

**PLANNING DEPARTMENT TRANSMITTAL
TO THE CITY CLERK'S OFFICE**

CITY PLANNING CASE:	ENVIRONMENTAL DOCUMENT:	COUNCIL DISTRICT:
CPC-2017-4365-ZC	ENV-2003-1922-EIR-ADD1, ENV-2017-4366-CE	11 – Bonin
PROJECT ADDRESS:		
The majority of properties zoned for commercial use in the area generally bounded by Sepulveda Boulevard to the west, 96 th Street to the north, La Cienega Boulevard to the east, and 102 nd Street to the south within the Westchester – Playa Del Rey Community Plan area.		
APPLICANT	TELEPHONE NUMBER:	EMAIL ADDRESS:
<input type="checkbox"/> New/Changed City of Los Angeles		
APPLICANT'S REPRESENTATIVE	TELEPHONE NUMBER:	EMAIL ADDRESS:
N/A		
APPELLANT	TELEPHONE NUMBER:	EMAIL ADDRESS:
N/A		
APPELLANT'S REPRESENTATIVE	TELEPHONE NUMBER:	EMAIL ADDRESS:
N/A		
PLANNER CONTACT INFORMATION:	TELEPHONE NUMBER:	EMAIL ADDRESS:
Andrew Jorgensen	213-978-1281	andrew.jorgensen@lacity.org
ENTITLEMENTS FOR CITY COUNCIL CONSIDERATION		
Zone Change		

FINAL ENTITLEMENTS NOT ADVANCING:

N/A

ITEMS APPEALED:

N/A

ATTACHMENTS:**REVISED:****ENVIRONMENTAL CLEARANCE:****REVISED:**

- Letter of Determination
- Findings of Fact
- Staff Recommendation Report
- Conditions of Approval
- Ordinance
- Zone Change Map
- GPA Resolution
- Land Use Map
- Exhibit A - Site Plan
- Mailing List
- Land Use
- Other _____

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- Categorical Exemption
- Negative Declaration
- Mitigated Negative Declaration
- Environmental Impact Report
- Mitigation Monitoring Program
- Other _____

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NOTES / INSTRUCTION(S):

Other: CPIO Ordinance, Environmental Impact Report Addendum

Related Case: CPC-2017-4312-MS

FISCAL IMPACT STATEMENT: Yes No

*If determination states administrative costs are recovered through fees, indicate "Yes".

PLANNING COMMISSION:

- City Planning Commission (CPC)
- Cultural Heritage Commission (CHC)
- Central Area Planning Commission
- East LA Area Planning Commission
- Harbor Area Planning Commission

- North Valley Area Planning Commission
- South LA Area Planning Commission
- South Valley Area Planning Commission
- West LA Area Planning Commission

PLANNING COMMISSION HEARING DATE:	COMMISSION VOTE:
March 8, 2018	8 - 0
LAST DAY TO APPEAL:	APPEALED:
N/A	N/A
TRANSMITTED BY:	TRANSMITTAL DATE:
James K. Williams	April 19, 2018



LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 532, Los Angeles, California, 90012-4801, (213) 978-1300

www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: APR 19 2018

Case No. CPC-2017-4365-ZC

Council District: 11 – Bonin

CEQA: ENV-2017-4366-CE, ENV-2003-1922-EIR-ADD1

Plan Area: Westchester- Playa Del Rey

Related Case: CPC-2017-4312-MS

Project Location:

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

Applicant: City of Los Angeles

At its meeting of **March 8, 2018**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following:

An ordinance which establishes the Westchester – Playa Del Rey Community Plan Implementation Overlay (CPIO) and creates the Century/Aviation Subarea.

1. **Found**, based on the independent judgement of the decision-maker, after consideration of the whole of the administrative record, that the project was assessed in Environmental Impact Report No. ENV-2003-1922-EIR certified on April 13, 2004; and pursuant to CEQA Guidelines 15162 and 15164, and the addendum (ENV-2003-1922-EIR-ADD1) dated February 15, 2018, no major revisions to the Environmental Impact Report is required; and no subsequent EIR or negative declaration is required for approval of the project;
2. **Determined**, based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines Section 15308, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
3. **Determined**, based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines Section 15061 (b)(3), because it can be seen with certainty that there is no possibility that the Project may have a significant effect on the environment;
4. **Approved and recommended** that the City Council **adopt**, pursuant to Sections 13.14 and 12.32 S of the Los Angeles Municipal Code (LAMC), the Westchester-Playa Del Rey Community Plan Implementation Overlay (CPIO) and Century/Aviation Subarea

establishing development standards as modified by the Commission subject to review by the City Attorney as to form and legality;

5. **Approved** and **recommended** that the City Council **adopt**, pursuant to LAMC Section 12.32 F, a Zone Change from [T][Q]C2-2 to [T][Q]C2-2-CPIO, C2-2 to C2-2-CPIO, and M2-1 to M2-1-CPIO;
6. **Adopted** the staff report as the Commission's Report; and
7. **Adopted** the attached Findings.

This action was taken by the following vote:

Moved: Dake Wilson
Seconded: Padilla-Campos
Ayes: Ambroz, Choe, Khorsand, Millman, Mitchell, Perlman
Absent: Mack

Vote: 8 - 0



James K. Williams, Commission Executive Assistant II
Los Angeles City Planning Commission

Effective Date/Appeals: *The Los Angeles City Planning Commission's decision is final and not appealable.*

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Zone Change Ordinance, Map, Westchester – Playa Del Rey CPIO Ordinance, Findings

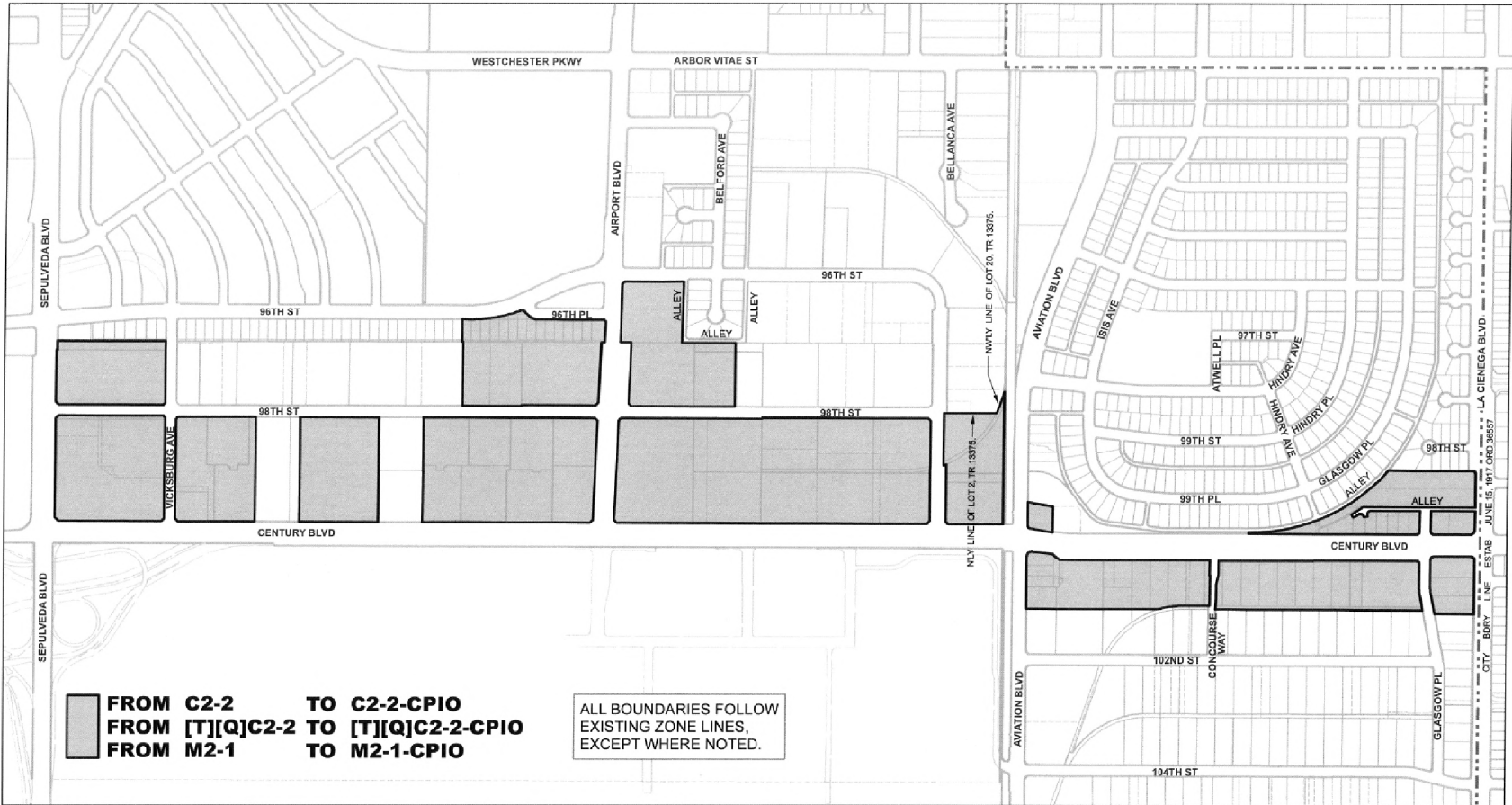
cc: Craig Weber, Principal City Planner
Patricia A. Diefenderfer, AICP, Senior City Planner
David Olivo, Senior City Planner
Renata D. Dragland, City Planner
Andrew Jorgensen, AICP, City Planning Associate

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

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

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:



ii

Community Plan Implementation Overlay (CPIO)

Westchester - Playa Del Rey CPIO

Century/Aviation Subarea



C.M. 090 B 165, 090 B 169, 090 B 173, 093 B 165, 093 B 169, 093 B 173.	CPC-2017-4365-ZC
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CFI *[Signature]*

110217

Data Sources: Department of City Planning & Bureau of Engineering



Westchester – Playa Del Rey
Community Plan Implementation Overlay District
(CPIO)

Ordinance No. _____

Effective Date _____

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CHAPTER I - FUNCTION OF THE CPIO

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

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

Section I-2. SUBAREAS

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

The Century/Aviation Subarea

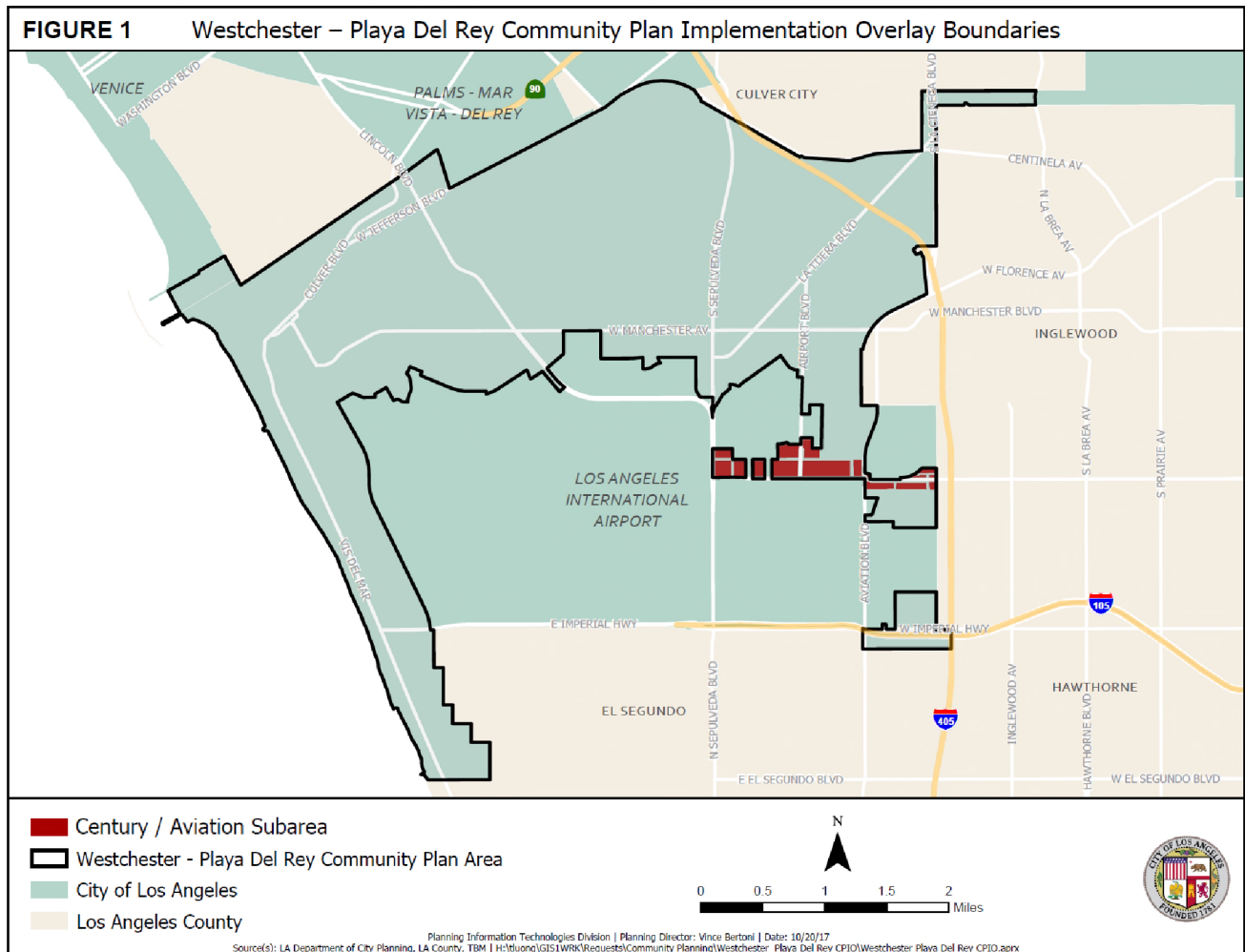
Subarea A: Century/Aviation. The Century/Aviation Subarea identifies specific parcels adjacent to the Century Boulevard right-of-way, and provides specific development standards for Projects to facilitate transit-oriented development (TOD). The development standards of this Subarea promote development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

Section I-3. PURPOSES

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

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

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



Section I-4. DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section I-5. RELATIONSHIP TO OTHER ZONING REGULATIONS

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

Section I-6. REVIEW PROCEDURES

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

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

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

- b. **Eligible Regulations.** Unless expressly modified in the Westchester – Playa Del Rey CPIO District, all development regulations are eligible for a CPIO Adjustment pursuant to this Subsection C.3. Projects seeking relief from a Westchester – Playa Del Rey CPIO District regulation that is not eligible (or further eligible) for a CPIO Adjustment may seek relief with a CPIO Exception.
 - c. **CEQA.** Approval of a CPIO Adjustment(s) is a discretionary approval for purposes of CEQA Guidelines, Section 15060(c)(1).

- 4. **CPIO Exceptions.** In addition to the requirements in LAMC Section 13.14.G.4, the following shall apply:
 - a. **Findings.** In addition to the required findings in LAMC Section 13.14.G.4(b), the Director shall find that the Project substantially complies with the applicable design guidelines in Appendix A.
 - b. **CEQA.** Approval of a CPIO Exceptions is a discretionary approval for purposes of CEQA Guidelines, Section 15060(c)(1).

- 5. **Eligible Historic Resource Evaluation.** Prior to any other CPIO Approval being issued, a Project that involves an Eligible Historic Resource shall comply with the following review procedures.
 - a. **Projects.** For any Project that does not involve the demolition of an Eligible Historic Resource, no CPIO Approval shall be issued until one of the following occurs:
 - i. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Eligible Historic Resource is not an historical resource, as defined by Public Resources Code Section 21084.1;
 - ii. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Project is consistent with the Secretary of Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or
 - iii. Environmental review in compliance with CEQA was completed for the Project, including if necessary, the adoption of a statement of overriding considerations.

 - b. **Demolitions.** For any Project that involves the demolition of an Eligible Historic Resource, no CPIO approval shall be issued until one of the following occurs:
 - i. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, the Eligible Historic Resource is not an historical resource, as defined by Public Resources Code Section 21084.1; or
 - ii. Environmental review in compliance with CEQA was completed on

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

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

Section I-7. USE OF DESIGN GUIDELINES

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

Section I-8. SEVERABILITY

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

Section I-9. RELATIONSHIP TO FEDERAL REGULATIONS REGARDING LAX

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

CHAPTER II – CENTURY/AVIATION SUBAREA

OVERVIEW

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

Section II-1. DEFINITION OF A PROJECT

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

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

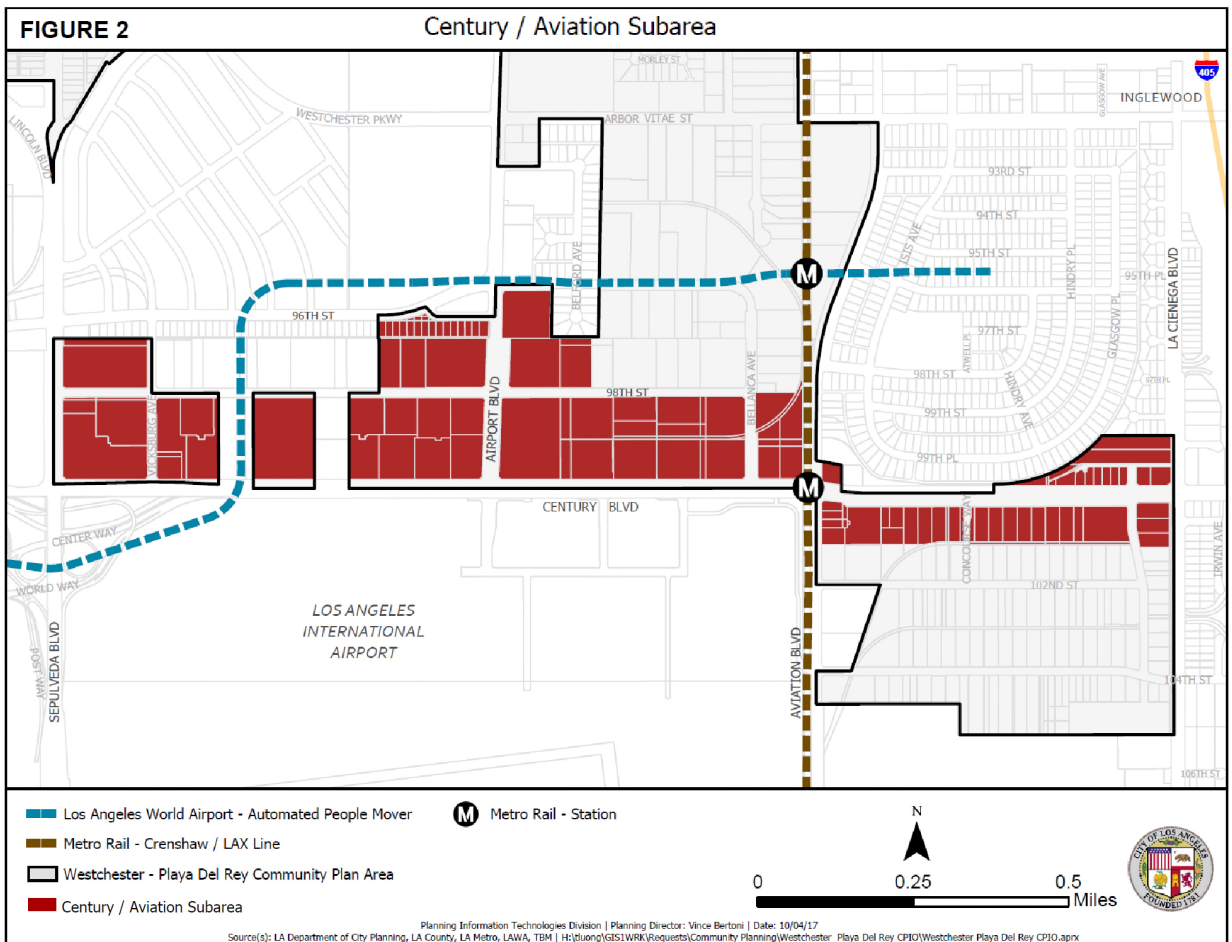
A Project does not include signage or construction that consists solely of interior and/or exterior remodeling, rehabilitation, or repair work that does not increase floor area or increase the required number of parking spaces.

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

Section II-2. DEVELOPMENT REGULATIONS

A. Parking Requirements

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



- a. Two (2) parking spaces are required for every one thousand square feet of combined gross floor area of commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings on any lot.
 - b. For new buildings or additions, individual tenant spaces of less than 2,000 square feet occupied by an Active Use shall not be required to provide parking.
 - c. Install electric vehicle supply equipment (EVSE) in 10% of all automobile parking spaces, when more than five (5) new parking spaces are required. Round up to the nearest whole number for fractional spaces. Spaces shall be clearly identified and reserved for the exclusive use of plug-in electric vehicles.
 - d. For each automobile parking space permanently reserved for a Car Share vehicle, the required automobile parking spaces may be reduced by five (5) spaces.
2. *Changes of Use* - For existing buildings, no additional parking shall be provided for a change of use to an Active Use.

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

B. Setbacks and Yards

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

FIGURE 3

Frontages Where Different Setback Regulations Apply

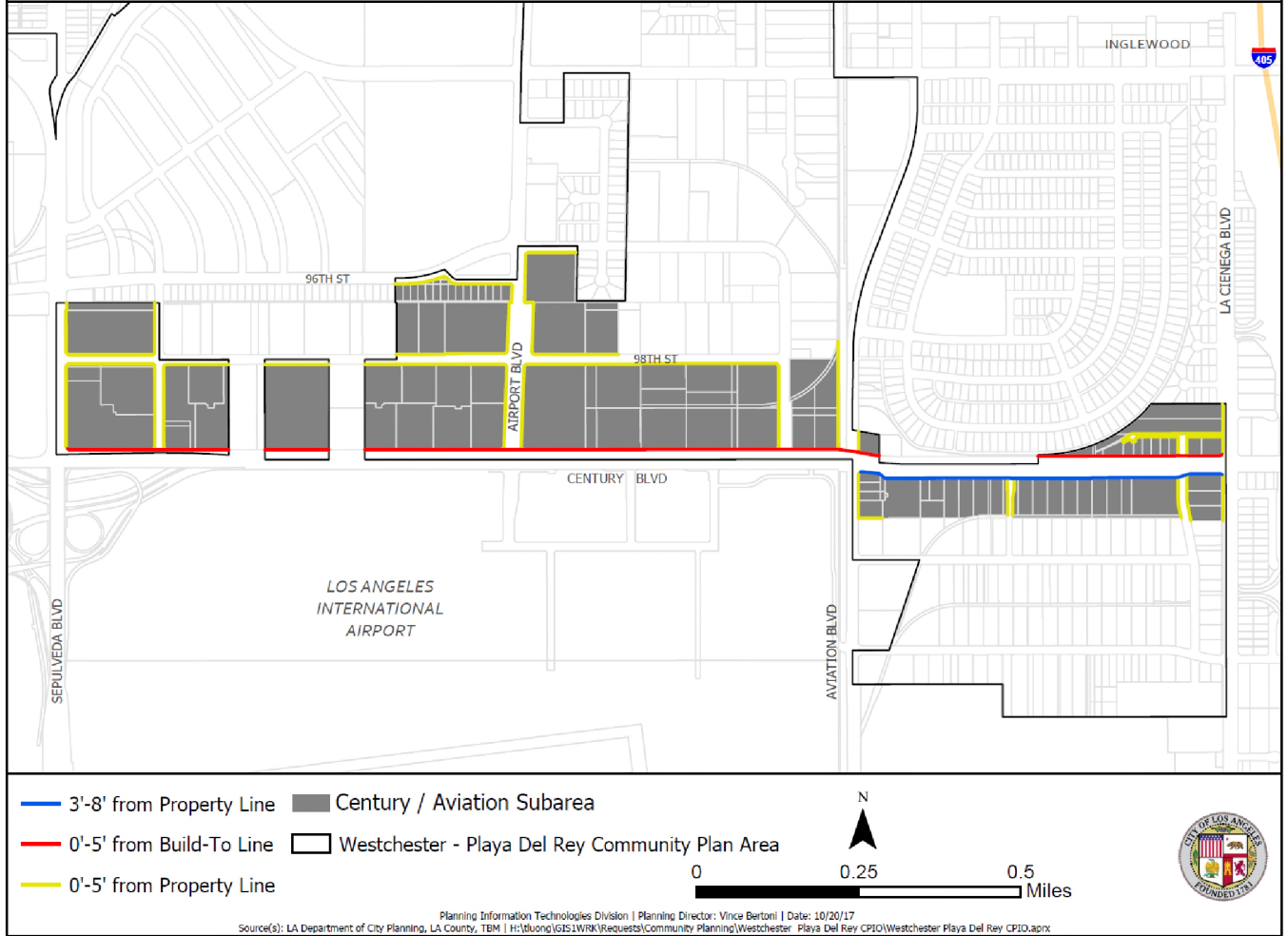
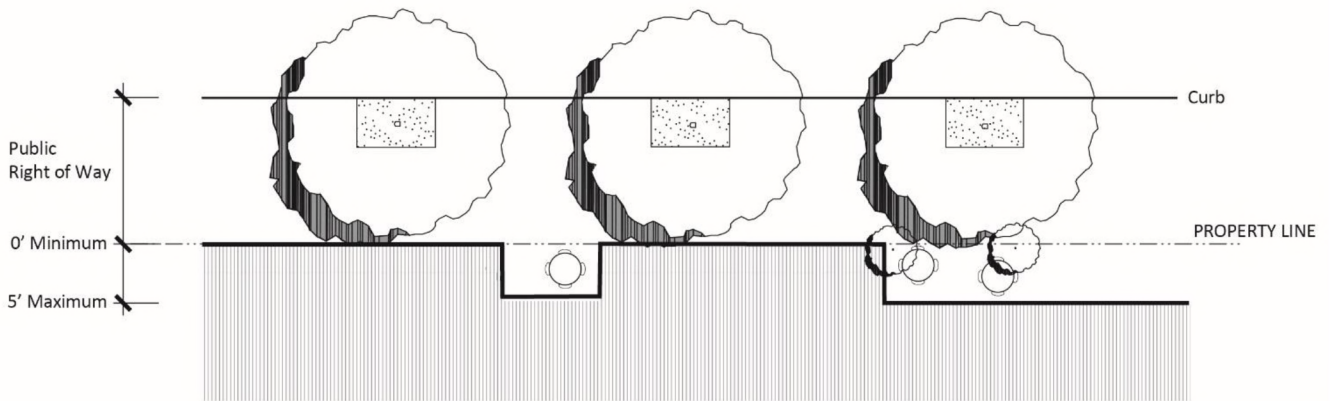
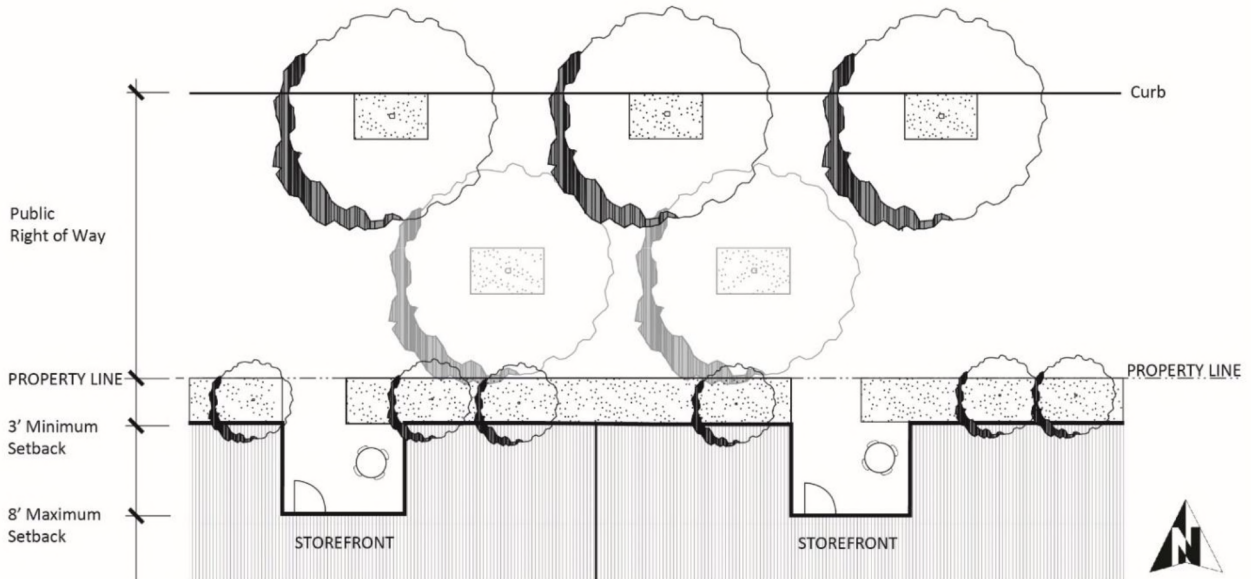


Figure 4 – Setback, all Streets Except Century Boulevard.



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

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



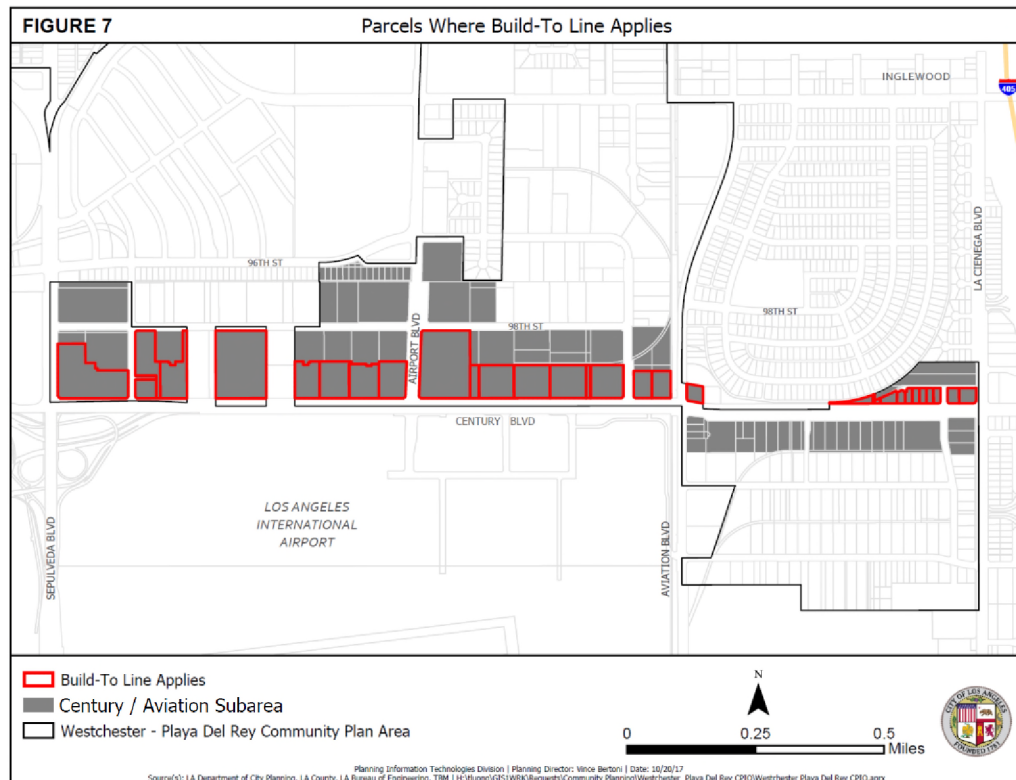
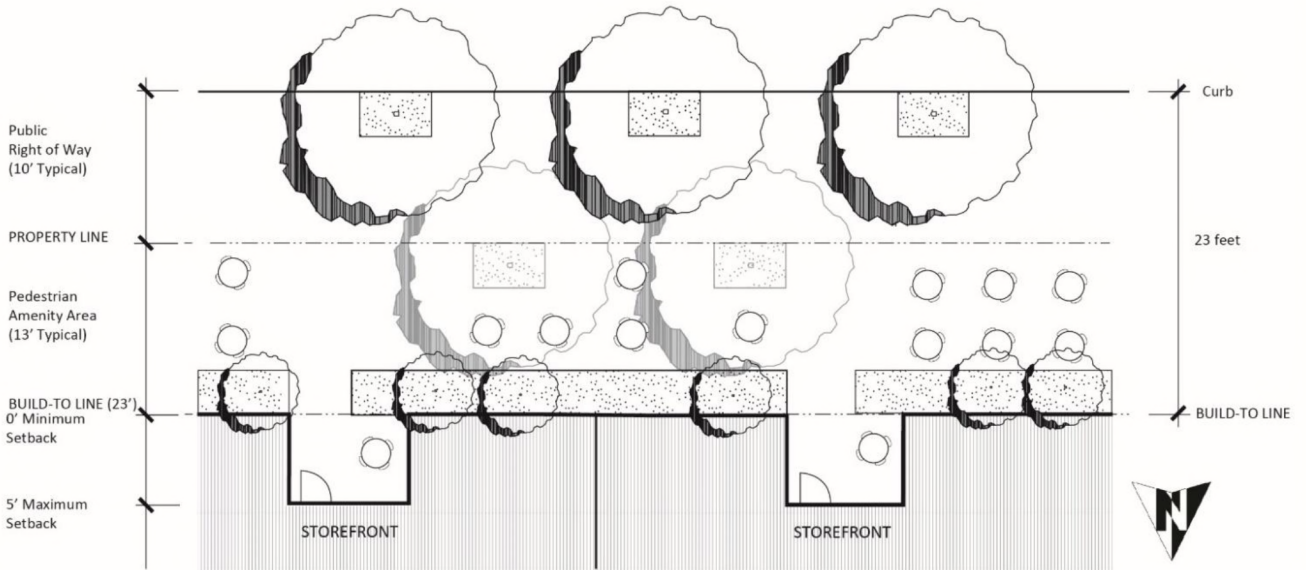
3. Projects along the north side of Century Boulevard shall provide no less than a minimum zero (0) foot and no greater than a maximum five (5) foot setback along the Century Boulevard frontage measured from a Build-To Line, 23 feet from the curb. See **Figure 6** below.

- a. Any area between the Build-To Line and the property line shall be designated as a Pedestrian Amenity Area, and shall appear and function as a single integrated space with the public sidewalk, even though ownership is partly public and partly private. The property line shall be demarcated by a score line, saw cut, or other element that is integral to the sidewalk design and is approved in conjunction with the final sidewalk design for each project.
 - i. Street furniture, Outdoor Dining amenities, tables, chairs, lighting, heating, decorative dining area railings no higher than 42 inches, other similar elements are permitted within the Pedestrian Amenity Area, subject to the approval of the Director of Planning. Service and washing areas, habitable structure, parking, and dining area enclosures above 42 inches are not permitted.
 - ii. A building may project over the required sidewalk easement above a height of 40' and below a depth of 5' to accommodate street trees.

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

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

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



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

C. Publicly Accessible Open Space

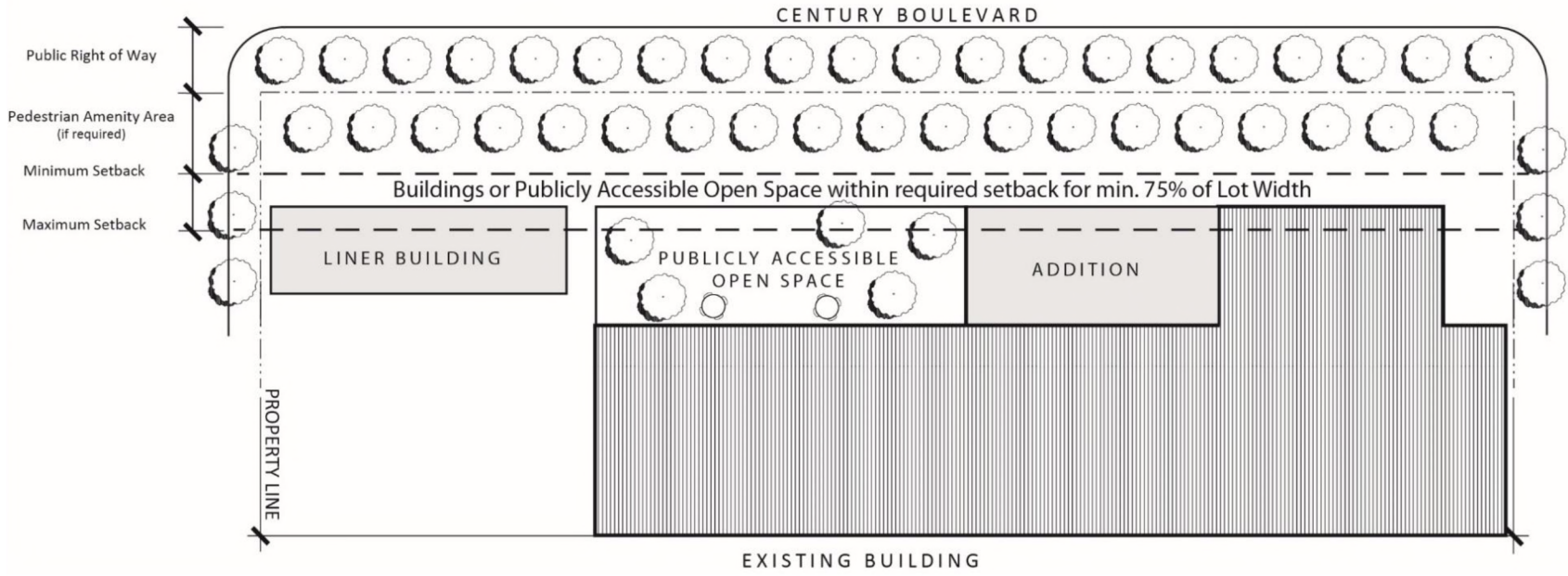
1. In addition to the Pedestrian Amenity Area required above, new construction Projects shall provide Publicly Accessible Open Space at a rate of 1 square foot per 100 square feet of non-residential floor area, the combined area of which shall be at least 2,000 square feet but which need not exceed 10,000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

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

D. Infill Development

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

Figure 8 – Infill Development Requirement Example



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

E. Century/Aviation Subarea Transportation Management Organization

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

Section II-3. URBAN DESIGN STANDARDS

A. Ground Floor Frontage

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

B. Streetwall

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

C. Mid-Block Passageways

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

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

D. Pedestrian Bridges

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

E. Entrances

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

F. Transparency

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

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

G. Windows and Doors

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

H. Materials

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

I. Mechanical Equipment and Utilities

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

J. Landscape, Hardscape, and Irrigation

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

K. Vehicular Access and Circulation

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

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

L. Surface Parking

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

M. Parking Structures

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

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

APPENDIX A – URBAN DESIGN GUIDELINES

Section A-1. BUILDING FORM

A. GOALS

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

B. MASSING

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

C. FORM

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

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

Section A-2. BUILDING ORIENTATION

A. GOALS

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

B. GUIDELINES

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

Section A-3. ARCHITECTURAL TREATMENT

A. GOALS

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

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

B. ARTICULATION

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

C. WINDOWS AND DOORS

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

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

D. MATERIALS

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

E. COLOR

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

F. SHADE TREATMENT

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

G. FENCING

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

H. LIGHTING

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

I. MECHANICAL EQUIPMENT AND UTILITIES

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

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

Section A-4. OPEN SPACE

A. GOALS

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

B. COMMON OPEN SPACE

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

C. PASEOS

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

D. LANDSCAPE, HARDSCAPE, AND IRRIGATION

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

Section A-5. PARKING DESIGN

A. Goals

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

B. Vehicular Access

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

C. Surface Parking

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

D. Parking Structures

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

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

FINDINGS

Project Location

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

City Charter Findings

Charter Section 556

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

Charter Section 558

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

LAMC Determinations

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

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

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

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

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

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

General Plan Framework

Land Use

Distribution of Land Use

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

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

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

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

Mixed-Use Boulevards

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

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

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

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

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

Transit Stations

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

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

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

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

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

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

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

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

Pedestrian-Oriented Districts

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

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

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

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

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

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

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

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

Urban Form and Neighborhood Design

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

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

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

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

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

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

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

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

Economic Development

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

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

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

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

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

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

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

Westchester – Playa del Rey Community Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mobility Plan 2035

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

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

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

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

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

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

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

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

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

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

California Environmental Quality Act Findings

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

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

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

PUBLIC HEARING AND COMMUNICATIONS

Outreach

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

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

Digital Outreach Channels

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

Supplemental Materials

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

Open House and Public Hearing

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

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

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

Public Testimony:

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

Post Hearing Outreach

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

Communications Received

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