

**TRANSMITTAL TO CITY COUNCIL**

Case No. CPC-2007-3278-CDO	Planning Staff Name(s) and Contact No. DEBBIE LAWRENCE 213-978-3034	C.D. Nos. 11
Related Case No(s).	Last Day to Appeal N/A	

Location of Project (Include project titles, if any.)  
VARIOUS

Applicant(s) and Representative(s) Name(s) and Contact Information, if available.  
CITY OF LOS ANGELES

Appellant(s) and Representative(s) Name(s) and Contact Information, including phone numbers, if available.  
N/A

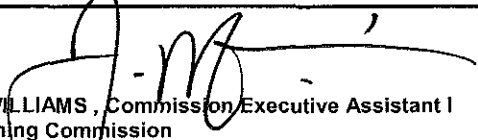
Final Project Description (Description is for consideration by Committee/Council, and for use on agendas and official public notices. If a General Plan Amendment and/or Zone Change case, include the prior land use designation and zone, as well as the proposed land use designation and zone change (i.e. "from Very Low Density Residential land use designation to Low Density land use designation and concurrent zone change from RA-1-K to (T)(Q)R1-1-K). In addition, for all cases appealed in the Council, please include in the description only those items which are appealable to Council.)

ZONE CHANGES ESTABLISHING THE LOYOLA VILLAGE COMMUNITY DESIGN OVERLAY.

Items Appealable to Council  
N/A

<b>Fiscal Impact Statement</b> <small>*If determination states administrative costs are recovered through fees, indicate "Yes." NO</small>	ENV. No. ENV-2007-3279-ND	Commission Vote: 7-0
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- In addition to this transmittal sheet, City Clerk needs:
- (1) Original & (1) copy of the Commission, Zoning Administrator or Director of Planning Determination
  - (2) Staff Recommendation Report (1)
  - (3) Environmental document used to approve the project, if applicable (1);
  - (4) Public hearing notice (1);
  - (5) Commission determination mailing labels (1) note: Condo projects & Appeals only require a copy of the list(s), not the labels.
  - (6) Condo projects only: (1) copy of Commission Determination mailing list (includes project's tenants; and 500 foot radius mailing lists)

 JAMES WILLIAMS, Commission Executive Assistant I City Planning Commission	APR 14 2009 Date
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April 14, 2009

Planning and Land Use Management Committee  
Council of the City of Los Angeles  
City Hall, Room 395  
Los Angeles, CA 90012

ATTN: Barbara Greaves, Legislative Assistant

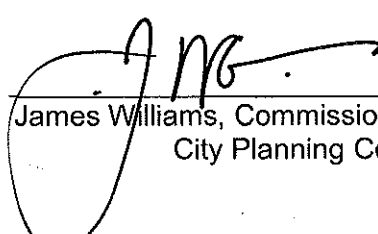
**CITY PLAN CASE NO. 2007-3278-CDO**

**A PROPOSED ZONE CHANGE ON PROPERTY LOCATED IN THE LOYOLA VILLAGE COMMERCIAL DISTRICT FRONTING LINCOLN BOULEVARD BETWEEN WESTCHESTER PARKWAY TO GENERALLY NORTH OF 83<sup>RD</sup> STREET, AND THOSE PARCELS FRONTING MANCHESTER AVENUE BETWEEN RAYFORD DRIVE AND FORDHAM ROAD WITHIN THE WESTCHESTER-PLAYA DEL REY COMMUNITY PLAN.**

Pursuant to the provisions of Section 551 and 558 of the City Charter, transmitted herewith is the November 13, 2008 action of the City Planning Commission approving zone changes establishing the Loyola Village Community Design Overlay. The City Planning Commission also adopted Guidelines and Standards for the new Community Design Overlay.

This action was taken by the following vote:

Moved: Roschen  
Seconded: Freer  
Ayes: Cardoso, Hughes, Lara, Usher, Woo  
Absent: Montanez, Kezios

  
James Williams, Commission Executive Assistant I  
City Planning Commission

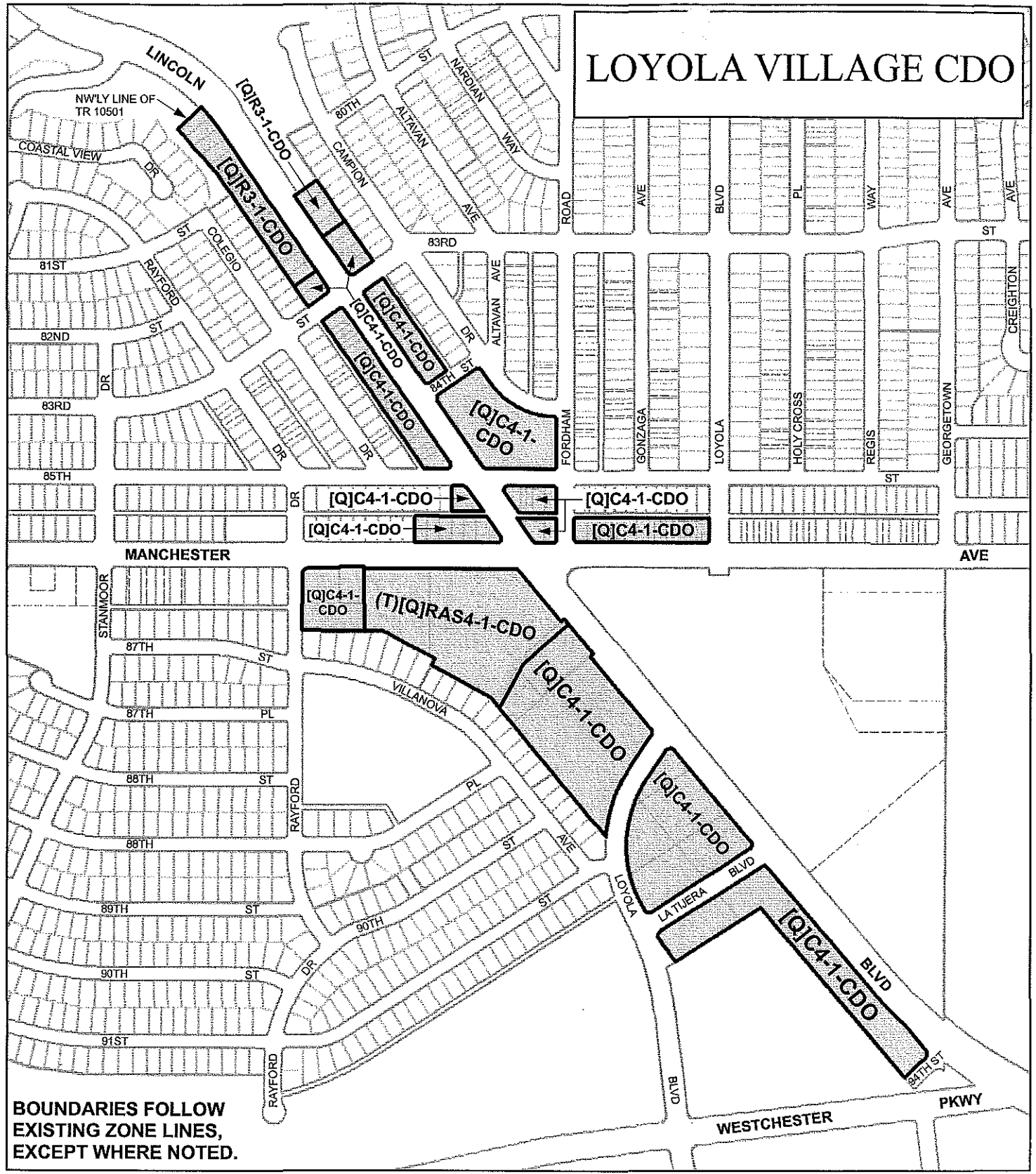
Attachments: Ordinance, Map, Q Conditions, Findings  
cc: Jeri Burge, Deputy City Attorney, Land Use Division

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 zones 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:



D.M. 99 B 157, 96 B 157,  
96 B 161, 93 B 161

CPC 2007-3278-ZC-CDO

112408

AA/36

## QUALIFYING [Q] CONDITIONS

**SECTION 1.** Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone classification on properties shown upon a portion of the zoning maps titled "Zone Change Ordinance Map Loyola Village Community Design Overlay District" and made a part of Article 2, Chapter 1 of the Los Angeles Municipal code.

**Table for Section 1**

Existing Zone	New Zone
[Q] C4-1	[Q] C4-1-CDO
(T) (Q) RAS4-1	(T) [Q] RAS4-1-CDO
R3 -1	[Q] R3 -1-CDO

**SECTION 2.** Pursuant to section 12.32 G of the Los Angeles Municipal Code, and any amendment thereto, the following limitations are hereby imposed upon the use of that property described in Section 1 hereof which are subject to the Permanent "Q" Qualified Classification.

Where the zone symbols of the new zoning designation, as shown in the table for Section 1, are preceded by the symbol "Q" in Brackets, the conditions and limitations imposed by the new "Q" Qualified Classification are set forth as follows:

**[Q] Conditions:**

**1. General**

**1: General.** For all projects that include one or more lots within the boundary of the Loyola Village Community Design Overlay District, all properties shall meet the guidelines and standards of that overlay.

**2: Parking.** Surface parking lots shall not be located between the front property line and the primary building/storefront on Lincoln Boulevard or Manchester Avenue but rather to the rear of all structures, provided there is vehicular access from side streets or alleys to the rear of the lot. Drive-through establishments shall be prohibited.

**3: Parking Access.** New driveways or curb cuts along Lincoln Boulevard and Manchester Avenue are prohibited provided there is vehicular access from side streets or alleys to the rear of the lot. Lincoln and Manchester shall be maintained and improved to promote walkability.

**4: Ground-floor Facade Articulation.** For new commercial development, at least 60 percent of the building façade at the ground level shall consist of doors and windows. Transparent, non-reflective glass shall be used.

**5: Use:** For parcels in commercial or RAS zones, no residential uses shall be permitted on the ground floor. Residential entrances and lobby areas for upper floor residences

shall account for no greater than 50% of any ground floor with the balance dedicated to commercial activity.

**6: Entrances.** All buildings shall have their primary ground floor pedestrian entrance from Lincoln Boulevard or Manchester Avenue. This ground floor primary entrance shall be in addition to any rear entrance toward rear parking lots or alleys.

**7: Parking Structure Design.** The ground floor of new parking structures shall consist of commercial space fronting Lincoln Boulevard or Manchester Avenue, measuring a depth of at least 15 feet from the building façade.

**8: Security Grilles.** External security grilles or permanently affixed security bars, or roll-down grilles that conceal storefront windows shall not be affixed to any façade abutting a public street, excluding rear alleys.

**9: Fences.** Chain-link fences and barbed wire are prohibited.

**10a: Landscaping.** All areas of a site not occupied by buildings, parking, driveways, or used for outdoor dining or other pedestrian uses should be landscaped; a minimum of 80% of landscaped areas shall consist of plant materials.

**10b: Landscaping.** For new building projects, trees shall be planted along rear lot lines adjacent to residential parcels at a ratio of one tree for every 25 feet of lot width. At a minimum, these trees should be 24-inch box size with a trunk diameter of two inches and a height of 10 feet at the time of planting.

**11: Signage.** Billboards, super graphics, off-site signs, pole signs, roof signs, banners, illuminated architectural canopy signs, flashing, moving or blinking signs and inflatable devices are prohibited. The following changes to above-mentioned existing signs shall be prohibited: the enlargement of signs, the augmentation of signs with lighting or digital displays, and the addition of sign facing. No upgrading, modernization, electrification, digitizing or alteration to existing billboards shall be permitted.

**12: Retention of Previously Existing (Q) Qualified Conditions.** In addition to those [Q] conditions listed above, the (Q) Conditions established by Ordinance 175,996 for the property at the Southwest corner of Manchester Avenue and Lincoln Boulevard (Assessor Parcel Number 4119026039) shall be retained.

**13: Multi-Family Residential Development.** For parcels zoned R-3 along Lincoln Boulevard north of 83<sup>rd</sup> Street, any new residential development on these parcels shall adhere to the Multiple Family Residential design policies specified in the Urban Design chapter of the Westchester – Playa del Rey Community Plan.

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

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

KAREN E. KALFAYAN, City Clerk

By \_\_\_\_\_ Deputy

Approved \_\_\_\_\_

\_\_\_\_\_  
Mayor

Pursuant to Section 558 of the City Charter,  
the City Planning Commission on November 13, 2008,  
recommended this ordinance be adopted by the City Council.

  
\_\_\_\_\_  
James Williams, Commission Executive Assistant I  
City Planning Commission

File No. \_\_\_\_\_

## FINDINGS

### General Plan/Charter Findings

#### A. Community Design Overlay District (CDO) Boundaries

- 1. In accordance with Charter Sections 556 and 558, the proposed CDO boundaries are in substantial conformance with the purposes, intent and provisions of the City's General Plan, and all applicable provisions of the Los Angeles Municipal Code (LAMC).**

The proposed CDO and 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 CDO as set forth in Section 13.08 A of the Municipal Code. The establishment of a CDO within these boundaries will enhance the physical and aesthetic qualities of this commercial district in accordance with its unique environmental setting.

Section 12.32 S of the Municipal Code requires an initiation on the part of the City Council, City Planning Commission or Director of Planning to initiate a CDO district. On April 13, 2004 the City Council (CF 04-0297) initiated the boundaries of the Loyola Village CDO District to address community design concerns for this neighborhood commercial area. In July 2007 a Zone Change case was created to apply Qualifying Conditions consistent with the Community Design Overlay. Those conditions limit use and aesthetics to promote the quality of the commercial district.

Section 13.08 of the Municipal Code states that a CDO must be adopted with the intent of ensuring that development within communities is in accordance with community design policies adopted in the Community Plan, and to promote the distinctive character of Loyola Village. The proposed CDO is consistent with the design policies of the Westchester-Playa del Rey Community Plan in that it promotes the district identity of Loyola Village as a community retail and walkable center in the Westchester – Playa del Rey community. The associated Qualified Conditions control land uses and building types that are incompatible with a well-designed pedestrian accessible area.

The boundaries of the Loyola Village CDO are established to include the primary commercially designated properties in the Loyola Village area, which includes some residentially-zoned but commercial plan-designated properties that are identified on the Community Plan Land Use Map for potential future mixed-use development. The establishment of the Loyola Village CDO boundaries is consistent with the following specific provisions of the Westchester-Playa del Rey Community Plan:

*Commercial 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.

*Commercial 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.

*Commercial Policy 2-2.1:* Encourage pedestrian-oriented development in appropriate areas, to include Downtown Westchester, Loyola Village, Playa del Rey and Playa Vista. **Program:** The Plan recommends the establishment of future Community Design Overlay Districts (CDOs) in Downtown Westchester and Loyola Village, which would implement design policies to promote pedestrian-friendly commercial development.

The CDO boundary is also consistent with the objectives and policies of the General Plan Framework. The Loyola Village area is designated a Community Center by the General Plan Framework. The integration and mixing of uses in community centers will increase opportunities for residents to live near shopping and employees to live near their jobs. The establishment of the Loyola Village CDO boundaries is consistent with the following specific provisions of the General Plan Framework:

*Objective 3.9:* Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.

*Policy 3.9.5:* Promote pedestrian activity by the design and siting of structures in accordance with Pedestrian-Oriented District Policies 3.16.1 through 3.16.3. (P1, P2, P18, P24, P25)

The proposed CDO and Zone Change boundary addresses these policies by implementing regulations to strengthen the Loyola Village area as a commercial district that is accessible to pedestrians and vehicle traffic. Through limitations, guidelines and standards, the implementation of the CDO and Zone Change will enhance the distinctive commercial district, improve building design and encourage pedestrian activity.

**2. In accordance with Charter Section 558 (b) (2), the proposed CDO boundaries will be in conformance with public necessity, convenience, general welfare and good zoning practice.**

The subject ordinance conforms to the public necessity, convenience, general welfare and good zoning practice in that the CDO and Zone-Change will improve the visual environment, walking experience and safety as well as business functionality in the Loyola Village area. Improving this neighborhood commercial area serves the public necessity to protect and enhance the built environment; promotes the general welfare by improving the commercial area not only for property owners but for visitors to the area, and is necessary to achieve the goals of the Community Plan and protect the community from future development that does not maintain appropriate types of design and pedestrian amenities.

The 2004 Community Plan Update for Westchester-Playa del Rey, multiple community and stakeholder meetings, a public workshop and public hearing all identified a need for regulations to improve the design, viability, pedestrian activity and compatibility of use in the proposed Loyola Village CDO and Zone Change boundary area. The area serves the neighborhood shopping needs of Westchester-Playa del Rey's residents, but is also a thoroughfare for travelers to and from the Airport and other communities.

## **B. Community Design Guidelines and Standards**

- 1. In accordance with Los Angeles City Charter Section 556 and LAMC Section 13.08 D 2, the proposed CDO Design Guidelines and Standards are consistent with the objectives and policies of the adopted Community Plan.**

The CDO Guidelines and Standards are consistent with both individual General Plan policies and the overall goals and objectives of the Westchester-Playa del Rey Community Plan. The Guidelines and Standards further the goal of a distinctive, pedestrian friendly, cohesive, commercially viable Loyola Village area.

The emphasis of the CDO is to increase pedestrian activity and to improve design while enhancing the existing character of the Westchester – Playa del Rey community. To that end, the CDO Design Guidelines and Standards require orientation of buildings toward the major commercial street, limit parking in the front of structures and provide that every building shall have a pedestrian entrance on the major commercial street. The CDO Guidelines and Standards is a design-oriented document that seeks to improve building design through quality site planning, building materials, signage control, building massing, articulation, entrances, landscaping and sustainable building design.

The proposed CDO and Zone Change are in substantial conformance with the purposes, intent and provisions of the Westchester – Playa del Rey Community Plan in the following respects:

### Commercial Policies

*Commercial 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.

*Commercial 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.

*Commercial Policy 2-2.1:* Encourage pedestrian-oriented development in appropriate areas, to include Downtown Westchester, Loyola Village, Playa del Rey and Playa Vista. **Program:** The Plan recommends the establishment of future Community Design Overlay Districts (CDOs) in Downtown Westchester and Loyola Village, which would implement design policies to promote pedestrian-friendly commercial development.

## Urban Design

*Urban Design – Commercial – Site Planning:* Structures should be oriented toward the main street where a parcel is located and should avoid pedestrian/vehicle conflicts.

*Urban Design – Pedestrian-oriented, Building Height and Design:* In Regional Commercial Centers, Community Commercial Centers, Neighborhood Commercial areas, along Mixed-Use Boulevards, and in other areas designated by this Plan for pedestrian-oriented development, the mass, proportion and scale of all new buildings and remodels should encourage pedestrian orientation.

## Urban Design – Design Considerations for Special Areas: Loyola Village

The Westchester – Playa del Rey Community Plan identified specific needs of the Loyola Village area with regard to design and called for these measures to be implemented through a CDO. Specific needs of this area include: orientation of new buildings toward and pedestrian entrances from the street; mixed use development, signage controls and the prohibition of painting large signs on windows; limiting number of driveways crossing sidewalks on Lincoln and Manchester; and prohibiting residential uses on the ground floor in commercial zones.

## **C. Zone Changes**

1. In accordance with Charter Section 556 and 558, the proposed zone change ordinance and permanent [Q] conditions are in substantial conformance with the purposes, intent and provision of the City's General Plan.

The proposed zone change ordinance is in substantial conformance with the purposes, intent and provisions of the General Plan in that it would protect and improve the general environment of the Loyola Village community by placing design controls on site planning, building design, architectural details, landscaping, signage and mechanical equipment as well as place restrictions on ground-floor uses so as to ensure an active pedestrian-oriented district. These restrictions will advance the commercial and urban design goals, objectives and policies of the Westchester-Playa del Rey Community Plan. The adoption of these proposed [Q] conditions will implement design controls that are based on the objectives and policies of the General Plan relating to commercial land use, urban design and pedestrian activity.

2. In accordance with Charter Section 558 (b) (2), the proposed zone change ordinance and permanent [Q] conditions are in conformance with public necessity, convenience, general welfare and good zoning practice.

The subject ordinance conforms to the public necessity, convenience, general welfare and good zoning practice in that the proposed [Q] conditions will improve visual environment, walking experience and safety as well as business functionality in the Loyola Village area. Improving this critical commercial area serves the public necessity to protect and enhance the built environment; promotes the general welfare by improving the commercial area not only for property owners but for visitors to the area, and is necessary to achieve the goals of the Community Plan and protect the

community from development that does not maintain appropriate types of design and pedestrian amenities.

### **Q Condition Findings**

In addition to the Community Design Overlay District, this proposal includes Zone Changes instituting permanent [Q] conditions, which would restrict signage, and place design controls on site planning, building design, architectural details, landscaping, signage and mechanical equipment as well as limit specific land uses that are not consistent with the pedestrian oriented intent of the CDO. The proposed [Q] conditions are necessary to prevent new construction and/or alterations to existing buildings which will have a degrading effect upon the community and are largely incompatible with the proposed CDO design guidelines and standards.

The proposed Zone Changes and permanent [Q] conditions will impose the following restrictions:

**Q-Condition 1: General.** For all projects that include one or more lots within the boundary of the Loyola Village Community Design Overlay District, all properties shall meet the guidelines and standards of that overlay.

This Q-Condition incorporates the Guidelines and Standards of the Loyola Village CDO and is consistent with the Goals, Objectives and Policies of the Westchester-Playa del Rey Community Plan, specifically:

*Commercial Policy 2-2.1:* Encourage pedestrian-oriented development in appropriate areas, to include Downtown Westchester, Loyola Village, Playa del Rey and Playa Vista.

**Q-Condition 2: Parking.** Surface parking lots shall not be located between the front property line and the primary building/storefront on Lincoln Boulevard or Manchester Avenue but rather to the rear of all structures, provided there is vehicular access from side streets or alleys to the rear of the lot. Drive-through establishments shall be prohibited.

This Q-Condition assures compliance with the General Plan and CDO goals of creating a pedestrian-friendly environment. This zone change protects public safety by minimizing opportunities for pedestrian / vehicular conflicts and ensures that parking will be located behind the commercial frontage and screened from view. Locating parking away from the primary street allows pedestrians to walk from building to building without the hazard and visual blight of parking cars. This zone change reduces automobile-dominated space, thereby advancing its identity as an attractive, cohesive pedestrian-friendly environment.

*Commercial Policy 2-3.4:* Minimize conflicts between auto-related and pedestrian-oriented activities in commercial areas.

*Urban Design – Commercial Site Plan Policy 7:* Locate new structures to form common and semi-continuous building walls along street frontages and sidewalks of Major and Secondary Highways, and Collector Streets.

*Urban Design – Commercial Pedestrian Oriented Planning Policy 7:* Locate surface and above grade parking areas to the rear of buildings.

**Q-Condition 3: Parking Access.** New driveways or curb cuts along Lincoln Boulevard and Manchester Avenue are prohibited provided there is vehicular access from side streets or alleys to the rear of the lot. Lincoln and Manchester shall be maintained and improved to promote walkability.

This Q-Condition assures compliance with the General Plan and CDO goals of creating a pedestrian-friendly environment. This Q-Condition is in substantial conformance with the goals, objectives and policies of the General Plan, specifically:

*Commercial Policy 2-3.4:* Minimize conflicts between auto-related and pedestrian-oriented activities in commercial areas.

*Transportation Policy 17-1.1:* Minimize the number of ingress and egress points to and from all Major and Secondary Highways in the Westchester-Playa del Rey Community Plan Area.

*Urban Design – Commercial Site Planning Policy 2:* Minimize the number of driveways avoiding access from major or secondary highways, and pedestrian-oriented streets.

*Urban Design – Loyola Village Policy 4:* Limit number of driveways crossing sidewalks on Lincoln Boulevard and Manchester Avenue.

**Q-Condition 4: Ground-floor Facade Articulation.** For new commercial development, at least 60 percent of the building façade at the ground level shall consist of doors and windows. Transparent, non-reflective glass shall be used.

This zone change accomplishes the goals of the Loyola Village CDO by ensuring that storefronts and building façades are oriented to the pedestrian and provide visual interest. The incorporation of a substantial percentage of windows and doors allows pedestrians to see into a building, thereby promoting a feeling of security since the passerby is not isolated from view. A lack of windows and doors often results in expansive blank walls that tend to be unattractive and encourage graffiti. Ground floor building walls that are devoted to display windows and that maintain direct access to the sidewalk are appropriately scaled to pedestrian traffic and therefore facilitate necessary commercial uses and desirable aesthetic qualities.

*Commercial Policy 2-2.1:* Encourage pedestrian-oriented development in appropriate areas, to include Downtown Westchester, Loyola Village, Playa del Rey and Playa Vista.

*Urban Design – Pedestrian-Oriented Policy 2:* Require each new building to have a pedestrian-oriented ground floor, and maximize the building area devoted to ground level display windows.....and other transparent elements on front facades.

**Q-Condition 5: Use:** For commercial zoned parcels, no residential uses shall be permitted on the ground floor. Residential entrances and lobby areas for upper floor residences shall account for no greater than 50% of any ground floor with the balance dedicated to commercial activity.

This Q-Condition assures that ground floor uses shall be compatible with a pedestrian environment and will stimulate pedestrian activity. Community and stakeholder meetings, site visits and surveys and good planning principles were all used to develop use restrictions for the CDO-area. The use restriction applies only to the ground floor and other uses are able to locate on upper floors of existing or future buildings. Furthermore, existing uses that may be prohibited by this Q-Condition will retain nonconforming rights until such time as the use is changed or the building is demolished or substantially altered. This Q-Condition is in substantial conformance with the goals, objectives and policies of the General Plan, specifically:

*Commercial Policy 2-1.2:* Protect existing and planned commercially zoned areas, particularly within designated Commercial Centers, from encroachment by stand alone residential development.

*Commercial Policy 2-2.2:* In appropriate areas, encourage the incorporation of retail, restaurant, and other commercial uses in the ground floor street frontage of structures to promote a more lively and pedestrian-oriented commercial environment.

*Urban Design – Commercial – Mixed-Use Policy 1:* Prohibit residential uses on the ground floor of buildings in commercial and residential-accessory services zones.

**Q-Condition 6: Entrances.** All buildings shall have their primary ground floor pedestrian entrance from Lincoln Boulevard or Manchester Avenue. This ground floor primary entrance shall be in addition to any rear entrance toward rear parking lots or alleys.

This Q-condition accomplishes the goals of the Loyola Village CDO by ensuring building façades along Lincoln and Manchester cater to the pedestrian and promote a welcoming and accessible environment. Pedestrian-oriented streets require predominately commercial uses located at the ground floor with shops and entrances directly accessible from the sidewalk, at frequent intervals. With direct entrances visible and accessible from the primary street, this zone change advances Loyola Village's identity as an attractive, cohesive pedestrian-friendly environment.

*Commercial Policy 2-2.2:* In appropriate areas, encourage the incorporation of retail, restaurant, and other commercial uses in the ground floor street frontage of structures to promote a more lively and pedestrian-oriented commercial environment.

*Urban Design – Commercial Site Plan Policy 4:* Providing front pedestrian entrances for businesses fronting on main commercial streets.

*Urban Design – Loyola Village Policy 1:* Require all new buildings to be oriented toward and have pedestrian entrances form the street.

**Q-Condition 7: Parking Structure Design.** The ground floor of new parking structures shall consist of commercial space fronting Lincoln Boulevard or Manchester Avenue, measuring a depth of at least 15 feet from the building façade.

This Q-condition accomplishes the goals of the Loyola Village CDO by ensuring that building façades cater to the pedestrian and promote a welcoming and accessible environment. Parking structures without commercial uses and which commonly have large expanses of non-transparent, non-accessible building wall detract from a quality pedestrian environment and make for uninteresting and inactive streets. This zone change reduces automobile-dominated space and blank walls, thereby advancing the Loyola Village area as an attractive, cohesive pedestrian-friendly environment. It produces ground floor building frontage designed to accommodate commercial uses and increases the opportunity for shops with entrances directly accessible from the sidewalk and storefronts providing display windows.

*Commercial Policy 2-2.2:* In appropriate areas, encourage the incorporation of retail, restaurant, and other commercial uses in the ground floor street frontage of structures to promote a more lively and pedestrian-oriented commercial environment.

*Urban Design – Commercial Parking Structures Policy 2:* Locate commercial uses on the ground floor of parking structures where feasible and appropriate.

**Q-Condition 8: Security Grilles.** External security grilles or permanently affixed security bars, or roll-down grilles that conceal storefront windows shall not be affixed to any façade abutting a public street, excluding rear alleys.

This zone change accomplishes the goals of the Loyola Village CDO by preventing features that are unattractive, unwelcoming, and that produce visual clutter and cover storefronts. Such devices are seldom designed in a manner that is complementary to accompanying architecture and therefore degrade the street front. These unsightly features send a message that the area is unsafe, thus decreasing pedestrian use. This zone change encourages the use of alternative protective features that enable a more attractive, orderly, and welcoming environment.

*Commercial Policy 2-3.1:* Enhance the visual appearance and appeal of commercial properties by regulating design, signage, landscaping, and similar issues wherever possible.

**Q-Condition 9: Fences.** Chain-link fences and barbed wire are prohibited.

This zone change accomplishes the goals of the Loyola Village CDO by preventing a feature that is unattractive, visual cluttering and prohibitive to pedestrians. This will encourage the use of alternative fencing materials that are more decorative and permanent; it also encourages elimination of fencing altogether, allowing for more attractive and open properties. This zone change prohibits a specific design element

that is not appropriate or beneficial to the presence of the area, and thereby enables a more orderly, and welcoming environment.

*Commercial Policy 2-3.1:* Enhance the visual appearance and appeal of commercial properties by regulating design, signage, landscaping, and similar issues wherever possible.

**Q-Condition 10a: Landscaping.** All areas of a site not occupied by buildings, parking, driveways, or used for outdoor dining or other pedestrian uses should be landscaped; a minimum of 80% of landscaped areas shall consist of plant materials.

This zone change accomplishes the goals of the Loyola Village Boulevard CDO by ensuring quality landscaped open space is prevalent. The addition of trees, shrubs and groundcover will provide beauty and contribute to a more attractive, orderly, and welcoming environment.

*Commercial Policy 2-3.1:* Enhance the visual appearance and appeal of commercial properties by regulating design, signage, landscaping, and similar issues wherever possible.

*Urban Design – Commercial Pedestrian Oriented Policy 8:* Integrate the landscaping within pedestrian-friendly plazas, green space, pocket parks and other open space compliments.

**Q-Condition 10b: Landscaping.** For new building projects, trees shall be planted along rear lot lines adjacent to residential parcels at a ratio of one tree for every 25 feet of lot width. At a minimum, these trees should be 24-inch box size with a trunk diameter of two inches and a height of 10 feet at the time of planting.

This zone change accomplishes the goals of the Loyola Village CDO by protecting adjacent residential uses from potential adverse effects of new development. It serves to minimize noise and negative visual impacts while providing landscaped open space next to residences.

*Commercial Policy 2-3.2:* Where possible, mitigate impacts of commercial uses on adjacent residential properties through the use of buffers and/or effective site design of the commercial property.

*Urban Design – Commercial Parking Structure Policy 4:* Utilize decorative walls and landscaping to buffer adjacent residential uses from parking structures.

**Q-Condition 11a: Signs.** Billboards, super graphics, off-site signs, pole signs, roof signs, banners, illuminated architectural canopy signs, flashing, moving or blinking signs and inflatable devices are prohibited. The following changes to above-mentioned existing signs shall be prohibited: the enlargement of signs, the augmentation of signs with lighting or digital displays, and the addition of sign facing. No upgrading, modernization, electrification, digitizing or alteration to existing billboards shall be permitted.

This Q-Condition assures compliance with the General Plan and CDO's goals of providing businesses with adequate signage while limiting visual blight, clutter and distractions from the building architecture and pedestrian experience. These types of signs prohibited by the Q-Condition have been found to detract from the visual quality of a district and were discussed as problems during various stakeholder meetings. This zone change encourages the use of alternative sign features that are more suitable to a pedestrian-oriented commercial Boulevard while able to effectively convey information in an attractive format. This Q-Condition is in substantial conformance with the goals, objectives and policies of the General Plan, specifically:

*Commercial Policy 2-3.1:* Enhance the visual appearance and appeal of commercial properties by regulating design, signage, landscaping, and similar issues wherever possible.

*Urban Design – Signage Policy 1:* Throughout Commercial areas in Westchester-Playa del Rey Community Plan Area, require consistent design for all commercial signage, which prescribes numbers, sizes, and locations of signs on buildings, fixture types, lettering, colors, symbols, lighting, motion elements, and logos designed for specific areas or pathways. Require all signs to relate harmoniously to the building they reference.

*Urban Design – Loyola Village Policy 3:* Signage controls, to restrict the size and types of signs, and prohibit painting large signs on windows.

**Q-Condition 11b: Signs.** Each premise or business shall be permitted one wall sign. If the premise abuts another street, alley, or public parking area, one additional sign is permitted on the building at that location.

This zone change accomplishes the goals of the Loyola Village CDO by limiting the number of wall signs and thereby producing more attractive, orderly, and less cluttered building façades that are less likely to be obstructed with abundant signage. The wall sign limitation ensures that wall signs are allowed enough surface area to adequately address pedestrians and motorists without dominating the streetscape or underlying architecture. This condition improves the visual appearance of the area and facilitates a coherent identity for Loyola Village as a commercial district with desirable aesthetic qualities.

This Q-Condition is in substantial conformance with the goals, objectives and policies of the General Plan, specifically:

*Urban Design – Signage Policy 1:* Throughout Commercial areas in Westchester-Playa del Rey Community Plan Area, require consistent design for all commercial signage, which prescribes numbers, sizes, and locations of signs on buildings, fixture types, lettering, colors, symbols, lighting, motion elements, and logos designed for specific areas or pathways. Require all signs to relate harmoniously to the building they reference.

*Urban Design – Loyola Village Policy 3:* Signage controls, to restrict the size and types of signs, and prohibit painting large signs on windows.

**Q-Condition 12: Retention of Previously Existing (Q) Qualified Conditions.** This Q-Condition assures compliance with conditions of prior zone changes for the property located at the Southwest corner of Manchester Avenue and Lincoln Boulevard (Assessor Parcel Number 4119026039).

The [Q] Conditions pursuant to Ordinance #175,996 shall be retained. This ordinance imposed limitations upon the use of this property, requiring that the development of the subject property comply with all provisions of the RAS4 zone. In addition, several other entitlement conditions were imposed. It is appropriate to maintain these conditions as part of this zone change. New projects shall be reviewed to determine their compliance with the CDO guidelines and standards. In cases of conflict, the most restrictive standards shall apply. This Q-Condition is in substantial conformance with the goals, objectives and policies of the General Plan, specifically:

*Commercial Policy 2-2.3:* Encourage mixed-use development in appropriate commercial areas to stimulate pedestrian activity and provide housing near employment, shopping, and other services.

*Residential Policy 1-4.4:* Encourage multiple family residential and mixed use development in commercial zones, pedestrian oriented areas, and near transit corridors.

The Plan encourages mixed use development in Loyola Village. Within designated areas, mixed use development is encouraged through special zoning, such as the RAS zones; and/or height districts that provide incentives, including increased floor area, for mixed use projects.

**Q-Condition 13: Multi-Family Residential Development.** There are several parcels zoned R-3 along Lincoln Boulevard north of 83<sup>rd</sup> Street. Any new residential development on these parcels shall adhere to the Multiple Family Residential design policies specified in the Urban Design chapter of the Westchester – Playa del Rey Community Plan. The mixed use concept encourages cohesive commercial development integrated with housing, which also includes separate commercial and residential structures in the same block.

This Q-Condition is in substantial conformance with the goals, objectives and policies of the General Plan, specifically:

*Residential Policy 1-1.4:* Encourage multiple family residential and mixed use development in commercial zones, pedestrian oriented areas, and near transit corridors.

*Residential Policy 1-3.1:* Promote architectural compatibility and landscaping for new Multiple Family residential development to protect the character and scale of existing residential neighborhoods.

*Urban Design – Loyola Village Policy 2:* Promote mixed-use development, especially on Lincoln Boulevard north of 83<sup>rd</sup> Street.



# DEPARTMENT OF CITY PLANNING

## RECOMMENDATION REPORT



### City Planning Commission

**Date:** November 13, 2008  
**Time:** after 8:30 a.m.  
**Place:** Room 1010 – City Hall  
200 N. Spring Street  
Los Angeles, CA 90012

**Public Hearing:** Held September 4, 2008  
**Expiration Date:** None

**Case No.:** CPC-2007-3278-ZC-CDO  
**NEW COMMUNITY DESIGN OVERLAY ZONE**

**CEQA No.:** ENV-2007-3279-ND

**Related Cases:** None

**Council No.:** 11

**Plan Area:** Westchester-Playa del Rey

**Certified NC:** Westchester-Playa del Rey

**GPLU:** Community Commercial

**Zone:** [Q]C4-1, (T)(Q) RAS4-1, R3-1

**PROJECT LOCATION:** The area comprised of all parcels fronting Lincoln Boulevard between Westchester Parkway to roughly north of 83<sup>rd</sup> Street, and along Manchester Avenue between Rayford Drive to the west and Fordham Road to the east.

**PROPOSED PROJECT:** No development project is proposed.

A City Initiated Community Design Overlay (CDO) District including Design Guidelines and Development Standards that will enhance the visual and aesthetic qualities of the Loyola Village commercial district by encouraging pedestrian oriented development, restricting signage, and placing design controls on new developments and alterations of existing buildings.

A corresponding zone-change to those parcels lying within the Loyola Village CDO Boundary from [Q]C4-1 to [Q]C4-1-CDO, R3-1 to [Q]R3-1-CDO, and (T)(Q)RAS4-1 to (T)[Q]RAS4-1-CDO, subject to the attached Conditions of Approval.

**APPLICANT:** City of Los Angeles

### RECOMMENDED ACTIONS:

**APPROVE** the staff report and **ADOPT** attached findings.

**APPROVE** Negative Declaration No. ENV-2008-3279-ND dated May 8, 2008 (Exhibit C).

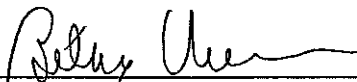
**APPROVE** the proposed Loyola Village Community Design Overlay (CDO) District boundaries, and

**RECOMMEND** that the City Council adopt the Ordinance establishing the boundaries as shown on Exhibit A

**APPROVE** the proposed Loyola Village Community Design Overlay (CDO) District Design Guidelines and Standards (Exhibit B).

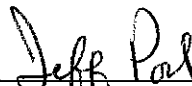
**APPROVE AND RECOMMEND** that the City Council adopt the Zone Change Ordinance to institute the recommended Qualifying Conditions (Page Q-1).

S. GAIL GOLDBERG, AICP  
Director of Planning



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Betsy Weisman, Principal Planner



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Jeff Pool, City Planner



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Debbie Lawrence, AICP  
Planning Assistant  
Telephone: (213) 978-3034

**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communication may be mailed to the *Commission Secretariat, 200 North Spring Street, Room 272, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent a week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assisted listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than 3 working days (72 hrs.) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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**Exhibits:**

- Exhibit A: Proposed Boundaries Map
- Exhibit B: Loyola Village Community Design Overlay Guidelines and Standards
- Exhibit C: Negative Declaration ENV-2007-3279-ND

## PROJECT ANALYSIS

### PROJECT SUMMARY

The Loyola Village Community Design Overlay (CDO) and Zone Change have been proposed as an implementation of the Westchester-Playa del Rey Community Plan. This action seeks to improve building design, pedestrian activity, and commercial vitality in the Loyola Village commercial district.

This proposal consists of three items that are before the commission:

1. Adoption of the Loyola Village CDO Guidelines and Standards for the area, which implement the CDO.
2. Recommendation of a Zone Change to the City Council establishing the boundaries of the Loyola Village CDO.
3. Recommendation of appropriate [Q] conditions for parcels within the CDO area.

The proposed boundaries have been carefully proposed by the Department of City Planning (DCP) in consultation with existing plans and community input. These boundaries represent existing commercial areas as well as multi-family and mixed-use parcels within the Loyola Village area. The proposed [Q] conditions assure that ground-floor uses shall be compatible with the CDO's goal of creating an active pedestrian environment. No change to allowed building intensity is proposed.

The Loyola Village CDO Guidelines and Standards are included as Exhibit B and address issues related to site planning, parking and access, architectural detailing and articulation, landscaping, signage, and sustainable building design.

### INITIATION AND HISTORY

The last update to the Westchester-Playa del Rey Community Plan was completed and adopted by City Council in April 2004. That update identified the need and included policies to propose a CDO for both the Loyola Village commercial area and the Downtown Westchester commercial area. The updated Community Plan included improving walkability, landscaping and overall design in commercial areas as paramount goals. The Council motion adopting the Community Plan Update also directed the Department of City Planning to undertake various implementation steps for the plan, including preparation of this CDO and Zone Change that is presently before the Commission. Urban design policies of the Community Plan, such as limiting parking to the rear of buildings, pedestrian-oriented site and building design, and including transparent storefront glass at the ground level are implemented by the CDO.

In May of 2007, DCP began work on the Loyola Village CDO in addition to two other Westchester-Playa del Rey implementation items: the Downtown Westchester CDO and the Culver Boulevard Mixed-Use Incentive District. The Downtown Westchester CDO was adopted by City Council and became effective in July of this year, and DCP staff is conducting community outreach for the Culver Boulevard Mixed-Use District. The Department of City Planning's work on the Loyola Village Community Design Overlay has sought to create a plan that is easily understood, efficient to implement, creates

viable development opportunities, and enhances the District for the benefit of the businesses and owners as well as the surrounding residential communities.

### **RELATED PLANNING EFFORTS**

The CDO and Zone Change are not the only tools and changes necessary to improve the walkability and design of the Loyola Village neighborhood commercial district. The CDO and Zone Change will control use and design of new buildings on private property but additional measures are necessary to address the primary issue of traffic impacts along Lincoln Boulevard. There are efforts underway to create a Business Improvement District (BID) for the area, such as the one established for the Downtown Westchester central business district. The California Department of Transportation (Caltrans) has been making improvements to Lincoln Boulevard, which has resulted in a decrease of the sidewalk width and loss of street trees. However, Caltrans plans to relinquish control of Lincoln Boulevard in June of 2009 to the Los Angeles Department of Transportation. This should result in better maintenance efforts for road related infrastructure. In addition, the Westchester Streetscape Improvement Association has been working with the Los Angeles Department of Transportation and Council District 11 to improve sidewalks, medians, street trees and lighting on Manchester Avenue.

### **SETTING**

The Loyola Village CDO area covers approximately 44 acres of Community Commercial designated property fronting Lincoln Boulevard and Manchester Avenue. The Loyola Village area is centered at the intersection of Lincoln Boulevard and Manchester Avenue, and is largely defined by its proximity to Loyola Marymount University, Otis College of Art and Design, and the Westchester Community Center, park and golf course. The area is designated a Community Center by the Community Plan and General Plan Framework.

The majority of the properties located in the CDO are retail and office in nature with Community Commercial Plan Designations and zoning of [Q] C4-1, (T) (Q) RAS4-1, or R3-1. Lincoln Boulevard is a major access route for Loyola Marymount University, Otis College of Art and Design, and Westchester recreation facilities, as well as a thoroughfare for travel to and from Los Angeles International Airport. Lincoln Boulevard also carries through traffic from the South Bay communities to communities north, such as Marina del Rey, Venice and Santa Monica. Manchester Avenue is a major street that provides circulation to the Loyola Village commercial district and also carries through traffic east and west.

The CDO extends on Lincoln Boulevard from Westchester Parkway on the south to roughly north of 83<sup>rd</sup> Street, and along Manchester Avenue from Fordham Road to Rayford Drive on the west. While these are walkable distances, the urban form is not currently conducive to pedestrian activity. There is limited landscaping and street trees, and limited differentiation between the sidewalk and heavily traveled streets. In particular, sidewalks along Lincoln Boulevard are very narrow, reducing their walkability appeal. The area is car-oriented and unsafe for pedestrians, and there tends to be much visual clutter with signs and lack of unity among storefronts along Lincoln

Boulevard. Billboards in the area distract from the visual aesthetic of the commercial buildings and street improvements.

Present zoning allows for commercial and mixed-use development at floor-area-ratios (FAR) ranging from 1.5:1 to 3:1. The height district of 1 allows a maximum height of 45' for the R3 zoned properties, with no height limitation in the C4 and RAS4 zones. Parcel sizes range from under 2,000 square feet to over 270,000 square feet.

The Loyola Village area is occupied with a mix of commercial uses, including: mixed use, institutional (design college), hotel, professional office, neighborhood grocery and gourmet market, and smaller retail stores. Currently, the only larger national brand retail development located in the area is Ralph's Grocery Store. Development is characterized by neighborhood scale local-serving stores and services north of Manchester, with large scale residential mixed use and hotel use to the south of Manchester.

### **GOALS AND PURPOSE**

An overarching goal of the CDO is to provide design regulations to assure that this development benefits the community and greater City through quality-design, a mix of uses and sustainable building features. The Guidelines and Standards are designed to complement and incrementally improve the aesthetics of Loyola Village - they are not designed to eliminate its identity or transform it into an entirely different place.

The purpose of the Loyola Village CDO is to ensure that development within the Loyola Village area reflects the overall vision of a cohesive, pedestrian-friendly and vibrant commercial district. Loyola Village has the potential to serve the shopping needs of local residents, the Loyola Marymount University and Otis College of Art and Design communities, the Community Center employees and patrons, hotel patrons and visitors driving through on their way to and from LAX and other destinations. Despite their size, Lincoln Boulevard and Manchester Avenue can become more inviting and walkable streets by providing pedestrian and safety amenities. The guidelines and standards of the CDO can help to create an urban environment where surrounding residents can feel safe and enjoy walking to the adjacent commercial district. Additionally, the CDO is designed to reduce trips within the commercial district and increase pedestrian activity.

Properties in the CDO area may be well suited for mixed-use development. This development may take the form of ground floor retail businesses with residential or office uses on upper stories. Infill and redevelopment of the CDO area also presents an opportunity to confine parking to limited parking garages, freeing up areas currently used as surface-level parking for other uses, such as new development or open-space.

The design standards set forth in the CDO are written to be flexible enough to allow and encourage development and redevelopment of the parcels within Loyola Village, and strict enough to assure a safe pedestrian environment and quality design for the area.

## STAKEHOLDER OUTREACH

Public outreach and stakeholder outreach complemented every step of the CDO and Zone Change Process. Beginning in July of 2007, DCP met with the Westchester-Playa del Rey Neighborhood Council and other stakeholder groups in the Westchester-Playa del Rey community to conduct outreach for all of the proposed Westchester commercial districts, including the Loyola Village CDO, the Downtown Westchester CDO, and the Playa del Rey Mixed Use Incentive district. A noticed public workshop for the Loyola Village CDO was held on July 10, 2008 and a noticed public hearing was held September 4, 2008. Some of the stakeholder groups consulted include:

Westchester-Playa del Rey Neighborhood Council	CDO Ad-Hoc Committee	LAX-Coastal Chamber of Commerce
Westchester Vitalization Committee (Farmers Market)	Westchester Neighborhood Association and Playa del Rey Neighborhood group	Westchester Streetscape Improvement Association
Lincoln Boulevard Streetscape Committee	Westchester Business Improvement District	H.B. Drollinger Company
Loyola Marymount University	Triangle Business Owners Association	Otis College of Art and Design

The final Guidelines and Standards reflect the community goals and input that were received from various stakeholders.

## GUIDELINES AND STANDARDS

The Loyola Village CDO is based upon the following principles:

1.) **Compatibility:** The Loyola Village area features a mixture of development types, including: traditional commercial buildings; smaller office buildings; restaurant; other retail uses; lodging; and institutional uses. The design of such structures is influenced by use, development requirements, lot size, access, and unique site constraints. Within the context of these limitations, new development should maintain a basic consistency and compatibility within and between development projects, which can be achieved through consideration of setbacks, façade articulation, landscaping, and signage.

2.) **Context:** Design Guidelines and Standards provide regulatory flexibility to allow project applicants to take cues from the environment, historical precedent, physical site data, as well as the goals, desires, and needs of the Westchester-Playa del Rey Community. Successful developments consider the context in

which they are located and therefore help reinforce a positive identity for the commercial district. Discretionary review will continue to allow for creative architectural features and landscaping that are reflective of the community while providing standards for consistent and quality design.

3.) **Activity:** Good building and site design are integral to a thriving and active pedestrian-oriented mixed-use district. By facilitating an active street interface in new and existing buildings, design guidelines play an essential role in encouraging pedestrian activity, invigorating commercial uses and creating a safe environment. Use is also an important component in creating pedestrian activity. The guidelines and standards prohibit ground-floor uses that are inappropriate for creating pedestrian activity.

4.) **Interest:** Architectural and landscape detailing that can be appreciated at pedestrian levels can help improve the appeal and identity of the Loyola Village area. This detailing includes storefront ornamentation, reduction of blank surfaces, and the variation of scale, color and materials. Guidelines and standards based upon this principle address architectural theme, surfaces, windows, awnings, signage, architectural treatments, and building setbacks.

5.) **Quality:** As new development occurs within the district, it should contribute in a positive manner to the overall visual identity of the Village area. The attractiveness of Loyola Village can be enhanced by the quality of building materials, attention to design details, limitations on signs and increased landscaping and maintenance. New development and renovation should also consider the full range of measures and sustainable building products and landscaping that will minimize the impact on the natural environment and conserve resources needed for construction and use.

### IMPACT OF THE CDO

The proposed Guidelines and Standards and Zone Change will have no immediate impact on existing structures. The most immediate and dramatic impact of the CDO will be upon new building proposals and redevelopment of existing parcels. The CDO will provide an assurance to the community and other property owners in the CDO that new development will be held to a high standard of urban design and pedestrian orientation. The CDO will also work through incremental steps to improve the existing urban form, as structures change, expand and remodel. Those changes will result in a cumulative improvement to the overall pedestrian experience. While not all of the improvements may be immediate, the proposed Guidelines and Standards and Zone Change are an important step toward implementing the Community Plan and improving the design and functionality of Loyola Village.

## CONDITIONS OF APPROVAL

**SECTION 1.** Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone classification on properties shown upon a portion of the zoning maps titled "Zone Change Ordinance Map Loyola Village Community Design Overlay District" and made a part of Article 2, Chapter 1 of the Los Angeles Municipal code.

**Table for Section 1**

Existing Zone	New Zone
[Q] C4-1	[Q] C4-1-CDO
(T) (Q) RAS4-1	(T) [Q] RAS4-1-CDO
R3 -1	[Q] R3 -1-CDO

**SECTION 2.** Pursuant to section 12.32 G of the Los Angeles Municipal Code, and any amendment thereto, the following limitations are hereby imposed upon the use of that property described in Section 1 hereof which are subject to the Permanent "Q" Qualified Classification.

Where the zone symbols of the new zoning designation, as shown in the table for Section 1, are preceded by the symbol "Q" in Brackets, the conditions and limitations imposed by the new "Q" Qualified Classification are set forth as follows:

**[Q] Conditions:**

**1. General**

For all projects that include one or more lots within the boundary of the Loyola Village Community Design Overlay District, all properties shall meet the guidelines and standards of that overlay.

**1: General.** For all projects that include one or more lots within the boundary of the Loyola Village Community Design Overlay District, all properties shall meet the guidelines and standards of that overlay.

**2: Parking.** Surface parking lots shall not be located between the front property line and the primary building/storefront on Lincoln Boulevard or Manchester Avenue but rather to the rear of all structures, provided there is vehicular access from side streets or alleys to the rear of the lot. Drive-through establishments shall be prohibited.

**3: Parking Access.** New driveways or curb cuts along Lincoln Boulevard and Manchester Avenue are prohibited provided there is vehicular access from side streets or alleys to the rear of the lot. Lincoln and Manchester shall be maintained and improved to promote walkability.

**4: Ground-floor Facade Articulation.** For new commercial development, at least 60 percent of the building façade at the ground level shall consist of doors and windows. Transparent, non-reflective glass shall be used.

**5: Use:** For parcels in commercial or RAS zones, no residential uses shall be permitted on the ground floor. Residential entrances and lobby areas for upper floor residences shall account for no greater than 50% of any ground floor with the balance dedicated to commercial activity.

**6: Entrances.** All buildings shall have their primary ground floor pedestrian entrance from Lincoln Boulevard or Manchester Avenue. This ground floor primary entrance shall be in addition to any rear entrance toward rear parking lots or alleys.

**7: Parking Structure Design.** The ground floor of new parking structures shall consist of commercial space fronting Lincoln Boulevard or Manchester Avenue, measuring a depth of at least 15 feet from the building façade.

**8: Security Grilles.** External security grilles or permanently affixed security bars, or roll-down grilles that conceal storefront windows shall not be affixed to any façade abutting a public street, excluding rear alleys.

**9: Fences.** Chain-link fences and barbed wire are prohibited.

**10a: Landscaping.** All areas of a site not occupied by buildings, parking, driveways, or used for outdoor dining or other pedestrian uses should be landscaped; a minimum of 80% of landscaped areas shall consist of plant materials.

**10b: Landscaping.** For new building projects, trees shall be planted along rear lot lines adjacent to residential parcels at a ratio of one tree for every 25 feet of lot width. At a minimum, these trees should be 24-inch box size with a trunk diameter of two inches and a height of 10 feet at the time of planting.

**11. Signage.** Billboards, super graphics, off-site signs, pole signs, roof signs, banners, illuminated architectural canopy signs, flashing, moving or blinking signs and inflatable devices are prohibited. The following changes to above-mentioned existing signs shall be prohibited: the enlargement of signs, the augmentation of signs with lighting or digital displays, and the addition of sign facing. No upgrading, modernization, electrification, digitizing or alteration to existing billboards shall be permitted.

**12. Retention of Previously Existing (Q) Qualified Conditions.** In addition to those [Q] conditions listed above, the (Q) Conditions established by Ordinance 175,996 for the property at the Southwest corner of Manchester Avenue and Lincoln Boulevard (Assessor Parcel Number 4119026039) shall be retained.

**13. Multi-Family Residential Development.** For parcels zoned R-3 along Lincoln Boulevard north of 83<sup>rd</sup> Street, any new residential development on these parcels shall adhere to the Multiple Family Residential design policies specified in the Urban Design chapter of the Westchester – Playa del Rey Community Plan.

## FINDINGS

### General Plan/Charter Findings

#### A. Community Design Overlay District (CDO) Boundaries

- 1. In accordance with Charter Sections 556 and 558, the proposed CDO boundaries are in substantial conformance with the purposes, intent and provisions of the City's General Plan, and all applicable provisions of the Los Angeles Municipal Code (LAMC).**

The proposed CDO and 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 CDO as set forth in Section 13.08 A of the Municipal Code. The establishment of a CDO within these boundaries will enhance the physical and aesthetic qualities of this commercial district in accordance with its unique environmental setting.

Section 12.32 S of the Municipal Code requires an initiation on the part of the City Council, City Planning Commission or Director of Planning to initiate a CDO district. On April 13, 2004 the City Council (CF 04-0297) initiated the boundaries of the Loyola Village CDO District to address community design concerns for this neighborhood commercial area. In July 2007 a Zone Change case was created to apply Qualifying Conditions consistent with the Community Design Overlay. Those conditions limit use and aesthetics to promote the quality of the commercial district.

Section 13.08 of the Municipal Code states that a CDO must be adopted with the intent of ensuring that development within communities is in accordance with community design policies adopted in the Community Plan, and to promote the distinctive character of Loyola Village. The proposed CDO is consistent with the design policies of the Westchester-Playa del Rey Community Plan in that it promotes the district identity of Loyola Village as a community retail and walkable center in the Westchester -- Playa del Rey community. The associated Qualified Conditions control land uses and building types that are incompatible with a well-designed pedestrian accessible area.

The boundaries of the Loyola Village CDO are established to include the primary commercially designated properties in the Loyola Village area, which includes some residentially-zoned but commercial plan-designated properties that are identified on the Community Plan Land Use Map for potential future mixed-use development. The establishment of the Loyola Village CDO boundaries is consistent with the following specific provisions of the Westchester-Playa del Rey Community Plan:

*Commercial 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.

*Commercial 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.

*Commercial Policy 2-2.1:* Encourage pedestrian-oriented development in appropriate areas, to include Downtown Westchester, Loyola Village, Playa del Rey and Playa Vista. **Program:** The Plan recommends the establishment of future Community Design Overlay Districts (CDOs) in Downtown Westchester and Loyola Village, which would implement design policies to promote pedestrian-friendly commercial development.

The CDO boundary is also consistent with the objectives and policies of the General Plan Framework. The Loyola Village area is designated a Community Center by the General Plan Framework. The integration and mixing of uses in community centers will increase opportunities for residents to live near shopping and employees to live near their jobs. The establishment of the Loyola Village CDO boundaries is consistent with the following specific provisions of the General Plan Framework:

*Objective 3.9:* Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.

*Policy 3.9.5:* Promote pedestrian activity by the design and siting of structures in accordance with Pedestrian-Oriented District Policies 3.16.1 through 3.16.3. (P1, P2, P18, P24, P25)

The proposed CDO and Zone Change boundary addresses these policies by implementing regulations to strengthen the Loyola Village area as a commercial district that is accessible to pedestrians and vehicle traffic. Through limitations, guidelines and standards, the implementation of the CDO and Zone Change will enhance the distinctive commercial district, improve building design and encourage pedestrian activity.

- 2. In accordance with Charter Section 558 (b) (2), the proposed CDO boundaries will be in conformance with public necessity, convenience, general welfare and good zoning practice.**

The subject ordinance conforms to the public necessity, convenience, general welfare and good zoning practice in that the CDO and Zone-Change will improve the visual environment, walking experience and safety as well as business functionality in the Loyola Village area. Improving this neighborhood commercial area serves the public necessity to protect and enhance the built environment; promotes the general welfare by improving the commercial area not only for property owners but for visitors to the area, and is necessary to achieve the goals of the Community Plan and protect the community from future development that does not maintain appropriate types of design and pedestrian amenities.

The 2004 Community Plan Update for Westchester-Playa del Rey, multiple community and stakeholder meetings, a public workshop and public hearing all identified a need for regulations to improve the design, viability, pedestrian activity and compatibility of use in the proposed Loyola Village CDO and Zone Change boundary area. The area serves the neighborhood shopping needs of Westchester-Playa del Rey's residents, but is also a thoroughfare for travelers to and from the Airport and other communities.

## **B. Community Design Guidelines and Standards**

- 1. In accordance with Los Angeles City Charter Section 556 and LAMC Section 13.08 D 2, the proposed CDO Design Guidelines and Standards are consistent with the objectives and policies of the adopted Community Plan.**

The CDO Guidelines and Standards are consistent with both individual General Plan policies and the overall goals and objectives of the Westchester-Playa del Rey Community Plan. The Guidelines and Standards further the goal of a distinctive, pedestrian friendly, cohesive, commercially viable Loyola Village area.

The emphasis of the CDO is to increase pedestrian activity and to improve design while enhancing the existing character of the Westchester – Playa del Rey community. To that end, the CDO Design Guidelines and Standards require orientation of buildings toward the major commercial street, limit parking in the front of structures and provide that every building shall have a pedestrian entrance on the major commercial street. The CDO Guidelines and Standards is a design-oriented document that seeks to improve building design through quality site planning, building materials, signage control, building massing, articulation, entrances, landscaping and sustainable building design.

The proposed CDO and Zone Change are in substantial conformance with the purposes, intent and provisions of the Westchester – Playa del Rey Community Plan in the following respects:

### Commercial Policies

*Commercial 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.

*Commercial 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.

*Commercial Policy 2-2.1:* Encourage pedestrian-oriented development in appropriate areas, to include Downtown Westchester, Loyola Village, Playa del Rey and Playa Vista. **Program:** The Plan recommends the establishment of future Community Design Overlay Districts (CDOs) in Downtown Westchester and Loyola Village, which would implement design policies to promote pedestrian-friendly commercial development.

### Urban Design

*Urban Design – Commercial – Site Planning:* Structures should be oriented toward the main street where a parcel is located and should avoid pedestrian/vehicle conflicts.

*Urban Design – Pedestrian-oriented, Building Height and Design:* In Regional Commercial Centers, Community Commercial Centers, Neighborhood Commercial areas, along Mixed-Use Boulevards, and in other areas designated by this Plan for pedestrian-oriented development, the mass, proportion and scale of all new buildings and remodels should encourage pedestrian orientation.

### Urban Design – Design Considerations for Special Areas: Loyola Village

The Westchester – Playa del Rey Community Plan identified specific needs of the Loyola Village area with regard to design and called for these measures to be implemented through a CDO. Specific needs of this area include: orientation of new buildings toward and pedestrian entrances from the street; mixed use development, signage controls and the prohibition of painting large signs on windows; limiting number of driveways crossing sidewalks on Lincoln and Manchester; and prohibiting residential uses on the ground floor in commercial zones.

### **C. Zone Changes**

1. In accordance with Charter Section 556 and 558, the proposed zone change ordinance and permanent [Q] conditions are in substantial conformance with the purposes, intent and provision of the City's General Plan.

The proposed zone change ordinance is in substantial conformance with the purposes, intent and provisions of the General Plan in that it would protect and improve the general environment of the Loyola Village community by placing design controls on site planning, building design, architectural details, landscaping, signage and mechanical equipment as well as place restrictions on ground-floor uses so as to ensure an active pedestrian-oriented district. These restrictions will advance the commercial and urban design goals, objectives and policies of the Westchester-Playa del Rey Community Plan. The adoption of these proposed [Q] conditions will implement design controls that are based on the objectives and policies of the General Plan relating to commercial land use, urban design and pedestrian activity.

2. In accordance with Charter Section 558 (b) (2), the proposed zone change ordinance and permanent [Q] conditions are in conformance with public necessity, convenience, general welfare and good zoning practice.

The subject ordinance conforms to the public necessity, convenience, general welfare and good zoning practice in that the proposed [Q] conditions will improve visual environment, walking experience and safety as well as business functionality in the Loyola Village area. Improving this critical commercial area serves the public necessity to protect and enhance the built environment; promotes the general welfare by improving the commercial area not only for property owners but for visitors to the area, and is necessary to achieve the goals of the Community Plan and protect the

community from development that does not maintain appropriate types of design and pedestrian amenities.

### **Q Condition Findings**

In addition to the Community Design Overlay District, this proposal includes Zone Changes instituting permanent [Q] conditions, which would restrict signage, and place design controls on site planning, building design, architectural details, landscaping, signage and mechanical equipment as well as limit specific land uses that are not consistent with the pedestrian oriented intent of the CDO. The proposed [Q] conditions are necessary to prevent new construction and/or alterations to existing buildings which will have a degrading effect upon the community and are largely incompatible with the proposed CDO design guidelines and standards.

The proposed Zone Changes and permanent [Q] conditions will impose the following restrictions:

**Q-Condition 1: General.** For all projects that include one or more lots within the boundary of the Loyola Village Community Design Overlay District, all properties shall meet the guidelines and standards of that overlay.

This Q-Condition incorporates the Guidelines and Standards of the Loyola Village CDO and is consistent with the Goals, Objectives and Policies of the Westchester-Playa del Rey Community Plan, specifically:

*Commercial Policy 2-2.1:* Encourage pedestrian-oriented development in appropriate areas, to include Downtown Westchester, Loyola Village, Playa del Rey and Playa Vista.

**Q-Condition 2: Parking.** Surface parking lots shall not be located between the front property line and the primary building/storefront on Lincoln Boulevard or Manchester Avenue but rather to the rear of all structures, provided there is vehicular access from side streets or alleys to the rear of the lot. Drive-through establishments shall be prohibited.

This Q-Condition assures compliance with the General Plan and CDO goals of creating a pedestrian-friendly environment. This zone change protects public safety by minimizing opportunities for pedestrian / vehicular conflicts and ensures that parking will be located behind the commercial frontage and screened from view. Locating parking away from the primary street allows pedestrians to walk from building to building without the hazard and visual blight of parking cars. This zone change reduces automobile-dominated space, thereby advancing its identity as an attractive, cohesive pedestrian-friendly environment.

*Commercial Policy 2-3.4:* Minimize conflicts between auto-related and pedestrian-oriented activities in commercial areas.

*Urban Design – Commercial Site Plan Policy 7:* Locate new structures to form common and semi-continuous building walls along street frontages and sidewalks of Major and Secondary Highways, and Collector Streets.

*Urban Design – Commercial Pedestrian Oriented Planning Policy 7:* Locate surface and above grade parking areas to the rear of buildings.

**Q-Condition 3: Parking Access.** New driveways or curb cuts along Lincoln Boulevard and Manchester Avenue are prohibited provided there is vehicular access from side streets or alleys to the rear of the lot. Lincoln and Manchester shall be maintained and improved to promote walkability.

This Q-Condition assures compliance with the General Plan and CDO goals of creating a pedestrian-friendly environment. This Q-Condition is in substantial conformance with the goals, objectives and policies of the General Plan, specifically:

*Commercial Policy 2-3.4:* Minimize conflicts between auto-related and pedestrian-oriented activities in commercial areas.

*Transportation Policy 17-1.1:* Minimize the number of ingress and egress points to and from all Major and Secondary Highways in the Westchester-Playa del Rey Community Plan Area.

*Urban Design – Commercial Site Planning Policy 2:* Minimize the number of driveways avoiding access from major or secondary highways, and pedestrian-oriented streets.

*Urban Design – Loyola Village Policy 4:* Limit number of driveways crossing sidewalks on Lincoln Boulevard and Manchester Avenue.

**Q-Condition 4: Ground-floor Façade Articulation.** For new commercial development, at least 60 percent of the building façade at the ground level shall consist of doors and windows. Transparent, non-reflective glass shall be used.

This zone change accomplishes the goals of the Loyola Village CDO by ensuring that storefronts and building façades are oriented to the pedestrian and provide visual interest. The incorporation of a substantial percentage of windows and doors allows pedestrians to see into a building, thereby promoting a feeling of security since the passerby is not isolated from view. A lack of windows and doors often results in expansive blank walls that tend to be unattractive and encourage graffiti. Ground floor building walls that are devoted to display windows and that maintain direct access to the sidewalk are appropriately scaled to pedestrian traffic and therefore facilitate necessary commercial uses and desirable aesthetic qualities.

*Commercial Policy 2-2.1:* Encourage pedestrian-oriented development in appropriate areas, to include Downtown Westchester, Loyola Village, Playa del Rey and Playa Vista.

*Urban Design – Pedestrian-Oriented Policy 2:* Require each new building to have a pedestrian-oriented ground floor, and maximize the building area devoted to ground level display windows.....and other transparent elements on front facades.

**Q-Condition 5: Use:** For commercial zoned parcels, no residential uses shall be permitted on the ground floor. Residential entrances and lobby areas for upper floor residences shall account for no greater than 50% of any ground floor with the balance dedicated to commercial activity.

This Q-Condition assures that ground floor uses shall be compatible with a pedestrian environment and will stimulate pedestrian activity. Community and stakeholder meetings, site visits and surveys and good planning principles were all used to develop use restrictions for the CDO-area. The use restriction applies only to the ground floor and other uses are able to locate on upper floors of existing or future buildings. Furthermore, existing uses that may be prohibited by this Q-Condition will retain nonconforming rights until such time as the use is changed or the building is demolished or substantially altered. This Q-Condition is in substantial conformance with the goals, objectives and policies of the General Plan, specifically:

*Commercial Policy 2-1.2:* Protect existing and planned commercially zoned areas, particularly within designated Commercial Centers, from encroachment by stand alone residential development.

*Commercial Policy 2-2.2:* In appropriate areas, encourage the incorporation of retail, restaurant, and other commercial uses in the ground floor street frontage of structures to promote a more lively and pedestrian-oriented commercial environment.

*Urban Design – Commercial – Mixed-Use Policy 1:* Prohibit residential uses on the ground floor of buildings in commercial and residential-accessory services zones.

**Q-Condition 6: Entrances.** All buildings shall have their primary ground floor pedestrian entrance from Lincoln Boulevard or Manchester Avenue. This ground floor primary entrance shall be in addition to any rear entrance toward rear parking lots or alleys.

This Q-condition accomplishes the goals of the Loyola Village CDO by ensuring building façades along Lincoln and Manchester cater to the pedestrian and promote a welcoming and accessible environment. Pedestrian-oriented streets require predominately commercial uses located at the ground floor with shops and entrances directly accessible from the sidewalk, at frequent intervals. With direct entrances visible and accessible from the primary street, this zone change advances Loyola Village's identity as an attractive, cohesive pedestrian-friendly environment.

*Commercial Policy 2-2.2:* In appropriate areas, encourage the incorporation of retail, restaurant, and other commercial uses in the ground floor street frontage of structures to promote a more lively and pedestrian-oriented commercial environment.

*Urban Design – Commercial Site Plan Policy 4:* Providing front pedestrian entrances for businesses fronting on main commercial streets.

*Urban Design – Loyola Village Policy 1:* Require all new buildings to be oriented toward and have pedestrian entrances form the street.

**Q-Condition 7: Parking Structure Design.** The ground floor of new parking structures shall consist of commercial space fronting Lincoln Boulevard or Manchester Avenue, measuring a depth of at least 15 feet from the building façade.

This Q-condition accomplishes the goals of the Loyola Village CDO by ensuring that building façades cater to the pedestrian and promote a welcoming and accessible environment. Parking structures without commercial uses and which commonly have large expanses of non-transparent, non-accessible building wall detract from a quality pedestrian environment and make for uninteresting and inactive streets. This zone change reduces automobile-dominated space and blank walls, thereby advancing the Loyola Village area as an attractive, cohesive pedestrian-friendly environment. It produces ground floor building frontage designed to accommodate commercial uses and increases the opportunity for shops with entrances directly accessible from the sidewalk and storefronts providing display windows.

*Commercial Policy 2-2.2:* In appropriate areas, encourage the incorporation of retail, restaurant, and other commercial uses in the ground floor street frontage of structures to promote a more lively and pedestrian-oriented commercial environment.

*Urban Design – Commercial Parking Structures Policy 2:* Locate commercial uses on the ground floor of parking structures where feasible and appropriate.

**Q-Condition 8: Security Grilles.** External security grilles or permanently affixed security bars, or roll-down grilles that conceal storefront windows shall not be affixed to any façade abutting a public street, excluding rear alleys.

This zone change accomplishes the goals of the Loyola Village CDO by preventing features that are unattractive, unwelcoming, and that produce visual clutter and cover storefronts. Such devices are seldom designed in a manner that is complementary to accompanying architecture and therefore degrade the street front. These unsightly features send a message that the area is unsafe, thus decreasing pedestrian use. This zone change encourages the use of alternative protective features that enable a more attractive, orderly, and welcoming environment.

*Commercial Policy 2-3.1:* Enhance the visual appearance and appeal of commercial properties by regulating design, signage, landscaping, and similar issues wherever possible.

**Q-Condition 9: Fences.** Chain-link fences and barbed wire are prohibited.

This zone change accomplishes the goals of the Loyola Village CDO by preventing a feature that is unattractive, visual cluttering and prohibitive to pedestrians. This will encourage the use of alternative fencing materials that are more decorative and permanent; it also encourages elimination of fencing altogether, allowing for more attractive and open properties. This zone change prohibits a specific design element

that is not appropriate or beneficial to the presence of the area, and thereby enables a more orderly, and welcoming environment.

*Commercial Policy 2-3.1:* Enhance the visual appearance and appeal of commercial properties by regulating design, signage, landscaping, and similar issues wherever possible.

**Q-Condition 10a: Landscaping.** All areas of a site not occupied by buildings, parking, driveways, or used for outdoor dining or other pedestrian uses should be landscaped; a minimum of 80% of landscaped areas shall consist of plant materials.

This zone change accomplishes the goals of the Loyola Village Boulevard CDO by ensuring quality landscaped open space is prevalent. The addition of trees, shrubs and groundcover will provide beauty and contribute to a more attractive, orderly, and welcoming environment.

*Commercial Policy 2-3.1:* Enhance the visual appearance and appeal of commercial properties by regulating design, signage, landscaping, and similar issues wherever possible.

*Urban Design – Commercial Pedestrian Oriented Policy 8:* Integrate the landscaping within pedestrian-friendly plazas, green space, pocket parks and other open space compliments.

**Q-Condition 10b: Landscaping.** For new building projects, trees shall be planted along rear lot lines adjacent to residential parcels at a ratio of one tree for every 25 feet of lot width. At a minimum, these trees should be 24-inch box size with a trunk diameter of two inches and a height of 10 feet at the time of planting.

This zone change accomplishes the goals of the Loyola Village CDO by protecting adjacent residential uses from potential adverse effects of new development. It serves to minimize noise and negative visual impacts while providing landscaped open space next to residences.

*Commercial Policy 2-3.2:* Where possible, mitigate impacts of commercial uses on adjacent residential properties through the use of buffers and/or effective site design of the commercial property.

*Urban Design – Commercial Parking Structure Policy 4:* Utilize decorative walls and landscaping to buffer adjacent residential uses from parking structures.

**Q-Condition 11a: Signs.** Billboards, super graphics, off-site signs, pole signs, roof signs, banners, illuminated architectural canopy signs, flashing, moving or blinking signs and inflatable devices are prohibited. The following changes to above-mentioned existing signs shall be prohibited: the enlargement of signs, the augmentation of signs with lighting or digital displays, and the addition of sign facing. No upgrading, modernization, electrification, digitizing or alteration to existing billboards shall be permitted.

This Q-Condition assures compliance with the General Plan and CDO's goals of providing businesses with adequate signage while limiting visual blight, clutter and distractions from the building architecture and pedestrian experience. These types of signs prohibited by the Q-Condition have been found to detract from the visual quality of a district and were discussed as problems during various stakeholder meetings. This zone change encourages the use of alternative sign features that are more suitable to a pedestrian-oriented commercial Boulevard while able to effectively convey information in an attractive format. This Q-Condition is in substantial conformance with the goals, objectives and policies of the General Plan, specifically:

*Commercial Policy 2-3.1:* Enhance the visual appearance and appeal of commercial properties by regulating design, signage, landscaping, and similar issues wherever possible.

*Urban Design – Signage Policy 1:* Throughout Commercial areas in Westchester-Playa del Rey Community Plan Area, require consistent design for all commercial signage, which prescribes numbers, sizes, and locations of signs on buildings, fixture types, lettering, colors, symbols, lighting, motion elements, and logos designed for specific areas or pathways. Require all signs to relate harmoniously to the building they reference.

*Urban Design – Loyola Village Policy 3:* Signage controls, to restrict the size and types of signs, and prohibit painting large signs on windows.

**Q-Condition 11b: Signs.** Each premise or business shall be permitted one wall sign. If the premise abuts another street, alley, or public parking area, one additional sign is permitted on the building at that location.

This zone change accomplishes the goals of the Loyola Village CDO by limiting the number of wall signs and thereby producing more attractive, orderly, and less cluttered building façades that are less likely to be obstructed with abundant signage. The wall sign limitation ensures that wall signs are allowed enough surface area to adequately address pedestrians and motorists without dominating the streetscape or underlying architecture. This condition improves the visual appearance of the area and facilitates a coherent identity for Loyola Village as a commercial district with desirable aesthetic qualities.

This Q-Condition is in substantial conformance with the goals, objectives and policies of the General Plan, specifically:

*Urban Design – Signage Policy 1:* Throughout Commercial areas in Westchester-Playa del Rey Community Plan Area, require consistent design for all commercial signage, which prescribes numbers, sizes, and locations of signs on buildings, fixture types, lettering, colors, symbols, lighting, motion elements, and logos designed for specific areas or pathways. Require all signs to relate harmoniously to the building they reference.

*Urban Design – Loyola Village Policy 3:* Signage controls, to restrict the size and types of signs, and prohibit painting large signs on windows.

**Q-Condition 12: Retention of Previously Existing (Q) Qualified Conditions.** This Q-Condition assures compliance with conditions of prior zone changes for the property located at the Southwest corner of Manchester Avenue and Lincoln Boulevard (Assessor Parcel Number 4119026039).

The [Q] Conditions pursuant to Ordinance #175,996 shall be retained. This ordinance imposed limitations upon the use of this property, requiring that the development of the subject property comply with all provisions of the RAS4 zone. In addition, several other entitlement conditions were imposed. It is appropriate to maintain these conditions as part of this zone change. New projects shall be reviewed to determine their compliance with the CDO guidelines and standards. In cases of conflict, the most restrictive standards shall apply. This Q-Condition is in substantial conformance with the goals, objectives and policies of the General Plan, specifically:

*Commercial Policy 2-2.3:* Encourage mixed-use development in appropriate commercial areas to stimulate pedestrian activity and provide housing near employment, shopping, and other services.

*Residential Policy 1-4.4:* Encourage multiple family residential and mixed use development in commercial zones, pedestrian oriented areas, and near transit corridors.

The Plan encourages mixed use development in Loyola Village. Within designated areas, mixed use development is encouraged through special zoning, such as the RAS zones, and/or height districts that provide incentives, including increased floor area, for mixed use projects.

**Q-Condition 13: Multi-Family Residential Development.** There are several parcels zoned R-3 along Lincoln Boulevard north of 83<sup>rd</sup> Street. Any new residential development on these parcels shall adhere to the Multiple Family Residential design policies specified in the Urban Design chapter of the Westchester – Playa del Rey Community Plan. The mixed use concept encourages cohesive commercial development integrated with housing, which also includes separate commercial and residential structures in the same block.

This Q-Condition is in substantial conformance with the goals, objectives and policies of the General Plan, specifically:

*Residential Policy 1-1.4:* Encourage multiple family residential and mixed use development in commercial zones, pedestrian oriented areas, and near transit corridors.

*Residential Policy 1-3.1:* Promote architectural compatibility and landscaping for new Multiple Family residential development to protect the character and scale of existing residential neighborhoods.

*Urban Design – Loyola Village Policy 2:* Promote mixed-use development, especially on Lincoln Boulevard north of 83<sup>rd</sup> Street.

## **PUBLIC HEARING AND COMMUNICATIONS SUMMARY**

### **Public Hearing**

The Public Hearing on this matter was held at the Westchester Loyola Village Public Library, 7114 W. Manchester Avenue, Los Angeles, California on Thursday, September 4, 2008, at 7:00 PM.

1. Present: Approximately 32 people attended.
2. Speakers: 8 in support; 0 in opposition.
3. Organizations testifying in support: Westchester Streetscape Improvement Association

### **Communications Received**

Letters - General Comments: 3

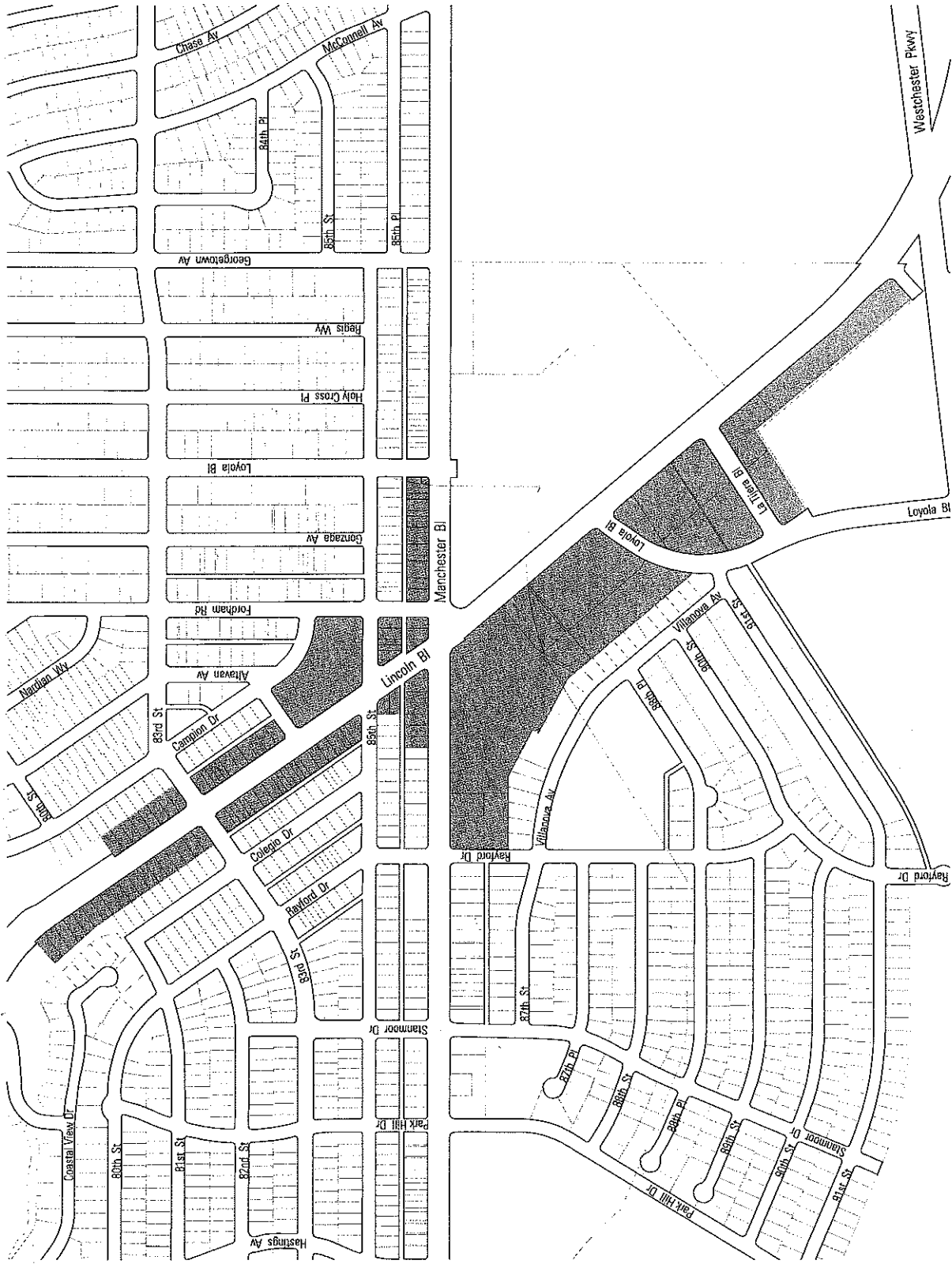
### **Summary of Public Hearing Testimony and Communications Received**

#### **Points in Favor:**

1. The CDO will improve the look of the neighborhood
2. The CDO will contribute to a more cohesive neighborhood
3. These design guidelines are needed to achieve good urban design
4. The Lincoln Boulevard Streetscape Association held public meetings that expressed need for a CDO as proposed.

#### **General Comments:**

1. Speakers expressed concern with heavy traffic, pedestrian safety and parking issues in the CDO area.
2. There is a concern that traffic will spill over into side streets if new curb cuts are prohibited on Manchester and Lincoln.
3. There is a need to preserve existing parking and it may be difficult to meet these guidelines and standards and still provide parking on smaller lots.
4. The park and community center should be included in the CDO because they are critical to achieving walkability in the area.
5. The Community Center, Senior Center and Golf Club facility should be included in the CDO so that there can be some control over architectural quality when new buildings are designed or a light rail station is located here for future Green Line extension.
6. It will be difficult to achieve the goals of the CDO without addressing the public realm and providing more pedestrian oriented streets with wider sidewalks.
7. Concern that there is not enough space to provide the parking required for mixed use development, and that too many cars will park on side streets in single family neighborhoods. This is an existing problem because of the limited amount of parking available for students on the Loyola Village campus, and would become worse.



# Loyola Village CDO

**LOYOLA VILLAGE  
PROPOSED COMMUNITY DESIGN OVERLAY (CDO) DISTRICT**

**SECTION 1 - INTRODUCTION**

- Community Design Overlay (CDO) District Boundary Map

**SECTION 2 - ADMINISTRATIVE PROCEDURES**

**SECTION 3 - DEFINITIONS**

**SECTION 4 - DESIGN GUIDELINES AND STANDARDS**

- Site Planning
- Architectural Detailing and Articulation
- Appurtenances
- Landscaping and Hardscape
- Signage
- Resource Protection

## **Section 1 Introduction**

The Loyola Village Community Design Overlay (CDO) provides guidelines and standards for development projects on properties within the CDO boundaries depicted in Figure 1. The area generally covers properties with commercial plan designations along Lincoln Boulevard between Westchester Parkway to roughly north of 83<sup>rd</sup> Street, and along Manchester Avenue between Rayford Drive to the west and Fordham Road to the east. The intent of the CDO is to provide design guidance and direction to enhance the visual identity, commercial viability, safety, walkability, appearance and enjoyment of Loyola Village.

### **Loyola Village Setting**

The Loyola Village area is centered at the intersection of Lincoln Boulevard and Manchester Avenue in the west central portion of the Westchester - Playa del Rey Community Plan. The commercial district is largely defined by its proximity to Loyola Marymount University, Otis College of Art and Design, and the Westchester Recreation Center, a community park and golf course, which also includes a branch library and a local city municipal services building. The Loyola Village area contains a mix of neighborhood scale local-serving commercial uses, including restaurants, fast food establishments, smaller locally-owned retail shops and professional offices. In addition, the southwest portion of the area includes the Custom Hotel, an international boutique hotel with 250 guest rooms. The area is surrounded primarily by single family homes.

The Loyola Village CDO covers approximately 44 acres of commercial property primarily fronting Lincoln Boulevard and Manchester Avenue. The majority of the properties located in the CDO are retail and office in nature with General Commercial Plan Designations. In the northern portion of the area, parcels are zoned [Q] C4-1 and R3-1. Parcels at the southwest corner of Manchester and Lincoln are zoned (T)(Q)RAS4-1. The remaining parcels in the CDO area are zoned [Q] C4-1. A limited number of multifamily residential properties (R3-1) that have commercial plan designations are within the northern portion of the CDO boundary area. The Village area is characterized mostly by one- to three-story commercial development, including a supermarket and shopping center, numerous restaurants, and various other services and facilities. The properties along Lincoln and Manchester in the southwest portion of the CDO are taller.

Present zoning allows for commercial and mixed-use development at floor-area-ratios (FAR) ranging from 1.5:1 to 3:1. The height district of 1 allows a maximum height of 45' for the R3 zoned properties. There is no height limitation for height district 1 in the C4 and RAS4 zones. Parcel sizes range from under 2,000 square feet to over 192,000 square feet. While some parcels are small in area, lot depth is generally at least 90 feet.

The CDO covers approximately 0.84 miles of Lincoln Boulevard and 0.21 miles of Manchester Avenue. While these are walkable distances, the urban form is not currently conducive to pedestrian activity. There is limited landscaping and street trees, and limited differentiation between the sidewalk and heavily traveled streets. Currently, many businesses have entrances on the major streets,

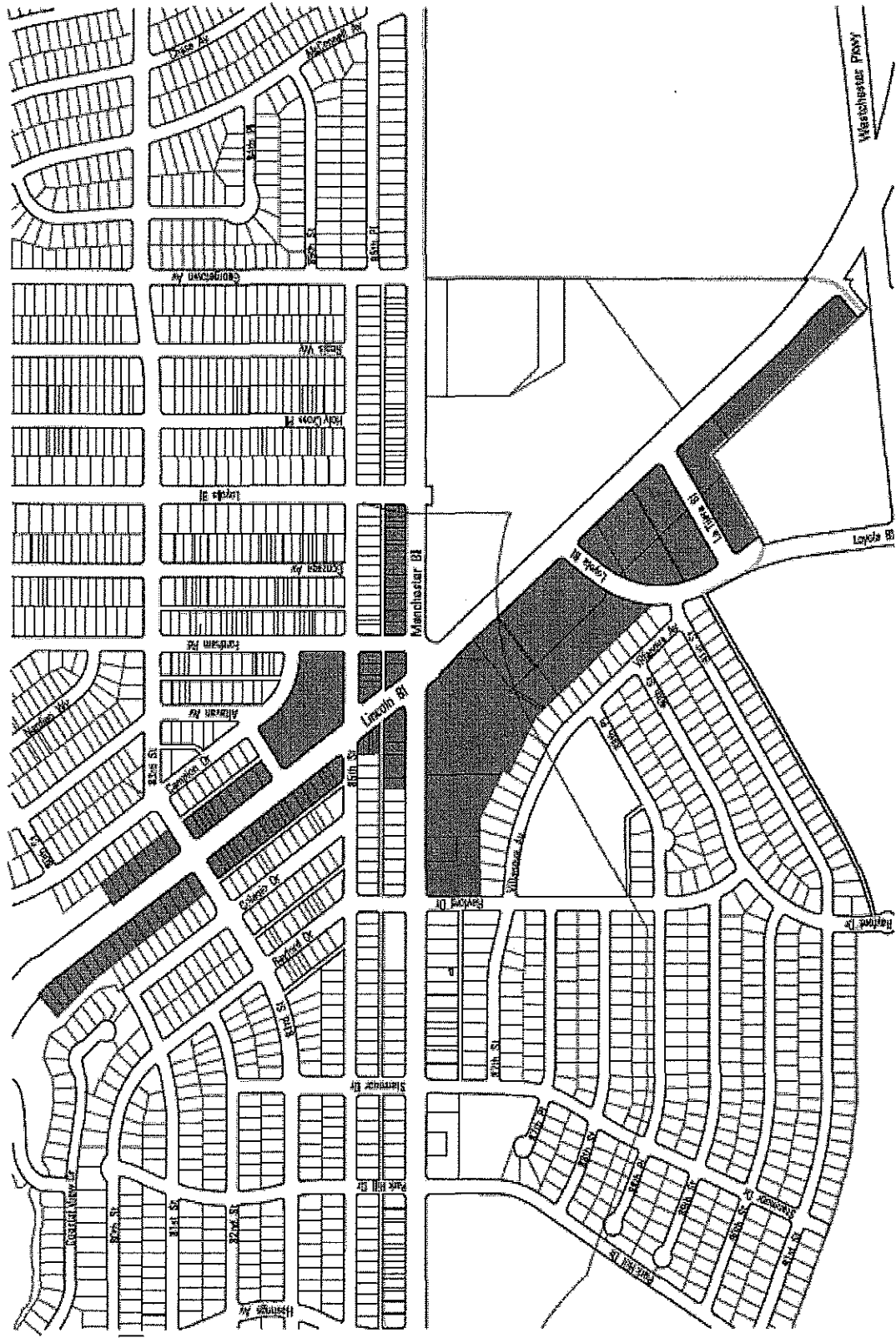
but others are fronted by parking lots. Signage along Lincoln and Manchester tends to be cluttered, and distracts from the visual aesthetic of the commercial buildings.

Lincoln Boulevard and Manchester Avenue are major streets that provide circulation to the Loyola Village commercial district and also carry significant through-traffic. Lincoln Boulevard is a major access route for Loyola Marymount University, Otis College of Art and Design, and Westchester recreation facilities as well as a thoroughfare for travel to and from Los Angeles International Airport. Lincoln Boulevard also carries through traffic from the South Bay communities and airport to communities north, such as Santa Monica. Manchester Avenue is a major street that provides circulation to the Loyola Village commercial district and also carries through traffic east and west. Lincoln was developed primarily as a traffic thoroughfare; at the time of drafting the CDO it remains under the jurisdiction of the California Department of Transportation (Caltrans), functioning as a state highway. As Los Angeles continues to accommodate growth and the needs of its residents evolve, the characteristics of this boulevard will have to change to reflect those needs. While there are requisite parking and other services along Lincoln Boulevard, the overall business district does not currently reflect and capitalize upon these to the full extent possible.

### **Goals and Objectives**

The purpose of the Loyola Village CDO is to ensure that development within the Loyola Village area reflects the overall vision of a cohesive, pedestrian-friendly and vibrant commercial district. Loyola Village has the potential to serve the shopping needs of local residents, the Loyola Marymount University and Otis College of Art and Design communities, the Community Center employees and patrons, hotel visitors and visitors driving through on their way to and from LAX and other destinations. Despite their size, Lincoln Boulevard and Manchester Avenue can become more inviting and walkable streets by providing pedestrian and safety amenities. The purpose of the CDO is to create an urban environment where surrounding residents can feel safe and enjoy walking to the adjacent commercial district. Additionally, the CDO is designed to reduce trips within the commercial district and increase pedestrian activity. While one may still drive to Loyola Village to shop or dine, improved design and pedestrian amenities will encourage walking from shop to shop, rather than driving the very short distance from one end of the Village to the other.

The CDO serves to implement the Urban Design provisions of the Westchester-Playa del Rey Community Plan. The Urban Design chapter of the Community Plan explains that for commercial areas, "the emphasis is on the provision and maintenance of the visual continuity of streetscapes and the creation of an environment that encourages pedestrian and economic activity." These design standards not only provide for visual continuity of commercial areas, but provide standards that are also applicable to any future mixed-use development in the Loyola Village area. The Community Plan specifically notes that mixed-use development is encouraged in Loyola Village. This development may take the form of ground floor retail businesses with residential or office uses on upper stories. Infill and redevelopment of the CDO area also presents an opportunity to confine parking to subterranean and limited surface level parking garages, freeing up areas currently used as surface level parking for other uses, such as new development or open-space.



**Loyola Village CDO**

*Prepared by Los Angeles Department of City Planning - Graphic Services Section - June, 2007*

The design standards set forth in the CDO are written to be flexible enough to allow and encourage development and redevelopment of the parcels within Loyola Village, and strict enough to assure a safe pedestrian environment and quality design for the entire community.

## **Design Principles**

The Loyola Village CDO is based upon the following principles:

- 1.) **Compatibility.** The Loyola Village area features a mixture of development types, including: traditional commercial buildings; smaller office buildings; restaurant; and other retail uses. The design of such structures is influenced by use, development requirements, lot size, access, and unique site constraints. Within the context of these limitations, new development should maintain a basic consistency and compatibility within and between development projects, which can be achieved through consideration of setbacks, façade articulation, landscaping, and sign programs.
- 2.) **Context.** Design Guidelines and Standards provide regulatory flexibility to allow project applicants to take cues from the environment, historical precedent, physical site data, as well as the goals, desires, and needs of the Westchester Community. Successful developments consider the context in which they are located and therefore help reinforce a positive identity for the commercial district. Discretionary review will continue to allow for creative architectural features and landscaping that are reflective of the community while providing standards for consistent and quality design.
- 3.) **Activity:** Good building and site design are integral to a thriving and active pedestrian-oriented mixed-use district. By facilitating an active street interface in new and existing buildings, design guidelines play an essential role in encouraging pedestrian activity, invigorating commercial uses and creating a safe environment. Use is also an important component in creating pedestrian activity. The guidelines and standards prohibit ground-floor uses that are inappropriate for creating pedestrian activity.
- 4.) **Interest:** Architectural and landscape detailing that can be appreciated at pedestrian levels can help improve the appeal and identity of the Village area. This detailing includes storefront ornamentation, reduction of blank surfaces, and the variation of scale, color and materials. Guidelines and standards based upon this principle address architectural theme, surfaces, windows, awnings, signage, architectural treatments, and building setbacks.
- 5.) **Quality:** As new development occurs within the district, it should contribute in a positive manner to the overall visual identity of the Village area. The attractiveness of Loyola Village can be enhanced by the quality of building materials, attention to design details, limitations on signs and increased landscaping and maintenance. New development and renovation should also consider the full range of measures and sustainable building products and landscaping that will minimize the impact on the natural environment and conserve resources needed for construction and use.

### **Relevance to other Plans**

The Framework Element of the General Plan depicts the Loyola Village area as a Community Center. Community Centers are described as "a focal point for surrounding residential neighborhoods and containing a diversity of uses," that serve residents and visitors to the area. The framework encourages pedestrian activity, quality design, streetscape improvements and day and night uses within Community Centers.

The Westchester-Playa del Rey Community Plan contains an urban design chapter that explicitly mentions the development of a Loyola Village CDO. This section of the Community Plan sets minimum standards for design throughout Westchester including locating surface parking behind commercial buildings, providing landscape buffers, maximizing street and pedestrian activity, screening trash and rooftop equipment, and use of transparent windows. The Community Plan also provides specific design criteria for Loyola Village, including: streetscape improvements; signage controls; pedestrian friendly development fronting major streets; limiting new driveways and curb cuts; and cohesive appearance of parking structures as part of a parking and access plan. These plans combined with further public input and processes have informed the design standards contained within this CDO.

### **Related Efforts**

The Loyola Village CDO is limited to addressing design standards on private property. Other important factors and features will determine the Corridor's future, such as when it comes under the jurisdiction of the City of Los Angeles (if relinquished from Caltrans), whether the utility wires are undergrounded, and whether it becomes a route for a future Metro Rail Line (Los Angeles County Metropolitan Transportation Authority) or transit corridor. Such future efforts will require the Department of City Planning to coordinate with the Departments of Transportation, Public Works, and other agencies.

There is currently no Business Improvement District (BID) established for the Loyola Village area merchants. However, the establishment of such a district is a possibility for the future. The primary functions of a BID are to provide security, landscape maintenance, sanitation and beautification, marketing and promotions, and new business attraction for the commercial district. The CDO is designed to complement the efforts of a BID by providing urban design that is conducive to pedestrian activity and thus increased retail and business activity.

Loyola Marymount University (LMU) moved to Westchester in 1929. The original campus in Westchester was donated to LMU to benefit the growing community by providing local access to education and creating a stable base for the neighborhood. The University is working on a Master Plan with the City of Los Angeles and the community, which will ultimately serve as the blueprint for the next 20 years. This plan will seek to modernize the campus and enhance the campus' landscaping and pedestrian features. In addition to modernization of many buildings on campus, the Master Plan will also improve the core of the campus through traffic improvements, new parking structures, improving pedestrian connections throughout the campus and providing more on campus housing.

## **Section 2 Administrative Procedures**

### **Project Thresholds**

General regulations pertaining to the function and administration of Community Design Overlay Zones citywide are addressed in Section 13.08 of the Los Angeles Municipal Code (LAMC). Section 13.08 C.2 of the LAMC defines a project within a CDO boundary. Consistent with that Section, the following project definition and exemptions apply to the Loyola Village Community Design Overlay District specifically:

**Loyola Village CDO Project** – The erection, construction, addition to, or exterior alterations to, any building or structure within the boundary area of Loyola Village CDO, including all signs, canopies/awnings, façade alterations, the addition of roof equipment, and landscaping.

**Exemptions** – A project does not include the following: (a) construction that consists solely of interior remodeling, interior rehabilitation or repair work; (b) alterations of, including structural repairs, or additions to any existing building or structure façade that does not front a public street, and in which the aggregate value of the work, in any one 24-month period, is less than 50 percent of the building or structure's replacement value before the alterations or additions, as determined by the Department of Building and Safety. **(The Exemption does not apply if the alterations or additions are to any exterior wall fronting a public street.)**

The CDO is applicable to all projects located within the Loyola Village CDO boundary area--regardless of the proposed or existing use (residential, commercial, industrial). All Projects within the Loyola Village CDO boundary area shall comply with the design guidelines and standards of this CDO.

### **Project Applications**

All Loyola Village CDO projects not eligible for a Director's Sign-off require the submittal of an application, referred to as a "Design Overlay Plan," which includes plans and materials as defined in Section 13.08 C 1 of the Los Angeles Municipal Code. The Director of Planning may require additional documents or materials as deemed necessary. Prior to the issuance of a building permit, projects will be reviewed by the Director of Planning for compliance with these design guidelines and standards.

**Procedures for Director's Sign-off and Permit Clearances** – Pursuant to Section 13.08 E 1 of the Los Angeles Municipal Code the following projects may be approved with only a Department of City Planning sign-off if they comply with all the provisions of the CDO: Signs, Awnings and Canopies, Landscaping totaling less than 20 square feet of ground area, and the addition of roof equipment.

### **Landscaping Quality Assurance**

Prior to obtaining a Certificate of Occupancy, a Landscape Architect (or professional responsible for landscape design) shall submit a letter certifying that the landscaping can be maintained as designed. This letter shall be submitted to the Department of City Planning and maintained in the project case file.

### **Enforcement**

The Department of Building and Safety is responsible for enforcing the provisions included in this document, as well as the associated zone change ordinance, pursuant to Section 91.6202 of the Los Angeles Municipal Code.

## Section 3 Definitions

The following words and phrases, whenever used in this document, shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Sections 12.03, 13.07 C, and 13.09 B (3) of the Los Angeles Municipal Code. Herein this text, "the CDO" shall refer to all real property within the boundaries of the CDO.

**Articulation:** Clear and distinct separation between design elements or sections of a building façade, including variation in detail, color and materials and modulation of wall planes.

**Awnings & Canopies:** Awnings and canopies are both architectural features that provide shade to windows, doors and adjacent pedestrian areas. Awnings are generally wood or metal-framed structures sheathed with fabric and can be permanently affixed or retractable. Most awnings will have a valance, or a portion of fabric that hangs down below the frame on which it is affixed. Canopies are usually solid structural elements that are constructed of materials found elsewhere on the building on which they are affixed.

**Baffle:** An artificial obstruction for deflecting the flow of sound or light.

**Forecourt:** A courtyard in front of the entrance to a building or group of buildings.

**Mixed Use Project:** A development combining one or more commercial uses and multiple dwelling units.

**Pedestrian Walkway:** Walkway providing pedestrian passage through structures, landscaping, or parking lots, that is distinguished by ground surface treatments that provide for pedestrian safety and ease of movement.

**Pedestrian Orientation:** Neighborhood design at a human scale. An urban development pattern where buildings and landscaping are proportioned and located so that walking is safe, comfortable, inviting.

**Premise:** A building or portion thereof used as a location for a single business.

**Streetwall (or street edge):** The vertical face of one or more buildings adjacent and fronting the sidewalk. The cumulative façade effect created on a pedestrian oriented corridor when structures are built to the front lot-line and built to the edge of each side lot-line.

**Signs are defined in Section 14.4.2 of the Los Angeles Municipal Code.**

## Section 4 Design Guidelines and Standards

*Unless otherwise noted, guidelines apply to all projects in the Loyola Village CDO boundary area.*

*Standards with a corresponding [Q] Condition are indicated by a [Q] symbol, denoting that they have corresponding codified requirements adopted by zone changes as a permanent [Q] "Qualified" condition.*

### SITE PLANNING

#### 1. Setbacks

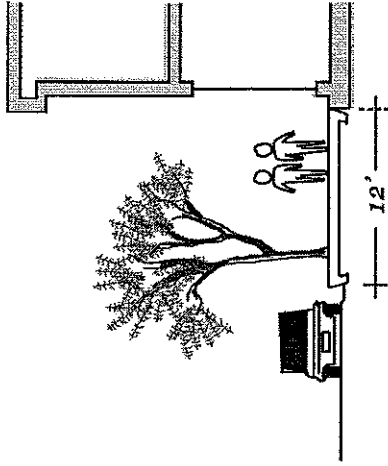
##### Guideline 1:

*Encourage an inviting pedestrian environment and provide for streetwall continuity by locating buildings so they front the main commercial street, and encourage active public uses, such as additional street trees, outdoor seating, kiosks, forecourts and arcades.*

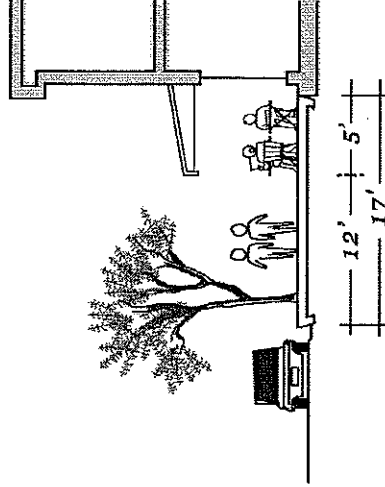
**Standard 1a:** For all projects with ground-floor commercial uses, the ground-level exterior streetwall of any new construction or addition of floor area should be located not more than 2 feet from any property line abutting the front yard.

**Exception:** The ground-level exterior streetwall may be set back a maximum of 5 feet from the property line, to allow room for additional street trees, outdoor dining, seating, forecourts, arcades, private sidewalks or walkways, bus waiting areas or other active public uses.

**Note:** Projects incorporating uses or structures in the existing public right-of-way, such as sidewalk dining or awnings, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit (R-Permit) may be necessary to grant conditional encroachment of the public right-of-way by private parties not authorized to occupy the right-of-way. This does not apply to projects that remain solely on private property or within setback areas.



**Standard 1 Example.** This illustration shows a typical street section where new construction is located at the property line, which is represented by the dotted line.



**Standard 1 Exception.** A five-foot setback can be provided to allow room for active public uses -- here, outdoor seating. The dotted line represents the property line

## 2. Parking and Access

### Guideline 2:

*Improve streetwall continuity and encourage a safe and inviting pedestrian environment by locating parking away from the streetwall and minimizing direct driveway access from major streets. Design parking facilities that do not depreciate the visual quality of the Village.*

**Standard 2a:** Parking for all new buildings should be located underground, when possible.

**Standard 2b:** Surface parking lots shall not be located between the front property line and the primary building/storefront but rather to the rear of all structures, provided there is vehicular access from side streets or alleys to the rear of the lot. Drive-through establishments shall be prohibited. **[O]**

**Standard 2c:** Rear parking structures, structures with retail on the ground floor or other pooled parking alternatives should be included to promote fewer surface parking lots and greater buildable area for retail space. Such parking structures should be visually compatible with other structures associated with the project, in terms of material, color, and design.

**Standard 2d:** New driveways or curbcuts along Lincoln Boulevard and Manchester Avenue are prohibited provided there is vehicular access from side streets or alleys to the rear of the lot. Lincoln and Manchester shall be maintained and improved to promote walkability. **[O]**

**Standard 2e:** Adequate lighting should be provided along all pedestrian walkways and vehicular access ways. Lighting should be designed to prevent spill-over and glare.

**Standard 2f:** No new project, change-of-use or building modification should result in the reconfiguration, separation, division, walling, fencing or otherwise impede existing shared parking facilities and lots.



**Guideline 2 Example.** Pedestrian walkways can provide linkages to parking garages at the rear of developments.



**Standard 2b Example.** In this building above, parking is located to the rear, accessed from a side street; the street-facing façade can then be devoted to more pedestrian-oriented uses.

## ARCHITECTURAL DETAILING AND ARTICULATION

### 3. Ground-floor Façade Articulation

#### Guideline 3:

*Heighten visual interest and enhance pedestrian orientation by incorporating three-dimensional elements and material variation into the ground-floor façade of buildings. These elements and variations include: changes in building materials, texture and color; generously sized transparent display windows; arcades, canopies, and awnings; cornices; other details such as transom windows and overdoors.*

**Standard 3a:** For new commercial development, at least 60 percent of the building façade at ground level shall consist of doors and windows. Windows and doors should allow views into building interiors and/or to merchandise displays; transparent, non-reflective glass shall be used. [Q]

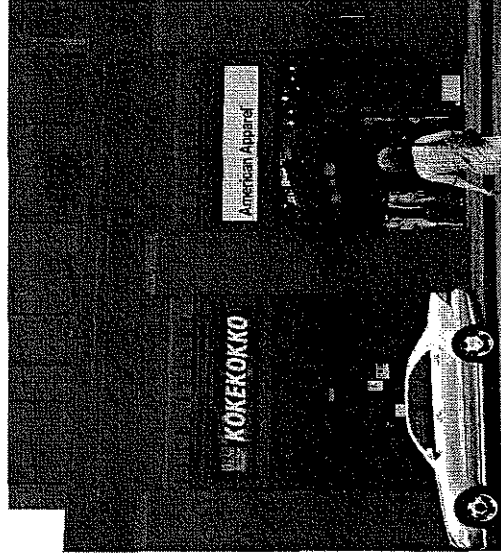
**Standard 3b:** For all buildings, one or more of the following vertical elements: columns, pilasters, indentations, storefront bays, material treatment, landscaping, should be employed for every 25 horizontal feet of building façade.

These elements should be in addition to any required variations on upper floors, Standard 4a, below. These elements should be substantially visible, as viewed from across the street. When the design element creates a deviation from the wall plane, such as by indentation, the depth difference from the wall face should be measured between six inches and two feet. Variations consisting of a change in building materials should involve a minimum depth or projection from the wall plane of one and one-half inches.

**Note:** These standards apply to new construction or substantial façade reconstruction. Existing buildings need not be retrofitted to meet these standards, although design elements should not be removed if it results in a design inconsistent with these standards.



**Standard 3a Example.** Buildings occupying corner lots can create a welcoming pedestrian environment by articulating the ground-floor facades.



**Standard 3b Example.** These recessed storefront bays provide visual interest to pedestrians and help to break up the horizontality of an otherwise low-rise building.

#### 4. Massing and Articulation of Upper Stories

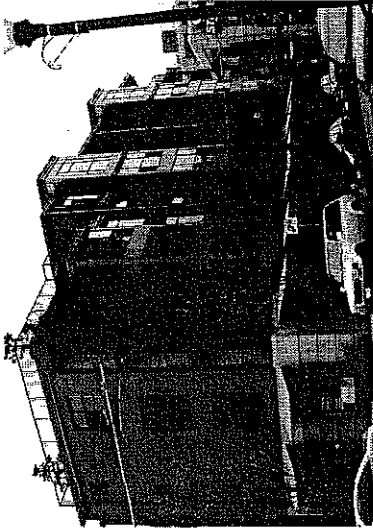
##### **Guideline 4:**

*Provide visual interest and enhance the public realm by employing rhythmic, three-dimensional variations in massing and building form, including the use of recessed windows, towers, columns, cornices, and changes in the wall plane. Minimize building mass impacts on adjacent residential neighborhoods by allowing for ventilation, light, and privacy.*

**Standard 4a:** For every 40 horizontal feet of façade abutting the street, multistory projects should provide at least one three-dimensional variation per story above the first, in the overall building form. The variations can be combined to extend along several stories. Thus, for example, a four-story project might provide a one-foot projection from the wall plane that extends across two stories and also provide a recessed balcony on the fourth story.

These variations should be in addition to any required variations along the ground-level façade, as part of Guideline 3, above. When the variations consist of a deviation from the wall plane, by either indentation or projection, the difference from the wall face should measure between six inches and two feet, with the exception of balconies. Variations consisting of a change in building materials should involve a minimum depth or projection from the wall plane of one and one-half inches. These variations should be substantially visible, as viewed from across the street.

**Note:** Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Street Services. A permit may be necessary to grant conditional encroachment of the public right-of-way.



**Guideline 4 Examples.** Multi-story buildings shall employ subtle three-dimensional variations in massing to allow a break in the building envelope and provide visual interest.



## 5. Color

### Guideline 5:

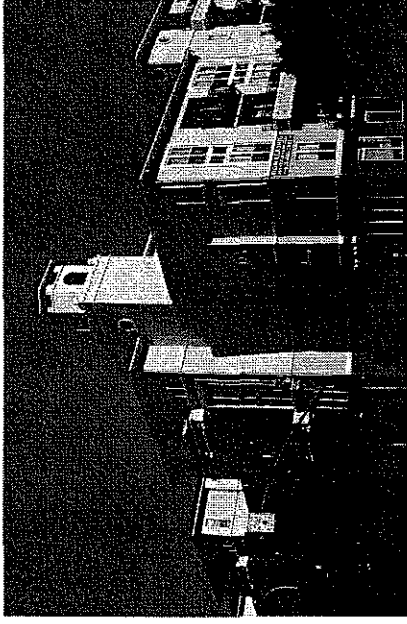
*Color is integral to the aesthetics of a building and affects the visual appearance, scale and proportion of a building. Color schemes should be selected in relation to the overall design intent of the building and should be simple, harmonious and complement adjacent structures. The purpose of these guidelines is to encourage individuality in architectural expression within the context of the overall appearance of the block face and the district.*

**Standard 5a:** Building colors should be appropriate to the architectural style of the building.

**Standard 5b:** Color shades of individual buildings should be chosen to complement the colors of adjacent structures and facilitate blending with surrounding properties and unifying the development.

**Standard 5c:** Principal exterior colors should be chosen from a neutral palette, but may be supplemented by colors of other hues and darker values for access or emphasis.

**Standard 5d:** Accent colors, where used, for architectural detailing, trim, storefront, window sashes, doors and frames should be coordinated.



**Guideline 5 Example:** The building above uses neutral colors for the body exterior of the building to provide three-dimensional variation.



**Standard 5d Example:** The building above utilizes a coordinated color for accent and trim.

## 6. Mixed-Use Residential and Commercial Structures

### Guideline 6:

*Allow for a variety of building types that include residential uses, while protecting the important function of the commercial center to meet the needs of the community with service, retail, and eating establishments. Continue to promote a vital, active street by integrating multiple land uses and minimizing the potential for extended lengths of streetfront to discontinue commercial uses.*

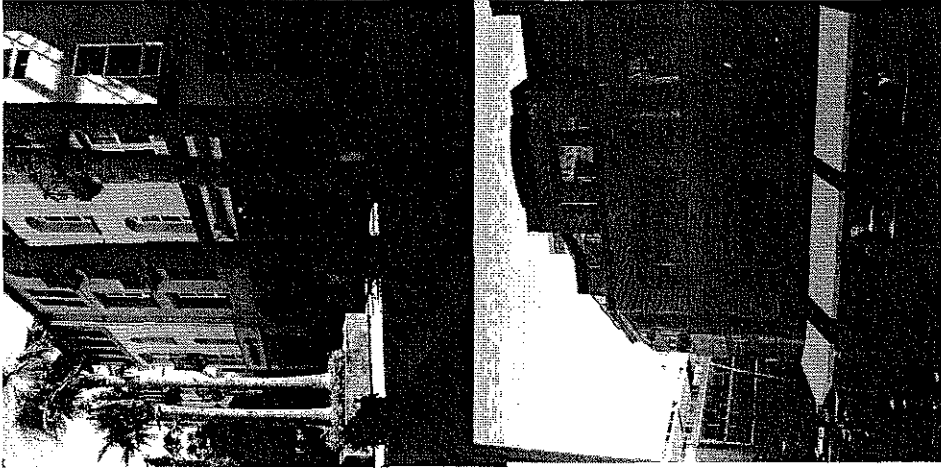
**Standard 6a:** Ground floor residential uses are prohibited. Residential units may be located on upper floors and accessed through an entrance and lobby on the ground floor. Residential entrances and lobby areas shall account for no greater than 50% of any ground floor with the balance dedicated to commercial activity. [0]

**Standard 6b:** Residential floors facing Lincoln Boulevard or Manchester Avenue should be setback a minimum of five (5) feet from the ground floor frontage below.

**Standard 6c:** Residential floors should be visually differentiated from the ground floor through changes in material, color, plane or setback.

**Standard 6d:** For any project more than 150 feet in width, the floors above the ground floor should be broken into at least two separate masses that visually read as separate buildings.

**Guideline 6 Examples.** These mixed-use buildings are comprised of housing units on the upper floors, and commercial retail on the ground floors—thus they provide both users (pedestrians) and active uses.



**Standard 6b example.** This structure is stepped back above the 3<sup>rd</sup> story providing a variation in building mass.

## 7. Entrances

### Guideline 7:

*Emphasize pedestrian orientation and accessibility by creating well-articulated and inviting building entrances, and by orienting these entrances towards the primary street.*

**Standard 7a:** All buildings shall have a ground floor whose primary entrance is oriented towards Lincoln Boulevard or Manchester Avenue, even if other pedestrian entrances are provided. This may include entrances accessed through courtyards, arcades, or forecourts abutting the main commercial street. **[Q]**

**Standard 7b:** Secondary entrances may be provided on the intersecting street and to the rear in addition to entrances provided along the main commercial street. The intersecting street entrance should be permitted not more than 40 feet from the lot line abutting the street if the lot is adjacent or abutting a residential zone.

**Standard 7c:** Building entrances should be recessed and defined by distinct architectural treatments, including: variation in materials, lighting, awnings, textured paving, attractive signage, and planters.

**Standard 7d:** Projects on corner lots should have an entrance located at the corner.

## 8. Parking Structure Design

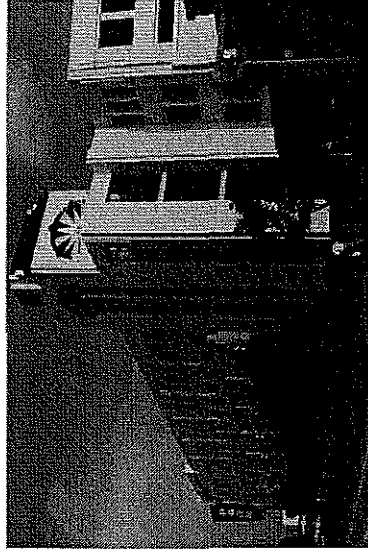
### Guideline 8 :

*Provide parking opportunities that are simultaneously convenient and enhance and protect the visual integrity of the boulevard. Architecturally integrate parking structures into the design of the projects that they serve, and activate the street by including commercial uses on the ground level of structures. Protect nearby residents from the potential adverse impacts – noise, visual, or otherwise – from parking structures and their use.*

**Standard 8a:** The ground floor of new parking structures shall consist of commercial space fronting Lincoln or Manchester, measuring a depth of at least 15 feet from the building facade. Freestanding parking structures (void of commercial space) directly abutting Lincoln or Manchester, are not an appropriate use. **[Q]**



**Standard 7c Example.** This particular building entrance employs variations in depth, provides inviting window displays, and uses colorful paving materials to add visual interest to attract passers-by.



**Standard 8a Example.** This parking structure is located along the property line and provides retail space along its ground floor. The result is a functional building that ensures an active and inviting pedestrian experience.

**Standard 8b:** Floors of parking should be visually integrated into the design of buildings, as reflected in the building façade. Landscaping should be used to further integrate and screen parking garages.

**Standard 8c:** Automobiles on parking levels above the ground floor should be screened from public view.

**Standard 8d:** Parking structures that abut or are adjacent to any residential zone, should:

- i. Contain solid spandrel panels a minimum of 3-feet-6 inches in height installed at the ramps of the structure to minimize headlight glare.
- ii. Construct garage floors and ramps using textured surfaces to minimize tire squeal
- iii. Not contain exhaust vents along sides closest to residential use.

## 9. Awnings and Canopies

### Guideline 9:

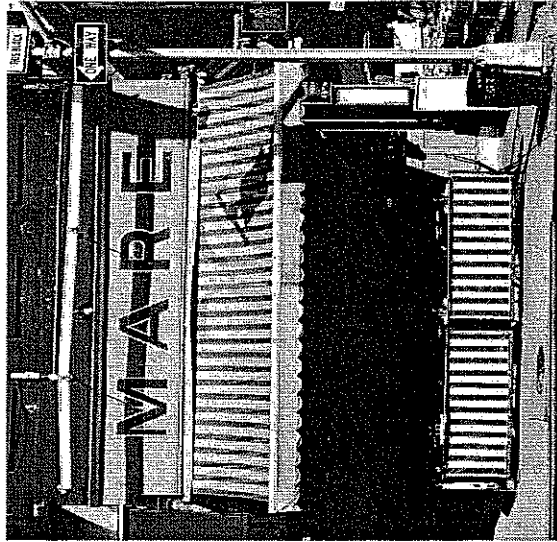
*Where appropriate, use awnings or canopies to define the public realm of the sidewalk, provide shelter and shade, and enhance the building façade by adding variation, color, and horizontal rhythm. Awnings and canopies reinforce a pedestrian scale and add a comfortable sense of enclosure to outdoor seating and other active public uses.*

**Standard 9a:** Size and placement of awnings and canopies should enhance the building's overall frame, detailing, and rhythm. Placement should correspond to the location of a storefront or entrance.

**Standard 9b:** For awnings located above windows, awning shapes should be consistent with window frames.

**Standard 9c:** Awnings and canopies should be constructed of high quality, durable, fade-resistant, and fire-retardant materials.

**Note:** Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Street Services. A permit may be necessary to grant conditional encroachment of the public right-of-way.



**Guideline 9 Examples.** Awnings can enhance the public realm by providing a comfortable sense of enclosure for pedestrians. They also serve a building façade by adding depth and three-dimensional variation. The awning above provides whimsical visual interest to the storefront and the awnings below serve a protective function with simplicity.



## APPURTENANCES

### 10. Security grilles

#### Guideline 10:

*Provide storefront security as needed without obscuring storefront windows and detracting from the pedestrian environment along the sidewalk. Minimize the presence of security grilles and bars as visible from Lincoln and Manchester.*

**Standard 10a:** External security grilles or bars shall not be affixed to any facade abutting Lincoln, Manchester or other public street, excluding rear alleys. **[Q]**

**Standard 10b:** Premises should employ non-barrier (alarm or sensor) theft-deterrent systems where possible. If such security systems are not feasible, interior security grilles or vandal-proof glazing that is resistant to impact should be used on any storefronts abutting any public street.

### 11. Utility and Service Areas / Mechanical Equipment

#### Guideline 11:

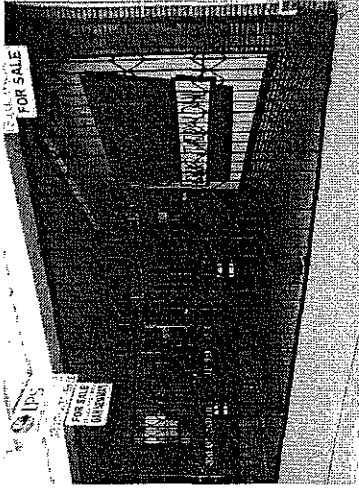
*Improve the pedestrian environment along the sidewalk and minimize visual blight by screening unsightly equipment and locating it away from public streets and other public rights-of-way, including pedestrian walkways and parking areas.*

**Standard 11a:** For new development, all new utility lines that directly service lots abutting Lincoln or Manchester should be installed underground. If underground service is not available, then provisions shall be made for future underground service.

**Standard 11a:** Utilities, storage areas, trash containers, air conditioning units, fire alarms, and similar equipment should be placed to the rear of the site or underground. Otherwise, structures housing such elements should be screened with landscaping or designed in a way as to be as inconspicuous as possible.

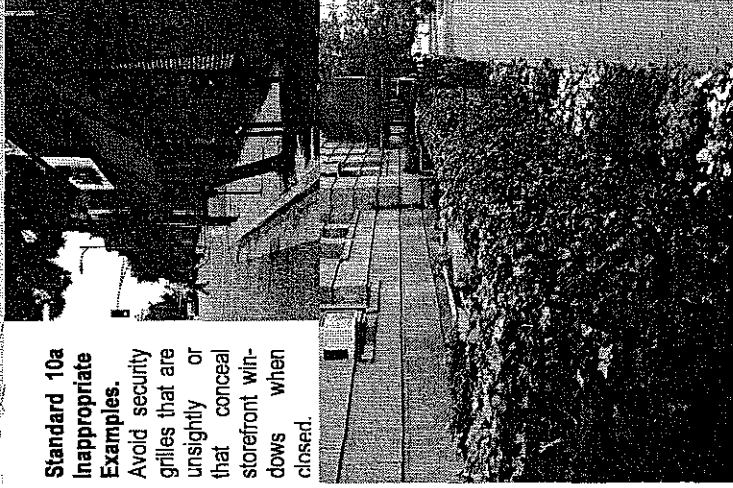
**Standard 11b:** Trash storage bins should be located within a gated, covered enclosure and screened with landscaping, so as not to be viewed from the public right-of-way.

**Standard 11c:** Rooftop mechanical equipment should be screened with materials that are architecturally integrated to the building.



#### Standard 10a Inappropriate Examples.

Avoid security grilles that are unsightly or that conceal storefront windows when closed.



**Standard 11a Example.** Structures housing mechanical equipment adjacent to the public right-of-way should be screened with landscaping or designed in a way that is as inconspicuous as possible.

## 12. Fencing and Walls

### Guideline 12:

*Support an open and accessible physical environment by minimizing visual barriers and the enclosure of outside space. Locate and design any necessary fencing in a manner so as not to detract from the quality of the pedestrian experience along the sidewalk adjacent to Lincoln or Manchester.*

**Standard 12a:** Fences and walls should not front public streets, unless required by the Los Angeles Municipal Code.

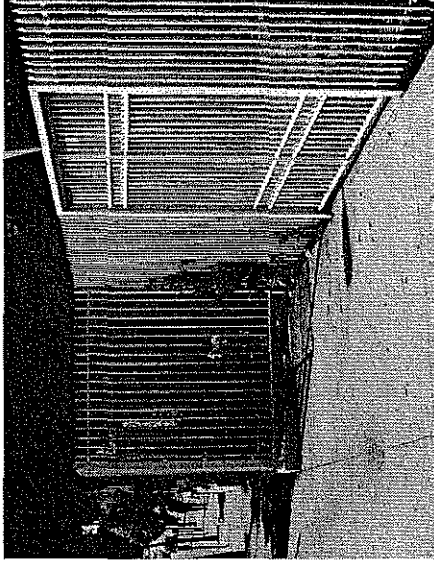
**Standard 12b:** Where permitted, no fence or wall abutting a public street should be taller than 42 inches.

**Standard 12c:** Chain-link fences and barbed wire are prohibited. **[Q]**

**Standard 12d:** Wall materials and design should be decorative and coordinate with the structures on the site. Construct all freestanding walls of materials that are compatible with surrounding buildings.

**Standard 12e:** The planting of climbing plants is encouraged along the width of fencing and walls.

**Standard 12f:** The materials and design of fencing or planter boxes utilized for sidewalk dining should coordinate with the structures on the site.



**Guideline 12 Inappropriate Example.** Overheight, wrought-iron fencing overdefines the division between public and private realms and creates a harsh, forbidding outdoor environment.



**Standard 12d Example.** The above wall design is particularly decorative and artistic and adds to, rather than detracts from, the pedestrian experience.

## LANDSCAPING AND HARDSCAPE

All projects are required to comply with the City of Los Angeles Landscape Ordinance 170,978 or any subsequent amendments to that Ordinance, pursuant to 12.40-12.43 of the LAMC. The Design Guidelines and Development Standards found herein add to the City's existing Landscape Guidelines. Compliance with the following Design Guidelines and Development Standards does not necessarily imply compliance with the Landscape Guidelines. To simplify the review process, applicants should first review landscaping for compliance with the City Landscape Guidelines and should then review landscaping for compliance with the CDO.

**Low-water:** Defined according to Guidelines AA, Table II, Option 6 in the City of Los Angeles Landscape Ordinance (Ordinance #170,978): "Plants. . . that will, in the designed location, and properly established for three years, remain in good health with no more than monthly watering in summer."

**Native plant:** Defined according to LAMC Section 12.40 D as "[a]ny (plant) species indigenous to the Los Angeles area existing before European settlement, as identified in James Hendrickson's *The Jepson Manual*, or its successor standard reference, as adopted by the Director of Planning."

### 13. General Landscaping—Location and Materials

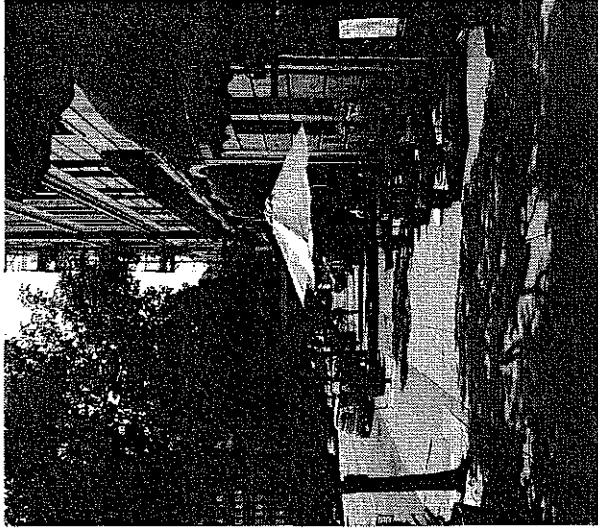
#### Guideline 13:

*Create inviting spaces, provide shade within the public realm, screen unattractive areas, and enhance architectural detailing through the thoughtful and careful placement of landscaping. Pedestrian plazas, green space, pocket parks and open space shall be encouraged.*

**Note:** Landscaping may include plant materials such as trees, shrubs, ground covers, perennials, annuals, as well as rocks, water features, sculpture, art, or paving materials.

**Standard 13a:** All areas of a site not occupied by buildings, driveways, or used for outdoor dining or other pedestrian uses should be landscaped and maintained; 80% of landscaped areas shall consist of plant materials. **[O]**

**Standard 13b:** Landscaping, such as planter boxes, is encouraged between the public street and the sidewalk. This landscaping serves as a buffer between pedestrians and vehicular traffic.



**Guideline 13 Examples.** Evenly spaced canopy trees planted in the parkway area add a comfortable level of shade and definition to the public realm. Decorative paving surfaces along with raised landscape treatments and ample seating surfaces create functional and aesthetically pleasing public open space.



**Note:** Landscaping in public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Street Services. A permit may be necessary to grant conditional encroachment of the public right-of-way.

**Standard 13c:** Low-water (drought-tolerant, and including native) plants should be used.

**Standard 13d:** An automatic irrigation system should be installed within landscaped areas of more than 10 square feet. A drip irrigation system is recommended.

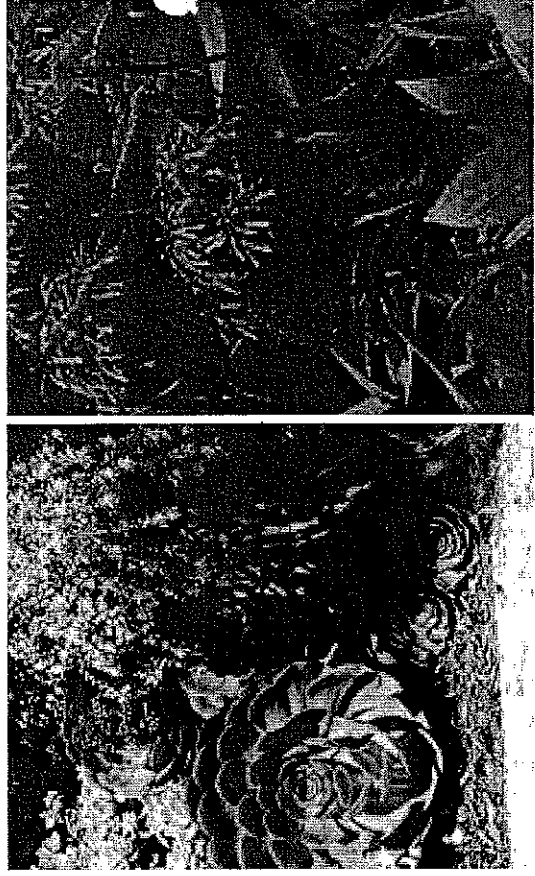
**Standard 13e:** For new building projects, trees should be planted in the adjacent public right-of-way, including Lincoln Boulevard, to the satisfaction of the Urban Forestry Division (Bureau of Street Services, Department of Public Works) or the California Department of Transportation (Caltrans).

**Note:** Landscaping in public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Street Services. A permit may be necessary to grant conditional encroachment of the public right-of-way.

**Standard 13f:** For new building projects, trees shall be planted along rear lot lines adjacent to residential parcels at a ratio of one tree for every 25 feet of lot width. At a minimum, these trees should be 24-inch box size with a trunk diameter of two inches and a height of 10 feet at the time of planting. **[Q]**



**Standard 13c Examples.** Thousands of varieties of drought-tolerant and low-water plant species exist that are simultaneously hardy, low-maintenance, and eye-catching, such as the Bird of Paradise, shown above, or the Coral Aloe below right and Aeonium below left.



## 14. Landscaping Parking Lots and Structures

### Guideline 14:

*Enhance parking areas by providing landscaping that shades, buffers, and conceals unattractive views of parking.*

**Note:** Standards apply to areas that include six or more parking stalls and shall be in addition to, and consistent with, the requirements set forth in Sections 12.21. A.6(g), A.6(h), and 12.21. A.6(i) of the Los Angeles Municipal Code.

**Standard 14a:** A five-foot landscaped buffer should be located between parking areas and the property line wherever a surface parking lot abuts the public right-of-way or an R zone property. The landscaped buffer area should contain 24-inch box trees planted at ratio of one for every 10 linear feet. At a minimum, these trees should measure a trunk diameter of 2 inches and a height of 10 feet at the time of planting.

**Standard 14b:** A minimum of 7% of the total area of surface parking should be landscaped, including one tree for every 4 parking spaces evenly dispersed throughout the lot. Tree species should be a variety with a large canopy.



**Standard 14a Example.** A five-foot landscaped buffer between the parking lot and the public right-of-way screens the lot from view while providing shade for passers-by.

Refer to the City of Los Angeles Planning Department Sign Dictionary for additional definitions and images.

## SIGNAGE

### 15. General -All Signs

**Note:** The following provisions are in addition to, and often further limit, sign requirements pursuant to Section 14.4 of the Los Angeles Municipal Code.

**Guideline 15:** *Promote the identity and success of individual businesses through context-sensitive signs. Ensure that signage design is suitable in terms of location, layout, and styling. Minimize sign clutter and emphasize pedestrian-scale design.*

**Standard 15a:** Signs should complement buildings with respect to style, design, materials, and colors. Illuminated signs should have glare carefully controlled and if internally illuminated, lighting sources concealed.

**Standard 15b:** The exposed backs of all signs visible from a public right-of-way should be suitably finished and maintained.

**Standard 15c:** The following signs shall be prohibited: Billboards, supergraphics, off-site signs, pole signs, roof signs, banners, illuminated architectural canopy signs, flashing, moving or blinking signs and inflatable devices. The following changes to above-mentioned existing signs shall be prohibited: the enlargement of signs, the augmentation of signs with lighting or digital displays, and the addition of sign facing (such as a second face on the back of an off-site sign). No upgrading, modernization, electrification, digitizing or alteration to existing billboards shall be permitted. [Q]

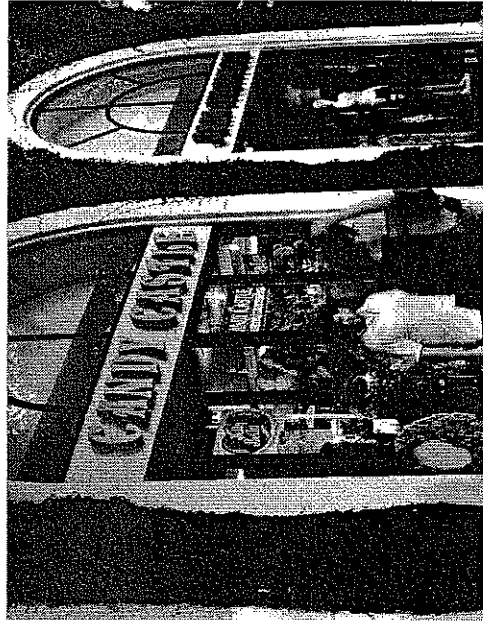
**Note:** Sign illumination shall be limited pursuant to Section 14.4.4 of the Los Angeles Municipal Code.

**Note:** Within 90 days of closing a business, any related signs shall be removed and replaced with blank panels or painted out, pursuant to Section 14.4.4 of the Los Angeles Municipal Code.

**Note:** Temporary signs shall be permitted pursuant to Section 14.4.16 and Section 14.4.17 of the Los Angeles Municipal Code.



**Guidelines 15 Examples.** This business uses a modest sign in conjunction with a unique building design to attract attention. As well, it illustrates how storefronts can provide visual interest through transparency and three-dimensional variations in the façade. These signs promote the identity and success of individual businesses with signage sensitive to the context of the façade architecture.



**Note:** Signage extending beyond private property and residing in the public right-of-way must obtain proper approval from the Department of Public Works Bureau of Street Services.

A permit may be necessary to grant conditional encroachment of the public right-of-way.

## 16. Wall Signs

### Guideline 16:

*Promote the identity and success of individual businesses while enhancing the visual quality of the primary streets, through the appropriate placement of wall signs. Locate signs in a manner so as to not detract from building architecture. Minimize sign clutter and ensure that signage design is suitable and well proportioned to the structure and building façade.*

**Standard 16a:** Each premise or business shall be permitted one wall sign. If the premise abuts another street, alley, or public parking area, one additional sign is permitted on the building at that location.

**Standard 16b:** Wall sign size shall not exceed 1.5 square feet per 1 foot of building façade length. In no case shall all signage at a site exceed 75 square feet. Signs facing alleys or parking areas shall not exceed 5 square feet total. Illuminated signs shall not exceed 1 square foot per 1 foot of building façade length and if facing an alley or parking area shall not exceed 4 square feet total.

**Standard 16c:** Composition height of wall signs should not exceed 2 feet and letters should not exceed 1.5 feet in height. Composition height of wall signs for businesses located on corner lots of major intersections (Manchester and Lincoln) should not exceed 3 feet and letters should not exceed 2.5 feet in height.

**Standard 16d:** Sign width should not exceed 90% of the width of a storefront, and 70% of the width of the building.

**Standard 16e:** Signs should be located at the primary entrance to a building.

**Standard 16f:** Signs should not dominate or obscure the architectural elements of building facades.

**Standard 16g:** The height and width of letters and logos should be properly proportioned to the building and fit well within area the sign is located.

**Wall sign:** Any sign attached to, painted on, or erected against the wall of a building or structure, with the exposed face of the sign in a plan approximately parallel to the plane of the wall.



**Guideline 16 Example.** This wall sign employs both whimsy and simplicity to identify the establishment and to add visual interest to the storefront.



**Standard 16h Example.** This wall sign projects from the wall plane, enough to provide some added definition without becoming garish.

**Standard 16h:** Wall signs should not project more than 10 inches from the face of a wall.  
**Standard 16i:** Signs facing alleys or any residential use or zone should not be illuminated.

**17. Projecting Signs (a.k.a. Pedestrian, Blade Signs)**

**Guideline 17:**

*Promote the identity and success of individual businesses while enhancing the visual quality of the Village through the appropriate placement of projecting signs. Minimize sign clutter and ensure that signage design is suitable and well proportioned to the structure and building façade.*

**Standard 17a:** Each business or tenant should be permitted one projecting sign, limited to 4 square feet. This sign should be in addition to wall, awning or canopy signs.

**Standard 17b:** Each business that is located above the first floor may have a projecting sign on the ground level if there is direct exterior pedestrian access to the second floor business space.

**18. Awning or Canopy Signs**

**Guideline 18:**

*Promote the identity and success of individual businesses while providing the benefit of awnings or canopies upon buildings. Minimize sign clutter and ensure that signage design is suitable and well proportioned to the structure, building façade, and awning.*

**Standard 18a:** In lieu of a wall sign, each business or tenant is permitted one awning sign, to be located over the building or business entrance. An additional awning sign is permitted if the premise abuts another street, alley, or public parking area.

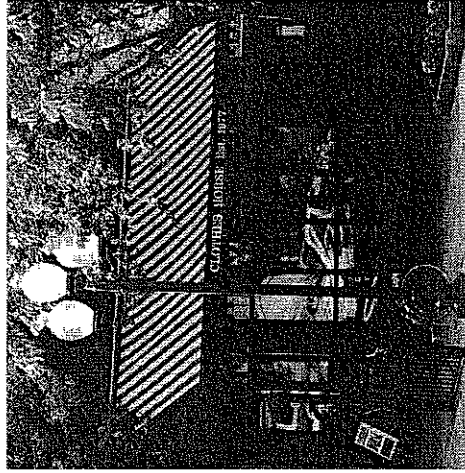
**Note:** Awnings can be provided in addition to wall signs provided that the awning does not include any storefront identification.

**Standard 18b:** Sign letters should be located on valences only, and letter height should not exceed 10 inches.

**Projecting sign:** A sign, other than a wall sign, that is attached to a building and projects outward therefrom with one or more sign faces approximately perpendicular to the face of the building.



**Guideline 17 Example.** Small projecting signs can offer some three-dimensional variation to a streetscape, providing visual interest to pedestrians and helping to identify business locations.



**Guideline 18 Example.** Awning signs can add three-dimensional variation to a storefront, provide shade for passers-by, and can enhance the identity of the establishment.

## 19. Other Signs

### Guideline 19:

*Promote the identity and success of individual businesses while enhancing the visual quality of the Village, through the appropriate placement, size, and quantity of additional signage.*

**Standard 19a:** Window Signs should not exceed 10 percent of each panel or total window area, and individual signs should not exceed 4 square feet.

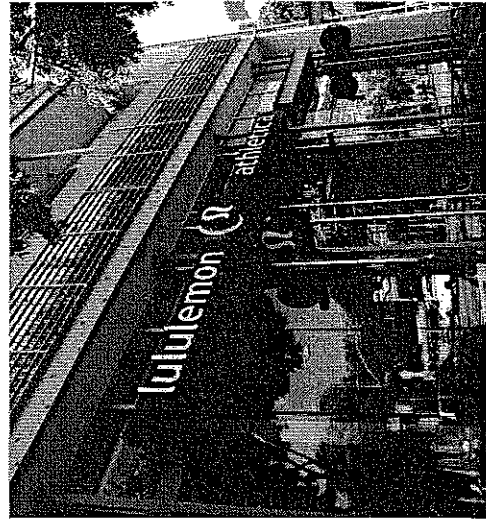
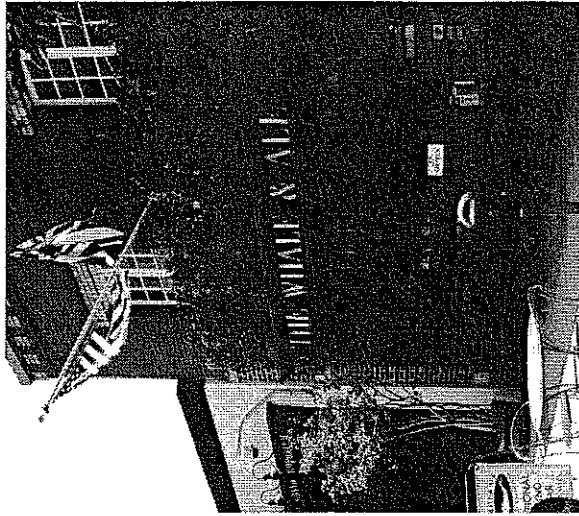
**Standard 19b:** Information Signs are permitted two per building, and should not exceed 4 square feet.

**Standard 19c:** Building Identification Signs are permitted one per building, and should not exceed 4 square feet for one-story buildings. For each story above the first, the size of the sign(s) may increase an additional 2 square feet. An additional Building Identification Sign is permitted for buildings located on a corner lot.

**Standard 19d:** One portable menu board sign (A-Frame) may be permitted in the public right-of-way for eating establishments, bakeries, florists, and similar businesses that have as their primary sales perishable good, provided that all of the following conditions are met:

- i. The sign is removed at the end of each business day.
- ii. The sign's dimensions do not exceed two feet by three feet.
- iii. The sign does not interfere with pedestrian movement or wheelchair access
- iv. The sign has a weighted base capable of keeping the sign upright in moderate wind.
- v. The sign is not illuminated.
- vi. All required sign permits have been secured from the Department of Public Works Bureau of Street Services. A permit may be necessary to grant conditional encroachment of the public right-of-way.

**Identification Sign:** A wall sign that is limited to a company logo, generic type of business or the name of a business or building.



**Standard 19e:** Mural Signs are encouraged. The written message should not exceed three percent of the total area of the sign. Signs must be approved pursuant to Section 91.6216 of the Los Angeles Municipal Code.

## 20. Monument Signs

### Guideline 20:

*Promote the identity and success of individual businesses while enhancing the visual quality of the primary commercial streets by limiting monument signs to only those circumstances where wall signs are not easily viewed from Lincoln or Manchester.*

**Standard 20a:** Monument signs should only be permitted for developments where wall signs and building facades do not front Lincoln or Manchester, or where tenant spaces are primarily entered through a courtyard. In these circumstances, one monument sign is permitted per building, and should be not more than 25 square feet in size and the top of the sign should be not more than 8 feet above sidewalk grade.

**Standard 20b:** Retail tenants in multi-tenant buildings may each be permitted a listing on a monument sign. Tenant listings and displays should be uniform.

## 21. Multi-tenant Buildings

### Guideline 21:

*Enhance the visual quality of the primary commercial streets by providing signage coordination and consistency on the facades of large buildings.*

**Standard 21a:** Multi-tenant buildings should submit a sign plan to the Department of City Planning that designates the style and design of all signs on the building. Sign plans should establish rules of placement and size.

**Standard 21b:** Signs on a multi-tenant building should be placed at the same uniform elevation to create visual continuity.

**Monument Sign:** A sign that is erected directly upon the existing or artificially created grade that has a horizontal dimension equal to or greater than its vertical dimension.



**Guideline 20 Example.** Monument signs may be used in instances where wall signs are not easily viewed from Manchester or Lincoln.



**Guideline 21 Example.** Uniform projecting signs identify multiple tenants without cluttering the visual or pedestrian environments. The buildings shown below benefit from uniform signage.

## RESOURCE PROTECTION

### 22. Sustainable Building Design

**Note:** The City's Green Building Program requirements are specified in Section 16.10 of the Los Angeles Municipal Code. Projects that meet the thresholds as defined in Section 16.10 will have to comply with regulations pursuant to this section.

**Guideline 22:**

*Design projects to take advantage of natural systems and features – breezes, daylight, tree canopies – and to minimize the need for artificial lighting, cooling, and heating. Incorporate sustainable building elements into the overall form and aesthetic of projects.*

**Standard 22a:** Projects are encouraged to meet LEED certification requirements.

**Note:** *The Leadership in Energy and Environmental Design (LEED) Green Building Rating System is a benchmark for the design, construction, and operation of high performance green buildings. The LEED green building rating system was developed and is administered by the U.S. Green Building Council.*

**Standard 22b:** To minimize heat gain, projects should employ high-performance windows, coupled with awnings or exterior window shelves.

**Standard 22c:** Projects should include more windows along the north- and northeast-facing walls, while decreasing window area along the west- and southwest-facing walls on upper floors.

**Exception:** Ground level façade transparency should be consistent regardless of the direction of the streetwall, pursuant to Standard 3a, above.

**Standard 22d:** The placement of windows should balance light considerations with the need to provide adequate ventilation and allow for cross-ventilation. If single-sided ventilation is necessary, consider horizontal pivot windows, which offer the highest ventilation capacity.

**Standard 22e:** Building and construction materials should use recyclable, durable materials when possible.

**Standard 22f:** New building roofs should either be "green roofs," contain landscaping or gardens, or be constructed or painted with a heat reflective material.



**Guideline 22 Example.** This project incorporates sustainable technologies directly into the façade design, and is organized around a site layout that encourages cross-ventilation, natural lighting, and shading from the strongest daytime sun.



**Standard 22b Example.** This exterior awning sunshade limits internal heat gain from intense daytime sun, thereby minimizing the need for air conditioning.

**High Performance Windows:** Windows with climate-specific enhanced thermal technologies using improved framing materials, low-emissivity and solar control coatings, low-conductance gas fills, improved thermal breaks and edge spacers, and better edge sealing techniques.

CITY OF LOS ANGELES  
 OFFICE OF THE CITY CLERK  
 ROOM 395, CITY HALL  
 LOS ANGELES, CALIFORNIA 90012  
 CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**NEGATIVE DECLARATION**

<b>LEAD CITY AGENCY</b> LOS ANGELES CITY PLANNING DEPARTMENT	<b>COUNCIL DISTRICT</b> 11
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<b>PROJECT TITLE</b> ENV-2007-3279-ND	<b>CASE NO.</b> CPC-2007-3278-CDO-ZC
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**PROJECT LOCATION**  
 DEPICTED ON PROPOSED BOUNDARIES MAP, LINCOLN AT MANCHESTER

**PROJECT DESCRIPTION**  
 CITY-INITIATED ESTABLISHMENT OF A COMMUNITY DESIGN OVERLAY PURSUANT TO MUNICIPAL CODE

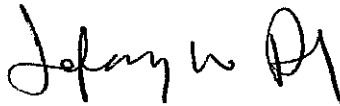
**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**  
 CITY OF LOS ANGELES  
 200 NORTH SPRING STREET, SUITE 621  
 LOS ANGELES, CA 90012

**FINDING:**  
 The City Planning Department of the City of Los Angeles has Proposed that a negative declaration be adopted for this project. The Initial Study indicates that no significant impacts are apparent which might result from this project's implementation. This action is based on the project description above.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt this negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

<b>NAME OF PERSON PREPARING THIS FORM</b>  DEBBIE LAWRENCE	<b>TITLE</b>  PLANNING ASSISTANT	<b>TELEPHONE NUMBER</b>  (213) 978-3034
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<b>ADDRESS</b>  200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	<b>SIGNATURE (Official)</b>  	<b>DATE</b>  5/8/2008
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**CITY OF LOS ANGELES**  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**INITIAL STUDY**  
**and CHECKLIST**  
(CEQA Guidelines Section 15063)

<b>LEAD CITY AGENCY:</b> LOS ANGELES CITY PLANNING DEPARTMENT	<b>COUNCIL DISTRICT:</b> 11	<b>DATE:</b> 04/29/2008
<b>RESPONSIBLE AGENCIES:</b> CITY OF LOS ANGELES		
<b>ENVIRONMENTAL CASE:</b> ENV-2007-3279-ND	<b>RELATED CASES:</b> CPC-2007-3278-CDO-ZC	
<b>PREVIOUS ACTIONS CASE NO.:</b>	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
<b>PROJECT DESCRIPTION:</b> LOYOLA VILLAGE COMMUNITY DESIGN OVERLAY		
<b>ENV PROJECT DESCRIPTION:</b> CITY-INITIATED ESTABLISHMENT OF A COMMUNITY DESIGN OVERLAY PURSUANT TO MUNICIPAL CODE		
<b>ENVIRONMENTAL SETTINGS:</b> AS DEPICTED IN THE BOUNDARIES MAP, THE COMMERCIAL PLAN-DESIGNATED AREAS FRONTING LINCOLN, MANCHESTER AND ADJACENT STREETS. THE AREA IS AN URBANIZED PORTION OF LOS ANGELES AND CONSISTS OF DEVELOPED RETAIL AND OFFICE STRUCTURES AS WELL AS SURFACE LEVEL AND ABOVE-GROUND STRUCTURED PARKING LOTS.		
<b>PROJECT LOCATION:</b> DEPICTED ON PROPOSED BOUNDARIES MAP, LINCOLN AT MANCHESTER		
<b>COMMUNITY PLAN AREA:</b> WESTCHESTER - PLAYA DEL REY <b>STATUS:</b> <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b> WEST LOS ANGELES	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> WESTCHESTER - PLAYA DEL REY
<b>EXISTING ZONING:</b> [Q]C4-1, (T)(Q)RAS 4-1, and R3-1.	<b>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:</b> RANGES 1.5:1 TO 3:1 FAR BY PARCEL	<b>LA River Adjacent:</b> NO
<b>GENERAL PLAN LAND USE:</b> COMMUNITY COMMERCIAL	<b>MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:</b> RANGES 1.5:1 TO 3:1 FAR BY PARCEL	
	<b>PROPOSED PROJECT DENSITY:</b> NO CHANGE TO DENSITY	

## Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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

*Debbie Lawrence*

PLANNING ASSISTANT

(213) 978-3034

Signature

Title

Phone

### Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

## Environmental Factors Potentially Affected:

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

<input type="checkbox"/> AESTHETICS	<input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input type="checkbox"/> PUBLIC SERVICES
<input type="checkbox"/> AGRICULTURAL RESOURCES	<input type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input type="checkbox"/> RECREATION
<input type="checkbox"/> AIR QUALITY	<input type="checkbox"/> LAND USE AND PLANNING	<input type="checkbox"/> TRANSPORTATION/CIRCULATION
<input type="checkbox"/> BIOLOGICAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input type="checkbox"/> UTILITIES
<input type="checkbox"/> CULTURAL RESOURCES	<input type="checkbox"/> NOISE	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
<input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> POPULATION AND HOUSING	

## INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

### Background

**PROPONENT NAME:**

CITY OF LOS ANGELES

**PHONE NUMBER:**

(213) 978-3034

**APPLICANT ADDRESS:**200 NORTH SPRING STREET, SUITE 621  
LOS ANGELES, CA 90012**AGENCY REQUIRING CHECKLIST:**

DEPARTMENT OF CITY PLANNING

**DATE SUBMITTED:**

04/29/2008

**PROPOSAL NAME (if Applicable):**

LOYOLA VILLAGE COMMUNITY DESIGN OVERLAY

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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<b>I. AESTHETICS</b>				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?			✓
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?		✓	
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?			✓
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?		✓	
<b>II. AGRICULTURAL RESOURCES</b>				
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?			✓
b.	CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?			✓
c.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?			✓
<b>III. AIR QUALITY</b>				
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?			✓
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?			✓
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?			✓
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?			✓
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?			✓
<b>IV. BIOLOGICAL RESOURCES</b>				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?			✓
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?			✓
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?			✓
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?			✓

Potentially significant impact	Potentially significant impact with mitigation incorporated	Less than significant impact	No impact
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e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?				✓
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?				✓

**V. CULTURAL RESOURCES**

a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA 15064.5?			✓	
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA 15064.5?				✓
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?				✓
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?				✓

**VI. GEOLOGY AND SOILS**

a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.				✓
b.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : STRONG SEISMIC GROUND SHAKING?				✓
c.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?				✓
d.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : LANDSLIDES?				✓
e.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?				✓
f.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?				✓
g.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?				✓
h.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?				✓

**VII. HAZARDS AND HAZARDOUS MATERIALS**

a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?				✓
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?				✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?				✓
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?				✓
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?				✓
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?				✓
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?				✓

**VIII. HYDROLOGY AND WATER QUALITY**

a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?				✓
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?				✓
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?				✓
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?				✓
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?				✓
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?				✓
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?				✓
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?				✓
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?				✓
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?				✓

**IX. LAND USE AND PLANNING**

a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?				✓
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Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?				✓
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?				✓
<b>X. MINERAL RESOURCES</b>					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?				✓
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?				✓
<b>XI. NOISE</b>					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?				✓
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?				✓
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?				✓
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?				✓
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
<b>XII. POPULATION AND HOUSING</b>					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?			✓	
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓
<b>XIII. PUBLIC SERVICES</b>					
a.	FIRE PROTECTION?				✓
b.	POLICE PROTECTION?				✓
c.	SCHOOLS?				✓
d.	PARKS?				✓
e.	OTHER GOVERNMENTAL SERVICES (INCLUDING ROADS)?				✓
<b>XIV. RECREATION</b>					

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?				✓
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?				✓

**XV. TRANSPORTATION/CIRCULATION**

a.	CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO RATIO CAPACITY ON ROADS, OR CONGESTION AT INTERSECTIONS)?				✓
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?				✓
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?				✓
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?				✓
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?				✓
f.	RESULT IN INADEQUATE PARKING CAPACITY?				✓
g.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?				✓

**XVI. UTILITIES**

a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?				✓
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?				✓
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?				✓
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?				✓
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS				✓
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECTS SOLID WASTE DISPOSAL NEEDS?				✓
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?				✓

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE**

a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE				✓
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Potentially significant impact	Potentially significant impact with mitigation incorporated	Less than significant impact	No impact
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MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?			
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? (CUMULATIVELY CONSIDERABLE MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).		✓
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?		✓

**DISCUSSION OF THE ENVIRONMENTAL EVALUATION** (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description will not cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that a Negative Declaration shall be issued for the environmental case file known as **ENV-2007-3279-ND** and the associated case(s), **CPC-2007-3278-CDO-ZC**.

**ADDITIONAL INFORMATION:**

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) [cityplanning.lacity.org/](http://cityplanning.lacity.org/) or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

<b>PREPARED BY:</b>	<b>TITLE:</b>	<b>TELEPHONE NO.:</b>	<b>DATE:</b>
DEBBIE LAWRENCE	PLANNING ASSISTANT	(213) 978-3034	05/01/2008

Impact?	Explanation	Mitigation Measures
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**APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE**

<b>I. AESTHETICS</b>			
a.	NO IMPACT	THERE ARE NO SCENIC VISTAS IN THE CDO AREA	
b.	LESS THAN SIGNIFICANT IMPACT	HISTORIC RESOURCES ARE DESIGNATED FOR PROTECTION IN THE CDO. HISTORIC RESOURCES ALREADY HAVE ADDITIONAL PROTECTION IF THEY ARE A LISTED HISTORIC-CULTURAL MONUMENT.	
c.	NO IMPACT	THE CDO PROPOSES TO IMPROVE THE VISUAL CHARACTER OF NEW AND EXISTING BUILDINGS. NO SUBSTANTIAL NATURAL VISUAL RESOURCES ARE FOUND IN THE CDO AREA	
d.	LESS THAN SIGNIFICANT IMPACT	REDEVELOPMENT WITH NEW STRUCTURES INCLUDING THE USE OF LIGHT AND REFLECTIVE SURFACES IS ALLOWED. STRICT DESIGN STANDARDS ARE INCLUDED TO PREVENT LIGHT AND GLARE SPILLOVER TO ANY ADJACENT PROPERTY OR SENSITIVE RECEPTOR.	
<b>II. AGRICULTURAL RESOURCES</b>			
a.	NO IMPACT	NO FARMLAND IS FOUND IN THE CDO AREA	
b.	NO IMPACT	NO AGRICULTURAL USES NOR WILLIAMSON ACT CONTRACTS ARE ACTIVE WITHIN THE CDO AREA	
c.	NO IMPACT	NO FARMLAND IS FOUND IN THE CDO AREA	
<b>III. AIR QUALITY</b>			
a.	NO IMPACT	THE PROJECT DOES NOT DIRECTLY CREATE TRAFFIC OR STATIONARY AIR POLLUTION, IT DOES NOT AMEND ANY AIR QUALITY RULES	
b.	NO IMPACT	THE PROJECT DOES NOT HAVE AIR QUALITY IMPACTS (SEE IIIA) AND DOES NOT ALTER OR VIOLATE ANY AIR QUALITY STANDARDS	
c.	NO IMPACT	THE PROJECT WILL NOT RESULT IN NEW AIR QUALITY IMPACTS OR NON-ATTAINMENT, THE PROPOSED ACTION IS A REGULATORY CHANGE TO URBAN DESIGN, ALL EXISTING AIR AND PLANNING REGULATIONS REMAIN IN PLACE	

Impact?	Explanation	Mitigation Measures	
d.	NO IMPACT	RESIDENCES IN THE PLAN AREA MAY BE CONSTRUED AS SENSITIVE RECEPTORS BUT NO NEW AIR IMPACTS ARE ASSOCIATED WITH THE PROJECT	
e.	NO IMPACT	THE PROJECT CREATES ADDITIONAL REGULATORY RESTRICTIONS ON URBAN DESIGN, IT DOES NOT RESULT IN ODORS. EXISTING REGULATIONS FOR ODORS WILL REMAIN	
<b>IV. BIOLOGICAL RESOURCES</b>			
a.	NO IMPACT	NO SENSITIVE OR WILDLIFE HABITAT IS FOUND WITHIN THE CDO BOUNDARIES	
b.	NO IMPACT	NO RIPARIAN HABITAT AREAS OR SENSITIVE HABITAT IS FOUND IN THE CDO AREA, THE AREA IS COMPRISED OF DEVELOPED URBAN USES AND DOES NOT CONTAIN	
c.	NO IMPACT	NO WETLANDS (CLEAN WATER ACT 404) EXIST WITHIN THE CDO AREA	
d.	NO IMPACT	THE CDO AREA DOES NOT INCLUDE ANY MIGRATORY WILDLIFE CORRIDORS, WILDLIFE IS NOT ROUTINELY FOUND WITHIN THE CDO AREA, THE CDO AREA IS FULLY URBANIZED	
e.	NO IMPACT	THE CDO AREA DOES NOT INCLUDE HABITAT OR WILDLIFE, THE AREA IS FULLY URBANIZED, NO CHANGES TO LAMC TREE PRESERVATION ARE PROPOSED, ADDITIONAL TREE PLANTING IS REQUIRED BY THE CDO	
f.	NO IMPACT	NO HABITAT CONSERVATION PLANS EXIST FOR THE CDO AREA, NO WILDLIFE HABITAT IS FOUND IN THE CDO AREA	
<b>V. CULTURAL RESOURCES</b>			
a.	LESS THAN SIGNIFICANT IMPACT	HISTORIC RESOURCES ARE DESIGNATED FOR PROTECTION IN THE CDO. HISTORIC RESOURCES ALREADY HAVE ADDITIONAL PROTECTION IF THEY ARE A LISTED HISTORIC-CULTURAL MONUMENT.	
b.	NO IMPACT	NO ALTERATION TO ARCHEOLOGICAL RESOURCES IS PROPOSED. NO KNOWN ARCHEOLOGICAL RESOURCES EXIST IN THE CDO. THE MUNICIPAL CODE, CEQA, AND STATE LAW PROTECT ARCHEOLOGICAL RESOURCES THAT MAY BE SUBSEQUENTLY DISCOVERED	

Impact?	Explanation	Mitigation Measures
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c.	NO IMPACT	NO UNIQUE PALONTOLOGICAL OR GEOLOGIC RESOURCES EXIST IN THE CDO AREA, THE MUNICIPAL CODE, CEQA, AND STATE LAW PROTECT ANY RESOURCES SUBSEQUENTLY DISCOVERED	
d.	NO IMPACT	NO HUMAN REMAINS ARE KNOWN TO EXIST IN THE CDO AREA. THE MUNICIPAL CODE AND STATE LAW PROTECT ANY REMAINS THAT ARE SUBSEQUENTLY DISCOVERED	

#### VI. GEOLOGY AND SOILS

a.	NO IMPACT	THE CDO AREA IS NOT WITHIN THE ALQUIST-PRIOLO FAULT ZONE. ALL PROJECTS SHALL REQUIRE REVIEW BY THE DEPARTMENT OF BUILDING AND SAFETY FOR POTENTIAL HAZARDS, INCLUDING EARTHQUAKE EXPOSURE.	
b.	NO IMPACT	THE CDO AREA IS NOT IN A SPECIAL FAULT AREA BUT LIKE ALL OF SOUTHERN CALIFORNIA IS SUBJECT TO EARTHQUAKES. ALL PROJECTS WILL BE REVIEWED BY THE DEPARTMENT OF BUILDING AND SAFETY TO PREVENT ANY HAZARDS. THE CDO DOES NOT ALTER ANY SAFETY HAZARDS.	
c.	NO IMPACT	THE CDO AREA IS NOT KNOWN TO BE SUBJECT TO LIQUEFACTION. NEVERTHELESS, ALL PROJECTS ARE REVIEWED BY THE DEPARTMENT OF BUILDING AND SAFETY TO CLEAR ANY DANGER OF GROUND FAILURE	
d.	NO IMPACT	THE CDO AREA IS GENERALLY FLAT AND URBANIZED, NO KNOWN LANDSLIDE HAZARD EXISTS	
e.	NO IMPACT	THE CDO ARE IS FULLY URBANIZED AND DOES NOT INCLUDE SUBSTANTIAL EXPOSED TOPSOIL. THE CDO REQUIRES LANDSCAPING IN ALL DEVELOPMENT. NO CHANGES TO EXISTING SOIL REGULATIONS ARE PROPOSED.	
f.	NO IMPACT	THE CDO AREA IS NOT SUBJECT TO KNOWN LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE. ALL PROJECTS ARE EVALUATED BY THE DEPARTMENT OF BUILDING AND SAFETY FOR SAFETY AND CODE COMPLIANCE. THE DEPARTMENT'S ZIMAS SYSTEM DOES NOT NOTE GEOLOGIC HAZARDS IN THE CDO AREA.	

Impact?	Explanation	Mitigation Measures	
g.	NO IMPACT	THE CDO AREA IS NOT KNOWN TO CONTAIN EXPANSIVE SOIL BUT THE DEPARTMENT OF BUILDING AND SAFETY REVIEWS ALL PROJECTS FOR SAFETY AND STABILITY.	
h.	NO IMPACT	THE CDO AREA IS SERVED BY THE MUNICIPAL SEWER SYSTEM. SEPTIC TANKS AND ALTERNATIVE WASTE SYSTEMS ARE NOT ALLOWED WITHIN THE CDO AREA PER THE MUNICIPAL CODE AND THE DEPARTMENT OF BUILDING AND SAFETY.	
<b>VII. HAZARDS AND HAZARDOUS MATERIALS</b>			
a.	NO IMPACT	THE CDO DOES NOT IMPACT THE TRANSPORT, USE OR DISPOSAL OF HAZARDOUS MATERIALS. SOME EXISTING USES IN THE CDO AREA MAY CONTAIN HAZARDOUS MATERIALS SUCH AS COOLANT AND OTHER CHEMICALS AT AUTO USES. THE CDO DOES NOT ALTER ANY EXISTING HAZARDOUS MATERIALS REGULATIONS.	
b.	NO IMPACT	THE PROJECT DOES NOT ENCOURAGE THE USE OF HAZARDOUS MATERIALS, IT INCLUDES PROVISIONS FOR PROPER IDENTIFICATION OF BUILDINGS BY EMERGENCY PERSONNEL. THE CDO DOES NOT ALTER THE EXISTING REGULATION OF HAZARDOUS MATERIALS.	
c.	NO IMPACT	THE PROJECT IS NOT IN A LIQUEFACTION ZONE. HAZARDS ON ALL PROJECTS WILL BE EVALUATED BY THE DEPARTMENT OF BUILDING AND SAFETY. NO ALTERATION TO BUILDING SAFETY RULES ARE PROPOSED.	
d.	NO IMPACT	THE CDO AREA IS NOT KNOWN TO CONTAIN HAZARDOUS MATERIALS GENERALLY BUT DOES INCLUDE GAS STATION AND AUTOMOBILE REPAIR USES WHICH MAY HAVE HAZARDOUS MATERIALS ON-SITE, THE CDO IS A DESIGN RELATED REGULATORY DOCUMENT AND DOES NOT CHANGE ANY ZONING OR OTHER RESTRICTIONS ON HAZARDOUS MATERIALS, IT DOES NOT EXPOSE THE PUBLIC TO HAZARDOUS MATERIALS OR CREATE A HAZARD	

Impact?	Explanation	Mitigation Measures
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e.	NO IMPACT	THE PROJECT IS ADJACENT TO AN AIRPORT WITH A LAND USE PLAN, THE PROPOSED CDO DOES NOT CONFLICT WITH THE ADOPTED AIRPORT LAND USE PLAN, THE CDO AREA IS NOT WITHIN THE LAX SPECIFIC PLAN	
f.	NO IMPACT	THE PROJECT IS ADJACENT TO LAX, IT IS NOT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP. THE CDO IS COMPATABLE WITH THE LAX MASTER PLAN AND THE LAX SPECIFIC PLAN. THE CDO IS OUTSIDE THE LAX SPECIFIC PLAN AREA.	
g.	NO IMPACT	THE CDO CONTAINS SIGNAGE PROVISIONS TO ALLOW FOR IDENTIFICATION OF BUILDINGS BY EMERGENCY PERSONNEL. THE CDO DOES NOT ALTER OR IMPAIR ANY EMERGENCY RESPONSE PLAN.	
h.	NO IMPACT	THE CDO AREA IS NOT SUBJECT TO WILDFIRE AS IT DOES NOT INCLUDE NOT IS IT ADJACENT TO WILDLANDS OR OPEN SPACE. THE CDO AREA IS FULLY URBANIZED AND IS SURROUNDED BY URBAN USES.	

**VIII. HYDROLOGY AND WATER QUALITY**

a.	NO IMPACT	THE CDO DOES NOT ALTER WATER QUALITY REGULATIONS. IT DOES REQUIRE ADDITIONAL LANDSCAPING AND PERMEABLE MATERIALS. ALL PROJECTS WILL CONTINUE TO BE REVIEWED BY THE DEPARTMENT OF BUILDING AND SAFETY AND THE BUREAU OF PUBLIC WORKS FOR WATER QUALITY IMPACTS	
b.	NO IMPACT	GROUNDWATER SUPPLY OR RECHARGE. NO GROUNDWATER WELLS ARE FOUND IN THE CDO AREA. THE CDO ENCOURAGES FURTHER LANDSCAPING AND PERMEABLE SURFACES THAN CURRENTLY EXIST.	
c.	NO IMPACT	NO STREAMS OR RIVERS EXIST IN THE CDO AREA. THE CDO DOES NOT PROPOSE ANY CHANGES TO DRAINAGE OR EROSION REGULATIONS.	
d.	NO IMPACT	THE CDO DOES NOT ALTER EXISTING DRAINAGE PATTERNS AS IT PROPOSES DESIGN STANDARDS AND DOES NOT ALTER EXISTING DRAINAGE RULES. THE DEPARTMENT OF BUILDING AND SAFETY AND BUREAU OF PUBLIC WORKS REVIEW	

Impact?	Explanation	Mitigation Measures
	ALL PROJECTS FOR DRAINAGE SAFETY AND COMPLIANCE. THERE ARE NO STREAMS OR RIVERS IN THE CDO AREA.	
e. NO IMPACT	THE CDO DOES NOT ALTER THE INTENSITY OF DEVELOPMENT NOR STORMWATER RUNOFF REGULATIONS. THE CDO INCLUDES PROVISIONS FOR LANDSCAPING AND IMPERMEABLE SURFACES THAT WILL HELP LIMIT STORMWATER DISCHARGE.	
f. NO IMPACT	THE CDO DOES NOT ALTER DEVELOPMENT INTENSITY OR WATER QUALITY REGULATIONS. THE CDO INCLUDES LANDSCAPING PROVISIONS THAT MAY IMPROVE WATER QUALITY.	
g. NO IMPACT	THE CDO AREA IS NOT IN A MAPPED 100-YEAR FLOOD PLAIN	
h. NO IMPACT	THE CDO AREA IS NOT WITHIN A 100-YEAR FLOOR PLAIN	
i. NO IMPACT	THE CDO AREA IS NOT ADJACENT TO A LEVEE OR DAM. THE CDO DOES NOT IMPACT FLOODING OR ALTER SAFETY REGULATIONS.	
j. NO IMPACT	THE CDO AREA IS FULLY URBANIZED AND NOT SUBJECT TO MUDFLOW. THE AREA IS WITHIN PROXIMITY OF THE PACIFIC OCEAN BUT IS NOT KNOWN TO BE SUBJECT TO SEICHE OR TSUNAMI	
<b>IX. LAND USE AND PLANNING</b>		
a. NO IMPACT	THE CDO SEEKS TO PROVIDE VISUAL CONTINUITY AND INTEGRATION TO THE LOYOLA VILLAGE AREA. NO PHYSICAL BARRIERS OR DIVIDES ARE PROPOSED.	
b. NO IMPACT	THE CDO IS AN IMPLEMENTING TOOL OF THE WESTCHESTER-PLAYA DEL REY COMMUNITY PLAN, IT HAS BEEN FOUND TO BE CONSISTENT WITH ALL PROVISIONS OF THE GENERAL PLAN AND THE ZONING CODE.	
c. NO IMPACT	THERE ARE NO HABITAT CONSERVATION PLANS OR NATURAL COMMUNITY CONSERVATION PLANS FOR THE CDO AREA. THE PROPERTIES WITHIN THE CDO BOUNDARIES ARE FULLY URBANIZED AND DO NOT CONTAIN WILDLIFE.	
<b>X. MINERAL RESOURCES</b>		

Impact?	Explanation	Mitigation Measures
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a.	NO IMPACT	THE CDO AREA IS NOT KNOWN TO CONTAIN MINERAL RESOURCES. THE CDO AREA IS FULLY URBANIZED AND NOT SUBJECT TO MINERAL EXTRACTION.	
b.	NO IMPACT	THE CDO AREA IS NOT KNOWN TO CONTAIN LOCALLY-IMPORTANT MINERAL RESOURCES. THE CDO AREA IS FULLY URBANIZED AND NOT SUBJECT TO MINERAL EXTRACTION. THE CDO AREA IS NOT DELINEATED FOR MINERAL RESOURCES ON ANY GENERAL PLAN, SPECIFIC PLAN OR OTHER REGULATORY DOCUMENT.	

**XI. NOISE**

a.	NO IMPACT	THE CDO DOES NOT PROPOSE CHANGES IN THE RELEVANT NOISE ORDINANCE NOR CHANGES TO THE NOISE ELEMENT OF THE GENERAL PLAN. THE DEPARTMENT OF BUILDING AND SAFETY AND THE LOS ANGELES POLICE DEPARTMENT WILL ENFORCE THE NOISE ORDINANCE.	
b.	NO IMPACT	NO CHANGE IN NOISE STANDARDS OR CONSTRUCTION REGULATIONS ARE PROPOSED. THE DEPARTMENT OF BUILDING AND SAFETY WILL CONTINUE TO REGULATE THE HOURS AND NOISE VOLUME CREATED BY CONSTRUCTION.	
c.	NO IMPACT	THE PROJECT REGULATES THE DESIGN OF BUILDINGS. IT DOES NOT ALTER BUILDING INTENSITY AND THEREFORE DOES NOT RESULT IN A SUBSTANTIAL PERMANENT INCREASE IN NOISE LEVELS.	
d.	NO IMPACT	THE CDO DOES NOT PROPOSE DEVELOPMENT BUT RATHER CREATES STANDARDS AND RESTRICTIONS ON THE DESIGN OF NEW DEVELOPMENT. CONSTRUCTION MAY HAVE NOISE IMPACTS, THOSE IMPACTS ARE GOVERNED BY THE LOS ANGELES MUNICIPAL CODE AND ENFORCED BY THE DEPARTMENT OF BUILDING AND SAFETY.	
e.	NO IMPACT	THE CDO IS ADJACENT TO LAX AND THE LAX SPECIFIC PLAN. THE AIRPORT DOES AND WILL EXPOSE RESIDENTS TO EXCESSIVE NOISE LEVELS. THE CDO DOES NOT ALTER THIS CONDITION. APPROPRIATE MITIGATION FOR AIRPORT NOISE IS HANDLED BY THE LOS ANGELES	

Impact?	Explanation	Mitigation Measures
	WORLD AIRPORTS AND THE DEPARTMENT OF BUILDING AND SAFETY.	
f.	NO IMPACT  THE PROJECT IS WITHIN CLOSE PROXIMITY TO LAX, A MAJOR COMMERCIAL AIRPORT RATHER THAN A PRIVATE AIRSTRIP. LAX IS A MAJOR SOURCE OF NOISE, THE CDO IS A DESIGN-ORIENTED REGULATORY DOCUMENT AND DOES NOT ALTER THAT CONDITION.	
<b>XII. POPULATION AND HOUSING</b>		
a.	LESS THAN SIGNIFICANT IMPACT  THE CDO COMBINED WITH OTHER COMMUNITY EFFORTS MAY INCREASE BUSINESS ACTIVITY AND EXPANSION. NO INCREASE IN DEVELOPMENT CAPACITY IS APPROVED UNDER THE CDO.	
b.	NO IMPACT  THE CDO AREA IS PRIMARILY COMPRISED OF OFFICE AND RETAIL USES. NO SPECIFIC DEMOLITION OF HOUSING IS PROPOSED.	
c.	NO IMPACT  NO DISPLACEMENT IS PROPOSED. THE DEMOLITION OF HOUSING AND RELATED RELOCATION ASSISTANCE IS REGULATED BY THE LOS ANGELES HOUSING DEPARTMENT. NO CHANGES TO THOSE REGULATIONS ARE PROPOSED IN THE CDO.	
<b>XIII. PUBLIC SERVICES</b>		
a.	NO IMPACT  THE CDO AREA IS CURRENTLY ADEQUATELY SERVED BY THE LOS ANGELES FIRE DEPARTMENT. NO INCREASE IN SERVICE DEMAND IS PROPOSED IN THE CDO.	
b.	NO IMPACT  THE CDO AREA IS CURRENTLY ADEQUATELY SERVED BY THE LOS ANGELES POLICE DEPARTMENT. NO INCREASE IN SERVICE DEMAND IS PROPOSED IN THE CDO.	
c.	NO IMPACT  THE CDO AREA IS CURRENTLY ADEQUATELY SERVED BY THE LOS ANGELES UNIFIED SCHOOL DISTRICT. NO INCREASE IN SERVICE DEMAND IS PROPOSED IN THE CDO. THE CDO DOES NOT PROPOSE A SUBSTANTIAL INCREASE IN POPULATION THAT WOULD TRIGGER A SCHOOL CAPACITY IMPACT.	

Impact?	Explanation	Mitigation Measures
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d.	NO IMPACT	THE CDO AREA IS ADJACENT TO A CITY PARK, AND THE GREATER WESTCHESTER AREA IS SERVED BY SEVERAL DEPARTMENT OF RECREATION AND PARKS FACILITIES. NO SUBSTANTIAL INCREASE IN POPULATION IS PROPOSED BY THE CDO, THEREFORE NO SUBSTANTIAL PARK CAPACITY ISSUE IS RAISED.	
e.	NO IMPACT	LINCOLN BOULEVARD AND MANCHESTER THROUGH THE CDO AREA HAVE BEEN UNDERGOING RENOVATION AND UPGRADE. THE CDO AREA IS ADEQUATELY SERVED BY INFRASTRUCTURE AND CITY SERVICES. A MUNICIPAL SERVICE CENTER AND LIBRARY ARE LOCATED ADJACENT TO THE CDO AREA.	

#### XIV. RECREATION

a.	NO IMPACT	NO SUBSTANTIAL INCREASE IN POPULATION IS PROPOSED OR PROJECTED BY THE CDO THEREFORE NO SUBSTANTIAL PARK CAPACITY ISSUE IS RAISED.	
b.	NO IMPACT	THE CDO DOES NOT REQUIRE OR INCLUDE THE CONSTRUCTION OF RECREATIONAL FACILITIES	

#### XV. TRANSPORTATION/CIRCULATION

a.	NO IMPACT	THE CDO DOES NOT PROPOSE A CHANGE IN DEVELOPMENT INTENSITY AND THEREFORE WILL RESULT IN NO SUBSTANTIAL CHANGE IN TRAFFIC. EXISTING ZONING, TRAFFIC IMPACT AND PLANNING RESTRICTIONS WILL REMAIN IN PLACE.	
b.	NO IMPACT	THERE ARE NO TRAFFIC IMPACTS ASSOCIATED WITH THE CDO. THE CDO DOES NOT CONFLICT WITH ANY CONGESTION MANAGEMENT PLAN.	
c.	NO IMPACT	WHILE THE CDO IS ADJACENT TO LAX, NO CHANGE IN AIR TRAFFIC PATTERNS ARE PROPOSED IN THE CDO.	
d.	NO IMPACT	NO NEW HAZARDS ARE PROPOSED IN THE CDO. ALL PROJECTS WILL BE REVIEWED BY THE DEPARTMENT OF BUILDING AND SAFETY FOR SAFETY AND COMPATIBILITY.	

Impact?	Explanation	Mitigation Measures
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e.	NO IMPACT	THE CDO DOES NOT CHANGE DEVELOPMENT INTENSITY NOR EMERGENCY OPERATIONS. THE CDO REQUIRES PROPER IDENTIFICATION OF BUILDINGS FOR EMERGENCY PERSONNEL.	
f.	NO IMPACT	NO CHANGES IN PARKING REGULATIONS ARE PROPOSED IN THE CDO. ALL NEW PROJECTS SHALL PROVIDE ADEQUATE PARKING AS REGULATED BY THE DEPARTMENT OF BUILDING AND SAFETY AND THE DEPARTMENT OF TRANSPORTATION.	
g.	NO IMPACT	THE CDO AREA IS SERVED BY TRANSIT (BUS) SERVICE, PRIMARILY ON LINCOLN, MANCHESTER AND SEPULVEDA. NO CHANGE IN SERVICE OR AMENITIES IS PROPOSED AS A RESULT OF THE CDO.	

**XVI. UTILITIES**

a.	NO IMPACT	THE CDO AREA IS SERVED BY THE BUREAU OF SANITATION WASTEWATER INFRASTRUCTURE. NO CHANGE IN DEVELOPMENT INTENSITY OR RELATED DISCHARGE IS PROPOSED. NEW PROJECTS SHALL REQUIRE REVIEW OF COMPLIANCE WITH WASTEWATER REGULATIONS BY THE DEPARTMENT OF BUILDING AND SAFETY AND THE BUREAU OF SANITATION.	
b.	NO IMPACT	THE CDO AREA IS SERVED BY THE BUREAU OF SANITATION WASTEWATER INFRASTRUCTURE. NO CHANGE IN DEVELOPMENT INTENSITY OR RELATED DISCHARGE IS PROPOSED. EXISTING FACILITIES ARE ADEQUATE AND THEREFORE NO NEW FACILITIES OR EXPANSION IS REQUIRED BY THE CDO.	
c.	NO IMPACT	THE CDO AREA IS SERVED BY THE BOARD OF PUBLIC WORKS STORMWATER INFRASTRUCTURE. NO CHANGE IN DEVELOPMENT INTENSITY OR RELATED DISCHARGE IS PROPOSED. NEW PROJECTS SHALL REQUIRE REVIEW OF COMPLIANCE WITH STORMWATER REGULATIONS BY THE DEPARTMENT OF BUILDING AND SAFETY AND THE BOARD OF PUBLIC WORKS.	

Impact?	Explanation	Mitigation Measures
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d.	NO IMPACT	THE CDO AREA IS SERVED BY THE DEPARTMENT OF WATER AND POWER WATER INFRASTRUCTURE. NO CHANGE IN DEVELOPMENT INTENSITY OR RELATED WATER DEMAND IS PROPOSED. NEW PROJECTS SHALL REQUIRE REVIEW OF COMPLIANCE WITH WATER CONNECTION REGULATIONS BY THE DEPARTMENT OF BUILDING AND SAFETY AND THE DEPARTMENT OF BUILDING AND SAFETY.	
e.	NO IMPACT	THE CDO AREA IS SERVED BY THE BUREAU OF SANITATION WASTEWATER INFRASTRUCTURE. NO CHANGE IN DEVELOPMENT INTENSITY OR RELATED DISCHARGE IS PROPOSED. EXISTING FACILITIES ARE ADEQUATE AND THEREFORE NO NEW FACILITIES OR EXPANSION IS REQUIRED BY THE CDO. THE BUREAU OF SANITATION IS THE SOLE SERVICE PROVIDER FOR WASTEWATER TO THE CDO AREA AND HAS ADEQUATE CAPACITY.	
f.	NO IMPACT	THE CDO DOES NOT PROPOSE CHANGES IN DEVELOPMENT INTENSITY NOR SOLID WASTE VOLUME. NEW PROJECTS ARE REQUIRED BY THE MUNICIPAL CODE AND DEPARTMENT OF BUILDING AND SAFETY TO RECYCLE PORTIONS OF THEIR CONSTRUCTION WASTE. ADDITIONALLY THE CITY REQUIRES RECYCLING OF CERTAIN AMOUNTS OF SOLID WASTE BY ALL SOLID WASTE DISPOSAL CONTRACTORS.	
g.	NO IMPACT	NO CHANGES TO SOLID WASTE REGULATIONS ARE PROPOSED IN THE CDO. NO CHANGES TO THE VOLUME OF SOLID WASTE ARE PROJECTED.	

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE**

a.	NO IMPACT	THE PROPOSED CDO WAS REVIEWED AND FOUND TO HAVE NO SUBSTANTIAL IMPACTS. THE CDO AREA DOES NOT CONTAIN HABITAT, THREATEN WILDLIFE OR HUMAN LIFE. THE CDO DOES NOT RESULT IN IMPACTS TO SUBSTANTIAL HISTORIC RESOURCES.	
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Impact?	Explanation	Mitigation Measures
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b.	LESS THAN SIGNIFICANT IMPACT	<p>THE CDO COMBINED WITH COMMUNITY EFFORTS MAY INCREASE BUSINESS ACTIVITY AND EXPANSION. NO INCREASE IN DEVELOPMENT CAPACITY IS APPROVED UNDER THE CDO. WHILE THE CDO COMBINED WITH OTHER PLANNING EFFORTS WILL INCREASE THE VISIBILITY AND ATTRACTIVENESS OF WESTCHESTER-PLAYA DEL REY, THE COMMUNITY PLAN AND EXISTING ZONING LIMITS GROWTH. NO CHANGES TO THESE LIMITS ARE PROPOSED.</p>	
c.	NO IMPACT	<p>THE CDO DOES NOT HAVE PHYSICAL IMPACTS, NO SUBSTANTIAL ENVIRONMENTAL IMPACTS WILL IMPACT HUMAN BEINGS, DIRECTLY OR INDIRECTLY, THE CEQA GUIDELINES AND CITY THRESHOLDS HAVE BEEN USED TO EVALUATE ALL POTENTIAL IMPACTS OF THE CDO.</p>	