

ORDINANCE NO. _____

An ordinance establishing the Exposition Corridor Transit Neighborhood Plan the boundary of which includes portions of the West Adams-Baldwin Hills-Leimert, Palms-Mar Vista-Del Rey, and West Los Angeles Community Plans.

WHEREAS, in adopting this ordinance establishing the Exposition Corridor Transit Neighborhood Plan (ECTNP), the City Council finds that the supplemental development regulations of the ECTNP are consistent with, and necessary to implement, the programs and policies of the West Adams-Baldwin Hills-Leimert, Palms-Mar Vista-Del Rey, and West Los Angeles Community Plans, the Mobility Plan 2035, and the Framework Element of the General Plan;

WHEREAS, in adopting this ordinance establishing the Exposition Corridor Transit Neighborhood Plan (ECTNP), the City Council finds that the supplemental development regulations of the ECTNP will encourage new residential, mixed-use, commercial, and industrial growth near transit stations, in a manner that will promote transit ridership on the Exposition Light Rail Line and other transit systems, promote the development of high-tech jobs within the transit corridor, and generate tax revenue to fund key City services; and

WHEREAS, in adopting this ordinance establishing the Exposition Corridor Transit Neighborhood Plan (ECTNP), the City Council finds that the transportation infrastructure, including, but not limited to, the Exposition Light Rail Line, will adequately accommodate any traffic generated from the increase in density or intensity permitted in the ECTNP.

NOW, THEREFORE,

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

Section 1. Pursuant to Section 11.5.7 of the Los Angeles Municipal Code (LAMC) and its authority to adopt zoning regulations, the City Council hereby establishes and adopts the attached Exposition Corridor Transit Neighborhood Plan (ECTNP), that is a specific plan, to read in whole as shown in the document attached as Exhibit A. The ECTNP's boundaries are depicted in the map attached as Exhibit B and include portions of the West Adams-Baldwin Hills-Leimert, Palms-Mar Vista-Del Rey, and West Los Angeles Community Plans. The City Council establishes 12 Subareas referred to as Subareas 1 through 12 for those areas shown in Map B of the ECTNP (Exhibit A).

Sec. 2. This ordinance shall not apply to the use and development of the property identified as Assessor Parcel No. 4259019008, provided this property is developed pursuant to Ordinance No. 184528 and the City Planning Case Nos. CPC-2013-2567-GPA-VZC-HD-CU-MCUP-CUX-ZV-SPR, CPC-2015-4455-DA and VTT-72298 (Council File Nos. 16-0763 and 16-0763-S1). Development that is not consistent with Ordinance No. 184528 and the City Planning Case Nos. CPC-2013-2567-GPA-

VZC-HD-CU-MCUP-CUX-ZV-SPR, CPC-2015-4455-DA and VTT-72298 shall comply with the ECTNP.

Sec. 3. This ordinance shall not apply to the use and development of the property identified as Assessor Parcel No. 4260003008, provided the property is developed pursuant to Ordinance No. 185954 and the entitlements found in City Planning Case Nos. CPC-2016-1462-CPA-ZC-HD-CU-SPR, CPC-2016-3880-DA and VTT-74399-CN (Council File Nos. 18-1011 and 18-1011-S1). Development that is not consistent with Ordinance No. 185954 and the entitlements found in City Planning Case Nos. CPC-2016-1462-CPA-ZC-HD-CU-SPR, CPC-2016-3880-DA, and VTT-74399-CN shall comply with the ECTNP.

Sec. 4. **SEVERABILITY.** If any portion, subsection, sentence, clause or phrase of this ordinance is for any reason held by a court of competent jurisdiction to be invalid, such a decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each portion or subsection, sentence, clause and phrase herein, irrespective of the fact that any one or more portions, subsections, sentences, clauses or phrases be declared invalid.

EXHIBIT A

EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

Specific Plan

As Modified by the City Council on July 3, 2018

CPC-2013-621-ZC-GPA-SP

Los Angeles Department of City Planning

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SECTION 1. FUNCTION OF THE SPECIFIC PLAN

1.1. ADMINISTRATION

1.1.1. Exposition Corridor Transit Neighborhood Plan Authority and Boundaries

Pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.7, the City Council hereby establishes the Exposition Corridor Transit Neighborhood Plan (“Specific Plan”) which shall apply to all lots located in whole or in part within the boundaries indicated on the Plan Boundary map (**Map A**) as specifically set forth in this Specific Plan. This Specific Plan serves as both a policy and regulatory document for future development within the Specific Plan boundaries.

1.1.2. Purposes

This Specific Plan intends to:

- A. Direct growth and accommodate new residential, mixed-use, commercial, and industrial development near transit stations.
- B. Retain existing industrial land around transit stations for job-generating uses to accommodate future demand for jobs.
- C. Expand and strengthen the economic base of the City and generate tax revenue to fund key City services.
- D. Accommodate emerging industrial sectors and encourage the clustering of creative, clean industry uses, including high-tech jobs, within the transit corridor.
- E. Allow limited residential development in select industrial areas to promote a mix of uses and increase housing capacity in close proximity to transit stations.
- F. Implement the West Adams–Baldwin Hills–Leimert, Palms–Mar Vista–Del Rey, and West Los Angeles Community Plans.
- G. Create opportunities for the development of new housing that meets the diverse needs and income levels of City residents.
- H. Set forth adjusted Transit Oriented Communities Incentives and required percentages for on-site Restricted Affordable Units for properties in the NI(EC), HJ(EC), HR(EC), MU(EC), and NMU(EC) zones (Subareas 1-10), pursuant to LAMC Section 12.22 A.31(d).
- I. Implement the policies of the General Plan Framework, which include conserving stable single-family neighborhoods and directing growth toward transit corridors.
- J. Reduce greenhouse gas emissions by facilitating alternative modes of transportation and decreasing automobile dependence.
- K. Promote transit ridership on the Exposition Light Rail Line and other transit systems.
- L. Improve the configuration and condition of public rights-of-way to better accommodate all users.

- M. Encourage walking and bicycling as a means to safely and conveniently circulate within and between neighborhoods and to access transit.
- N. Improve pedestrian connections to transit stations, especially where there are freeway overpasses or other physical barriers, including along National Boulevard between Robertson Boulevard and the Culver City station.
- O. Ensure new development is pedestrian-oriented, acknowledges the transit stations, and is compatible with surrounding neighborhoods through building design and site planning.
- P. Provide a network of active street frontages, publicly accessible open spaces, and other community facilities for socializing, placemaking, and community building.

1.1.3. Definitions

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this **Section 1.1.3**. Words and phrases not defined here shall be construed as defined in the Los Angeles Municipal Code (LAMC). The definitions set forth in this ordinance that reference, or incorporate by reference, other statutes or ordinances are deemed to be amended when those statutes or ordinances are amended or renumbered from time to time.

100% Affordable Housing Project. A project that consists solely of on-site Restricted Affordable Units, exclusive of any manager unit(s).

Active Floor Area. Ground floor area that is directly accessible from a building's primary frontage, and that is dedicated to any of the following: retail, Personal Services, community or cultural facilities, Sit-Down Restaurants, On-Site Alcohol Sales, professional offices, creative offices, Live/Work Units, residential lobbies, recreation or meeting rooms.

Active Street. A street designated as such through this Specific Plan, as shown on **Map H**.

Administrative Clearance. A ministerial approval issued by the Director of Planning for Projects in this Specific Plan that is obtained pursuant to applicable Specific Plan regulations.

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

Alternative Compliance. The process set forth in this Specific Plan in **Section 1.3.3.C** and available to eligible properties identified on **Map F**.

Animal Kennel / Hospital. An establishment that boards animals overnight, including those which provide medical services to animals.

Animal Services and Care / Veterinary Clinic. A business establishment engaged in providing services or retail products for the care of animals, and does not board animals overnight.

Area Median Income (AMI). The median income in Los Angeles County, as determined annually by the California Department of Housing and Community Development (HCD) or successor agency, adjusted for household size.

Assembly, Entertainment, or Cultural Use. A use designed for the sole purpose of hosting public or private gatherings for an audience, including space dedicated solely to periodic events or exhibits such as theaters, galleries, or museums.

Auto-Related Use. A Car Wash, or a business that involves the purchasing and selling of new or used automobiles, or any of the following uses, as defined in LAMC Section 12.03: automotive use, automobile dismantling yard, automobile and trailer sales area, automotive repair, and automotive fueling and service station. This term does not include electric vehicle charging stations as defined in California Government Code Section 65850.7.

Automobile Showrooms. An Auto-Related Use that is a facility used for the display, sales, or leasing of automobiles that does not include servicing, repair, storage and/or sales of automotive parts, or outdoor storage.

Average Vehicle Ridership (AVR). A measurement of people to vehicles arriving at a site, calculated as the total number of people arriving at a site over a specified period of time divided by the total number of vehicle trips made to and from that site during the same period.

Base. The maximum density, height, or floor area ratio (FAR) permitted on a Project site by this Specific Plan, excluding any available TNP Bonus.

Bicycle Hub. A facility that provides, at minimum, secure indoor and/or outdoor bicycle parking, a repair station, restrooms, personal lockers and staffed shower facilities.

Bicycle Storage Station. Bicycle Cage or Bicycle Room, as defined in LAMC Section 12.03.

Car Wash. An establishment that provides services related to the on-site cleaning of motor vehicles. This business may include self-service cleaning equipment or fully automated equipment (such as an automotive laundry or wash rack that is power driven or involves steam cleaning machinery).

Commercial Hotel. A building designated or used for or containing six or more guest rooms, or suites of rooms, which may also contain not more than one dwelling unit, but not including any institution in which human beings are housed or detained under legal restraint.

Community Facility. A use whose primary purpose is to provide services and amenities to the general public. Examples include child care facilities; adult day cares; youth centers; health clinics; museums; cultural centers; recreation centers; libraries, schools, and related administrative office uses; public restrooms; and rooms available to the general public for community meetings.

Density Bonus Project. A Project that meets the eligibility requirements of and elects to use the density increases, waivers, and/or incentives set forth in LAMC Sections 12.22 A.25 or 14.00.

Designated Historic Resource. A building, structure, landscaping element, or natural feature listed or designated as a historical resource, either individually or as a contributor to a district, through a local, state, or federal designation program.

Drive-Through Establishment. Any business used for the execution of a sale or business transaction to an individual in a motor vehicle at the time of the sale or transaction.

Educational Institution. As defined in LAMC Section 12.03 and including private colleges and universities.

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

Enhanced Bus Shelter. A structure located at a bus stop that provides shade and amenities meant to serve the transit rider and improve the transit-riding experience, including but not limited to real-time arrival information, lighting, and charging outlets.

Extremely Low Income Household. As defined by California Health and Safety Code Section 50106.

Information Sign. A sign that directs vehicular and pedestrian traffic to parking areas or other on-site destinations or explains parking fees.

Hospital. A general acute care hospital as defined by California Health and Safety Code Section 1250.

Light Manufacturing and Assembly. A business establishment where any on-site processing, fabricating, assembly, or disassembly of items takes place within an enclosed building so that all noise, dust, odors, and other potential nuisances from operations are contained entirely on-site. Typical items for processing, fabricating, assembly, or disassembly under this use include, but are not limited to, apparel, apparel accessories, computers, decorations, electronic devices, food, instruments, jewelry, and textiles. This term does not include Noxious Uses.

Live/Work Unit. A residential occupancy of one or more rooms or floors used as a dwelling unit with adequate work space reserved for and regularly used by one or more persons residing there and Non-Residential employees. A Live/Work Unit combines both Residential and Non-Residential Uses within a single unit. For purposes of this Specific Plan, Live/Work Units shall be considered a residential use, except where expressly stated otherwise.

Lower Income Household. As defined by California Health and Safety Code Section 50079.5.

Mobility Amenity. A facility that enables or enhances safe, comfortable, and efficient public access to and from transit stations and the surrounding neighborhood or local destinations via a variety of transportation modes, including but not limited to: a Mobility Hub; a Bicycle Hub; a Bicycle Storage Station; or a bicycle corral.

Mobility Hub. A facility that supports utilization of transit by providing multimodal transportation services and activities around transit stations to maximize access for transit riders. Such facilities include bicycle share stations, secure bicycle parking, and carshare spaces, and may also include a kiosk with real-time travel information and an integrated transit purchase interface, bus stops and layover zones, transit shelters with real-time arrival information, taxi or rideshare waiting/call areas, WI-FI service, repair facilities, retail, public restrooms, and open space.

Neighborhood-Serving Use. The retail sale of goods or services for the patronage of local residents on a regular basis, including: apparel; art gallery; art supplies; athletic/sporting goods; bakery; barber shop or beauty parlor; bars; books or cards; bicycle sales and repairs; cafes; clock or watch sales and/or repair; computer sales and/or repair; copying services; drug store; dry cleaner; fabrics or dry goods; financial services; fitness studio; florist; food/grocery store, including

supermarket, produce, cheese and meat market and delicatessen; hardware; household goods and small appliances; laundry or self-service laundromat; learning center; locksmith; newsstand; optician; photographer; photographic equipment and repair; restaurants; shoe repair; Sit-Down Restaurants; stationery; tailor; toys; and other similar retail and services as determined by the Director of Planning.

Non-Residential Use. A use that does not contain dwelling units, including Commercial Hotels or similar uses (motel, lodge, motor inn, etc.).

Noxious Use. An establishment which requires a permit from South Coast Air Quality Management District related to the following activities: petroleum refining, chemical manufacturing, plastics and resin manufacturing, pharmaceutical manufacturing, paint and coatings, iron and steelmaking, secondary smelting and refining, metal manufacturing, electroplating, metal processing, chrome plating, circuit board manufacturing, oil and gas production wells, and automobile manufacturing.

Nursing and Residential Care Facility. An establishment providing medical or assisted living care to patients and offering short- and long-term overnight care.

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

Personal Services. An establishment engaged in personal service-oriented sales to the general public, such as hair salons, dry cleaners, financial services, and repair and service of consumer goods.

Prevailing Front Setback. The average depth of the front Setbacks of lots on a block face where such lots have front Setbacks that vary in depth by not more than 10 feet and comprise 40 percent or more of the frontage on the block face (see LAMC Section 12.08 C.1).

Publishing, Motion Picture, and Broadcasting. A use engaged in the production of film, video, audio, print, and other media, but excluding movie houses and theatres.

Public Benefit. A Project feature that serves a public purpose benefitting the Plan area, particularly to improve mobility, accessibility, affordability, and quality of life in a neighborhood.

Publicly Accessible Open Space (PAOS). Open space for public gathering, circulation, and/or recreation, privately owned and maintained but intended to serve and be accessible to residents, employees, and visitors.

Recreation Facility or Gym. A facility used for indoor and/or outdoor recreational activities.

Repair and Maintenance Facility. A facility used for the repair or servicing of industrial, business, or consumer machinery, equipment, products, or product-components. The repair and service of consumer goods falls into the Retail and Personal Services category.

Research and Development. Any establishment engaged in scientific and technical research leading to the development of new products and processes, including development/testing activities and prototype fabrication.

Residential Use. Those uses first permitted in any R zone, including dwelling units, guest rooms, and Live/Work Units, and not identified as a Non-Residential Use.

Restricted Affordable Unit. A residential unit for which the amount of rent or mortgage payment is restricted by a covenant so as to be affordable to and occupied by Extremely Low, Very Low, Lower, or Moderate Income households as defined by the California Department of Housing and Community Development (HCD) or successor agency or the United States Department of Housing and Urban Development (HUD), as verified by the Housing & Community Investment Department (HCIDLA).

Retail Sales. A use involving the direct sale and/or rental of new or used goods to the final consumer.

Retail Street. A street designated as such in this Specific Plan, as shown on **Map H**.

Sensitive Land Use. Residences, schools and schoolyards, parks and playgrounds, athletic facilities, day or childcare facilities, nursing homes, hospitals, long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, and residential communities.

Server Farms. A use established for the primary purpose of providing operational facilities for, but not limited to, the storage of phone equipment, computers, and/or internet data.

Setback. As defined in LAMC Section 12.03: Yard; Yard, Front; Yard, Side; and Yard, Rear.

Shadow-Sensitive Use. Routinely usable outdoor spaces associated with public parks, schools, childcare facilities, hospitals and healthcare or social service facilities, convalescent homes, or horticultural nurseries.

Shared Street. A street that provides a slow-speed (as determined by LADOT) environment where cars, scooters, motorcycles, bicycles, and pedestrians are able to all comfortably utilize the same space, and that complies with standards set forth in the City of Los Angeles Department of Public Works, Bureau of Engineering Standard Plan No. S-470-1, as amended.

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

Streetscape. Elements in the public right-of-way that delineate a street's multimodal use, including street trees and landscaping, sidewalk paving, street furniture, street lighting, bus zone amenities, pedestrian crossings, curb extensions, parking lane planters, raised landscaped medians, bioswales, seating and benches, and trash receptacles.

Streetwall. The portion of the building facade that is regulated by **Table J**.

Transit Neighborhood Plan Bonus (TNP Bonus). Any available increase over the Base permitted to be built on a Project site by this Specific Plan.

Transit Neighborhood Plan Bonus Project (TNP Bonus Project). A Project that utilizes any available TNP Bonus.

Transit Oriented Communities Project (TOC Project). A Project that meets the requirements of and elects to use the density increases, waivers, and incentives set forth in LAMC Section 12.22 A.31 and its implementing guidelines.

Trucking and Transportation Terminal. A use related to the dispatching, maintenance and long-term or short-term storage of large vehicles such as tractor-trailers, catering trucks, shipping vessels, helicopters, and locomotives used or maintained primarily for the transportation of property. This does not include public or passenger transportation terminals or facilities.

Utility Facility. A use that provides the transfer or delivery of power, water, natural gas, sewage, stormwater runoff, or telephone and related communication services, that is not exempted from land use permit requirements by California Government Code Section 53091.

Very Low Income Household. As defined by California Health and Safety Code Section 50105.

Vocational School. An establishment that provides job training and educational facilities for a variety of technical skills.

Warehouse/Storage Building. As defined by California Commercial Code Section 7102. This term includes a cold storage facility, storage of commercial goods or personal items, and distribution facility or center.

1.1.4. Relationship to Other Zoning Regulations

- A. The regulations of this Specific Plan are in addition to those set forth in the Planning and Zoning code provisions of Chapter 1 of the Los Angeles Municipal Code (LAMC), as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in the LAMC or other ordinances, except as specifically provided for herein. The Specific Plan serves to establish the zoning for the properties located within its boundaries. It is intended, therefore, to serve as a zoning designation for purposes of California Public Resources Code Section 21083.3.
- B. All references to sections of the Los Angeles Municipal Code shall be deemed references to those sections as they are amended, modified, or renumbered from time to time. At the discretion of the Director, the Plan may be administratively modified for clarity to reflect any such amendments, modifications, or renumbering.
- C. **Conflicting Regulations.** Wherever this Specific Plan contains regulations that are different from, more restrictive, or more permissive than would be allowed or required pursuant to the provisions contained in the LAMC or any other relevant ordinances (including, but not limited to, standards such as heights, uses, parking, open space, Setbacks or Building Lines, or landscape requirements), this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances, unless otherwise stated in this Specific Plan.
- D. **Westwood/Pico Neighborhood Oriented District.** The regulations found in the Westwood/Pico Neighborhood Oriented District (Ordinance No. 171,859), including use prohibitions and signage regulations, apply to properties that are located within both the boundaries of the Westwood/Pico Neighborhood Oriented District and this Specific Plan and shall take precedence over any conflicting regulations set forth in this Specific Plan.
- E. **Specific Plan Procedures.** The application requirements and procedures of LAMC Section 11.5.7 shall apply to all Projects in the Specific Plan boundaries unless stated otherwise in this Specific Plan, as set forth in **Section 1.3.3**.
- F. **Site Plan Review Approvals.** Project review pursuant to the Site Plan Review regulations in LAMC Section 16.05 is not required for Projects within the Specific Plan boundaries, but Projects

shall be subject to the site planning and environmental review provisions set forth in this Specific Plan.

- G. **Developments Combining Residential and Commercial Uses.** Project review pursuant to the Developments Combining Residential and Commercial Uses regulations in LAMC Sections 12.22 A.18 and 12.24 V is not required for Projects within the Specific Plan boundaries, but Projects shall be subject to the mixed-use development and environmental review provisions set forth in this Specific Plan.
- H. **Major Development Projects.** Project review pursuant to the Major Development Projects regulations in LAMC Section 12.24 U.14 is not required for Projects within the Specific Plan boundaries, but Projects shall be subject to large-scale development and environmental review provisions set forth in this Specific Plan.
- I. **Mini-Shopping Centers and Commercial Corner Development.** Project review pursuant to the Mini-Shopping Centers and Commercial Corner Development regulations in LAMC Sections 12.22 A.23 and 12.24 W.27 is not required for Projects within the Specific Plan boundaries located in the NI(EC), HJ(EC), HR(EC), MU(EC), or NMU(EC) zone (Subareas 1-10), but such Projects shall be subject to site planning and environmental review provisions set forth in this Specific Plan.
- J. **Conditional Use Permit for Commercial Hotels.** Commercial Hotels proposed in the NI(EC), HJ(EC), HR(EC), MU(EC), or NMU(EC) zones (Subareas 1-10) and located within 500 feet of any A or R zoned property are required to obtain a Conditional Use Permit complying with the procedures in LAMC Section 12.24 W. Commercial Hotels proposed in all other zones shall be regulated pursuant to LAMC Section 12.24 W, as applicable.
- K. **Citywide Transportation Demand Management Requirements.** The transportation demand management requirements in this Specific Plan are in addition to the requirements for transportation demand management and trip reduction measures set forth in LAMC Section 12.26 J.
- L. **Citywide Rent Stabilization Ordinance.** Nothing in this Specific Plan is intended to override or conflict with the regulations set forth in LAMC Section 151.00, et seq. that provide for the regulation of rents for applicable residential units, including any requirements regarding replacement of units and tenant rights.
- M. **Affordable Housing Linkage Fee.** Nothing in this Specific Plan is intended to override or conflict with the regulations set forth in LAMC Section 19.18 that place a fee on certain new market-rate residential, mixed-income residential, and non-residential development to provide local funding for affordable housing.
- N. **Citywide Density Bonus and Qualified Permanent Supportive Housing.** Nothing in this Specific Plan is intended to override or conflict with the regulations set forth in LAMC Sections 12.22 A.25 or 14.00 A.13 that provide bonuses, waivers, and incentives for certain affordable housing projects. Projects may utilize bonuses, waivers, and incentives for certain affordable housing projects pursuant to LAMC Sections 12.22 A.25 and 14.00 A.13, applied to the Base FAR or other applicable base development rights for that zone. Projects that obtain density, height, or FAR bonuses, incentives, waivers, or concessions pursuant to LAMC Sections 12.22 A.25 or 14.00 A.13, or any other State or local program, including Government Code Sections 65915-65918, may not use any TNP Bonus (height or FAR) available through this Specific Plan.

- O. **Transit Oriented Communities Affordable Housing Incentive Program.** Nothing in this Specific Plan is intended to override or conflict with the regulations set forth in LAMC Section 12.22 A.31 that provide bonuses, waivers, and incentives for certain affordable housing projects unless expressly stated to the contrary. The TNP Bonus system of this Specific Plan functions as an individual Transit Oriented Communities (TOC) Affordable Housing Incentive Area pursuant to LAMC Section 12.22 A.31(d) for the NI(EC), HJ(EC), HR(EC), MU(EC), and NMU(EC) zones (Subareas 1-10), with such projects utilizing these incentives herein referred to as a “TNP Bonus Project.” Properties in all other zones within the Specific Plan boundaries shall be eligible for applicable provisions of the Citywide Transit Oriented Communities Affordable Housing Incentive Program Guidelines, with such projects utilizing these incentives herein referred to as a “TOC Project.” For purposes of determining TOC incentives, the R3(EC) zone shall be treated like the R3 zone.

TABLE A: SUMMARY OF INCENTIVE PROGRAM ELIGIBILITY

	Density Bonus, Permanent Supportive Housing LAMC §§ 12.22 A.25, 14.00 A.13	Transit Oriented Communities LAMC § 12.22 A.31	TNP Bonus <i>this Specific Plan</i>
Properties Within Specific Plan Subareas			
Subareas 1-10 <i>NI(EC), HJ(EC), HR(EC), MU(EC), NMU(EC) Zones</i>	Eligible	N/A	Eligible
Subareas 11-12 <i>RAS4, R3, R3(EC) Zones</i>	Eligible	Eligible	N/A
Properties Not Within Specific Plan Subareas			
All Zones	Eligible	Eligible	N/A

This figure is provided for illustrative purposes only and is not regulatory.

1.1.5. Uses and Buildings Made Nonconforming by This Plan

Any legally existing uses, buildings, or structures that are made nonconforming by the establishment of this Specific Plan shall be deemed to be legal nonconforming uses, buildings, or structures and may continue to exist, in accordance with LAMC Section 12.23.

1.1.6. Interpretation

If there is any conflict between the text of this Specific Plan and the tables, maps, or illustrations provided herein, the text shall control. When there is a lack of clarity in the meaning of the Specific Plan’s regulations, the Director of Planning may issue a written interpretation of the Specific Plan’s regulations either upon application by an applicant or upon the Director of Planning’s own initiation.

1.1.7. Severability

If any portion, subsection, sentence, clause or phrase of this Specific Plan is for any reason held by a court of competent jurisdiction to be invalid, such a decision shall not affect the validity of the remaining portions of this Specific Plan. The City Council hereby declares that it would have passed this Specific Plan and each portion or subsection, sentence, clause and phrase herein, irrespective of the fact that any one or more portions, subsections, sentences, clauses, or phrases may be declared invalid.

1.2. APPLICABILITY OF THE SPECIFIC PLAN

1.2.1. Definition of a Project

A Project in this Specific Plan is any of the following:

- A. Any activity on a lot located entirely or partially within the Specific Plan boundaries (see **Map A**), which requires the issuance of a building, grading, demolition, or change of use permit, with the following exemptions:
 - 1. the activity consists solely of interior rehabilitation/repair work that does not affect the exterior of the building or structure.
 - 2. the activity occurs on property zoned R1 (One-Family Zone) or R2 (Two-Family Zone).
 - 3. a land use approval was obtained from the City for the activity prior to the effective date of this Specific Plan and the land use approval is still valid.
 - 4. an application for a land use approval required for the activity has been filed and deemed complete by the Department of City Planning prior to the effective date of this Specific Plan, for the rights provided by the land use approval.
 - 5. entitlements required for the activity were previously approved and those entitlements have vested rights pursuant to LAMC Section 12.26 A.3.
 - 6. the activity is the removal and/or remediation of an underground tank, or seismic reinforcement/retrofitting.
 - 7. the activity is required to comply with an order issued by the Department of Building and Safety for the repair of an unsafe or substandard condition, for the specific unsafe or substandard condition to which the order refers.
- B. **West Pico Design Standards District.** Any activity involving the construction of, erection of, alteration to, or addition to any sign within the West Pico Design Standards District (see **Map B**).

1.2.2. Applicability of Specific Plan Regulations

Regulations are included in the Specific Plan to achieve its Purposes. Not every regulation applies to every property within the Specific Plan boundaries; applicability of regulations vary by Subarea, zoning designation, and street designation.

The Specific Plan establishes urban design and streetscape regulations applicable to the entire Specific Plan area.

The Specific Plan also contains several Subareas, as shown on **Map B**, to accomplish its purposes through the establishment of additional development standards and public benefit requirements, as well as allowable heights and exceptions to Specific Plan regulations regarding land uses and parking. Subareas include areas proximate to Expo Line stations and connecting mobility corridors. Zoning classifications established within this Specific Plan are only applied within these Subareas.

The applicability of each Specific Plan section is as follows:

- **SECTION 1 ADMINISTRATION:** This section establishes the Specific Plan, identifies its purposes, and establishes rules governing its relationship with other zoning regulations, rules governing uses made nonconforming by this Specific Plan, rules for the interpretation of the Specific Plan, and review procedures for a Specific Plan approval. This section applies to all properties within the Specific Plan boundaries (see **Map A**).
- **SECTION 2 ZONING AND DEVELOPMENT STANDARDS:** This section establishes allowable uses, floor area ratios, heights, and development standards for open space and parking. This section applies to all Projects within a Specific Plan Subarea (see **Map B**).
- **SECTION 3 PUBLIC BENEFITS:** This section establishes Public Benefits, including affordable housing requirements, for Projects seeking any TNP Bonuses under this Specific Plan. This section applies to all Projects within a Specific Plan Subarea developed on a property zoned NI(EC), HJ(EC), HR(EC), MU(EC), or NMU(EC) (Subareas 1-10; see **Map E**).
- **SECTION 4 URBAN DESIGN STANDARDS:** This section establishes urban design standards regarding building form, orientation, architectural treatment, open space design, vehicle access and parking, and signs. This section applies to all Projects within the Specific Plan boundaries (see **Map A**) except changes of use; sign standards apply only to Projects within the West Pico Design Standards District (see **Map B**).
- **SECTION 5 ENVIRONMENTAL SCOPE REVIEW:** This section establishes the environmental scope review. This section applies to all Projects within the Specific Plan boundaries (see **Map A**).

1.2.3. Use of Design Guidelines

The Urban Design Guidelines in **Appendix C** of this Specific Plan and any other applicable citywide design guidelines are not mandatory or required for an Administrative Clearance. The guidelines should be used by decision makers in the review and approval of discretionary zoning approvals within the Specific Plan boundaries that require findings related to neighborhood compatibility, the degradation or benefit of the Project to surrounding properties and the community, and conformity with the intent and purpose of the Specific Plan. Such zoning approvals include, but are not limited to, Specific Plan Adjustments, Specific Plan Exceptions, and conditional use permits under LAMC Section 12.24.

Nothing in this section, the Exposition Corridor Transit Neighborhood Plan, or any other applicable citywide design guidelines shall allow decision makers to approve, deny, or condition a discretionary approval based on guidelines related to signs. Any design guidelines related to signs in **Appendix C** of this Specific Plan or any other citywide design guidelines are for guidance only.

TABLE B: APPLICABILITY OF THE SPECIFIC PLAN

Section	Applicability	Reference
Section 1: Function of the Specific Plan	Projects Within Specific Plan Boundaries	Map A
Section 2: Zoning & Development Standards	Projects Within Specific Plan Subareas	Map B
Section 3: Public Benefits	Projects Within Specific Plan Subareas zoned NI(EC), HJ(EC), HR(EC), MU(EC), or NMU(EC) (Subareas 1-10)	Map B; Map E
Section 4: Urban Design Standards	Projects Within Specific Plan Boundaries; Sign Standards Apply to Projects Within the West Pico Design Standards District	Map A; Map B
Section 5: Environmental Scope Review	Projects Within Specific Plan Boundaries	Map A
Appendix A: Community Amenities Menu	Projects Within Specific Plan Subareas zoned NI(EC), HJ(EC), HR(EC), MU(EC), or NMU(EC) (Subareas 1-10)	Map B; Map D
Appendix B: Street Standards	Projects Within Specific Plan Boundaries Along Specific Streetscape Segments	Map C
Appendix C: Urban Design Guidelines	Projects Within Specific Plan Boundaries Requiring Discretionary Approval	Map A
Appendix D: Environmental Standards	Projects Within Specific Plan Boundaries	Map A

FIGURE A: OVERVIEW OF SPECIFIC PLAN REGULATIONS

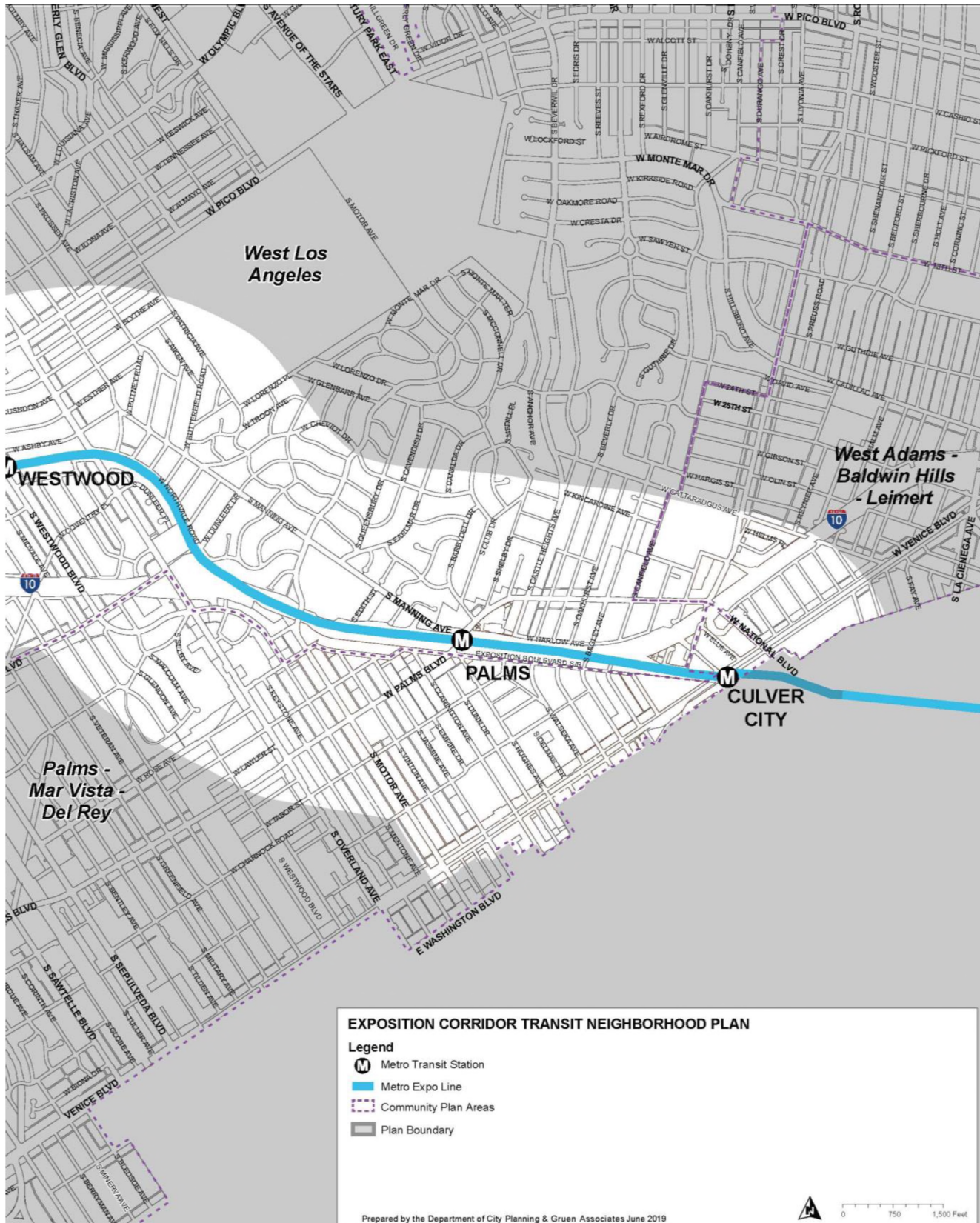
		SPECIFIC PLAN BOUNDARIES								
		Within a Subarea							Not Within a Subarea	
		NI(EC)	HJ(EC)	HR(EC)	MU(EC)	NMU(EC)	RAS4	R3	R3(EC)	All Other
Zone		NI(EC)	HJ(EC)	HR(EC)	MU(EC)	NMU(EC)	RAS4	R3	R3(EC)	All Other
Includes portions of Subarea(s)...		1-3,5	1,3,4	2	6-9	10	11	12		
Section 1.1.4. Incentive Program Eligibility										
Density Bonus (LAMC § 12.22 A.25) & PSH (LAMC § 14.00)		X	X	X	X	X	X	X	X	X
TOC Guidelines (LAMC § 12.22 A.31)							X	X	X	X
TNP Bonuses (this Specific Plan)		X	X	X	X	X				
Section 2.2. Uses										
Residential Density										
		No limit based on lot area					per LAMC	per LAMC	1 unit per 1,200 SF of lot area	per LAMC
Minimum Non-Residential Use										
Base	100% or 65%* Supportive Housing exempt	70%	30%	20%						
TNP Bonus	100% or 45%* Supportive Housing exempt	70% or 2 FAR**	25-30%**	10-20%**						
*If Residential Uses are composed entirely of Live/Work Units, Base Projects are permitted 35% residential uses, and Bonus Projects are permitted 65% residential uses										
**See Table D for details										
Maximum Retail Tenant Size										
	5,000 SF	20,000 SF*								
*All retail uses in Subarea 8 exempt; grocery stores in Subareas 6-8 exempt										
Section 2.3. Floor Area Ratio										
Base	2.5	2 or 2.5*	2 or 2.5*	2	2	per LAMC	per LAMC	per LAMC (same as R3)	per LAMC	
TNP Bonus	4	4	4	3.6	3					
*Projects in the HJ(EC) and HR(EC) zones composed entirely of Non-Residential uses are permitted a Base FAR of 2.5; all other Projects are permitted a Base FAR of 2										
Section 2.4. Height										
Minimum Streetwall Height	See Table L									
Base	Determined according to Subarea; see Table G & Map G					per LAMC	per LAMC	per LAMC (same as R3)	per LAMC	
TNP Bonus					50'					
If Ground Floor is Taller Than 15', Then Building Can Exceed Height Limit by 5'	X	X	X	X						
Section 2.5. Open Space										
Requirements	See Section 2					per LAMC	per LAMC	per LAMC (same as R3)	per LAMC	
Eligible for PAOS Reduction	X	X	X	X	X	X				
Section 2.6. Mobility & Parking										
Requirements										
Transit Benefits	X	X	X	X	X	X				
Electric Vehicle Ready Spaces	X	X	X	X	X	X	X	X		
Unbundling	X	X	X	X	X	X				
Exemptions										
Change of Use	X	X	X	X	X	X				
Neighborhood Serving Uses				Subarea 9 only	X	X				
Reductions										
Carshare	X	X	X	X	X	X	X	X		
Shared Parking	X	X	X	X	X	X				
Affordable Housing	See Section 2.6.2.F (3)									per LAMC

This figure is provided for informational purposes only and is not regulatory.

MAP A: PLAN BOUNDARY



MAP A: PLAN BOUNDARY



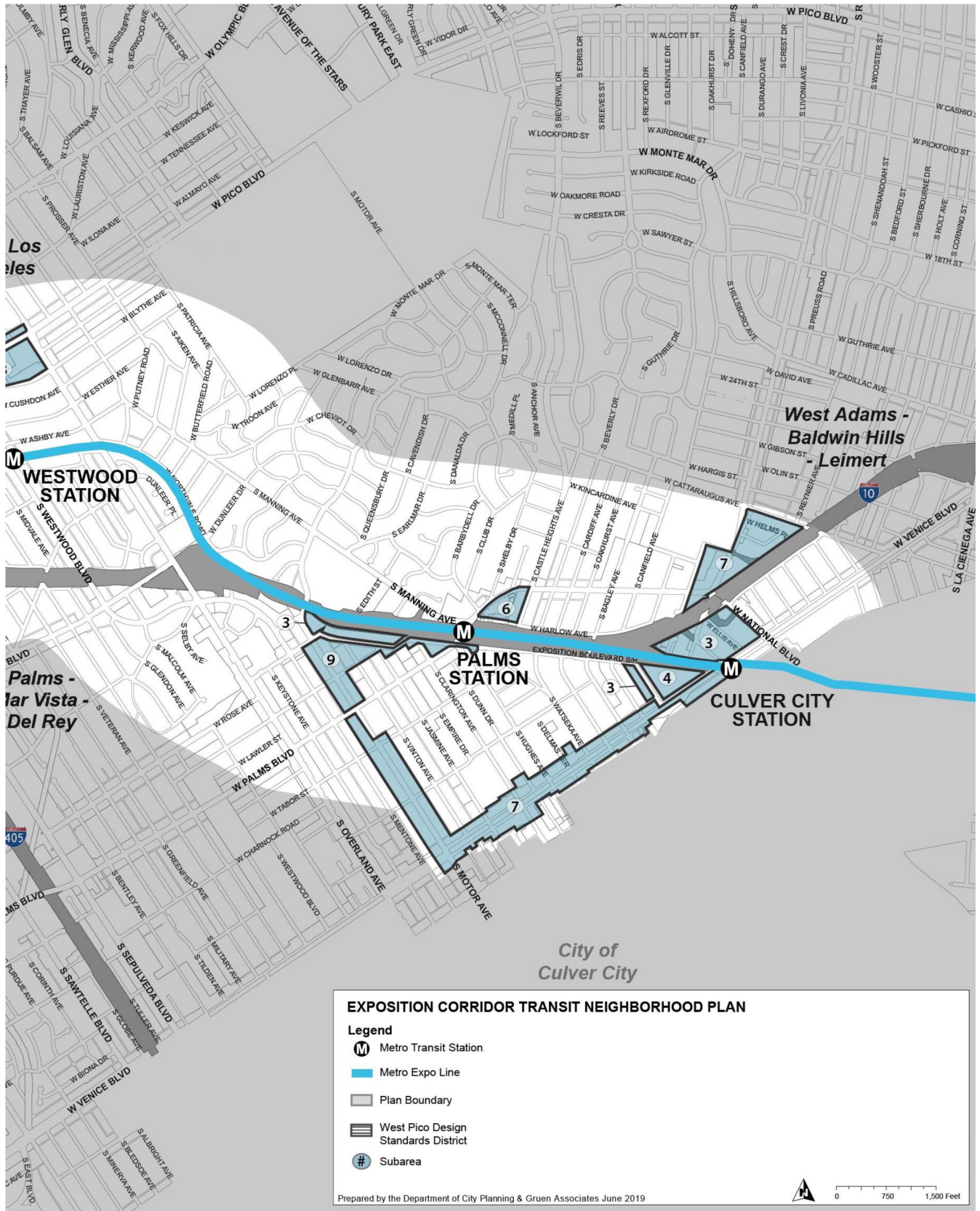
EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

Legend

- Metro Transit Station
- Metro Expo Line
- Plan Boundary
- West Pico Design Standards District
- Subarea

Prepared by the Department of City Planning & Gruen Associates June 2019

MAP B: PLAN SUBAREAS



1.3. REVIEW PROCEDURES

These review procedures apply to all Projects, as defined in **Section 1.2.1.**, within the Specific Plan boundaries regardless of whether the Project is located within a Specific Plan Subarea or is subject to Specific Plan “EC” zoning classifications.

1.3.1. Prohibition of Issuance of Permits Prior to Specific Plan Approval

The Department of Building and Safety shall not issue any building, grading, demolition, or change of use permit for any Project within the Specific Plan boundaries (in whole or in part) unless the Project has been reviewed and approved in accordance with this Specific Plan.

1.3.2. Filing Requirements for Multiple Approvals

When an applicant applies for any discretionary approval under LAMC Chapter 1 for a property located in whole or in part within the Specific Plan boundaries, the applicant shall also apply for a Specific Plan approval pursuant to this subsection. A Director’s Determination for Alternative Compliance, a Specific Plan Adjustment, or a Specific Plan Exception shall be a quasi-judicial approval for purposes of LAMC Section 12.36 A, and shall be processed pursuant to the procedures in LAMC Section 12.36, if applicable.

1.3.3. Specific Plan Approval

All Project applicants shall file an application with the Department of City Planning, on a form provided by the Department, and shall include all information required by the instructions on the application. The application requirements and procedures of LAMC Section 11.5.7 shall apply to all Projects (as defined in **Section 1.2.1**) within the Specific Plan boundaries unless otherwise stated in this Specific Plan.

A. **Content of Application.** Applications must include the following, as applicable:

1. For Projects that result in net new square footage, a Vehicle Trip Generation Analysis pursuant to **Section 5.1**.
2. For Projects that require Community Amenities, pursuant to **Section 3**:
 - a. The Project’s total point calculation and a description of the Community Amenities provided with their associated point values.
 - b. Where a Community Amenity is a physical improvement, the improvement shall be shown on the Project site plan (or a separate site plan, if the improvement is located off-site) or other relevant drawing(s).
 - c. Where a Community Amenity involves Streetscape improvements, conceptual level drawings of those improvements, to the satisfaction of the Department of Public Works.
 - d. If a Project is proposing a Community Amenity that is not listed in the Community Amenities Menu (**Appendix A**), the Project application shall include a validated cost estimate (**Section 3.3.2. B.2**).
3. Any additional materials and studies required by this Specific Plan, as relevant to the Project. These may include, but are not limited to, a shared parking analysis (see **Section 2.6.2.**),

transportation demand management plan (see **Section 3.4.**), or applicable technical studies to determine environmental scope (see **Section 5**).

B. Administrative Clearance.

1. **Director Approval.** The Director of Planning shall grant an Administrative Clearance after reviewing the Project and finding that it is in compliance with all applicable provisions of the Specific Plan as indicated by a plan stamped by the Department of City Planning.
2. **Non-Appealable Ministerial Approval.** The approval of an Administrative Clearance is not subject to appeal and is not discretionary for the purposes of CEQA Guidelines Sections 15060(c)(1) and 15268.
 - a. **Scope of Review.** In reviewing a Project for Administrative Clearance, the Director of Planning shall review the Project for compliance with those regulations that are applicable to the proposed scope of construction or use. For example, a Project that involves only facade improvements shall comply with applicable facade standards, but need not comply with parking lot standards.

C. Director's Determination for Alternative Compliance.

1. **Applicability.** Projects located on properties eligible for Alternative Compliance (see **Map F**) that do not comply with the minimum Non-Residential Use requirements for the zone of the property, per **Section 2.2.3.** of this Specific Plan, shall obtain a Director's Determination for Alternative Compliance. Such Projects shall comply with all other requirements of this Specific Plan. Projects located on sites not identified on **Map F** may pursue a Specific Plan Adjustment pursuant to **Section 1.3.3.** to permit a Project to be eligible for a Director's Determination for Alternative Compliance.
2. **Procedure.** The Director of Planning will review and approve, conditionally approve, or disapprove an application for a Director's Determination for Alternative Compliance, adhering to the discretionary review procedure in LAMC Section 11.5.7 C (Project Permit Compliance Review).
3. **Residential Dwelling Unit Limit.** Under the procedure for a Director's Determination for Alternative Compliance, a cumulative maximum of 1,200 dwelling units may be approved within the Specific Plan boundaries in excess of what is otherwise allowed.
 - a. The number of dwelling units in a Project that are counted toward this cap is calculated from the square footage of Residential Use in the Project greater than what is allowed within the zone, divided by the Project's average square footage per dwelling unit. If the resulting number is a fraction, then it shall be rounded up to the nearest whole number.
 - b. No Project that results in dwelling units that exceed the 1,200 Alternative Compliance dwelling units cap may be approved unless a Specific Plan Amendment has been approved pursuant to LAMC Section 11.5.7 G. Projects requiring an amendment to this Specific Plan shall conduct Project-specific environmental CEQA review.
4. **Findings.** To grant a Director's Determination for Alternative Compliance, the Director of Planning or designee shall make the findings in LAMC Section 11.5.7 C.2. and in addition shall provide a written finding as to the Project's compliance with **Section 1.3.3.C.3**, as well as a written finding of substantial compliance with the Urban Design Guidelines in **Appendix C**.

5. **Appeals.** The written determination on a Director's Determination for Alternative Compliance is subject to appeal adhering to the procedures in LAMC Section 11.5.7 C.6.
 6. **Time Limit.** Notwithstanding any other provisions of the Code, approvals pursuant to this Director's Determination for Alternative Compliance process shall expire consistent with the expiration terms for quasi-judicial approvals in LAMC Section 12.36 G.3. Should an Alternative Compliance approval expire, the associated dwelling units may be reallocated to future Alternative Compliance projects.
 7. **CEQA.** Approval of a Director's Determination for Alternative Compliance is a discretionary approval for purposes of CEQA Guidelines Section 15060(c)(1).
- D. **Modification of a Director's Determination for Alternative Compliance.** Modification of a Director's Determination for Alternative Compliance shall be made according to the procedures in LAMC Section 11.5.7 D.
1. **CEQA.** Approval of a Modification to a Director's Determination for Alternative Compliance is a discretionary approval for purposes of CEQA Guidelines Section 15060(c)(1).
- E. **Specific Plan Adjustments.** Adjustments from certain Specific Plan regulations shall be made according to the procedures in LAMC Section 11.5.7 E, except as set forth in this Specific Plan.
1. **Eligible Regulations.** Adjustments for minor deviations from Specific Plan regulations shall be limited to development regulations in this subsection.
 - a. Adjustments to required minimum or maximum building coverage of up to 10 percent;
 - b. Adjustments to Active Floor Area and/or ground floor transparency requirements of up to 20 percent;
 - c. Adjustments to open space area requirements of up to 20 percent;
 - d. Adjustments to required amount of landscaped area or landscaping type within open space of up to 20 percent;
 - e. Adjustments to minimum parking spaces of up to 10 percent;
 - f. Adjustments to permit a Project to be eligible for a Director's Determination for Alternative Compliance on sites not identified on **Map F**; and
 - g. Minor adjustments from other Specific Plan development regulations, which do not substantially alter the execution or intent of those regulations to the proposed Project, and which do not change the permitted floor area ratio, density or intensity, height or bulk, or Setbacks regulated by this Specific Plan.
 2. **Findings.** In addition to the required findings in LAMC Section 11.5.7 E.3., the Director shall find that the Project substantially complies with the Urban Design Guidelines attached as **Appendix C** to this Specific Plan or any applicable citywide design guidelines.
 3. **CEQA.** Approval of a Specific Plan Adjustment is a discretionary approval for purposes of CEQA Guidelines Section 15060(c)(1).

- F. **Exceptions from the Specific Plan.** Exceptions from Specific Plan regulations shall be made according to the procedures in LAMC Section 11.5.7 F.
1. **CEQA.** Approval of a Specific Plan Exception is a discretionary approval for purposes of CEQA Guidelines Section 15060(c)(1).
- G. **Amendments to the Specific Plan.** Amendments to this Specific Plan shall be made according to the procedures in LAMC Section 11.5.7 G.
1. **CEQA.** Approval of a Specific Plan Amendment is a discretionary approval for purposes of CEQA Guidelines Section 15060(c)(1).

1.4. RIGHT-OF-WAY IMPROVEMENTS AND STREETSCAPE PLANS

1.4.1. Street Standards

Projects along portions of a street identified as a Streetscape Plan segment (see **Map C**) within the Exposition Corridor Streetscape Plan shall refer to **Appendix B** for street dimension requirements.

1.4.2. Streetscape Improvements

- A. When right-of-way improvements are required of any Project, pursuant to this Specific Plan, LAMC Section 12.37, LAMC Chapter 1 Articles 2 or 7, or other City ordinance, for a right-of-way included as part of the Exposition Corridor Streetscape Plan, Livable Boulevards Streetscape Plan, or any other adopted streetscape plan (see **Map C**), the improvements shall be consistent with the streetscape plan unless the LADOT General Manager or the City Engineer finds that consistency with the Streetscape plan is not feasible or practical.
- B. **Nonconforming Improvements.** Notwithstanding anything to the contrary in LAMC Section 12.37 A.3 or another adopted City ordinance, improvement requirements shall not be waived or excused for a Project on the basis that the existing improvements currently meet existing City standards and requirements, unless the improvement also conforms to any streetscape plan for the right-of-way. If existing improvements do not conform to the streetscape plan, they shall be improved to meet the streetscape plan standards unless the City Engineer or LADOT General Manager make the findings in Subsection A, or the improvement requirement is otherwise successfully appealed under Subsection E.
- C. **Streetscape Plan.** For purposes of this Section, “streetscape plan” shall refer to a plan that was approved by the Board of Public Works or the City Planning Commission, or both, or the City Council, and the plan is consistent with the Community Plan, the Mobility Element of the General Plan, and the Transportation Demand Management and Trip Reduction Measures of LAMC Section 12.26 J (as determined by LADOT), and is necessary or desirable to improve the aesthetic character of the street and encourage the use of transit and active transportation.
- D. **Consistency Determination.** Consistency with the streetscape plan shall be determined by the LADOT General Manager, after consultation with the Director of Planning and the City Engineer.
- E. **Appeal.** An applicant may appeal any streetscape improvement requirement, including the findings, through any appeal process that is available for the imposition of the underlying right-of-way improvement requirement. For example, if the underlying improvement is imposed under LAMC Section 12.37, the requirement to improve the right-of-way consistent with the Streetscape plan may be appealed under LAMC Section 12.37 I. If the underlying improvement is imposed under LAMC Section 17.08 on a parcel map, the requirement to improve the right-of-way consistent with the Streetscape plan may be appealed under LAMC Section 17.54.
- F. **Subsequent Ordinance.** If, after the latest update to this Specific Plan, the City Council adopts an ordinance to regulate Streetscape plan improvements and the ordinance is applicable to the area within the Specific Plan boundaries, this **Section 1.4** shall be of no further force and effect.

MAP C: STREETSCAPE PLAN SEGMENTS



EXPOSITION CORRIDOR STREETSCAPE PLAN

- 1 BUNDY Drive between Missouri Avenue and Pico Boulevard
- 2 OLYMPIC Boulevard between Centinela and Barrington Avenues
- 3 SEPULVEDA Boulevard between Olympic and National Boulevards
- 4 NATIONAL Boulevard between Mentone and Castle Heights Avenues
- 5 PALMS Boulevard between Motor Avenue and National Boulevard

LIVABLE BOULEVARDS STREETSCAPE PLAN (COTERMINOUS SEGMENTS)

- 6 PICO GREEN
Pico Boulevard between Centinela Avenue and I-405
- 7 PICO PATRICIA
Pico Boulevard between I-405 and Patricia Avenue
- 8 MOTOR AVENUE
Motor Avenue between I-10 and Venice Boulevard

1.5. ENVIRONMENTAL SCOPE REVIEW AND ENVIRONMENTAL STANDARDS PROCEDURES

1.5.1. Applicability

Prior to issuance of an Administrative Clearance or other Department of City Planning approval required by this Specific Plan, all Projects within the Specific Plan boundaries shall be subject to environmental scope review as set forth in **Section 5** and demonstrate compliance with all applicable environmental standards as set forth in **Appendix D**.

- A. **Environmental Scope Review.** Projects shall be subject to environmental scope review in order to determine whether a Project's potential impacts have been adequately analyzed within the scope of the Environmental Impact Report prepared for this Specific Plan (Case No. ENV-2013-622-EIR; SCH# 2013031038). Project applicants may be required to submit additional materials or complete additional studies to determine whether they exceed certain environmental thresholds, as set forth in **Section 5**, which may trigger further Project-specific environmental scope review. If it is determined that a Project's potential impacts have not been adequately assessed within the Environmental Impact Report prepared for this Specific Plan, additional environmental CEQA review or Project requirements may be imposed. Project applicants shall submit materials demonstrating either that the Project is within the scope of the Specific Plan EIR, or that appropriate additional environmental CEQA review was conducted and that any potential impacts have been addressed through mitigation or Project modifications, prior to Specific Plan approval.
- B. **Environmental Standards.** A Project need only comply with any environmental standard relevant to the scope of activities involved with the Project. For example, a Project that proposes only minor facade alterations and no grading, shall not be subject to environmental standards that apply to grading activities (such as noise and vibration standards). The Director of Planning shall determine the applicability of environmental standards to a Project.

1.5.2. Demonstrating Compliance on Plans

Compliance with all applicable environmental standards listed in **Appendix D** shall be demonstrated on the plans as Project features (that is, features that are physically built into the Project) or as operational features listed on a sheet within the plans (that is, features that are carried out either during construction of the Project, or over the life of the Project).

1.5.3. Specific Plan Approvals

No Specific Plan approval shall be issued until an applicant has demonstrated compliance with all applicable environmental standards or modified environmental standards approved pursuant to this subsection. Compliance shall be as determined by the Director of Planning.

1.5.4. Modification of Environmental Standards

Modifications of environmental standards do not require the processing of a Specific Plan Adjustment or Specific Plan Exception. The Director of Planning (or appeal body on appeal) may modify or not require an environmental standard listed in **Appendix D** for any Project when: (1) the Director of Planning (or appeal body on appeal) finds in writing, based upon substantial evidence, that the environmental standard is not necessary to mitigate an impact, including because of the existence of a similar or more effective regulation that applies to the Project; (2) the City complies with CEQA Guidelines, Section 15162, including by preparing an addendum or subsequent environmental clearance to the Exposition Corridor Transit Neighborhood Plan (Specific Plan) Environmental Impact Report (Case No. ENV-2013-622-EIR; SCH# 2013031038) to analyze the impacts from the

modifications to the environmental standards; or (3) the City prepares a new CEQA clearance for the Project. No Specific Plan Approval shall be issued for a Project with a modified environmental standard until this subsection has been complied with. The modification of an environmental standard is not independently appealable unless an appeal of an entitlement or CEQA determination is otherwise available through this Specific Plan, the LAMC, or CEQA.

1.5.5. Monitoring of Environmental Standards

Prior to the issuance of building permits, the applicant shall retain an independent construction monitor (either via the City or through a third-party consultant), with appropriate qualifications or certification in the relevant monitoring subject area, who shall be responsible for monitoring implementation of environmental standards listed in **Appendix D**. The construction monitor shall prepare a compliance report documenting the applicant's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to the Director of Planning. The documentation must be signed by the applicant and construction monitor, and included as part of the applicant's compliance report. The construction monitor shall promptly notify the appropriate enforcement agency when the construction monitor identifies any non-compliance with the environmental standards, including mitigation measures and project design features. If the applicant does not correct any non-compliance or if there are repeated instances of non-compliance, such non-compliance shall be subject to enforcement by the enforcement agency.

SECTION 2. ZONING & DEVELOPMENT STANDARDS

2.1. LAND USE & ZONING

General Plan Land Use designations and zoning designations are as set forth in **Map D** and **Map E**, respectively.

2.1.1. Exposition Corridor Transit Neighborhood Plan “EC” Zones

These Exposition Corridor Transit Neighborhood Plan “(EC)” zones are established as part of this Specific Plan and are only found within subareas of this Specific Plan. The following is a description of the intent of these zones and typical uses, as fully set forth in this **Section 2** and **Table D**:

“NI(EC)” New Industry Zone. The “NI(EC)” New Industry Zone intends to preserve and promote employment-dense uses tailored to 21st century and creative industries such as digital technology, research and development, media, design, publishing, motion picture production, and broadcasting, as well as associated light manufacturing or commercial services. Residential uses are restricted to a limited amount of live/work units.

“HJ(EC)” Hybrid Industrial: Jobs Emphasis Zone. The “HJ(EC)” Hybrid Industrial: Jobs Emphasis Zone intends to prioritize a mix of employment-dense productive or entrepreneurial uses, including professional office and creative enterprises, supporting commercial retail, restaurant, and entertainment uses, and limited residential uses.

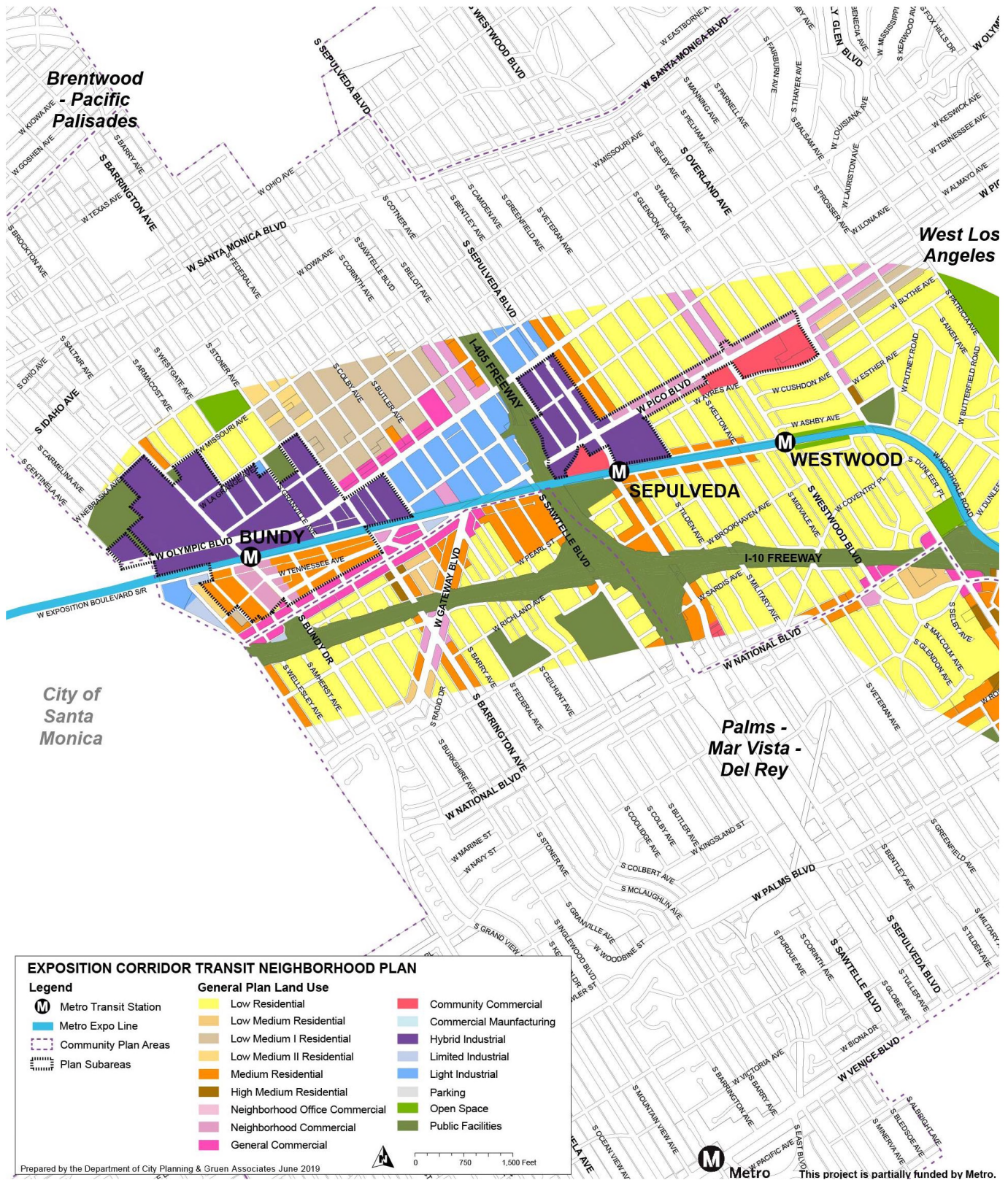
“HR(EC)” Hybrid Industrial: Residential Emphasis Zone. The “HR(EC)” Hybrid Industrial: Residential Emphasis Zone intends to create a transition between residential-only neighborhoods and jobs centers, and aims to integrate housing and a variety of neighborhood-serving amenities into areas characterized by economic activity.

“MU(EC)” Mixed Use: Commercial/Residential Zone. The “MU(EC)” Mixed Use: Commercial/Residential Zone intends to foster a vibrant palette of office, retail, and restaurant uses, either alone or in combination with multifamily residential, to activate commercial corridors with uses that serve the local community while also providing housing.

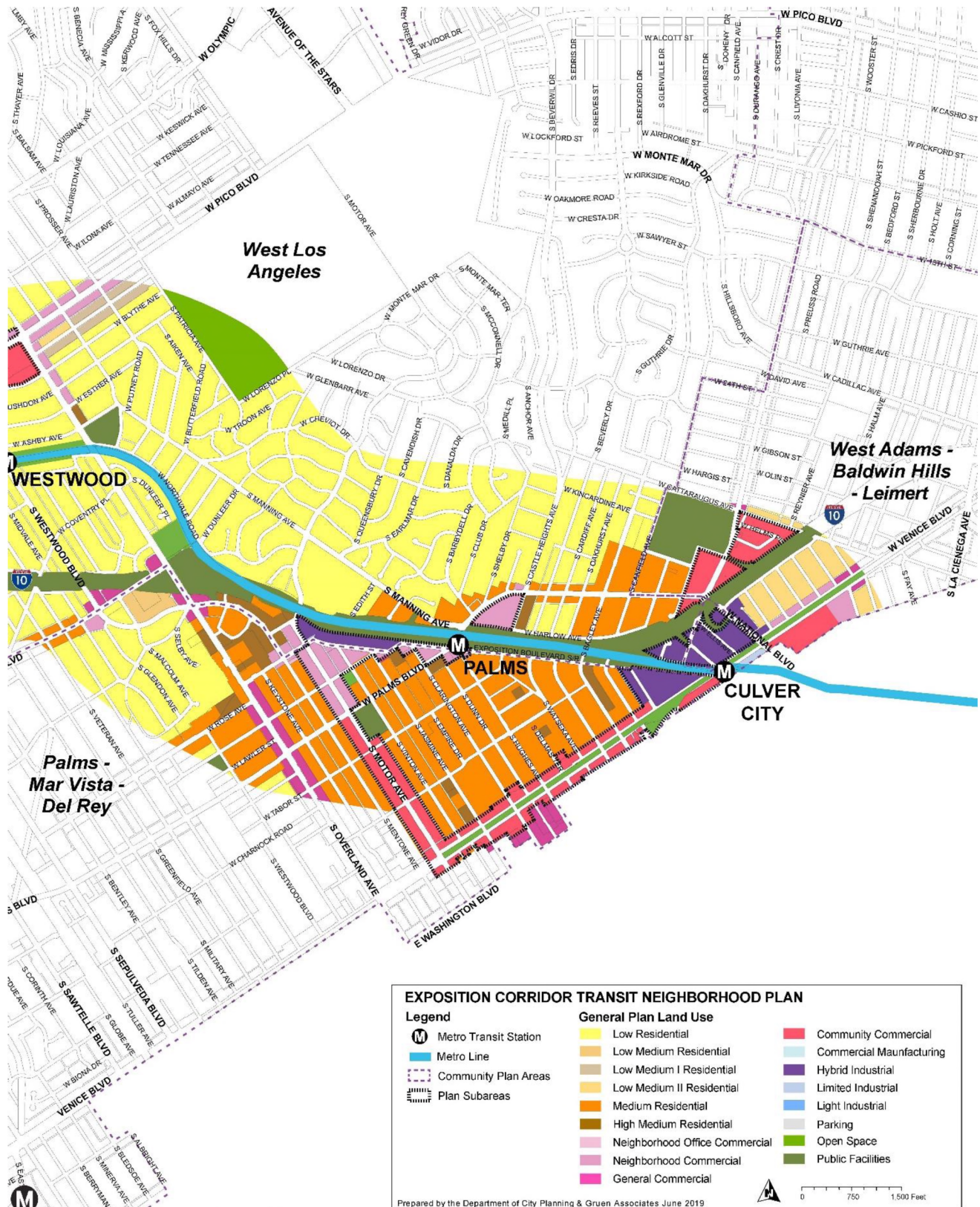
“NMU(EC)” Neighborhood Mixed Use: Commercial/Residential Zone. The “NMU(EC)” Neighborhood Mixed Use: Commercial/Residential Zone intends to encourage community-serving commercial, cultural establishments, and multifamily residential to achieve walkable corridors and complete neighborhoods.

“R3(EC)” Multiple Dwelling Zone. The “R3(EC)” Multiple Dwelling Zone intends to allow for multifamily residential uses, similar to the R3 zone at a limited density as set forth in **Section 2.2.2.**, such as apartments or condominiums, small lot subdivisions, townhomes, fourplexes, triplexes, and duplexes.

MAP D: GENERAL PLAN LAND USE



MAP D: GENERAL PLAN LAND USE



This project is partially funded by Metro.
This figure is provided for illustrative purposes only and is not regulatory.

MAP E: ZONING



This figure is provided for illustrative purposes only and is not regulatory.

MAP E: ZONING



2.2. USES

2.2.1. Permitted and Limited Uses

- A. **R3(EC) Zone.** The R3(EC) zone shall comply with the use regulations of the “R3” Multiple Dwelling Zone set forth in LAMC Section 12.10 A.
- B. **Other (EC) Zones.** Permitted uses for the NI(EC), HJ(EC), HR(EC), MU(EC), and NMU(EC) zones (Subareas 1-10) are set forth in **Table D**. Uses that are substantially similar to those listed in **Table D** and would not result in additional impacts beyond what was analyzed as part of this Specific Plan, as determined by the Director of Planning, are also permitted.
 - 1. **Limited Uses.** Uses identified as “Limited” in **Table D** shall not exceed the indicated percentage of a Project’s total floor area and/or the restrictions established by the corresponding footnote.
 - a. For the purposes of calculating total floor area of a Project, any new floor area as well as existing floor area that will remain shall be counted.
 - b. When multiple Non-Residential “Limited” Uses exist within a Project, the cumulative floor area dedicated to such Non-Residential “Limited” Uses shall not exceed 40% of the total floor area of the Project.
- C. **All Other Zones.** Permitted uses for all other zones are as set forth in the LAMC.

2.2.2. Residential Requirements & Density

- A. **Multifamily Dwelling Unit Size.** Individual dwelling units within a Project, with the exception of Live/Work Units, shall have a minimum size of 350 square feet.
- B. **Live/Work Units.**
 - 1. **Unit Size.** Live/Work Units within a Project shall have an average size of at least 750 square feet.
 - 2. **Interior Separation.** Each Live/Work Unit shall be open with no fixed interior separation walls for a minimum of 70 percent of total floor area, excluding floor area used for bathrooms and storage.
 - 3. **Workspace.** Each Live/Work Unit shall have at least one continuous workspace that is a minimum of 150 square feet and measures not less than 15 feet in at least one dimension and no less than 10 feet in any dimension. The required workspace shall be clearly demarcated on the approved plans.
 - a. Workspaces shall be shown on plans as assigned to uses first permitted in the CM, MR1, M1, MR2, or M2 zones for purposes of construction requirements.
- C. **R3(EC) Zone.** The R3(EC) zone shall comply with the lot area regulations of the “R3” Multiple Dwelling Zone set forth in LAMC Section 12.10 C.4, with the exception that the minimum lot area per dwelling unit shall be 1,200 square feet.
- D. **Other (EC) Zones.** For Projects in the NI(EC), HJ(EC), HR(EC), MU(EC), and NMU(EC) zones (Subareas 1-10), there is no minimum lot area per dwelling unit.

1. **Density Bonus Projects.** For purposes of calculating the required number of Restricted Affordable Units within Density Bonus Projects in the HJ(EC), HR(EC), MU(EC), and NMU(EC) zones (Subareas 1-10), the residential densities set forth in **Table C** shall be used to establish a base number of units to which the percentage of required Restricted Affordable Units outlined in LAMC Section 12.22 A.25(b) shall be applied. Note that this does not limit the overall number of units allowed in these zones; these zones are not subject to residential density limits.

TABLE C: BASE DENSITIES FOR DENSITY BONUS PROJECTS

Zone	Residential Density
Hybrid Industrial: Jobs Emphasis HJ(EC)	1 dwelling unit per 1,500 SF of lot area
Hybrid Industrial: Residential Emphasis HR(EC)	1 dwelling unit per 800 SF of lot area
Mixed Use: Commercial/Residential MU(EC)	1 dwelling unit per 400 SF of lot area
Neighborhood Mixed Use: Commercial/Residential NMU(EC)	1 dwelling unit per 400 SF of lot area

- E. **All Other Zones.** Permitted multifamily residential densities for all other zones are as set forth in the LAMC.

TABLE D: ALLOWABLE USES AND LIMITATIONS

Use Classification	NI(EC) New Industry Zone	HJ(EC) Hybrid Industrial: Jobs Emphasis Zone	HR(EC) Hybrid Industrial: Residential Emphasis Zone	MU(EC) Mixed Use: Commercial/Residential Zone	NMU(EC) Neighborhood Mixed Use: Commercial/Residential Zone
Residential Uses					
Live/Work Unit	Limited (Up to 55%) ¹	Limited (Up to 50%) ¹	Limited (Up to 75%) ¹	Limited (Up to 90%) ¹	Allowed
Residential - Multifamily	-	Limited (Up to 50%) ¹	Limited (Up to 75%) ¹	Limited (Up to 90%) ¹	Allowed
Residential - Single-Family	-	-	-	-	-
Supportive Housing	Allowed	Allowed	Allowed	Allowed	Allowed
Non-Residential Uses					
Animal Services and Care / Veterinary Clinic	-	Allowed	-	Allowed	Allowed
Animal Hospital / Kennel	-	-	-	-	-
Assembly, Entertainment, or Cultural Facility	Limited (10%)	Limited (20%)	Allowed	Allowed	Allowed
Automobile-Related Use	-/Limited ²	-/Limited ²	-/Limited ²	-/Limited ²	-/Limited ²
Child Care Facility	Limited ³	Limited ³	Limited ³	Limited ³	Limited ³
Commercial Hotel	Allowed/ Conditional ⁴	Allowed/ Conditional ⁴	Allowed/ Conditional ⁴	Allowed/ Conditional ⁴	Allowed/ Conditional ⁴
Drive-Through Establishment	-	-	-	-	-
Hospital	Allowed	Allowed	Allowed	-	-
Light Manufacturing and Assembly	Allowed	Allowed	-	-	-
Noxious Use	-	-	-	-	-
Nursing and Residential Care Facility	-	-	Allowed	Allowed	Allowed
Office	Allowed	Allowed	Allowed	Allowed	Allowed
On-Site Alcohol Sales	Conditional & Limited (20%)	Conditional & Limited (20%)	Conditional	Conditional	Conditional
Parking	Limited ⁵	Limited ⁵	Limited ⁵	Limited ⁵	Limited ⁵
Personal Services	Limited (20%)	Limited (20%)	Limited	Limited	Limited
Publishing, Motion Picture, Broadcasting	Allowed	Allowed	Allowed	Allowed	Allowed
Recreation Facilities or Gym	Limited (10%)	Limited (10%)	Allowed	Allowed	Allowed
Repair and Maintenance Facility	Allowed	-	-	-	-
Research and Development	Allowed	Allowed	Allowed	Allowed	Allowed
Retail	Limited ⁶ (20%)	Limited ⁶ (20%)	Limited ⁶	Limited ⁶	Limited ⁶
Schools, Elementary and High	Conditional	Conditional	Conditional	Conditional	Conditional
Server Farms	Limited (10%)	Limited (10%)	-	-	-
Sit-Down Restaurant	Limited (20%)	Limited (20%)	Limited	Limited	Limited
Supportive Services	Allowed	Allowed	Allowed	Allowed	Allowed
Trucking and Transportation Facility	-	-	-	-	-
Utility Facility	-	-	-	-	-
Vocational School	Allowed	Allowed	Allowed	Allowed	Allowed
Warehouse / Storage Building	Limited (20%)	Limited (20%)	-	-	-
Waste Management or Remediation Services	-	-	-	-	-
Wholesale Sales	Limited (20%)	Limited (20%)	-	-	-

Legend:

-	Use is not permitted
Allowed	Use is permitted
Limited (X%)	Use is permitted as a limited percentage of total floor area and/or by the corresponding footnote
Conditional	Use is permitted subject to the approval of a Conditional Use Permit adhering to the procedures in LAMC 12.24

1. In these zones, limitations for Residential Uses, including Live/Work Units and Multifamily Residential, are dependent on total Project FAR (see **Table D**).
2. In these zones, only Automobile Showrooms and associated offices that comprise less than 10,000 SF are permitted; all other Automobile-Related Uses are not permitted.
3. In these zones, Child Care Facilities are permitted only in combination with other uses.
4. In these zones, Commercial Hotels within 500 feet of an A or R Zone are permitted subject to Conditional Use Permit requirements set forth in LAMC 12.24 W.24(a); Commercial Hotels not within these parameters are permitted and are not subject to a Conditional Use Permit (see **Section 1.1.4**).
5. In these zones, Parking uses are permitted only in combination with other uses within a Project; such other uses must comprise no less than 0.7 FAR on the site.
6. Individual retail tenant spaces are limited to the following maximum sizes: 5,000 SF in the NI(EC) zone; 20,000 SF in the HJ(EC), HR(EC), MU(EC), and NMU(EC) zones with the exception of retail uses in Subarea 8 and grocery stores in Subareas 4 and 6.

2.2.3. Minimum Non-Residential Use

Projects in the NI(EC), HJ(EC), HR(EC), and MU(EC) zones (Subareas 1-9) shall include a minimum amount of Non-Residential Use on the Project site. The minimum amount of Non-Residential Use required is based on the zone and total FAR of the Project, and is represented as either a percentage of the total floor area or as a fixed FAR of the Project site as prescribed in **Table E**.

TABLE E: MINIMUM NON-RESIDENTIAL USE

Zone	Total Project FAR	Minimum Non-Residential Use
New Industry NI(EC)	≤ 2.5	100% or 65% if Residential Uses are Live/Work Units
	> 2.5 to 4	100% or 45% if Residential Uses are Live/Work Units
Hybrid Industrial: Jobs Emphasis HJ(EC)	≤ 2.5	70%
	> 2.5 to 4	2 FAR
Hybrid Industrial: Residential Emphasis HR(EC)	≤ 2.3	30%
	> 2.3 to 4	25%
Mixed Use: Commercial/Residential MU(EC)	≤ 2.3	10%
	> 2.3 to 3.6	20%

A. Exceptions.

1. **NI(EC) Zone.** Projects in the NI(EC) zone are required to be comprised entirely of Non-Residential Uses, with the exception of Projects in which Residential Uses consist only of Live/Work Units.
2. **Supportive Housing and Supportive Services.** Projects consisting solely of Supportive Housing and/or Supportive Services are exempt from minimum Non-Residential Use requirements.
3. **Alternative Compliance.** Projects may seek relief from minimum Non-Residential Use requirements through a Director's Determination for Alternative Compliance to otherwise demonstrate compliance with the intent of this Specific Plan through provision of Public Benefits.
 - a. **Eligibility.** Only Projects located entirely or partially on properties eligible for alternative compliance as identified on **Map F**. Projects on sites not identified on **Map F** may seek a Specific Plan Adjustment to be considered for eligibility for alternative compliance.
 - b. **Regulation Applicability.** Project applicants seeking a Director's Determination for Alternative Compliance shall not be subject to minimum non-residential use requirements set forth in **Table E** or limitations on residential uses set forth in **Table D**, but shall be subject to all other regulations of **Table D** and this Specific Plan.
 - c. **Public Benefits.** All Alternative Compliance Projects, including those that do not utilize any TNP Bonuses, shall provide Public Benefits pursuant to **Section 3** of this Specific Plan.

MAP F: ALTERNATIVE COMPLIANCE ELIGIBILITY



MAP F: ALTERNATIVE COMPLIANCE ELIGIBILITY



2.3. FLOOR AREA RATIO

Projects shall not exceed the floor area ratio limits set forth in **Table F**. Where the maximum allowable floor area ratio is not specified, the requirements in LAMC Section 12.21.1 apply. For the purposes of calculating allowable floor area, land area either 1) subject to easements, or 2) located within or beyond the required Setback and used to meet standard sidewalk widths per Mobility Plan 2035, shall be counted as buildable area.

2.3.1. Base FAR

The Base FAR is set forth in **Table F**, and is subject to the following:

- A. **HJ(EC) and HR(EC) Zones.** Projects in the HJ(EC) or HR(EC) zone are permitted a Base FAR of 2, with the exception of Projects comprised entirely of Non-Residential Uses which are permitted a Base FAR of 2.5.

2.3.2. Bonuses for FAR

- A. **Density Bonus or TOC Project.** For a Density Bonus Project or TOC Project, any incentive for FAR provided through the Density Bonus or TOC program shall be in addition to the Base FAR.
- B. **TNP Bonus.** For a TNP Bonus Project, the Base FAR and TNP Bonus FAR are set forth in **Table F**.

TABLE F: ALLOWABLE FLOOR AREA RATIOS

Zone	Base FAR	TNP Bonus FAR
New Industry NI(EC)	2.5	4
Hybrid Industrial: Jobs Emphasis HJ(EC)	2; or 2.5 for 100% non-residential projects	4
Hybrid Industrial: Residential Emphasis HR(EC)	2; or 2.5 for 100% non-residential projects	4
Mixed Use: Commercial/Residential MU(EC)	2	3.6
Neighborhood Mixed Use: Commercial/ Residential NMU(EC)	2	3
Multiple Dwelling R3(EC)	3	N/A
All Other Zones	As set forth in LAMC Section 12.21.1	N/A

2.4 HEIGHT

Projects shall not exceed the height limits set forth in **Table G**. Where the maximum height is not specified, the height requirements in LAMC Section 12.21.1 apply.

2.4.1. Base Height

The Base height is set forth in **Table G**, with the following exceptions:

- A. **Additional Height for Ground Floors.** Additional height up to 5 feet greater than the limits set forth in **Table G** is permitted for Projects in the NI(EC), HJ(EC), HR(EC), and MU(EC) zones (Subarea 1-9) in order to accommodate a taller ground floor, and may only be applied if the resulting floor-to-structural ceiling height exceeds 15 feet.
- B. **Sloping Sites.** Sites with a grade differential of 15 feet or greater, measured from the lowest to the highest point of the Project site, may exceed the height limits set forth in **Table G** by up to 5 feet.

2.4.2. Bonuses for Height

- A. **Density Bonus or TOC Project.** For Density Bonus Projects or TOC Projects, any incentive for height provided through the Density Bonus or TOC program shall be in addition to the Base height set forth in **Table G**.
- B. **TNP Bonus.** For TNP Bonus Projects, the Base height and TNP Bonus height are set forth in **Table G**.

2.4.3. Design Requirements

Projects shall meet applicable requirements in **Section 4**, including minimum ground floor height and minimum Streetwall heights (**Table L**).

TABLE G: BUILDING HEIGHTS

Subarea(s) (See Map B)	Base Height	TNP Bonus Height
1	161 feet	N/A
2	148 feet	N/A
3, 4	96 feet	N/A
5	83 feet	N/A
6	78 feet	N/A
7, 8	68 feet	N/A
9	58 feet	N/A
10	45 feet	50 feet
11	See LAMC Section 12.21.1	N/A
12	45 feet for the R3(EC) zone See LAMC Section 12.21.1 for the R3 zone	N/A

2.4.4. Transitional Height

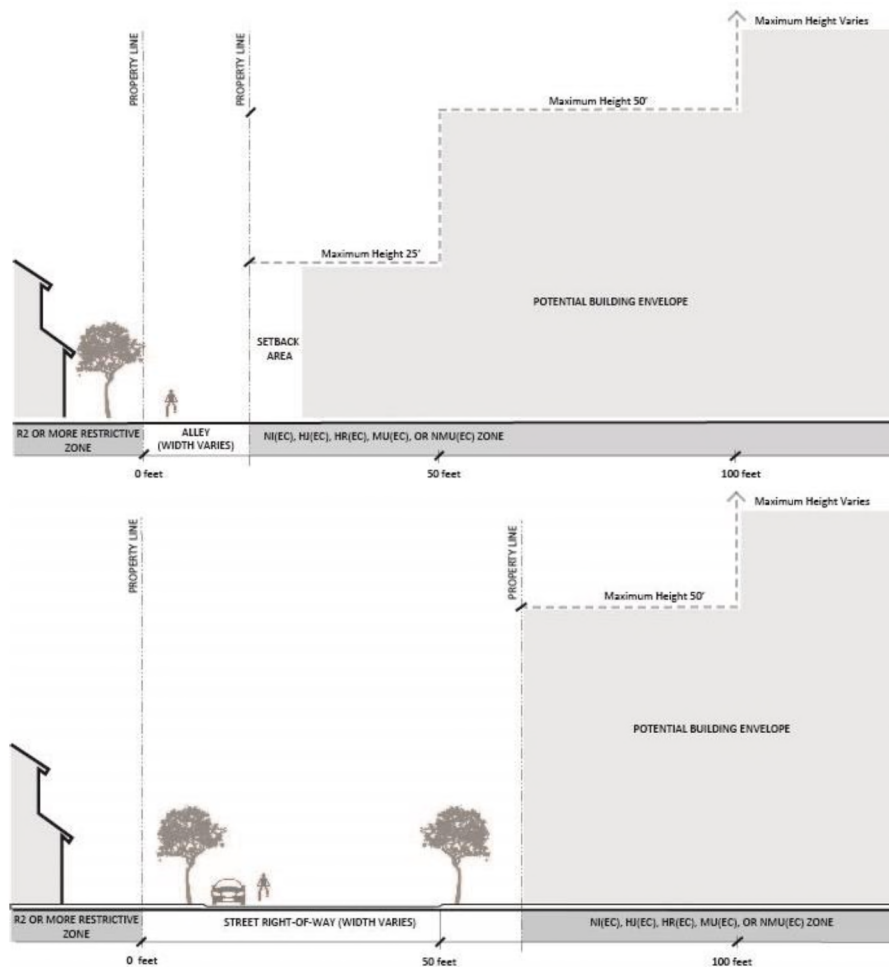
Transitional height requirements address the potential adjacency of new Non-Residential or mixed-use buildings to properties zoned R2 (Two-Family Residential) or a more restrictive residential zone.

A. **Applicability.** Transitional height requirements apply to Projects in the NI(EC), HJ(EC), HR(EC), MU(EC), and NMU(EC) zones (Subareas 1-10).

B. **Requirements.**

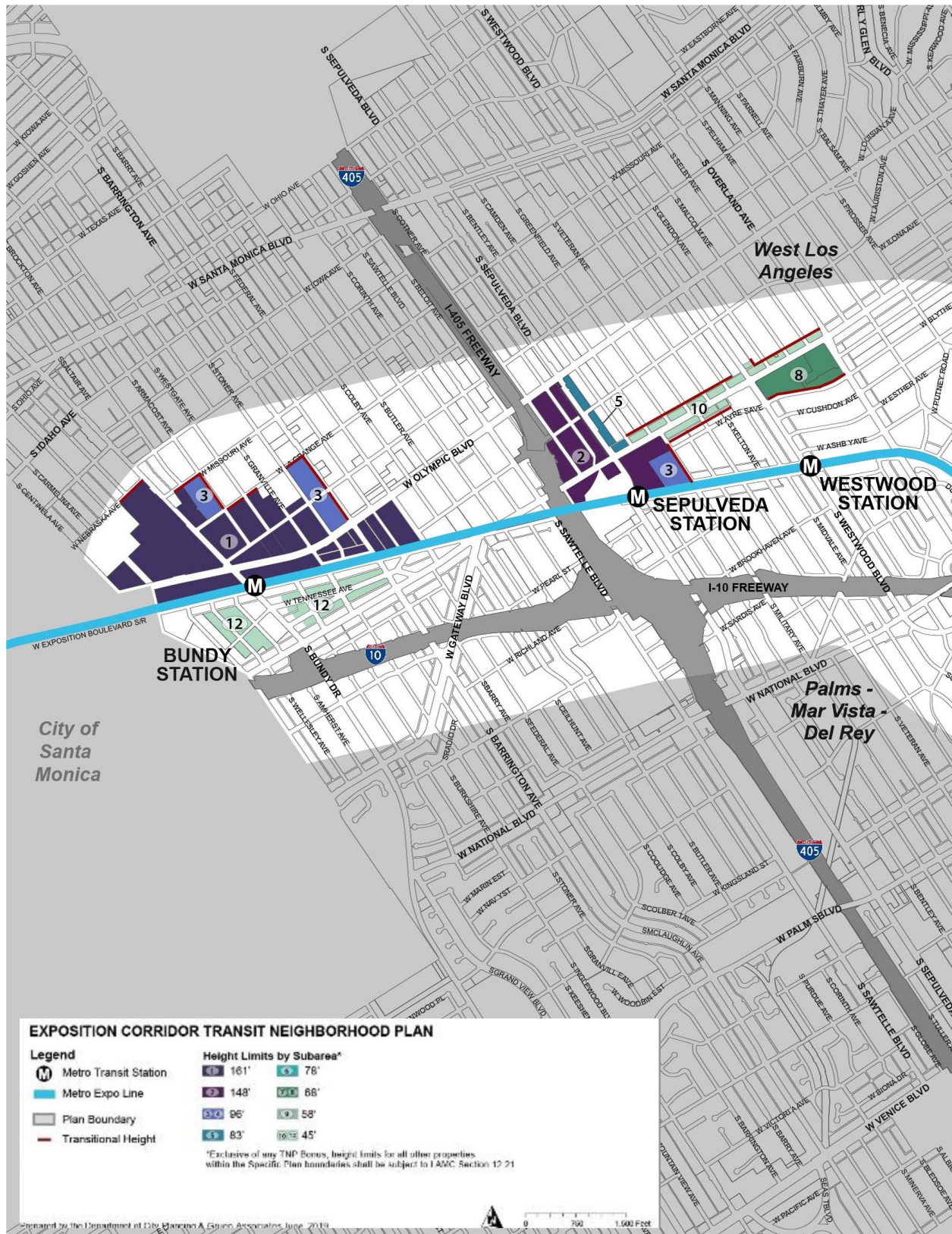
1. Portions of Projects in applicable zones that are less than 50 feet from the nearest property line of property zoned R2, or a more restrictive residential zone, shall not exceed 25 feet in height.
2. Portions of Projects in applicable zones that are equal to or greater than 50 feet and less than 100 feet from the nearest property line of property zoned R2, or a more restrictive residential zone, shall not exceed 50 feet in height.

FIGURE B: TRANSITIONAL HEIGHT



This figure is provided for illustrative purposes only and is not regulatory.

MAP G: HEIGHT LIMITS



This figure is provided for illustrative purposes only and is not regulatory.

MAP G: HEIGHT LIMITS



2.5. OPEN SPACE

The open space regulations in this section apply only to Projects within a Specific Plan Subarea.

2.5.1. Requirements

- A. **Residential Uses.** Projects incorporating six or more residential dwelling units shall provide open space pursuant to LAMC Section 12.21 G for multifamily residential units.
 - 1. For purposes of determining the amount of usable open space required per Live/Work Unit, Projects incorporating six or more Live/Work Units shall provide on-site open space, in any combination of common and/or private open space, at a minimum of 100 square feet per each Live/Work Unit regardless of the number of habitable rooms and inclusive of any workspace area. This open space shall meet all other applicable requirements for open space in LAMC Section 12.21 G.2.
- B. **Non-Residential Uses.** Projects in the NI(EC), HJ(EC), HR(EC), MU(EC), and NMU(EC) zones (Subareas 1-10) shall provide a minimum of 1 square foot of usable open space for every 25 square feet of Non-Residential Uses. This open space shall meet the following requirements:
 - 1. Usable open space shall mean an area which is designed and intended to be used for active or passive recreation. Usable open space may consist of private and/or common areas as further defined and regulated herein. Parking areas, including access aisles, driveways, and required front and side Setbacks, shall not qualify as usable open space.
 - 2. Be open to the sky and have no structures that project into the common open space area, except as provided in LAMC Section 12.22 C.20(b).
 - 3. Be readily accessible to all employees and visitors to the site during business hours.
 - 4. Have a minimum area of 400 square feet with no horizontal dimension less than 15 feet when measured perpendicular from any point on each of the boundaries of the open space area.
 - 5. Have a minimum of 25% of the open space area planted with ground cover, shrubs, or trees.
- C. **Mixed-Use Projects.** Projects with a combination of Residential Uses and Non-Residential Uses shall separately comply with the associated open space requirements applicable to each type of use.
- D. **Active Recreational Use.** Projects that require open space in excess of 25,000 square feet shall allocate a portion of the area for active recreational use. Permitted active recreational uses include, but are not limited to, the following: basketball courts, tennis courts, badminton courts, bocce courts, playgrounds, tot lots, exercise/fitness areas, swimming pools, community gardens, and other similar uses that promote active recreation for building occupants or patrons, as determined by the Director of Planning.
- E. **Design Requirements.** All open space shall comply with applicable Urban Design Standards (Section 4.2.4.) or Urban Design Guidelines (Appendix C).
- F. **Reduction of Required Open Space.** Projects within a Specific Plan Subarea, excluding Projects in R3 or more restrictive zones, may provide up to 25% less open space than the total open space required by LAMC Section 12.21 G or this Specific Plan if the Project includes at least one Publicly Accessible Open Space that meets the standards in Section 2.5.2. of this Specific Plan.

- G. **Changes of Use.** If a change of use results in an increased amount of open space required, then the Project is not required to provide the additional open space.

2.5.2. Publicly Accessible Open Space

Publicly Accessible Open Space shall adhere to the following standards, and any applicable standards in the municipal code adopted subsequent to the effective date of this Specific Plan.

- A. **Maintenance.** Publicly Accessible Open Space shall be sufficiently maintained and operated by the property owner, with ongoing public access maintained, as determined by the Director of Planning.
- B. **Design Requirements.** Publicly Accessible Open Space shall conform to all relevant Urban Design Standards in **Section 4.2.4.B.** of this Specific Plan.
- C. **Ineligible Areas.** The following shall not be counted as a Publicly Accessible Open Space: surface parking, open storage areas, swimming pools and spas unless open to the general public, loading docks and parking, driveway entrance/exit areas, sidewalks and parkways in the public right-of-way as of the date of adoption of this Specific Plan, and utility areas/pads.
- D. **Eligible Areas in the Public Right-Of-Way.** The following uses in the public right-of-way may be counted as Publicly Accessible Open Space: parklets or other pedestrian spaces, and new streets and alleys.
- E. **Public Benefit Requirements.** Publicly Accessible Open Space provided in order to satisfy a Public Benefit requirement per **Section 3** of this Specific Plan shall not be counted toward the open space required in **Section 2.5.1.**

2.6. MOBILITY AND PARKING

The regulations in this section apply only to Projects within a Specific Plan Subarea, unless expressly stated otherwise in this Specific Plan.

2.6.1. Transit Benefits

Projects within Specific Plan Subareas 1-11, excluding Projects in R3 or more restrictive zones, are required to provide the transit benefits set forth below to encourage residents and employees to utilize transit and alternative modes of transportation.

A. **Residential Uses.** In Projects that include Residential Uses, owners shall comply with the following:

1. **Transit Passes.** Offer a Metro Annual Transit Access Pass (ATAP), or equivalent approved by the Director of Planning, to residents who choose not to rent or buy an automobile parking space(s) with their residential dwelling unit or Live/Work Unit. These transit passes shall be offered at no additional cost to the resident as long as the resident resides within the development and continues to not rent or purchase automobile parking spaces with their residential unit. Upon request by the City, Owners of the Project site shall furnish the number of total units that have not rented or purchased parking spaces with their residential unit.
 - a. The minimum number of passes per residential or Live/Work Unit that is required to be offered is equal to the minimum number of automobile parking spaces required for that residential or Live/Work Unit per LAMC Section 12.21 A.4 or this Specific Plan, before any reductions or exemptions are taken. For each unit, the number of required transit passes shall be rounded up to the nearest whole number.

B. **Non-Residential Uses.** In Projects that include Non-Residential Uses, employers with at least 50 full-time employees shall comply with the following:

1. **Transit Passes.** Offer an employer-paid Metro Business Transit Access Pass (B-TAP), or reimbursement for another similar transit pass to employees who choose to use parking cash-out.

2.6.2. Parking

Unless otherwise stated in this Specific Plan, Projects shall comply with automobile and bicycle parking requirements in LAMC Sections 12.21 A.4 and 12.21 A.16. Projects within a Specific Plan Subarea shall additionally comply with applicable regulations in this **Section 2.6.2.** and be eligible for applicable exemptions and reductions in parking requirements.

- A. **Live/Work Units.** At least 1 automobile parking space and 1 long-term bicycle parking space per Live/Work Unit are required, the latter meeting the standards in LAMC Sections 12.21 A.16(d) and (e).
- B. **Electric Vehicle Charging Stations.** At least 10% of total automobile parking spaces provided in a Project shall be electric vehicle ready charging spaces capable of supporting future electric vehicle supply equipment and comply with relevant regulations of the California Green Building Standards Code and LAMC Sections 99.04.106 and 99.05.106. Calculations for the required number of electric vehicle spaces shall be rounded up to the nearest whole number.

1. **Identification and Signage.** Electric vehicle spaces shall be identified on plans, and clearly and conspicuously delineated through physical signage.
- C. **Unbundling.** Projects, except Projects in R3, R3(EC), or more restrictive zones, shall unbundle automobile parking charges from the rents, sale price, or other fees charged for occupying living space, commercial space, or industrial space. Automobile parking spaces shall be leased or sold separately from the rental or purchase fees, such that potential renters or buyers have the option of renting or buying a residential unit or commercial space at a price lower than if the automobile parking was included.
1. **Restricted Affordable Units.** Restricted Affordable Units are not subject to this provision, and are required to include the required parking for the unit in the base rent or sales price, as verified by the City of Los Angeles Housing and Community Investment Department.
 2. **Covenant.** The owner(s) of a property on which the parking is to be provided shall record an agreement in the Office of the County Recorder of Los Angeles County, California, as a covenant running with the land for the benefit of the City of Los Angeles, providing that such owner(s) shall comply with the requirements of this section so long as the building that the parking is intended to serve is maintained.
 3. **Lease or Rental.** The owner(s) of the property shall have the option to offer, rent, lease, or license parking spaces to other residential or Non-Residential tenants, the general public, or third parties who do not lease living, employment, commercial, or industrial space within the Project, and shall be considered an accessory use.
- D. **Design Requirements.** All parking shall comply with applicable Urban Design Standards (**Section 4**) or Urban Design Guidelines (**Appendix C**).
- E. **Parking Exemptions.**
1. **Changes of Use.** Changes of use that would otherwise result in an increased number of required parking spaces shall be exempt from providing the additional parking.
 2. **Neighborhood Serving Uses.** Neighborhood-Serving Uses, as defined in this Specific Plan, are exempt from minimum automobile parking requirements in LAMC Section 12.21 A.4, subject to the following. All other uses within the Project must provide parking as applicable to those uses.
 - a. Eligible Neighborhood Serving Uses must:
 - i. Be located within Projects in Subareas 9, 10, or 11; and
 - ii. Be located within Projects that include other Non-Residential or Residential Uses in addition to the Neighborhood-Serving Use(s); and
 - iii. Each occupy less than 1,500 square feet per tenant space.
 - b. No more than 50 percent of the square footage of Neighborhood Serving Uses that are Sit-Down Restaurants, cafes, or similar dining uses as determined by the Director of Planning, may utilize this parking exemption. Any square footage beyond this maximum shall be subject to the minimum automobile parking requirements in LAMC Section 12.21 A.4.

F. Parking Reductions.

1. **Carshare Vehicle Spaces.** For each automobile parking space reserved and visibly labeled for a carshare vehicle, as defined in LAMC Section 80.58.1, the number of required automobile parking spaces may be reduced by 5 spaces.
 - a. Parking spaces for carshare vehicles shall be identified on plans, and clearly and conspicuously delineated through physical signage.
2. **Shared Parking.** Parking spaces may be shared among multiple land uses within a Project to take advantage of different parking demand patterns, account for users accessing multiple destinations within a single Project, and ensure a more efficient use of parking spaces.
 - a. Projects seeking a reduction in required parking based upon shared parking shall submit a technical study containing a shared parking analysis evaluating peak parking demand pursuant to LADOT Transportation Assessment Guidelines. If it is determined by the Director of Planning, in consultation with LADOT, that fewer parking spaces than would otherwise be required by LAMC Section 12.21 A.4 will provide adequate parking for the Project's participating uses, then that lower number of parking spaces shall be permitted.
 - b. Unless all parking on a Project site is shared, shared parking spaces shall be clearly and conspicuously delineated as such and shall not be reserved or otherwise restricted to a single use or establishment, whether through physical design or through signage.
 - c. Projects may not use this parking reduction in combination with a parking exemption for Neighborhood-Serving Uses per **Section 2.6.2. E.2.**
3. **Projects that Include Affordable Housing**
 - a. **Density Bonus Projects.** Density Bonus Projects may choose to use any applicable parking reductions found in LAMC Sections 12.22 A.25 or 12.21 A.4, or California Government Code Sections 65915-65918.
 - b. **Qualified Permanent Supportive Housing Projects.** Qualified Permanent Supportive Housing projects pursuant to LAMC Section 14.00 A.13, may use the automobile parking requirements found in that section.
 - c. **TNP Bonus Projects.** TNP Bonus Projects located within a Transit Priority Area, as defined by California Public Resources Code Section 21099(a), shall be subject to the following:
 - i. **Residential Parking.** Required parking for all residential units (not just the Restricted Affordable Units), inclusive of disabled and required guest parking where applicable, shall not exceed 0.5 spaces per unit.
 - a) For Projects that consist of 100 percent on-site Restricted Affordable Units, exclusive of a manager's unit or units, there shall be no required parking for all residential units.
 - ii. **Non-Residential Parking.** Projects may reduce the Non-Residential automobile parking requirement for any ground floor Non-Residential Use by up to 30 percent.

- iii. **Bicycle Parking.** The bicycle parking requirements in LAMC 12.21 A.16 apply. The additional options to further reduce automobile parking through bicycle parking replacement in LAMC Section 12.21 A.4 do not apply to TNP Bonus Projects utilizing the parking requirements of this subsection.

SECTION 3. PUBLIC BENEFITS

3.1. ADMINISTRATION

3.1.1. Purpose

Projects that utilize either a TNP Bonus or the Alternative Compliance process must provide certain measurable Public Benefits consistent with the purposes set forth in **Section 1.1.2**. The intent of the Public Benefits requirement is to address core community needs within the Exposition Corridor, particularly as they relate to creating transit neighborhoods, and include: expanding housing options through affordable housing; enhancing multi-modal accessibility through public realm improvements, services or facilities, and co-location of community facilities within transit-oriented developments; and managing transportation demand to reduce vehicle trips and improve environmental sustainability and air quality. These Public Benefits may be in the form of on-site features or off-site improvements, as applicable according to a Project's zone and proposed uses, as detailed in the following subsections:

- Affordable Housing (**Section 3.2**)
- Community Amenities (**Section 3.3; Appendix A**)
 - *Streetscape Improvements*
 - *Publicly Accessible Open Space*
 - *Mobility Amenities*
 - *Community Facilities*
- Vehicle Trip Reduction (**Section 3.4**)

3.1.2. Applicability

Projects are required to provide certain types of Public Benefits as set forth in **Table H**. TNP Bonus Projects shall provide Public Benefits according to the zone and the percentage of total floor area dedicated to Residential Uses or Non-Residential Uses; Projects requesting a Director's Determination for Alternative Compliance shall provide affordable housing and community amenities as Public Benefits, regardless of zone or proposed uses.

- A. **Affordable Housing.** Only Projects with Residential Uses shall be required to provide affordable housing as a Public Benefit.
- B. **Exemptions.** Projects that consist of 100% on-site Restricted Affordable Units, exclusive of a manager's unit or units, are exempt from Public Benefits requirements.

TABLE H: TYPES OF REQUIRED PUBLIC BENEFITS

	Affordable Housing	Community Amenities	Vehicle Trip Reduction
TNP Bonus Projects			
<i>NI(EC), HJ(EC), HR(EC), MU(EC) Zones (Subareas 1-9)</i>			
Less than 70% Non-Residential Uses	X	X	-
70% or more Non-Residential Uses	X	-	X
<i>NMU(EC) Zone (Subarea 10)</i>			
Less than 70% Non-Residential Uses	X	-	-
70% or more Non-Residential Uses	X	-	X
Alternative Compliance Projects			
Any Use Mix	X	X	-

3.2 AFFORDABLE HOUSING

This section refers to affordable housing provided through this Specific Plan's Public Benefit requirements for TNP Bonus Projects. See **Section 1.1.4.** for the relationship to other affordable housing incentives and the respective sections for development standards.

3.2.1. Requirements

Eligible Projects with residential uses utilizing any TNP Bonus available through this Specific Plan are subject to the following requirements:

- A. **Minimum Number of Affordable Units.** Projects shall include on-site Restricted Affordable Units at one of the following minimum percentages, depending on income category. The minimum number of on-site Restricted Affordable Units shall be calculated based upon the total number of units (including any Live/Work Units) in the final project. Any number resulting in a fraction shall be rounded up to the next whole number.
 - 11% for Extremely Low Income Households
 - 15% for Very Low Income Households
 - 25% for Lower Income Households
- B. **Affordable Rent for Lower Income Households.** Affordable rents for the minimum number of Restricted Affordable Units designated for Lower Income Households shall meet the maximum income and rent limits applied pursuant to the Transit Oriented Communities Affordable Housing Incentive Program (LAMC 12.22 A.31). If LAMC 12.22 A.31 is no longer in effect or is repealed, affordable rents shall be determined by the City of Los Angeles Housing and Community Investment Department.
- C. **Housing Replacement.** Prior to the issuance of any building permit, the City of Los Angeles Housing and Community Investment Department shall verify that a Project has met any applicable housing replacement requirements of California Government Code Section 65915(c)(3). Replacement housing units required per this section may be applied to other Restricted Affordable Unit requirements.
- D. **Design Requirements.** The design of affordable units in mixed-income projects shall comply with the [Affordable Housing Incentives Guidelines](#) adopted or promulgated by the City Planning Commission, and as may be amended from time to time.
- E. **Parking Requirements.** Projects may be eligible for the parking reduction incentives set forth in **Section 2.6** of this Specific Plan.

3.2.2. Covenants

- A. Prior to issuance of a building permit for any TNP Bonus Project, the following shall apply:
 - 1. For any TNP Bonus Project that contains rental housing for Extremely Low, Very Low, or Lower Income households, a covenant acceptable to the Los Angeles Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for 55 years or longer.
 - 2. For any TNP Bonus Project that contains for-sale housing, a covenant acceptable to the Housing and Community Investment Department and consistent with the for-sale requirements

of California Government Code Section 65915(c)(2) shall be recorded with the Los Angeles County Recorder.

3. If the duration of affordability covenants required by this subdivision conflicts with the duration of affordability covenants pursuant to any other government requirement, the longer requirement shall control.

3.3. COMMUNITY AMENITIES

3.3.1. Requirements

The amount of required Community Amenities is determined through a point-based system, in which applicable Projects must achieve a total number of required points or “point target” by providing Community Amenities from a menu of specific options which have a quantified point value (**Appendix A**), or proposing other Community Amenities. Types of Community Amenities include:

- Streetscape Improvements (**Section 3.3.3.**)
- Publicly Accessible Open Space (**Section 3.3.4.**)
- Mobility Amenities (**Section 3.3.5.**)
- Community Facilities (**Section 3.3.6.**)

3.3.2. Procedure

Community Amenities are required in accordance with the following procedure:

- A. **Calculation of a Point Target.** Projects are given a point target according to the square footage of Residential Use and Non-Residential Use using the schedule in **Table I**. Point targets shall be rounded to the nearest whole number and submitted at the time of application.

TABLE I: COMMUNITY AMENITIES POINTS SCHEDULE

	Western Station Areas Bundy, Sepulveda, & Westwood ³	Eastern Station Areas Palms & Culver City ³
Non-Residential Use, per 1,000 GSF¹		
All Projects	0.050 points	0.010 points
Residential Use, per 1,000 NSF²		
Restricted Affordable Units	-	-
Market-rate units	0.105 points	0.011 points
Market-rate units in Alternative Compliance Projects	0.315 points	0.035 points
Live/Work Units in the NI(EC) zone with greater than 35% Live/Work Units ⁴	0.315 points	0.035 points
¹ . GSF (gross square footage) includes all building floor area, including common areas. ² . NSF (net square footage) includes only square footage of individual dwelling units, and excludes common areas. ³ . Station areas shall follow the boundaries set forth in Map I . ⁴ . Percentage of use measured by total floor area of the Project (see Section 2.2.3.)		

FIGURE C: EXAMPLE COMMUNITY AMENITY POINT CALCULATIONS

Example Project #1 Bundy Station Area / HJ(EC) Hybrid Industrial: Jobs Emphasis Zone			
	Square Footage per Type of Use	Required Points per 1,000 Sq. Ft.	Total Points
Non-Residential Use	50,000 gross sq. ft.	0.050 points per 1,000 gross sq. ft.	2.5 points
Residential Use Market Rate Units	32,000 net sq. ft.	0.105 points per 1,000 net sq. ft.	3.4 points
Residential Use Restricted Affordable Units	8,000 net sq. ft.	N/A	0.0 points
Subtotal			5.9 points
Point Target			6 points

Example Project #2 Bundy Station Area / HJ(EC) Hybrid Industrial: Jobs Emphasis Zone / Alternative Compliance			
	Square Footage per Type of Use	Required Points per 1,000 Sq. Ft.	Total Points
Non-Residential Use	10,000 gross sq. ft.	0.050 points per 1,000 gross sq. ft.	0.5 points
Residential Use Market Rate Units	80,000 net sq. ft.	0.315 points per 1,000 net sq. ft.	25.2 points
Residential Use Restricted Affordable Units	20,000 net sq. ft.	N/A	0.0 points
Subtotal			25.7 points
Point Target			26 points

Example Project #3 Bundy Station Area / NI(EC) New Industry Zone / Greater than 35% Live/Work Units			
	Square Footage per Type of Use	Required Points per 1,000 Sq. Ft.	Total Points
Non-Residential Use	50,000 gross sq. ft.	0.050 points per 1,000 gross sq. ft.	2.5 points
Residential Use Market Rate Live/Work Units	32,000 net sq. ft.	0.315 points per 1,000 net sq. ft.	10.1 points
Residential Use Restricted Affordable Live/Work Units	8,000 net sq. ft.	N/A	0.0 points
Subtotal			12.6 points
Point Target			13 points

This figure is provided for illustrative purposes only and is not regulatory.

- B. **Determination of Community Amenities to be Provided.** Projects shall either be assigned Community Amenities from the Community Amenities Menu (**Appendix A**), or propose alternative Community Amenities to be considered by the Director of Planning, in accordance with the following procedures:
1. **Community Amenities Menu.** The Director of Planning shall assign one or more specific Community Amenities to a Project from those listed in the Community Amenities Menu, of which the sum of the corresponding point value of the Community Amenities meets the required point target, at the time of Administrative Clearance.
 - a. The Director of Planning shall consider Project location and scale, as well as the type and amount of Community Amenities that have already been assigned to projects in the surrounding area, in assigning Community Amenities that satisfy the intent of the Public Benefits requirements (**Section 3.1.1**) and contribute to the objectives of this Specific Plan (**Section 1.1.2**).
 2. **Proposing Community Amenities.** An applicant may propose Community Amenities that are not listed in the Community Amenities Menu for consideration by the Director of Planning, accompanied by a tabulation of the estimated cost of providing the Community Amenities, prepared or validated by a third party that is an expert in their field.
 - a. The point value of Community Amenities proposed by an applicant shall be calculated as equal to one point per \$100,000 of the validated cost estimate, adjusted relative to the effective date of this Specific Plan using the most recently available City Building Cost Index or similar building cost index as determined by the Director of Planning.
 - b. The Director of Planning shall confirm at the time of Administrative Clearance that such amenities satisfy the intent and purpose of the Public Benefits requirements (**Section 3.1.1**) and contribute to the objectives of this Specific Plan (**Section 1.1.2**), and may include Streetscape improvements, Publicly Accessible Open Space, Mobility Amenities, or Community Facilities not listed in the Community Amenities Menu.
- C. **Improvements in the Public Right-of-Way.** Applicants providing Community Amenities in the public right-of-way shall coordinate with and obtain approval from the Department of Public Works as necessary to comply with applicable standards and requirements.
- D. **Covenant.** Prior to issuance of a building permit, the property owner of the lot or lots where the Community Amenity is located and receiving any TNP Bonus shall record a Covenant and Agreement acceptable to the Director of Planning on their property stating that the Community Amenities will be maintained in good condition by the property owner unless or until the property is redeveloped.
- E. **West Los Angeles TIMP Fees.** Projects located within the boundaries of the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) are subject to applicable transportation impact assessment fees as set forth in that plan. In-lieu credits toward payment of the transportation impact assessment fees may be available for Projects that provide Community Amenities per this Specific Plan that are also found on the WLA TIMP list of transportation improvement projects, as detailed in the WLA TIMP.
- F. **Updating the Community Amenities Menu.** To reflect changing economic conditions and ensure that Public Benefits objectives are still relevant, the point schedule and Community Amenities Menu (**Appendix A**) shall be regularly reviewed and updated as necessary.

1. Updates to the point schedule shall be reviewed and approved by the Director of Planning.
 2. Updates to the Community Amenities Menu shall be recommended by the Director of Planning and approved by the City Planning Commission.
- G. **Annual Reporting.** Projects that provide Community Amenities per **Section 3.3** of this Specific Plan shall submit annual compliance reports to the Department of City Planning beginning 12 months after the issuance of a Certificate of Occupancy of the Project, documenting that benefits assigned to the Project have been implemented and are maintained in good condition.
1. **Review.** The annual reports shall be reviewed by the Department of City Planning, in consultation with LADOT as needed, to determine whether the Project is in compliance with the Public Benefits requirements.
- H. **Non-Compliance.** Projects that do not maintain the assigned Community Amenities, either by failing to submit the required annual reports, or by failing to maintain the Community Amenity, shall be subject to enforcement through the appropriate Department which may be Building and Safety, Housing and Community Investment, or Public Works.

The following sections address the types of Community Amenities that may be required: (1) Streetscape Improvements; (2) Publicly Accessible Open Space; (3) Mobility Amenities; and (4) Community Facilities.

3.3.3. Streetscape Improvements

To satisfy the Community Amenities requirement, Streetscape improvements shall comply with the following:

- A. **Location.** Streetscape improvements may be provided for streets throughout the Plan Area, whether or not the improvements are within an adopted Streetscape plan, and are intended to implement the Exposition Corridor Streetscape Plan and the Livable Boulevards Streetscape Plan (see **Map C**) and to enhance the pedestrian environment throughout the Plan Area.
1. Streetscape improvements in the public right-of-way directly abutting the Project site, or otherwise considered Project Serving Improvements as defined by the West Los Angeles Transportation Improvement and Mitigation Specific Plan, shall not be eligible to satisfy the Community Amenities requirements unless part of a contiguous series of improvements identified as a Streetscape project in **Appendix A**.
 2. Individual Streetscape elements listed in the Community Amenities Menu (**Appendix A**) may be provided alone or to supplement larger Streetscape projects, and may be proposed for any public right-of-way within the Specific Plan boundaries.
- B. **Standards and Maintenance.** Streetscape improvements shall adhere to the relevant standards and maintenance requirements established by the Departments of Transportation and Public Works, in addition to the following:
1. Streetscape improvements for streets within an adopted Streetscape plan shall be consistent with the provisions of the corresponding Streetscape plan.
 2. Streetscape improvements for streets not within an adopted Streetscape plan may also be proposed as Community Amenities, particularly when the segments identified on **Map C** have already been improved.

3. Streetscape elements that are not part of an adopted Streetscape plan shall require additional review and approval from the Departments of Transportation and Public Works, and/or other relevant public agency.
4. Improvements shall be consistent with the Mobility Plan 2035 and the corresponding street classification, with a focus on providing sufficient sidewalk widths, landscaping and shade trees, street furniture, bicycle facilities, and transit facilities.

3.3.4. Publicly Accessible Open Space

To satisfy the Community Amenities requirement, Publicly Accessible Open Space shall comply with the following:

- A. **Location.** Publicly Accessible Open Space may be constructed on-site as part of a Project (such as plazas, courtyards, parks, Paseos or walkways, outdoor sports areas, and playgrounds) or off-site within the public right-of-way (such as parklets, other pedestrian spaces, or new streets or alleyways).
- B. **Area.** Parklets shall occupy a minimum of 2 parking spaces. All other Publicly Accessible Open Space shall contain a minimum area of 1,500 square feet with no horizontal dimension less than 15 feet when measured perpendicularly from any point on each of the boundaries.
- C. **Access, Standards, and Maintenance.** All Publicly Accessible Open Space constructed on-site as part of a Project shall comply with applicable open space standards (**Section 2.5.2.**), Urban Design Standards (**Section 4.2.4**), and/or Urban Design Guidelines (**Appendix C**). Access, standards, and maintenance for Parklets shall be determined by LADOT.

3.3.5. Mobility Amenities

To satisfy the Community Amenities requirement, Mobility Amenities shall comply with the following:

- A. **Location.** Mobility Hubs and Bicycle Hubs may be constructed on-site as part of a Project, or off-site within the public right-of-way.
 - 1. Mobility Hubs and Bicycle Hubs shall be located within 500 feet of a transit station, measured from the closest point on any lot to the entrance(s) of a rail transit station (including elevators and stairways). If no entrance information is known for a station that is under construction, then the distance will be measured from the center of the platform of the station.
- B. **Features.** Mobility Amenities shall provide, at minimum, the following:

TABLE J: MOBILITY AMENITIES REQUIREMENTS

	Short-Term Bicycle Parking	Long-Term Bicycle Parking	Bicycle Share Stations	Carshare Spaces
Bicycle Corral	Rack(s) filling 1 on-street automobile parking space	-	-	-
Bicycle Storage Station	-	30	-	-
Mobility Hub	-	30	30	5
Bicycle Hub	-	50	-	-

- C. **Access and Standards.** Mobility Amenities shall be sufficiently identified with signage and fully accessible to the general public at all hours, with the exception of secured bicycle parking which may prohibit access to the general public but be accessible to approved users through a process open to the general public. Mobility Amenities shall also comply with all applicable regulations of LAMC Sections 12.21 A.16(d) through (f), including bicycle parking facility requirements, design standards, and additional requirements and allowances.

1. Mobility Amenities shall adhere to any standards or requirements set forth by LADOT or DCP, as amended, in addition to the requirements of this Specific Plan.

D. **Maintenance.** Maintenance of Mobility Amenities is the responsibility of the property owner.

3.3.6. Community Facilities

To satisfy the Community Amenities requirement, Community Facilities shall comply with the following:

- A. **Location.** Community Facilities may be provided on the same lot as the Project or off-site but within the Specific Plan boundaries.
- B. **Area.** Community Facilities shall contain a minimum area of 5,000 net square feet.
- C. **Maintenance.** If the use of a Community Facility is discontinued, it shall be replaced with another Community Facility of similar scale and scope, as determined by the Director of Planning or designee, by the property owner or subsequent owner and maintained for the life of the Project.

3.4. VEHICLE TRIP REDUCTION

3.4.1. Requirements

Applicable Projects are required to employ transportation demand management strategies in order to achieve at least one of the following:

- A 10% reduction in vehicle trips, during the morning or afternoon weekday peak hour, measured as the difference from baseline vehicle trip levels submitted at the time of application in a Vehicle Trip Generation Analysis (**Section 5.1.**).
- A 1.75 Average Vehicle Ridership for the weekday morning peak period.

3.4.2. Procedure

A. **Application Submittal.** Project applicants shall submit the following at the time of application, in addition to a Vehicle Trip Generation Analysis pursuant to **Section 5.1.**:

1. A transportation demand management plan, including the following elements:
 - a. A list of measures to be implemented to meet the vehicle trip reduction requirements. Transportation demand management strategies provided to satisfy other requirements of this Specific Plan (such as unbundled parking or transit benefit programs) or provided as Community Amenities (such as Streetscape improvements or mobility amenities) may be incorporated into a Project's transportation demand management plan to reduce trips. Strategies may include, but are not limited to:
 - a transportation demand management coordinator;
 - Area-wide transportation management association;
 - Commute trip reduction marketing, including a transportation information center and promotional activities, such as posters, prizes, and events promoting ridesharing;
 - Transit fare subsidy;
 - On-site sale of monthly transit passes;
 - Pre-tax transit commute expense accounts pursuant to Internal Revenue Code Section 132(f);
 - Bicycle facilities (e.g. bicycle storage, showers and lockers, on-site self-service bicycle repair areas) or services (e.g. bicycle share membership) beyond the requirements LAMC Section 12.21 A.16;
 - Integrated Mobility Hubs (as part of Citywide program);
 - On-site carshare and/or bicycle share programs;
 - Pedestrian network improvements;
 - Wayfinding and multi-modal navigation tools;
 - Flexible work hours;
 - Telecommuting;
 - Employer-sponsored vanpools;
 - Employer-sponsored shuttles;
 - Use of company vehicles for daytime business trips;
 - Ridesharing services;
 - Guaranteed ride home programs;
 - Campus shuttle program;

- Parking cash-out program;
 - Unbundled parking;
 - Priority parking for carpools and vanpools;
 - Workplace parking pricing; and
 - Limited parking supply.
- b. A schedule and enumeration of implementation steps for stated transportation demand management strategies, including anticipated budget, duration and frequency, key participants, communication methods, and staffing, as applicable.
2. Payment of any required fees per LAMC Section 19.15, including LADOT Development Review fees.
- B. **Calculating Trips and Average Vehicle Ridership.** Vehicle trip count methodology and analysis shall comply with applicable LADOT guidelines, as amended.
1. Weekday peak periods and peak hours shall be determined according to LADOT guidelines, as amended.
 2. Baseline vehicle trips shall be determined using the Project's Vehicle Trip Generation Analysis, submitted at the time of application.
 3. Morning and afternoon peak hour vehicle trips shall be determined by an average count of vehicle trips that enter or exit the project site during the morning or afternoon peak hours.
 4. AVR shall be calculated as the total number of people arriving at a site during the weekday morning peak period divided by the total vehicle trips made to or from the site during that same period.
 5. Vehicle trips that result from parking arrangements with off-site users as allowed through unbundled parking in **Section 2.6.2** (such as leased parking spaces to transit riders) may be deducted from the total vehicle trips for the purposes of this vehicle trip reduction requirement.
 6. Applicants that wish to propose an alternative method of demonstrating compliance with this requirement must receive approval from the Department of City Planning, in consultation with LADOT.
- C. **Annual Reporting.** Beginning 12 months after the issuance of a Certificate of Occupancy for the Project, the owner of the Project site shall submit an annual report to the Department of City Planning documenting the Project's actual vehicle trip generation and status of transportation demand management measures.
1. **Review.** The annual reports shall be reviewed by the Department of City Planning, in consultation with LADOT as needed, in order to determine whether the Project is in compliance with the vehicle trip reduction requirements set forth in **Section 3.4.1**.
 2. **Reporting Duration.** The owner of the Project site shall submit annual reports to the Department of City Planning until the Project demonstrates compliance with the vehicle trip reduction requirement for five consecutive years.
- D. **Enforcement.** Enforcement of Section 3.4 shall be pursuant to this Subsection.

1. Projects that do not comply with the Vehicle Trip Reduction requirement, either by failing to submit the required TDM Plan or annual reports, or by failing to meet the target vehicle trip reduction amounts for two consecutive years, are subject to a fine of \$9,944 per excess vehicle trip. The fine shall be indexed in accordance with Subsection D.3 (Annual Indexing) to the year that the fine is levied. The fine shall be calculated as follows:
 - a. For Projects that fail to meet the target for vehicle trip reduction, the fine shall be assessed for each trip over the vehicle trip reduction target of 10%.
 - b. For Projects that fail to submit the required TDM Plan or annual reports, it is assumed that no vehicle trip reduction has occurred. Therefore, the fine shall be assessed based on 10% of the Project's Vehicle Trip Generation Analysis.
2. The fine shall be paid to the Department of City Planning.
3. **Annual Indexing.** The enforcement fines in this Section 3.4 shall be increased (or decreased) annually as follows:
 - a. The Annual Index upon adoption of this plan shall be 1.000. The enforcement fine in Section 3.4.2.D.1 shall be increased (or decreased) as of January 1 of each year by the amount of the percent increase (or decrease) in the most recently available Construction Cost Index for the Los Angeles region, or equivalent index, as determined by LADOT. The revised Annual Index shall be published by LADOT in a newspaper of citywide circulation or on the LADOT website before January 31 of each year.
4. **Appeals.** An appeal from the imposition or calculation of a fine in this Subsection D shall be governed by the following:
 - a. **Appeal to the Department of City Planning.** If a Project applicant disputes the imposition or calculation of a fine under this Subsection D, the applicant may ask for reconsideration by the Director of City Planning within 15 days of service of the notice of fine. The request shall set forth specifically the basis of the request and the reasons why the fine should be modified. The appeal shall be on a form as prescribed by the Department of City Planning and shall be accompanied by a filing fee in the amount established by LAMC §19.01 B. The filing fee shall be payable to the Department of City Planning. The Director of City Planning or designee shall decide the matter and issue a decision letter within 30 days following the receipt of the request.
 - b. **Appeal to West Los Angeles Area Planning Commission.** Within 15 days of the date of mailing of the Director of City Planning's decision on the appeal, a Project applicant filing an appeal pursuant to Subsection D.4.a may appeal the decision to the West Los Angeles Area Planning Commission (WLA-APC) pursuant to the procedures in LAMC Section 11.5.7 C.6. Appeals filed under this Subsection D.4.B, require payment by the applicant of a filing fee to the Department of City Planning, in an amount established by LAMC §19.01 B. On appeal, the evidence shall be limited to the record of proceedings at the time the Director of City Planning or designee made his or her decision. If the WLA-APC upholds an appeal in whole or in part, it must make a finding that the Director of City Planning or designee erred or abused its discretion.

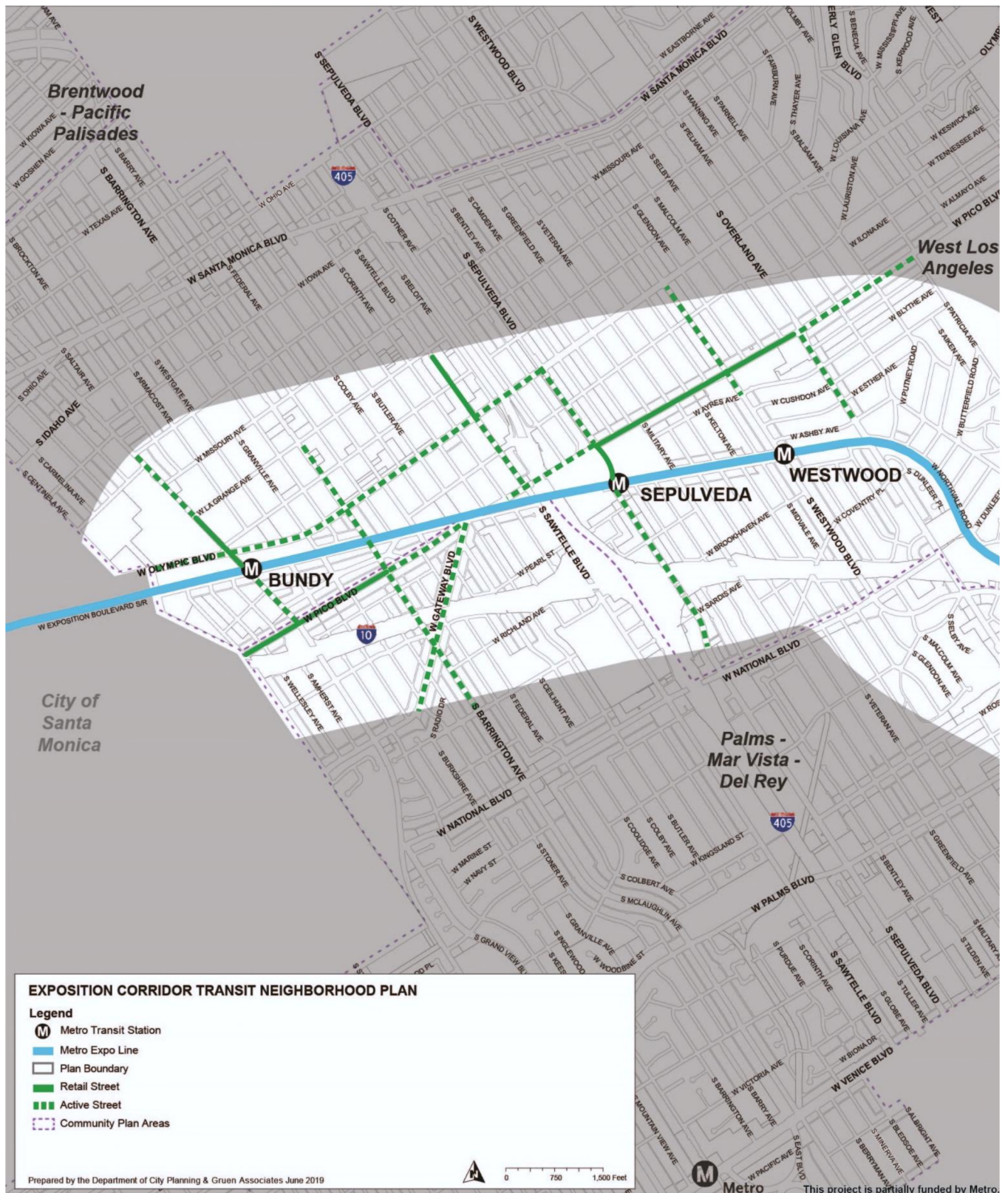
SECTION 4. URBAN DESIGN STANDARDS

4.1. APPLICABILITY

All Projects within the Specific Plan boundaries that involve new construction, additions, and/or exterior alterations are subject to the urban design standards in this section. Projects involving only a change of use are not subject to these urban design standards.

- **Multifamily Residential Design Standards.** Projects located in a Residential (R) zone, except for the Residential/Accessory Services (RAS) zone, shall comply with the Multifamily Residential Design Standards in **Section 4.3**.
- **Mixed Use, Commercial, and Industrial Design Standards.** Projects located in all other zones, including the RAS zone, shall comply with the Mixed Use, Commercial, and Industrial Design Standards in **Section 4.2**.

MAP H: RETAIL AND ACTIVE STREETS



MAP H: RETAIL AND ACTIVE STREETS



4.2. MIXED USE, COMMERCIAL & INDUSTRIAL DESIGN STANDARDS

4.2.1. Building Form & Setting

A. Setbacks.

1. **Front Setback.** Projects shall comply with the standards for front Setback on the ground floor as set forth in **Table K**, as determined by the proposed ground floor use abutting the sidewalk and whether the street adjacent to the building facade is designated as an Active Street, Retail Street, or neither (see **Map H**).

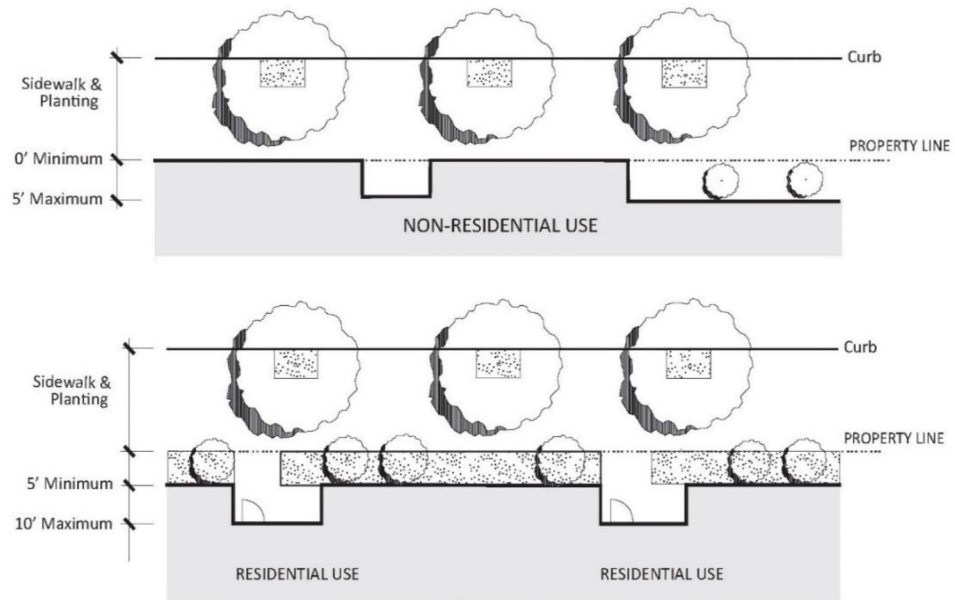
TABLE K: FRONT SETBACK REQUIREMENTS

Ground Floor Use	Projects Along a Retail Street or Active Street (minimum / maximum)	Projects Along All Other Streets (minimum / maximum)
Retail or Personal Services, Sit-Down Restaurant	0 feet / 5 feet	0 feet / 10 feet
Office, Industrial, and all other Non-Residential Uses	0 feet / 5 feet	5 feet / 10 feet
Live/Work Units	0 feet / 5 feet	0 feet / 10 feet
Residential Common Areas (lobbies, community rooms, etc.)	0 feet / 5 feet	10 feet / 15 feet
Residential Units	5 feet / 10 feet	10 feet / 15 feet

a. Exceptions.

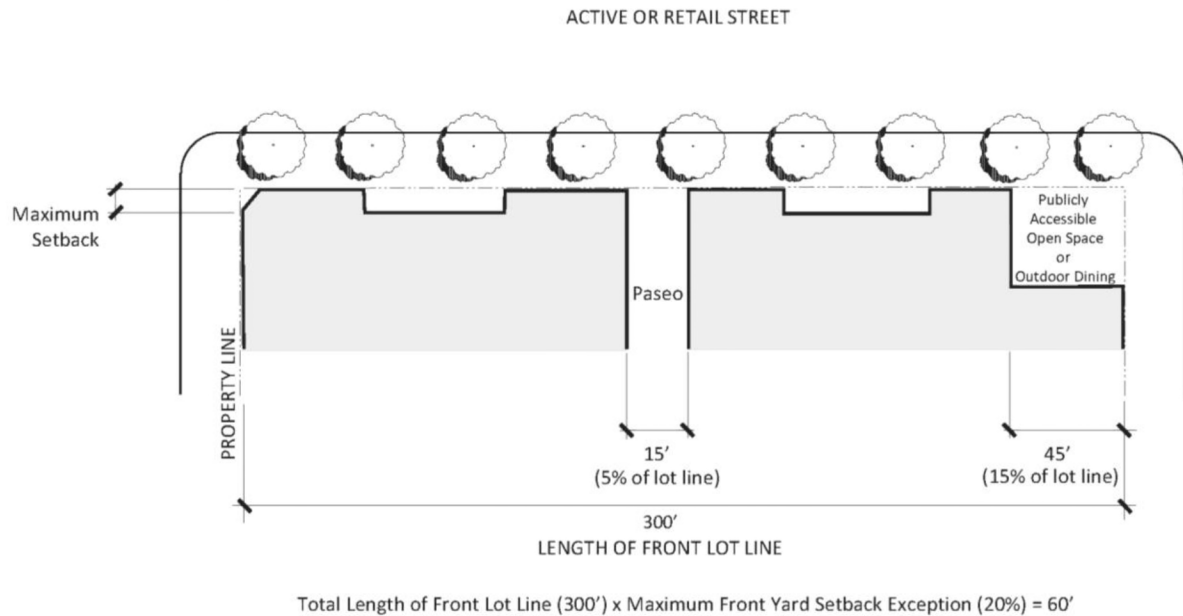
- i. **Required Sidewalks.** Front Setback maximum requirements may be exceeded as necessary to provide the standard sidewalk width indicated in Mobility Plan 2035 for the corresponding street designation.
- ii. **Walkways and Driveways.** Walkways or driveways required for access to parking or loading areas shall be exempt from front Setback requirements.
- iii. **Changes of Use.** If a ground floor use is changed in the future, the new use may continue to be subject to the Setback required at the time of initial construction.
- iv. **Outdoor Dining, Publicly Accessible Open Space, and Paseos.** Front Setback requirements may be exceeded in order to accommodate outdoor dining areas, Publicly Accessible Open Space, and/or Paseos, up to the following percentages of the length of the front lot line:
 - Projects Along a Retail or Active Street: 20%
 - Projects Along All Other Streets: 30%

FIGURE D: FRONT SETBACKS ON ACTIVE OR RETAIL STREETS



This figure is provided for illustrative purposes only and is not regulatory.

FIGURE E: FRONT SETBACK EXCEPTIONS



This figure is provided for illustrative purposes only and is not regulatory.

- b. **Fences and Walls.** Fences and walls in the front Setback are prohibited, except for those enclosing outdoor dining areas or in front of Residential Uses.
 - i. Fences and walls enclosing outdoor dining areas may be up to 3.5 feet in height.
 - ii. Fences and walls in front of Residential Uses may be up to 3.5 feet in height, and shall be set back at least 1.5 feet from the property line(s) along the street(s). This area

between the fence or wall and property line shall be planted with drought-tolerant plants.

2. **Side Setback.**

- a. **Non-Residential Uses.** Side Setbacks are not required for the ground floor portion of a building where the ground floor is used exclusively for non-residential purposes.
- b. **Residential Uses.** For portions of buildings used for residential purposes, side Setbacks of at least 5 feet in depth shall be maintained at the first story used in whole or part for residential purposes, excluding Residential common areas (lobbies, community rooms, etc.).
 - i. Residential side Setbacks may be exceeded to accommodate a vehicular driveway or Publicly Accessible Open Space, but only to the depth of the driveway or open space.

3. **Rear Setback.** Rear Setbacks at least 5 feet in depth shall be maintained on properties that directly abut or are across an alley from a residential (R) zone.

- B. **Streetwall.** For Projects with facades along streets identified in **Table L**, the Project's subject facade shall adhere to the indicated minimum Streetwall height for at least 80% of the length of the lot line.

1. **Calculation.** Portions of the upper floor(s) that are stepped back more than 5 feet from the ground floor facade shall not be counted toward the minimum Streetwall requirement.
2. **Exceptions.** Where utility poles greater than 30 feet in height exist along a street, no portion of a building above 30 feet in height may be constructed within 5 feet of the property line along that street.

FIGURE F: MINIMUM STREETWALL



This figure is provided for illustrative purposes only and is not regulatory.

TABLE L: MINIMUM STREETWALL HEIGHTS

Street	Minimum Streetwall Height
Barrington Ave.	2 stories
Bundy Dr.	3 stories
Motor Ave.	2 stories
National Blvd.	2 stories
Olympic Blvd. (west of Federal Ave.)	4 stories
Overland Ave.	2 stories
Palms Blvd.	2 stories
Pico Blvd.	3 stories
Robertson Blvd.	2 stories
Sawtelle Blvd. (north of Olympic Blvd.)	3 stories
Sepulveda Blvd. (north of Exposition Blvd.)	4 stories
Venice Blvd.	4 stories
Westwood Blvd.	2 stories

C. Massing and Building Coverage.

1. **Building Length.** Any horizontal above-grade dimension (width or depth) of a building shall not exceed 250 feet in length.
2. **Mid-Block Passageways.** Either a Paseo or a Shared Street shall be provided through the Project site in the following situations, and shall connect to another street, alley, or Paseo, aligning with the street grid as feasible, or enable linkage for a future street, alley, or Paseo where one currently does not exist:
 - a. For Project sites on blocks longer than 500 feet,
 - i. The Project site is located in the middle of a block, and the front lot line is greater than or equal to 200 feet; or
 - ii. The Project site is a corner lot and any of the lot lines along a street are greater than 300 feet.
 - iii. No more than a single mid-block passageway shall be required per Project site.
3. **Building Coverage.** A Project's building coverage, as defined in LAMC Section 12.20.3, shall cover at least 50 percent but no more than 85 percent of the total lot area.
 - a. **Exceptions.** Projects involving the alteration, rehabilitation, or reuse of existing building(s), not including any additions or new construction, are exempt from building coverage standards of this Specific Plan. Projects involving additions of less than 1,000 square feet to existing buildings are exempt from the minimum building coverage standard. Projects that have utilized this exception in the previous five-year period cannot utilize this exception again.
4. **Prohibition on Pedestrian Bridges.** Pedestrian bridges across public streets are prohibited.

5. **Elevation in Flood Plains.** Projects within a 100-year flood plain, as designated on a map prepared and updated by the Federal Emergency Management Agency, shall construct the finished floor elevation of the lowest habitable story at least 1 foot above the 100-year flood water surface elevation; in addition to LADBS requirements for projects located in Flood Zones.

4.2.2. Building Orientation

A. Pedestrian Entrances.

1. **Number and Location.** At least one pedestrian entrance shall be provided along each public street.
2. **Along Retail and Active Streets.** The primary pedestrian entrance for all commercial tenants and residential components fronting an Active or Retail Street shall be oriented to and accessed from that street.
3. **Elevation.** Primary pedestrian entrances shall be at grade level or a maximum of 3 feet above the adjacent finished grade and shall be visible from the public right-of-way. Entrances below grade level are prohibited.

B. Active Floor Area Requirements.

1. **Fronting Retail Streets.** For Projects fronting a Retail Street, at least 75% of the Project's building facade fronting the Retail Street shall incorporate Active Floor Area.
2. **Fronting Active Streets.** For Projects fronting an Active Street, at least 50% of the Project's building facade fronting the Active Street shall incorporate Active Floor Area and/or residential units with individual entries.
3. **Minimum Height and Depth.** Active Floor Area shall have a minimum depth of 25 feet from the front facade and shall have a minimum floor-to-structural ceiling height of 15 feet.

C. Transparency.

1. **Ground Floors Along Retail Streets.** For Projects along a Retail Street, at least 75% of the ground floor building facade measured between 2 and 8 feet above the finished sidewalk grade shall consist of transparent openings, such as clear glass windows and doors.
 - a. For Projects on corner lots where one side fronts a Retail Street, the ground floor transparency requirements for Retail Streets shall also apply to the first 20 linear feet of ground floor building facade along the intersecting street.
2. **Ground Floors Along Active Streets.** For Projects fronting an Active Street, at least 50% of the ground floor building facade measured between 2 and 8 feet above the finished sidewalk grade shall consist of transparent openings, such as clear glass windows and doors.
3. **Upper Floors.** At least 15% of the building facade above the ground floor shall consist of transparent openings, measured from the finished floor elevation of the level above the ground floor to the highest point on the building facade.
4. **Exemption for Historic Resources.** Projects involving an Eligible Historic Resource or a Designated Historic Resource are exempt from transparency requirements if compliance

would be in conflict with the Secretary of the Interior Standards for Rehabilitation, as determined by the Director of Planning, or would compromise the structural integrity of the building, as determined by the Department of Building and Safety.

4.2.3. Architectural Treatment

A. Windows and Doors.

1. **Materials.** Clear glass shall be used for wall openings (i.e. doors and windows) along all street-level facades containing Non-Residential Uses. Only tinting required to meet Title 24, or other similar energy efficiency standards shall be permissible.
2. **Security Grilles and Bars.** Solid exterior security grilles and permanently affixed security bars are prohibited. Exterior and interior security grilles are permitted provided they are at least 75% transparent and are retractable and designed to be fully screened from view during business hours.
3. **Window Operability Adjacent to Freeways.** Where a property containing a Sensitive Land Use abuts a freeway right-of-way, no operable windows, balconies, or patios are allowed on the side of the building that faces the freeway.
4. Windows and doors visible from the street shall be recessed at least 2 inches from the building facade; this recess shall not be accomplished by the use of plant-on moldings around the window or door. Flush finish window installations are only permitted when a glass curtain wall, spandrel glass, or other similar design approach is used.

B. Materials.

1. When stucco is used on a building facade it shall be applied in combination with at least one other material on the facade, not including materials used in windows, doors, balconies, or railings.
2. **Reflectivity.** Visible exterior surfaces of the proposed structure, fencing, recreational equipment, or outdoor art installations shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (without mirror-like tints or films), pre-cast concrete, fabricated wall surfaces, composite materials, wood, coated metal, and stone to minimize glare and reflected heat.

4.2.4. Open Space Design

A. Paseos.

1. **Area.** Paseos shall be at least 15 feet wide, and an average of at least 20 feet wide.
2. Paseos shall be at least 50 percent open to the sky or covered with translucent material. Alternatively, Paseos may be covered with habitable floor area if the interior height of the Paseo is at least 30 feet.

B. Publicly Accessible Open Space.

1. **Area.** Publicly Accessible Open Space shall be at least 650 square feet with no horizontal dimension less than 15 feet when measured perpendicularly from any point on each of the boundaries.
2. **Elevation.** Publicly Accessible Open Space shall not be more than 3 feet above or below the adjacent finished grade.
3. **Hours of Access.** Publicly Accessible Open Space shall be accessible to the public at minimum from 6 a.m. to 10 p.m. daily.
4. **Fences or Walls.** Fences or walls enclosing Publicly Accessible Open Space shall be a maximum height of 6 feet and at least 75% transparent.
5. **Trees and Landscaping.** A Shared Street shall include street trees and landscaping for a minimum of 15% of the street area in order to qualify as Publicly Accessible Open Space.

C. Landscape and Hardscape.

1. **Drought Tolerant Plants.** Where Projects include new landscaping, at least 80% of the landscaped area shall be planted with drought tolerant shrubs and groundcover. If turf is installed, a water-conserving species appropriate for the climate in Los Angeles shall be selected.
2. **Permeable Paving.** Hardscape areas shall include permeable paving for at least 50% of the area, except where not feasible due to water table levels, contamination, or permeability of the soil.

D. Freeway Adjacency.

1. **Open Space Location.** Projects within 500 feet of a freeway and containing Sensitive Land Uses shall locate on-site open spaces and recreation areas as far from freeways as possible.
2. **Landscape Buffer.** Projects containing a Sensitive Land Use abutting a freeway right-of-way shall provide a 10-foot-wide densely landscaped buffer from the property line along the freeway.

4.2.5. Vehicle Access & Parking Design

A. Vehicle Access.

1. **Driveway Location.** Vehicular access to parking shall be from an alley or a local street where physically feasible, as determined in consultation with LADOT.
 - a. When vehicular access is determined to only be feasible from a Retail or Active Street, vehicular access to parking shall be placed toward one side of the building or along the side lot line, not in the middle of a property's street frontage.
 - b. On corner lots, vehicular access shall be located as far from the street intersection as possible.
2. **Number and Width of Driveways.** Projects sites with street frontage that is less than or equal to 200 feet are allowed a maximum of one two-way driveway or two one-way driveways. Project sites with greater than 200 feet of street frontage are allowed a maximum of two two-way driveways.
 - a. One-way driveways are limited to a maximum on-site drive aisle width of 12 feet and two-way driveways are limited to a maximum on-site drive aisle width of 24 feet, unless a greater width is determined necessary by the Director of Planning in consultation with LADOT.
3. **Driveway Distancing.** Multiple driveways at the street curb to access a Project site shall be located at least 50 feet apart. Where there are existing driveways to access adjacent properties, a minimum of 20 feet of distance shall be required to separate new and existing driveways.
4. **Drop-Off Areas.** Porte-cocheres and vehicular drop-off areas between the front of a building and the street are prohibited. Drop-off areas shall be located along the curb where there is a full-time curbside parking lane or within parking lots or structures.
5. **Alert System for Pedestrians.** A vehicular exit from a parking structure located within 5 feet of a sidewalk or Paseo shall feature a visual/audible alarm to warn pedestrians and cyclists of the approach of a vehicle exiting the structure.

B. Surface Parking Lots.

1. **Location.** Surface parking lots shall be located at the rear of the property and behind the building, not between the property line along the street and the building facade along such street.
2. **Perimeter Landscaping.** Where a surface parking lot abuts a public street, the lot shall be screened using a minimum 2-foot-wide landscaped strip between the property line and the parking lot.
 - a. The landscaped strip shall contain densely planted hedges or shrubs that are at least 3 feet in height at the time of planting, installed in the ground or in containers. The planting shall be of a type that may be expected to form, within three years after time of planting, a continuous, unbroken, year round visual screen. Such planting, including any planting containers, shall not exceed 3.5 feet in height.

- b. If the landscaped strip contains in-ground planting, it shall be surrounded by a 6-inch-high concrete curb.
 - c. A wall, barrier, or fence up to 2.5 feet in height and of uniform appearance may be placed between the required landscaped strip and the parking lot. Such wall, barrier, or fence may be opaque or perforated provided that not more than 50 percent of the face is open.
3. **Trees.** Parking lots shall contain a minimum of one 24-inch box tree for every four new surface parking spaces, adhering to the standards set forth in LAMC 12.42 B and the City of Los Angeles [Landscape Ordinance](#) (Ord. No. 170,978), Guidelines K – Vehicular Use Areas.

C. **Parking Structures.**

- 1. **Ground Floor Screening.** Parking and loading areas shall be buffered with habitable floor area with a minimum depth of 25 feet, between the parking area or loading area and any public street, except for necessary access pathways and driveways. Alley-facing facades are exempt.
- 2. **Upper Floor Screening.**
 - a. All parking, loading, or vehicular circulation areas located above the ground floor and facing a public street (excluding alleys) shall be screened in any of the following ways:
 - i. Screened with materials that are substantially similar in appearance and application to those used on habitable portions of the building. Open screening materials such as perforated metal, mesh, or landscape trellis, may not be used to satisfy this requirement; or
 - ii. Lined with habitable floor area with a minimum depth of 18 feet.
 - b. Lining upper floor parking areas with habitable floor area with a minimum depth of 18 feet shall be required for upper floor parking areas at, or above, the building's third level above grade, where such areas would face a public street.
 - c. Projects with portions of above-grade parking facilities within 500 feet of a freeway or freeway ramp may be lined consistent with **Section 4.2.5.C(a)** in lieu of habitable floor area.
- 3. **Additional Requirements for Parking Near Residential Uses.** Parking structures within 200 feet of any Residential Use shall:
 - a. Contain solid decorative walls to block vehicular lights and deflect noise along the sides closest to the Residential Use;
 - b. Contain solid spandrel panels at least 3.5 feet in height, installed at the ramps of the structure to minimize glare;
 - c. Construct garage floors and ramps using textured surfaces to minimize tire squeal; and
 - d. Locate exhaust vents away from Residential Uses.

4.2.6. Special Sign Regulations for the West Pico Design Standards District

- A. **Purpose.** The West Pico Design Standards District is intended to accommodate the unique development environment within the commercial and industrial area within the Specific Plan boundaries generally along Pico and Exposition Boulevards west of the I-405 and retain compatibility with existing pedestrian-oriented signage.
- B. **Applicability.** All Projects within the Specific Plan boundaries shall comply with the City's Sign Regulations per LAMC Section 14.4.1, *et seq.* Projects located in the West Pico Design Standards District (see **Map B**) of this Specific Plan shall additionally comply with the design standards for signs in this section.
 - 1. For industrial zoned properties, these additional design standards shall apply only to signs placed along frontage on Pico Boulevard or the Southern Pacific Railroad Right-of-Way.
- C. **Prohibited Signs.** Pole signs and illuminated architectural canopy signs are prohibited.
- D. **Wall Signs.**
 - 1. **Building Identification Signs.** Each building or premise is allowed 1 wall sign containing the name, address, and/or logo of the building on the site, or any other message allowed on an on-site sign. The sign area of this wall sign shall not be more than 4 square feet.
 - 2. **Business Identification Signs.** Any business is allowed 1 wall sign containing the name of the business, logo, and/or any other message allowed on an on-site sign for each face of each building that has frontage on a public street and has a public entrance from the public right-of-way.
 - 3. **Size.** The total sign area of a wall sign, with the exception of business identification signs, shall not exceed 1.5 square feet for each linear foot of store or building frontage, or 75 square feet in area, whichever is less.
 - 4. **Height.** The overall height of wall signs made of channel or individual letters/logo shall not exceed 2 feet, and the height of the letters shall not exceed 1.5 feet.
 - 5. **Projection.** Wall signs shall not project more than 1 foot from the wall to which it is attached, or extend above a building wall or roofline.
 - 6. **Elevation.** Wall signs in a multi-tenant building shall be placed at the same uniform elevation to create visual continuity (applicable to each level of a multi-tenant retail/office building).
 - 7. **Material.** Wall signs shall be constructed of channel or individual letters/logos or metal, stone, wood, or other non-illuminated, non-plastic material, with the following exception:
 - a. Canister wall signs are permitted only if they have opaque, or translucent, non-illuminated face panels with only individual letters and/or logos back-lit, and not the entire surface of the sign. Internally illuminated letters (routed/stenciled/embossed) may be plastic, but face panels shall not have glossy, reflective surfaces.
- E. **Monument Signs.**
 - 1. **Number.** There shall be only 1 monument sign per building or project site, whichever is less.

2. **Size.** Monument signs shall not exceed 24 square feet per side.
3. **Material.** Monument signs shall be constructed of metal, stone, wood, or other non-illuminated, non-plastic material, with the following exception:
 - a. Plastic canister signs are permitted only if the sign has opaque, or translucent, non-illuminated face panels with only individual letters and/or logos back-lit, and not the entire surface of the sign. Internally illuminated letters may be plastic, but face panels shall not have glossy, reflective surfaces.

F. Projecting Signs.

1. **Number.** The number of projecting signs shall not exceed 1 per business.
2. **Size.** Projecting signs shall not exceed 4 square feet per sign face.
3. **Material.** Projecting signs shall be constructed of metal, stone, wood, or other non-illuminated, non-plastic material, with the following exception:
 - a. Plastic canister signs are permitted only if the sign has opaque, or translucent, non-illuminated face panels with only individual letters and/or logos back-lit, and not the entire surface of the sign. Internally illuminated letters may be plastic, but face panels shall not have glossy, reflective surfaces.
4. **Projection.** Projecting signs shall not project more than 2.5 feet from the wall to which it is attached, or extend above the parapet line of a roof.

G. Awning Signs.

1. **Number.** Each building or business is allowed 1 awning sign to be located on the awning over the building or business entrance.
2. **Size.** Letters, numbers, or symbols on an awning sign shall not exceed 10 inches in height and cover no more than 70% of the valence area.
3. The name, occupation, and/or address of the business is permitted on the awning signs, or any other message allowed on an on-site sign.

H. Window Signs.

1. **Number.** Only 1 window sign per business is allowed.
2. **Size.** Window signs shall not exceed 4 square feet or 10% of the total window area, whichever is less.

I. Information Signs.

1. **Size.** Information signs shall not exceed 9 square feet or a vertical or horizontal dimension of 3 feet.
2. **Design.** Information signs shall be consistent in design with the signage for the rest of the project through material, color, and/or font.

3. **Material.** Information signs shall be constructed of metal, stone, wood, or other non-illuminated, non-plastic material, with the following exception:
 - a. Plastic canister signs are permitted only if the sign has opaque, or translucent, non-illuminated face panels with only individual letters and/or logos back-lit, and not the entire surface of the sign. Internally illuminated letters may be plastic, but face panels shall not have glossy, reflective surfaces.

4.3. MULTIFAMILY RESIDENTIAL DESIGN STANDARDS

4.3.1. Building Form & Setting

A. Front Setbacks.

1. **Along Active Streets.** For Projects fronting an Active Street, the front Setback shall be a minimum of 5 feet and a maximum of 10 feet, measured from the front property line.
 - a. **Fences and Walls.** Fences and walls in the front Setback are permitted up to 3.5 feet in height along Active Streets and shall be set back at least 1.5 feet from the front property line. This area between the fence or wall and property line shall be planted with drought-tolerant plants.
2. **All Other Streets.** Projects fronting all other streets shall be set back within 5 feet of the Prevailing Front Setback of the block face on which the property is located as defined in this Specific Plan, with the exception of the R3(EC) zone and properties fronting Exposition Boulevard located west of Barrington Avenue which shall comply with the Setback requirements of the R3 zone as set forth in LAMC Section 12.10 C.1 (therein referred to as "Yards"). This Setback requirement supersedes the front yard provisions in LAMC Section 12.22 C.27(e) for small lot subdivisions.

B. Massing.

1. **Building Length.** Any horizontal above-grade dimension (width or depth) of a building shall not exceed 250 feet in length.
2. **Prohibition on Pedestrian Bridges.** Pedestrian bridges across public streets are prohibited.
3. **Elevation in Flood Plains.** Projects within a 100-year flood plain, as designated on a map prepared and updated by the Federal Emergency Management Agency, shall construct the finished floor elevation of the lowest habitable story at least 1 foot above the 100-year flood water surface elevation.

4.3.2. Building Orientation

A. Entrances.

1. **Number and Location.** Street-fronting residential units on the ground floor shall each have a primary entrance facing the street.
2. **Design.** Primary pedestrian entrances shall be prominent and distinguished through architectural features such as, but not limited to, front porches, overhead projections, columns, side windows, or recessed planes.
3. **Elevation.** Building entrances shall be placed at grade level or a maximum of 3 feet above the adjacent finished grade and unobstructed from view from the public right-of-way. Entrances below grade level are prohibited.
4. **Walkway Access.** All required pedestrian entrances shall have walkways from the entrance to the sidewalk at least 3 feet in width. Walkways shall be separated from parking and driveways.

B. Active Floor Area Requirements.

1. **Along Active Streets.** For Projects fronting an Active Street, at least 50% of the Project's building facade along the Active Street shall incorporate Active Floor Area and/or residential units with individual entries.
2. **Minimum Height and Depth.** Active Floor Area shall have a minimum depth of 25 feet from the front facade and shall have a minimum floor-to-structural ceiling height of 15 feet.

C. Transparency.

1. **Ground Floors Along Active Streets.** For Projects fronting an Active Street, at least 50% of the ground floor building facade measured between 2 and 8 feet above the finished sidewalk grade shall consist of transparent openings, such as windows and doors.
2. **Upper Floors.** At least 15% of the building facade above the ground floor shall consist of transparent openings, measured from the top of the finished floor to the top of the wall plate or finished floor above.
3. **Exemption for Historic Resources.** Projects involving an Eligible Historic Resource or a Designated Historic Resource are exempt from transparency requirements if compliance would be in conflict with the Secretary of the Interior Standards for Rehabilitation, as determined by the Director of Planning, or would compromise the structural integrity of the building, as determined by the Department of Building and Safety.

4.3.3. Architectural Treatment

A. Windows and Doors.

1. Windows and doors visible from the street shall be recessed at least 2 inches from the building facade; this recess shall not be accomplished by the use of plant-on moldings around the window or door. Flush finish window installations are only permitted when a glass curtain wall, spandrel glass, or other similar design approach is used.
2. **Window Operability Adjacent to Freeways.** Where a property containing a Sensitive Land Use abuts a freeway right-of-way, no operable windows or balconies are allowed on the side of the building that faces the freeway.

B. Materials.

1. When stucco is used on a building facade it shall be applied in combination with at least one additional building material on the facade, not including materials used in windows, doors, balconies, and railings.
2. **Reflectivity.** Visible exterior surfaces of the proposed structure, fencing, recreational equipment, or outdoor art installations shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (without mirror-like tints or films), pre-cast concrete, fabricated wall surfaces, composite materials, wood, coated metal, and stone to minimize glare and reflected heat.

4.3.4. Open Space Design

A. Landscape and Hardscape.

1. **Drought Tolerant Plants.** At least 80% of a Project's newly landscaped area shall be planted with drought tolerant shrubs and groundcover.
2. **Permeable Paving.** At least 50% of hardscape areas shall include permeable paving, except where not feasible due to water table levels, contamination, or permeability of the soil.

B. Freeway Adjacency.

1. **Open Space Location.** Projects within 500 feet of a freeway and containing Sensitive Land Uses shall locate on-site open spaces and recreation areas as far from freeways as possible.
2. **Landscape Buffer.** Projects containing a Sensitive Land Use abutting a freeway right-of-way shall provide a 10-foot-wide densely landscaped buffer from the Project's property line along the freeway.

4.3.5. Vehicle Access & Parking Design

A. Vehicle Access.

1. **Driveway Location.** Vehicle access to parking areas shall be taken from the public right-of-way in the following order of priority, as determined in consultation with LADOT: alley, local street, arterial street.
 - a. On corner lots, vehicular access shall be located as far from the corner as possible.
2. **Number and Width of Driveways.** Project sites with Street Frontage that is less than or equal to 200 feet are allowed a maximum of one two-way driveway or two one-way driveways. Project sites with greater than 200 feet of Street Frontage are allowed a maximum of two two-way driveways.
 - a. One-way driveways are limited to a maximum width of 12 feet. Two-way driveways are limited to a maximum width of 24 feet.
3. **Driveway Distancing.** Multiple driveways accessing a Project site shall be located at least 50 feet apart. Where there are existing driveways on adjacent properties, a minimum of 20 feet distance shall be required to separate new and existing driveways.
4. **Drop-Off Areas.** Porte-cocheres and other vehicular drop-off areas between the building frontage and the street are prohibited. Drop-off areas shall be located along the curb where there is a full-time curbside parking lane or within parking lots or structures.

B. Parking Areas.

1. **Location.** Parking shall be located underground or set back a minimum of 30 feet from the front property line, exclusive of any required driveway(s), unless determined physically infeasible by the Director of Planning in consultation with LADOT.
2. **Screening.** All parking that fronts a public street shall be either:

- a. **Enclosed Parking Areas.** Screened, glazed, or enclosed with materials that are substantially similar in appearance and application to those used on habitable portions of the building. Open screening materials such as perforated metal, mesh, or landscape trellis, may not be used to satisfy this requirement; or
- b. **Un-Enclosed Parking Areas.** Screened with densely planted trees or shrubs that are at least 3 feet in height at the time of planting.

SECTION 5. ENVIRONMENTAL SCOPE REVIEW

Projects that meet certain applicability criteria pursuant to this section shall submit additional application materials to demonstrate whether any potential Project impacts have been adequately assessed within the Exposition Corridor Transit Neighborhood Plan Environmental Impact Report, certified on July 3, 2018 (Specific Plan EIR) or whether additional environmental scope review or environmental CEQA review is required, adhering to the following steps:

Step 1: Applicability Criteria. Project applicants shall determine whether applicability criteria are met for each environmental category.

- Projects meeting applicability criteria shall submit any required supplemental application material(s).

Step 2: Environmental Threshold. The Director of Planning, in consultation with LADOT and other agencies as appropriate, shall determine whether the Project exceeds the respective environmental threshold based on the supplemental application material(s).

Step 3: Project Modification or Additional Environmental Scope Review. Projects that exceed an environmental threshold set forth in this section shall either:

- Modify the Project such that the Project's potential impacts would remain within the scope of what was analyzed in the Specific Plan EIR. In such case, these modified Projects may still be eligible for Administrative Clearance; or
- Conduct additional environmental studies to identify the potential impacts and appropriate mitigations; these Projects may still be eligible for Administrative Clearance or may require additional environmental CEQA review and discretionary approval.

Step 4: Documentation of Compliance. Projects shall submit appropriate documentation of Project modifications, additional environmental scope review, or appropriate environmental CEQA review prior to Specific Plan approval, and completion of mitigations prior to issuance of a Certificate of Occupancy.

5.1. TRANSPORTATION

5.1.1. Applicability Criteria

Projects that result in net new square footage as compared to square footage currently on the Project site shall be subject to review for transportation impacts.

- A. **Supplemental Application Materials.** For Applicable Projects, applicants shall submit a Vehicle Trip Generation Analysis with estimated peak hour and peak period trips, in addition to plans for LADOT site access and circulation review. The Vehicle Trip Generation Analysis shall be prepared in accordance with LADOT's Transportation Assessment Guidelines, as amended. Project applicants shall pay all applicable review fees.

5.1.2. Environmental Threshold

To remain within the scope of the Specific Plan EIR, the number of trips generated by a Project shall not cause the cumulative total number of net external morning or afternoon peak hour trips in the corresponding station segment (**Map I**) to exceed the thresholds set forth in **Table M**.

TABLE M: PEAK HOUR TRIP THRESHOLDS BY STATION SEGMENT

Station Segment (see Map I)	Net External Morning Peak Hour Trips	Net External Afternoon Peak Hour Trips
Bundy	7,524	8,213
Sepulveda	6,501	8,003
Westwood	1,880	3,298
Palms	5,168	7,263
Culver City	3,434	4,366

- A. The Director of Planning, in consultation with LADOT, shall review a Project's Vehicle Trip Generation Analysis to determine whether the thresholds set forth in **Table M** are exceeded.
- B. Projects that do not exceed the trips set forth in **Table M** may obtain Administrative Clearance or a Director's Determination for Alternative Compliance without any additional transportation-related environmental scope review. For such Projects, a full transportation impact study by LADOT is not required, though Projects are still subject to LADOT review related to site access and circulation consistent with LADOT guidelines, as amended.
- C. **Expiration of Permits.** If a building permit for a Project expires without having been used, and no extension of such permit is granted, then the Department shall exclude the Project's trips from the official calculation of the cumulative number of trips.
- D. **Vehicle Miles Traveled Threshold.** Upon City adoption of thresholds and analysis methodologies for evaluating transportation impacts based on vehicle miles traveled, Projects will be subject to compliance with these new thresholds in lieu of the vehicle trip thresholds in **Table M**.

5.1.3. Additional Environmental Scope Review

Projects that exceed the trips set forth in **Table M** shall conduct a Project-specific transportation assessment per LADOT's Transportation Assessment Guidelines, as amended. Projects that incorporate LADOT recommendations are eligible to obtain Administrative Clearance or a Director's Determination for Alternative Compliance.

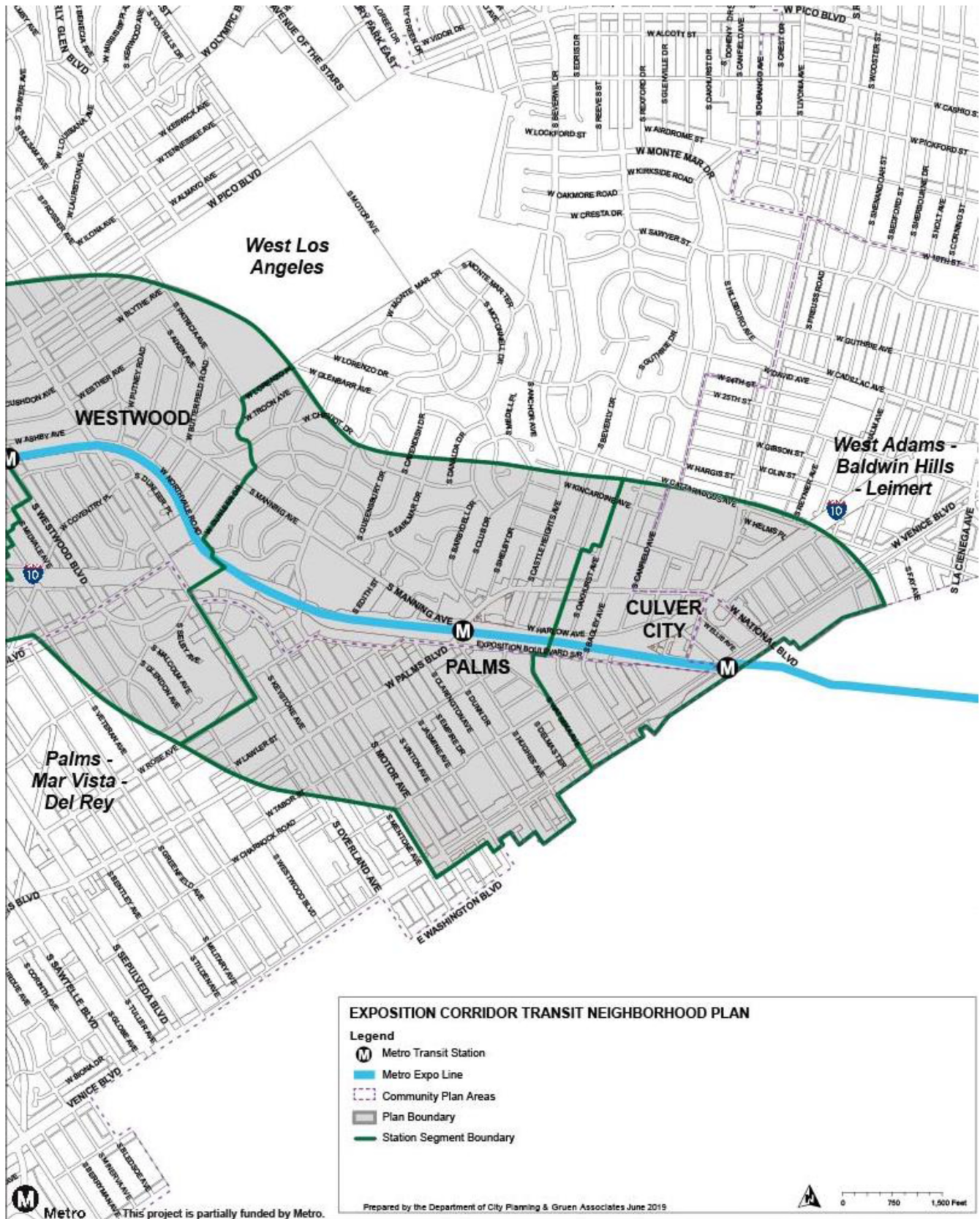
5.1.4. Documentation of Compliance

Applicants shall provide a LADOT assessment letter to demonstrate compliance prior to Specific Plan approval.

MAP I: STATION SEGMENT BOUNDARIES



MAP I: STATION SEGMENT BOUNDARIES



5.2. AESTHETICS

5.2.1. Applicability Criteria

Projects that are not located within a Transit Priority Area as defined by California Public Resources Code Section 21099(a) and include proposed structures in excess of 60 feet in height shall be subject to review for aesthetic impacts.

A. **Supplemental Application Materials.** For Applicable Projects, applicants shall submit a Shadow-Sensitive Use map identifying Shadow-Sensitive Uses to the north, northwest, and northeast.

1. If the Shadow-Sensitive Use map demonstrates that a Project is located within a distance less than or equal to three times the height of the Project to any Shadow-Sensitive Use, the applicant shall also prepare and submit a shade and shadow study.

5.2.2. Environmental Threshold

To remain within the scope of the Specific Plan EIR, Projects shall not create a shadow on a Shadow-Sensitive Use for more than three hours between 9 a.m. and 3 p.m. Pacific Standard Time or more than four hours between 9 a.m. and 5 p.m. Pacific Daylight Time.

A. For purposes of determining maximum shadow length, the shade and shadow study shall calculate and diagram hourly shadows during extreme conditions, as represented by the Winter solstice (December 22) and Summer solstice (June 21); this diagram shall show lot lines and the location of Shadow-Sensitive Uses.

5.2.3. Additional Environmental Scope Review

Projects that exceed this environmental threshold require Project-specific CEQA review, and may identify potential Project modifications, conditions, or mitigations to reduce or eliminate impacts related to shade-shadow. These Projects are not eligible for Administrative Clearance and for the purposes of Specific Plan approval shall adhere to the discretionary review procedure in LAMC Section 11.5.7 C (Project Permit Compliance Review) or other appropriate discretionary approval process.

5.2.4. Documentation of Compliance

Applicants shall provide the appropriate CEQA analysis to demonstrate compliance prior to Specific Plan approval.

5.3. CULTURAL RESOURCES

5.3.1. Applicability Criteria

- A. **Eligible Historic Resources.** Projects involving an Eligible Historic Resource shall submit documentation as required by the Director of Planning, in consultation with the Department of City Planning's Office of Historic Resources.

5.3.2. Environmental Threshold

- A. **Non-Demolitions.** For any such Project that does not involve the demolition of an Eligible Historic Resource, no Specific Plan Approval shall be issued until one of the following occurs:
 - 1. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Project is consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or,
 - 2. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Eligible Historic Resource is not a historical resource, as defined by Public Resources Code Section 21084.1.
- B. **Demolitions.** For any Project that involves the demolition of an Eligible Historic Resource, no Specific Plan approval shall be issued until:
 - 1. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Eligible Historic Resource is not a historical resource, as defined by Public Resources Code Section 21084.1.

5.3.3. Additional Environmental Scope Review

Projects involving an Eligible Historic Resource that exceed the environmental thresholds per **Section 5.3.2.** shall:

- A. Submit additional documentation as required by the Director of Planning, in consultation with the Department of City Planning's Office of Historic Resources, and
- B. Complete appropriate environmental review on the Project in compliance with CEQA, including if necessary, the adoption of a statement of overriding considerations.

5.3.4. Documentation of Compliance

Project applicants shall submit documentation that environmental review in compliance with CEQA was completed for the Project, including if necessary, the adoption of a statement of overriding considerations, prior to Specific Plan approval.

5.4. HAZARDS AND HAZARDOUS MATERIALS

5.4.1. Applicability Criteria

Projects involving new construction and soil disturbance shall be subject to review for hazards and hazardous materials impacts.

A. **Supplemental Application Materials.** Applicable Projects shall submit a historical environmental report to demonstrate whether the Project is located on or within ¼ mile of a site identified on any government list of sites as having the potential to be contaminated with hazardous waste or hazardous materials, including lists prepared pursuant to California Government Code Section 65962.5.

1. If the historical environmental report demonstrates that a Project is located on or within ¼ mile of a site identified on any government list as having the potential to be contaminated with hazardous waste or hazardous materials, the applicant shall also submit a Phase I Environmental Site Assessment. The Phase I Environmental Site Assessment shall be prepared by an appropriately qualified individual in accordance with state standards and guidelines, and evaluate whether the Project site may be contaminated from uses such as the storage, use, transport, generation, and disposal of toxic and hazardous waste or materials.

5.4.2. Environmental Threshold

To remain within the scope of the Specific Plan EIR, the Phase I Environmental Site Assessment must demonstrate that there are no Recognized Environmental Conditions present on the Project site.

5.4.3. Additional Environmental Scope Review

Projects involving any potential hazards identified by the Phase I Environmental Site Assessment shall conduct a Phase II Environmental Site Assessment and the Project site mitigated as recommended by an appropriately qualified individual with experience in the identification and mitigation of hazardous materials and wastes.

5.4.4. Documentation of Compliance

Prior to clearance by the Director of Planning of any permits that allow for grading or construction, applicants shall provide written confirmation by an appropriately qualified individual or relevant agency to demonstrate compliance with any necessary remediation on the Project site to the satisfaction of the agency responsible for cleanup, including confirmation that the required site remediation was completed consistent with the relevant federal, state, or local requirements.

- A. Projects that provide the above written confirmation may still be considered for Administrative Clearance.

5.5. WATER SUPPLY

5.5.1. Applicability Criteria

Projects located within the Specific Plan boundaries that meet the SB 610 criteria for a “project” as defined in California Water Code Sections 10910 to 10915, as amended, shall be subject to review for water supply impacts.

A. Supplemental Application Materials.

1. Applicable Projects within Specific Plan Subareas that meet SB 610 criteria shall coordinate with LADWP to determine the Project’s net increase in water demand.
2. Applicable Projects not within Specific Plan Subareas that meet SB 610 criteria shall coordinate with LADWP to conduct a Water Supply Assessment per California Water Code, as amended.

5.5.2. Environmental Threshold

To remain within the scope of the Specific Plan EIR, the net increase in water demand generated by applicable Projects within Specific Plan Subareas shall not cause the cumulative total water demand in the Subareas to exceed 2,493,102 gallons per day (equivalent to 2,793 acre-feet per year).

- A. In calculating the net increase in water demand from a Project, water demand from existing uses on a site that will be removed as part of the Project shall be subtracted from the water demand from the new uses proposed for the site.
- B. For purposes of calculating water demand, demand for recycled water shall not be included.

5.5.3. Additional Environmental Scope Review

For Projects within Specific Plan Subareas, Projects found to exceed the cumulative total water demand in the Subareas shall prepare a Project-specific Water Supply Assessment pursuant to the California Water Code.

5.5.4. Documentation of Compliance

In coordination with LADWP, the Project shall identify and implement specific on- and off-site improvements needed to ensure that impacts related to water conveyance and demand/pressure requirements are addressed prior to clearance of permits by the Director of Planning.

APPENDIX A COMMUNITY AMENITIES MENU

The scope of improvements shown represent the minimum amount of each improvement to be provided; points are scalable as quantities are increased. For Streetscape improvements, refer to the corresponding Streetscape plan for details, standards, and maintenance requirements.

<i>Community Amenity</i>	<i>Points</i>
STREETSCAPE IMPROVEMENTS	
Streetscape Projects	
Bundy Drive	
<i>Northern Segment: Missouri Ave. to Exposition Blvd.^d</i>	
<ul style="list-style-type: none"> Relocate and reconstruct curbs^a, relocate utility poles^b, and restripe roadway Install street trees and street furniture 	30
<i>Southern Segment: Exposition Blvd. to Pico Blvd.</i>	
<ul style="list-style-type: none"> Repave sidewalks^c, install street trees and street furniture 	3
Olympic Boulevard	
<i>Western Segment: Centinela Ave. to Bundy Dr.</i>	
<ul style="list-style-type: none"> Repave sidewalks^c, install street trees and street furniture 	3
<i>Middle Segment: Bundy Dr. to Barrington Ave.</i>	
<ul style="list-style-type: none"> Repave sidewalks^c, install street trees and street furniture 	5
<i>Eastern Segment: Centinela Ave. to Barrington Ave.</i>	
<ul style="list-style-type: none"> Construct new landscaped median^a 	20
Sepulveda Boulevard^e	
<i>Northern Segment: Olympic Blvd. to Exposition Blvd.</i>	
<ul style="list-style-type: none"> Relocate and reconstruct curbs^a, relocate utility poles^b, and restripe roadway Install street trees and street furniture 	35
<i>Southern Segment: Exposition Blvd. to National Blvd.</i>	
<ul style="list-style-type: none"> Relocate and reconstruct curbs^a, relocate utility poles^b, and restripe roadway Install street trees and street furniture 	55
National Boulevard	
<i>Eastern Segment: Castle Heights Ave. to Manning Ave.</i>	
<ul style="list-style-type: none"> Repave sidewalks^c, install street trees and street furniture 	3
<i>Western Segment: Palms Blvd. to Mentone Ave.</i>	
<ul style="list-style-type: none"> Repave sidewalks^c, install street trees and street furniture 	7
Palms Boulevard	
<i>Segment: Motor Ave. to National Ave.</i>	
<ul style="list-style-type: none"> Install curb extensions and parking lane planters^a 	8
Pico Boulevard	
<i>Western Segment: Centinela Blvd. to I-405</i>	
<ul style="list-style-type: none"> Repave sidewalks^c, install street trees and street furniture 	19
<i>Eastern Segment: I-405 to Patricia Ave.</i>	
<ul style="list-style-type: none"> Repave sidewalks^c, install street trees and street furniture 	14
Motor Avenue	
<i>Segment: I-10 to Venice Blvd.</i>	
<ul style="list-style-type: none"> Repave sidewalks^c, install street trees and street furniture 	12
<p>a. Where new curbs or medians are to be constructed, improvement includes the preparation of necessary engineering plans.</p> <p>b. Utility poles assumed to be relocated above ground, but may be relocated underground if feasible, and may be proposed adhering to the procedures for alternative Community Amenities.</p> <p>c. Sidewalks to be repaved where needed depending on the current condition.</p> <p>d. Properties fronting Bundy Dr. between Missouri Ave. and Exposition Blvd. must provide dedications prior to these improvements.</p> <p>e. These improvements cannot be made until dedications from individual properties fronting Sepulveda Blvd. are provided. If a new center-running transit line along Sepulveda Blvd. is approved, Metro will be responsible for making these improvements.</p>	

<i>Community Amenity</i>	<i>Quantity / Scale</i>	<i>Points</i>
Individual Streetscape Elements		
Freeway underpass improvements (both sides of street)	1	1
Crosswalks (4-way intersection)	1	1
Repair/repave sidewalks (one side of street)	1,500 LF	1
Special sidewalk paving	7,500 SF	1
Pedestrian lights ^a	20	1
Street trees	20	1
Landscaped curb extensions on corners	2	2
Enhanced Bus Shelter	1	15
a. A street lighting maintenance assessment district is required to be established prior to installing new street lighting, necessitating agreement among a majority of property owners to be assessed for electricity costs. Community Amenity points shall not be awarded until such a district is established.		
PUBLICLY ACCESSIBLE OPEN SPACE		
Parklet	2 parking stalls	1
All other (i.e., plazas, courtyards, parks, Paseos or walkways, outdoor sports areas, and playgrounds)	1,500 SF	1
MOBILITY AMENITIES		
Bicycle Corral	1 corral	1
Bicycle Storage Station	1 station	1
Mobility Hub	1 hub	13
Bicycle Hub	1 hub	15
COMMUNITY FACILITIES		
Child Care Facility (on-site)	60 children	9
Child Care Facility (off-site)	60 children	28
All other (i.e., youth/senior center; museum; recreation center)	5,000 SF	30

APPENDIX B STREET STANDARDS

Street	Boundaries	Street Designation	Dimensions		
			Sidewalk ¹	Roadway	ROW
Bundy Dr.	Missouri Ave. to La Grange Blvd.	Avenue I	15'	70'	100'
Bundy Dr.	La Grange Blvd. to Olympic Blvd.	Avenue I	15'	70'	100'
Bundy Dr.	Olympic Blvd. to Pico Blvd.	Avenue I	15'	70'	100'
Olympic Blvd.	Centinela Ave. to Barrington Ave.	Boulevard II	12' ³	86' ²	110'
Sepulveda Blvd.	Olympic Blvd. to Pico Blvd.	Boulevard II	15'	80'	110'
Sepulveda Blvd.	Pico Blvd. to National Blvd.	Boulevard II	15'	80'	110'
National Blvd.	Castle Heights Ave. to Palms Blvd.	Avenue II	11' ³	64' ²	86'
National Blvd.	Palms Blvd. to Mentone Ave.	Avenue II	14' (north side) 15' (south side)	57' ²	86'
Palms Blvd.	National Blvd. to Motor Ave.	Avenue II	12' ³	62' ²	86'
¹ Sidewalk dimensions include both walkway and tree well/parkway areas. Unless otherwise noted, the sidewalk dimensions listed here apply to both sides of the street. ² The proposed right-of-way for this street segment is consistent with the Mobility Plan 2035 street designation. The roadway width does not need to comply with the Mobility Plan 2035 street designation and shall be constructed to the dimensions shown here, though it may vary at intersections and other locations due to existing conditions. ³ Additional land area needed to meet the standard sidewalk width per Mobility Plan 2035 may be provided by property owners within the Setback area on private property, and still be considered buildable area for the purposes of calculating floor area ratios.					

APPENDIX C URBAN DESIGN GUIDELINES

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I. BUILDING FORM & SETTING

A. GOALS

1. Avoid bulk and visual monotony through appropriate building massing and arrangement.
2. Define a continuous Streetwall while ensuring new buildings respect the character of surrounding neighborhoods.
3. Create a built environment that engages with the pedestrian realm, while providing a buffer between the sidewalk and adjacent uses where needed.

B. GUIDELINES

Building Massing

All Projects

1. Break up large projects into multiple buildings of various sizes and heights.
2. Use building facade articulation and modulation to create variations in depth that correspond to interior building programming, such as wall offsets, bays, projections, recesses, courtyards, stairways, balconies, or similar architectural treatments. Building facade articulation should not be achieved through the use of color or material application alone.

Mixed Use, Commercial & Industrial Projects

3. Create a strong Streetwall by locating buildings at or close to the front property line where possible.
4. Where buildings are set back from the front property line, provide the following landscaping and other features within the Setback area, depending on the adjacent ground floor use:
 - a. When adjacent to retail, Setback areas should contain primarily hardscape and may be used for outdoor dining and other commercial activity.
 - b. When adjacent to office or industrial space, Setback areas should contain landscaping (e.g. pots and/or planters).
 - c. When adjacent to ground-floor residential units with individual entries on the street, Setback areas should contain landscaping and may also include walkways, ramps, porches, steps, or similar uses.
5. Where there are multiple ground floor uses within a Project, vary front Setbacks to create visual interest.
6. Limit Publicly Accessible Open Spaces and outdoor dining along the street to key locations so as not to significantly interrupt the pedestrian experience created by ground floors built close to or at the back of the sidewalk.

Multifamily Residential Projects

1. The height and scale of new buildings should be compatible with adjacent buildings. If new buildings are taller, step down the massing to transition to lower heights.
2. Maintain continuity of the Setback with adjacent buildings.
3. Integrate usable open spaces within a project, avoiding excess building coverage.
4. Avoid negative shade/shadow and privacy impacts to single-family zones through such methods as stepping back upper floors and avoiding direct views into neighboring yards, as appropriate.



Breaking up a large project into buildings with different heights, forms, and Setbacks creates visual interest.



A continuous Streetwall frames and defines the street.



Setbacks on the ground floor allow for some outdoor dining space while maintaining continuity on the street.



New residential buildings that respect the scale and massing of neighboring buildings unifies old and new development along a block.

II. BUILDING ORIENTATION

A. GOALS

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

B. GUIDELINES

Frontage and Access

All Projects

1. Create well-articulated, inviting building entrances that emphasize pedestrian orientation.
2. The primary building entrance(s) should be directly accessible to pedestrians, visible from the street, and emphasized by the use of compatible architectural elements. Examples of architectural treatments include a tower element, entrance canopy, recessed entrance areas, and public art. Primary entrances should be further emphasized by the use of material patterns or signage integrated with architectural treatment.
3. Orient windows and doors toward public streets, rather than inward, to contribute to neighborhood safety and provide design interest.
4. The major architectural features of a building should face a public street, or a publicly accessible Paseo, courtyard, or plaza that opens onto the public street.
5. Design entrances in proportion to the size and scale of the building.
6. Use canopies, awnings, or recesses at entrances to provide cover for tenants and guests.
7. Ensure that the main entrance and entry approach for a building can accommodate persons of all mobility levels by adhering to ADA requirements.
8. Provide direct paths of travel and wayfinding signage for pedestrians within large sites.
9. Automobile entrances to buildings should be less prominent than pedestrian entrances.



Windows in residential units that face the street contribute to public safety.



A simple canopy, lighting, and recessed door lead pedestrians to the primary entrance of a building.

Mixed Use, Commercial & Industrial Projects

10. Line the ground floor of buildings with retail, Restaurants, Office, and/or individual residential units to create a lively street frontage.
11. Provide entries to ground-floor individual units or tenants directly from the street.



Ground floor retail with abundant windows contributes to a vibrant street experience and promote public safety.



Retail spaces that directly open to the sidewalk create convenient access to a nearby Metro station.

Multifamily Residential Projects

12. Incorporate transitions such as landscaping, walkways, porches, stoops, steps, and/or canopies at the entrance to individual residences, connecting primary entrances and the public right-of-way.
13. Where there are residential units on the ground floor, provide entries directly from the street. If residential entries cannot be placed on the ground floor facing the street, create a prominent ground floor or first floor common entry, such as an atrium or lobby.
14. Locate gathering spaces such as gyms, recreation rooms, and community space at the ground level and accessible to the street.
15. Stairs and ADA compliant access features leading up to common entryways or individual units should be highly visible and integrated into the architectural design of the building.



Stairs from the sidewalk leading up to the common entry of a residential building invite pedestrian access.



Residences with entrances directly on the street use landscaping and distinct paving to separate private space from the public realm.

III. ARCHITECTURAL TREATMENT

A. GOALS

1. Break down building massing using varied and meaningful articulation in facades and rooflines.
2. Add depth and scale to a building's facade using well-detailed windows and doors.
3. Create visual interest while contributing to the definition of the street through the use of durable materials and high-quality design details.
4. Provide sufficient illumination for safety and visibility without negatively impacting surrounding areas.
5. Minimize visual clutter by screening mechanical equipment and utilities from public view.

B. GUIDELINES

Articulation

All Projects

1. Break down large building facades using vertical articulation achieved through recessed walls, change in materials, windows, balconies, columns, or other architectural details.
2. Use horizontal architectural treatments such as entry porticos, cornices, friezes, awnings, canopies, or other features to add visual interest at the pedestrian level.
3. Vary rooflines through the use of sloping roofs, modulated building heights, stepbacks, or innovative architectural solutions.
4. Layer building architectural elements to emphasize certain features of the building such as entries, corners, and organization of units.
5. Emphasize the corner of buildings located at the intersection of two arterial streets by using one of the following techniques or similar: vertical massing or tower at the corner, diagonal setback and/or corner plaza at the intersection, or a recessed building entrance at the corner.

Mixed Use, Commercial & Industrial Projects

6. Provide an identifiable visual break between a building's retail floors (ground level and in some cases, second and third floors) and upper floors. This break may be achieved through building articulation accompanied by a change in material, fenestration pattern, or similar means.
7. Set apart the primary building entrances from the main facade and distinguish from retail storefronts and other entrances through architectural treatments such as recesses, canopies or awnings, material, or color. The size and scale of these features should be proportional to the overall height and width of the building.
8. Design storefronts to convey an individual expression of each tenant's identity while adhering to a common architectural theme and rhythm.

Multifamily Residential Projects

9. Articulate facades and group windows to reflect individual residential units. Modulated facades can prevent the appearance of monolithic buildings.
10. Design balconies such that their size and location maximize their intended use for open space. Avoid “tacked on” balconies with limited purpose or function.
11. Use architectural features, such as decorative gates and pergolas, in combination with landscaping to provide a continuous visual presence at the street level where openings occur due to driveways or other breaks in the building wall.



Variations in color, material, wall plane, and window patterns on the facade provide visual relief and help an infill project blend into an established context.



An identifiable change in materials and articulation defines the base of multi-story buildings.



A modulated facade and varied rooflines prevent a large residential project from appearing overwhelming and out of scale.

Windows and Doors

All Projects

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

Materials

All Projects

1. Apply changes in material purposefully and in a manner corresponding to variations in building mass.
2. Building materials should be varied to add texture, depth, and visual interest to a facade.
3. Durable, high quality and authentic materials that have a long life, age well, and reflect a high level of craftsmanship are encouraged.
4. Incorporate no more than three complementary building materials into the exterior facade of buildings, including but not limited to glass, tile, terracotta, brick, stucco or stone.
5. Infill projects should utilize materials that are consistent with or complement the neighboring buildings.
6. Materials and details, including windows, doors, and roof details, should be reflective of the architectural style utilized.
7. All building fixtures, awnings, security gates, parking garage doors, etc., shall complement and be architecturally integrated to the design of the building.

Mixed Use, Commercial & Industrial Projects

8. Use high quality, durable materials on ground floor facades that add scale, color, and texture, to create variety at the pedestrian level. Avoid using stucco, glass fiber reinforced concrete, or similar materials on the ground floor.

Shade Treatments

All Projects

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

Fencing

All Projects

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



Awnings made of high-quality fabric are integrated into the architecture and shade the building facade.



The use of high-quality, durable materials at the base of a building help protect the building while providing visual interest at the pedestrian level.

Lighting

All Projects

1. Provide lights on sidewalks, pedestrian walkways, and open spaces to encourage and extend safe pedestrian activities into the evening.
2. Use ornamental low-level lighting to highlight and provide security for pedestrian paths, parking areas, and entrances.
3. Integrate security lighting into the architectural and landscape lighting system. Security lighting should not be distinguishable from the project's overall lighting system.
4. Install light fixtures that accent and animate a building's architectural features at night.
5. Use adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage.
6. Integrate solar-powered lighting to increase energy efficiency.

Mixed Use, Commercial & Industrial Projects

7. Illuminate ground floor retail uses along arterial streets from within, both during and after business hours.
8. Orient commercial and industrial buildings on the site to maximize natural light within interior workspaces.
9. Provide operable clerestory windows where feasible to allow for ventilation and indirect lighting.



Exterior building lighting is directed away from adjacent properties and roadways while highlighting the architecture of the building at night.



Integrating security lighting into a project's architecture and landscape design subtly promotes safety.

Mechanical Equipment and Utilities

All Projects

1. Place utilities such as gas, electric, and water meters in side yards or in landscaped areas out of view from the public right-of-way.
2. Mechanical and electrical equipment such as transformers, wireless facilities, air conditioning units, vents, and antenna should be placed underground, on a rooftop, or otherwise screened from public view.
3. Screen rooftop mechanical equipment from the public right-of-way using parapets and other architectural features.
4. Equipment at the ground level should be concealed by planting materials in a manner that contributes to the quality of the existing landscaping on the property and the public Streetscape.
5. Where possible, locate trash enclosures within parking garages so that they are not visible from the street.
6. Screen outdoor stand-alone trash enclosures using walls consistent with the architectural character of the main building and locate them so that they are not visible from the public right-of-way.
7. Locate noise and odor-generating functions in enclosed structures so as not to create a nuisance for building residents or adjacent neighbors.
8. Relocate utility poles underground wherever possible.



Enclosing trash facilities in structures that blend in with the architecture of the building helps minimize the appearance of these uses.



Rooftop mechanical equipment should be placed behind a parapet to screen it from public view.

IV. OPEN SPACE

A. GOALS

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

B. GUIDELINES

Common Open Space

All Projects

1. Design buildings to focus on public spaces such as courtyards, plazas, entry forecourts, Paseos, parks, squares and roof terraces, with a balance of landscaped and paved areas.
2. Provide amenities in common open space such as seating, trees for shade, active and passive recreational uses, tot lots, community gardens, shading devices, and bicycle facilities.
3. Define courtyards as outdoor rooms, using buildings and/or landscape elements to create a sense of enclosure and provide quiet areas while maintaining safety.
4. Design open spaces to be easily accessible and comfortable for a substantial part of the year.
5. Provide a clear hierarchy and network of common open spaces within a large site, distinguishing each space by design and function to create a connected public realm conducive to both active and passive uses.
6. For small projects, cluster code-required common open space areas in a central location, rather than dispersing smaller less usable areas throughout the site.

Publicly Accessible Open Space

Mixed Use, Commercial & Industrial Projects

1. Locate Publicly Accessible Open Space where it will be visible and can easily be accessed from a public street.
2. Design Publicly Accessible Open Space so that it can be occupied and is functional for all users, with sufficient size, accessible grading, and a mix of hardscape and landscape materials.
3. Incorporate a mix of passive and active recreational facilities within an open space to serve residents, employees and visitors, such as basketball courts, community garden space, a Farmer's market, off-leash dog park, open air café, picnic area or other seating, tennis courts, and exercise areas.
4. Publicly Accessible Open Space should include approximately one seat for every 500 square feet of open space provided, with a minimum of four seats. Seating may be in a variety of forms such as benches, chairs, and planter walls, and may be permanent or movable.



A mix of active and passive uses draw neighbors and visitors to Publicly Accessible Open Space.



Adequate shade and seating in an open space creates a unique identity, and encourages users to rest and socialize.

Paseos

All Projects

1. Use Paseos to break up large blocks and connect the streets and alley network.
2. Paseos should have a clear line of sight to the back of the Paseo or a gathering place or focal element.
3. Activate Paseos using water features, pedestrian lighting, artwork, benches, landscaping, or special paving so that they are safe and visually interesting spaces.

Mixed Use, Commercial & Industrial Projects

4. Line the ground floor facing Paseos with high-transparency spaces and incorporate active uses such as retail, Personal Services, community or cultural facilities, Restaurants or Bars, Offices, lobbies, or residential units with individual entries.



A well-landscaped Paseo offers an attractive route for pedestrian circulation through a large site.



Retail entries and display windows along a Paseo activate the space.

Landscape, Hardscape, and Irrigation

All Projects

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



Drought tolerant trees, shrubs, and groundcover provide attractive landscaping while conserving water.



Landscape contouring minimizes precipitation runoff.

V. VEHICLE ACCESS AND PARKING DESIGN

A. GOALS

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

B. GUIDELINES

Vehicle Access and Circulation

All Projects

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

Surface Parking

All Projects

1. Locate parking lots in the interior of the block, not at the corner or front of the site.
2. Where a parking lot abuts a public street, provide a visual screen or landscaped buffer between the sidewalk and the parking lot.
3. Install canopy trees or shade structures, such as canopies, trellises, or solar panels, throughout surface parking lots to provide sufficient shade.

Mixed Use, Commercial & Industrial Projects

4. Where possible, link new surface parking with parking in adjacent development to facilitate vehicular and pedestrian movements.

Parking Structures

Mixed Use, Commercial & Industrial Projects

1. Minimize the appearance of parking structures along a street by lining them with habitable space, or using planting and other screens to conceal parking and headlights.
2. Where upper levels of parking structures are not lined by habitable space, they should be designed to blend in with the project using architectural treatments such as fenestration patterns and materials.
3. Parking structures should incorporate a facade or external skin to improve the building's appearance over the basic concrete structure of ramps, walls and columns. This can include heavy gauge metal screen, precast concrete panels, laminated glass, or photovoltaic panels.
4. On corner lots, locate parking structures as far from the corner as possible.
5. Parking for the uses on a site should be physically connected to and accessible from public parking so that spaces may be reallocated and/or shared between private uses and the public in the future as demand for parking changes.
6. Elevator and stairs for parking structures should be located adjacent to public streets or pedestrian passageways and be highlighted architecturally so visitors can easily find and access these entry points.
7. Integrate signage and wayfinding with the architecture of a parking structure.



A parking structure "wrapped" by commercial and residential space conceals the parking and allows for windows and Active Floor Area to face the street.



An external skin made of colored glass panels adds visual interest to concrete parking structures.

APPENDIX D ENVIRONMENTAL STANDARDS

OVERVIEW

As described in **Section 5** of this Specific Plan, these environmental standards are included to implement the Mitigation & Monitoring Program included as part of the Exposition Corridor Transit Neighborhood Plan (Specific Plan) Environmental Impact Report (Case No. ENV-2013-622-EIR; SCH# 2013031038), certified by the City Council on July 3, 2019 (ECTNP EIR). As described in this **Appendix D**, some mitigation measures were implemented through regulations in this Specific Plan. Projects located within the Specific Plan boundaries, regardless of whether it is located within a Specific Plan Subarea or subject to “EC” zones, are required to comply with these environmental standards.

Any other discretionary project within the Specific Plan boundaries that seeks to rely on the Exposition Corridor Transit Neighborhood Plan (Specific Plan) EIR for its CEQA clearance (including through tiering, preparing an addendum, supplemental EIR or a statutory infill exemption), may incorporate or impose the following environmental standards on the project.

Compliance may be achieved through a covenant, conditions, plan notations, or other means determined reasonably effective by the Director of Planning or the decision-maker.

MITIGATION MEASURES

Aesthetics

- **Mitigation Measure (Glare):** In accordance with the Urban Design Standards of this Specific Plan: Visible exterior surfaces of the proposed structure, fencing, recreational equipment, or outdoor art installations shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (without mirror-like tints or films), pre-cast concrete, fabricated wall surfaces, composite materials, wood, coated metal, and stone to minimize glare and reflected heat.

Air Quality

- **Mitigation Measure (Location of Ventilation Equipment):** In accordance with the Urban Design Standards of this Specific Plan: For Projects located within 500 feet of a freeway and containing Sensitive Land Uses, locate air intakes for ventilation equipment as far from freeway sources as possible.
- **Mitigation Measure (Window Operability Adjacent to Freeways):** In accordance with the Urban Design Standards of this Specific Plan: Where a property containing a Sensitive Land Use abuts a freeway right-of-way, no operable windows, balconies, or patios are allowed on the side of the building that faces the freeway.
- **Mitigation Measure (Landscape Buffer Adjacent to Freeways):** In accordance with the Urban Design Standards of this Specific Plan: Projects containing a Sensitive Land Use abutting a freeway right-of-way shall provide a 10-foot-wide densely landscaped buffer from the Project’s property line along the freeway.
- **Mitigation Measure (Air Quality Best Practices):** Projects shall ensure all contractors include the best management practices provided in the bulleted list below in contract specifications:
 - Use properly tuned and maintained equipment.
 - Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g., engine catalysts) to the extent they are readily available and feasible.
 - Use heavy duty diesel-fueled equipment that uses low NO_x diesel fuel to the extent it is readily available and feasible.
 - Use construction equipment that uses low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.
 - Maintain construction equipment in good operating condition to minimize air pollutants.

- Project applicants shall ensure that all construction equipment meets or exceeds equivalent emissions performance to that of U.S. Environmental Protection Agency (USEPA) Tier 4 standards for non-road engines. In the event that Tier 4 engines are not available for any off-road equipment larger than 100 horsepower, that equipment shall be equipped with a Tier 3 engine, or an engine that is equipped with retrofit controls to reduce exhaust emissions of nitrogen oxides and diesel particulate matter to no more than Tier 3 levels unless certified by engine manufacturers or the on-site air quality construction mitigation manager that the use of such devices is not practical for specific engine types. For purposes of this condition, the use of such devices is “not practical” for the following, as well as other, reasons:
 - There is no available retrofit control device that has been verified by either the CARB or USEPA to control the engine in question to Tier 3;
 - The construction equipment is intended to be on site for five days or less; or
 - Relief may be granted from this requirement if a good faith effort has been made to comply with this requirement and that compliance is not practical.
- The use of a retrofit control device may be terminated immediately, provided that a replacement for the equipment item in question meeting the required controls occurs within ten days of termination of the use, if the equipment would be needed to continue working at this site for more than 15 days after the use of the retrofit control device is terminated, if one of the following conditions exists:
 - The use of the retrofit control device is excessively reducing the normal availability of the construction equipment due to increased down time for maintenance, and/or reduced power output due to an excessive increase in back pressure;
 - The retrofit control device is causing or is reasonably expected to cause engine damage;
 - The retrofit control device is causing or is reasonably expected to cause a substantial risk to workers or the public; or
 - Any other seriously detrimental cause which has the approval of the project manager prior to implementation of the termination.
- Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel power generators, as feasible.
- Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic.
- Construction contractors shall utilize super-compliant architectural coatings as defined by the South Coast Air Quality Management District (Volatile Organic Compound standard of less than ten grams per liter).
- Construction contractors shall utilize materials that do not require painting, as feasible.
- Construction contractors shall use pre-painted construction materials, as feasible.

Cultural Resources

- **Mitigation Measure (Archaeology):** A qualified archaeologist is required to monitor excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological resources or tribal cultural resources during construction. All cultural resources, including archeological and tribal cultural resources, identified on a site must be assessed and treated in a manner determined appropriate by a qualified archeologist in consultation with the City’s Office of Historic Resources. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition.
- **Mitigation Measure (Paleontology):** A qualified paleontologist is required to monitor excavation and grading activities in soils that have not been previously disturbed. All paleontological resources identified on a project site must be assessed and treated in a manner determined by a qualified paleontologist in consultation with the City’s Office of Historic Resources. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition. Any reports and surveys shall be submitted to the City’s Office of Historic Resources and the Natural History Museum of Los Angeles County.

Hydrology and Water Quality

- **Mitigation Measure (Flood Plains):** In accordance with the Urban Design Standards of this Specific Plan: Buildings within a 100-year floodplain shall be designed and constructed a minimum of 1 foot above the 100-year flood water surface elevation to ensure the protection of structures from all flooding events.

Noise and Vibration

- **Mitigation Measure (Construction Noise and Vibration):**
 - **Haul Routes.** Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
 - **Construction Staging Areas.** The construction contractor shall locate construction staging areas away from Sensitive Land Uses.
 - **Construction Noise Barriers.** When construction activities are located within 500 feet of Sensitive Land Uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and Sensitive Land Uses.
 - **Vibrations.** The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment where possible to avoid construction vibration impacts.
 - **Pile Driving Use and Location.** Impact pile drivers shall be avoided where possible near Sensitive Land Uses. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
 - **Pile Driving Control Measures):** The construction contractor shall utilize alternatives to impact pile drivers, such as sonic pile drivers or caisson drills. If geotechnical limitations require the use of pile driving, control measures shall be used to reduce vibration levels. These measures may include, but are not limited to:
 - Predrilled holes;
 - Cast-in-place or auger cast piles;
 - Pile cushioning (i.e., a resilient material placed between the driving hammer and the pile);
 - Jetting (i.e., pumping a mixture of air and water through high-pressure nozzles to erode the soil adjacent to the pile); and
 - Non-displacement piles (i.e., piles that achieve capacity from the end bearing rather than the pile shaft).
 - Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
 - The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.
 - **Noise Control Measures.** For development within NI(EC), HJ(EC), HR(EC), MU(EC), or NMU(EC) zones (Subareas 1-10) with a direct line-of-sight to adjacent residential and other Sensitive Land Uses, include the following best management practices printed on plans:
 - Industrial activity yards that include the operation of heavy equipment shall be shielded by sound barriers that block line-of-sight to Sensitive Land Uses.
 - Mechanical equipment (e.g., HVAC Systems) shall be enclosed with sound buffering materials.
 - Truck loading/unloading activity shall be prohibited between the hours of 10 p.m. and 7 a.m. when located within 200 feet of a residential land use.

Utilities and Service Systems – Water Supply

- **Mitigation Measure (Plumbing):**
 - Residential shower stalls shall have no more than one showerhead per stall, with a maximum flow rate per City Ordinance.

- Toilets shall have a flush volume no more than 1.0 gallons of water per flush.
- All urinals shall be waterless.
- With the exception of those governed by City Ordinance No. 181480, all faucets shall be limited to a flow of 1.5 gallons per minute.
- Residential clothes washers shall be high-efficiency and have a water factor of 5.0 or less. Commercial clothes washers shall be high-efficiency and have a water factor of 7.5 or less.
- Domestic water heaters shall be located in close proximity to the point(s) of use, and all water heaters should be tankless and on-demand, where possible.
- Cooling towers shall have conductivity controllers or pH conductivity controllers.
- All residential units shall be either individually metered or sub-metered such that each unit is billed individually for its water use.
- All projects that involve the installation of a new internal rough plumbing system shall install a dual plumbing system such that toilets and industrial uses can be served by recycled water, if authorized by applicable law.
- **Mitigation Measure (Landscaping and Pools):**
 - The project applicant shall provide a landscape irrigation plan that indicates the location and size of each drip outlet, the specification for the weather-based irrigation controller, and the location and specification of the purple pipe that will service the system.
 - All irrigation systems shall be either drip, microspray, or subsurface depending on the type and number of plants the irrigation is servicing.
 - Where rotating sprinklers are needed for landscaping irrigation, they shall use a maximum of 0.5 gallons per minute.
 - Irrigation systems shall have a weather-based controller such that the system does not turn on during a storm event or when the soil has a moisture level sufficient to support the plant species.
 - Irrigation systems shall be designed to meet the water needs of different parts of the landscape (zoned irrigation).
 - Plants with similar water requirements shall be grouped together (hydro-zoning).
 - Where possible, landscaping contouring shall be used to minimize precipitation runoff.
 - All landscaping in the public right-of-way shall be drought tolerant. For landscaping on private property, a minimum of 70% shall be drought-tolerant.
 - All pools shall include a water-saving pool filter.
 - A leak detection system shall be installed on all swimming pools and jacuzzis.
 - Projects shall harvest rainwater and reuse on site where possible.
 - All irrigation systems shall be plumbed with a purple pipe to enable a connection to a recycled or gray water system once it is available.

Note: This list does not include all items currently required by the City per ordinance.

Transportation

- **Mitigation Measure (Traffic Calming):** In areas where implementation of a Project could result in diversion of traffic to adjacent residential streets, LADOT shall monitor traffic on identified residential streets, upon request submitted through the Council Office, to determine if traffic diversion occurs. If traffic on residential streets is found to be significantly impacted in accordance with current LADOT guidelines, LADOT shall work with the project applicant and neighborhood residents to survey and monitor the residential street segment(s) before and after project occupancy to assess the need for appropriate traffic calming measures. These measures may include, but are not limited to, the following:
 - Traffic circles
 - Speed humps
 - Roadway narrowing effects (e.g. raised medians, traffic chokers etc.)
 - Landscaping features
 - Roadway striping changes
 - Stop signs

- **Mitigation Measure (Neighborhood Improvements):** In addition to the aforementioned traffic calming measures, neighborhood improvements may be used to offset effects of additional traffic. These may include, but are not limited to, measures such as street trees, sidewalks, landscaping, neighborhood identification features, and pedestrian amenities. It shall be the project applicant's responsibility to implement any approved measures through the Bureau of Engineering's permit process.
- **Mitigation Measure (Transportation Improvements):** The following mitigations shall be made to the satisfaction of LADOT. Intersection numbers are as identified in the Environmental Impact Report.
 - *Centinela Ave. & Exposition Blvd. (Intersection 6).* Signalize the intersection.
 - *Bundy Dr. & Olympic Blvd. (Intersection 16).* Restripe the northbound and southbound approaches. The northbound restriping would add one northbound left-turn lane. This would result in a northbound approach of one right-turn lane, two through lanes, and two left-turn lanes. The southbound restriping would add one southbound left-turn lane and change one through lane and the right-turn lane into a shared through/right lane. This would result in a southbound approach of one shared through/right lane, one through lane, and two left-turn lanes.
 - *Barrington Ave. & Pico Blvd. (Intersection 27).* Restripe the existing northbound curb lane to provide one through lane and one right-turn lane. This improvement would require the removal of one on-street parking space.
 - *Barrington Ave. & Gateway Blvd. (Intersection 28).* Restripe the existing northbound shared through/right-turn lane to provide one through lane and one right-turn lane. This improvement would require the removal of four on-street parking spaces.
 - *Sepulveda Blvd. & Exposition Blvd. (Intersection 43).* Restripe the existing eastbound shared left/through/right lane to provide one shared through/left-turn lane and one right-turn lane.
 - *Sepulveda Blvd. & Palms Blvd. (Intersection 46).* Restripe one existing northbound shared through/right-turn lane to provide one through lane and one right-turn lane. This improvement would require the removal of two on-street parking spaces.
 - *Sepulveda Blvd. & Palms Blvd. (Intersection 46).* Restripe one existing northbound shared through/right-turn lane to provide one through lane and one right-turn lane. This improvement would require the removal of two on-street parking spaces.
 - *Military Ave. & National Blvd. (Intersection 47).* Restripe one existing southbound shared through/right-turn lane to provide one shared through/left-turn lane and one right-turn lane. This improvement would require the removal of four on-street parking spaces.
 - *Overland Ave. & National Blvd. / I-10 Westbound On- and Off-Ramp (Intersection 53).* Restripe the existing eastbound shared through/left-turn lane to a shared left-/through/right-turn lane.
 - *La Cienega Blvd. & Venice Blvd. (Intersection 76).* Remove the median to provide a second westbound left-turn lane.
 - *Sepulveda Blvd. & Venice Blvd. (Intersection 84).* Remove the medians on Venice Blvd. and restripe both the eastbound and westbound approaches to add one left-turn lane to each approach.
 - *Stewart St. & Olympic Blvd. (Intersection 3).* Modify the existing signal phasing to change eastbound left-turn signal phasing from permitted to protected and change westbound left-turn signal phasing from protected/permitted to protected.
 - *Barrington Ave. & Mississippi Ave. (Intersection 25).* Restripe the existing eastbound shared left/through/right lane to provide one shared through/left-turn lane and one right-turn lane. This improvement would require the removal of two on-street parking spaces.
 - *Arterial Monitoring Station #70 (Venice Blvd. and Centinela Ave.).* Restripe one existing northbound shared through/right-turn lane to provide one through lane and one right-turn lane and restripe one existing shared through/right-turn lane to provide one through lane and one right-turn lane. This improvement would require the removal of four on-street parking spaces on Venice Blvd. and the relocation of the bus stop on Centinela Ave. from the south side to the north side of the intersection.

REGULATORY COMPLIANCE

In addition to the Mitigation Measures described above, projects shall adhere to any applicable Regulatory Compliance Measures required by law, including those listed below. Applicants are responsible for identifying and complying with all applicable regulations during construction and operation of their project. Applicable Regulatory Compliance Measures shall be printed on plans and included within contract specifications or agreements with contractors and subcontractors, as applicable. Please note that requirements are determined on a case-by-case basis, and these are an example of the most often required Regulatory Compliance Measures.

Air Quality

- **Regulatory Compliance Measure (Idling):** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

Cultural Resources

- **Regulatory Compliance Measure (Archaeological):** If archaeological resources or tribal resources are discovered during excavation, grading, or construction activities, (in either a previously disturbed or undisturbed area), the City Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Project shall not collect or move any archaeological resources, tribal cultural resources, or associated materials. Construction activity may continue unimpeded on other portions of the Project site as approved by the retained archeologist in consultation with the City's Office of Historic Resources. The found deposits shall be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
- **Regulatory Compliance Measure (Paleontological):** If paleontological resources are discovered (in either a previously disturbed or undisturbed area) during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work on the project site shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Halted construction activities on the project site may commence once the identified resources are properly assessed and processed by a qualified paleontologist.

Energy

- **Regulatory Compliance Measure (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

Noise and Vibration

- **Regulatory Compliance Measure (Parking Structure Floor and Ramp Treatment):** In accordance with the Urban Design Standards of this Specific Plan: Parking structures located within 200 feet of any Residential Use shall be constructed with a solid wall abutting the residences and utilize textured surfaces on garage floors and ramps to minimize tire squeal.

Utilities and Service Systems – Water Supply

- **Regulatory Compliance Measure (Landscape):** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers

to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Transportation

- **Regulatory Compliance Measure (West Los Angeles Transportation Fee):** Prior to issuance of a Building Permit, the applicant shall pay a transportation impact fee to the City, based on the requirements of the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP). This requirement applies only to Projects falling within the boundaries of WLA TIMP.
- **Regulatory Compliance Measure (Worksite Traffic Control Plan):** Projects that require a worksite traffic control plan per current LADOT guidelines shall submit to LADOT for review and approval a plan that mitigates the impact of traffic disruption and ensures the safety of all users of the affected roadway. The plan shall address construction duration and activities and include measures, such as operating a temporary traffic signal, using flagmen adjacent to construction activities, or providing a dedicated pedestrian walkway, as appropriate.

EXHIBIT B

EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD SPECIFIC PLAN AREA

Sheet 1 of 2

Sheet 2 of 2

SANTA MONICA

Sheet 1 of 2

BOUNDARY ONE-HALF MILE
FROM SOUTHERN PACIFIC
RAILROAD RIGHT OF WAY,
EXCEPT WHERE NOTED.

See Sheet 2 of 2

See Sheet 1 of 2

EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD SPECIFIC PLAN AREA

Sheet 1 of 2

Sheet 2 of 2

CULVER CITY


Sheet 2 of 2

BOUNDARY ONE-HALF MILE
FROM SOUTHERN PACIFIC
RAILROAD RIGHT OF WAY,
EXCEPT WHERE NOTED.

Sec. 5. 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.

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By 
JOHN W. FOX
Deputy City Attorney

Date 9/17/2019

File No. 18-0437

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


VINCENT P. BERTONI, AICP
Director of Planning

Date 9-18-19

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The Clerk of the City of Los Angeles
hereby certifies that the foregoing
ordinance was passed by the Council
of the City of Los Angeles.

CITY CLERK

MAYOR

Ordinance Passed _____

Approved _____