less than 15, 000 square feet should strive to 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.

Design Standard 3c. Public alleyways, paseos, plazas, or new streets that are added to a project site may **be considered** ~~contribute to the minimum 20 percent open space requirement.~~

Design Standard 3d. Paseos should be designed to be at least 20 feet wide or as required by LAMC to accommodate fire truck and

emergency vehicle access.

Design Standard 3e. Open space should be generally located internal to sites and should be accessible from corridors via mid-block passages or paseos and shall should be located no more than three feet above or below the adjacent sidewalk grade and shall should be designed to facilitate linkage from the Mass Transit Station to nearby public spaces and Pedestrian Amenities.

Design Standard 3f. Projects in Transit-Oriented Development Areas should strive to create Create mid-block connections through the length and width of the block to connect the Light Rail Transit to adjacent streets and destinations.

Design Standard 3g. Projects should strive to 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.

Design Standard 3h. Projects should strive to 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.

Design Standard 3i. Planting trees in paseos can emphasize their visual impact. Where trees are proposed, consider a wider paseo up to 30 feet to provide ample light for trees to grow.



IV. DESIGN GUIDELINES AND STANDARDS FOR MULTI-FAMILY RESIDENTIAL PROJECTS

These guidelines and standards should apply to new residential projects of five units or more.

A. SITE PLAN:

DESIGN GUIDELINE 1: Create a space around which the building is designed that serves as an amenity for residents and increases the quality of the environment.

Design Standard 1a. All multiple -family residential development, not located within a mixed use project, should be designed around a landscaped focal point or courtyard.

Design Standard 1b. A pedestrian entrance should be provided at the front of every project. The pedestrian entrance should provide a view to 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

Design Standard 1c. A pedestrian entrance should be provided for every 150 feet of building frontage.

B. OPEN SPACE REQUIREMENTS:

DESIGN GUIDELINE 2: Provide open space within a project that is usable and well designed.

Design Standard 2a. All open space required above should provide a surface which prevents dust and allows for convenient outdoor activities, especially for children. Such surface should be any practicable combination of lawn, garden, flagstone, wood planking or other serviceable dust-free surfacing. Concrete and asphalt should be permitted subject to the restrictions below.

1. No portion of the required open space should have a dimension less than 20 feet.
2. Slope should not exceed 10%.
3. Off-street parking, loading areas, driveways and service areas should not be counted as open space.

Design Standard 2b. At least 30 % of the required open space should be landscaped.

Design Standard 2c. 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 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.

Design Standard 2d. An automatic irrigation system should be installed within all landscaped areas, prior to the issuance of a Certificate of Occupancy by the Department of Building and Safety.

C. DESIGN:

DESIGN GUIDELINE 3: Design all buildings with 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.

Design Standard 3a. Plaster or stucco finishes should not occupy more than 60% of the surface area of any exterior on for each floor.

Design Standard 3b. 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.

Design Standard 3c. All building fixtures, awnings, security gates etc. should complement and be architecturally integrated to the design of the building.

Design Standard 3d. 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.

Design Standard 3e. 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.

D. ROOFS AND ROOFTOP EQUIPMENT:DESIGN GUIDELINE 4:

Screen all roof top equipment and building appurtenances from view of adjacent properties by integrating architecturally into the design of the building.

Design Standard 4a. Design of all rooftop equipment and building appurtenances shall comply to the requirements set forth in SECTION C. DESIGN of this chapter.

Design Standard 4b. All roof lines in excess of forty feet should be broken up through the use of gables, dormers, plant-ons or cutouts.

E. STORAGE AND TRASH AREAS:

DESIGN GUIDELINE 5: Design trash and storage areas which are safe, attractive and secure.

Design Standard 5a. Trash enclosures should be enclosed by a minimum five foot high, decorative masonry wall;

Design Standard 5b. A minimum of one trash area should be provided for every ten units;

Design Standard 5c. Trash area should be located no more than 200 feet from the most remote unit it serves.

F. FREESTANDING AND RETAINING WALLS:

DESIGN GUIDELINE 6: Design walls that are architecturally interesting and compliment architectural styles and/or themes.

Design Standard 6a. 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.

Design Standard 6b. All retaining walls should be treated in a similar manner as the project's buildings, employing compatible materials, colors and finishes.

G. PARKING STRUCTURES:

DESIGN GUIDELINE 7: Incorporate the design of parking structures to the building(s) which it serves.

Design Standard 7a. The exterior elevations of all parking structures should be designed to match the style, materials and color of the main building.

Design Standard 7b. 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% of the exterior wall surface should consist of openings.

Design Standard 7c. Wherever above grade parking abuts any public street, a minimum 5 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% of the surface area.
- A raised planter, three feet in height, and two feet in depth (from the exterior wall) to soften the parking wall.

Design Standard 7d. All surface parking lots should conform to the landscape requirements contained in Landscape section.

APPENDIX B

Proposed Cultural Overlay Uses

Arts and Cultural Activities

Inter-generational cultural center

Dance classes

Library

Microfilm Studio

Artist Live/ Work

All Art/Craft uses¹ with less restrictive class programming

Entertainment

Low-cost movie/ performances

Comedy Lounge (e.g. Mavericks Flat)

Jazz theater - live band or new artist stage shows

Retail

Game store (e.g. old style games like chess and electronics).

Candy Store

Consignment shop (such as Live ebay®)

Businesses

Event planner / party rental

¹ Art/Craft uses include those uses delineated through LAMC Sections 13.06.D and E(1) through E(4).