

PLANNING DEPARTMENT TRANSMITTAL TO THE CITY CLERK'S OFFICE

| CITY PLANNING CASE: | ENVIRONMENTAL DOCUMENT: | COUNCIL DISTRICTS: |
|---|---|--|
| CPC-2013-621-ZC-GPA-SP | ENV-2013-622-EIR; SCH No. 2013031038 | 5 – Koretz 10 – Wesson 11 – Bonin |
| PROJECT ADDRESS: | | |
| The project area is located approximately eight miles west of Downtown Los Angeles, contains an area of approximately 1,971 acres, and includes all properties located approximately within a half-mile of the following Exposition Line Light Rail Transit stations: Culver City, Palms, Westwood/Rancho Park, Expo/Sepulveda, and Expo/Bundy. | | |
| APPLICANT | TELEPHONE NUMBER: | EMAIL ADDRESS: |
| City of Los Angeles <input type="checkbox"/> New/Changed | | |
| APPLICANT'S REPRESENTATIVE | TELEPHONE NUMBER: | EMAIL ADDRESS: |
| | | |
| APPELLANT | TELEPHONE NUMBER: | EMAIL ADDRESS: |
| | | |
| APPELLANT'S REPRESENTATIVE | TELEPHONE NUMBER: | EMAIL ADDRESS: |
| | | |
| PLANNER CONTACT INFORMATION: | TELEPHONE NUMBER: | EMAIL ADDRESS: |
| Dylan Sittig | 213-978-1197 | dylan.sittig@lacity.org |
| ENTITLEMENTS FOR CITY COUNCIL CONSIDERATION | | |
| Zone Change; General Plan Amendment; Specific Plan | | |

FINAL ENTITLEMENTS NOT ADVANCING:

Establishment of the Exposition Corridor Streetscape Plan

ITEMS APPEALED:

N/A

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

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

- ☐
- ☐
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- ☐
- ☐

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

- ☐
- ☐
- ☐
- ☐
- ☐
- ☐

NOTES / INSTRUCTION(S):

DRAFT LOD (Modifications to the Proposed Exposition Corridor Transit Neighborhood Plan by the City Planning Commission on November 9, 2017)

EXHIBIT A – Exposition Corridor Transit Neighborhood Plan (Specific Plan)

EXHIBIT B – Exposition Corridor Streetscape Plan

EXHIBIT C1 – Specific Plan Boundary Map

EXHIBIT C2 – Land Use Change Map

EXHIBIT C3 – Zone Change Map

EXHIBIT D – Draft Environmental Impact Report (DEIR) and Technical Appendices

EXHIBIT E – Final Environmental Impact Report (FEIR), Mitigation and Monitoring Program, CEQA Findings of Facts and Statement of Overriding Considerations

EXHIBIT F – Draft Resolution

FISCAL IMPACT STATEMENT:☒ Yes☒ No

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

| | |
|--|--------------------------|
| PLANNING COMMISSION: | |
| <input checked="" type="checkbox"/> City Planning Commission (CPC) <input type="checkbox"/> North Valley Area Planning Commission <input type="checkbox"/> Cultural Heritage Commission (CHC) <input type="checkbox"/> South LA Area Planning Commission <input type="checkbox"/> Central Area Planning Commission <input type="checkbox"/> South Valley Area Planning Commission <input type="checkbox"/> East LA Area Planning Commission <input type="checkbox"/> West LA Area Planning Commission <input type="checkbox"/> Harbor Area Planning Commission | |
| PLANNING COMMISSION HEARING DATE: | COMMISSION VOTE: |
| November 9, 2017 | 6 - 0 |
| LAST DAY TO APPEAL: | APPEALED: |
| N/A | N/A |
| TRANSMITTED BY: | TRANSMITTAL DATE: |
| James K. Williams | May 14, 2018 |



LOS ANGELES CITY PLANNING COMMISSION

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

www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: **MAY 14 2018**

Case No. CPC-2013-621-ZC-GPA-SP

CEQA: ENV-2013-622-EIR; SCH No. 2013031038

Plan Areas: West Los Angeles, Palms-Mar Vista-Del Rey;

West Adams-Baldwin Hills-Leimert

Council Districts: 5 – Koretz,

10 – Wesson, 11 – Bonin

Project Location: The project area is located approximately eight miles west of Downtown Los Angeles, contains an area of approximately 1,971 acres, and includes all properties located approximately within a half-mile of the following Exposition Line Light Rail Transit stations: Culver City, Palms, Westwood/Rancho Park, Expo/Sepulveda, and Expo/Bundy.

At its meeting of **November 9, 2017**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval and recommendation of the proposed ordinances and resolution:

1. **Found** that the City Planning Commission has **reviewed** and **considered** the Draft Environmental Impact Report ENV-2013-622-EIR and State Clearinghouse No. 2013031038, in its determination **approving** the Proposed Plan, and transmitted the EIR to the City Council for certification;
2. **Recommended** that the City Council **adopt** the Findings, and directed staff to prepare additional Environmental Findings for City Council consideration;
3. **Approved** the Proposed Plan in its entirety including the additional modifications as stated on the record by the Planning Commission;
4. **Approved** and **recommended** that the Mayor **approve** the attached Resolution;
5. **Approved** and **recommended** that the City Council **adopt** the Resolution that does the following:
 - a. **Certifies**, based on its independent judgment, after consideration of the entire administrative record, the Environmental Impact Report ENV-2013-622-EIR (State Clearinghouse No. 2013031038) **adopts** the Environmental Findings, **adopts** a Statement of Overriding Considerations, and **adopts** the Mitigation and Monitoring Program (MMP); and
 - b. **Amends**, pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, the West Los Angeles Community Plan, Palms-Mar Vista-Del Rey Community Plan, and West Adams-Baldwin Hills-Leimert Community Plan as part of the General Plan of the City of Los Angeles, as described in the attached Plan Resolution, the Exposition Corridor Transit Neighborhood Plan, and corresponding Land Use and Zone Changes;
6. **Approved** and **recommended** that the City Council **adopt** an ordinance to establish the Exposition Corridor Transit Neighborhood Plan (Specific Plan);
7. **Approved** and **recommended** that the City Council **adopt** an ordinance to effect Zone Changes identified on the Land Use Designation Map and Zone Change Map;
8. **Approved** and **recommended** that the City Council **adopt** an ordinance to effect Zone Changes to repeal the West Pico Community Design Overlay (CDO);

9. **Approved** and **recommended** that the City Council **adopt** an ordinance to effect Zone Changes to amend the boundaries of the West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay "Commercial Corridors" subarea;
10. **Approved** and **recommended** that the City Council **adopt** an ordinance to amend Section 12.04 of the Los Angeles Municipal Code (LAMC) to add the following to the list of Specific Plan zones: EC Exposition Corridor Transit Neighborhood Plan;
11. **Approved** in concept the Exposition Corridor Streetscape Plan;
12. **Authorized** the Director of Planning to present the Resolution and General Plan amendments to the Mayor and City Council, in accordance with Sections 555 and 558 of the City Charter;
13. **Adopted** the Staff Recommendation Report as the Commission Report; and
14. **Adopted** the attached Findings.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

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

Vote: 6 – 0



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

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission is final as of the mailing date of this determination and is not appealable.

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

Attachments: Modifications to the Proposed Exposition Corridor Transit Neighborhood Plan by the City Planning Commission on November 9, 2017
 EXHIBIT A – Exposition Corridor Transit Neighborhood Plan (Specific Plan)
 EXHIBIT B – Exposition Corridor Streetscape Plan
 EXHIBIT C1 – Specific Plan Boundary Map
 EXHIBIT C2 – Land Use Change Map
 EXHIBIT C3 – Zone Change Map
 EXHIBIT D – Draft Environmental Impact Report (DEIR) and Technical Appendices
 EXHIBIT E – Final Environmental Impact Report (FEIR), Mitigation and Monitoring Program, CEQA Findings of Facts and Statement of Overriding Considerations
 EXHIBIT F – Draft Resolution

cc: Craig Weber, Principal City Planner
 Patricia A. Diefenderfer, AICP, Senior City Planner

**MODIFICATIONS TO THE PROPOSED EXPOSITION CORRIDOR TRANSIT
NEIGHBORHOOD PLAN BY THE CITY PLANNING COMMISSION ON NOVEMBER 9, 2017**

1. Incorporate the technical modifications presented by staff on November 9, 2017, including the application of height limits on sloping sites and clarifications to setback requirements.
2. Revise the parking requirements for projects utilizing Bonus FAR to be consistent with the reductions offered in the Citywide Transit Oriented Communities Affordable Housing Incentive Program Guidelines for Tier 3, including no required parking for residential uses in a 100% affordable housing project and reduced rates for residential and non-residential parking for all other projects, within Transit Priority Areas.
3. Revise the affordable housing requirements for projects utilizing Bonus FAR to be consistent with the requirements in the Citywide Transit Oriented Communities Affordable Housing Incentive Program Guidelines for Tier 3: 10% for Extremely Low Income Households, 14% for Very Low Income Households, and 23% for Low Income Households.
4. Revise the maximum building heights to eliminate reduced heights for projects with residential above the ground floor.
5. Restore the subarea along Pico Boulevard, generally between Sepulveda Boulevard and Overland Avenue, as analyzed in the Draft EIR; this includes a zone change to RAS4.
6. Revise the subarea within the Bundy Station Area that was proposed for RD1.5 to a new multifamily residential zone that allows a density of 1 dwelling unit per 1,200 square feet of lot area; this includes a zone change to R3(EC) as well as an amendment to the General Plan Land Use designation to Medium Residential.
7. Restore the subarea along Exposition Boulevard, generally between Sepulveda Boulevard and Westwood Boulevard, as analyzed in the Draft EIR; this includes a zone change to R3 as well as an amendment to the General Plan Land Use designation to Medium Residential.

EXHIBIT A:

Exposition Corridor Transit Neighborhood Plan

Exposition Corridor Transit Neighborhood Plan
CPC-2013-0621-ZC-GPA-SP; ENV-2013-0622-EIR

Recommended by the City Planning Commission on November 9, 2017.

May 2018

PROPOSED

EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

As Modified by the City Planning Commission on November 9, 2017

CPC-2013-621-ZC-GPA-SP

Los Angeles Department of City Planning

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TABLE OF CONTENTS

1. ADMINISTRATION

| | |
|--|------------|
| 1.1. Administration | 1-3 |
| 1.1.1. Establishment of the Plan | |
| 1.1.2. Purposes | |
| 1.1.3. Relationship to Other Zoning Regulations | |
| 1.1.4. Uses and Buildings Made Non-Conforming by this Plan | |
| 1.1.5. Interpretation | |
| 1.1.6. Severability | |
| 1.2. Applicability of the Plan | 1-6 |
| 1.2.1. Definition of a Project | |
| 1.2.2. Exemptions | |
| 1.2.3. Exposition Corridor Subareas | |

2. ZONING AND DEVELOPMENT STANDARDS

| | |
|--|-------------|
| 2.1. Land Use and Zoning | 2-3 |
| 2.1.1. Land Use Designations | |
| 2.1.2. Zoning Designations | |
| 2.2. Uses | 2-10 |
| 2.2.1. Permitted Uses | |
| 2.2.2. Use Limitations | |
| 2.2.3. Multifamily Residential Density | |
| 2.2.4. Live/Work Units | |
| 2.3. Floor Area Ratio | 2-13 |
| 2.3.1. Maximum Floor Area | |
| 2.3.2. Minimum Non-Residential Use | |
| 2.4. Height | 2-18 |
| 2.4.1. Maximum Building Height | |
| 2.4.2. Transitional Height | |
| 2.5. Open Space | 2-21 |
| 2.5.1. Area Requirements | |
| 2.5.2. Publicly Accessible Open Space | |
| 2.6. Parking | 2-23 |
| 2.6.1. General Requirements | |
| 2.6.2. Exemptions | |
| 2.6.3. Reductions | |
| 2.6.4. Transit Benefits | |

3. PUBLIC BENEFITS

| | |
|--|------------|
| 3.1. Public Benefits Requirements | 3-3 |
| 3.1.1. Purpose | |
| 3.1.2. Applicability | |
| 3.2. Affordable Housing | 3-4 |
| 3.2.1. Transit Oriented Communities (TOC) Affordable Housing Incentive Program | |
| 3.2.2. Relationship to Citywide Density Bonus | |
| 3.2.3. Affordable Housing Incentive Program | |
| 3.2.4. Design Standards for Affordable Units Within Mixed-Income Projects | |
| 3.2.5. Parking for Affordable Housing | |
| 3.3. Community Amenities | 3-7 |
| 3.3.1. Procedure | |
| 3.3.2. Updates | |
| 3.3.3. Compliance Review | |
| 3.3.4. Streetscape Improvements | |
| 3.3.5. Publically Accessible Open Space | |
| 3.3.6. Mobility Amenities | |
| 3.3.7. Community Facilities | |

TABLE OF CONTENTS, continued

| | |
|---|-------------|
| 3.4. Vehicle Trip Reduction | 3-13 |
| 3.4.1. Purpose | |
| 3.4.2. Applicability | |
| 3.4.3. Vehicle Trip Reduction | |
| 3.4.4. Application Submittal | |
| 3.4.5. Reporting Procedure | |
| 3.4.6. Non-Compliance Assessment Fee | |
| 3.4.7. Transportation Demand Management (TDM) Strategies | |
| 4. URBAN DESIGN STANDARDS | |
| 4.1. Applicability | 4-3 |
| 4.1.1. Urban Design Standards | |
| 4.1.2. Urban Design Guidelines | |
| 4.2. Mixed Use, Commercial, and Industrial Design Standards..... | 4-6 |
| 4.2.1. Building Form | |
| 4.2.2. Building Orientation | |
| 4.2.3. Architectural Treatment | |
| 4.2.4. Open Space Design | |
| 4.2.5. Vehicle Access and Parking | |
| 4.2.6. Signs | |
| 4.3. Multifamily Residential Design Standards..... | 4-18 |
| 4.3.1. Building Form | |
| 4.3.2. Building Orientation | |
| 4.3.3. Architectural Treatment | |
| 4.3.4. Open Space Design | |
| 4.3.5. Vehicle Access and Parking Area Design | |
| 5. STREETS | |
| 5.1. Street Standards | 5-3 |
| 5.1.1. General Requirements | |
| 5.2. Streetscape Improvements | 5-3 |
| 5.2.1. General Requirements | |
| 5.2.2. Streetscape Plan Segments | |
| 6. PROCESS | |
| 6.1. Development Review Procedures | 6-3 |
| 6.1.1. General Requirements | |
| 6.1.2. Application Process | |
| 6.1.3. Administrative Clearance | |
| 6.1.4. Director's Determination for Alternative Compliance | |
| 6.1.5. Specific Plan Adjustments | |
| 6.1.6. Other Specific Plan Procedures | |
| 6.2. Environmental Review Procedures | 6-7 |
| 6.2.1. Transportation | |
| 6.2.2. Aesthetics | |
| 6.2.3. Cultural Resources | |
| 6.2.4. Hazards and Hazardous Materials | |
| 6.2.5. Water Supply | |
| 7. DEFINITIONS | 7-3 |

TABLE OF CONTENTS, continued

MAPS

| | |
|--|------|
| A. Plan Boundary (2 parts)..... | 1-8 |
| B. Plan Subareas (4 parts)..... | 1-10 |
| C. General Plan Land Use (2 parts)..... | 2-4 |
| D. Zoning (2 parts)..... | 2-8 |
| E. Alternative Compliance Eligibility (2 parts)..... | 2-16 |
| F. Retail and Active Streets (2 parts)..... | 4-4 |
| G. Streetscape Plan Segments | 5-5 |
| H. Station Segment Boundaries (2 parts)..... | 6-10 |

TABLES

| | |
|---|------|
| A. Applicability of Specific Plan Regulations | 1-7 |
| B. Allowable Uses and Limitations | 2-12 |
| C. Maximum Floor Area Ratios | 2-13 |
| D. Minimum Non-Residential Use | 2-14 |
| E. Maximum Building Heights | 2-19 |
| F. Public Benefits Applicability | 3-3 |
| G. Base Residential Densities | 3-4 |
| H. Community Amenities Points Schedule | 3-7 |
| I. Front Yard Setbacks | 4-6 |
| J. Minimum Streetwall Heights | 4-9 |
| K. Trips by Station Segment | 6-7 |

FIGURES

| | |
|--|------|
| A. Transitional Height..... | 2-22 |
| B. Sample Public Benefits Points Calculation | 3-7 |
| C. Setbacks on Active or Retail Streets..... | 4-7 |
| D. Front Yard Setback Exceptions | 4-7 |
| E. Minimum Streetwall | 4-8 |

APPENDICES

| | |
|--|-----|
| A. Public Benefits Menu | A-3 |
| B. Street Standards | B-3 |
| C. Exposition Corridor Urban Design Guidelines | C-3 |
| D. Mitigation Monitoring Plan | D-3 |
| E. Environmental Standards | E-3 |

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SECTION 1

ADMINISTRATION

CPC-2013-621-ZC-GPA-SP

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1.1. ADMINISTRATION

1.1.1. Establishment of the Plan

The Exposition Corridor Transit Neighborhood Plan (“Specific Plan”) is established for all properties located entirely or partially within the boundaries indicated on the Plan Boundary Map (see **Map A**).

1.1.2. Purposes

A. This Specific Plan intends to:

1. Direct growth and accommodate new residential, mixed-use, commercial, and industrial development near transit stations.
2. Retain existing industrial land around transit stations for job-generating uses to accommodate future demand for jobs.
3. Expand and strengthen the economic base of the City and generate tax revenue to fund key City services.
4. Accommodate emerging industrial sectors and encourage the clustering of creative, clean industry uses, including high tech jobs, within the transit corridor.
5. Allow limited residential development in select industrial areas to promote a mix of uses and increase housing capacity in close proximity to transit stations.
6. Implement the West Adams-Baldwin Hills-Leimert, Palms-Mar Vista-Del Rey, and West Los Angeles Community Plans.
7. Create opportunities for the development of new housing that meets the diverse needs and income levels of City residents.
8. Function as the Transit Oriented Communities Affordable Housing Incentive Program in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Mixed Use: Commercial/Residential zones.
9. Implement the policies of the General Plan Framework, which include conserving stable single family neighborhoods and directing growth toward transit corridors.
10. Reduce greenhouse gas emissions by reducing automobile dependence and encouraging alternative modes of transportation.
11. Promote transit ridership on the Exposition Light Rail and other transit systems.

12. Improve the configuration and condition of public rights of way to better promote pedestrian, bicycle, and vehicular circulation.
13. Encourage walking and bicycling as a means to safely and conveniently circulate within and between neighborhoods and to access transit.
14. 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.
15. Ensure new development is pedestrian-oriented, acknowledges the transit stations and remains compatible with surrounding neighborhoods through building design and site planning.
16. Provide a network of Active Street Frontages, Publicly Accessible Open Spaces, and other Community Facilities for socializing, place-making and community-building.

1.1.3. 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 here.

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 Public Resources Code, section 21083.3.

- B. **Conflicting Regulations.** Wherever this Specific Plan contains regulations (including, but not limited to, standards such as heights, uses, parking, open space, and landscape requirements), that are different from, more restrictive, or more permissive than would be allowed or required pursuant to the provisions contained in the LAMC Chapter 1: General Provisions and Zoning, or any other relevant ordinances, this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances.

This Specific Plan shall not apply to the use and development of the property identified as Assessor Parcel Number 4259019008 provided the property is developed pursuant Ordinance Number 184,528 and the entitlements found in City Planning Case Numbers CPC-2013-2567-GPA-VZC-HD-CU-MCUP-CUX-ZV-SPR and CPC-2015-4455-DA. Development that is not consistent with Ordinance No. 184,528 and the entitlements found in City Planning Case Nos. CPC-2013-2567-GPA-VZC-HD-CU-MCUP-CUX-ZV-SPR and CPC-2015-4455-DA shall comply with this Specific Plan.

- C. **Westwood/Pico Neighborhood Oriented District.** The regulations found in the Westwood/Pico Neighborhood Oriented District (NOD), Ordinance No. 171,859, including use prohibitions and signage regulations, apply to properties that are located within both the boundaries of the NOD and this Specific Plan.
- D. **Specific Plan Procedures.** The application requirements and procedures of LAMC Section 11.5.7 shall apply to all Project applications in this Specific Plan area unless otherwise stated in the procedures described below.
- E. **Site Plan Review Approvals.** Approvals pursuant to LAMC Section 16.05 are not required for Projects within this Specific Plan area.
- F. **Mixed Commercial/Residential Use Development Approvals.** Exceptions pursuant to LAMC Sections 12.22 A.18 and approvals per 12.24 V are not applicable for Projects within this Specific Plan area.
- G. **Major Development Project Approvals.** Approvals pursuant to LAMC Section 12.24 U.14 are not required for Projects within this Specific Plan area.
- H. **Mini-Shopping Centers and Commercial Corner Development.** Approvals pursuant to LAMC Section 12.22 A.23 and Section 12.24 W.27 are not required for Projects within this Specific Plan area located in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use: Commercial/Residential zone.
- I. **Conditional Use Permit for Hotels.** Approvals pursuant to LAMC Section 12.24 W.24 are not required for Projects within this Specific Plan area for the following zones: New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Mixed Use: Commercial/Residential.

1.1.4. Uses and Buildings Made Non-Conforming by This Plan

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

1.1.5. Interpretation

If there is any conflict between the text of this Specific Plan and the tables, maps, or illustrations provided herein, the written language shall control. Whenever any ambiguity or uncertainty exists related to this Specific Plan or the application of this Specific Plan so that it is difficult to determine the precise application of these provisions, the Director shall, upon application by an owner, operator, or lessee, issue written interpretations on the requirements of the Specific Plan consistent with the purpose and intent of this Specific Plan, pursuant to LAMC Section 11.5.7 H.

1.1.6. Severability

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

1.2. APPLICABILITY OF THE PLAN

1.2.1. Definition of a Project

- A. A Project in this Specific Plan is defined as the construction, erection, demolition, addition to, exterior alteration of, or change of use of any building or structure on a lot located entirely or partially within the Plan Boundary (see **Map A**) which requires the issuance of a demolition, grading, foundation, or building permit; use of land permit; or change of use permit.
- B. **West Pico Design Standard Subarea.** Within the West Pico Design Standard Subarea, which generally includes the properties along Pico Boulevard between Centinela Avenue and the I-405 Freeway (see **Map B**), a Project also includes the construction, erection, alteration, or addition to any sign.

Note: The review of sign permits within the West Pico Design Standard Subarea is due to existing sign regulations in the adopted West Pico Community Design Overlay encompassed by this Plan.

1.2.2. Exemptions

The provisions of this Specific Plan shall not apply to:

- A. **Single- and Two-Family Residential Zoned Properties.** Any Project in the “R1” One-Family Zone or “R2” Two-Family Zone;
- B. **Projects Approved Prior to the Effective Date of this Specific Plan.** Any Project that has obtained a discretionary land use approval, that is still valid, from the City prior to the effective date of this Specific Plan;
- C. **Completed Applications Prior to Effective Date of this Specific Plan.** Any Project that has an application that has been deemed complete by the Department of City Planning prior to the effective date of this Specific Plan;
- D. **Vested Development Plans.** Projects with vested rights pursuant to LAMC Section 12.26 A.3;
- E. **Underground Tanks and Seismic Retrofitting.** Underground tank removal/remediation, and/or seismic reinforcement/retrofitting;

- F. **Repairs of Unsafe or Substandard Conditions.** Any Project complying with an order issued by the Department of Building and Safety for the repair of an unsafe or substandard condition;
- G. **Interior Improvements.** Interior tenant improvements or interior remodeling of any existing building or structure that does not affect the exterior building.

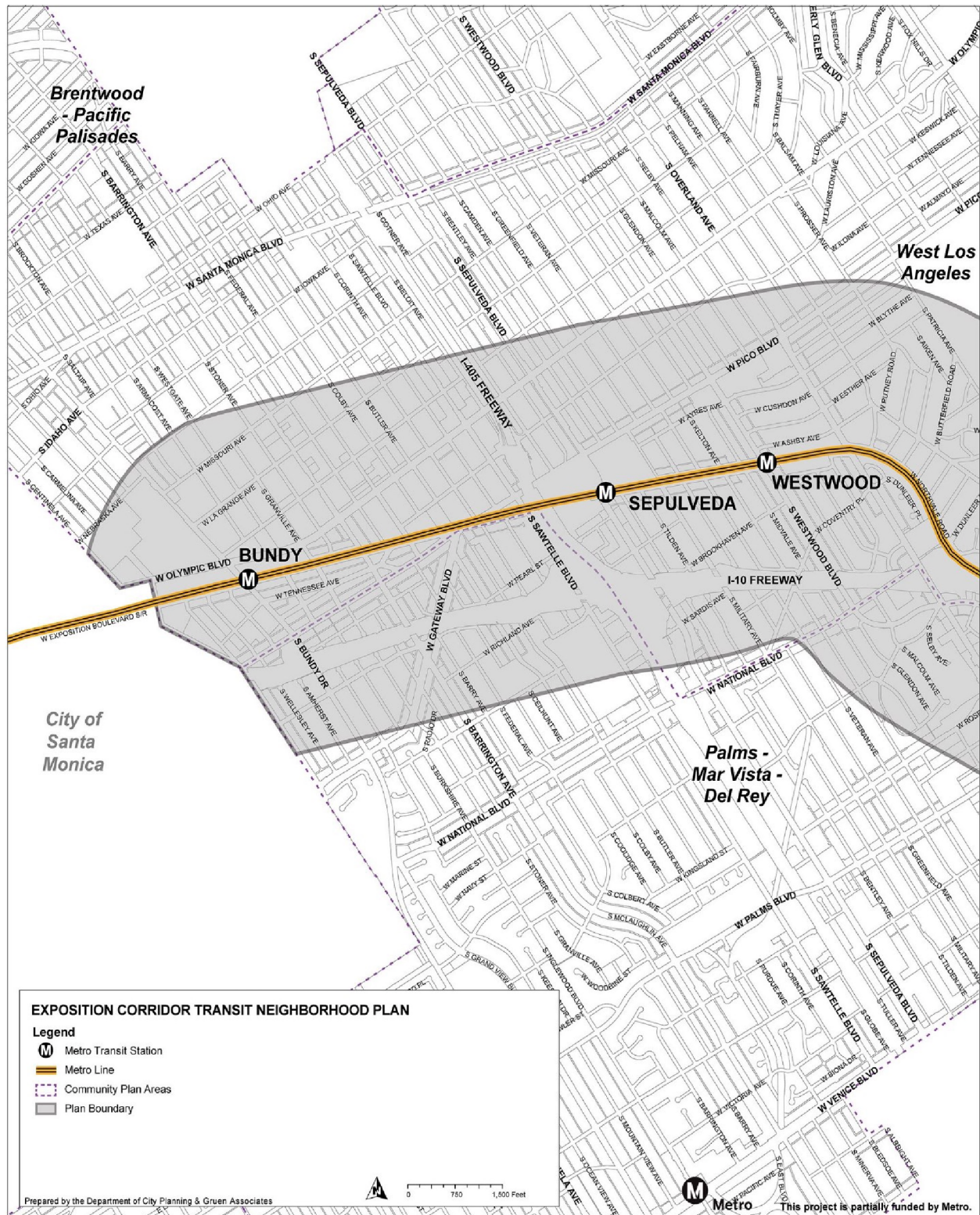
1.2.3. Plan Subareas

Within the Plan Area, properties are located either within one of the Plan Subareas ("Subareas") identified on **Map B** or outside the Subareas. **Table A** below summarizes how the sections of this Specific Plan apply to Projects located in the Subareas versus Projects outside the Subareas.

TABLE A: APPLICABILITY OF SPECIFIC PLAN REGULATIONS

| Plan Section | Plan Section Title | Projects Within Subareas | Projects Outside Subareas |
|--------------|----------------------------------|--------------------------|---------------------------|
| Sec. 1 | Administration | ✓ | ✓ |
| Sec. 2 | Zoning and Development Standards | ✓ | -- |
| Sec. 3 | Public Benefits | ✓ | -- |
| Sec. 4 | Urban Design Standards | ✓ | ✓ |
| Sec. 5 | Streets | ✓ | ✓ |
| Sec. 6 | Process | ✓ | ✓ |
| Sec. 7 | Definitions | ✓ | ✓ |

MAP A: PLAN BOUNDARY



Brentwood - Pacific Palisades

West Los Angeles

See Map B.1 For Details

See Map B.2 For Details

BUNDY

SEPULVEDA

WESTWOOD

City of Santa Monica

Palms - Mar Vista - Del Rey

EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

Legend

- Metro Transit Station
- Metro Line
- Community Plan Areas
- Plan Boundary
- Plan Subareas
- West Pico Design Standards Subareas

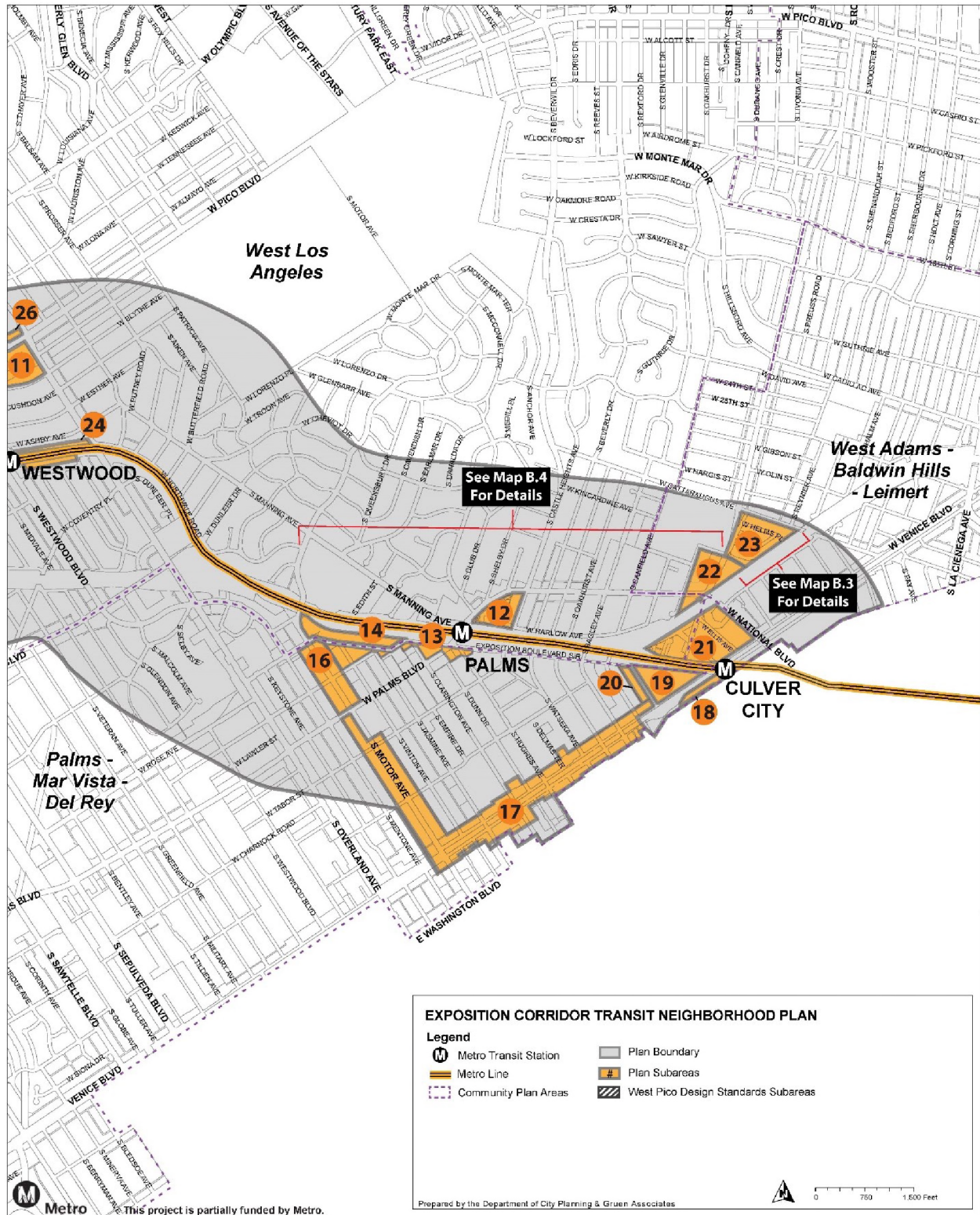
Prepared by the Department of City Planning & Gruen Associates December 2017

0 750 1,500 Feet

Metro

This project is partially funded by Metro.

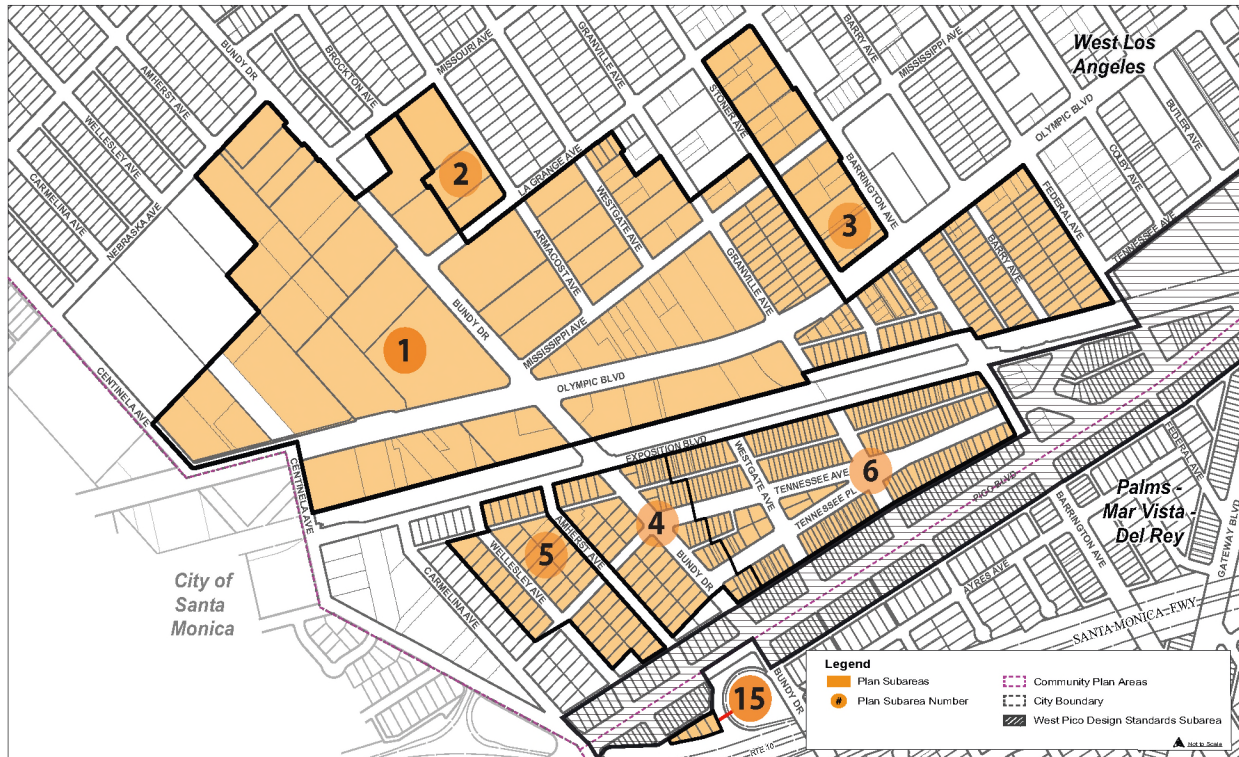
MAP B: PLAN SUBAREAS



1. ADMINISTRATION

MAP B: Plan Subareas

B.1: Bundy Station



B.2: Sepulveda and Westwood Stations

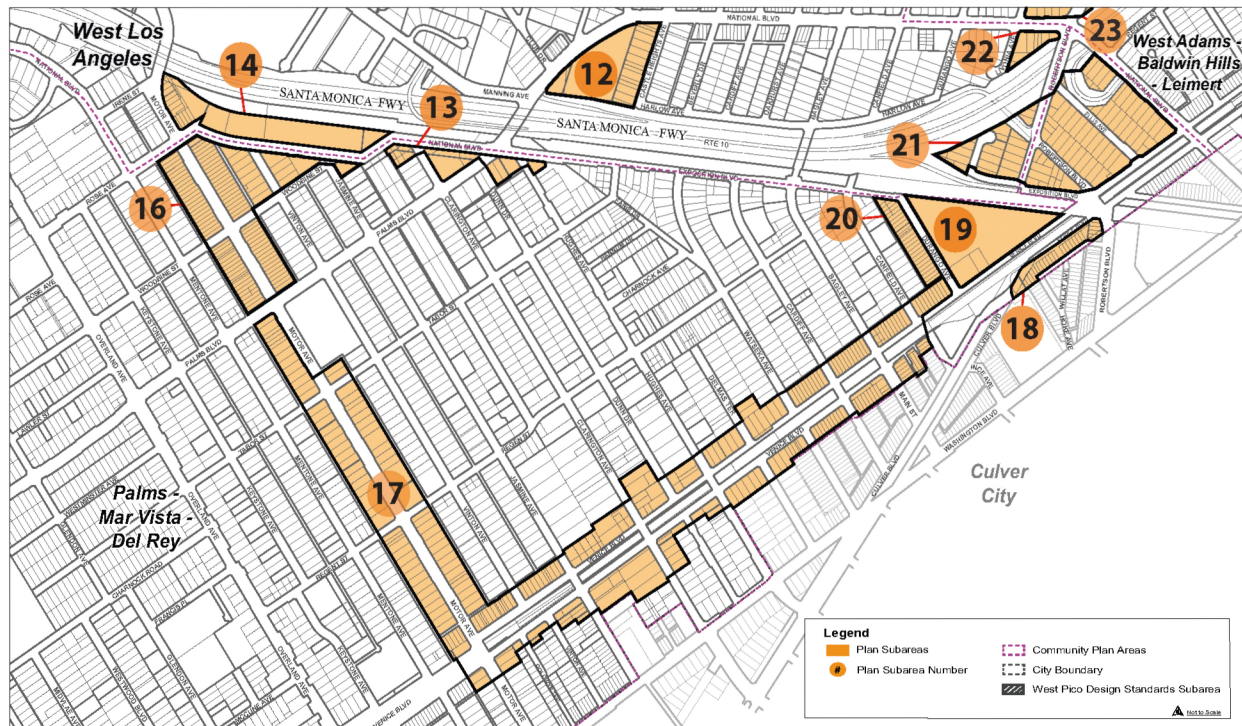


MAP B: Plan Subareas

B.3: Culver City Station (North)



B.4: Palms and Culver City Stations



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SECTION 2

ZONING & DEVELOPMENT STANDARDS

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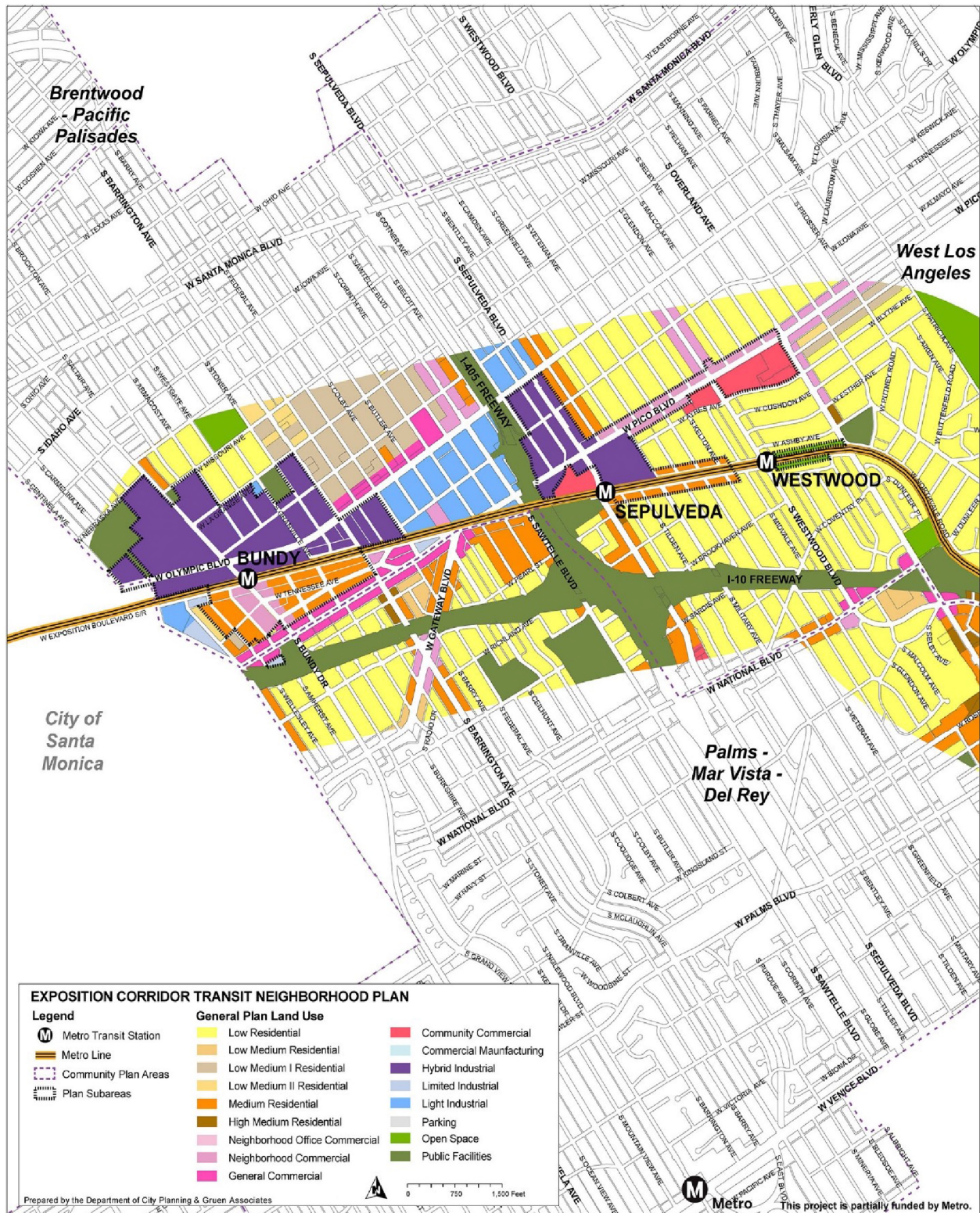
2.1. LAND USE AND ZONING

2.1.1. Land Use Designations

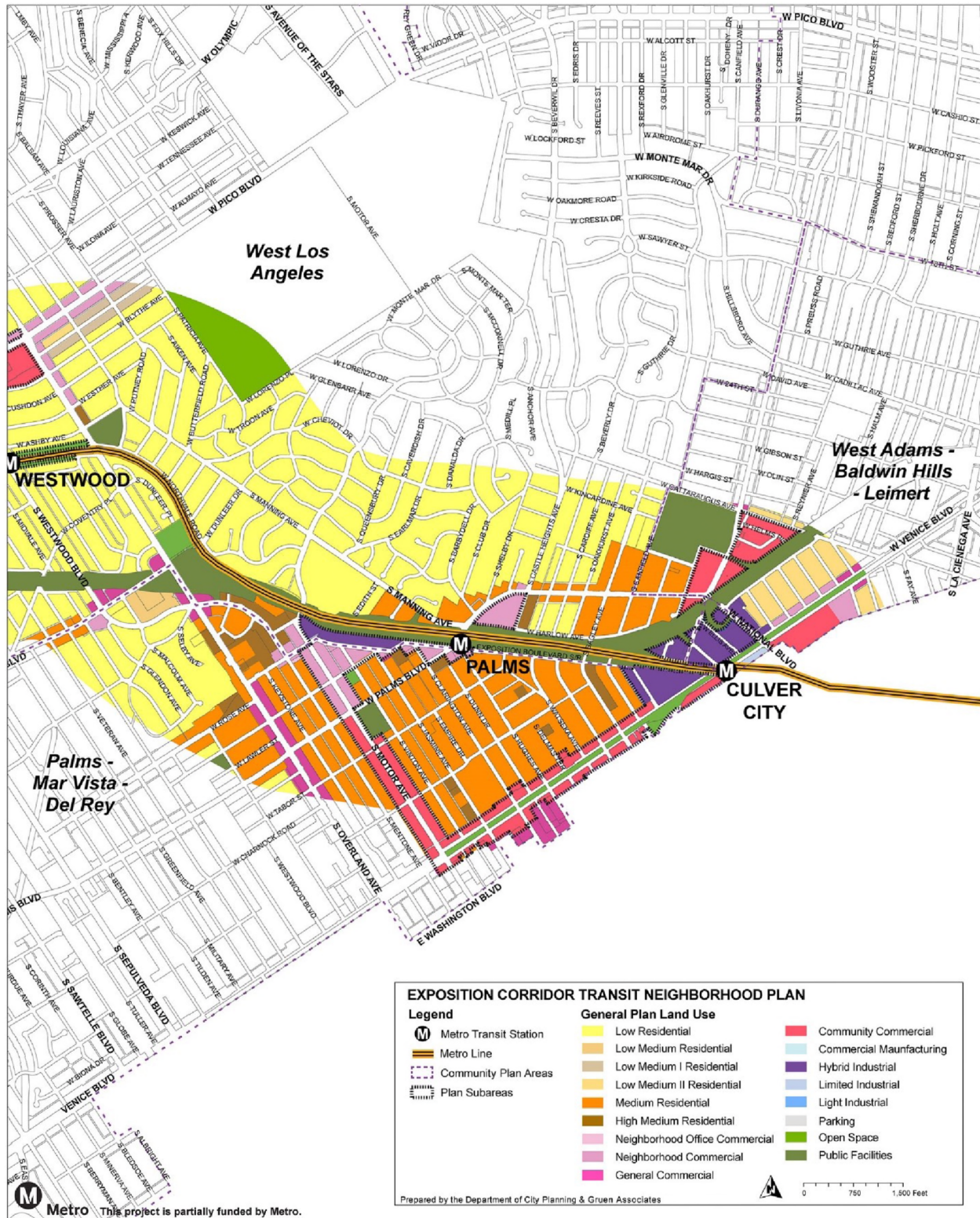
A. The Plan area includes the following General Plan land use designations (see **Map C**):

- Low Residential
- Low Medium Residential
- Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- Neighborhood Office Commercial
- Neighborhood Commercial
- General Commercial
- Community Commercial
- Commercial Manufacturing
- Hybrid Industrial
- Limited Industrial
- Light Industrial
- Parking
- Open Space
- Public Facilities
- Public Facilities - Freeway

MAP C: GENERAL PLAN LAND USE



MAP C: GENERAL PLAN LAND USE



2.1.2. Zoning Designations

A. The Plan area includes the following zoning designations (see **Map D**):

Single Family Residential

- R1

Multiple Family Residential

- R2, RD4, RD3, RD2, RD1.5, R3(EC), R3, R4, RAS4

Commercial

- CR, C1, C2, C4
- MU(EC) -- Mixed Use: Commercial/Residential

Hybrid Industrial

- NI(EC) -- New Industry
- HJ(EC) -- Hybrid Industrial: Jobs Emphasis
- HR(EC) -- Hybrid Industrial: Residential Emphasis

Industrial

- CM, MR1, M1, M2

Parking

- P

Open Space

- OS

Public Facilities

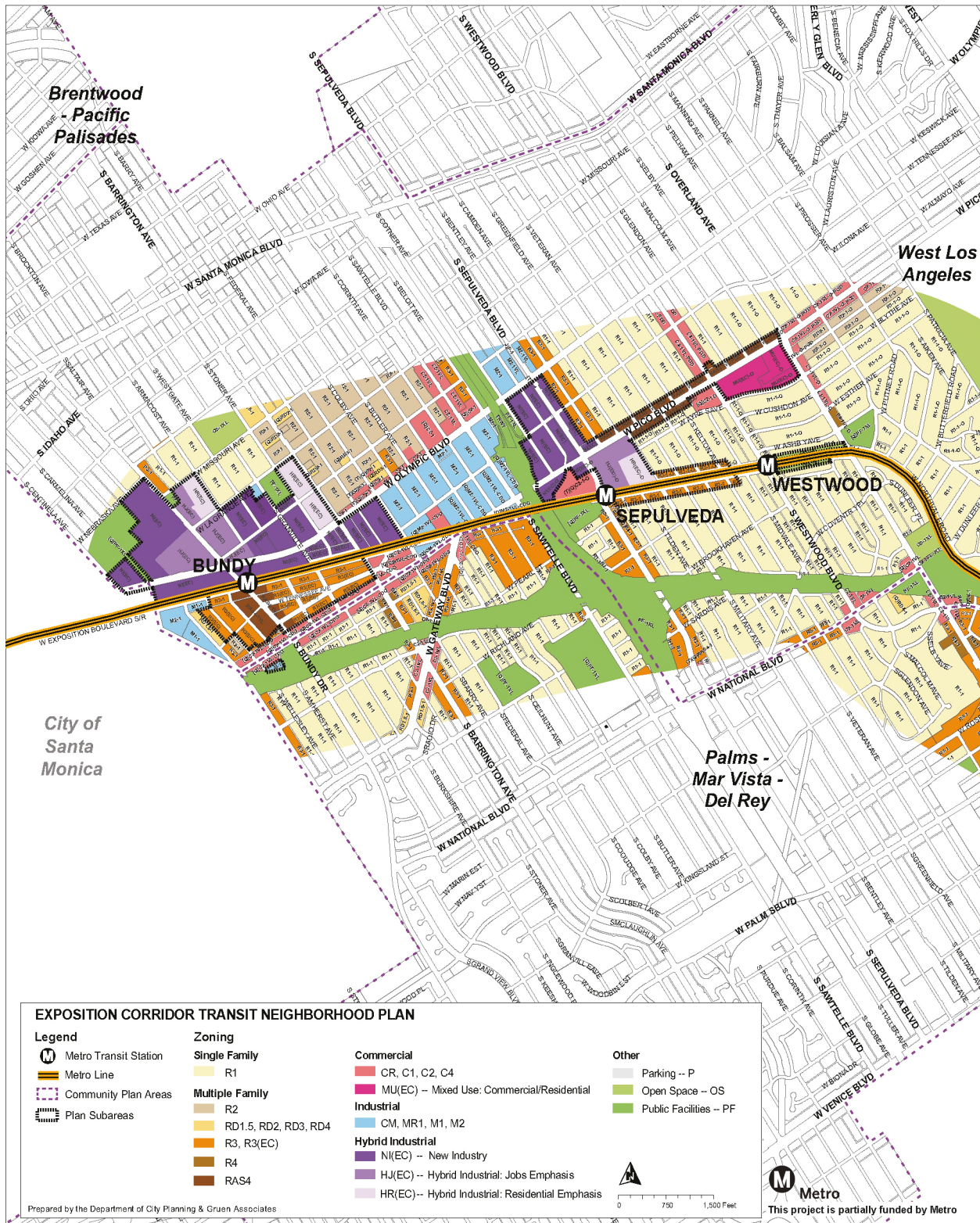
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B. The following zones are established as part of this Specific Plan:

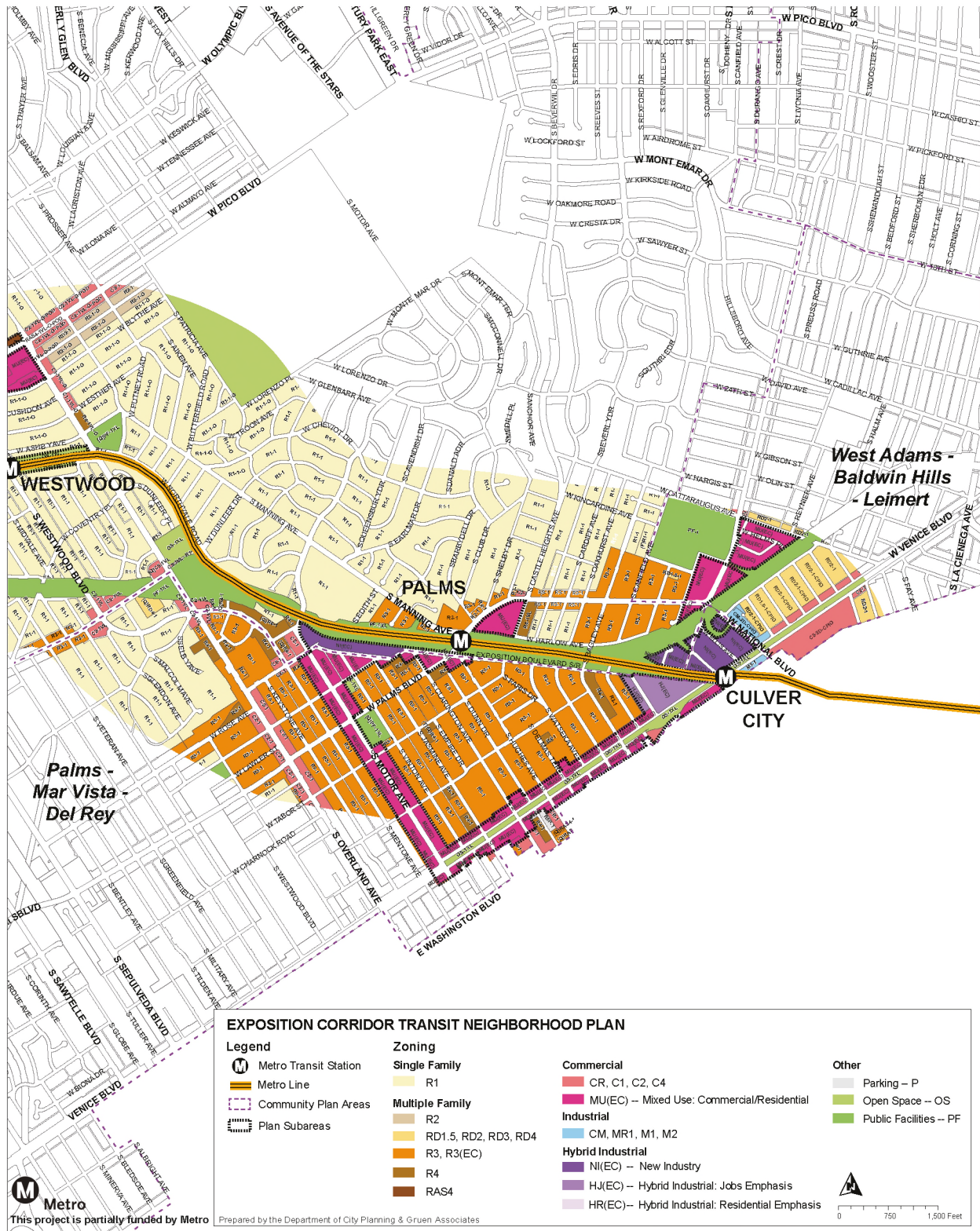
1. **New Industry – NI(EC).** The New Industry zone is an employment zone with uses tailored to 21st century and creative industries such as digital technology, Research and Development, media, design, Publishing, Motion Pictures, and Broadcasting. Supporting uses associated with these industries, such as light manufacturing, assembly, and limited retail or Restaurants, are also appropriate. Residential Uses are prohibited, with the exception of limited Live/Work Units, in order to preserve employment opportunity.
2. **Hybrid Industrial: Jobs Emphasis – HJ(EC).** The Hybrid Industrial: Jobs Emphasis zone is an employment-focused zone with a limited amount of Residential Uses. Employment uses permitted in this zone are primarily 21st century and creative industries, but can include an increased presence of retail, restaurant, and entertainment uses.
3. **Hybrid Industrial: Residential Emphasis – HR(EC).** The Hybrid Industrial: Residential Emphasis zone transitions areas between residential-only neighborhoods and jobs centers. Housing and a variety of neighborhood-serving commercial uses are allowed, though a minimum level of other employment uses is required.

4. **Mixed Use: Commercial/Residential – MU(EC).** The Mixed Use: Commercial/Residential zone is intended to allow neighborhood and community commercial uses and institutional uses, either alone or in combination with multifamily residential. This zone activates commercial corridors with a variety of uses that serve the local community while also providing housing.
5. **R3(EC)** – This zone is intended to allow multifamily Residential Uses similar to those allowed by the R3 zone, but with tailored lot area requirements. Typical development within this zone may include apartments or condominiums, small lot subdivisions, townhomes, triplexes, and duplexes.

MAP D: ZONING



MAP D: ZONING



2.2. USES

2.2.1. Permitted Uses

- A. Permitted uses for the R3(EC) zone are those permitted in the R3 zone as set forth in LAMC Section 12.10 A.
- B. Permitted uses for the New Industry; Hybrid Industrial: Jobs Emphasis; Hybrid Industrial: Residential Emphasis; and Mixed Use: Commercial/Residential zones are set forth in **Table B**. Uses that are substantially similar to those listed here, as determined by the Director of Planning at the time of Administrative Clearance, are also permitted.
- C. Permitted uses for all other zones are as set forth in the LAMC.

2.2.2. Use Limitations

- A. Uses identified as “Limited” within a zone (see **Table B**) shall not exceed the indicated percentage of a Project’s total floor area.
 - 1. 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.
 - 2. 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 percent of the total floor area of the Project.

2.2.3. Multifamily Residential Density

- A. For the R3(EC) zone, the minimum lot area per dwelling unit shall be 1,200 square feet.
- B. For the New Industry; Hybrid Industrial: Jobs Emphasis; Hybrid Industrial: Residential Emphasis; and Mixed Use: Commercial/Residential zones, there is no minimum lot area per dwelling unit.
- C. Individual dwelling units within a Project shall have a minimum size of 350 square feet.

2.2.4. Live/Work Units

- A. Live/Work Units within a Project shall have an average size of at least 750 square feet.
- B. A minimum of 70 percent of total floor area of a Live/Work Unit, excluding area used for bathrooms and storage, shall be open with no fixed interior separation walls.

C. Workspace.

1. 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 building plans.
 - a. Workspaces shall be assigned to uses first permitted in the CM, MR1, M1, MR2, or M2 zones.

TABLE B: ALLOWABLE USES AND LIMITATIONS

| Use Classification | New Industry | Hybrid Industrial: Jobs Emphasis | Hybrid Industrial: Residential Emphasis | Mixed-Use: Commercial/Residential |
|---|----------------------------------|----------------------------------|---|-----------------------------------|
| Residential Uses | | | | |
| Live/Work | Limited (Up to 50%) ¹ | Limited (Up to 50%) ¹ | Limited (Up to 75%) ¹ | Limited (Up to 90%) ¹ |
| Residential - Multifamily | - | Limited (Up to 50%) ¹ | Limited (Up to 75%) ¹ | Limited (Up to 90%) ¹ |
| Residential - Single-Family | - | - | - | - |
| Non-Residential Uses | | | | |
| Animal Services and Care / Veterinary Clinics | - | - | - | Allowed |
| Animal Hospitals/Kennels | - | - | - | - |
| Automobile-Related Uses ² | - | - | - | - |
| Childcare Facilities ³ | Allowed | Allowed | Allowed | Allowed |
| Colleges and Vocational/Technical Schools or Programs | Allowed | Allowed | Allowed | Allowed |
| Commercial Hotels | Allowed | Allowed | Allowed | Allowed |
| Drive-Through Establishments | - | - | - | - |
| Entertainment, Exhibit and Cultural Facilities | Limited (10%) | Limited (20%) | Allowed | Allowed |
| Free-Standing Fast Food Establishment | - | - | - | - |
| Heavy Manufacturing | - | - | - | - |
| Hospitals | Allowed | Allowed | Allowed | -- |
| Light Manufacturing and Assembly | Allowed | Allowed | - | - |
| Nursing and Residential Care Facilities | - | -- | Allowed | Allowed |
| Office | Allowed | Allowed | Allowed | Allowed |
| Parking ⁴ | Limited | Limited | Limited | Limited |
| Publishing, Motion Picture, Broadcasting | Allowed | Allowed | Allowed | Allowed |
| Recreation Facilities and Gyms | Limited (10%) | Limited (10%) | Allowed | Allowed |
| Religious Assembly | - | - | - | Allowed |
| Repair and Maintenance Facilities | Allowed | - | - | - |
| Research and Development | Allowed | Allowed | Allowed | Allowed |
| Restaurants, Bars, Retail and Personal Services ⁵ | Limited (20%) | Limited (20%) | Allowed | Allowed |
| Schools, Elementary and High | Allowed ⁶ | Allowed ⁶ | Allowed ⁶ | Allowed ⁶ |
| Server Farms | Limited (10%) | Limited (10%) | - | - |
| Spectator Sports Facilities | - | - | - | Allowed |
| Trucking and Transportation Facilities | - | - | - | - |
| Utilities | - | - | - | - |
| Warehousing, Distributing, and Storage | Limited (20%) | Limited (20%) | - | - |
| Waste Management and Remediation | - | - | - | - |
| Wholesale (Including Showrooms) | Limited (20%) | Limited (20%) | - | - |
| Legend: - Not Permitted Allowed Permitted Limited Permitted with Limitations | | | | |
| 1. Limitations for Residential Uses, including Live/Work Units and Multifamily Residential, are dependent on total Project FAR (see Table D). 2. Automobile showrooms and associated Offices that comprise less than 10,000 SF are permitted. 3. Childcare facilities are permitted only in combination with other uses. 4. Parking uses are permitted only in combination with other uses within a Project; such other uses must comprise no less than 0.7:1 FAR on the site. 5. Individual retail tenant spaces are limited to the following maximum sizes: <ul style="list-style-type: none"> 5,000 square feet in the New Industry zone; 20,000 square feet in the Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Mixed Use: Commercial/Residential zones, with the exception of retail uses in Subarea 11 and grocery stores in Subareas 12 and 19 6. Elementary and High Schools are permitted with a Conditional Use Permit following the procedures in LAMC 12.24 U. | | | | |

2.3. FLOOR AREA RATIO

2.3.1. Maximum Floor Area

- A. Projects in the R3(EC) zone are permitted a Maximum Floor Area Ratio of 3.0:1.
- B. Projects in the following zones are permitted either a Base Floor Area Ratio (Base FAR) or Bonus Floor Area Ratio (Bonus FAR): New Industry; Hybrid Industrial: Jobs Emphasis; Hybrid Industrial: Residential Emphasis; and Mixed Use: Commercial/Residential (see **Table C**).
 - 1. Base Projects that do not provide Public Benefits through this Specific Plan are permitted a maximum Base Floor Area Ratio (Base FAR).
 - 2. Bonus Projects that provide Public Benefits through this Specific Plan are permitted a maximum Bonus Floor Area Ratio (Bonus FAR).
 - 3. Calculation of **Maximum Floor Area**. Land area subject to easements shall be counted as buildable area for the purposes of determining the maximum allowable floor area.

TABLE C: MAXIMUM FLOOR AREA RATIOS

| Zone | Base FAR | Bonus FAR |
|--|----------|-----------|
| New Industry | 2.5:1 | 4.0:1 |
| Hybrid Industrial: Jobs Emphasis¹ | 2.0:1 | 4.0:1 |
| Hybrid Industrial: Residential Emphasis¹ | 2.0:1 | 4.0:1 |
| Mixed Use: Commercial/Residential | 2.0:1 | 3.6:1 |
| 1. Projects in the Hybrid Industrial: Jobs Emphasis and Hybrid Industrial: Residential Emphasis zones that are comprised entirely of Non-Residential Uses are subject to the Base FAR and Bonus FAR levels of the New Industry zone. | | |

- C. Permitted Floor Area Ratios for all other zones are as set forth in the LAMC.

2.3.2. Minimum Non-Residential Use

- A. **Applicability.** Projects in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use: Commercial/Residential zones are required to include a minimum amount of Non-Residential Uses on the Project site. The minimum amount of Non-Residential Uses 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 (see **Table D**).

TABLE D: MINIMUM NON-RESIDENTIAL USE

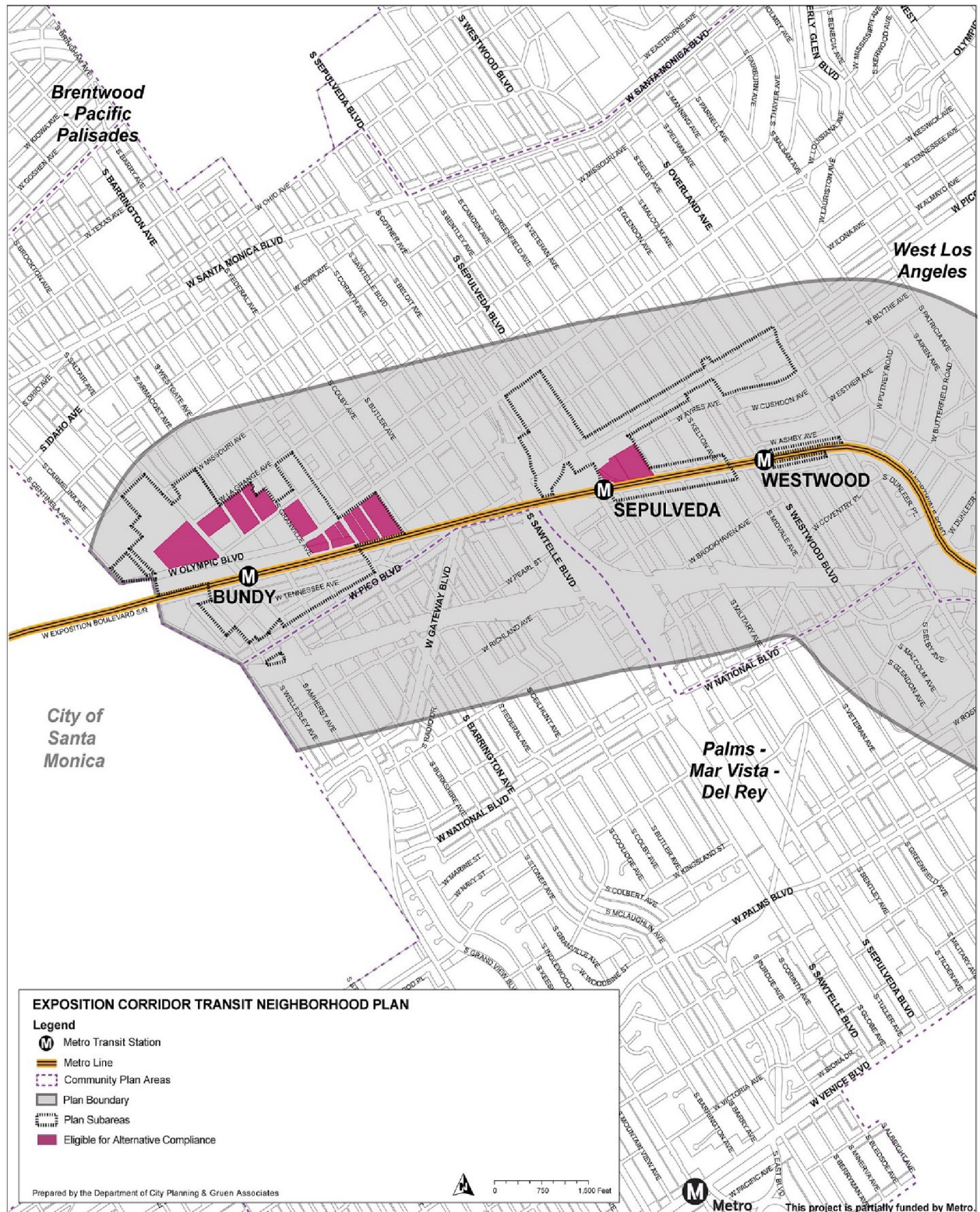
| Zone | Total Project FAR | Minimum Required Non-Residential Use |
|---|-------------------------|--------------------------------------|
| New Industry | $\leq 2.5:1$ | 100% ¹ |
| | $> 2.5:1$ up to $4.0:1$ | 100% ² |
| Hybrid Industrial: Jobs Emphasis | $\leq 2.0:1$ | 70% |
| | $> 2.0:1$ up to $2.5:1$ | 70% |
| | $> 2.5:1$ up to $4.0:1$ | FAR 2.0:1 |
| Hybrid Industrial: Residential Emphasis | $\leq 2.0:1$ | 30% |
| | $> 2.0:1$ up to $2.3:1$ | 30% |
| | $> 2.3:1$ up to $4.0:1$ | 25% |
| Mixed Use: Commercial/Residential | $\leq 2.0:1$ | 10% |
| | $> 2.0:1$ up to $2.3:1$ | 10% |
| | $> 2.3:1$ up to $3.6:1$ | 20% |
| 1. Projects in New Industry zone with Total FAR less than or equal to 2.5:1 may dedicate a maximum of 30% of total floor area to Live/Work Units. 2. Projects in New Industry zone with Total FAR greater than 2.5:1 may dedicate a maximum of 50% of total floor area to Live/Work Units. | | |

B. Alternative Compliance.

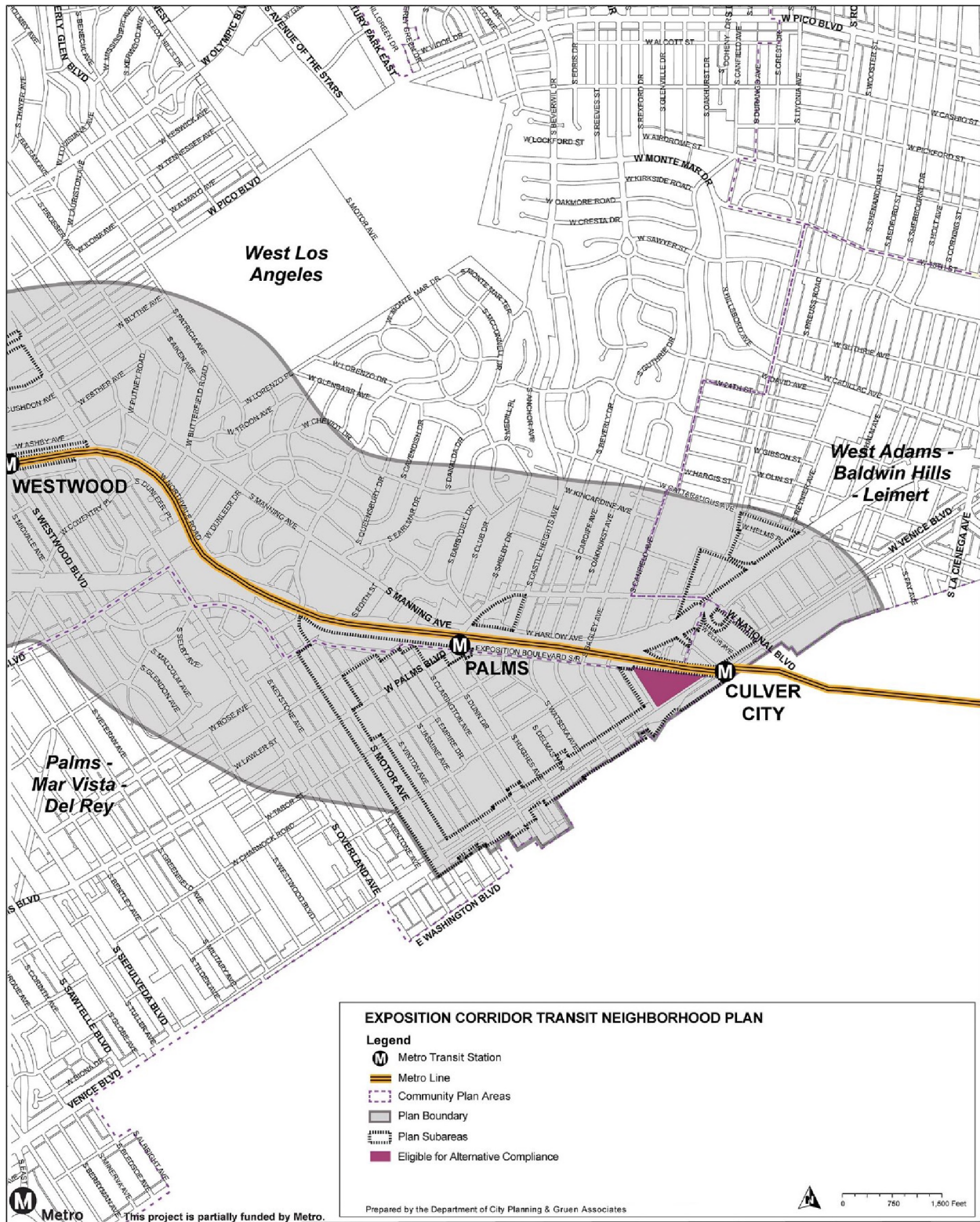
1. Projects located entirely or partially on properties eligible for Alternative Compliance (see **Map E**) which cannot meet the minimum Non-Residential Use requirements (see **Table D**) may comply with this Specific Plan by obtaining a Director's Determination for Alternative Compliance (**Section 6.1.4**).
2. Alternative Compliance Projects are subject to the allowable uses and use limitations of this Specific Plan (see **Table B**), with the exception of the use limitations on multifamily residential.
3. Alternative Compliance Projects are limited to the Maximum FAR (Bonus FAR) allowed by the zone of the property.
4. Alternative Compliance Projects, including those that do not exceed the Base FAR, must provide Public Benefits pursuant to **Section 3** of this Specific Plan.
5. Alternative Compliance Projects shall comply with all relevant Urban Design Standards (**Section 4**) as well as the Urban Design Guidelines (**Appendix C**) of this Specific Plan.
6. Projects in the New Industry zone that include up to the allowable amount of Live/Work Units per this Specific Plan are not considered Alternative Compliance Projects and are therefore not subject to the above requirements and process.

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MAP E: ALTERNATIVE COMPLIANCE ELIGIBILITY



MAP E: ALTERNATIVE COMPLIANCE ELIGIBILITY



2.4. HEIGHT

2.4.1. Maximum Building Height

- A. Projects shall not exceed the maximum height set forth in **Table E**. Where the maximum height is not specified, the height requirements in LAMC Section 12.21.1 apply.
- B. **Additional Ground Floor.** Additional height up to five feet greater than the limits set forth in **Table E** is permitted for Projects in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use: Commercial/Residential zones. This additional height is allowed in order to accommodate a taller ground floor, and may only be applied to the ground floor where the resulting floor to ceiling height of the ground floor exceeds 15 feet.
- C. **Sloping Sites.** Sites that have a grade differential of 15 feet or greater from the lowest to the highest point, may exceed the height in number of feet set forth above by not more than five feet.

TABLE E: MAXIMUM BUILDING HEIGHTS

| Subarea (See Map B) | Max Height | Typical Number of Stories ¹ |
|--|----------------------|--|
| 1 | 161 feet | 6 to 12 stories |
| 2 | 96 feet | 3 to 7 stories |
| 3 | 96 feet | 3 to 7 stories |
| 4 | 50 feet ² | 3 to 4 stories |
| 5 | 45 feet ² | 2 to 4 stories |
| 6 | 45 feet ² | 2 to 4 stories |
| 7 | 148 feet | 4 to 11 stories |
| 8 | 96 feet | 3 to 7 stories |
| 9 | 148 feet | 4 to 11 stories |
| 10 | 83 feet | 4 to 6 stories |
| 11 | 68 feet | 3 to 6 stories |
| 12 | 78 feet | 3 to 7 stories |
| 13 | 58 feet | 3 to 5 stories |
| 14 | 96 feet | 3 to 7 stories |
| 15 | N/A ² | N/A |
| 16 | 58 feet | 3 to 5 stories |
| 17 | 68 feet | 3 to 6 stories |
| 18 | 68 feet | 3 to 6 stories |
| 19 | 96 feet | 3 to 7 stories |
| 20 | 96 feet | 3 to 7 stories |
| 21 | 96 feet | 3 to 7 stories |
| 22 | 68 feet | 3 to 6 stories |
| 23 | 68 feet | 3 to 6 stories |
| 24 | 30 feet ² | 1 to 2 stories |
| 25 | 45 feet ² | 2 to 4 stories |
| 26 | 50 feet ² | 3 to 4 stories |
| ¹ . Typical Number of Stories is shown for illustrative purposes only and represents a range of building heights that could occur on a Project site. ² . The maximum building heights indicated for Subareas 4, 5, 6, 15, 24, 25, and 26 are shown for reference only. For properties within these areas, the height regulations in LAMC Section 12.21.1, including any limitations on total floor area, shall apply. | | |

2.4.2. Transitional Height

Transitional height requirements address the potential adjacency of new Non-Residential or mixed-use buildings to single- or two-family residential areas.

A. **Applicability.** Transitional height requirements apply to Projects in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, Mixed Use: Commercial/Residential, or RAS4 zones.

B. **Requirements.**

1. Portions of Projects in applicable zones that are less than 50 feet from R2 or more restrictive residential zones 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 R2 or more restrictive residential zones shall not exceed 50 feet in height.

FIGURE A: TRANSITIONAL HEIGHT

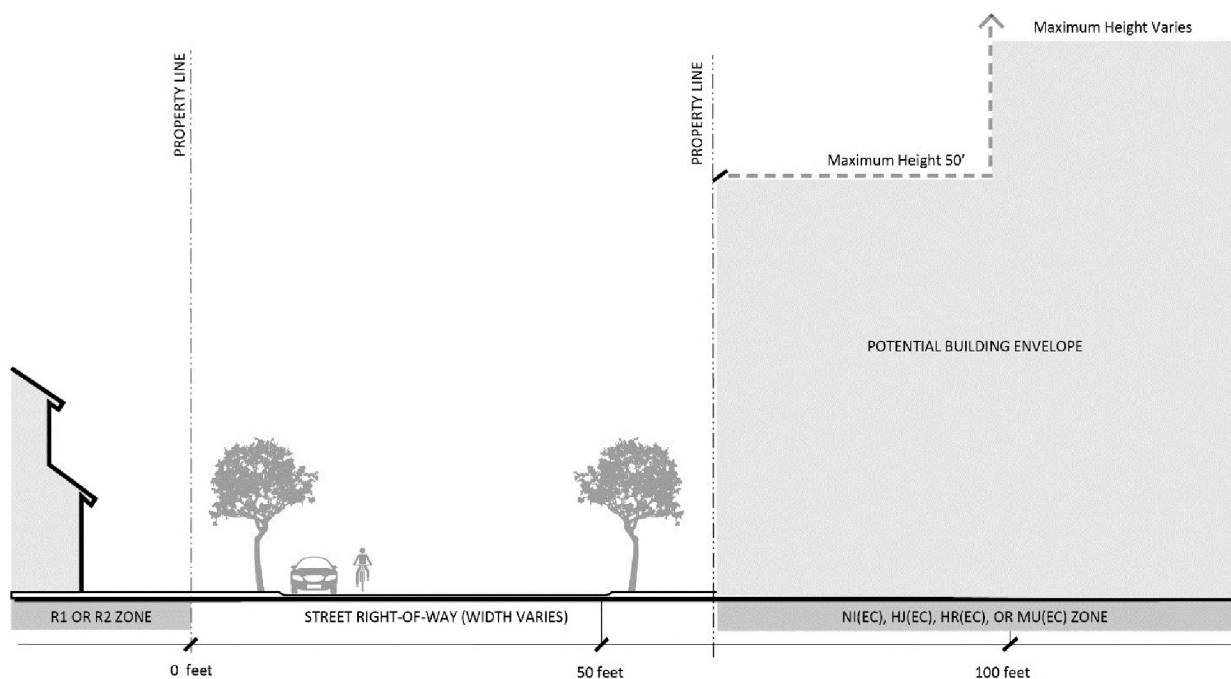


Figure A illustrates an example of how transitional height requirements would apply to new development in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use: Commercial/Residential zone when across the street from an R1 or R2 zone.

2.5. OPEN SPACE

The open space requirements in this section apply to all Projects in the Subareas of the Plan Area, unless otherwise noted.

2.5.1. Area 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. Live/Work Units shall provide on-site open space, in any combination of common and private open space, at a minimum of 100 square feet per Live/Work Unit. This open space shall meet the requirements for open space in 12.21 G.2.
- B. **Non-Residential Uses.** Projects in the following zones shall provide a minimum of one square foot of common open space for every 25 square feet of Non-Residential Uses: New Industry; Hybrid Industrial: Jobs Emphasis; Hybrid Industrial: Residential Emphasis; Mixed Use: Commercial/Residential. This open space shall meet the following requirements:
 - 1. 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).
 - 2. Be readily accessible to all employees and visitors to the site during business hours.
 - 3. Have a minimum 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.
 - 4. Have a minimum of 25 percent of the area planted with ground cover, shrubs, or trees.
- C. **Mixed-Use Projects.** Projects with a combination of Residential Uses and Non-Residential Uses shall apply the relevant open space requirements to each type of use.
- D. **Open Space in Excess of 25,000 Square Feet.** 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, and community gardens.
- E. **Design Standards.** All open space shall comply with all relevant Urban Design Standards in **Section 4.2.4.** of this Specific Plan and substantially conform to the Urban Design Guidelines (**Appendix C**).

- F. **Change of Use.** If a change of use project 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

- A. **Reduction of Open Space.** Projects may provide up to 25 percent less open space than the total open space required by LAMC Section 12.21 G and/or this Specific Plan if the open space is provided as Publicly Accessible Open Space.
- B. **PAOS Standards.** Publicly Accessible Open Space must conform to the following criteria:
1. Spaces shall be sufficiently maintained and operated by the property owner, with ongoing public access maintained.
 2. Spaces shall conform to all relevant Urban Design Standards in **Section 4.2.4.B.** of this Specific Plan.
 3. The following uses shall not be counted as a Publicly Accessible Open Space: surface parking areas, 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.
 4. The following uses in the public right-of-way may be counted as Publicly Accessible Open Space: parklets or other pedestrian spaces, new streets and alleyways.
- C. **PAOS as Public Benefit Requirement.** Publicly Accessible Open Space provided in order to satisfy a Public Benefit requirement per **Section 3** of this Specific Plan cannot be counted toward the open space area required in **Section 2.5.1.**

2.6. PARKING

The parking requirements in this section apply to all Projects in the Subareas of the Plan Area, unless otherwise noted.

2.6.1. General Requirements

- A. **Required Automobile and Bicycle Parking.** Projects shall comply with LAMC Section 12.21 A.4 Off-Street Automobile Requirements for number of required parking spaces and shall comply with LAMC Section 12.21 A.16 Bicycle Parking and Shower Facilities requirements. Where this Specific Plan contains language or standards that require more parking or permit less parking than LAMC Section 12.21 A, the regulations of this Specific Plan shall apply.
- B. **Live/Work Units.** A minimum of 1 automobile parking space and 1 long-term bicycle parking space per Live/Work Unit are required.
- C. **Electric Vehicle Charging Stations.** A minimum of 10 percent of automobile parking spaces provided in a Project shall be capable of supporting future electric vehicle (EV) supply equipment.
- D. **Unbundled Parking.** Projects within the Subareas in the Plan area, excluding Projects in R3 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 shall be exempt from this provision, and shall include any required parking in the base rent or sales price.
 - 2. 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 continue to segregate parking fees from rents, sales or other fees charged for occupying Project space so long as the building or use that the parking is intended to serve is maintained.
 - 3. 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 spaces within the Project.
- E. **Design Standards.** All parking provided as part of a Project shall comply with the parking design standards in **Sections 4.2.5. or 4.3.5.** of this Specific Plan as well substantially conform to the relevant Urban Design Guidelines (**Appendix C**).

2.6.2. Exemptions

- A. **Change of Use.** If a change of use project results in an increased number of parking spaces required, then the Project is not required to provide the additional parking.
- B. **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 if they conform to the following criteria:
 - 1. Are located within Subareas 4 or 16; and
 - 2. Are located within a Project that includes other Non-Residential or Residential Uses; and
 - 3. Occupy less than 1,500 square feet each.
 - 4. The parking exemption for Neighborhood-Serving Uses may be applied to Restaurants only up to a maximum of 50 percent of the total square footage of Neighborhood-Serving Uses in the Project. Any additional square footage of restaurant or café use beyond this maximum is subject to the minimum automobile parking requirements in LAMC Section 12.21 A.4.

2.6.3. Reductions

- A. **Car Share Vehicle Spaces.** For each automobile parking space reserved for a car share vehicle, the minimum number of required automobile parking spaces may be reduced by 5 spaces.
- B. **Shared Parking.** Parking may be shared among different uses within a Project to take advantage of different peak periods, account for users accessing multiple destinations within a single Project, and ensure the most efficient use of parking spaces.
 - 1. Projects seeking a reduction in required parking as a result of shared parking shall submit a Parking Demand Analysis at the time of application showing Peak Utilization based on a Project's proposed uses. If it is determined by the Director, in consultation with the Los Angeles Department of Transportation (LADOT), that a lower total number of parking spaces than would otherwise be required by LAMC Section 12.21 A.4 will provide adequate parking for the Project's uses, then that lower number of parking spaces shall be permitted.
 - 2. Shared parking spaces shall not be reserved or otherwise restricted to particular users, whether through physical design or through signage.
 - 3. Projects may not use the reduction in minimum parking available through this shared parking provision in combination with the reduction associated with Neighborhood-Serving Uses in **Section 2.6.2.**

C. Projects that Include Affordable Housing

1. **Density Bonus Projects.** Projects that include Restricted Affordable Units as part of the Density Bonus Ordinance (LAMC Section 12.22 A.25) may choose to use either Parking Option 1 or Parking Option 2 found in that ordinance. Projects that include Restricted Affordable Units as part of the Density Bonus Ordinance and that are located within ½ mile of a major transit stop (as defined by Section 21155 of the California Public Resources Code) may use the following reduced parking ratios:
 - a. For 100% affordable rental projects, exclusive of a manager's unit or units, the ratio shall be 0.5 spaces per unit.
 - b. For mixed-income projects consisting of the maximum number of very low- or low-income units provided for in the Density Bonus Ordinance, the ratio shall be 0.5 spaces per bedroom.
2. **Affordable Housing Incentive Program Projects.** Projects that include the minimum percentage of Restricted Affordable Units as part of the Public Benefits requirement for Bonus FAR in this Specific Plan (Section 3.2.2.A) and are located within a Transit Priority Area (TPA) as defined by California Public Resources Code Section 21099(a) may use the following parking reductions:
 - a. Residential Minimum Parking Requirements
 - i. For Projects that consist of 100% on site Restricted Affordable Units, exclusive of a manager's unit or units, there shall be no required parking for all residential units.
 - ii. For all other Projects, the required parking ratio for all residential units (not just the Restricted Affordable Units) shall not exceed 0.5 spaces per unit.
 - b. Non-Residential Parking
 - i. Projects may reduce the Non-Residential automobile parking requirement for any ground floor Non-Residential Use by up to 30 percent.
 - c. The option to further reduce automobile parking through bicycle parking replacement in LAMC 12.1 A.4 does not apply to Projects using any of the parking reductions in Section 2.6.3.C.2 above.

2.6.4. Transit Benefits

Projects within the Subareas in the Plan area, excluding Projects in R3 or more restrictive zones, are required to provide transit benefits to residents and/or employees. This is intended to complement the parking requirements and encourage residents and employees not to drive to the site.

A. **Residential Uses.** In Projects that incorporate Residential Uses, owners shall:

1. Offer a Metro Business Transit Access Pass (B-TAP) or approved equivalent to residents who choose not to rent or buy a parking space(s) with their residential or Live/Work Unit. 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 parking spaces with their residential unit.
2. The minimum number of passes per residential or Live/Work Unit that is required to be offered is equal to the minimum number of parking spaces required for that residential or Live/Work Unit per LAMC Section 12.21 A.4 or this Specific Plan, before any reductions are taken. If the minimum number is a fraction, then it shall be rounded to the nearest whole number.

B. **Non-Residential Uses.** In Projects that incorporate Non-Residential Uses, employers with at least 50 employees shall either:

1. 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, or
2. Operate a reimbursement program allowing employees to be reimbursed for equivalent vanpool charges.

SECTION 3

PUBLIC BENEFITS

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3.1. PUBLIC BENEFITS REQUIREMENTS

3.1.1. Purpose

- A. Projects in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use: Commercial/Residential zones in the Plan area are allowed additional floor area in exchange for providing Public Benefits in the form of on-site project features or off-site improvements. These Public Benefits are intended to be proportional to the Project size.
- B. The Public Benefits in this Specific Plan aim to address core community needs in the Exposition Corridor, especially as they relate to creating transit neighborhoods. A primary focus of the Public Benefits is to expand housing options through the provision of Affordable Housing. In addition, Public Benefits aim to enhance multi-modal accessibility, including connections between stations and surrounding neighborhoods for pedestrians, cyclists, and transit riders. Open space, shared Community Facilities, and other Public Benefits and amenities that serve the neighborhood and help elevate the quality of life in the area are also a priority.

3.1.2. Applicability

- A. Projects are required to provide Public Benefits as shown in **Table F**.

TABLE F: PUBLIC BENEFITS APPLICABILITY

| Project FAR | Project Use Mix (% of total Project floor area) | Public Benefits Required |
|---|---|--|
| Base FAR | Any | None |
| Bonus FAR | Less than 70% Non-Residential | Affordable Housing (Section 3.2) and Community Amenities (Section 3.3) |
| | 70% or more Non-Residential (Commercial Projects ¹) | Vehicle Trip Reduction (Section 3.4) |
| 1. Projects that are 70% or more Non-Residential are commercial projects, and the only Public Benefit required is Vehicle Trip Reduction. | | |

B. Exceptions.

1. **100% Affordable Housing Projects.** Projects where the entirety of the residential component consists of Restricted Affordable Units, exclusive of a manager's unit or units, are not required to provide additional Public Benefits, regardless of total Project FAR.
2. **Alternative Compliance Projects.** All Alternative Compliance Projects (**Section 2.3.2.B**) are required to provide both Affordable Housing and Community Amenities, regardless of whether Projects exceed the Base FAR.

3.2. AFFORDABLE HOUSING

3.2.1. Transit Oriented Communities (TOC) Affordable Housing Incentive Program

- A. The Public Benefits system of this Specific Plan functions as the TOC Affordable Housing Incentive Program in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Mixed Use: Commercial/Residential zones. In these zones, the Bonus FAR cannot be combined with any other Affordable Housing incentives, including the Citywide TOC Affordable Housing Incentive Program established in LAMC 12.22 A.31.

3.2.2. Relationship to Citywide Density Bonus

- A. Projects may utilize the Citywide Density Bonus Ordinance pursuant to LAMC Section 12.22 A.25.
- B. Projects shall apply the Citywide Density Bonus to the Base FAR for that zone. The Citywide Density Bonus cannot simultaneously be applied to Projects using the Bonus FAR available through this Specific Plan.
- C. **Base Residential Densities.** Base residential densities (see **Table G**) are used to calculate the number of Restricted Affordable Units required for Projects in the Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use: Commercial/Residential zones. Note that the base residential density does not limit the overall number of units allowed in these zones; these zones are not subject to residential density limits.
- D. **Minimum Non-Residential Use Requirements.** Projects utilizing the Citywide Density Bonus must continue to comply with the minimum Non-Residential Use requirements in **Section 2.3.2** according to the total Project FAR.

TABLE G: BASE RESIDENTIAL DENSITIES

| Zone | Base Residential Density |
|---|-------------------------------------|
| Hybrid Industrial: Jobs Emphasis | 1 DU for every 1,500 SF of lot area |
| Hybrid Industrial: Residential Emphasis | 1 DU for every 800 SF of lot area |
| Mixed Use: Commercial/Residential | 1 DU for every 400 SF of lot area |

3.2.3. Affordable Housing Incentive Program

Projects using the Bonus FAR available through this Specific Plan and required to provide Affordable Housing per Table F in **Section 3.1** are subject to the following requirements:

- A. **Minimum Number of Affordable Units.** Projects must provide a minimum percentage of the total units (including any Live/Work units) as on-site Restricted Affordable Units at one of the following rates depending on income category. Any number resulting in a fraction shall be rounded up to next whole number.
1. 10 percent for Extremely Low Income Households
 2. 14 percent for Very Low Income Households
 3. 23 percent for Low Income Households
- B. **Affordable Rent for Low-Income Households.** Affordable rents for Restricted Affordable Units designated for Low-Income Households shall not exceed 30 percent of 60 percent of the Area Median Income established by the California Department of Housing and Community Development (HCD). However, for Low-Income Households with gross incomes exceeding 60 percent of the Area Median Income, affordable rents shall not exceed 30 percent of the gross income of the household.
- C. **Certificate of Occupancy.** No certificate of occupancy may be issued for a Project required to provide Affordable Housing per this Specific Plan unless a certificate of occupancy is concurrently, or has already been, issued for all Restricted Affordable Units.
- D. **Covenant on Affordability.** A covenant acceptable to the Los Angeles Housing and Community Investment Department (HCID) shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 55 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program.
1. If the duration of affordability covenants provided for in this subdivision conflicts with the duration for any other government requirement, the longest duration shall control.
 2. Any covenant described in this subdivision must provide for a private right of enforcement by the City, any tenant, or owner of any building to which a covenant and agreement applies.
- E. **Housing Replacement.** Projects must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Department of Housing and Community Investment (HCIDLA) prior to the issuance of a building permit.

3.2.4. Design Standards for Affordable Units Within Mixed-Income Projects

- A. Restricted Affordable Units shall be generally comparable to market rate dwelling units, including total square footage, bedroom size, closet space

amenities, number of bathrooms, etc. (but not including interior finish materials).

- B. **Unit Size.** Restricted Affordable Units shall be no less than 90 percent of the average square footage of the market rate units with the same number of bedrooms.
- C. **Unit Mix.** The design of the Restricted Affordable Units shall generally reflect the average number of bedrooms per dwelling unit in the overall Project.
- D. **Location of Units.** Restricted Affordable Units must be reasonably interspersed among market-rate dwelling units within the same building.
- E. **Equal Distribution of Amenities.** Residents of Restricted Affordable Units shall not be charged for amenities that are provided at no cost to other residents, including, but not limited to, access to recreational facilities, parking, cable TV, and interior amenities. Optional services provided must be optional for all residents, and available under the same terms and conditions. Tenants of Restricted Affordable Units cannot be required to purchase additional services.

3.2.5. Parking for Affordable Housing

- A. Projects utilizing the Density Bonus per LAMC Section 12.22 A.25 or the Bonus FAR per this Specific Plan are subject to the parking regulations in **Section 2.6** of this Specific Plan.

3.3. COMMUNITY AMENITIES

3.3.1. Procedure

Community Amenities are applied in accordance with the following procedure:

- A. **Point Values.** Projects are given a point value according to the square footage of Residential Use and Non-Residential Use using the schedule in **Table H**. **Figure B** shows three examples of point value calculations. Total point values shall be rounded to the nearest whole number.

TABLE H: COMMUNITY AMENITIES POINTS SCHEDULE

| | Bundy and Sepulveda Station Areas ³ | Palms and Culver City Station Areas ⁴ |
|---|--|--|
| Non-Residential Use, per 1,000 GSF¹ | | |
| All Projects | 0.050 pts. | 0.010 pts. |
| Residential Use, per 1,000 NSF² | | |
| Restricted Affordable Units | -- | -- |
| Market-rate units | 0.105 pts. | 0.011 pts. |
| Market-rate units in Alternative Compliance Projects | 0.315 pts. | 0.035 pts. |
| Live/Work Units in the New Industry zone with more than 30% Live/Work Units | 0.315 pts. | 0.035 pts. |
| 1. GSF (gross square footage) includes all building floor area, including common areas. 2. NSF (net square footage) excludes square footage of common areas within residential buildings, and includes only square footage of individual dwelling units. 3. The Bundy and Sepulveda Station areas include properties within Subareas 1, 2, 3, and 7 through 11. 4. The Palms and Culver City Station areas include properties within Subareas 12 through 14 and 16 through 23. | | |

FIGURE B: SAMPLE PUBLIC BENEFITS POINTS CALCULATIONS

| Example 1: Project in Bundy Station Area - Hybrid Industrial: Jobs Emphasis Zone | | | |
|---|----------------|--------------------------|--------------|
| | Sample Program | Point Factors | Point Values |
| Non-Residential Use | 50,000 GSF | 0.050 pts. per 1,000 GSF | 2.5 pts. |
| Residential Use (Market Rate Units) | 32,000 NSF | 0.105 per 1,000 NSF | 3.4 pts. |
| Residential Use (Restricted Affordable Units) | 8,000 NSF | N/A | 0.0 pts. |

| | | | |
|--|-----------------------|-----------------------------|---------------------|
| Subtotal | | | 5.9 pts. |
| Total Points Required | | | 6 pts. |
| Example 2: Project in Bundy Station Area (Alternative Compliance) | | | |
| | Sample Program | Point Factors | Point Values |
| Non-Residential Use | 10,000 GSF | 0.050 pts. per 1,000 GSF | 0.5 pts. |
| Residential Use (Market Rate Units) | 80,000 NSF | 0.315 per 1,000 NSF | 25.2 pts. |
| Residential Use (Restricted Affordable Units) | 20,000 NSF | N/A | 0.0 pts. |
| Subtotal | | | 25.7 pts. |
| Total Points Required | | | 26 pts. |

| | | | |
|---|-----------------------|-----------------------------|---------------------|
| Example 3: Project in Bundy Station Area - New Industry Zone (with > 30% Live/Work Units) | | | |
| | Sample Program | Point Factors | Point Values |
| Non-Residential Use | 50,000 GSF | 0.050 pts. per 1,000 GSF | 2.5 pts. |
| Residential Use (Market Rate Live/Work Units) | 32,000 NSF | 0.315 per 1,000 NSF | 10.1 pts. |
| Residential Use (Restricted Affordable Live/Work Units) | 8,000 NSF | N/A | 0.0 pts. |
| Subtotal | | | 12.6 pts. |
| Total Points Required | | | 13 pts. |

- B. The total number of points calculated for a Project shall be submitted at the time of application. Based on the Project's total point value, the Director of Planning will correspond specific Community Amenities from those listed in the Public Benefits Menu (**Appendix A**) equivalent to the point value of the Project.
- Note that consideration is given as to the project location and scale as well as Community Amenities that have already been assigned to projects in the area.
- C. **Alternative Community Amenities.** An applicant may propose Community Amenities that are not listed in the Public Benefits Menu (**Appendix A**) for consideration by the Director. Such amenities must satisfy the intent of the Public Benefits program (**Section 3.1.1**) and contribute to the objectives of this

Specific Plan (**Section 1.1.2**). These may include Streetscape improvements on streets in this Specific Plan area beyond those listed in **Appendix A**, mobility amenities, or Community Facilities.

1. Community Amenities submitted to the Director for consideration must be accompanied by a tabulation of the estimated cost of providing the benefit, prepared or validated by a third party that is an expert in their field.
- D. **Covenant Agreement.** Prior to issuance of a building permit, the property owner of the lot or lots where the Community Amenity is located shall record a Covenant and Agreement, which shall be required to run with the land, agreeing that the Community Amenities assigned to the Project will be maintained by the property owner for the life of the Project.
- E. **West Los Angeles TIMP Fees.** Projects located within the boundaries of the West Los Angeles TIMP (WLA TIMP) Specific Plan Area are subject to the applicable Transportation Impact Assessment (TIA) fees in that plan. In lieu credits toward the TIA fee 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. See the WLA TIMP for details.

3.3.2. Updates

- A. To reflect changing economic conditions and ensure that Public Benefits objectives are still relevant, the point schedule and Public Benefits 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 Public Benefits Menu shall be recommended by the Director of Planning and approved by the City Planning Commission.

3.3.3. Compliance Review

- A. **Annual Inspections.** Projects which provide Community Amenities per **Section 3.3** of this Specific Plan are subject to annual inspections to ensure that benefits assigned to the Project have been implemented and are maintained in good condition.
- B. **Fees.** In addition to the Department of City Planning's fees for review and approval of Projects found in LAMC Section 19.01, Projects under this Specific Plan are subject to an additional fee directed towards field inspections and monitoring of Community Amenity requirements, in accordance with LAMC Section 12.24 F.

3.3.4. Streetscape Improvements

Streetscape improvements are intended to implement the Exposition Corridor Streetscape Plan and other Streetscape plans and to enhance the pedestrian

environment throughout the Plan Area. These improvements may include elements such as sidewalk paving, landscaping, street trees, curb extensions, crosswalks, medians, lighting, and street furniture.

- A. **Location.** Streetscape improvements must be located beyond the Street Frontage of a Project in order to satisfy the Community Amenities requirement.
- B. Streetscape improvements shall adhere to the relevant standards established by LADOT and the Department of Public Works.
- C. **Projects Along Streetscape Plan Segments.** Streetscape improvements for the street segments that are part of the Exposition Corridor Streetscape Plan or Livable Boulevard Streetscape Plan (see **Map G**), or any other adopted Streetscape plan, must be consistent with the provisions of the corresponding Streetscape plan.
- D. **Projects Not Along Streetscape Plan Segments.** Streetscape improvements for streets that do not have an adopted Streetscape plan may also be proposed as Community Amenities, particularly when the segments identified on **Map G** have already been improved.
 1. 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.
- E. **Point Value.** The amount and location of Streetscape improvements required is based on a Project's point value and the corresponding point value of a Streetscape project or individual Streetscape elements listed in the Public Benefits Menu (**Appendix A**).

3.3.5. Publicly Accessible Open Space

Publicly Accessible Open Space (PAOS) offers open space for public gathering, circulation, and/or recreation. It is maintained by private property owners, but is also intended to serve residents, employees and visitors from the surrounding area. Types of PAOS may include, but are not limited to, the following:

- PAOS on private property (such as plazas, courtyards, parks, Paseos and walkways, outdoor sports areas, and playgrounds)
 - PAOS within the public right-of-way (such as parklets or other pedestrian spaces).
- A. **Area Requirements.** The amount (square footage) of PAOS required for a project is based on a Project's point value and the corresponding point value of PAOS shown in the Public Benefits Menu (**Appendix A**).
 - B. **General Standards.** All PAOS provided as a Public Benefit must conform to the standards outlined in **Section 2.5.2** of this Specific Plan.

- C. **Design Standards and Guidelines.** PAOS shall also be designed in compliance with the relevant Urban Design Standards (**Section 4.2.4**) and substantially conform to the Urban Design Guidelines (**Appendix C**) of this Specific Plan.

3.3.6. Mobility Amenities

Mobility amenities provide and enhance public access between transit stations and the surrounding neighborhood via a variety of transportation modes. They enable safe, comfortable, and efficient travel to/from transit stations and local destinations. Mobility amenities may include, but are not limited to, the following:

- Mobility Hubs
 - Bicycle Hubs
 - Bicycle Storage Stations
 - Enhanced Bus Shelters
 - Bicycle Corrals
- A. **Point Value.** The type and amount of mobility amenities required to satisfy Public Benefit requirements is based on the Project's point value and the corresponding point value of the amenities in the Public Benefits Menu (**Appendix A**).
- B. **Requirements.** Mobility Amenities provided as Community Amenities shall conform to the following:
1. Mobility Hubs and Bicycle Hubs may be constructed on-site as part of a Project, or off-site.
 2. Mobility Hubs and Bicycle Hubs must be located within 500 feet of a transit station.
 3. Mobility amenities shall provide, at minimum, space for the following:
 - a. Mobility Hub: 30 bicycle share docks; 30 secured bicycle parking spaces; 5 car share spaces
 - b. Bicycle Hub: 100 secured bicycle parking spaces
 - c. Bicycle Storage Station: 30 secured bicycle parking spaces
 4. Mobility amenities must be sufficiently identified with signage and fully accessible to the general public at all hours.
 5. For improvements to be made within the public right-of-way, such as bus shelters, applicants must coordinate with the Department of Public Works for applicable standards and requirements.
 6. Maintenance of mobility amenities is the responsibility of the property owner.

3.3.7. Community Facilities

Community Facilities are uses whose primary purpose is to provide services and amenities to the general public, and can include any of the following, or similar:

- Childcare centers
- Adult day cares
- Youth centers
- Health clinics
- Museums
- Cultural centers
- Recreation centers

- A. **Point Value.** The type and amount of Community Facilities required to satisfy the Community Amenities requirement is based on the Project's point value and the corresponding point value of the facility in the Public Benefits Menu (**Appendix A**).
- B. **Requirements.** Community Facilities provided as Community Amenities shall conform to the following:
1. Community Facilities must contain a minimum building area of 5,000 square feet.
 2. Community Facilities may be provided on same lot as the Project or off-site but within the Plan area.
 3. If the use of a Community Facility is discontinued, it must be replaced with another Community Facility of similar scale and scope by the property owner or subsequent owner for the life of the Project.

3.4. VEHICLE TRIP REDUCTION

3.4.1. Purpose

The purpose of the Vehicle Trip Reduction requirement is to help reduce the impact of new vehicular trips generated by new Non-Residential development (commercial projects) in the Plan area on the transportation infrastructure during the most congested times of the day through the use of Transportation Demand Management (TDM) strategies. Employer-based TDM strategies have been shown to be effective in achieving reductions in single-occupancy vehicle travel during peak hours, especially when high-quality transit options are available.

3.4.2. Applicability

- A. Projects which meet all of the following criteria are subject to the Vehicle Trip Reduction requirement:
 - 1. Located in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use: Commercial/Residential zones;
 - 2. Exceed the Base FAR; and,
 - 3. Comprised of 70 percent or more Non-Residential Use (commercial projects), determined by Project square footage.

3.4.3. Vehicle Trip Reduction

- A. Projects must demonstrate either a 10 percent reduction in AM or PM peak-hour weekday vehicle trips from baseline vehicle trip levels, or an Average Vehicle Ridership (AVR) of 1.75 for AM peak-hour weekday vehicle trips.
 - 1. Baseline vehicle trip levels are based on a Vehicle Trip Generation Analysis, which is required of all Projects at the time of application. See **Section 6.2.1.** of this Specific Plan.
 - 2. Peak-hour weekday vehicle trips are determined by an average count of vehicle trips that enter or exit the project site during the peak-hour period. The average count should be based on counts taken for four days, across two weeks, on Tuesdays through Thursdays.
 - a. Peak-hour period is defined as the 60-minute weekday period with the highest traffic volume between 6 a.m. and 10 a.m. or between 4 p.m. and 7 p.m.

3. AVR is calculated as the total number of employees at a work site during the peak hour period (between 6 a.m. and 10 a.m.) divided by the total vehicle trips made to or from the site during that same period.
- B. 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.

3.4.4. Application Submittal

Projects subject to the Vehicle Trip Reduction requirement shall submit the following items with the project application:

- A. **Vehicle Trip Generation Analysis.** A Vehicle Trip Generation Analysis, which estimates baseline peak-hour weekday vehicle trips that will be generated by the Project. See Section 6.2.1.
- B. **Transportation Demand Management Plan.** A Transportation Demand Management (TDM) Plan, including the following elements:
 1. A list of TDM strategies that will be used in an effort to meet the Vehicle Trip Reduction requirement. These strategies may include, but are not limited to, those found in **Section 3.4.7** of this Specific Plan.
 2. A schedule and enumeration of responsibilities for implementation.
- C. **Fees.** Applicants are subject to any applicable fees per LAMC Section 19.15, including LADOT Development Review fees.

3.4.5. Reporting Procedure

- A. Beginning one year after a Certificate of Occupancy is obtained, the property owner must submit annual reports to the Department of City Planning, documenting counts of peak-hour weekday vehicle trips beginning and ending at the property. The property owner may deduct additional vehicle trips that result from shared parking arrangements with other users from the total vehicle trips for the purposes of the Vehicle Trip Reduction requirement.
- B. The annual Vehicle Trip Reduction reports will be reviewed by the Department of City Planning, in consultation with LADOT as needed.
- C. Reporting must continue annually until the project establishes compliance with the Vehicle Trip Reduction requirement for five consecutive years.

3.4.6. Non-Compliance Assessment Fee

- A. 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 fee for non-compliance. Penalties will continue for each subsequent year of non-compliance until compliance is achieved.

1. The fee is calculated using the Transportation Impact Assessment (TIA) fee in the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP), assessed for each trip the Project is over the total number of trips needed to meet the Vehicle Trip Reduction target of 10 percent.
2. The fee shall be paid into the WLA TIMP Fund, which funds transportation improvements in the West LA area.
3. No future building permits shall be issued for Projects that have not complied with the Vehicle Trip Reduction requirement and fail to pay the non-compliance assessment fee.

3.4.7. Transportation Demand Management (TDM) Strategies

- A. TDM strategies that may be used to achieve the Vehicle Trip Reduction include, but are not limited to, the following:
 1. A TDM coordinator;
 2. Area-wide Transportation Management Association (TMA);
 3. Commute Trip Reduction (CTR) Marketing, including a Transportation Information Center (TIC) and promotional activities, such as posters, prizes, and events promoting ridesharing;
 4. Transit fare subsidy;
 5. On-site sale of monthly transit passes;
 6. Pre-tax transit commute expense accounts (pursuant to Internal Revenue Code Section 132(f));
 7. Bicycle facilities (e.g. bicycle storage, showers and lockers, on-site self-service bicycle repair areas) or services (e.g. bike share membership) beyond the requirements of the Bicycle Parking Ordinance (LAMC Section 12.21 A.16)
 8. Integrated Mobility Hubs (as part of Citywide program)
 9. On-site car share and/or bicycle share programs
 10. Pedestrian network improvements
 11. Wayfinding and multi-modal navigation tools
 12. Flexible work hours

13. Telecommuting
 14. Employer-sponsored vanpools
 15. Employer-sponsored shuttles
 16. Use of company vehicles for daytime business trips.
 17. Ridesharing services
 18. Guaranteed ride home programs
 19. Campus shuttle program
 20. Parking cash out
 21. Unbundled parking
 22. Priority parking for carpools and vanpools
 23. Workplace parking pricing
 24. Limited parking supply
- B. **Citywide TDM Requirements.** The TDM requirements in this Specific Plan are in addition to the requirements of the Citywide Ordinance on TDM and Trip Reduction Measures (LAMC Section 12.26 J).
- C. **Other Plan Requirements.** TDM 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 TDM strategy to reduce trips.

SECTION 4

URBAN DESIGN STANDARDS

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4.1. APPLICABILITY

4.1.1. Urban Design Standards

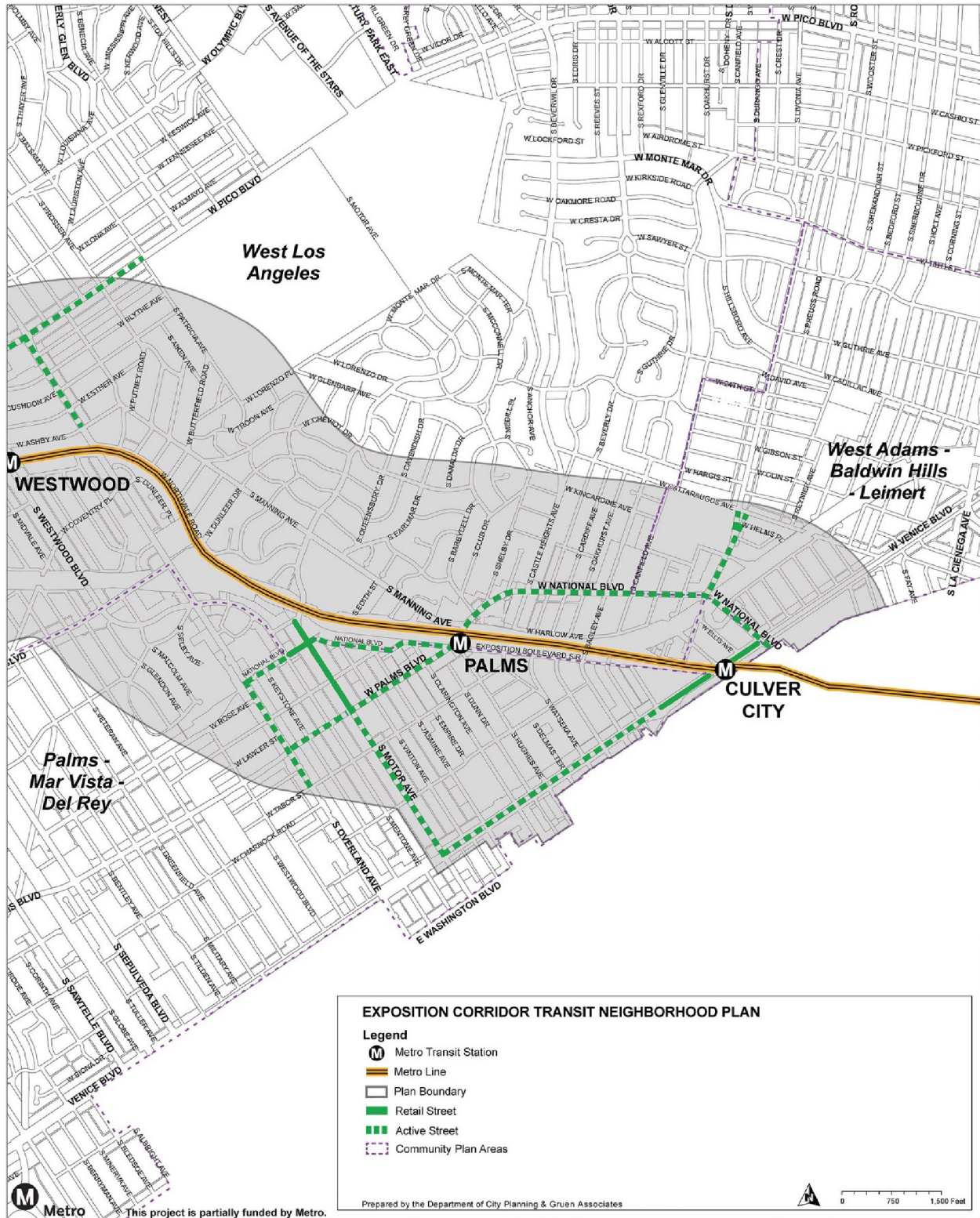
- A. **Applicability.** Projects that involve new construction, additions, and/or exterior alterations are subject to the urban design standards in this section. Projects that involve only a change of use are not subject to these urban design standards.
1. Projects located in a Residential (R) zone, except for the Residential/Accessory Services (RAS) zone, shall comply with the Multifamily Residential Design Standards in **Section 4.3**.
 2. Projects located in all other zones, including the RAS zone, shall comply with the Mixed Use/Commercial/Industrial Design Standards in **Section 4.2**.

4.1.2. Urban Design Guidelines

- A. **Applicability.** All Projects requiring discretionary approval by the Department of City Planning shall substantially comply with the Exposition Corridor Urban Design Guidelines (**Appendix C**).
- B. **Findings.** For an application involving a Director's Determination for Alternative Compliance, decision makers shall make a written finding of substantial compliance with the Urban Design Guidelines.

[illegible]

MAP F: RETAIL AND ACTIVE STREETS



4.2. MIXED USE, COMMERCIAL, AND INDUSTRIAL DESIGN STANDARDS

4.2.1. Building Form

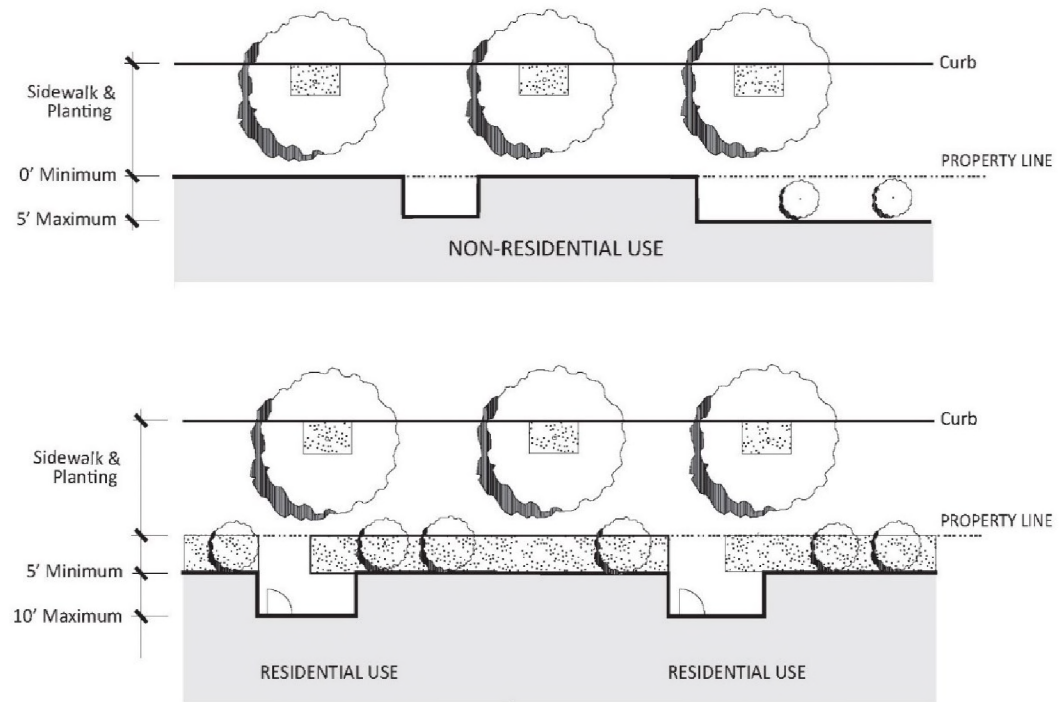
A. Setbacks and Yards.

1. Projects must comply with the standards for front yard Setbacks on the ground floor as set forth in **Table I**, as determined by the proposed ground floor use abutting the sidewalk and street type (see **Map F**), as applicable.

TABLE I: FRONT YARD SETBACKS

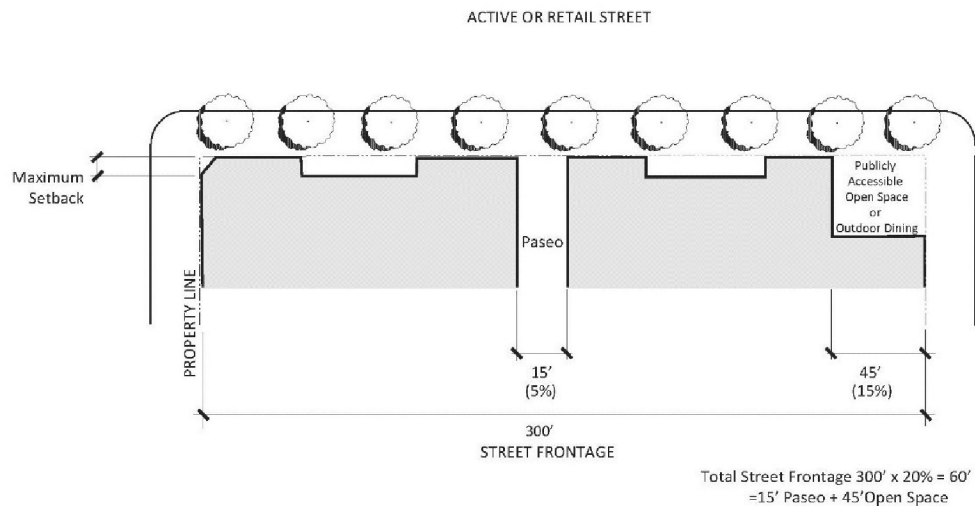
| Ground Floor Use | Retail Street or Active Street | All Other Streets |
|--|-----------------------------------|------------------------------------|
| Retail or Restaurant | 0 feet minimum 5 feet maximum | 0 feet minimum 10 feet maximum |
| Office, Industrial, and all other Non-Residential Uses | 0 feet minimum 5 feet maximum | 5 feet minimum 10 feet maximum |
| Live/Work | 0 feet minimum 5 feet maximum | 0 feet minimum 10 feet maximum |
| Residential¹ | 5 feet minimum 10 feet maximum | 10 feet minimum 15 feet maximum |
| 1. On Retail or Active Streets, residential lobbies, community rooms, and other common areas in residential buildings shall follow the range of permitted Setbacks for Non-Residential Uses. | | |

- a. Maximum front yard Setbacks in Table I may be exceeded where necessary in order to provide the standard sidewalk width indicated in Mobility Plan 2035 for the corresponding street designation.
- b. Walkways or driveways required for access to parking or loading areas shall be exempt from the front yard Setback required above.
- c. 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.

FIGURE C: SETBACKS ON ACTIVE OR RETAIL STREETS

2. Projects may exceed the maximum Setback requirements in **Table I** in order to accommodate outdoor dining areas, Publicly Accessible Open Space, and/or Paseos, up to the following percentages of the Street Frontage of the property:

- Along Retail or Active Streets: 20%
- Along Other Streets: 30%

FIGURE D: FRONT YARD SETBACK EXCEPTIONS

3. Fences and walls in the front yard are prohibited, except for those enclosing outdoor dining areas or in front of Residential Uses.
 - a. Outdoor dining enclosures are permitted up to 42 inches in height.
 - b. Fences and walls in front of Residential Uses are permitted up to 42 inches in height, and shall be set back at least 18 inches from the adjacent property line. This area between the fence or wall and property line shall be planted with drought-tolerant planting.
4. Side yards are not required for the ground floor portion of a building where the ground floor is used exclusively for commercial purposes.
5. For portions of buildings used for residential purposes, side yards up to 5 feet in depth shall be maintained at the first story used in whole or part for residential purposes.
 - a. If the ground floor of a building is used for residential purposes, the maximum 5 foot side yard may be exceeded to accommodate a vehicular driveway or Publicly Accessible Open Space, but only to the depth of the driveway or open space.
6. Rear yards of a minimum of 5 feet in depth shall be maintained on properties that directly abut a residential (R) zone.

B. Streetwall.

1. For at least 80 percent of the length of the Street Frontage of the property, the street-facing portion of a building shall adhere to the minimum Streetwall height as indicated in **Table J**. See **Figure E**.
 - a. Only portions of the upper floor(s) that are stepped back 5 feet or less from the ground floor façade are counted as part of the Streetwall.
2. Where utility poles over 30 feet in height exist along a street, no portion of a building above 30 feet in height may be constructed within 5 feet from the property line along that street.

FIGURE E: MINIMUM STREETWALL

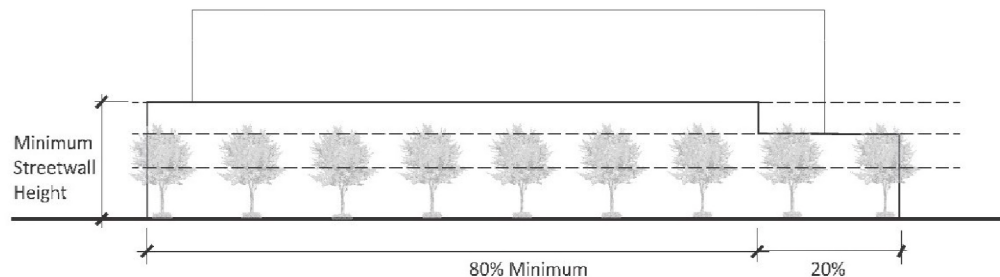


TABLE J: MINIMUM STREETWALL HEIGHTS

| Street | Streetwall Height |
|---|--------------------------|
| Barrington Ave | 2 stories |
| Bundy Drive | 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) | 3 stories |
| Sepulveda Blvd (north of Exposition Blvd) | 4 stories |
| Venice Blvd | 4 stories |
| Westwood Blvd | 2 stories |

C. Massing and Lot Coverage.

1. No individual building shall have more than 250 feet of frontage along a public street.
2. A mid-block passageway through a Project site shall be provided in the following situations:
 - a. The Project site is located on a block longer than 500 feet, and includes more than 300 feet of Street Frontage, or
 - b. The Project site is located in the middle of a block longer than 500 feet, and includes at least 200 feet of Street Frontage.
3. A mid-block passageway shall be either a Paseo or a new Shared Street, and shall link a street to another street, alley, or Paseo, or enable linkage to a future street, alley, or Paseo where one currently does not exist.
4. A Project's building footprint shall be a maximum of 85 percent of the total lot area.
5. A Project's building footprint shall be a minimum of 50 percent of the total lot area.
6. Projects involving the alteration, rehabilitation, or reuse of existing building(s), not including any additions or new construction, are exempt from Lot Coverage standards above.
7. Pedestrian bridges across public rights-of-way, with the exception of alleys, are prohibited.

8. For buildings within a 100-year flood plain, the finished floor of the first story shall be constructed a minimum of one foot above the 100-year flood water surface elevation.

4.2.2. Building Orientation

A. Entrances.

1. A minimum of one pedestrian entrance shall be provided along each public street.
2. The primary pedestrian entrance for all commercial tenants and residential components fronting an Active or Retail Street shall be accessed from that street. The primary entrance shall not be accessed from a parking area.
3. Primary pedestrian entrances shall be at grade level or a maximum of three feet above the adjacent finished grade, and shall be visible from the public right-of-way. Entrances below grade level are prohibited.

B. Ground Floor Frontage.

1. On a Retail Street at least 75 percent of Building Frontage on the ground floor shall be designed to accommodate one or more Active Uses.
2. On an Active Street at least 50 percent of Building Frontage on the ground floor shall be designed to accommodate one or more Active Uses and/or residential units with individual entries.
3. Active Uses located on the ground floor of buildings on Retail and Active Streets (with the exception of residential units) shall comprise a minimum depth of 25 feet from the front façade and shall have a minimum floor-to-ceiling height of 15 feet.

C. Transparency.

1. Transparent wall openings, such as storefront windows and doors, along Retail Streets shall comprise at least 75 percent of a building's ground floor street-facing façade between two feet and eight feet from the finished floor level of the ground floor.
 - a. On corner lots 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 Building Frontage on the ground floor along the intersecting street.
2. Transparent wall openings, such as storefront windows and doors with clear glass, along Active Streets shall comprise at least 50 percent of a building's ground floor street-facing façade(s) between two feet and eight feet from the finished floor level of the ground floor.

3. A minimum of 15 percent of the exterior wall of all upper floors facing a public street shall consist of transparent windows and openings.
4. Structures being renovated as part of a Project that have been identified as a historic resource are exempt from transparency requirements if they would render the building structurally infeasible or would compromise the historical integrity or original character of the building, as determined by the Office of Historic Resources.

4.2.3. Architectural Treatment

A. Windows and Doors.

1. Clear glass shall be used for wall openings (i.e. doors and windows) along all street-level façades containing Non-Residential Uses. Dark tinted, reflective or opaque glazing is prohibited.
2. Solid exterior security grilles and permanently affixed security bars are prohibited. Exterior and interior security grilles are permitted provided they are at least 75 percent transparent and are retractable and designed to be fully screened from view during business hours.
3. 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. Sensitive land uses include residences, schools, playgrounds, athletic facilities, and long-term health facilities.

B. Materials.

1. When stucco or similar low-quality materials are used on a building façade, they shall be applied in combination with at least one other material on the façade, not including materials used in windows, doors, balconies, or railings.
2. Exterior building materials shall be comprised of non-reflective materials, such as concrete, wood, composite materials, coated metal, non-reflective glass, and stone.

4.2.4. Open Space Design

A. Paseos.

1. Paseos shall be a minimum of 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.

3. Paseos shall be accessible to the public at minimum from 6 a.m. to 10 p.m. daily.

B. Publicly Accessible Open Space.

1. Publicly Accessible Open Space shall have a minimum area of 650 square feet with no horizontal dimension less than 15 feet when measured perpendicularly from any point on each of the boundaries.
2. Publicly Accessible Open Space shall not be more than three feet above or below the adjacent finished grade.
3. 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 enclosing Publicly Accessible Open Space shall be a maximum height of 6 feet and designed so that the fence is at least 75 percent transparent.
5. New Shared Streets that accommodate both pedestrians and slow-moving vehicles must include street trees and landscaping for a minimum of 15 percent of the street area in order to qualify as Publicly Accessible Open Space.

C. Landscape and Hardscape.

1. Where Projects include new landscaping, a minimum of 80 percent 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. Hardscape areas shall include permeable paving for at least 50 percent of the area, except where not feasible due to water table levels, contamination, or permeability of the soil.

D. Open Space Location.

1. Projects that are 500 feet or less from a freeway and containing sensitive land uses shall locate on-site open spaces and recreation areas as far from freeways as possible. Sensitive land uses include residences, schools, playgrounds, athletic facilities, and long-term health facilities.
2. Projects containing a sensitive land use abutting a freeway right-of-way shall provide a 10-foot-wide densely landscaped buffer between the project and the freeway. Sensitive land uses include residences, schools, playgrounds, athletic facilities, and long-term health facilities.

4.2.5. Vehicle Access and Parking

A. Driveways.

1. Vehicular access to parking shall be from an alley or a local street where feasible, as determined in consultation with LADOT. Vehicular access from Retail or Active Streets is prohibited unless access from an alley or local street is not feasible.
2. When vehicular access must be taken from a Retail or Active Street, vehicular access to parking shall be placed towards one side of the building or along the side lot line, not in the center of a property's Street Frontage.
3. On corner lots, vehicular access shall be located on the side of the property farthest from the corner.
4. 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 width of 12 feet. Two-way driveways are limited to a maximum width of 24 feet.
5. 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 distance shall be required to separate new and existing driveways.
6. A vehicular exit from a parking structure located five feet or less from a sidewalk or Paseo shall feature a visual/audible alarm to warn pedestrians and cyclists of exiting vehicles.
7. 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.

B. Surface Parking.

1. Surface parking lots shall not be located between the front property line and the front of the building but rather at the rear of a building.
2. 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, installed in the ground or in containers, at least 2 feet high at the time of planting. 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 42 inches 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 42 inches high 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. Parking lots shall contain a minimum of one 24-inch box tree for every four new surface parking spaces, in accordance with the City of Los Angeles Landscape Ordinance (Ord. No. 170,978), Guidelines K – Vehicular Use Areas.

C. Parking Structures.

1. No parking or loading areas shall be visible on the ground floor of any building façade that faces a public street, except the minimum ground-level frontage required for walkways and driveways required for access to parking and loading areas.
2. All parking, loading or circulation located above the ground floor shall be integrated into the design of the building façade so that it is not visible from the street. The parking levels may be enclosed using a curtain wall (“skin”) or screened with other materials, or lined with habitable floor area.
3. Any parking level above the third parking level fronting on a street must be lined with habitable floor area. The habitable space must be a minimum of 18 feet in depth, and must be accessible from an internal corridor that is separate and enclosed from the parking area.
 - a. If natural ventilation is required for the parking level, up to one-third of the lined parking level may be open to the exterior provided it is integrated into the building façade.
 - b. Projects with portions of above grade parking facilities within 500 feet of a freeway or freeway ramp may be lined with a curtain wall in lieu of habitable floor area.
4. Parking structures that are 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 a minimum of 3 feet 6 inches 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. Signs

A. **Applicability.** The design standards for signs in this section apply only to projects located in the West Pico Design Standard Subarea (see **Map B**). Projects in all other areas shall comply with the City's Sign Regulations per LAMC Section 14.4.

- a. For industrial Projects, the standards for wall signs, monument signs, projecting signs, awning signs, and information signs in **Section 4.2.6** are applicable only to signs placed on their Pico Boulevard/Southern Pacific Railroad Right-of-Way frontage.

B. Wall Signs.

1. Each building or premise is allowed one wall sign containing the name, and/or address, 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 four square feet.
2. Any business is permitted one 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 Street Frontage.
3. 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. The overall height of wall signs made of channel or individual letters/logo shall not exceed two feet, and the height of the letters shall not exceed 18 inches.
5. Wall signs shall not project more than 12 inches from a wall.
6. No portion of a wall sign shall extend above a building wall or above a roofline.
7. 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).
8. Wall signs shall be constructed of channel or individual letters/logos or metal, stone, wood or other non-illuminated, non-plastic material.
9. 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 the face panels should not have glossy, reflective surfaces.

B. Monument Signs.

1. There shall be only one monument sign per multi-tenant building.
2. The maximum size of a monument sign shall be 24 square feet per side.
3. Monument signs shall be constructed of metal, stone, wood or other non-illuminated, non-plastic material.
4. 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 maybe plastic, but the face panels should not have glossy, reflective surfaces.

C. Projecting Signs.

1. The number of projecting signs shall not exceed one per business.
2. The area of a projecting sign shall be limited to four square feet per sign face.
3. Projecting signs shall be constructed of metal, stone, wood or other non-illuminated, non-plastic material.
4. 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 maybe plastic, but the face panels should not have glossy, reflective surfaces.
5. No projecting sign shall project more than 30 inches from the building wall to where it is attached or extend above parapet line of the roof.

D. Awning Signs.

1. Each building / business is allowed one awning sign to be located on the awning over the building / business entrance.
2. Letters, numbers, or symbols on an awning sign shall not exceed 10 inches in height and cover no more than 70 percent 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.

E. Window Signs.

1. Only one window sign per business is allowed.
2. Window signs, consisting of text, graphics or images, either permanent or temporary, shall not exceed four square feet or 10 percent of the total window area, whichever is less.

F. Information Signs.

1. Signs which direct vehicular and pedestrian traffic to parking areas or other onsite destinations or explain parking fees should not exceed nine square feet or a vertical or horizontal dimension of 36 inches.
2. Information signs shall be consistent in design with the signage for the rest of the project.
3. Information signs are to be used for on-site directional information only and not for advertising.
4. Information signs shall be constructed of metal, stone, wood or other non-illuminated, non-plastic material.
5. 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 maybe plastic, but the face panels should not have glossy, reflective surfaces.

G. Prohibited Signs.

1. Pole signs and Illuminated architectural canopy signs are prohibited.

4.3. MULTIFAMILY RESIDENTIAL DESIGN STANDARDS

4.3.1. Building Form

A. Front Yard Setbacks.

1. For Projects fronting an Active Street, the front yard Setback shall be a minimum of 5 feet and a maximum of 10 feet, measured from the front property line.
2. Projects fronting all other streets shall be set back within 5 feet of the Prevailing Front Yard Setback of the block face on which the property is located as defined in the Definitions section (**Section 7**) of this Plan. This Setback requirement supersedes the front yard provisions in LAMC Section 12.22 C.27(e) for small lot subdivisions.

Fences and walls in the front yard are permitted up to 42 inches in height along Active Streets, and shall be set back at least 18 inches from the adjacent property line. This area between the fence or wall and property line shall be planted with drought-tolerant planting.

B. Massing.

1. No individual building shall have more than 200 feet of frontage along a public street.
2. Pedestrian bridges across public rights-of-way, with the exception of alleys, are prohibited.
3. For buildings within a 100-year flood plain, the finished floor of the first story shall be constructed a minimum of one foot above the 100-year flood water surface elevation.

4.3.2. Building Orientation

A. Entrances.

1. Street-fronting residential units on the ground floor shall have their individual primary entrances facing the street.
2. Primary building entrances shall be prominent and distinguished through architectural features.
3. Building entrances shall be placed at grade level or a maximum of three feet above the adjacent finished grade and unobstructed from view from the public right-of-way. Entrances below grade level are prohibited.
4. Access for pedestrians from the sidewalk to residential entrances shall be provided via a separated walkway, and not exclusively through parking areas or driveways.

B. Ground Floor Frontage.

1. Where a building fronts an Active Street, at least 50 percent of the Building Frontage on the ground floor of a Project shall be designed to accommodate one or more Active Uses and/or residential units with individual entries.
 - a. Active Uses (with the exception of residential units) shall be constructed to a minimum depth of 25 feet from the front façade and shall be constructed to a minimum floor-to-ceiling height of 15 feet.

C. Transparency.

1. Where a building fronts an Active Street, transparent wall openings, such as storefront windows and doors, shall comprise at least 50 percent of a building's ground floor street-facing façade(s) between two feet and eight feet from the finished floor level of the ground floor.
2. A minimum of 15 percent of the exterior wall of all upper floors facing the street shall consist of transparent windows and openings.
3. Structures being renovated as part of a Project that have been identified as a historic resource are exempt from transparency requirements if they would render the building structurally infeasible or would compromise the historical integrity or original character of the building, as determined by the Office of Historic Resources.

4.3.3. Architectural Treatment**A. Windows and Doors.**

1. Flush finish installations are prohibited. Windows and doors visible from the street shall be recessed at least two inches from the building façade. The recess shall not be accomplished by the use of plant-on moldings around the window.
2. Where a property containing a sensitive land use abuts freeway right-of-way, no operable windows or balconies are allowed on the side of the building that faces the freeway. Sensitive land uses include residences, schools, playgrounds, athletic facilities, and long-term health facilities

B. Materials.

1. When stucco or similar low-quality material is used on a building facade, it shall applied in combination with at least one additional building material on the façade, not including materials used in windows, doors, balconies, and railings. More than one color of stucco shall be used.

2. Exterior building materials shall be comprised of non-reflective materials, such as concrete, wood, composite materials, coated metal, non-reflective glass, and stone.
3. 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. Sensitive land uses include residences, schools, playgrounds, athletic facilities, and long-term health facilities.

4.3.4. Open Space Design

A. Landscape, Hardscape, and Irrigation.

1. A minimum of 80 percent of a Project's newly landscaped area shall be planted with drought tolerant shrubs and groundcover. If turf is installed, a water-conserving species appropriate for the climate in Los Angeles shall be selected.
2. Hardscape areas shall include permeable paving for at least 50 percent of the area, except where not feasible due to water table levels, contamination, or permeability of the soil.

B. Open Space Location.

1. Projects that are 500 feet or less from a freeway and containing sensitive land uses shall locate on-site open spaces and recreation areas as far from freeways as possible. Sensitive land uses include residences, schools, playgrounds, athletic facilities, and long-term health facilities
2. Projects containing a sensitive land use abutting a freeway right-of-way shall provide a 10-foot-wide densely landscaped buffer between the project and the freeway. Sensitive land uses include residences, schools, playgrounds, athletic facilities, and long-term health facilities.

4.3.5. Vehicle Access and Parking Area Design

A. Vehicle Access.

1. 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:
 - a. Alley
 - b. Local Street
 - c. Arterial Street
2. On corner lots, vehicular access shall be located as far from the corner as possible and on a non-arterial street whenever feasible.
3. 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 width of 12 feet. Two-way driveways are limited to a maximum width of 24 feet.
4. Multiple driveways at the street curb to access a Project site shall be located a minimum of 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.
5. Porte-cocheres and other 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.

B. Parking Areas.

1. Parking areas shall be located underground or at the rear of the property, as feasible.
2. Parking located at grade or partially below grade shall be screened from the public right-of-way by architectural elements integrated into the design of the façade of the building and/or densely planted trees or shrubs that are minimum of 3 feet in height.
3. Multiple garage bays or carports along the front of a building or surface parking areas and driveway “back-up” space between a structure and the public right-of-way (regardless of Setback requirements) are prohibited.

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SECTION 5

STREETS

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5.1. STREET STANDARDS

5.1.1. General Requirements

- A. Projects fronting street segments that are included as part of the Exposition Corridor Streetscape Plan (see **Map G**) shall refer to the Street Standards table (**Appendix B**) for the relevant street dimensions.

5.2. STREETSCAPE IMPROVEMENTS

5.2.1. General Requirements

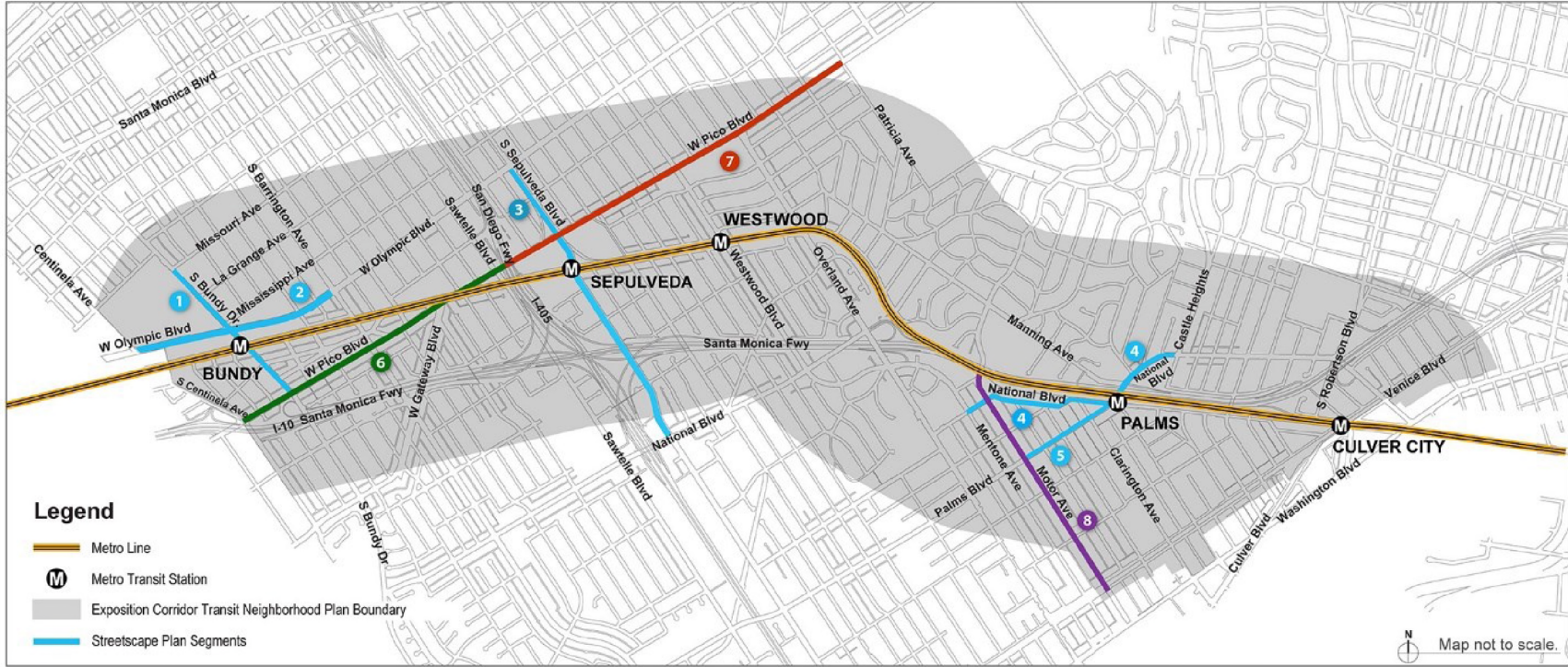
- A. All Projects must comply with the requirements per LAMC Section 12.37 for street improvements on the street(s) adjacent to the Project site, including but not limited to the provision of applicable dedications, curbs and gutters, sidewalks, and street trees.

5.2.2. Streetscape Plan Segments

- A. When right-of-way improvements are required of any Project in the Specific Plan area 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 G**), the improvements shall be consistent with the Streetscape plan unless the City Engineer finds any of the following:
 - 1. Consistency with the Streetscape plan is not feasible due to physical site characteristics, engineering constraints, or conflicts with ADA requirements;
 - 2. Consistency with the Streetscape plan is not practical due to other existing, pending, or planned public projects;
 - 3. The cost of providing the Streetscape plan improvements exceeds 5% of the cost associated with the Project.
- B. **Appeal.** An applicant may appeal any Streetscape improvement requirement in Sections A, including the findings under Subsections A.1. or A.2., through any appeal process that would be available for the imposition of the underlying right-of-way improvement requirement. For example, if the underlying improvement is being imposed under LAMC Section 12.37, the requirement to improve the right-of-way consistent with the Streetscape plan, may be appealed under LAMC Section 12.37.I. If the underlying improvement is being imposed under LAMC Section 17.08 on a parcel map, the requirement to improve the right-of-way consistent with the Streetscape plan, may be appealed under LAMC 17.54.
- C. **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 Specific Plan Area, this Section shall be of no further force and effect.

MAP G: 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

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SECTION 6

PROCESS

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6.1 DEVELOPMENT REVIEW PROCEDURES

6.1.1. General Requirements

- A. No permit shall be issued by the Department of Building and Safety for any Project unless the Project has been reviewed and approved in accordance with this Specific Plan.
- B. **Prohibition on Demolition.** No permit for demolition in the Plan area shall be issued unless an approval has been obtained for new construction on the site per this Specific Plan.
- C. **Application Requirements and Procedures.** The application requirements and procedures of LAMC Section 11.5.7 shall apply to all Projects (as defined in **Section 1.2.1**) applications in the Plan area unless otherwise stated in this Specific Plan.
- D. **Environmental.** Prior to issuance of an Administrative Clearance or other Planning approval per this Specific Plan, Projects must comply with all applicable Environmental Standards as set forth in **Appendix E**, subject to the following rules.
 - 1. A Project does not need to comply with any Environmental Standard that is not relevant to the scope of activities involved with the Project. For example, a Project that proposes only minor façade alterations and no grading, shall not be subject to Environmental Standards that apply to grading activities (such as noise and vibration standards). The Director, in his or her reasonable discretion, shall determine the applicability of Environmental Standards to a Project.
 - 2. Compliance with all applicable Environmental Standards listed in **Appendix E** 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).
 - 3. The Director (or appeal body on appeal) may modify or not require an Environmental Standard listed in **Appendix E** for any Project when: (1) the Director finds in writing, based on substantial evidence, that the Environmental Standard is infeasible and the Director has adopted a new equally or more effective measure and the new measure will not result in any new significant impact; (2) the Director finds in writing, based upon substantial evidence, the Environmental Standard is not necessary to mitigate an impact, including because of the existence of a similar or more effective regulation that applies to the Project; (3) the City complies with CEQA Guidelines, Section 15162, including by preparing an addendum or subsequent environmental clearance to the ECTNP EIR to analyze the impacts from the modifications to the Environmental Standards; or (4) the City prepares a new CEQA clearance for the Project.

4. During the construction phase and 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), approved by the Department of City Planning, who shall be responsible for monitoring implementation of Environmental Standards listed in Appendix E during construction activities consistent with the monitoring phase and frequency set forth.

The Construction Monitor shall also prepare documentation of the applicant's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the applicant and Construction Monitor and be included as part of the applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measures and project design features within two businesses days if the applicant does not correct the non-compliance within a reasonable time of notification to the applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

- E. **Mitigation Measures.** Prior to issuance of an approval per this Specific Plan, the Project shall also demonstrate compliance with all applicable mitigation measures listed in the Mitigation Monitoring Plan (**Appendix F**).

6.1.2. Application Process

- A. All Projects proposed within the Plan area 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 and the guidelines adopted by the Director of Planning.
- B. **Content of Application.** In order to be deemed complete, applications must include the following, as applicable:
 1. Vehicle Trip Generation Analysis pursuant to **Section 6.2.1**.
 2. For Projects that require Community Amenities pursuant to **Section 3.3.1**:
 - 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 Public Benefits Menu (**Appendix A**), the Project application shall include a validated cost estimate (**Section 3.3.1. C.1**).
- 3. Projects shall submit any additional materials required by this Specific Plan, as relevant to the Project. This may include, but is not limited to, a Parking Demand Analysis, Transportation Demand Management plan, or applicable environmental technical studies (see **Section 6.2**).

6.1.3. Administrative Clearance

- A. A permit for a Project may be issued with an Administrative Clearance, which is approved with a sign-off by the Director, if the Project complies with all applicable regulations of the Specific Plan. However, if a Project is utilizing the Alternative Compliance procedure, a Director's Determination for Alternative Compliance is required in accordance with **Section 6.1.4**.

6.1.4. Director's Determination for Alternative Compliance

- A. **Applicability.** Projects located on properties eligible for Alternative Compliance (see **Map E**) that do not comply with the minimum Non-Residential Use requirements for the zone of the property, per **Section 2.3.2** of this Specific Plan, must obtain a Director's Determination for Alternative Compliance. Such Projects must comply with all other requirements of this Specific Plan.
- B. **Procedure.** The Director of Planning will review and approve, conditionally approve, or disapprove an application for a Director's Determination for Alternative Compliance, following the discretionary review procedure in LAMC Section 11.5.7 C (Project Permit Compliance Review).
- C. **Findings.** In order for a Director's Determination for Alternative Compliance to be granted, the Director shall make the findings in LAMC Section 11.5.7 C.2.
- D. **Appeals.** The written determination on Alternative Compliance is subject to appeal following the procedures in LAMC Section 11.5.7 C.6.
- E. **Residential Dwelling Unit Limit.** Under the Alternative Compliance procedure, a cumulative maximum of 1,200 dwelling units may be approved within the Plan area in excess of what is allowed by the zoning.
 - 1. The number of dwelling units in a Project that are counted towards this cap is calculated from the square footage of Residential Use in the Project above what is allowed according to the zoning, divided by the Project's average square footage per dwelling unit.
 - 2. 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 obtained pursuant to LAMC Section 11.5.7 G. Such Projects are also required to conduct Project-specific environmental review.

6.1.5. Specific Plan Adjustments

- A. **Director's Authority.** The Director shall have authority to grant a Specific Plan Adjustment for minor deviations from the following Specific Plan regulations, up to the percentage indicated:
1. Adjustments to required minimum or maximum Lot Coverage (up to 10 percent);
 2. Adjustments to ground floor frontage and/or ground floor transparency requirements (up to 20 percent);
 3. Adjustments to open space area requirements (up to 20 percent);
 4. Adjustments to required amount of landscaped area or landscaping type within open space (up to 20 percent);
 5. Adjustments to minimum parking spaces (up to 10 percent);
 6. Adjustments to permit Alternative Compliance on sites not identified on **Map E**;
 7. 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 or yards regulated by the Specific Plan.
- B. **Findings.** The Director shall make the findings in LAMC Section 11.5.7 E.3 for a Specific Plan Adjustment.
1. For Projects seeking a Specific Plan Adjustment to permit Alternative Compliance on sites not identified on Map E, the applicant shall demonstrate physical constraints which make it impractical to incorporate the required minimum amount of Non-Residential Use into the Project.

6.1.6. Other Specific Plan Procedures

- A. **Modifications to a Project.** Modifications to a Project after a Director's Determination for Alternative Compliance becomes effective shall be reviewed by the Director according to the procedure in LAMC Section 11.5.7 D.
- B. **Exceptions to the Specific Plan.** Exceptions to the Specific Plan shall be reviewed by the Director according to the procedure in LAMC Section 11.5.7.
- C. **Specific Plan Amendments.** Amendments to this Specific Plan may be recommended by the City Planning Commission to the City Council. Amendments shall be considered according to the procedure in LAMC Section 11.5.7 G.

6.2. ENVIRONMENTAL REVIEW PROCEDURES

Projects may be required to complete additional studies to determine whether they exceed certain environmental thresholds, which may lead to the need for further Project-specific environmental review.

6.2.1. Transportation

- A. **Applicability.** Projects that result in net new square footage must submit a Vehicle Trip Generation Analysis.
1. The Vehicle Trip Generation Analysis must be prepared in partnership with LADOT using the City's traffic model, which was used in preparation of the EIR for this Specific Plan. Project applicants shall pay a cost-recovery fee to the City to run this model.
- B. **Environmental Threshold.** The total number of AM and PM peak hour trips analyzed in the EIR (including existing and new trips) is shown in **Table K** below. The number of trips generated by a Project shall not cause the cumulative total number of AM or PM peak hour trips in the corresponding station segment (see **Map H**) to exceed the number analyzed in the EIR.

TABLE K: TRIPS BY STATION SEGMENT

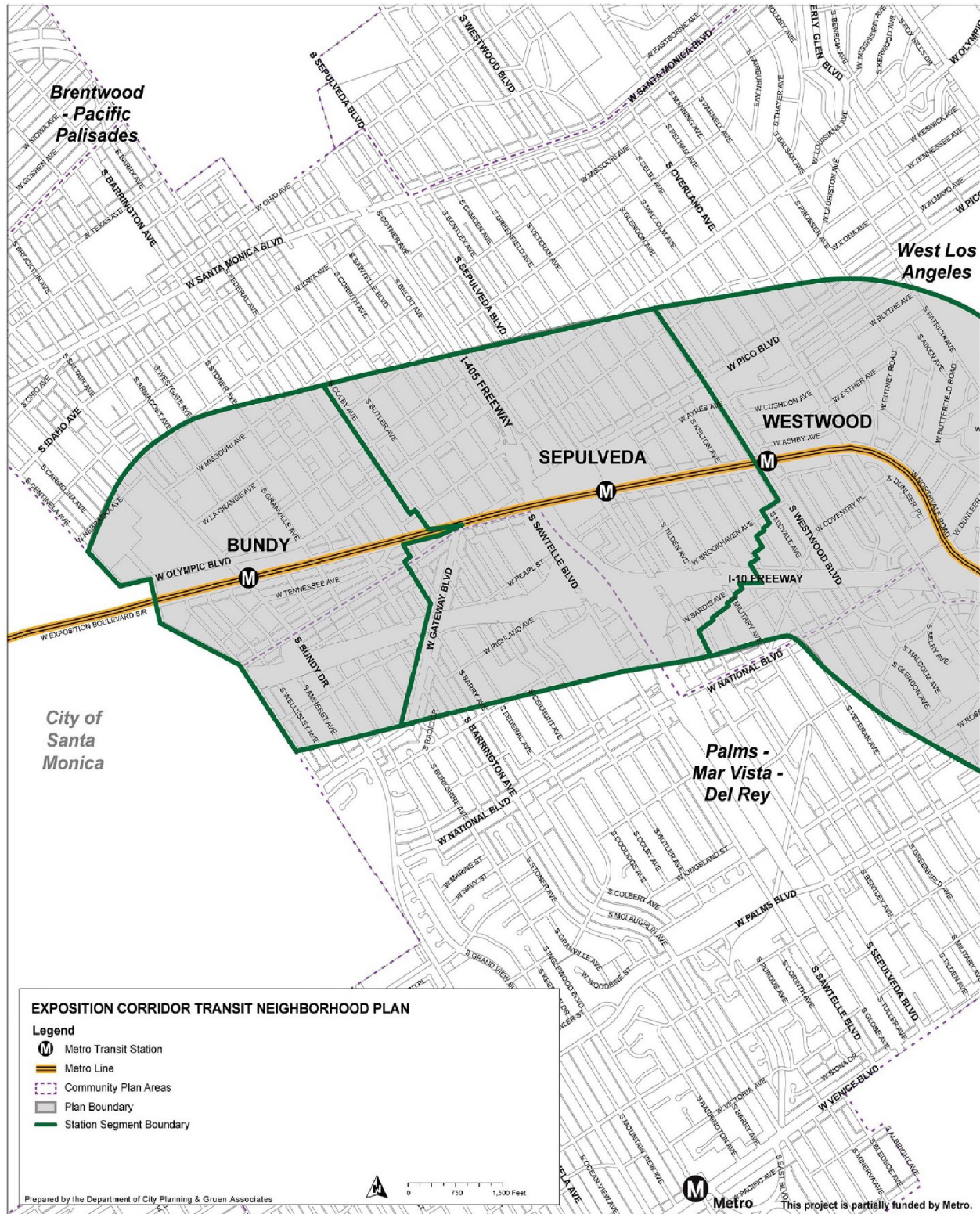
| Station Segment | AM Peak Hour Trips | PM Peak Hour Trips |
|-----------------|--------------------|--------------------|
| Bundy | 7,524 | 8,213 |
| Sepulveda | 6,501 | 8,003 |
| Westwood | 1,880 | 3,298 |
| Palms | 5,168 | 7,263 |
| Culver City | 3,434 | 4,366 |

1. The Director of Planning will review each Project's trip generation in comparison to the cumulative number of trips resulting from Projects within the Specific Plan area that have been approved since effective date of this Specific Plan to determine if the Project's trip generation is within the number of trips analyzed in **Table K**.
2. Projects that do not exceed the number of trips analyzed may obtain Administrative Clearance or a Director's Determination for Alternative Compliance without any additional transportation-related environmental review.
 - a. For such Projects, a full Transportation Impact Study by LADOT is not required, though all Projects are still subject to site access and circulation review.
3. Projects that exceed the number of trips analyzed are required to conduct a Project-specific Transportation Impact Study per LADOT guidelines, as amended.

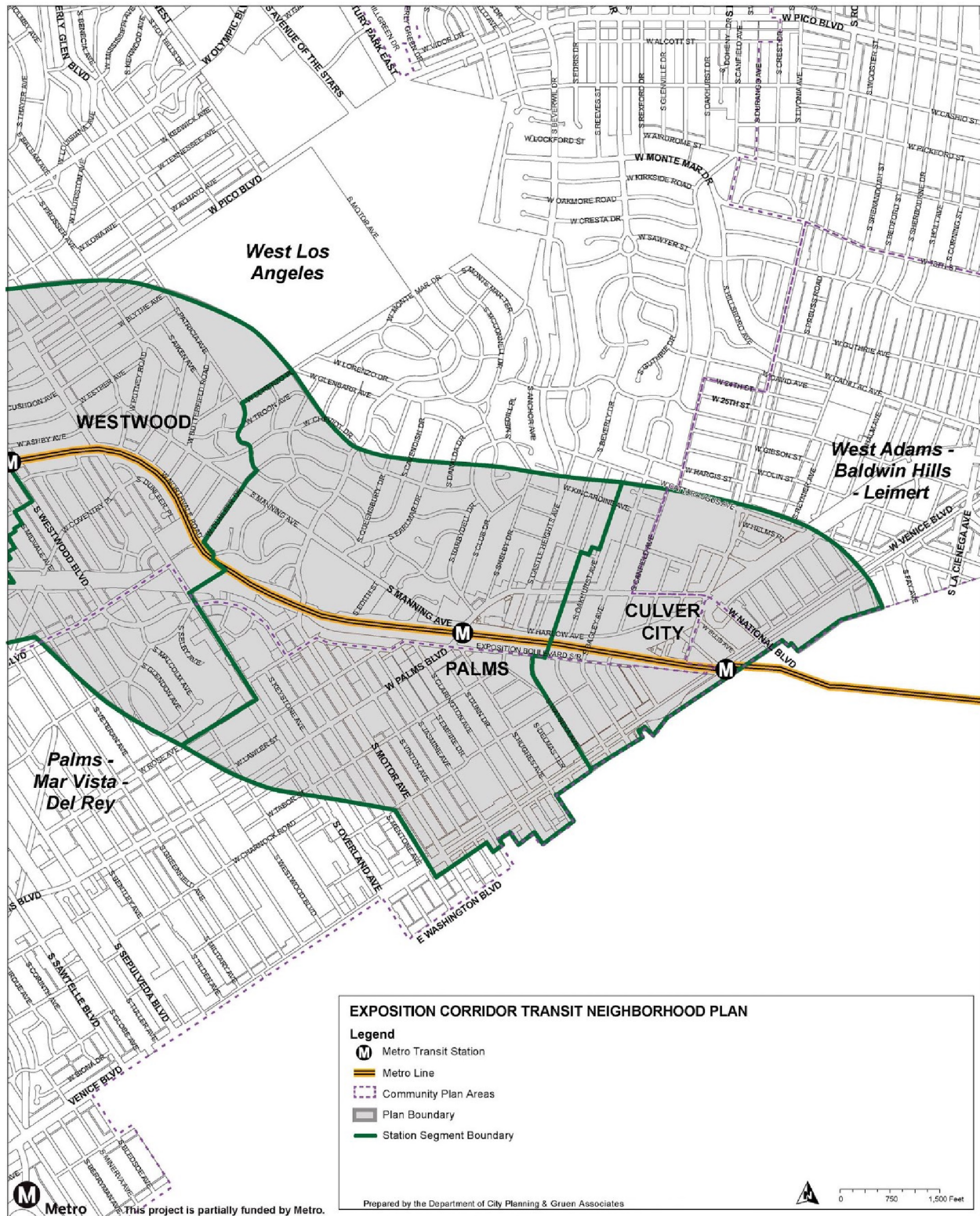
- C. **Expiration of Permits.** If a building permit for a Project expires without having been used, and no extension of such permit is granted within that time frame, then the Department shall delete the Project's trips from the official accounting of the cumulative number of trips.
- D. Upon City Council adoption of new VMT/capita thresholds for evaluating transportation impacts, Projects will be subject to compliance with these new thresholds in lieu of meeting the trip thresholds described above in Section 6.2.1.

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MAP H: STATION SEGMENT BOUNDARIES



MAP H: STATION SEGMENT BOUNDARIES



6.2.2. Aesthetics

- A. **Applicability.** Projects that meet all of the following criteria must prepare a shade and shadow study:
1. Project is not located within a Transit Priority Area as defined by the California Public Resources Code Section 21099 (a);
 2. Project includes light-blocking structures in excess of 60 feet in height above the ground elevation; and
 3. Project is located within a distance less than or equal to three times the height of the Proposed Project to a shadow-sensitive use on the north, northwest, or northeast.
 - a. Shadow-sensitive uses are land uses where sunlight is important to function, physical comfort, or commerce; this includes, but is not limited to, routinely usable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or outdoor eating areas; nurseries; and existing solar collectors.
- B. **Environmental Threshold.** Projects shall not create a shadow on nearby shadow-sensitive uses for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October).
1. 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 adjacent lot lines and approximate location of shadow-sensitive uses.
 2. Projects that exceed this environmental standard may have a significant impact and may require additional Project-specific environmental review.

6.2.3. Cultural Resources

- A. Projects that are located on properties designated as Historic-Cultural Monuments or resources designated by the State or Federal governments shall be reviewed by the Cultural Heritage Commission, per the Cultural Heritage Ordinance.
1. Projects shall include any modifications identified by the Cultural Heritage Commission, or a historic assessment prepared by a qualified architectural historian as deemed necessary, that will retain eligibility of the historic resource, and may still be considered for Administrative Clearance.

- B. Projects that are located on properties that have been identified by SurveyLA as potentially historic resources shall be reviewed by the Office of Historic Resources (OHR).
 - 1. If OHR finds the structure(s) to be potentially historically or culturally significant, a historic assessment shall be prepared by a qualified architectural historian to determine if it is a historical resource.
 - 2. Projects shall include any modifications identified by OHR, or a qualified architectural historian as deemed necessary, that will retain eligibility of the historic resource, and may still be considered for Administrative Clearance.
 - 3. If the identified Project modification are not included as Project features, then the Project shall be evaluated to determine the applicable environmental review process.

6.2.4. Hazards and Hazardous Materials

- A. **Applicability.** Projects that involve new construction and soil disturbance must submit a historical environmental report to determine whether the Project is located on a site identified on any government list of sites containing hazardous waste of hazardous materials.
- B. **Environmental Threshold.** Projects located within $\frac{1}{4}$ mile of a site identified on any government list as having the potential to be contaminated with hazardous waste or hazardous materials for any reason must prepare a Phase I Environmental Site Assessment (ESA).
 - 1. Any potential hazards identified by the Phase I Environmental Site Assessment shall be evaluated and mitigated as recommended by an appropriately qualified individual (with experience in the identification and mitigation of hazardous materials and wastes).
 - 2. Prior to the Department of Building and Safety's issuance of any permits that allow for grading or construction on the project sites that were on a government list or within one-quarter mile of a site on a government list, the appropriately qualified individual or relevant agency shall provide written confirmation to the City that any necessary remediation has been completed to the satisfaction of the lead agency responsible for cleanup including confirmation that required site remediation was completed consistent with the relevant federal, state, or local requirements.

6.2.5. Water Supply

- A. **Applicability.** Projects located within the Subareas of the Specific Plan Area that meet the SB 610 criteria (California Water Code sections 10910 to 10915) must coordinate with LADWP to determine the Project's net increase water demand.
- B. **Environmental Threshold.** The net increase in water demand generated the Project 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), which represents the total demand analyzed by the Water Supply Assessment (WSA) in the Environmental Impact Report (EIR) associated with this Specific Plan.

1. 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.
2. For purposes of calculating water demand, demand for recycled water shall not be included.
3. Projects found to exceed the cumulative total water demand in the Subareas shall prepare a Project-specific Water Supply Assessment per the requirements in SB 610.
4. In coordination with LADWP, the Project must 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 issuance of a certificate of occupancy.

SECTION 7

DEFINITIONS

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DEFINITIONS

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this section. Words and phrases not defined here shall be construed as defined in the Los Angeles Municipal Code.

Active Street. A street where the ground floor Street Frontage is required to contain a minimum amount of Active Uses or residential units with individual entries, as identified on **Map F**.

Active Uses. Uses such as retail, Personal Services, community or cultural facilities, Restaurants or Bars, sales areas, professional offices, creative offices, Live/Work Units, residential lobbies, recreation and meeting rooms.

Administrative Clearance. A ministerial approval issued by the Director of Planning for Projects that comply with all applicable Specific Plan regulations.

Affordable Housing. Housing units restricted to households earning Extremely Low, Very Low, Low, or Moderate Incomes as defined by the California Health and Safety Code.

Alternative Compliance. A process by which a Project that does not meet the Specific Plan requirements for minimum Non-Residential Use per the zoning complies with this Specific Plan through a Director's Determination for Alternative Compliance (see **Sections 6.1.4.** and **2.3.2.B**).

Animal Services and Care / Veterinary Clinics. A facility designed or arranged to provide services or retail products for the care of animals.

Animal Hospitals / Kennels. Uses where animals and pets are cared for and boarded 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 by household size.

Automobile-Related Uses. Fueling and service stations, including those that supply incidental services such as tube and tire repair, battery servicing, automotive lubrication, mechanical adjustments, changing of spark plugs and other similar maintenance activities; businesses that involve the purchasing and selling of new or used automobiles; automobile repair; and automobile wrecking, salvage, and tow yards.

Average Vehicle Ridership (AVR). The total number of employees at a work site during a peak period divided by the total number of vehicle trips made to and from that site during the same period.

Base Floor Area Ratio (Base FAR). The Maximum Floor Area Ratio permitted to be built on a site without any available FAR bonuses.

Bicycle Hub. Facilities which provide secure indoor and/or outdoor bicycle parking, repair stands, lockers and showers, and other tools and resources.

Bicycle Corral. Any on-street public parking space in which multiple short-term bicycle parking racks have been installed.

Bicycle Storage Station. Facilities which provide secure indoor and/or outdoor bicycle parking, and may include other tools and resources.

Bonus Floor Area Ratio (Bonus FAR). The Maximum Floor Area Ratio permitted to be built on a site if additional FAR is earned through the provision of Public Benefits (**Section 3**).

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

Colleges and Vocational / Technical Schools or Programs. Uses that include public and private schools as well as institutions offering courses of general or specialized study leading to a degree or certificate.

Commercial Hotels. Buildings that accommodate the general and traveling public for a typical fee, generally limited to stays of less than 31 days.

Community Facilities. Uses whose primary purpose is to provide services and amenities to the general public in the Plan area. Examples include child care centers, libraries, schools, adult day care, and related administrative office uses; health clinics; museums; cultural centers; telecommuting centers; gyms or recreation centers; public restrooms; and rooms available to the general public for community meetings.

Drive-Through Establishments. Uses that permit a customer to order and/or obtain a purchase without leaving the confines of his or her car.

Entertainment, Exhibits and Cultural Facilities. Uses designed to host public or private gatherings for an audience.

Enhanced Bus Shelter. A bus shelter designed as a unique structure with amenities that help reinforce community identity and serve as a source for local information and the creative application of newer technologies meant to serve the transit rider and to improve their experience. Amenities may include real-time arrival information, additional lighting, charging outlets, etc.

Extremely Low Income Households. Defined by Section 50106 of the California Health and Safety code.

Free-Standing Fast Food Establishment. A type of fast-food establishment, as defined in LAMC Section 16.05.B.3, that is comprised of a building designed for a restaurant use by a single tenant, or multiple tenants that share the same kitchen, and which stands alone on its own lot or is free-standing within a shopping center.

Heavy Manufacturing. The manufacture or compounding process of raw materials. These activities or processes necessitate the storage of large volumes of highly flammable, toxic matter or explosive materials needed for the manufacturing process. These activities may involve outdoor operations as part of their manufacturing process.

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 Plan, Live/Work Units shall be considered a Residential Use, except where expressly stated otherwise.

Light Manufacturing and Assembly. Uses that process, fabricate, assemble, treat, or package finished parts or products and/or whose noise, odor, dust, hazardous materials or other pollutants/nuisances can be contained on site.

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

Low Income. Defined by Section 50079.5 of the California Health and Safety code.

Maximum Floor Area Ratio (Maximum FAR). The maximum floor area permitted on a site including any available FAR bonuses.

Mobility Hub. Mobility Hubs support first-last mile solutions by providing multimodal transportation services and activities around transit stations to maximize connectivity and access for transit riders. Hubs include bicycle share facilities, secure bicycle parking, and car share spaces, and may also include amenities such as bus stop and layover zones, transit shelters with real-time arrival information, taxi or rideshare waiting/ call areas, WI-FI service, repair facilities, retail, and open space.

Neighborhood-Serving Uses. The retail sale of goods or services needed by 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 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; Stationery; Tailor; Toys; and other similar retail and services as determined by the Director of Planning.

Non-Residential Uses. Uses that do not contain dwelling units, including Commercial Hotels or similar uses (motel, lodge, motor inn, etc.).

Nursing and Residential Care Facilities. Uses involved in providing medical, or assisted living care to patients and offering short- and long-term overnight care.

Offices. Uses that provide space for professional and creative services, including offices for the digital technology, media, post-production, advertising, public relations, architecture, and entertainment industries, as well medical offices.

Parking Demand Analysis. An estimate of the peak number of parking spaces demanded by each of the land uses in a Project during different times of day and days of the week.

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.

Peak Utilization. The greatest cumulative parking demand that occurs between two or more uses within a Project.

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

Plan. The Exposition Corridor Transit Neighborhood Plan (Specific Plan).

Prevailing Front Yard Setback. The average depth of the front yards of lots on a block face where such lots have front yards 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. Uses 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). Privately owned and maintained open space that is accessible to the public.

Recreation Facilities and Gyms. Facilities used for indoor and/or outdoor recreational activities.

Religious Assembly. Uses located in a permanent building and providing regular organized religious worship and related incidental activities, excluding primary or secondary schools and day care facilities.

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

Research and Development. Uses related to scientific and technical research, including development/testing activities and prototype fabrication.

Residential Use. Uses that contain dwelling units, including Live/Work Units except where expressed stated otherwise.

Restaurants and Bars. Uses involving food and beverage sales to the general public, excluding adult entertainment.

Restricted Affordable Unit. A residential unit for which rental or mortgage amounts are restricted so as to be affordable to, and occupied by Extremely Low, Very Low, Low, or Moderate Income households as defined by the California Department of Housing and Community Development (HCD) or successor agency.

Retail and Personal Services. Uses involving the sale and/or lease of new or used products or services to the general public.

Retail Street. A street where the ground floor Street Frontage is required to contain a minimum amount of Active Uses, as identified on **Map F**.

Schools, Elementary and High. An institution of learning which offers instruction in several branches of learning and study required to be taught in the public schools by the Education Code of the State of California. High schools include Junior and Senior.

Server Farms. Uses established for the exclusive purpose of providing operational facilities for, but not limited to, the storage of phone equipment, computers, and internet data.

Setback. The distance of a structure or other feature measured from the front property line.

Shared Street. Street that provides a slow-speed environment where cars, scooters, motorcycles, bicycles, and pedestrians are able to all comfortably utilize the same space.

Spectator Sports Facilities. Facilities such as a stadium used for a sport that is characterized by the presence of an audience at its games or events.

Street Frontage. The length of the property along the street.

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

Streetwall. The vertical face of one or more buildings parallel to the public right-of-way, including upper floors, that are recessed a maximum of five feet from the ground floor facade.

Subarea. Designated areas within the Plan area that are subject to particular regulations found in this Specific Plan (see **Map B**).

Transportation Demand Management (TDM). The alteration of travel behavior through physical improvements or programs of incentives, services, and policies, including encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

Trucking and Transportation Terminals. Uses related to the dispatching, maintenance and long-term or short-term storage of large vehicles such as tractor-trailers, catering trucks, shipping vessels, helicopters, locomotives, and airplanes.

Utilities. Uses that provide the transfer or delivery of power, water, natural gas, sewage, stormwater runoff, or telephone and related communication services.

Vehicle Trip Reduction. A requirement in this Specific Plan for particular Projects to reduce their vehicle trip generation during the peak period beyond standard expected trip generation levels.

Very Low Income. Defined by Section 50105 of the California Health and Safety code.

Vocation / Technical Schools or Programs. Uses related to the provision of vocational and/or technical training to students entering into a vocation or technical field.

Warehousing, Distribution and Storage. Uses that package, provide, hold, and/or distribute goods in large quantities, especially to retail sales establishments. Long-term and short-term storage of commercial goods and personal items are included.

Waste Management and Remediation Services. Uses that receive solid or liquid wastes (including hazardous wastes) for on-site disposal, recycling, or transfer to another location, including uses that manufacture or produce goods or energy from the biological decomposition of organic material.

Wholesale. Uses engaged in the sale, lease, or rental of products primarily intended for industrial, institutional, or commercial businesses. The uses may include on-site sales or order taking and may include display areas.

PROPOSED
EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

APPENDIX A
PUBLIC BENEFITS MENU

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STREETSCAPE PROJECTS

The following Streetscape improvement projects implement the Exposition Corridor Streetscape Plan and the Livable Boulevards Streetscape Plan (see **Map G**). The table below shows the point values for providing the improvements along each street segment indicated. Improvements are to be installed on both sides of the street, and may include curbs, sidewalk paving, street trees and landscaping, medians, street furniture, and restriping of roadways, as specified in the corresponding Streetscape plan.

| | Points |
|--|-----------|
| BUNDY DRIVE | |
| Missouri Ave to Exposition Blvd^d | 30 |
| - Relocate and reconstruct curbs ^a , relocate utility poles ^b , and restripe roadway | |
| - Install street trees and street furniture | |
| Exposition Blvd to Pico Blvd | 3 |
| - Repave sidewalks ^c | |
| - Install street trees and street furniture | |
| Total Bundy Drive Points | 33 |
| OLYMPIC BOULEVARD | |
| Centinela Ave to Bundy Dr | 3 |
| - Repave sidewalks ^c | |
| - Install street trees and street furniture | |
| Bundy Dr to Barrington Ave | 5 |
| - Repave sidewalks ^c | |
| - Install street trees and street furniture | |
| Centinela Ave to Barrington Ave | 20 |
| - Construct new landscaped median ^a | |
| Total Olympic Boulevard Points | 28 |
| SEPULVEDA BOULEVARD^e | |
| Olympic Blvd to Exposition Blvd | 35 |
| - Relocate and reconstruct curbs ^a , relocate utility poles ^b , and restripe roadway | |
| - Install street trees and street furniture | |
| Exposition Blvd to National Blvd | 55 |
| - Relocate and reconstruct curbs ^a , relocate utility poles ^b , and restripe roadway | |
| - Install street trees and street furniture | |
| Total Sepulveda Boulevard Points | 90 |
| NATIONAL BOULEVARD | |
| Castle Heights Ave to Manning Ave | 3 |
| - Repave sidewalks ^c | |
| - Install street trees and street furniture | |
| Palms Blvd to Mentone Ave | 7 |
| - Repave sidewalks ^c | |
| - Install street trees and street furniture | |
| Total National Boulevard Points | 10 |

STREETSCAPE PROJECTS, continued

| | |
|---|-----------|
| PALMS BOULEVARD | |
| Motor Ave to National Blvd | 8 |
| - Install curb extensions and parking lane planters ^a | |
| Total Palms Boulevard Points | 8 |
| PICO BOULEVARD | |
| I-405 to Patricia Ave | 19 |
| - Repave sidewalks ^c | |
| - Install street trees and street furniture | |
| Centinela Ave to I-405 | 14 |
| - Repave sidewalks ^c | |
| - Install street trees and street furniture | |
| Total Pico Boulevard Points | 33 |
| MOTOR AVENUE | |
| I-10 to Venice Blvd | 12 |
| - Repave sidewalks ^c | |
| - Install street trees and street furniture | |
| Total Motor Avenue Points | 12 |
| <p>a. Where new curbs or medians are to be constructed, Streetscape project 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.</p> <p>c. Sidewalks to be repaved where needed depending on the current condition.</p> <p>d. These improvements cannot be made until dedications from individual properties fronting Bundy Dr between Missouri Ave. and Exposition Blvd. are provided.</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> | |

STREETSCAPE ELEMENTS

The following Streetscape elements may be provided alone or to supplement the Streetscape projects above, and may be proposed for any location within the Plan Area. The quantities shown represent the minimum amount of each improvement that must be provided; points are scalable as quantities are increased. Refer to the corresponding Streetscape plan (see **Map G**) for details, standards, and maintenance requirements for these Streetscape elements. Streetscape elements that are not part of an adopted Streetscape plan will require additional review and approval from the Department of Public Works, Department of Transportation, and/or other relevant public agency.

| Streetscape Elements | Quantity | Points |
|---|----------|--------|
| Freeway underpass improvements | 1 | 1 |
| Enhanced Bus Shelter | 1 | 15 |
| Pedestrian lights ^a | 20 | 1 |
| Crosswalks (4-way intersection) | 1 | 1 |
| Special sidewalk paving | 7,500 SF | 1 |
| Street trees | 20 | 1 |
| Repair/repave sidewalks (one side of street) | 1,500 LF | 1 |
| Landscaped curb extensions on corners | 2 | 2 |
| a. In order to install new street lighting, a street lighting maintenance assessment district must be established. This requires a majority of property owners to agree to be assessed for electricity costs. Public Benefit points may not be awarded until the district is established. | | |

COMMUNITY AMENITIES

The following Community Amenities and their corresponding point values include open space, mobility amenities, and Community Facilities. The quantities shown represent the minimum amount of each improvement that must be provided; points are scalable as quantities are increased.

| | Quantity | Points |
|---|------------------|---------------|
| Publicly Accessible Open Space | | |
| Publicly Accessible Open Space on Private Property | 1,500 SF | 1 |
| Parklet | 2 parking stalls | 1 |
| Mobility Amenities | | |
| Mobility Hub | 1 hub | 13 |
| Bicycle Hub | 1 hub | 20 |
| Bicycle Storage Station | 1 station | 1 |
| Bicycle Corral | 1 corral | 1 |
| Community Facilities | | |
| Childcare Center (off-site) | 60 children | 28 |
| Childcare Center (on-site) | 60 children | 9 |
| All other (i.e. Youth/Senior Center; Museum, Recreation Center) | 5,000 SF | 30 |

PROPOSED
EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

APPENDIX B
STREET STANDARDS

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| 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' |
| <ol style="list-style-type: none"> 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 street designation. The roadway width does not need to comply with the Mobility Plan 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 sidewalk area needed to meet the standard sidewalk width per Mobility Plan 2035 may be provided by property owners through Setback area on private property. | | | | | |

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PROPOSED
EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

APPENDIX C
EXPOSITION CORRIDOR
URBAN DESIGN GUIDELINES

CPC-2013-621-ZC-GPA-SP

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TABLE OF CONTENTS

- 1. BUILDING FORM**
- 2. BUILDING ORIENTATION**
- 3. ARCHITECTURAL TREATMENT**
 - A. Articulation
 - B. Windows and Doors
 - C. Materials
 - D. Shade Treatments
 - E. Fencing
 - F. Lighting
 - G. Mechanical Equipment and Utilities
- 4. OPEN SPACE**
 - A. Common Open Space
 - B. Publicly Accessible Open Space
 - C. Paseos
 - D. Landscape, Hardscape, and Irrigation
- 5. PARKING**
 - A. Vehicular Access and Circulation
 - B. Surface Parking
 - C. Parking Structures
- 6. DEFINITIONS**

1. BUILDING FORM

GOALS

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

GUIDELINES

All Projects

1. Break up large projects into multiple buildings of various sizes and heights.

Mixed Use/Commercial/Industrial Projects

2. Create a strong Streetwall by locating buildings at or close to the front property line where possible.
3. Where buildings are set back from the front property line, provide the following landscaping and other features within the Setback area, depending on the adjacent ground floor use:
 - a. When adjacent to retail, 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.
4. Where there are multiple ground floor uses within a Project, vary front yard Setbacks to create visual interest.
5. 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 Lot 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.

2. BUILDING ORIENTATION

GOALS

1. Provide convenient 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.”

GUIDELINES

All Projects

1. 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.
2. Orient windows toward public streets, rather than inward, to contribute to neighborhood safety and provide design interest.
3. Create well-articulated, inviting building entrances that emphasize pedestrian orientation.
4. Design entrances in proportion to the size and scale of the building.
5. Use canopies, awnings, or recesses at entrances to provide cover for tenants and guests.
6. Ensure that the main entrance and entry approach for a building can accommodate persons of all mobility levels by adhering to ADA requirements.
7. Provide direct paths of travel for pedestrians within large sites.
8. Automobile entrances to buildings should be less prominent than pedestrian entrances.



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

1. Line the ground floor of buildings with retail, Restaurants, Office, and/or individual residential units to create a lively Street Frontage.
2. 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

1. 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.
2. 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.
3. Locate gathering spaces such as gyms, recreation rooms, and community space at the ground level and accessible to the street.
4. Stairs leading up to common entry ways 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.

3. ARCHITECTURAL TREATMENT

GOALS

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

GUIDELINES

A. Articulation

All Projects

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

Mixed Use/Commercial/Industrial Projects

1. Provide an identifiable visual break between a building's retail floors (ground level and in some cases, second and third floors) and upper floors. This break may be achieved through a change in material, change in fenestration pattern, or similar means.
2. Set apart the primary building entrances from the main façade and distinguish from retail storefronts and other entrances through architectural treatments such as recesses,

canopies or awnings, material, or color. The size and scale of these features should be proportional to the overall height and width of the building.

3. Design storefronts to convey an individual expression of each tenant's identity while adhering to a common architectural theme and rhythm.

Multifamily Residential Projects

1. Articulate facades and group windows to reflect individual residential units. Modulated façades can prevent the appearance of monolithic buildings.
2. Design balconies such that their size and location maximize their intended use for open space. Avoid "tacked on" balconies with limited purpose or function.
3. 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 façade 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 façade and varied rooflines prevent a large residential project from appearing overwhelming and out of scale.

B. Windows and Doors**All Projects**

1. Buildings should have meaningful fenestration that establishes a clear pattern on the façade 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.

Mixed Use/Commercial/Industrial Projects

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

C. Materials**All Projects**

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

Mixed Use/Commercial/Industrial Projects

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

D. Shade Treatments**All Projects**

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

E. 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 façade.



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.

F. Lighting

All Projects

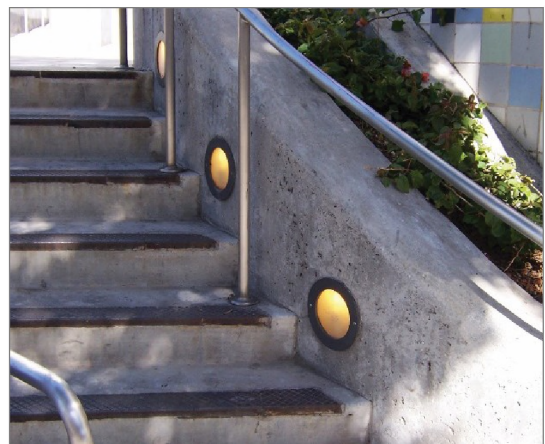
1. Provide lights on sidewalks, pedestrian walkways, and open spaces to encourage and extend safe pedestrian activities into the evening.
2. Use ornamental low-level lighting to highlight and provide security for pedestrian paths, parking areas, and entrances.
3. Integrate security lighting into the 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

1. Illuminate ground floor retail uses along arterial streets from within, both during and after business hours.
2. Orient commercial and industrial buildings on the site to maximize natural light within interior work spaces.
3. 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.

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



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.

4. OPEN SPACE

GOALS

1. Design outdoor open spaces as communal rooms for gathering, social interaction, and recreation.
2. Provide a variety of open spaces that are accessible to and may be shared among users within the 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.

GUIDELINES

A. 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.

B. 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.
5. Spaces shall be accessible to the public at minimum from 6 a.m. to 10 p.m. daily.



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.

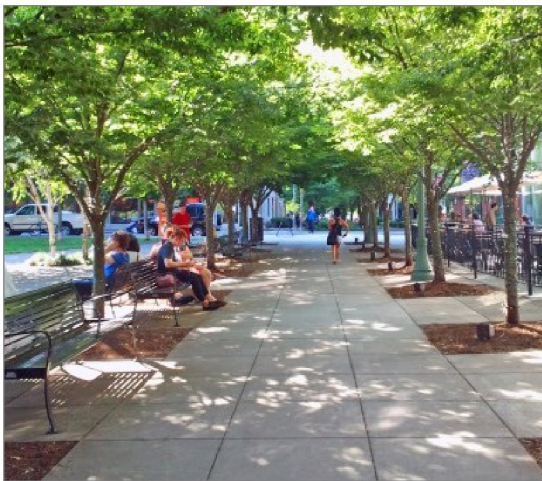
C. Paseos

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

1. Line the ground floor facing Paseos with spaces designed for Active Uses such as retail, Personal Services, community or cultural facilities, Restaurants or Bars, Offices, 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.

D. 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.

5. PARKING

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.

GUIDELINES

A. Vehicular 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.

B. 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

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

C. 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 areas 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 façade or external skin to improve the building's appearance over the basic concrete structure of ramps, walls and columns. This can include heavy gauge metal screen, precast concrete panels, laminated glass, or photovoltaic panels.
4. On corner lots, locate parking structures as far from the corner as possible.
5. Parking areas for the uses on a site should be physically connected to and accessible from public parking areas so that spaces may be reallocated and/or shared between private uses and the public in the future as demand for parking changes.
6. Elevator and stairs for parking structures should be located adjacent to public streets or pedestrian passageways and be highlighted architecturally so visitors can easily find and access these entry points.
7. Integrate signage and wayfinding with the architecture of a parking structure.



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



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

6. DEFINITIONS

Common Open Space. Open space, as required by LAMC 12.21.G and/or the Exposition Corridor Transit Neighborhood Plan, that is shared among users on a site, including residents, employees, and visitors. Common open space is not necessarily publicly-accessible.

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.

Publicly Accessible Open Space (PAOS). Privately owned and maintained open space that is accessible to the public.

Setback. The distance of a structure or other feature measured from the back of sidewalk after any required dedications or easements are provided.

Streetwall. The vertical face of one or more buildings parallel to the public right-of-way, including upper floors that are stepped back a maximum of five feet from the ground floor façade.

Stepback. The distance that a portion of a building is stepped back above the ground floor height before the total height of the building is achieved.

**PROPOSED
EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN**

**APPENDIX D
MITIGATION MONITORING PLAN**

CPC-2013-621-ZC-GPA-SP

Los Angeles Department of City Planning

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TABLE 4-1: MITIGATION AND MONITORING PROGRAM

| No. | Mitigation Measure | Implementing Agency | Enforcement and Monitoring Agency | Monitoring Phase / Monitoring Actions |
|--------------------|--|-----------------------------------|--|---|
| AESTHETICS | | | | |
| AE1 | The City shall require that glare effects be limited by using non-reflective building and construction materials, such as concrete, wood, composite materials, coated metal, non-reflective glass, and stone. This shall include, but not be limited to, art installations, fencing material, and recreational equipment. | Department of City Planning | Department of City Planning Department of Building and Safety | Once at plan check and once at field inspection verification / Issuance of Certificate of Occupancy. |
| AIR QUALITY | | | | |
| AQ1 | <p>The City shall require all applicants to include in the agreements with contractors and subcontractors the following best management practices in contract specifications:</p> <ul style="list-style-type: none"> • Use properly tuned and maintained equipment. • Contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations. • Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g., engine catalysts) to the extent they are readily available and feasible. • Use heavy duty diesel-fueled equipment that uses low 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: <ul style="list-style-type: none"> - 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; | Department of Building and Safety | Department of Building and Safety | Ongoing Regulatory Compliance Measure - City Practice at Construction / Compliance certification report submitted by project contractor |

TABLE 4-1: MITIGATION AND MONITORING PROGRAM

| No. | Mitigation Measure | Implementing Agency | Enforcement and Monitoring Agency | Monitoring Phase / Monitoring Actions |
|-----|--|---------------------|-----------------------------------|---------------------------------------|
| | <ul style="list-style-type: none"> - 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: <ul style="list-style-type: none"> - 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. | | | |

TABLE 4-1: MITIGATION AND MONITORING PROGRAM

| No. | Mitigation Measure | Implementing Agency | Enforcement and Monitoring Agency | Monitoring Phase / Monitoring Actions |
|---------------------------|---|---|-----------------------------------|--|
| CULTURAL RESOURCES | | | | |
| CR1 | A qualified archaeologist shall be 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. If archaeological resources or tribal cultural resources are uncovered (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 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. Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a qualified archeologist. | Department of City Planning, Office of Historic Resources | Department of Building and Safety | Pre-construction of subsequent development approvals / Approval from Department of City Planning Office of Historic Resources approval, Issuance of a building permit |
| CR2 | The City shall require that all cultural resources, including archeological and tribal cultural resources, identified on a site 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. | Department of City Planning, Office of Historic Resources | Department of Building and Safety | To be applied to subsequent development approvals that involve excavation and construction at construction/ Inclusion in grading permit specifications, submittal of paleontological remains, reports and surveys to the Los Angeles County Natural History Museum |

TABLE 4-1: MITIGATION AND MONITORING PROGRAM

| No. | Mitigation Measure | Implementing Agency | Enforcement and Monitoring Agency | Monitoring Phase / Monitoring Actions |
|--|--|--|--|---|
| CR3 | A qualified paleontologist shall be required to monitor excavation and grading activities in soils that have not been previously disturbed. If paleontological resources are uncovered (in either a previously disturbed or undisturbed area), the City Department of Building and Safety shall be notified immediately, and all work on the project site shall cease until a qualified paleontologist evaluates the find. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. Halted construction activities on the project site may commence once the identified resources are properly assessed and processed by a qualified paleontologist. | Department of Building and Safety Department of City Planning, Office of Historic Resources | Department of City Planning, Office of Historic Resources Department of Building and Safety | Periodic, to be determined by a qualified archaeologist if resources are discovered / If resources are found, submission to LADBS and LADCP of report documenting appropriate treatment of resources by a qualified archaeologist. |
| CR4 | The City shall require that all paleontological resources identified on a project site 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. | Department of Building and Safety Department of City Planning, Office of Historic Resources | Department of City Planning, Office of Historic Resources Department of Building and Safety | Periodic, to be determined by a qualified archaeologist if resources are discovered / If resources are found, submission to LADBS and LADCP of report documenting appropriate treatment of resources by a qualified archaeologist. |
| HAZARDS AND HAZARDOUS MATERIALS | | | | |
| HM1 | The City shall require that future development that involves new construction and soil disturbance document that the site is not on any government list of sites containing hazardous waste or hazardous materials (including lists prepared pursuant to Government Code, section 65962.5). A report setting forth the results of this database search (e.g. historical environmental reports prepared by Enviroscan, EDR, or similar firms) shall be provided to the City. If the report indicates the project site, or property within one-quarter mile of the project site has the potential to be contaminated with hazardous waste or hazardous materials for any reason, a Phase I Environmental Site Assessment (ESA) shall be prepared. The Phase I assessment shall be prepared by an appropriately qualified individual (with experience in the identification and mitigation of hazardous materials and wastes) in accordance with state standards and guidelines to evaluate whether the site or the surrounding area is contaminated from the past or current uses including storage, use, transport, generation, and disposal of toxic and hazardous waste or materials. Depending on the results of | Department of City Planning | Department of Building and Safety | Pre-construction of subsequent development approvals / Preparation of Phase I Environmental Site Assessment, investigation by REA and remediation; further studies and remediation as necessary by qualified contractors |

TABLE 4-1: MITIGATION AND MONITORING PROGRAM

| No. | Mitigation Measure | Implementing Agency | Enforcement and Monitoring Agency | Monitoring Phase / Monitoring Actions |
|-----|---|---------------------|-----------------------------------|---------------------------------------|
| | <p>this study, further investigation and remediation may be required in accordance with local, state, and federal regulations and policies. Any further study found necessary by an appropriately qualified individual or relevant federal, state, or local agency shall be performed prior to project approval or made a condition of project approval. Prior to the Department of Building and Safety's issuance of any permits that allow for grading or construction on the project sites that were on a government list or within one-quarter mile of a site on a government list, the appropriately qualified individual or relevant agency shall provide written confirmation to the City that any necessary remediation has been completed to the satisfaction of the lead agency responsible for cleanup including confirmation that required site remediation was completed consistent with the relevant federal, state, or local requirements.</p> | | | |

TABLE 4-1: MITIGATION AND MONITORING PROGRAM

| No. | Mitigation Measure | Implementing Agency | Enforcement and Monitoring Agency | Monitoring Phase / Monitoring Actions |
|------------------------------------|---|-----------------------------------|-----------------------------------|---|
| HYDROLOGY AND WATER QUALITY | | | | |
| HWQ1 | Buildings within a 100-year floodplain shall be designed and constructed a minimum of one foot above the 100-year flood water surface elevation to ensure the protection of structures from all flooding events. | Department of Building and Safety | Department of Building and Safety | Pre-construction of subsequent development approvals |
| NOISE AND VIBRATION | | | | |
| N1 | <p>The City, as a condition of any approval for applicable projects within the ECTNP, shall require all contractors to include the following best management practices in contract specifications:</p> <ul style="list-style-type: none"> Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences. The construction contractor shall locate construction staging areas away from sensitive uses. When construction activities are located within 500 feet of noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses. Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving. Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements. The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible. | Department of Building and Safety | Department of Building and Safety | Ongoing Regulatory Compliance Measure - City Practice at Construction / Inclusion in grading permit specifications |
| N2 | <p>The following conditions shall apply to future development within New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial-Residential Emphasis, and Mixed Use: Commercial/Residential zones with direct line-of-site to adjacent residential and other sensitive land uses:</p> <ul style="list-style-type: none"> Industrial activity yards that include the operation of heavy equipment shall be shielded by sound barriers that block line-of-sight to sensitive receptors. Mechanical equipment (e.g., HVAC Systems) shall be enclosed with sound buffering materials. Truck loading/unloading activity shall be prohibited between the hours of 10:00 p.m. | Department of City Planning | Department of Building and Safety | Pre-construction and construction of subsequent development approvals / Identification of historic buildings, preparation of a Vibration Control Plan, issuance of a follow-on letter |

TABLE 4-1: MITIGATION AND MONITORING PROGRAM

| No. | Mitigation Measure | Implementing Agency | Enforcement and Monitoring Agency | Monitoring Phase / Monitoring Actions |
|-----------------------------------|--|--|---|--|
| | <p>and 7:00 a.m. when located within 200 feet of a residential land use.</p> <ul style="list-style-type: none"> 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. | | | |
| N3 | <p>As part of project conditions for new development within the ECTNP Area, the City shall require all contractors to include the following best management practices in contract specifications:</p> <ul style="list-style-type: none"> 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. 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: <ul style="list-style-type: none"> 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). | Department of City Planning | Department of Building and Safety | Pre-construction for subsequent development approvals |
| TRANSPORTATION AND TRAFFIC | | | | |
| TR1 | <p>A trip generation analysis, as well as a site access and circulation plan per LADOT guidelines, will be required as part of the development application for projects within the Specific Plan boundary that result in net new square footage for purposes of determining consistency of the project with the transportation assumptions in the EIR. The Specific Plan area is divided into five ECTNP station segments, as shown in Figure 3-2 in the Project Description. To be consistent, a project cannot cause the total estimated 2035 trip forecasts (for the station segment in which it is located) to exceed the number of either AM or PM peak hour net new external trips analyzed in the EIR (see Table 4.12-5). If a project is determined to be consistent, no further traffic analysis will be required. However, if a project causes the number of either AM or PM peak hour net</p> | Los Angeles Department of Transportation | Los Angeles Department of Transportation Department of Building and Safety | Pre-construction for subsequent development approvals/ Preparation of a traffic study if needed |

TABLE 4-1: MITIGATION AND MONITORING PROGRAM

| No. | Mitigation Measure | Implementing Agency | Enforcement and Monitoring Agency | Monitoring Phase / Monitoring Actions |
|-----|--|--|--|---|
| | external trips to exceed the cumulative total number of trips in the corresponding station segment analyzed in the EIR, then a project-specific traffic analysis per current LADOT Guidelines will be required. The City will revise this vehicle trip generation analysis methodology, if appropriate, to reflect new traffic impact guidance mandated by the State of California, Office of Planning and Research in response to SB 743. | | | |
| TR2 | Centinela Avenue & Exposition Boulevard (Intersection 6). Signalize the intersection. | Los Angeles Department of Transportation | Los Angeles Department of Transportation | Pre-construction for subsequent development approvals or at a time as determined by the City through a capital improvement program. |
| TR3 | Bundy Drive & Olympic Boulevard (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. | Los Angeles Department of Transportation | Los Angeles Department of Transportation City of Santa Monica | Pre-construction for subsequent development approvals or at a time as determined by the City through a capital improvement program. |
| TR4 | Barrington Avenue & Pico Boulevard (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. | Los Angeles Department of Transportation | Los Angeles Department of Transportation | Pre-construction for subsequent development approvals or at a time as determined by the City through a capital improvement program. |
| TR5 | Barrington Avenue & Gateway Boulevard (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. | Los Angeles Department of Transportation | Los Angeles Department of Transportation | Pre-construction for subsequent development approvals or at a time as determined by the City through a capital improvement program. |
| TR6 | Sepulveda Boulevard & Exposition Boulevard (Intersection 43). Restripe the existing eastbound shared left/through/right lane to provide one shared through/left-turn lane and one right-turn lane. | Los Angeles Department of Transportation | Los Angeles Department of Transportation | Pre-construction for subsequent development approvals or at a time as determined by the City through a capital improvement program. |

TABLE 4-1: MITIGATION AND MONITORING PROGRAM

| No. | Mitigation Measure | Implementing Agency | Enforcement and Monitoring Agency | Monitoring Phase / Monitoring Actions |
|-------------|---|--|--|---|
| TR7 | Sepulveda Boulevard & Palms Boulevard (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. | Los Angeles Department of Transportation | Los Angeles Department of Transportation | Pre-construction for subsequent development approvals or at a time as determined by the City through a capital improvement program. |
| TR8 | Military Avenue & National Boulevard (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. | Los Angeles Department of Transportation | Los Angeles Department of Transportation | Pre-construction for subsequent development approvals or at a time as determined by the City through a capital improvement program. |
| TR9 | Overland Avenue & National Boulevard / 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. | Los Angeles Department of Transportation | Los Angeles Department of Transportation | Pre-construction for subsequent development approvals or at a time as determined by the City through a capital improvement program as determined by the City through a capital improvement program. |
| TR10 | La Cienega Boulevard & Venice Boulevard (Intersection 76). Remove the median to provide a second westbound left-turn lane. | Los Angeles Department of Transportation | Los Angeles Department of Transportation Caltrans | Pre-construction for subsequent development approvals or at a time as determined by the City through a capital improvement program. |
| TR11 | Sepulveda Boulevard & Venice Boulevard (Intersection 84). Remove the medians on Venice Boulevard and restripe both the eastbound and westbound approaches to add one left-turn lane to each approach. | Los Angeles Department of Transportation | Los Angeles Department of Transportation City of Culver City | Pre-construction for subsequent development approvals or at a time as determined by the City through a capital improvement program. |
| TR12 | Stewart Street & Olympic Boulevard (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. | Los Angeles Department of Transportation | Los Angeles Department of Transportation City of Santa Monica | Pre-construction for subsequent development approvals or at a time as determined by the City through a capital improvement program. |
| TR13 | Barrington Avenue & Mississippi Avenue (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 | Los Angeles Department of Transportation | Los Angeles Department of Transportation | Pre-construction for subsequent development approvals or at a time as determined by the City through a |

TABLE 4-1: MITIGATION AND MONITORING PROGRAM

| No. | Mitigation Measure | Implementing Agency | Enforcement and Monitoring Agency | Monitoring Phase / Monitoring Actions |
|-------------|--|--|--|--|
| | require the removal of two on-street parking spaces. | | | capital improvement program. |
| TR14 | <p>In areas where implementation of the Proposed 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 will 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 could include the following (but are not limited to):</p> <ul style="list-style-type: none"> • Traffic circles • Speed humps • Roadway narrowing effects (e.g. raised medians, traffic chokers etc.) • Landscaping features • Roadway striping changes • Stop signs <p>In addition to the aforementioned traffic calming measures, neighborhood improvements can offset the effect of adding traffic. These could include (but are not limited to) measures such as street trees, sidewalks, landscaping, neighborhood identification features, and pedestrian amenities. It would be the project applicant's responsibility to implement any of the approved measures through the Bureau of Engineering's permit process.</p> | Los Angeles Department of Transportation | Los Angeles Department of Transportation | Periodically during Project development, upon request submitted through the Council Office. |
| TR15 | Arterial Monitoring Station #70 (Venice Boulevard and Centinela Avenue). 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 Boulevard and the relocation of the bus stop on Centinela Avenue from the south side to the north side of the intersection. | Los Angeles Department of Transportation | Los Angeles Department of Transportation Caltrans | To be determined by the City and Caltrans |
| TR16 | 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. | Los Angeles Department of Transportation | Los Angeles Department of Transportation | Pre-construction for subsequent development approvals / Preparation of a worksite traffic control plan |

SOURCE: TAHA, 2017.

PROPOSED
EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

APPENDIX E
ENVIRONMENTAL STANDARDS

CPC-2013-621-ZC-GPA-SP

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AIR QUALITY

Include the following best management practices printed on plans:

- Use properly tuned and maintained equipment.
- Contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations.
- Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g., engine catalysts) to the extent they are readily available and feasible.
- Use heavy duty diesel-fueled equipment that uses low 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.
- 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. Sensitive land uses include residences, schools, playgrounds, athletic facilities, and long-term health facilities.

CULTURAL RESOURCES

Include the following requirements printed on plans:

- 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 finds during construction. If archaeological resources are uncovered (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 project shall not collect or move any archaeological materials or associated materials. Construction activity may continue unimpeded on other portions of the project site. 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. Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a qualified archeologist.
- All 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.
- A qualified paleontologist is required to monitor excavation and grading activities in soils that have not been previously disturbed. If paleontological resources are uncovered (in either a previously disturbed or undisturbed area), the City Department of Building and Safety shall be notified immediately, and all work on the project site shall cease until a qualified paleontologist evaluates the find. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. Halted construction activities on the project site may commence once the identified resources are properly assessed and processed by a qualified paleontologist.
- 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.

NOISE

Include the following best management practices printed on plans:

- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
- The construction contractor shall locate construction staging areas away from sensitive uses.
- When construction activities are located within 500 feet of noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
- Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
- Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.

For development within New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial-Residential Emphasis, and Mixed Use: Commercial/Residential zones with direct line-of-site to adjacent residential and other sensitive land uses:

- Industrial activity yards that include the operation of heavy equipment shall be shielded by sound barriers that block line-of-sight to sensitive receptors.
- Mechanical equipment (e.g., HVAC Systems) shall be enclosed with sound buffering materials.
- Truck loading/unloading activity shall be prohibited between the hours of 10:00 p.m. and 7:00 a.m. when located within 200 feet of a residential land use.
- 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.

TRANSPORTATION

Include the following printed on plans:

- 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.

WATER SUPPLY

Include the following conservation measures printed on plans:

Plumbing

- Residential shower stalls shall have no more than one shower head 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.

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 items currently required by the City per ordinance.

EXHIBIT B:

Exposition Corridor Streetscape Plan

Exposition Corridor Transit Neighborhood Plan
CPC-2013-0621-ZC-GPA-SP; ENV-2013-0622-EIR

Recommended by the City Planning Commission on November 9, 2017.

May 2018



FEBRUARY 2018

WASHINGTON BLVD

BUNDY DRIVE

SEPULVEDA BOULEVARD

OLYMPIC BOULEVARD

PICO WESTWOOD
BOULEVARD

MOTOR AVENUE

EXPOSITION CORRIDOR
STREETSCAPE PLAN

A Transit Neighborhood Plans Project

EXPOSITION
BOULEVARD

CASTLE HEIGHTS

PALMS BOULEVARD

NATIONAL
BOULEVARD



This project is partially funded by Metro

EXPOSITION CORRIDOR STREETSCAPE PLAN

A Transit Neighborhood Plans Project

Approved by the Board of Public Works [or City Engineer] on [date]

Approved by the City Planning Commission on [date]

TABLE OF CONTENTS

1

INTRODUCTION.....

1-1

1.1

Boundaries.....

1-1

1.2

What is a Streetscape Plan?.....

1-2

1.3

History.....

1-3

1.4

Relevant Plans & Programs.....

1-3

2

PLAN
CHARACTERISTICS.....

2-1

2.1

Purpose.....

2-1

2.2

Goals.....

2-1

2.3

Principles.....

2-1

2.4

Bicycle Network.....

2-2

2.5

Plan Components & Organization.....

2-2

3

ADMINISTRATION.....

3-1

3.1

Applicability.....

3-1

3.2

Implementation.....

3-2

3.3

Maintenance.....

3-2

3.4

Approval & Permits.....

3-3

4

STREETSCAPE
ELEMENTS.....

4-1

Streetscape Elements Tables.....

4-2

Street Trees and Landscaping.....

4-7

Sidewalk Paving.....

4-9

Street Furniture.....

4-10

Street Lighting.....

4-10

Bus Zone Amenities.....

4-10

Crosswalks.....

4-11

Crosswalk ADA Ramps.....

4-11

Curb Radii.....

4-11

Curb Extensions.....

4-12

Parking Lane Planters.....

4-12

Raised Landscaped Medians.....

4-12

5

ILLUSTRATIVE
PLANS.....

5-1

Bundy Drive.....

5-3

Olympic Boulevard.....

5-6

Sepulveda Boulevard.....

5-9

National Boulevard.....

5-16

Palms Boulevard.....

5-21

APPENDICES.....

APPENDIX A: Street Widths.....

A-1

APPENDIX B: Existing Cross Sections.....

B-1

APPENDIX C: Street Trees.....

C-1

APPENDIX D: Aspirational Cross Sections.....

D-1

TABLES

1.

Streetscape Plan Applicability.....

3-1

2.

Department of Public Works Permits.....

3-3

3.

Basic Streetscape Elements.....

4-2

4.

Major Streetscape Elements.....

4-5

5.

Street Trees Palette.....

4-8

6.

Street Widths.....

A-2

7.

Street Trees.....

C-2

FIGURES

1.

Regional Vicinity Map.....

1-1

2.

Streetscape Plan Segments.....

1-1

3.

Public Right-of-Way.....

4-1

4.

Parkway Dimensions.....

4-7

5.

Tree Well Dimensions.....

4-7

6.

Sidewalk Paving Patterns.....

4-9

7.

Crosswalks at Controlled Locations.....

4-11

8.

Curb Radii.....

4-11

9.

Corner Curb Extensions.....

4-12

10.

Midblock Curb Extensions

4-12

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1.0 INTRODUCTION

The Exposition Corridor Streetscape Plan provides a blueprint for streetscape improvements in the public right-of-way that aims to create a pedestrian-friendly environment that encourages walking and transit use. The Streetscape Plan is developed in conjunction with the Exposition Corridor Transit Neighborhood Plan (ECTNP), a Specific Plan that guides the future development of the area within a half-mile of the Metro Exposition Line Phase 2 stations (See Figure 1 below). The ECTNP Area is located within City Council Districts 5, 10, and 11, and comprises portions of the West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert Community Plan areas. It is located entirely within the incorporated City of Los Angeles, and abuts the City of Culver City and the City of Santa Monica.

FIGURE 1. Regional Vicinity Map



Per this Streetscape Plan, streetscape improvements may be constructed and/or maintained through a variety of means, including:

- By Certified Neighborhood Councils, Business Improvement District(s) or other community organizations;
- By private property owners, developers and business owners, in conjunction with development projects or as voluntary improvements;
- By the City in conjunction with street improvement projects, Metro Call for Projects funding or other grants (construction only).

The Streetscape Plan does not supersede established standards by other City departments. The information in this document regarding processes and procedures is for informational purposes only. Consult with the appropriate City agency for the most accurate and up-to-date information.

1.1 Boundaries

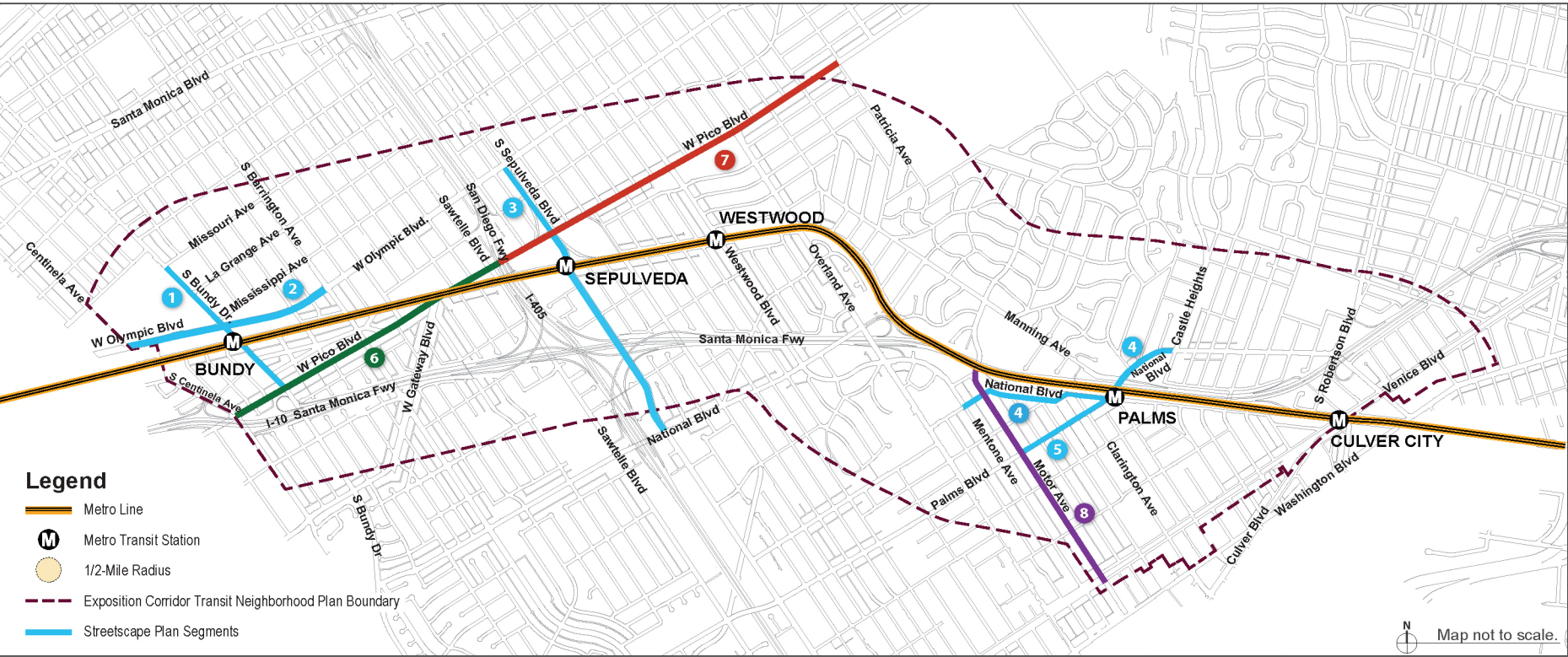
Figure 2 shows the Exposition Corridor Transit Neighborhood Plan boundary and the five streetscape segments that are included in the Exposition Corridor Streetscape Plan:

- 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

Figure 2 also shows the location of three additional street segments, which are associated with the Livable Boulevards Streetscape Plan. Although these segments fall within the boundary of the Exposition Corridor Transit Neighborhood Plan, the provisions of the Exposition Corridor Streetscape Plan do not apply to these street segments. See the Livable Boulevards Streetscape Plan for detail.

- 6 **Pico Boulevard** between Centinela Avenue and I-405
- 7 **Pico Boulevard** between I-405 and Patricia Avenue
- 8 **Motor Avenue** between I-10 and Venice Boulevard

FIGURE 2. Streetscape Plan Segments

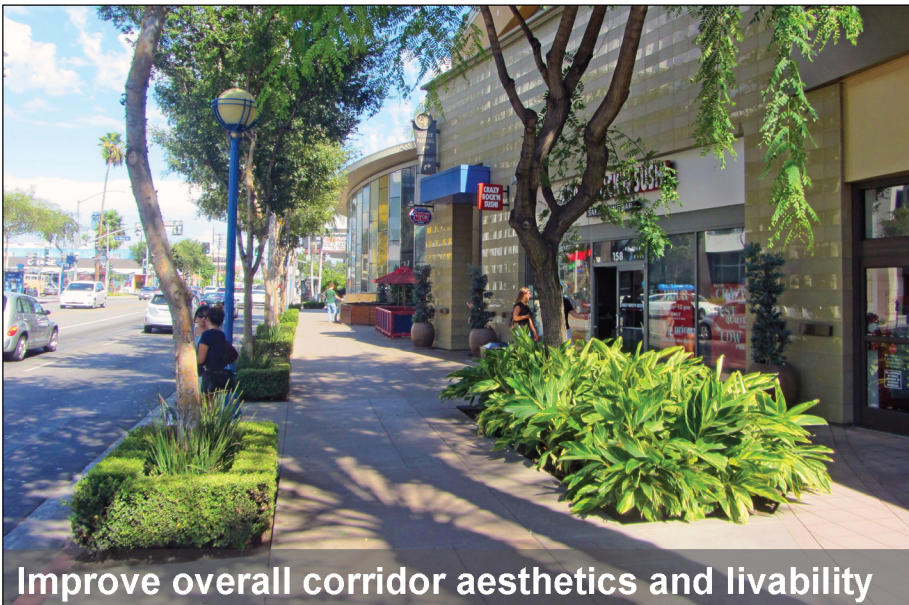


1.2 What is a Streetscape Plan?

A streetscape plan is a document which prescribes improvements in the public realm for a specific neighborhood, street, or series of streets. A streetscape plan:

- Documents the community's vision for how the street should look and function;
- Identifies a consistent palette of amenities such as street benches, trash receptacles, street lighting, trees, and unique community identifiers;
- Describes maintenance tasks for streetscape elements; and
- Provides a basis for pursuing funding opportunities for implementation.

What Do Streetscape Plans Do?



1.3 History

The Metro Exposition Light Rail Transit (LRT) Line is a transit line running 15.2 miles between Downtown Los Angeles and the City of Santa Monica. The majority of the line runs along the Exposition Boulevard right-of-way, which roughly parallels the Santa Monica Freeway. Phase I of the line was completed in 2012 from Downtown Los Angeles to Culver City. Phase 2, extending 6.6 miles from the Phase 1 terminus at the Culver City Station to the planned Colorado/4th Street Station in Santa Monica, was completed and began operation in 2016.

The City of Los Angeles, in partnership with the Los Angeles County Metropolitan Transportation Authority (Metro), aims to support vibrant neighborhoods around transit stations, where people can live, work and shop, all within a safe and pleasant walk to transit stations. The Exposition Corridor Streetscape Plan is developed to improve the walking environment of the Exposition Line Phase 2 corridor and to link light rail stations with the surrounding neighborhoods via complete streets that accommodate multiple modes of transportation. The Streetscape Plan focuses on the following five stations:

- Exposition/Bundy Station
- Exposition/Sepulveda Station
- Westwood/Rancho Park Station
- Palms Station
- Culver City Station

The street segments included in this Streetscape Plan were chosen based on their proximity to an Exposition LRT station. Each segment is located within a half-mile radius of a light rail station and will feed into the surrounding neighborhoods. These street segments will serve as important linkages to the transit stations and the Streetscape Plan will improve the pedestrian environment serving the local neighborhoods.

1.4 Relevant Plans & Programs

Several key City-adopted plans are relevant to Exposition Corridor Streetscape Plan and provide the regulatory context for this Streetscape Plan.

General Plan Framework Element

The City of Los Angeles' General Plan Framework (GPF) Element identifies focal points in each community that function as centers of activity and where new growth and development is expected to occur. The GPF encourages development and infrastructure improvements to occur in transit areas. It also promotes the designation of streets in a manner that prioritize users based on how the street functions - giving a "transit priority" designation to streets that have fixed rail or serve as major bus routes - and further prioritizes those streets for streetscape improvements.

Mobility Plan 2035

The Mobility Plan 2035, which serves as the Transportation Element of the General Plan, establishes street designations for all streets in the City. The street segments in the Exposition Corridor Streetscape Plan are classified as either Boulevard II (Olympic Boulevard and Sepulveda Boulevard), Avenue I (Bundy Drive) or Avenue II (National Boulevard, Palms Boulevard).

In order to create an effective, balanced transportation system that provides a variety of mobility options for all users, the Mobility Plan also places a subset of the city's streets on mode-specific networks, which emphasize a particular mode on each street as part of a larger system. Of the streets in this Streetscape Plan, Bundy Drive and Sepulveda Boulevard are on the Transit Enhanced Network; Olympic Boulevard is on the Vehicle Enhanced Network; National Boulevard (north of I-10) is on the Neighborhood Enhanced Network; and National Boulevard (south of I-10) is on the Bicycle Enhanced Network.

Westside Mobility Plan

The Westside Mobility Plan was initiated in 2011 to create a long-range transportation plan for the Westside communities of West LA, Venice, Palms, Westwood, Brentwood, Playa del Rey, Westchester, and LAX. A collaboration between the Los Angeles Department of Transportation and Department of City Planning, the plan will develop recommendations to improve the connectivity of the transit network, better serve all modes of transportation, improve the efficiency of the transportation system, and enhance the livability of the major boulevards in the Westside communities. The plan will also update the Coastal Transportation Corridor and the West LA Transportation Impact and Mitigation Plan. As part of the Livable Boulevards component of the Westside Mobility Plan, new streetscape plans are being developed for portions of Pico Boulevard and Motor Avenue (See Figure 2), as well as Venice Boulevard and Centinela Avenue. These streetscape plans are intended to improve the safety and walkability of these key Westside commercial corridors and connections to the Exposition Phase 2 transit stations.

Community Plans

The Community Plans are a component of the Land Use Element of the City's General Plan. Community plans provide physical growth and development policies for the various neighborhoods throughout the Los Angeles and encourage sustainable land use practice while balancing the unique character of individual communities. The street segments of the Exposition Corridor Streetscape Plan area are located within the boundaries of the West Los Angeles Community Plan and the Palms-Mar-Vista-Del Rey Community Plan, which serve as blueprints for growth and development in those areas.

Exposition Corridor Transit Neighborhood Plan

The Exposition Corridor Streetscape Plan complements the Exposition Corridor Transit Neighborhood Plan (Specific Plan) which establishes new development regulations that support transit ridership, such as allowing some increased development intensity near stations where appropriate. The Specific Plan requires the design of new buildings to be pedestrian-oriented and establishes coordinated and comprehensive design standards that cover building height massing and orientation, architectural treatment, open space, and parking. The Streetscape Plan will combine with the Specific Plan to create pedestrian-oriented neighborhoods along the Exposition Corridor.

West Los Angeles Traffic Improvement and Mitigation Specific Plan (WLA TIMP)

The West Los Angeles Traffic Improvement and Mitigation Specific Plan, adopted in March 1997 requires new development to mitigate Significant Transportation Impacts and to promote transit enhancement through additional transit, ridesharing and bicycling. Projects are reviewed by LADOT to determine the number of trips generated and to calculate a Transportation Impact Assessment (TIA) Fee. Money generated from the TIA Fee is used to fund transportation improvements identified in the Plan. This Specific Plan is currently being updated as part of the Westside Mobility Plan study.

Sepulveda Corridor Specific Plan

The Sepulveda Corridor Specific Plan, adopted in December 1992, implements the provisions of the West Los Angeles Community Plan which identify the Sepulveda industrial area as an area where redevelopment should be enhanced to achieve street improvements, rehabilitation and reconstruction of older structures, and adequate off-street parking and freight loading facilities. This Plan prohibits construction on the railroad right-of-way on the west side of Sepulveda Boulevard and allows for a transfer of allowable floor area from the right-of-way to other property in the Sepulveda Corridor Specific Plan area.

West Pico Boulevard Community Design Overlay

The West Pico Boulevard Community Design Overlay (CDO), adopted in March 2004, provides guidelines and standards for development projects on commercially and industrially designated properties located between the San Diego Freeway (I-405) on the east, Tennessee Avenue to Federal Avenue on the north, Pico Boulevard to the south, and Centinela Avenue (City boundary) on the west. The intent of this CDO is to provide guidance and direction in the design of buildings that will enhance the appearance of the area. *With the adoption of the Exposition Corridor Transit Neighborhood Plan, the West Pico Boulevard CDO will be rescinded and the guidelines and standards therein will be incorporated into the Transit Neighborhood Plan.*

Westwood Pico Neighborhood Oriented District

The Westwood Pico Neighborhood Oriented District, adopted in January 1998, establishes development regulations to encourage pedestrian oriented design. The plan includes both sides of Westwood Boulevard between Missouri Avenue, the alley north of Pico Boulevard, the north side of Pico Boulevard between Bentley Avenue and Patricia Avenue, the south side of Pico Boulevard between Military Avenue and Patricia Avenue, and the east side of Overland Avenue between Blythe Avenue and the alley south of Pico Boulevard.

Standard Plans

The Department of Public Works and LADOT create standard plans to establish technical dimensions for various elements found in streets citywide. This Streetscape Plan is consistent with and does not supercede the technical specifications in the standard plans. Applicants should refer to all applicable standard plans when installing any streetscape element. The City’s adopted standard plans are consistent with Caltrans’ design manuals, policies, and national guidelines.

2.0 PLAN CHARACTERISTICS

2.1 Purpose

The purpose of the Exposition Corridor Streetscape Plan is to create complete streets that complement Phase 2 of the Metro Exposition LRT line and the land use changes resulting from the Exposition Corridor Transit Neighborhood Plan. The Streetscape Plan proposes streetscape design elements for five street segments within the Exposition LRT Phase 2 corridor, including street trees, street furniture, crosswalks and other features that will improve the quality of each street and reinforce their role as important links to the transit stations. The Plan proposes changes to the existing cross sections of the street segments, with a focus on creating wider sidewalks and incorporating new street trees and street furniture. On select street segments, the Plan also proposes the addition of curb extensions, dedicated transit lanes, medians, and/or other features in the roadway. The Plan does not propose the removal or addition of vehicular travel lanes.

The Streetscape Plan responds to the recently adopted Mobility Plan 2035, which updated street designations and provided new street standards to create complete streets that accommodate all modes of transportation. The Streetscape Plan also aims to reflect the enhanced street networks identified in the Mobility Plan by accommodating the primary mode designated for each street, and addresses the Mobility Plan’s Bicycle Lane Network as applicable.

2.2 Goals

The goal of the Exposition Corridor Streetscape Plan is to encourage the placement of adequate street trees, street furniture, lighting, and other features to create a more pedestrian-friendly environment. The City is amending the General Plan to give the street segments in the Streetscape Plan new street classifications that specify how the public right-of-way is to be apportioned among roadway, sidewalks, bicycle lanes, light rail, and any other future transit.

Additional goals of the Exposition Corridor Streetscape Plan are to:

- Create an environment that encourages the use of transit and active transportation, in addition to the automobile.
- Enhance the identity of the distinct neighborhoods around each Exposition Phase 2 transit station using streetscape design elements to improve the built form and quality of life.
- Coordinate street and sidewalk improvements and encourage changes to the public right-of-way which are consistent with adopted streetscape standards.
- Position Bundy Drive, Olympic Boulevard, Sepulveda Boulevard, National Boulevard, and Palms Boulevard as “complete streets” that provide a variety of mobility options.
- Ensure the future provision of amenities such as shade trees, seating and lighting that improve the comfort and safety of pedestrians and foster transit ridership.
- Create lively and active urban streets.
- Provide places for people to sit and gather.
- Create an environment in which businesses and commerce can thrive.
- Accommodate all users including seniors, children, and people with disabilities.

2.3 Principles

This Streetscape Plan is intended to connect new and existing projects into a cohesive design scheme that will promote attractive and inviting corridors and a lively pedestrian environment.

The guiding principles of this Streetscape Plan are:

Consistency. The street segments covered by this streetscape plan are characterized by a mix of uses and a varied built form. Coordinated streetscape elements, including street trees, street lights, sidewalk paving, enhanced crosswalks and street furniture, can improve the aesthetic quality and contribute to the economic vitality of these corridors.

Safety. Public safety is critical to the success of commercial districts, in particular, an environment in which pedestrian and automobile traffic can safely coexist.

Beauty. A street that is pleasant and enjoyable to travel along, whether walking, on a bicycle, in a vehicle or on transit, is an asset to the businesses on it and to the community that it serves.

Simplicity. Streetscape elements should be clean and simple in their design. Visual appearance and placement of streetscape elements should promote unobstructed views of storefronts and an ADA-accessible clear path of travel on sidewalks to minimize visual distractions, enhance the appearance of the corridor, and ensure access for all users.

Comfort. Streetscape elements should offer basic comforts to pedestrians and transit users, including shade, seating and shelters at transit stops and allow for gathering and social interaction in the public realm.

Maintenance. Streetscape elements should be readily available for replacement or repair purposes and should be easily maintainable.

Durability. Streetscape components should be designed to serve the many pedestrians of the community. This includes the use of structurally sound and long lasting materials for each streetscape element.

2.4 Bicycle Network

The Exposition Corridor Streetscape Plan aims to reflect the bicycle networks identified in the Mobility Plan 2035 through new street cross sections that either incorporate bicycle facilities or can accommodate them in the future.

According to the Mobility Plan’s Bicycle Lane Network, both Sepulveda Boulevard and Bundy Drive are planned for bicycle lanes. However, as “Tier 3” bicycle lanes, they are not considered as likely to be built by 2035 compared to “Tier 2” bicycle lanes; therefore, bicycle lanes are not incorporated into the cross sections in this Plan. Nevertheless, these cross sections do not preclude bicycle lanes from being implemented on these streets in the future.

According to the Mobility Plan’s Bicycle Enhanced Network, National Boulevard south of I-10 is planned for protected bicycle lanes (Tier 1). However, this Streetscape Plan shows non-protected bicycle lanes on this segment of National Boulevard. This is an interim condition that provides an important gap closure for the Expo Bike Path. In the future the roadway could be reconfigured to have protected bicycle lanes (i.e. cycle tracks). This has not been environmentally analyzed or adopted as part of this Streetscape Plan, and will need to be studied further before it can be implemented. See Appendix D for aspirational cross sections illustrating how protected bicycle lanes could be implemented along this segment in the future.

Palms Boulevard is designated a “Tier 2” bicycle lane on the Mobility Plan’s Bicycle Lane Network. However, adding bicycle lanes to this street could require a reduction in the number of travel lanes, which has not been studied or approved at this time. Therefore the cross section for Palms Boulevard in this Plan is shown as having no bicycle lanes. In the future, the roadway can be reconfigured to include bicycle lanes on both sides. See Appendix D for aspirational cross sections illustrating how bicycle lanes could be implemented along this segment in the future.

2.5 Plan Components & Organization

The following chapter identifies projects that are subject to the Plan and lists the required permits and review processes for various types of streetscape improvements. The specific streetscape elements for the Plan’s street segments are outlined in Chapter 4, which includes tables listing the characteristics and maintenance requirements for each element. Chapter 4 should be used as a tool for the future application of the streetscape elements called for in this Plan and should be cross-referenced as needed. Chapter 5 contains cross-sections, illustrative plan drawings, and renderings illustrating the streetscape elements and roadway configuration for each street segment in the Plan. Appendices A, B, and C of the Plan include information on the existing and planned street widths of each of the street segments, the existing cross sections of each street segment, and the street trees recommended by the Plan. Appendix D contains aspirational cross sections for two street segments, illustrating how new or enhanced bicycle facilities could be incorporated into the roadway.

3.0 ADMINISTRATION

The standards in the Streetscape Plan apply to all improvements within the public right-of-way of the identified segments along Bundy Drive, Olympic Boulevard, Sepulveda Boulevard, National Boulevard and Palms Boulevard, as shown in Figure 2. The public right-of-way is that area between property lines on opposite sides of the street segments listed above.

Within these standards, the strongest level of design intent is specified by the use of terms such as “must” and “shall.” Preferred streetscape design elements are expressed as being “encouraged,” “preferred,” or “recommended,” or as ones that “should,” or “may” be included as part of a project. Elements not found within this Streetscape Plan are not immediately precluded from future implementation as long as it can be demonstrated that they are in keeping with the overall design intent as expressed within this plan and are found to be consistent with the Goals and Principles (see Chapter 2.0) of this Streetscape Plan.

3.1 Applicability

Table 1 provides examples of types of projects that would require compliance with the provisions of this Streetscape Plan.

TABLE 1. Streetscape Plan Applicability

| TYPE OF PROJECT | SUBJECT TO STREETSCAPE PLAN? |
|---|---------------------------------|
| Tenant Improvement or Interior Remodel | No |
| Facade Improvement | No |
| New Construction | Yes |
| Additions (resulting in at least 5,000 net new sq ft or 250 net new daily trips prior to any project-specific mitigations required by DOT) | Yes |
| Change of Use (resulting in 250 net new daily trips prior to any project-specific mitigations required by DOT) | Yes |
| Planting of street trees, tree wells, parkways, bioswales, medians and related irrigation, planters, etc. | Yes |
| Installation of benches, trash cans, street lights or any other street furniture or elements | Yes |

Streetscape improvements in the public right-of-way that require an A-Permit, B-Permit, E-Permit, U-Permit or Revocable Permit by the Department of Public Works, such as new street trees or street furniture, are required to comply with the provisions of the Streetscape Plan. All streetscape improvements must be consistent with the technical specifications in this streetscape plan and applicable City Standard Plans.

Projects involving the issuance of a Building Permit by the Department of Building and Safety shall provide improvements in accordance with this Streetscape Plan using the following triggers:

Triggers for Basic Streetscape Plan Improvements. A project shall provide Basic Streetscape Plan Improvements when the project involves the issuance of a Building Permit by the Department of Building and Safety for one or more of the following:

- a) New Construction; or
- b) Addition resulting in:
 - (1) 5,000 net new square feet or more; or
 - (2) 250 net new daily trips or more prior to any project-specific mitigations required by DOT; or
- c) Change of Use resulting in:
 - (1) 250 net new daily trips or more prior to any project-specific mitigations required by DOT

Triggers for Major Streetscape Plan Improvements. A project shall provide Major Streetscape Plan Improvements, in addition to Basic Streetscape Plan Improvements, when a) and b) are met:

- a) The project involves the issuance of a Building Permit by the Department of Building and Safety for one or more of the following:
 - (1) New Construction; or
 - (2) Addition resulting in:
 - (i) 10,000 net new square feet or more; or
 - (ii) 250 net new daily trips or more prior to any project-specific mitigations required by DOT; or
 - (3) Change of Use resulting in:
 - (i) 250 net new daily trips or more prior to any project-specific mitigations required by DOT
- b) And when any of the following site criteria are met:
 - (1) The project is on a lot that is at least a half-acre in total gross area; or
 - (2) The project spans at least 250 feet of linear frontage; or
 - (3) The project’s building frontage encompasses the entire block-face

If after the adoption of this Streetscape Plan, the City Council adopts an ordinance to regulate streetscape plan improvements using applicability triggers that are different or modified from the ones shown above, this Applicability section shall be of no further force and effect.

3.2 Implementation

The Streetscape Plan itself does not specify the means of funding to build the required improvements. The Streetscape Plan will be implemented over time as new projects, both publicly and privately financed, are approved for the Plan area. Examples of public agency streetscape investments include improvements by the City of Los Angeles Department of Public Works, and other governmental entities, such as the Los Angeles County Metropolitan Transportation Authority (Metro) or the City of Los Angeles' Neighborhood Councils. Examples of private streetscape investments include improvements initiated by local Business Improvement Districts or by private developers proposing development projects fronting the public right of way along a streetscape segment. Implementation can also occur through approval of private projects consistent with the Exposition Corridor Transit Neighborhood Plan, including projects required to provide public benefits in return for increased development rights. Private projects consistent with other relevant plans and programs discussed in Section 1.3 of this Plan may also be required to implement portions of the Streetscape Plan, with the Department of City Planning imposing conditions on project approvals. Streetscape improvement projects sponsored by non-profit community groups or individuals represent additional ways in which implementation of the Streetscape Plan can occur.

By having an approved Streetscape Plan, the City will be able to apply for and submit more competitive grant applications to help secure funding from other sources for improvements on these segments. Additionally, Transportation Impact Assessment fees collected from the City's West LA TIMP and Coastal Transportation Corridor Specific Plans are also intended to help the City leverage additional funds to complete the build-out of the Streetscape Plan.

3.3 Maintenance

Successful implementation of this Streetscape Plan requires not only that improvements are constructed in accordance with the Plan, but that all approved Projects are maintained. All proposed streetscape projects shall include a maintenance plan. Such plans should be included in any project submittal to the Department of Public Works. Issues to be addressed include graffiti abatement, vandalism, irrigation repair and replacement (including water billing responsibility), maintenance of landscape, trash collection for receptacles not emptied by the city, and any other maintenance tasks identified by the Department of Public Works. Maintenance requirements shall abide by any applicable local, state, or federal standards.

3.4 Approval & Permits

The implementation of streetscape improvements must be approved by the City, typically by more than one department or bureau. City agencies can assist in the implementation of streetscape projects by private property owners through providing design expertise, the permit approval process, qualified City-funded programs, and/or assistance with access to appropriate state and federal grant funds. Chapter 4 (Streetscape Elements) notes the City departments that must approve each streetscape component. Individual departments and bureaus should be contacted directly for more specific information regarding their respective approval procedures and requirements.

Department of Public Works Permits

Streetscape project approvals result in the issuance of permits by the Department of Public Works. By approving the Exposition Corridor Streetscape Plan, the Board of Public Works has adopted the standards contained in the Plan as its own. This means that, in addition to existing citywide standards that apply to streetscape projects, projects will be reviewed for consistency with the Exposition Corridor Streetscape Plan as a condition of approval, as part of the permitting process by the Department of Public Works. Different types of permits are issued for individual projects, with varying levels of review. Table 2 to the right summarizes the permits issued by the Bureau of Engineering (BOE). Additional permits may be required by other bureaus, including the Bureau of Street Services (BSS), the Bureau of Street Lighting (BSL), and the Bureau of Sanitation (BOS). See contact information to the right for more information.

Bureau of Contract Administration: Shop and Field Inspection

All projects in the public right-of-way are subject to Shop and Field Inspection by the Department of Public Works, Bureau of Contract Administration. This requirement applies to major and minor projects, including construction of bus shelters, benches, bike racks, gateway monuments, news racks and permanent signs in the public right-of-way. Standard Specifications for Public Works Construction (Green Book) and BOE Brown Book amendments provide a list of materials that require shop inspection. The purpose of this inspection is to assure quality in the construction and materials, which are fabricated in a shop away from the construction site. All streetscape project plan drawings should include a note with the following text:

“Shop Fabrication should be made only from approved shop drawings and under inspection by the Bureau of Contract Administration. To arrange for inspection, call (213) 485-5080 two (2) weeks in advance for items more than fifty (50) miles outside of the City of Los Angeles, and 24 hours in advance for others.”

TABLE 2. Department of Public Works Permits - Bureau of Engineering

| PERMIT TYPE | TYPE OF WORK | PROCESS |
|--|---|--|
| A-Permit (LAMC 62.106.a) | Minor street construction. Common examples include: <ul style="list-style-type: none">• Repair, construction, reconstruction of standard street elements (curbs, sidewalks, tree wells, driveway approaches, gutters, curb drains, etc.) that match existing grades• Repair of sidewalk damage caused by tree roots (Also requires a Street Tree Permit by Bureau of Street Services, Urban Forestry Division) Typically, only projects that use standard, City-approved materials, comply with applicable City design specifications, and do not alter the established flow line of a gutter are eligible for an A-Permit. | <ul style="list-style-type: none">• Staff level review• Typically does not require a survey or engineered plans• Additional permits may also be required.• Any associated excavation must also obtain an excavation permit |
| B-Permit (LAMC 62.106.b) | Major street improvements. Common examples include: <ul style="list-style-type: none">• Widening of streets and alleys• Changing existing street grade• Installation of street lighting and traffic signals | <ul style="list-style-type: none">• Staff level review• Require professionally prepared construction plans• May be required for a series of improvements that would individually require an A-Permit or when done in conjunction with a development project• Issued for design and/or construction• Additional permits may also be required.• Any associated excavation must also obtain an excavation permit |
| E-Permit (Excavation) U-Permit (Utility) | Issued to allow construction, inspection, maintenance, repair or removal of facilities that require boring, trenching or excavation in the public right-of-way. Common examples include: <ul style="list-style-type: none">• Relocation of utility boxes• Street lights• Drilling of monitoring wells• Test boring to locate substructures | <ul style="list-style-type: none">• Staff level review• May be issued in conjunction with an A- or B-Permit• Ensures consistency with the City’s design and material specifications and proper inspection of construction work |
| R-Permit (Revocable) | Major street improvements that encroach into the public right-of-way: <ul style="list-style-type: none">• Street improvements that include non-standard materials and/or elements and require repair and maintenance by the permittee, subject to determination by various agencies.• Grants conditional encroachment into the public right-of-way | <ul style="list-style-type: none">• Staff level review• Applicant must keep improvements in a safe and maintained condition• Applicant typically must show proof of liability insurance. These are temporary permits which the City may revoke at any time, at which time permittee is required to restore the street to its original condition• Typically tied to A- or B-Permit and is not stand-alone |

*Permit information is subject to change and is presented here for informational purposes only. Consult with the appropriate City agency for the most up-to-date information.

Contacts for Additional Permit Information

For A-, B-, E-, U-, and R-Permits, see the Bureau of Engineering Permit and Procedure Manual: <http://eng.lacity.org/techdocs/permits/>

For street tree permits and street use permits contact the Bureau of Street Services: <http://bsspermits.lacity.org>

For information on street lighting, contact the Bureau of Street Lighting: <http://bsl.lacity.org>

For permits from the Bureau of Sanitation see <http://lacitysan.org>

Department of Transportation Review

Review by the Department of Transportation is required for the following elements:

- Raised medians and tree placement in medians
- Pedestrian refuge areas
- Crosswalks
- Midblock crossings
- Curb extensions
- Transit stop locations
- Loading and drop-off zones
- Directional and informational signs⁽¹⁾
- LADOT hardware (e.g. controller boxes) - colors and materials
- Bicycle racks, lockers, bicycle corrals and other bicycle facilities
- All Metro projects (interagency coordination)
- Traffic control devices (signals, pavement markings, traffic signs) and on-street parking zones

Notes:

(1) Directional and informational signs shall also be reviewed by BSS for content, and by BOE for structural issues.

4.0 STREETSCAPE ELEMENTS

Streetscape improvements implemented on the street segments specified in this Plan shall abide by the requirements listed in Tables 3 and 4 on the following pages. These tables list the streetscape elements applicable to the street segments in this Streetscape Plan, along with their key characteristics and technical specifications. They also list the City standard plan number (where relevant) and the agency to contact for design, permit, and maintenance requirements for each element. The typical maintenance noted for each element is a general description of required maintenance; specific requirements will be provided by the reviewing agency.

Basic Streetscape Improvements are listed in Table 3, and are improvements that are typically in the sidewalk area. Major Streetscape Improvements are listed in Table 4, and are more substantial improvements that typically change the functionality of the street. Major Streetscape Improvements are anticipated to be implemented by large scale projects and require consultation with City departments to determine appropriateness and feasibility. Elements noted as “optional” may be implemented at the discretion of the property owner.

Tables 3 and 4 are followed by a general narrative description of each streetscape element and its contribution to a more livable street and the community it serves. The descriptions are not intended to repeat or replace the requirements listed in Tables 3 and 4. Also note that the associated images and illustrations are conceptual examples only, and do not necessarily reflect all existing City standards.

FIGURE 3. Public Right-of-Way



ACRONYMS

- DCP = Department of City Planning
- DPW = Department of Public Works
- DOT = Department of Transportation
- DWP = Department of Water and Power

The following are Bureaus within the Los Angeles Department of Public Works:

- BOE = Bureau of Engineering
- BSS = Bureau of Street Services
- BSL = Bureau of Street Lighting
- BOS = Bureau of Sanitation

TABLE 3. Basic Streetscape Improvements

| Element | Figure | Street Segment | Key Characteristics | Required Review | Standard Plan or Agency Review | Typical Maintenance |
|------------------------------|----------|--|--|-----------------|--------------------------------|--|
| STREET TREES AND LANDSCAPING | | | | | | |
| Tree Wells | Figure 5 | ALL | <ul style="list-style-type: none"> Standard dimensions: 4'x8' Surface treatment: decomposed granite (DG) per Greenbook standards (preferred) or low-growing drought-tolerant plants with mulch (optional). Plants in the public right-of-way must comply with the following criteria: <ul style="list-style-type: none"> Shall not be poisonous, invasive, or have sharp edges, spiky or thorny points Shall not be taller than 36 inches at maturity Shall not be taller than 24 inches within 45-foot visibility triangle of street intersection, within 20 feet visibility triangle of an alley, or within five feet of a driveway or ramp edge. Should be drought-tolerant, cold hardy and long lived Convenience Strip: Unobstructed area 18" from face of curb, excluding a minimum 6"-wide curb. Required at planted tree wells adjacent to curbside parking spaces or loading areas. Natural concrete (standard gray) or permeable pavers if approved by BOE. | BOE, BSS | S-450 S-663 S-456 | Weed, remove litter, sweep DG into tree well, replenish DG. |
| Parkways | Figure 4 | BUNDY (b/w Exposition and Pico) SEPULVEDA (b/w Exposition and National) NATIONAL | <ul style="list-style-type: none"> Standard dimension: 5' wide Surface treatment: low-growing drought-tolerant plants with mulch (see planting criteria in "Tree Wells" above) Convenience Strip: Unobstructed area 18" from back of curb, excluding a minimum 6"-wide curb. Required at planted parkways adjacent to curbside parking spaces or loading areas. Natural concrete (standard gray) or permeable pavers if approved by BOE. House Walk: If parkway is adjacent to marked on-street parking or loading spaces, a 5'-wide walkable surface across the parkway shall be provided every 35 to 50 feet. Walkable surface should be concrete (or permeable pavers if approved by BOE). | BOE, BSS | BOE, BSS | Weed and remove litter. Repair house walks when damaged. |
| Street Trees | - | ALL | <ul style="list-style-type: none"> Minimum 36" box Spaced on average 30' to 40' on center (refer to BSS Tree Spacing Guidelines) Minimum 20' clearance on each side of street lighting poles Tree staking and guying details per S-663 Existing trees to remain. Removal or replacement requires DPW approval. | BSS, BSL | S-456 S-663 | For tree wells with DG surface treatment, a 5 year establishment period is required. For tree wells with planting and irrigation, maintenance is required. |
| | | BUNDY | <ul style="list-style-type: none"> Missouri Ave to Olympic Blvd: <i>Parkinsonia x 'Desert Museum'</i> Palo Verde Tree (Preferred) / <i>Metrosideros excelsa</i> New Zealand Christmas Tree (Alternate) Olympic Blvd to Pico Blvd: <i>Metrosideros excelsa</i> New Zealand Christmas Tree (Preferred) / <i>Tabebuia impetiginosa</i> Lavander Trumpet Tree (Alternate) | | | |
| | | OLYMPIC | <ul style="list-style-type: none"> Centinela Ave to Bundy Dr: <i>Metrosideros excelsa</i> New Zealand Christmas Tree (Preferred) / <i>Geijera parviflora</i> Australian Willow (Alternate) Bundy Dr to Barrington Ave: <i>Geijera parviflora</i> Australian Willow (Preferred) / <i>Lyonothamnus floribundus</i> Catalina Ironwood (Alternate) Median: <i>Jacaranda mimosifolia</i> Jacaranda (Preferred) / <i>Eucalyptus ficifolia</i> Red-Flowering Gum (Alternate) | | | |
| | | SEPULVEDA | <ul style="list-style-type: none"> Olympic Blvd to Exposition Blvd: <i>Parkinsonia x 'Desert Museum'</i> Palo Verde Tree (Pferred) / <i>Tabebuia impetiginosa</i> Lavender Trumpet Tree (Alternate) Exposition Blvd to National Blvd: <i>Parkinsonia x 'Desert Museum'</i> Palo Verde Tree (Pferred) / <i>Tabebuia impetiginosa</i> Lavender Trumpet Tree (Alternate) | | | |
| | | NATIONAL | <ul style="list-style-type: none"> Castle Heights Ave to Palms Blvd: <i>Lyonothamnus floribundus</i> Catalina Ironwood (Preferred) / <i>Geijera parviflora</i> Australian Willow (Alternate) Palms Blvd to Mentone Ave: <i>Cercis occidentalis</i> Western Redbud (Preferred) / <i>Geijera parviflora</i> Australian Willow (Alternate) | | | |
| | | PALMS | <ul style="list-style-type: none"> <i>Cercis occidentalis</i> Western Redbud (Preferred) / <i>Tabebuia impetiginosa</i> Lavender Trumpet Tree (Alternate) | | | |

TABLE 3. Basic Streetscape Improvements (Continued)

| ELEMENT | FIGURE | STREET SEGMENT | KEY CHARACTERISTICS | REQUIRED REVIEW | STANDARD PLAN OR AGENCY REVIEW | TYPICAL MAINTENANCE |
|---------------------------------|----------|---|---|-----------------|--------------------------------|---|
| Irrigation System (Optional) | - | ALL | <ul style="list-style-type: none">Automatic in-line drip system, subsurface or pop-up bubblers, or microsprayAlternatively, property owner may water landscaping and trees manually. | BSS | Non-Standard | Check regularly/repair damaged parts; adjust watering seasonally. |
| SIDEWALK PAVING | | | | | | |
| Standard Sidewalk Paving | Figure 6 | ALL | <ul style="list-style-type: none">Entire sidewalk width, except tree wells.Control joints are not recommended at street corner between Back of Curb Ramp (BCR) and End of Curb Ramp (ECR).Protect existing utilities and private buildings from over cutting if scored lines are done by saw cutting.Concrete/control joints perpendicular to the curb and at regular intervals not exceeding 10'.Control joints located for the full walk width each side of tree well.Longitudinal scoring parallel to the curb approximately every 4'Scoring depth and radius per BOE standards.Standard gray color | BOE | S-444 S-601 | Repair when damaged; clean as needed |
| Special Sidewalk Paving | Figure 6 | BUNDY (b/w Exposition and La Grange) OLYMPIC (b/w Centinela and Granville) SEPULVEDA (b/w Exposition and Pico) | <ul style="list-style-type: none">Entire sidewalk width, except tree wells, curb ramps, and driveways.Control joints are not recommended at street corner between Back of Curb Ramp (BCR) and End of Curb Ramp (ECR).Protect existing utilities and private buildings from over cutting if scored lines are done by saw cutting.Concrete/control joints perpendicular to the curb and at regular intervals not exceeding 10'.Control joints located for the full walk width each side of tree well.Longitudinal scoring parallel to the curb every approximately every 4'Scoring depth and radius per BOE standards.Preferred: Concrete to be standard gray color, with approved permeable interlocking concrete pavers between tree wells (standard gray color). Type and pattern of permeable pavers to be approved by BOE. Approved pavers are listed on the "Approved Products" page at http://boe.lacity.org/apm/Alternate: Concrete to alternate between standard gray color and colored concrete (Davis Color "Sandstone") with medium sandblast finish, or approved equal. | BOE | Non-Standard | Repair when damaged; clean as needed |
| STREET FURNITURE ⁽¹⁾ | | | | | | |
| Bicycle Racks (optional) | - | ALL | <ul style="list-style-type: none">Place at a location approved by the DOT and city engineer. A minimum 48" wide unobstructed sidewalk access must be maintained.May be installed at business owner's request.Inverted U (black) or approved equal | DOT, BOE | S-671 | Per review agency |
| Potted Planters (optional) | - | ALL | <ul style="list-style-type: none">May be installed by abutting business owner with appropriate permits.Shrub heights to be approved by BSS.Include water trays or internal water systemNot to exceed dimensions (width/depth) of tree wells per this planMust be designed and installed against any overturning forceQuickcrete "Wilshire" series in Lite Crete (French Grey, Bungalow, or Fresca color) or approved equal | BSS | Non-Standard | Weed; remove/replace dead, dying or diseased plants; prune; remove litter; fertilize periodically |

TABLE 3. Basic Streetscape Improvements (Continued)

| ELEMENT | FIGURE | STREET SEGMENT | KEY CHARACTERISTICS | REQUIRED REVIEW | STANDARD PLAN OR AGENCY REVIEW | TYPICAL MAINTENANCE |
|-----------------------------------|----------|-------------------------|--|-----------------|--------------------------------|--------------------------------------|
| STREET LIGHTING | | | | | | |
| Roadway Lights | - | ALL | <ul style="list-style-type: none"> New and existing roadway lights shall be galvanized steel (CD 953) | BSL, DWP | BSL, DWP | By BSL funded by Prop 218 assessment |
| Pedestrian Lights | - | ALL | <ul style="list-style-type: none"> Install between existing street lighting at 30' on center, where feasible. 14' or 12' AV Steel Pole (galvanized steel) or approved equal | BSL, DWP | BSL, DWP | By BSL funded by Prop 218 assessment |
| BUS ZONE AMENITIES ⁽²⁾ | | | | | | |
| Bus Shelters | - | ALL | <ul style="list-style-type: none"> Provided at the discretion of the City Coordinated Street Furniture Program vendor at major bus stops Style: "Sunset Collection" (silver) or approved equal | BSS, BOE | BSS, BOE | By City vendor |
| Bus Benches & Trash Receptacles | - | ALL | <ul style="list-style-type: none"> Provided at the discretion of the City Coordinated Street Furniture Program vendor at major bus stops | BSS, BOE | BSS, BOE | By City vendor |
| Bus Stop Lights | - | ALL | <ul style="list-style-type: none"> Install in pairs within 20' of bus stops. 14' or 12' AV Steel Pole (galvanized steel) or approved equal | BSL, DWP | BSL, DWP | By BSL |
| PEDESTRIAN CROSSINGS | | | | | | |
| Crosswalk Striping | Figure 7 | ALL | <ul style="list-style-type: none"> Per LADOT policy, the implementation of continental striping on existing marked crosswalks shall be prioritized on major streets and at intersection crossings. | DOT, BOE | S-480 S-481.1 | Reapply every 5-10 years |
| Crosswalk ADA Ramps | - | ALL | <ul style="list-style-type: none"> ADA-approved ramps with detectable warning surface (min. 3' x 4'). Two ramps per corner at intersections (as feasible) and one ramp at each end of mid-block crossings. Detectable warning surface in yellow. Remainder of ramp to be natural concrete (standard gray) | BOE | S-442 | Repair when damaged; clean as needed |
| Curb Radii | Figure 8 | BUNDY OLYMPIC SEPULVEDA | <ul style="list-style-type: none"> Maximum 35' at intersections with an arterial street, as feasible. Maximum 25' at intersections with a non-arterial street, as feasible. Natural concrete (standard gray) | BOE | S-442 | Coordinate with review agency |
| | | NATIONAL PALMS | <ul style="list-style-type: none"> Maximum 25' (as feasible) | | | |

Table 3 Notes:

(1) Any street furniture shall comply with relevant spacing requirements, as determined by the Department of Public Works. All street furniture must conform to City's requirements and contractual obligations of the Citywide Coordinated Street Furniture and Bus Bench programs at all transit stops.

(2) All street furniture in the bus zone must conform to City's requirements and contractual obligations of the Citywide Coordinated Street Furniture and Bus Bench programs.

TABLE 4. Major Streetscape Improvements

| ELEMENT | FIGURE | STREET SEGMENT | KEY CHARACTERISTICS | REQUIRED REVIEW | STANDARD PLAN OR AGENCY REVIEW | TYPICAL MAINTENANCE |
|---------------------------|-----------------------|----------------|--|-----------------|--------------------------------|--|
| New Crosswalks | Figure 7 | ALL | <ul style="list-style-type: none"> Per LADOT policy, the implementation of continental striping on new marked crosswalks shall be prioritized on major streets and at intersection crossings. Where the nearest existing pedestrian crossings are spaced more than 600 feet apart, crosswalks should be provided, either at uncontrolled intersections or mid-block, as determined by LADOT. At new uncontrolled, marked crosswalks a new signal (e.g., Rectangular Rapid Flash Beacon, Advanced Pedestrian Warning Device) should be considered, which would require a warrant analysis by the LADOT District Office. Pedestrian refuge islands should be considered for all midblock crossings or intersection locations where there is a center turn lane and where a turn pocket is not necessary. The type and design of specific pedestrian signals, and refuge islands would be studied and determined by LADOT. BSL to review new crosswalks to ensure adequate illumination and lighting level. | DOT, BOE, BSL | S-480 S-481 | Reapply every 5-10 years |
| Curb Extensions | Figure 9 Figure 10 | ALL | <ul style="list-style-type: none"> Located at intersections or midblock, where feasible subject to LADOT approval. Extending to width of parking lane. Natural concrete paving (standard gray) Planting and trees optional; incorporate per BSS and LADOT guidelines; max 36" high Refer to Green Street Standard Plans for Vegetated Stormwater Curb Extensions (S-484-0). Minimum curb return radius of 25' for street cleaning purposes. If less than 25', to be maintained by R-permit holder. Provide traffic warning sign at the curb extensions to prevent drivers from driving into the curb extension. | BOE, DOT, BSS | S-484 | Per review agency |
| Parking Lane Planters | - | PALMS | <ul style="list-style-type: none"> Located within existing parking lanes Minimum size: 4' x 6' (not to exceed width of parking lane) Install street trees (Lavender Trumpet Tree) within planters Surface treatment: low growing plants (max 36" high) Observe LADOT guidelines to maintain visibility for vehicles Protection from errant drivers provided by raised curbs, bollards, railings, or other fixed objects per LADOT standards. | BOE, DOT, BSS | Non-Standard | Weed; remove/replace dead, dying or diseased plants; prune; remove litter; fertilize periodically; prune trees for clearance (permit required); maintain gutter between planter and sidewalk |
| Raised Landscaped Medians | - | OLYMPIC | <ul style="list-style-type: none"> Minimum 6" high integral curb and gutter per City Standard Plan Natural concrete (standard gray) Ground cover: drought-tolerant, non-invasive, non-poisonous, no thorn or spines, low-growing (less than 36" high) Median trees: Jacaranda (preferred) or Red-Flowering Gum (alternate) Slope to center to collect runoff; infiltration or treatment of street runoff where feasible. | BOE, DOT, BSS | BOE, DOT, BSS | Weed; remove/replace dead, dying or diseased plants; prune; remove litter; fertilize periodically; prune trees for clearance (permit required); mulch and irrigate |
| Bioswales (optional) | - | ALL | <ul style="list-style-type: none"> Plant low-growing plants not to exceed 36" in height (measured from pavement) Refer to Green Street Standard Plan for list of permitted planting materials | BOE, BSS, BOS | S-480 S-483 | Weed; remove/replace dead, dying or diseased plants; prune; remove litter; fertilize periodically; prune trees for clearance (permit required) |
| Seating and Benches | - | ALL | <ul style="list-style-type: none"> 118" wide with a middle arm rest Place at mid-block or a minimum of every 300' Distinct from benches provided as part of City Coordinated Street Furniture Program. Style: "Balance" (silver texture) by Forms and Surfaces or approved equal | BOE, BSS | Non-Standard | Remove graffiti; clean |
| Trash Receptacles | - | ALL | <ul style="list-style-type: none"> At corners of major intersections, and adjacent to benches. Distinct from trash receptacles provided as part of City Coordinated Street Furniture Program. Style: "Dispatch" (silver texture) by Forms and Surfaces or approved equal | BSS | Non-Standard | Empty as needed; remove graffiti; clean |

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Street Trees and Landscaping

Depending on location and the adjacent land uses, street trees are installed in either tree wells or parkways in the area between the curb and the walkway. Where parkways currently exist on Sepulveda Boulevard and National Boulevard, new streetscape improvements shall include parkways. New parkways shall also be installed on Bundy Drive between Exposition and Pico, in place of existing tree wells. In all other locations, street trees are to be installed in tree wells. Tree wells are treated with decomposed granite or low-growing plants and mulch. Parkway surfaces are treated with low drought-tolerant planting with mulch.

Along streets with curbside parking, an 18-inch convenience strip is required between tree wells or parkways and the face of the curb. This serves as an area on which passengers may step when exiting parked vehicles, and may be treated with natural concrete or permeable pavers (if approved by BOE). Also, 5-foot-wide house walk (walkable surface across the walkway) is required every 35 to 50 feet. Figures 4 and 5 show the dimensions of and relationship between tree wells, parkways, house walks, and the convenience strip.

The width of the walkway varies according to total sidewalk width but a minimum 5-foot-wide unobstructed ADA accessible walkway must be provided per BOE regulations (minimum 7 feet where adjacent to sidewalk dining.)



Tree well with planting and mulch along with concrete convenience strip

FIGURE 4. Parkway Dimensions

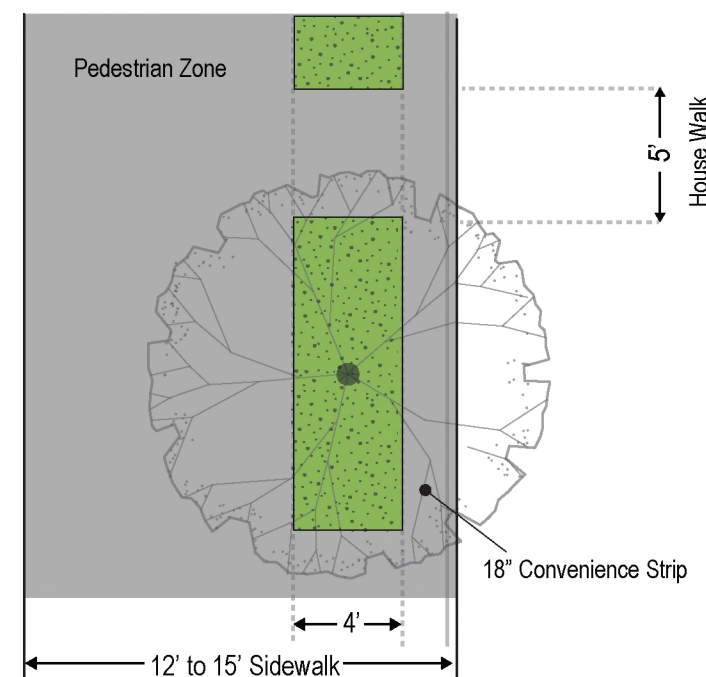
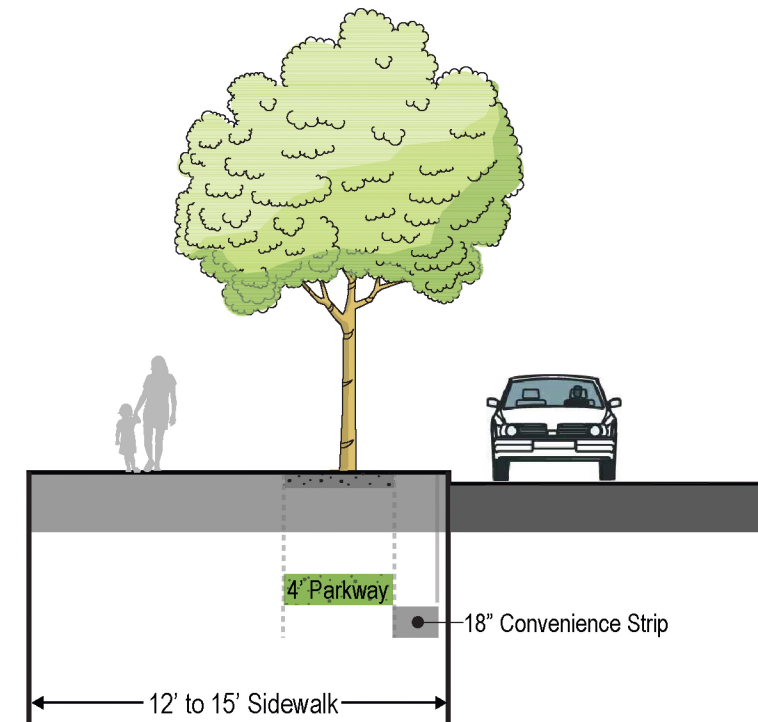
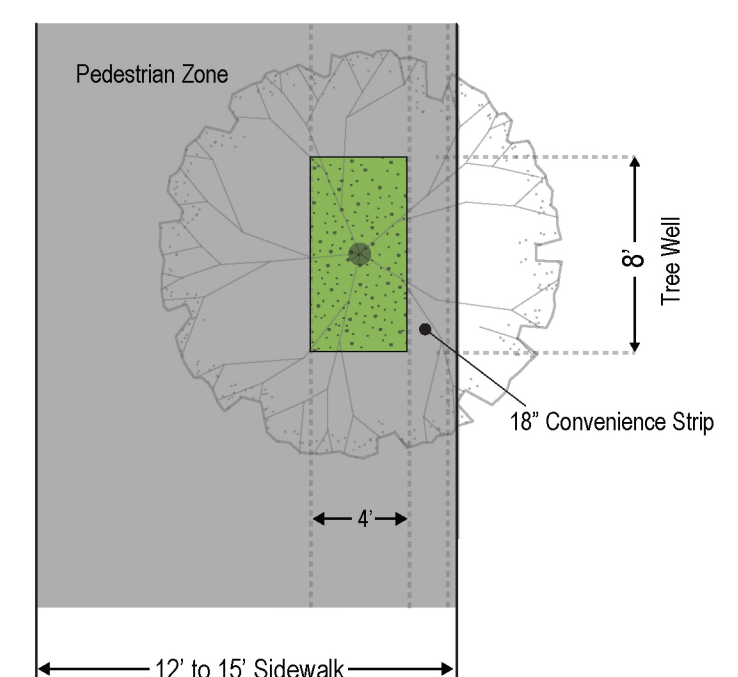
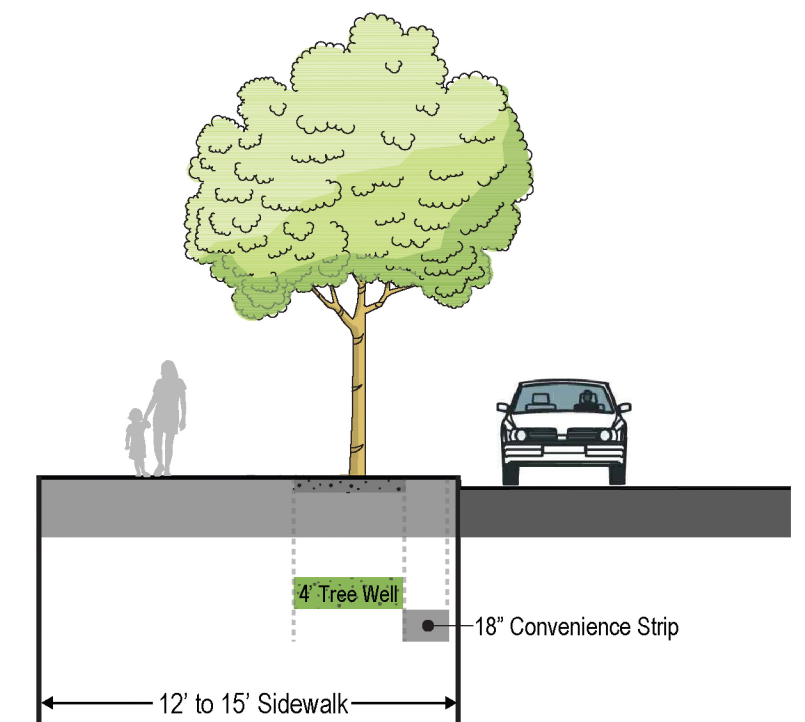


FIGURE 5. Tree Well Dimensions



Street Trees and Landscaping, Cont.

Diversity of tree species throughout the corridor reinforce the identity of the distinct neighborhoods that comprise the corridor as well provide variety in terms of color and seasonal interest. Permitted trees emphasize native and drought-tolerant trees that provide shade, are suited to the climate and will thrive in corridor’s urban context. The table to the right shows the required trees along each street segment. See Table 7 in Appendix C for details on each of the tree species.

Table 5: Street Trees Palette

PREFERRED TREE

ALTERNATE TREE

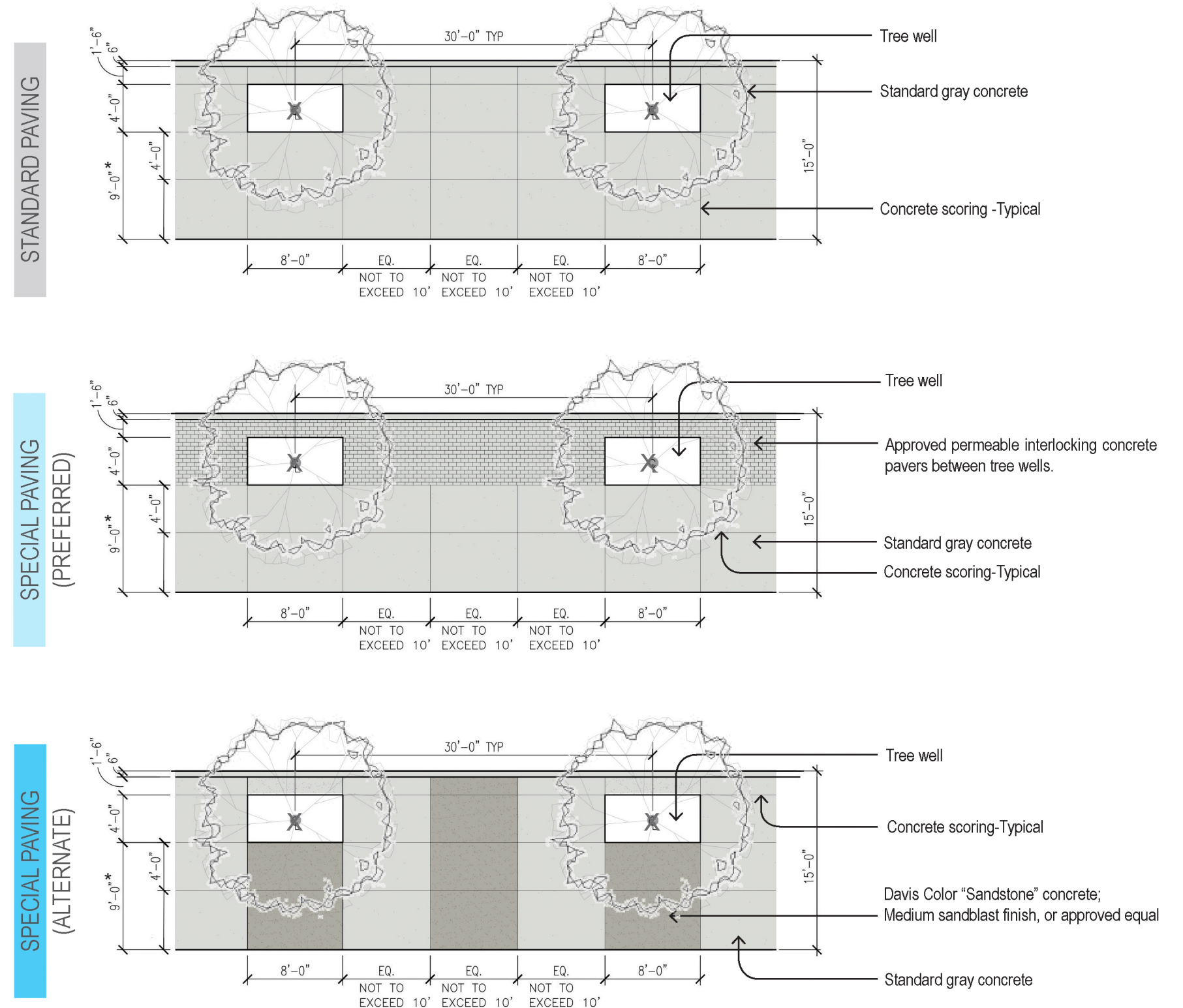
| | PARKINSONIA x ‘Desert Museum’/ Palo Verde Tree | METROSIDEROS excelsa/ New Zealand Christmas Tree | TABEBUIA impetiginosa/ Lavender Trumpet Tree | LYONOTHAMNUS floribundus / Catalina Ironwood | GEIJERA parviflora/ Australian Willow | JACARANDA mimosifolia/ Jacaranda | EUCALYPTUS ficifolia/ Red-Flowering Gum | CERCIS occidentalis/ Western Redbud |
|--|---|---|---|---|--|-------------------------------------|--|--|
| Bundy Drive: Missouri Avenue to Olympic Boulevard | <div></div> | <div></div> | | | | | | |
| Bundy Drive: Olympic Boulevard to Pico Boulevard | | <div></div> | <div></div> | | | | | |
| Olympic Boulevard: Centinela Avenue to Bundy Drive | | <div></div> | | | <div></div> | | | |
| Olympic Boulevard: Bundy Drive to Barrington Avenue | | | | <div></div> | <div></div> | | | |
| Olympic Boulevard: Median Trees from Centinela Avenue to Barrington Avenue | | | | | | <div></div> | <div></div> | |
| Sepulveda Boulevard: Olympic Boulevard to Exposition Boulevard | <div></div> | | <div></div> | | | | | |
| Sepulveda Boulevard: Exposition Boulevard to National Boulevard | <div></div> | | <div></div> | | | | | |
| National Boulevard: Mentone Avenue to Palms Boulevard | | | | | <div></div> | | | <div></div> |
| National Boulevard: Palms Boulevard to Castle Heights Avenue | | | | <div></div> | <div></div> | | | |
| Palms Boulevard: Motor Avenue to National Boulevard | | | <div></div> | | | | | <div></div> |

Sidewalk Paving

Standard sidewalk paving treatment is used for a majority of Sidewalk Areas, while special sidewalk paving treatments are applied in commercial areas within a quarter mile of the transit stations. The use of colored concrete, scoring, and permeable pavers enhances visual interest and reinforces neighborhood identity in these important locations.

Figure 6 illustrates the standard paving pattern and two types of special paving on a typical 15-foot-wide sidewalk. The preferred special paving pattern, which includes permeable paving along the edge, should be applied along designated street segments where feasible. On street segments where permeable pavers are not feasible, the alternate special paving pattern should be used.

FIGURE 6. Sidewalk Paving Patterns



* This dimension varies according to total sidewalk width. Ensure a minimum 5-foot-wide unobstructed ADA accessible walkway is provided per BOE regulations (minimum 7 feet where adjacent to sidewalk dining).

Street Furniture

A unified street furniture palette will enhance pedestrian comfort, create a sense of place and improve the overall quality of the street. Street furnishings may be placed in locations where a maintenance agreement between the property owner and the City has been executed or may also be installed and maintained by a local Business Improvement District (BID).

The Streetscape Plan identifies a palette of street furniture that is intended to complement the City’s Coordinated Street Furniture program. It identifies a bus shelter for the corridor from among the four design options available through the City’s Coordinated Street Furniture Program. It also provides design specifications for benches, trash receptacles and bike racks that supplement the furnishings of the Coordinated Street Furniture Program and will visually tie the corridor together, reinforce its unique identity and provide quality amenities for pedestrians and transit users.



Bench and trash receptacle by Forms and Surfaces

Street Lighting

In areas with significant pedestrian activity, pedestrian scale street lighting is an important addition to the palette of street furniture. Currently a variety of types and styles of street lighting poles exist on the corridor for roadway, pedestrian and bikeway lighting. In addition to the standard street scale lighting, the streetscape plan selects a pedestrian scale light fixture (LED or the most innovative lighting technology) for the corridor to improve consistency along and the visual quality of the corridor and to reinforce existing uses, character and scale. The goal is to ensure adequate lighting that illuminates both the roadway and the sidewalks (per I.E.S. recommended illumination) in order to promote a safe and comfortable environment for all users of the street.



Roadway light



Pedestrian light

Bus Zone Amenities

Furnishings at bus stops, including shelters, benches and trash receptacles, as well as information/advertising kiosks, are provided and maintained by City contractors with funding from the advertising panels on the furnishings. The bus stop furniture is maintained by the vendor, including routine maintenance of a trash receptacle and removal of graffiti. All bus benches and furniture must have a minimum of 3’ clearance all around. Per BSS requirements, a 5’ x 8’ “launching pad” clearance is also required to accommodate bus boardings.



Standard City bus shelter: Sunset model

Crosswalks

The Exposition Corridor Streetscape Plan encourages the installation of continental crosswalks, the new City standard, at controlled (signalized) and uncontrolled (unsignalized) crossings (see Figure 7). The continental crosswalk design improves the visibility of the crosswalks in order to alert motorists that pedestrians may be present. Yellow instead of white striping shall be used at intersections adjacent to schools, in consultation with the Department of Transportation.

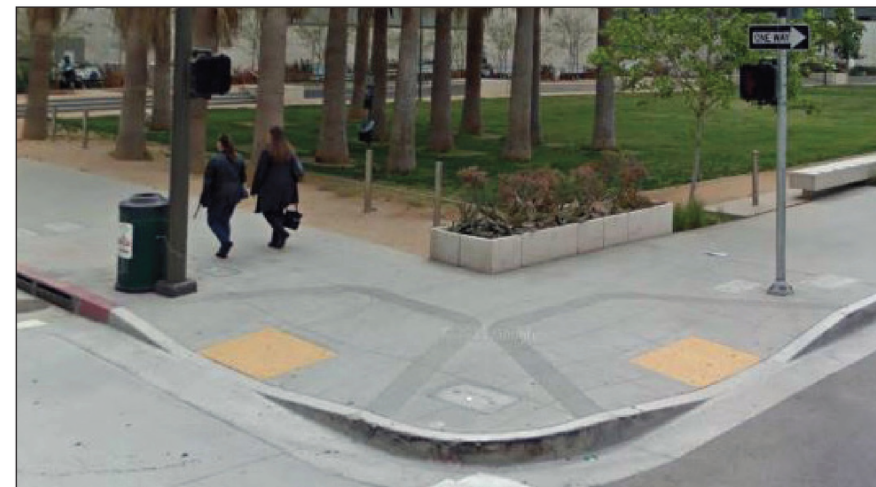
Where the distance between controlled pedestrian crossings is greater than 600 feet, a new pedestrian crossing - whether at an uncontrolled intersection or midblock - should be installed, if it is determined to be feasible by LADOT. This helps decrease walking distance between destinations and also serves to calm vehicular traffic along the street. Pedestrian-activated signals and flashing beacons should be installed at uncontrolled crossings to ensure pedestrian safety.



Crosswalk at controlled intersection

Crosswalk ADA Ramps

The Streetscape Plan requires two curb ramps at each corner of an intersection aligned with the direction of travel to accommodate people in wheelchairs, in accordance with the Americans with Disabilities Act (ADA). The ramps should also be designed with detectable warning surfaces as shown in the photo below.



Dual curb ramps with detectable warning surfaces

Source: Google Street View

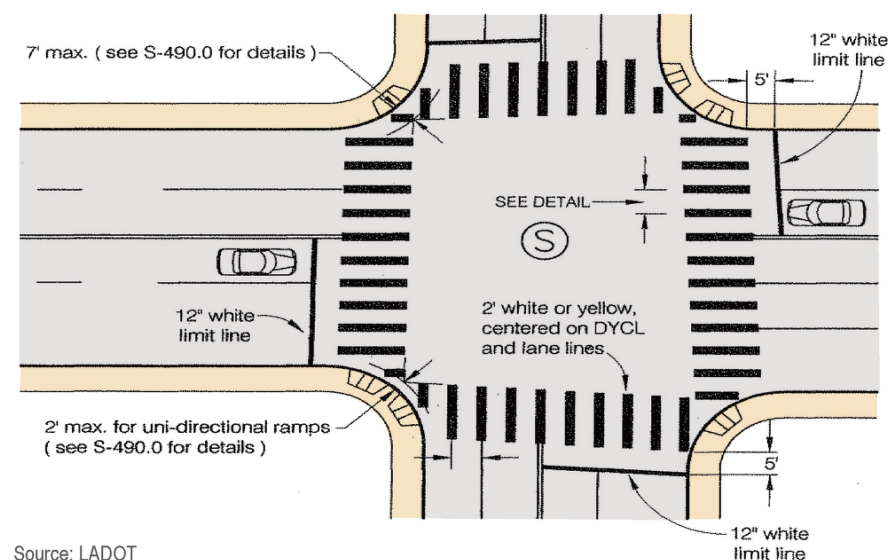
Curb Radii

The Streetscape Plan encourages reduced curb radii (as feasible) to improve pedestrian safety by shortening crossing distances at intersections and reducing pedestrian exposure to traffic. Smaller curb radii, as shown in Figure 8 below, also give pedestrians a larger waiting area on the sidewalk and reduce the speed of turning vehicles at intersections. Limiting curb radii to a maximum of 25 feet (as feasible) increases the safety of all users.



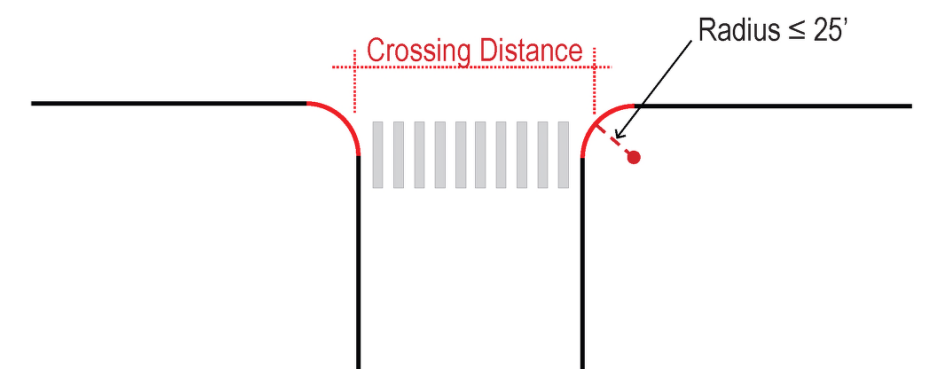
Smaller curb radii create more comfortable conditions for pedestrians.

FIGURE 7. Crosswalks at Controlled Locations



Source: LADOT

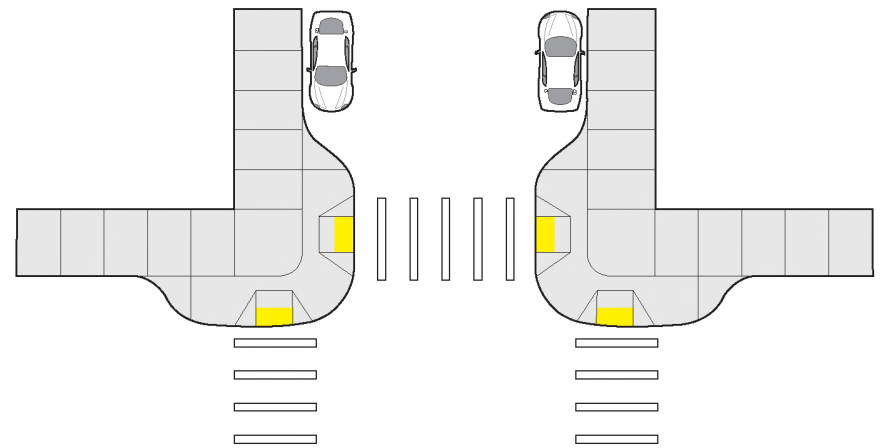
FIGURE 8. Curb Radii



Curb Extensions

In addition to shortening pedestrian crossing distances, corner curb extensions serve to enlarge sidewalks at intersections to accommodate increased pedestrian traffic. Corner curb extensions should incorporate planting, including trees where feasible. Midblock curb extensions are constructed in the middle of the block in between curbside parking stalls, to allow for planting of street trees and other landscaping, especially where the sidewalk width is insufficient for such planting.

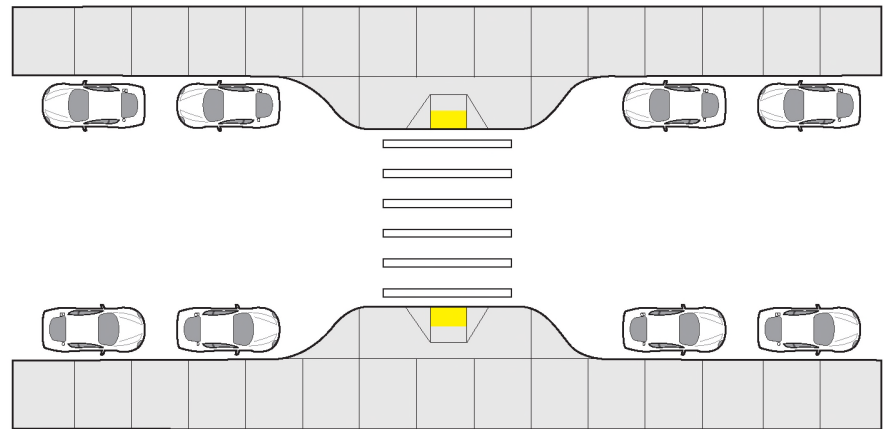
FIGURE 9. Corner Curb Extensions



Corner curb extension with optional planting

Source: Gruen Associates

FIGURE 10. Midblock Curb Extensions



Midblock curb extension with optional planting

Source: NACTO

Parking Lane Planters

Parking lane planters are landscaped areas located within parking lanes, in between parking stalls. These planters allow for trees and other landscaping where sidewalks are too narrow for tree wells or parkways, and thus provide shade and an enhanced pedestrian environment. Parking lane planters can vary in size depending on location, but do not extend beyond the width of the parking lane.



Midblock parking lane planter

Raised Landscaped Medians

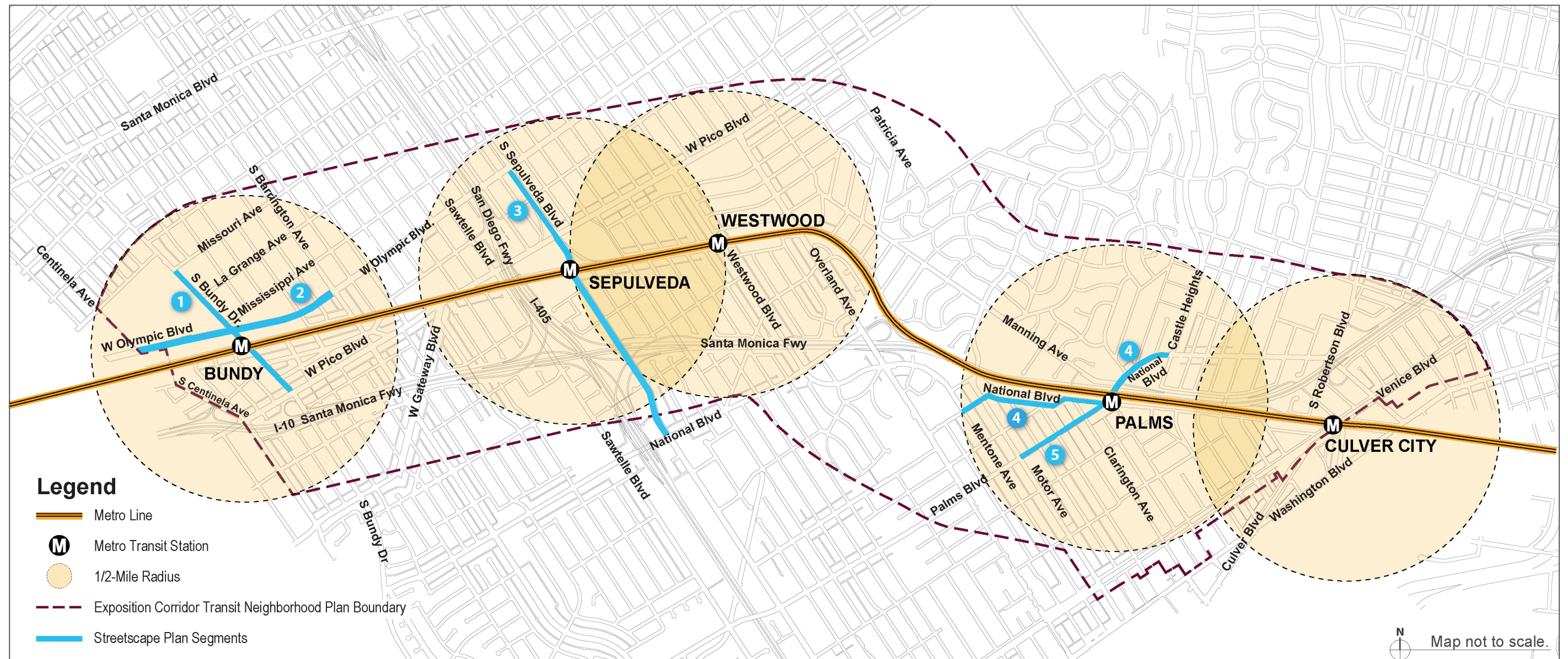
Raised landscaped medians within a roadway provide an opportunity for greening a corridor with planting and additional street trees. Medians also help reduce the scale of a large roadway without removing travel lanes, as they are installed within existing center left-turn lanes.



Landscaped median within center turn lane

Source: Google Street View

5.0 ILLUSTRATIVE PLANS

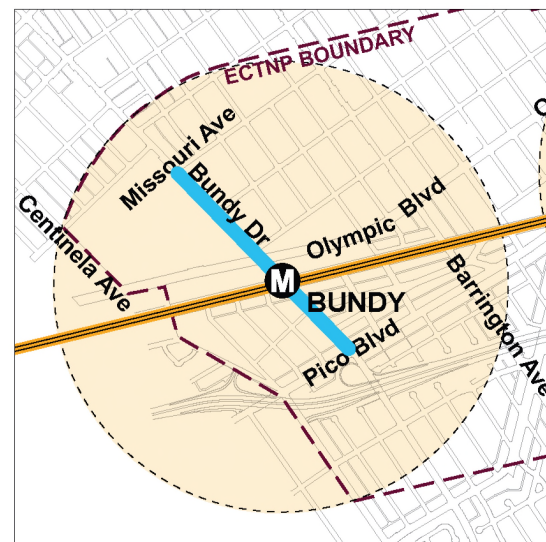


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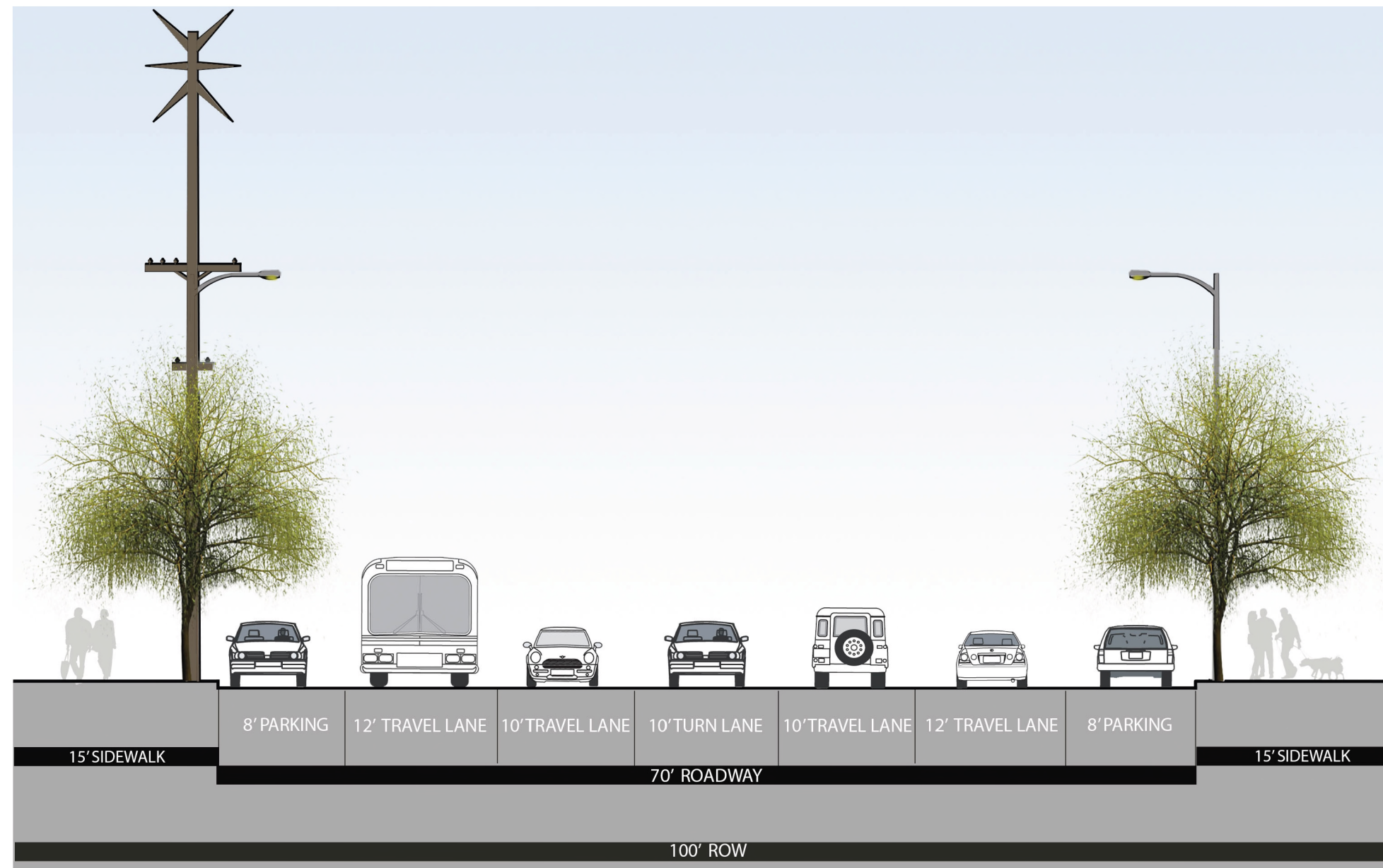
BUNDY DRIVE

MISSOURI AVE TO PICO BLVD

CROSS SECTION



KEY MAP

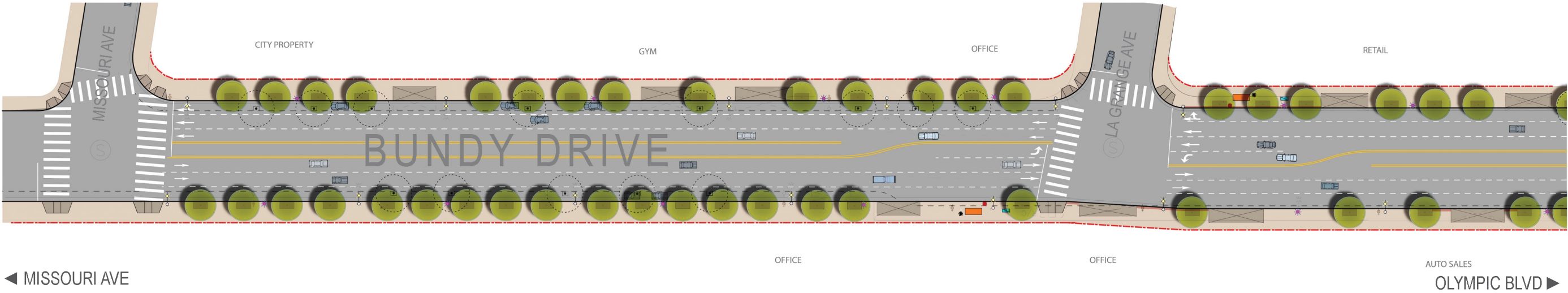


PROPOSED TYPICAL CROSS SECTION

BUNDY DRIVE

MISSOURI AVE TO OLYMPIC BLVD

PLAN VIEW



LEGEND

- New Street Trees
- New Median Trees
- Existing Trees
- Bus Stop
- Bench (City Standard)
- Bus Shelter
- Property Line
- Transit Lanes
- Trees to be Removed
- Palms to be Removed
- Trash Can (City Standard)
- Pedestrian Light
- Roadway Light
- Curb Ramps
- Driveways

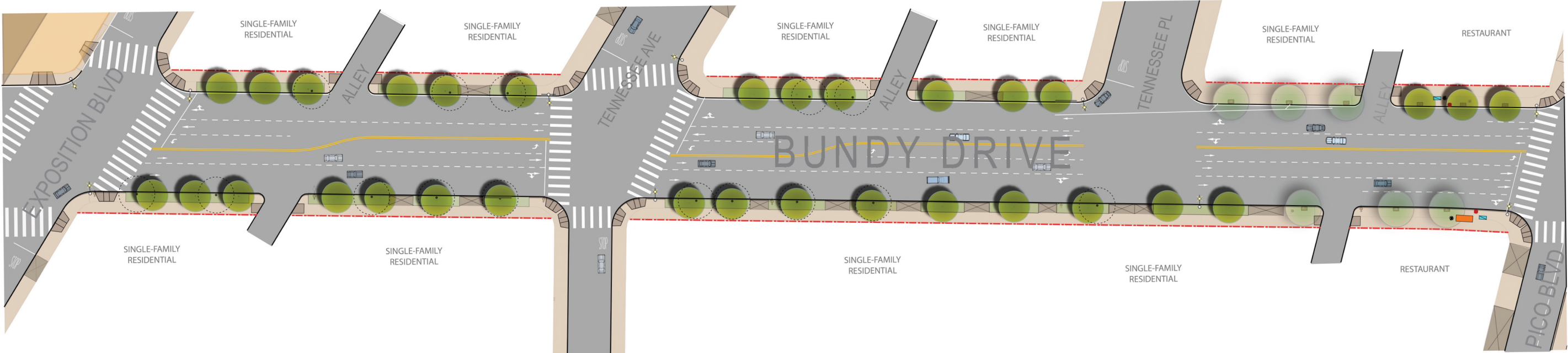


Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

BUNDY DRIVE

OLYMPIC BLVD TO PICO BLVD

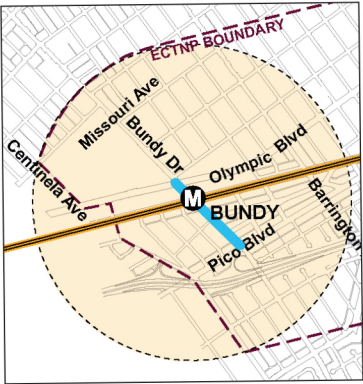
PLAN VIEW



◀ OLYMPIC BLVD

LEGEND

| | |
|-----------------------|---------------------------|
| New Street Trees | Trees to be Removed |
| New Median Trees | Palms to be Removed |
| Existing Trees | |
| Bus Stop | Trash Can (City Standard) |
| Bench (City Standard) | Pedestrian Light |
| Bus Shelter | Roadway Light |
| Property Line | |
| Transit Lanes | Curb Ramps |
| | Driveways |

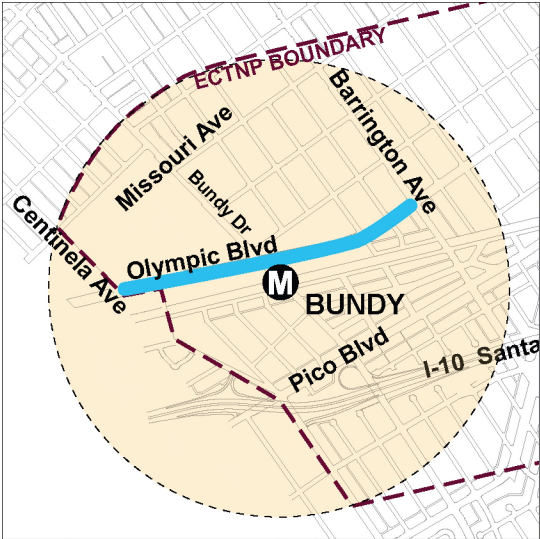


Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

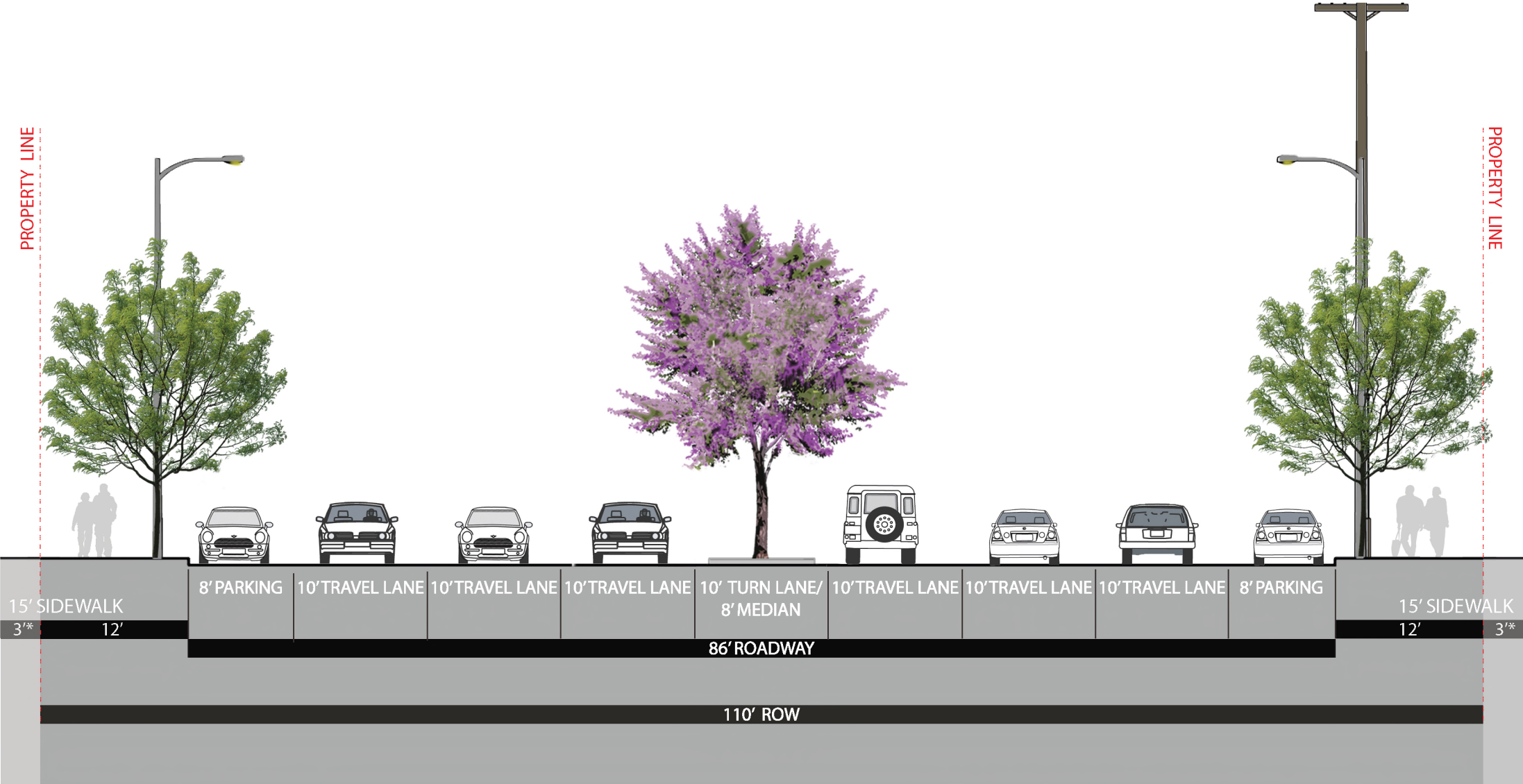
OLYMPIC BOULEVARD

CENTINELA AVE TO BARRINGTON AVE

CROSS SECTION



KEY MAP



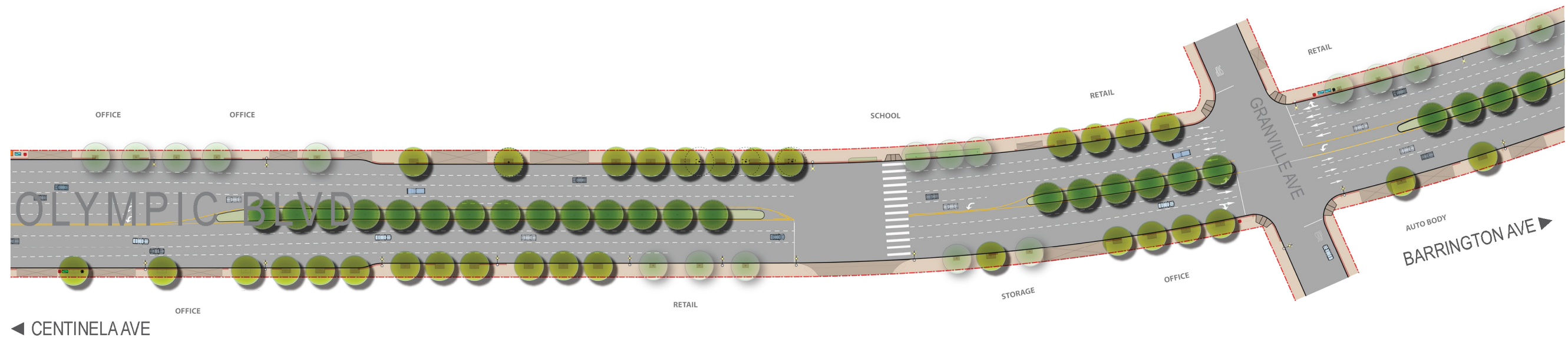
PROPOSED TYPICAL CROSS SECTION

*Additional sidewalk area needed to meet the standard sidewalk width per Mobility Plan 2035 may be provided through setbacks on private property.
















OLYMPIC BOULEVARD

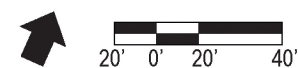
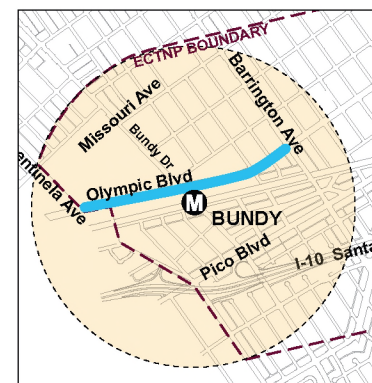
CENTINELA AVE TO BARRINGTON AVE

PLAN VIEW



LEGEND

| | |
|---|---|
|  New Street Trees |  Trees to be Removed |
|  New Median Trees |  Palms to be Removed |
|  Existing Trees | |
|  Bus Stop |  Trash Can (City Standard) |
|  Bench (City Standard) |  Pedestrian Light |
|  Bus Shelter |  Roadway Light |
|  Property Line | |
|  Transit Lanes |  Curb Ramps |
| |  Driveways |



Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

OLYMPIC BOULEVARD
RENDERING OF PROPOSED STREETSCAPE ENHANCEMENTS

VIEW LOOKING EAST ON OLYMPIC BLVD



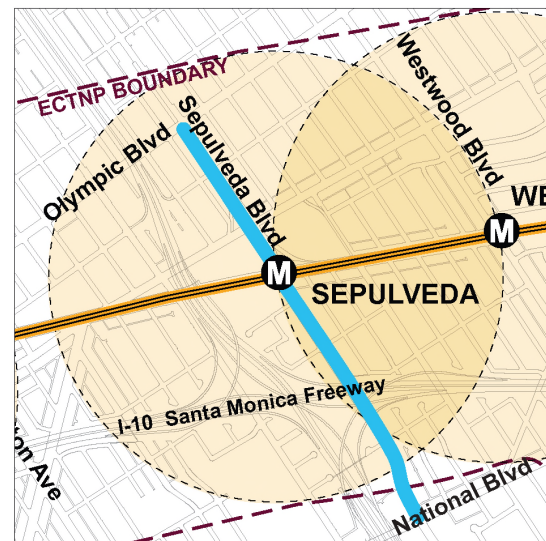
BEFORE



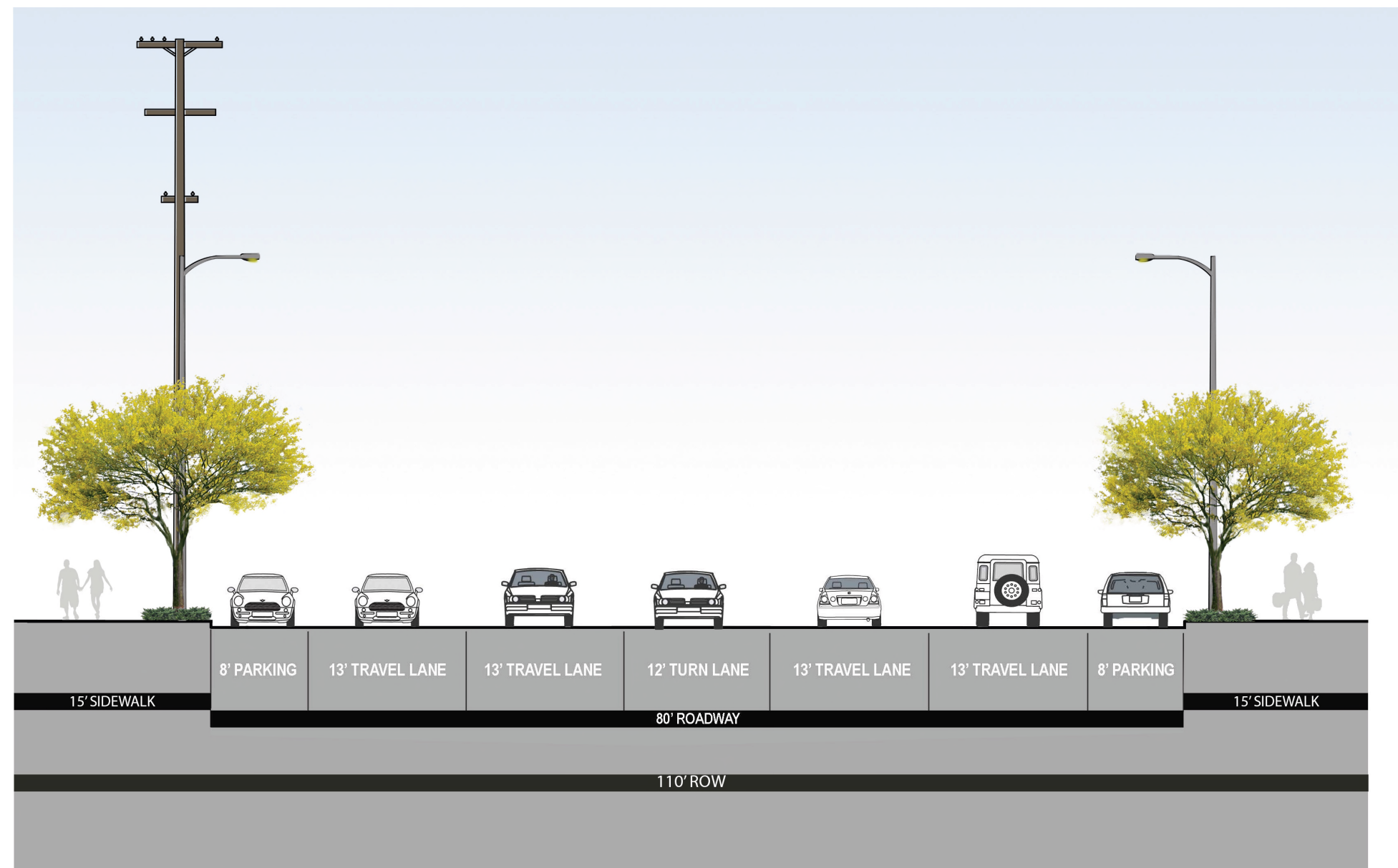
AFTER

SEPULVEDA BOULEVARD

OLYMPIC BLVD TO NATIONAL BLVD



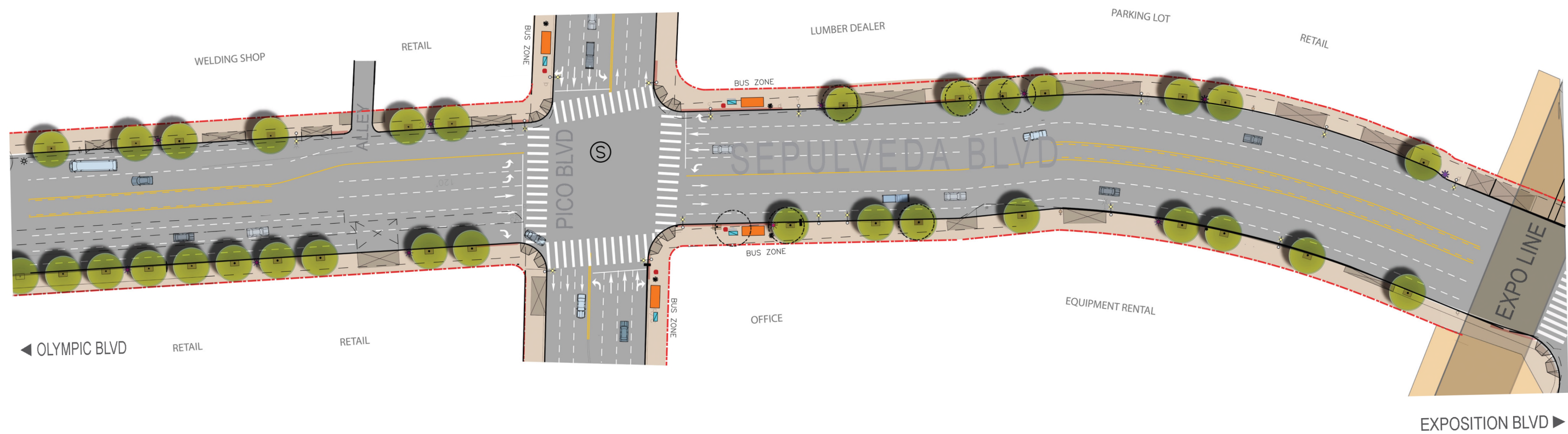
KEY MAP



PROPOSED CROSS SECTION

SEPULVEDA BOULEVARD

OLYMPIC BLVD TO EXPOSITION BLVD



LEGEND

New Street Trees

Trees to be Removed

New Median Trees

Palms to be Removed

Existing Trees

Bus Stop

Trash Can (City Standard)

Bench (City Standard)

Pedestrian Light

Bus Shelter

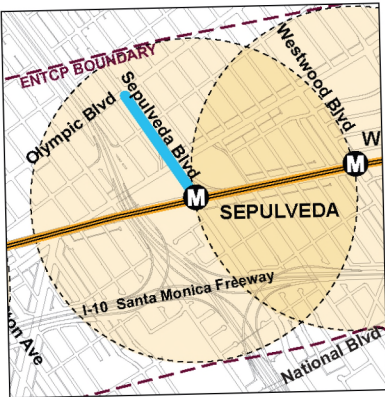
Roadway Light

Property Line

Curb Ramps

Transit Lanes

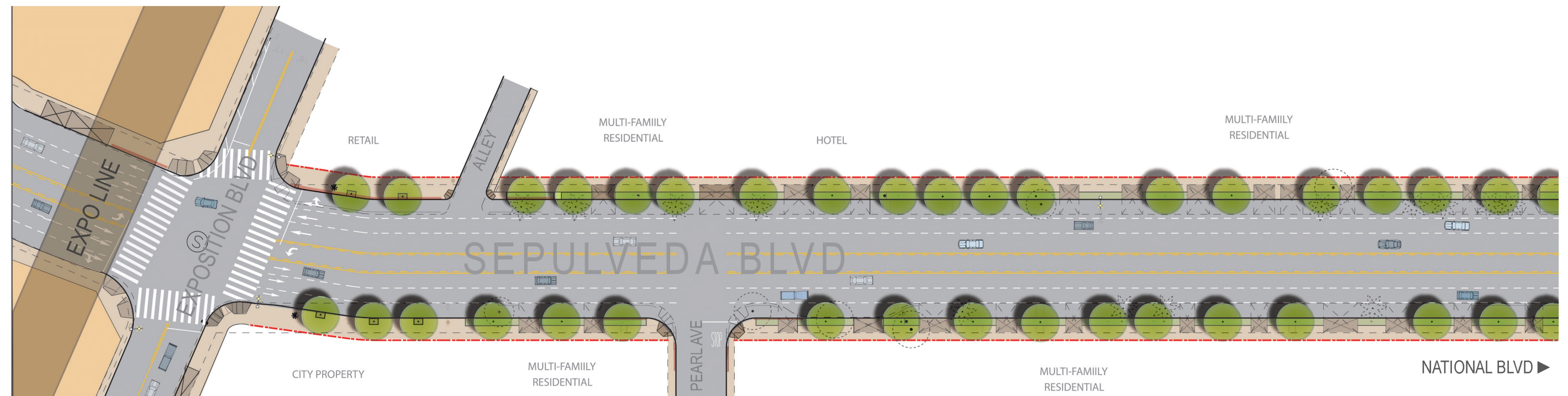
Driveways
















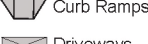

Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

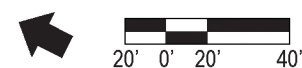
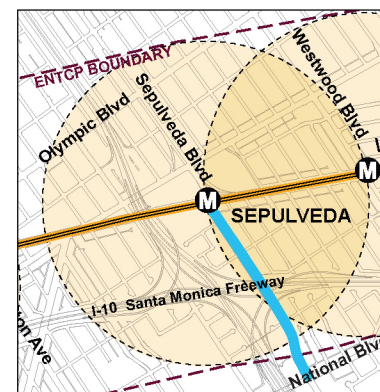
SEPULVEDA BOULEVARD

EXPOSITION BLVD TO NATIONAL BLVD



LEGEND

| | |
|---|---|
|  New Street Trees |  Trees to be Removed |
|  New Median Trees |  Palms to be Removed |
|  Existing Trees | |
|  Bus Stop |  Trash Can (City Standard) |
|  Bench (City Standard) |  Pedestrian Light |
|  Bus Shelter |  Roadway Light |
|  Property Line | |
|  Transit Lanes |  Curb Ramps |
| |  Driveways |



Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

SEPULVEDA BOULEVARD

RENDERING OF PROPOSED STREETScape ENHANCEMENTS

VIEW LOOKING NORTH ON SEPULVEDA BLVD



BEFORE

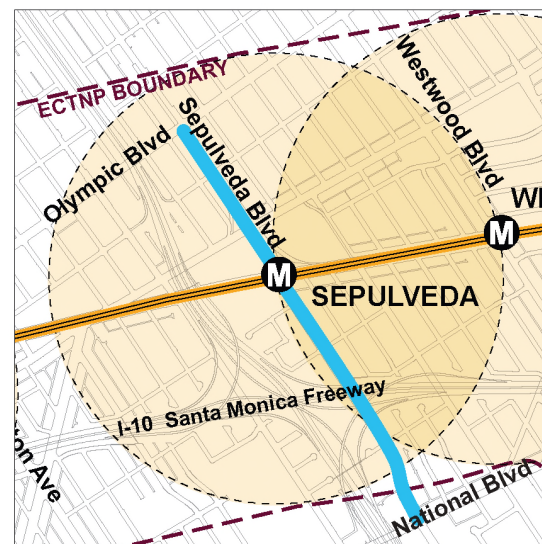


AFTER

SEPULVEDA BOULEVARD

OLYMPIC BLVD TO NATIONAL BLVD

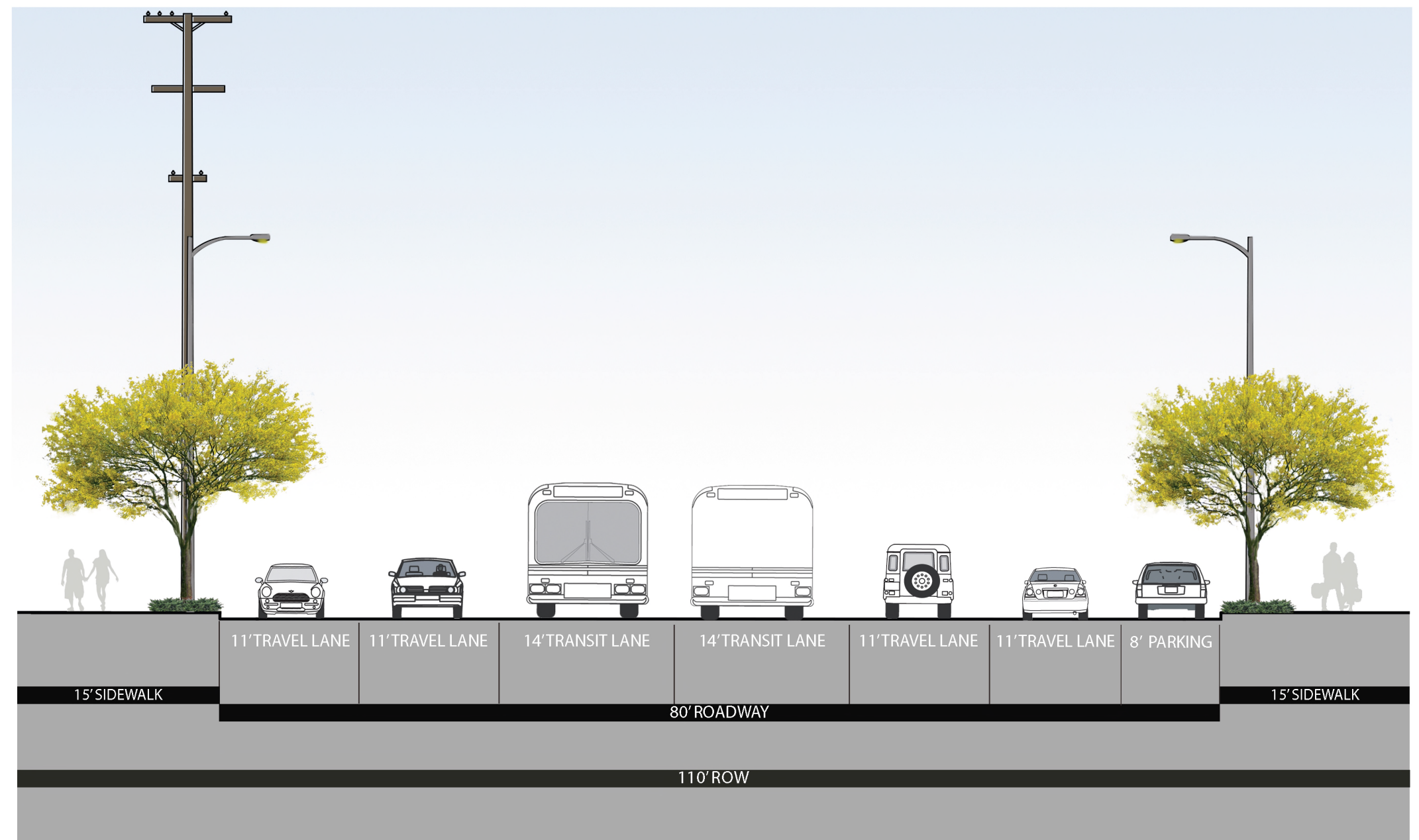
CROSS SECTION - WITH CENTER-RUNNING TRANSIT



KEY MAP

SEPULVEDA CENTER-RUNNING TRANSIT

This cross section and the illustrative plan that follows is provided to show the potential roadway configuration of Sepulveda Boulevard with a center-running transit line, which is called for in the Westside Mobility Plan. The Illustrations, which are conceptual only, show the removal of the two travel lanes as well as curbside parking on one side in order to accommodate the new transit lanes. Note that at this stage this transit project is not yet approved, and the type of transit - whether bus rapid transit or light rail - is yet to be determined. As part of the approval process for the new transit line, the appropriate environmental analysis will be done to analyze the impacts of the project.

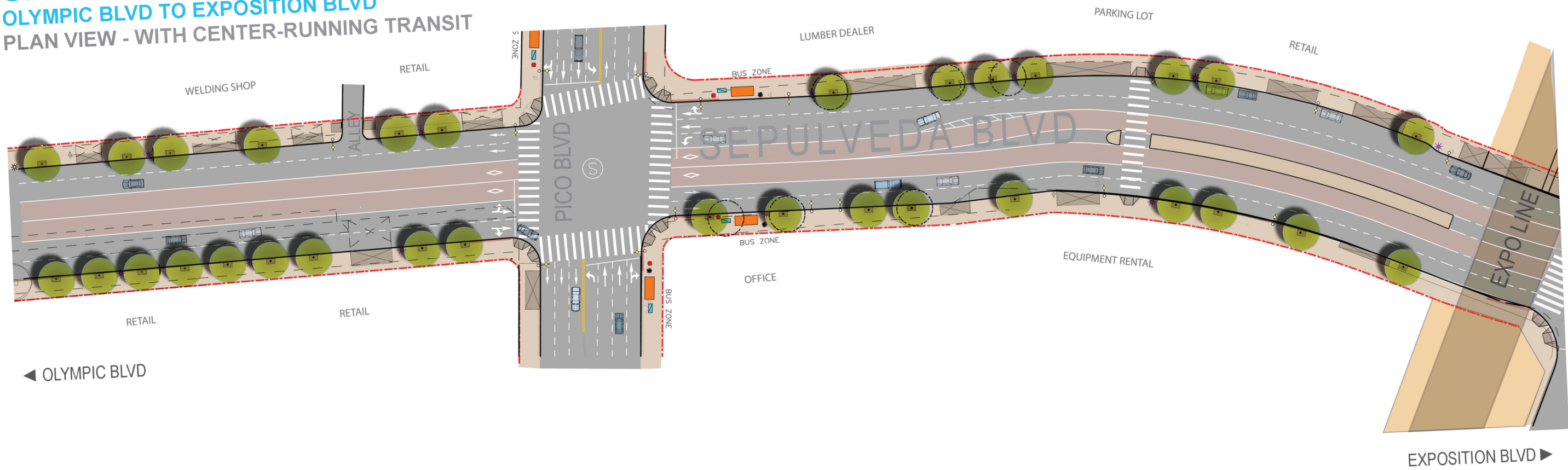


PROPOSED CROSS SECTION

SEPULVEDA BOULEVARD

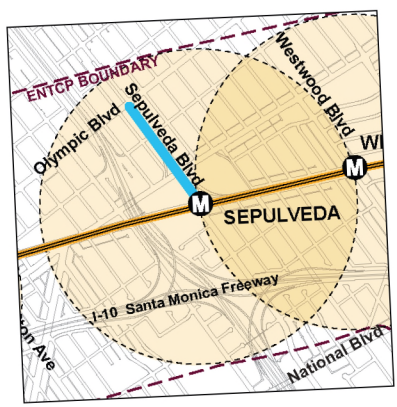
OLYMPIC BLVD TO EXPOSITION BLVD

PLAN VIEW - WITH CENTER-RUNNING TRANSIT



LEGEND

| | |
|-----------------------|---------------------------|
| New Street Trees | Trees to be Removed |
| New Median Trees | Palms to be Removed |
| Existing Trees | Trash Can (City Standard) |
| Bus Stop | Pedestrian Light |
| Bench (City Standard) | Roadway Light |
| Bus Shelter | Curb Ramps |
| Property Line | Driveways |
| Transit Lanes | |

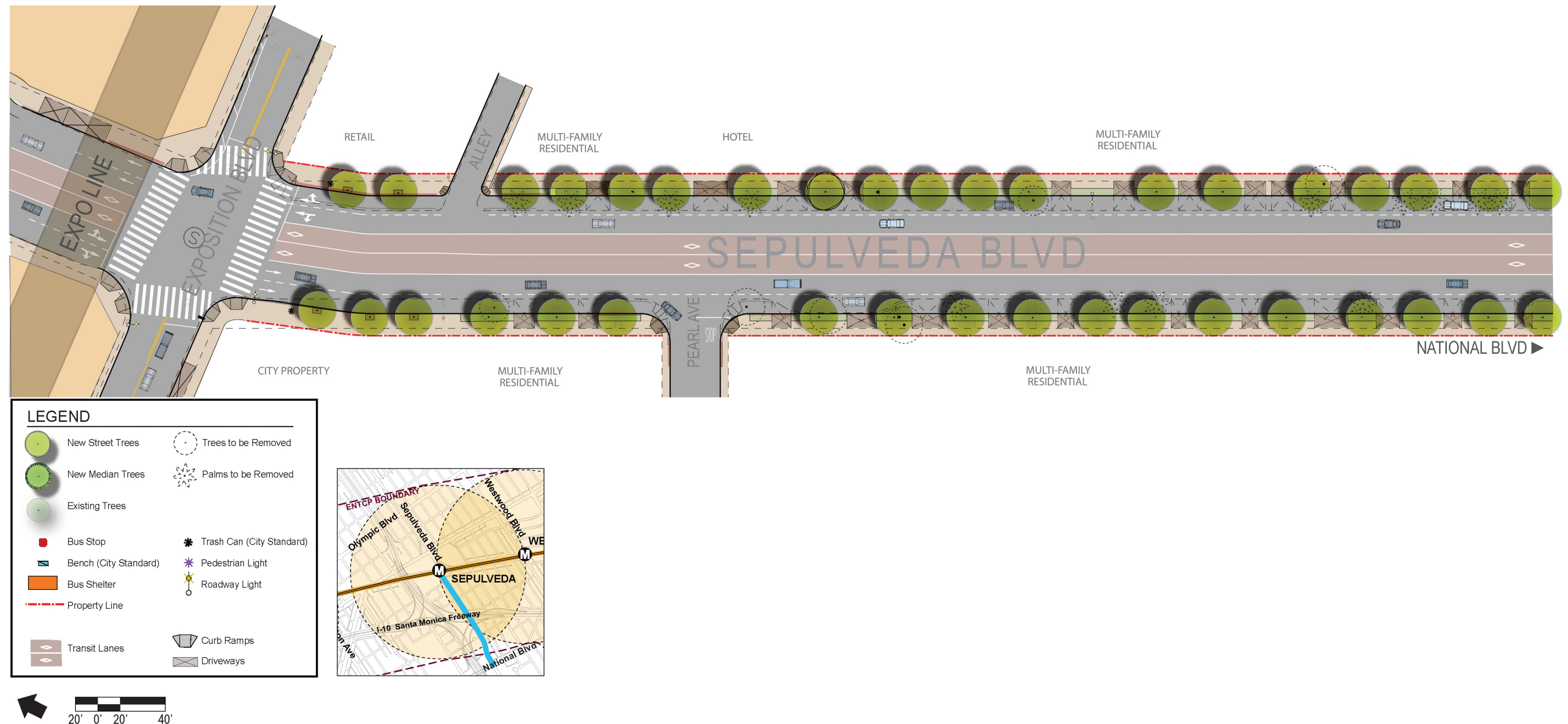


Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

SEPULVEDA BOULEVARD

EXPOSITION BLVD TO NATIONAL BLVD

PLAN VIEW - WITH CENTER-RUNNING TRANSIT

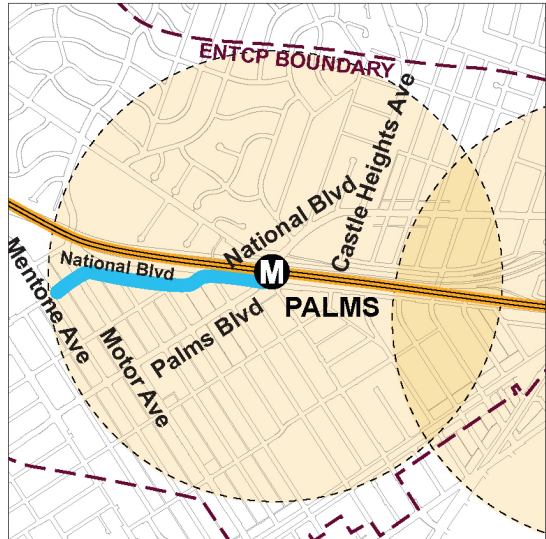


Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

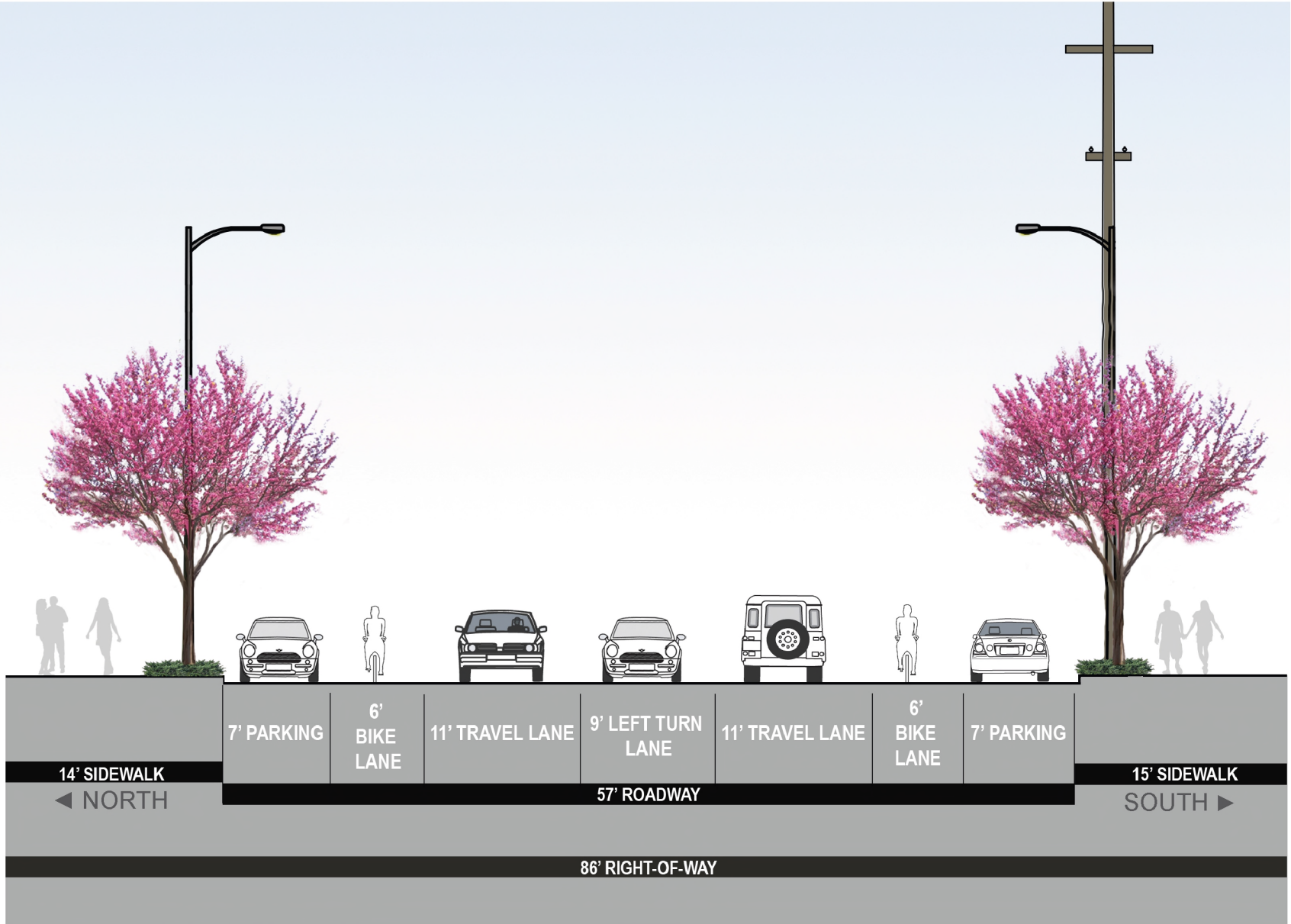
NATIONAL BOULEVARD

MENTONE AVE TO PALMS BLVD

CROSS SECTION



KEY MAP

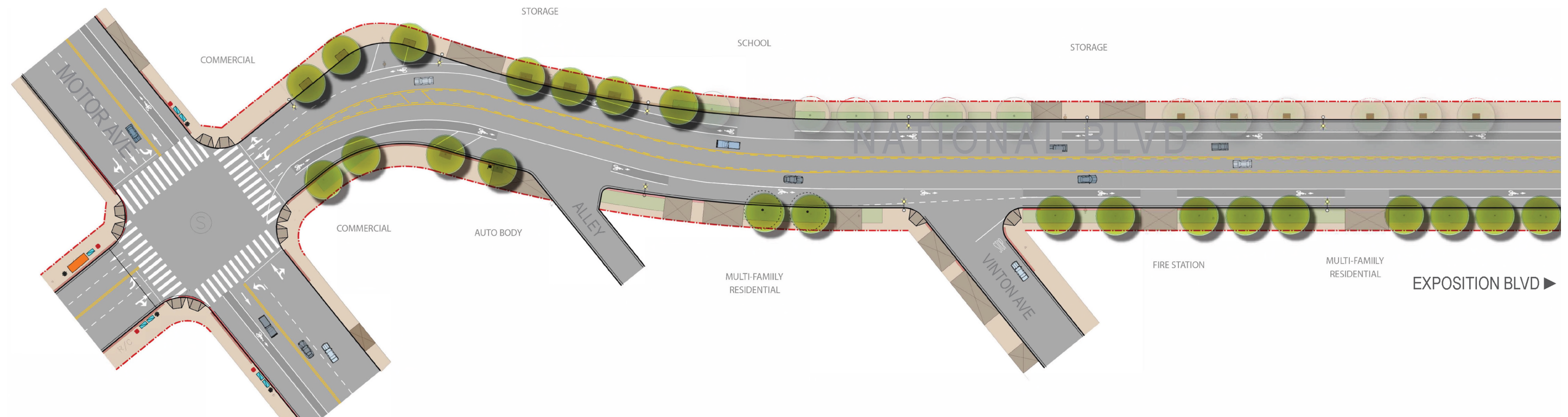


PROPOSED TYPICAL CROSS SECTION
















NATIONAL BOULEVARD

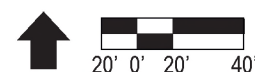
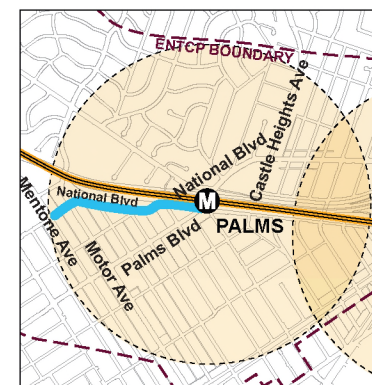
MENTONE AVE TO PALMS BLVD

PLAN VIEW



LEGEND

| | |
|---|---|
|  New Street Trees |  Trees to be Removed |
|  New Median Trees |  Palms to be Removed |
|  Existing Trees | |
|  Bus Stop |  Trash Can (City Standard) |
|  Bench (City Standard) |  Pedestrian Light |
|  Bus Shelter |  Roadway Light |
|  Property Line | |
|  Transit Lanes |  Curb Ramps |
|  Driveways | |

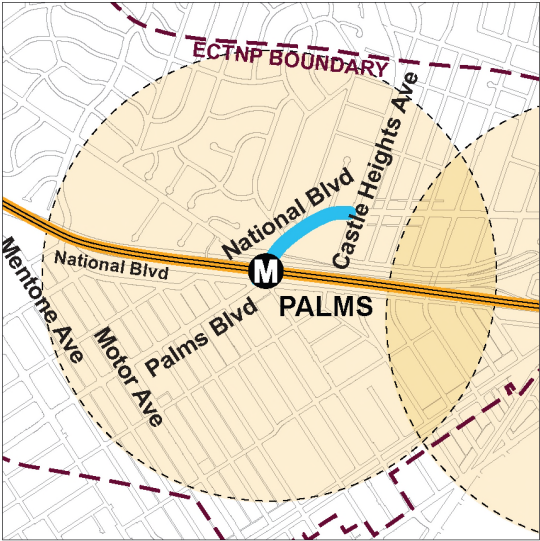


Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

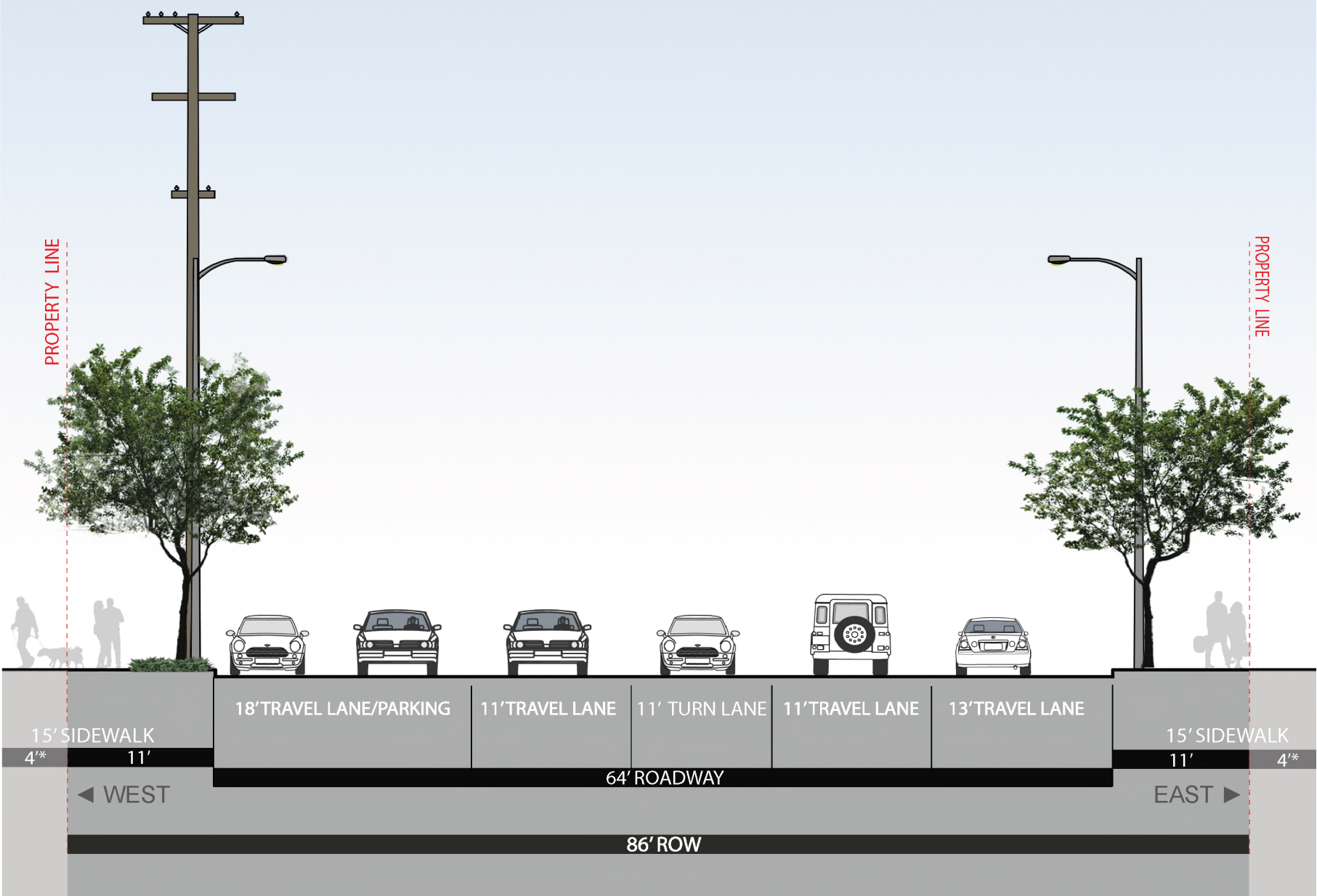
NATIONAL BOULEVARD

PALMS BLVD TO CASTLE HEIGHTS AVE

CROSS SECTION



KEY MAP



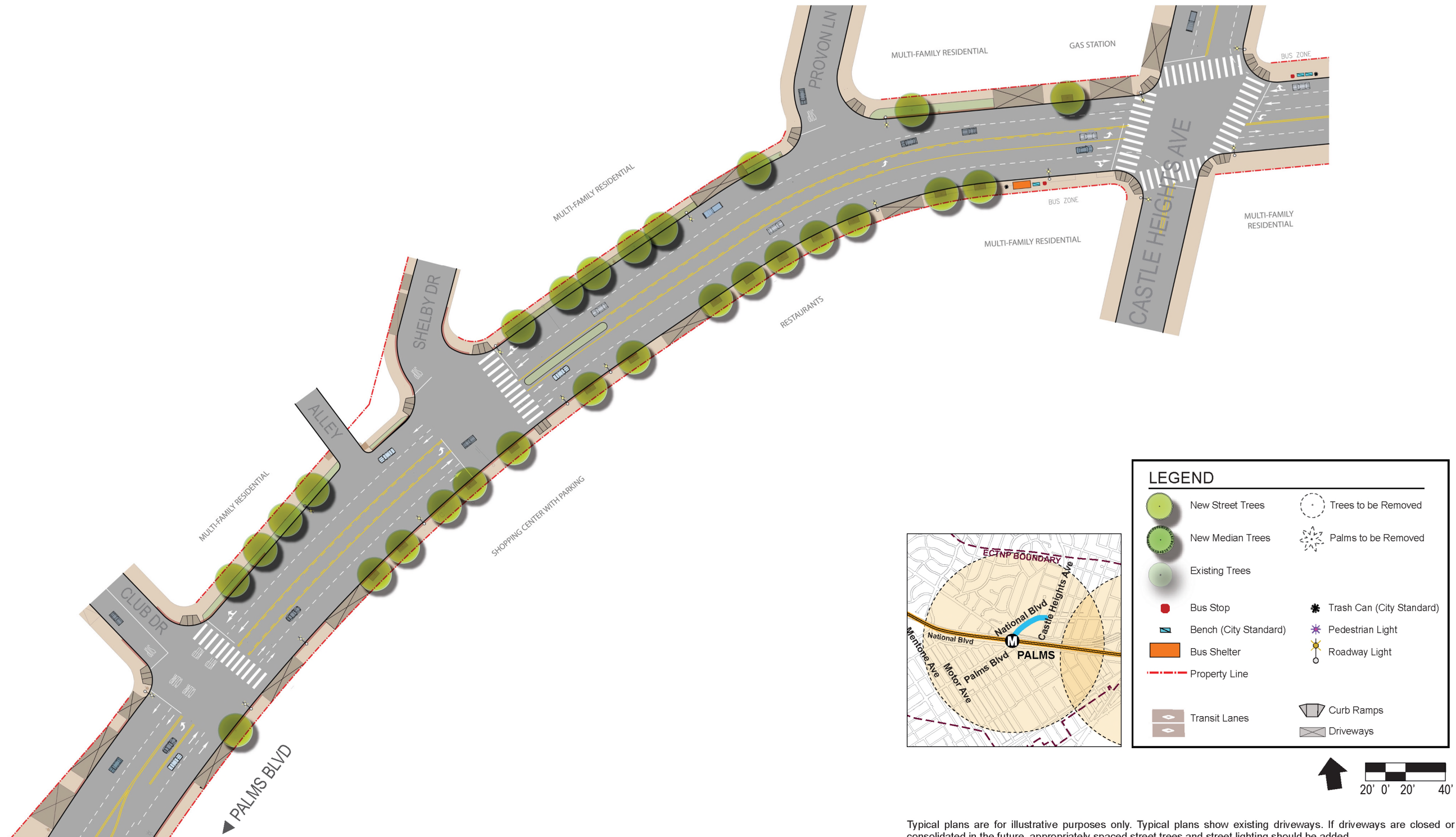
PROPOSED TYPICAL CROSS SECTION

*Additional sidewalk area needed to meet the standard sidewalk width per Mobility Plan 2035 may be provided through setbacks on private property.

NATIONAL BOULEVARD

PALMS BLVD TO CASTLE HEIGHTS AVE

PLAN VIEW



Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

NATIONAL BOULEVARD
MENTONE AVE TO PALMS BLVD
RENDERING OF PROPOSED STREETSCAPE ENHANCEMENTS

VIEW LOOKING EAST ON NATIONAL BLVD



BEFORE

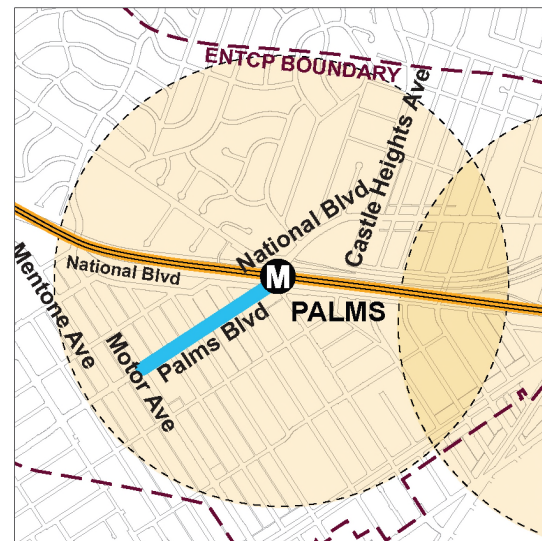


AFTER

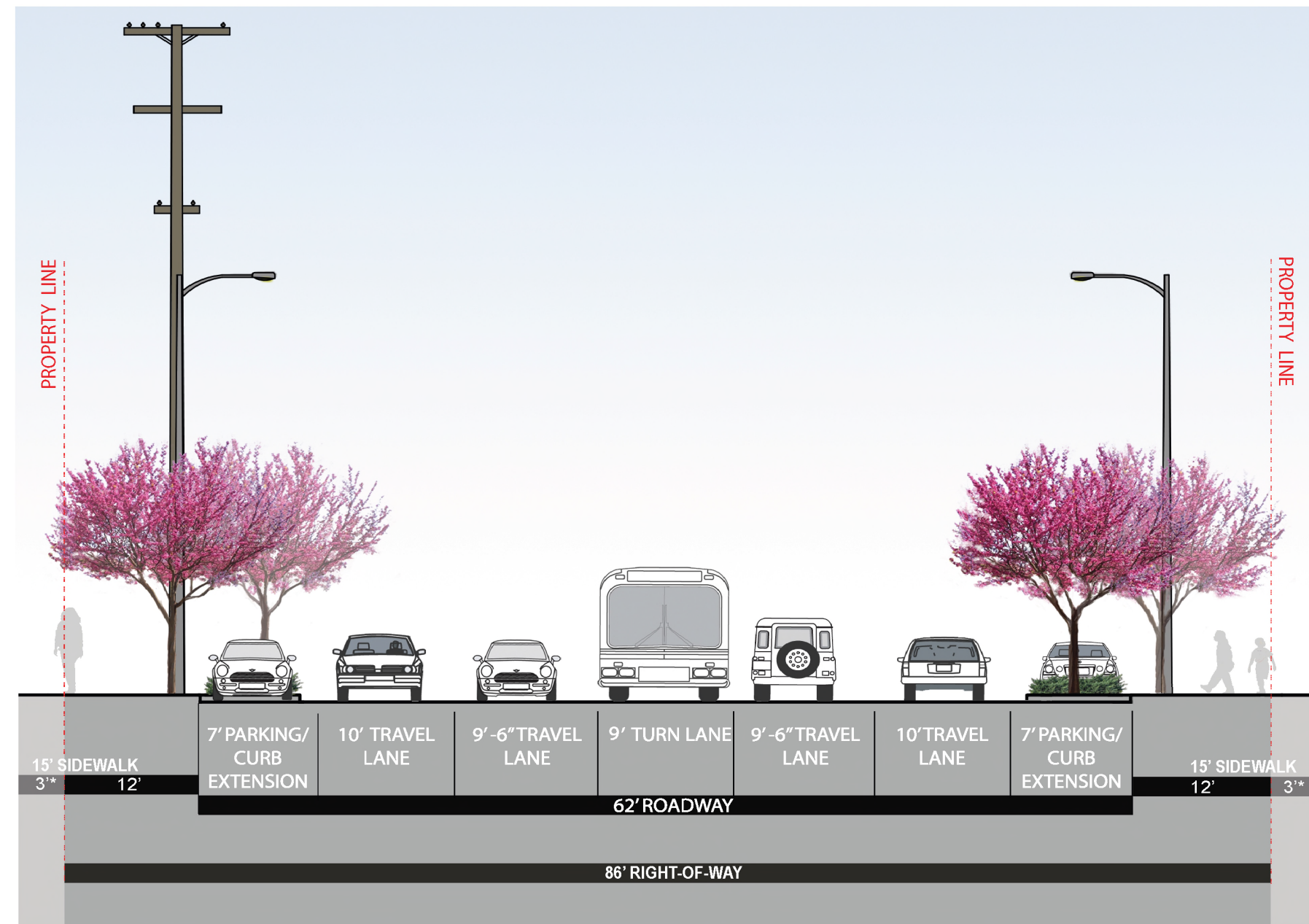
PALMS BOULEVARD

MOTOR AVE TO NATIONAL BLVD

CROSS SECTION



KEY MAP



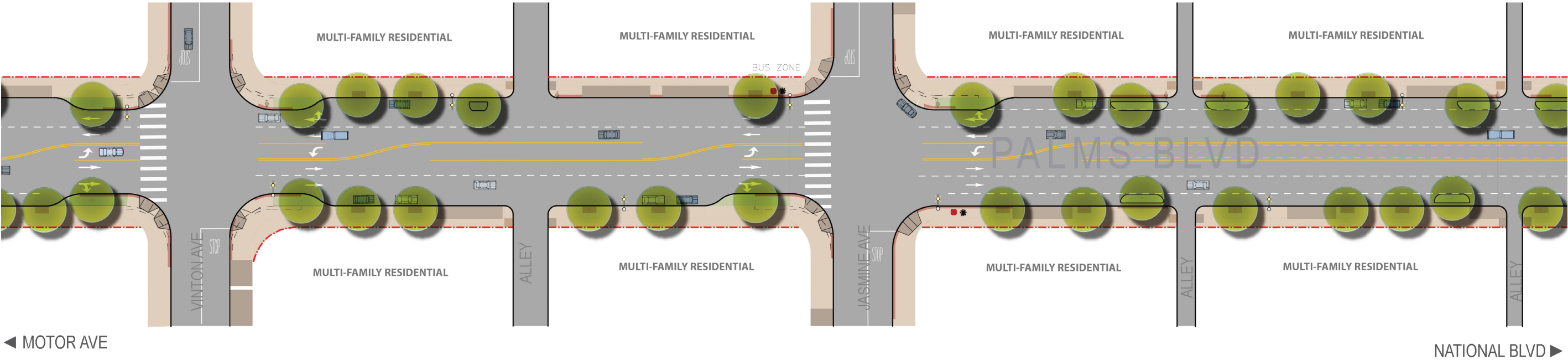
PROPOSED TYPICAL CROSS SECTION

*Additional sidewalk area needed to meet the standard sidewalk width per Mobility Plan 2035 may be provided through setbacks on private property.

PALMS BOULEVARD

MOTOR AVE TO NATIONAL BLVD

PLAN VIEW



LEGEND

New Street Trees

Trees to be Removed

New Median Trees

Palms to be Removed

Existing Trees

Bus Stop

Trash Can (City Standard)

Bench (City Standard)

Pedestrian Light

Bus Shelter

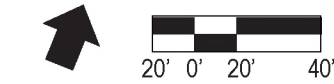
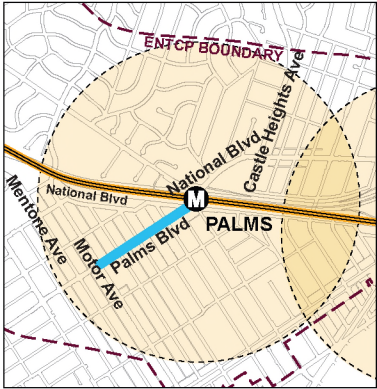
Roadway Light

Property Line

Transit Lanes

Curb Ramps

Driveways



Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

PALMS BOULEVARD

RENDERING OF PROPOSED STREETSCAPE ENHANCEMENTS*

VIEW LOOKING SOUTHWEST ON PALMS BLVD



BEFORE



AFTER

*Rendering shows interim condition before dedications are achieved and sidewalks can be widened.

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A APPENDIX A: STREET WIDTHS



TABLE 6. Street Widths

This appendix is provided for informational purposes only. The Exposition Corridor Transit Neighborhood Plan details the street standards for the streets listed below and should be referenced for street standards.

| STREET SEGMENT | CURRENT DIMENSIONS ⁽¹⁾ | | | STREET DESIGNATION PER CITY OF LA MOBILITY PLAN 2035 ⁽⁶⁾ | MOBILITY PLAN NETWORK | PROPOSED DIMENSIONS | | |
|---|--|----------------------|------|---|--|----------------------------|--------------------|------|
| | SIDEWALK ⁽²⁾ | ROADWAY ³ | ROW | | | SIDEWALK ⁽²⁾ | ROADWAY | ROW |
| BUNDY DR. Missouri Ave. to La Grange Blvd. | 7' to 10' | 56' | 73' | Avenue I | Transit Enhanced Network; Bicycle Lane Network | 15' | 70' | 100' |
| BUNDY DR. La Grange Blvd. to Olympic Blvd. | 10' | 66' | 86' | Avenue I | Transit Enhanced Network; Bicycle Lane Network | 15' | 70' | 100' |
| BUNDY DR. Olympic Blvd. to Pico Blvd. | 7' | 70' | 84' | Avenue I | Transit Enhanced Network; Bicycle Lane Network | 15' | 70' | 100' |
| OLYMPIC BLVD. Centinela Ave. to Barrington Ave. | 12' | 86' | 110' | Boulevard II | Vehicle Enhanced Network | 12' ⁽³⁾ | 86' ⁽⁴⁾ | 110' |
| SEPULVEDA BLVD. Olympic Blvd. to Pico Blvd. | 20' (West) ⁽⁵⁾ 8' (East) | 52' | 80' | Boulevard II | Transit-Enhanced Network; Bicycle Lane Network | 15' | 80' | 110' |
| SEPULVEDA BLVD. Pico Blvd. to National Blvd. | 20' | 60' | 100' | Boulevard II | Transit-Enhanced Network; Bicycle Lane Network | 15' | 80' | 110' |
| NATIONAL BLVD. Palms Blvd. to Castle Heights Ave. | 10' | 64' | 84' | Avenue II | Neighborhood Enhanced Network | 11' ⁽³⁾ | 63' ⁽⁴⁾ | 86' |
| NATIONAL BLVD. Mentone Ave. to Palms Blvd. | 12' (North) 15' (South) | 57' | 84' | Avenue II | Bicycle Lane Network; Bicycle Enhanced Network | 14' (North) 15' (South) | 57' ⁽⁴⁾ | 86' |
| PALMS BLVD. Motor Ave. to National Blvd. | 7' | 62' | 76' | Avenue II | Bicycle Lane Network | 12' ⁽³⁾ | 62' ⁽⁴⁾ | 86' |

Table 6 Notes:

- (1) The current dimensions indicated here represent typical dimensions as of the date of adoption of this plan, and may vary at intersections and other locations. All dimensions are approximate and should be field verified and should not be used for engineering purposes. LADOT's signing and striping plans, GIS parcel maps, and Google aerials were used to approximate roadway, sidewalk, and right-of-way widths.
- (2) 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.
- (3) Additional sidewalk area needed to meet the standard sidewalk width per Mobility Plan 2035 may be provided by property owners through setback area on private property.
- (4) The proposed right-of-way for this street segment is consistent with the Mobility Plan street designation. The roadway width does not need to comply with the Mobility Plan street designation and shall be constructed to the dimensions shown here, though it may vary at intersections and other locations due to existing conditions.
- (5) There is currently no sidewalk along much of the west side of Sepulveda Blvd. This portion of the public right-of-way is frequently used for private parking or storage.
- (6) The standard dimensions for each street designation in the Mobility Plan 2035 are as follows:

| MOBILITY PLAN DESIGNATION | STANDARD DIMENSIONS |
|---------------------------|---------------------------------------|
| Boulevard II | 110' ROW / 80' Roadway / 15' Sidewalk |
| Avenue I | 100' ROW / 70' Roadway / 15' Sidewalk |
| Avenue II | 86' ROW / 56' Roadway / 15' Sidewalk |

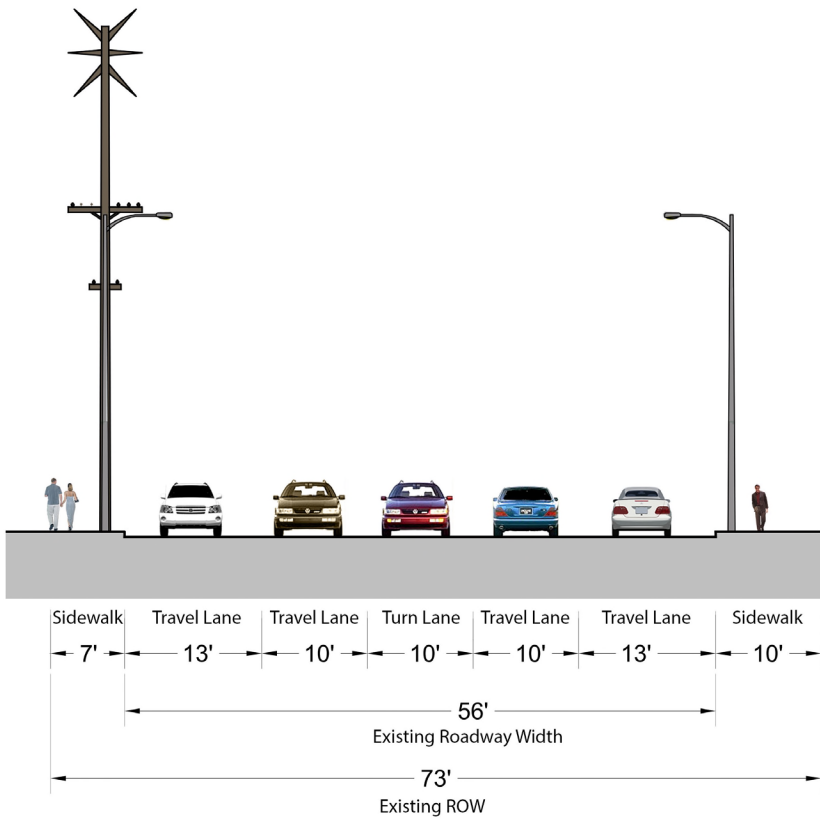
B APPENDIX B: EXISTING CROSS SECTIONS



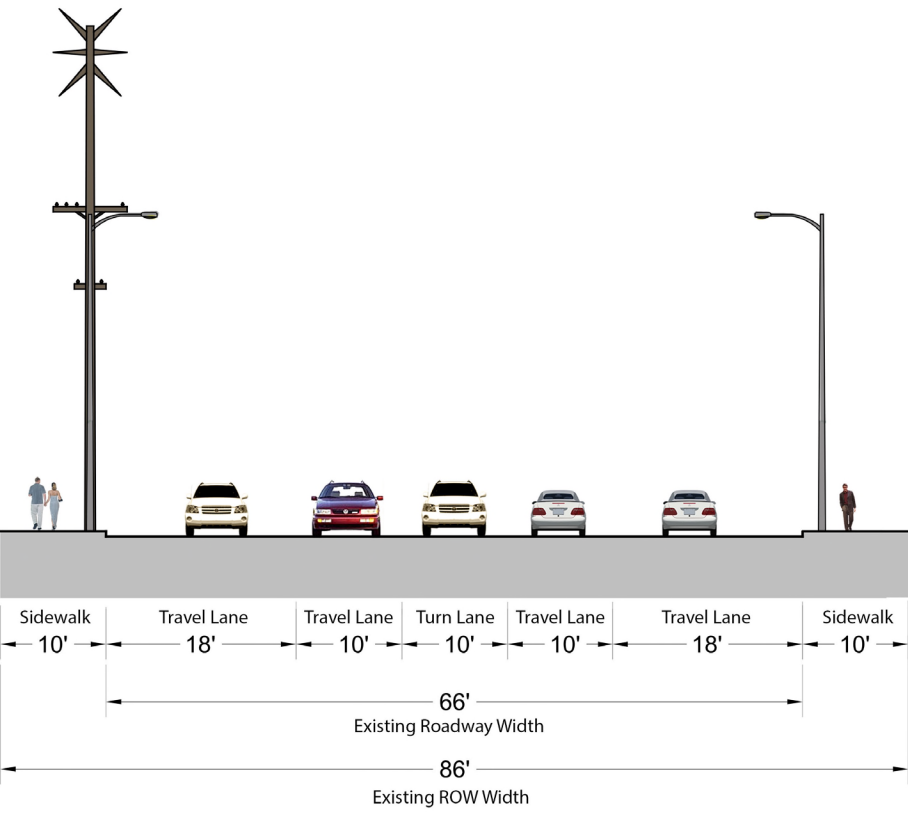
BUNDY DRIVE

EXISTING CROSS SECTIONS

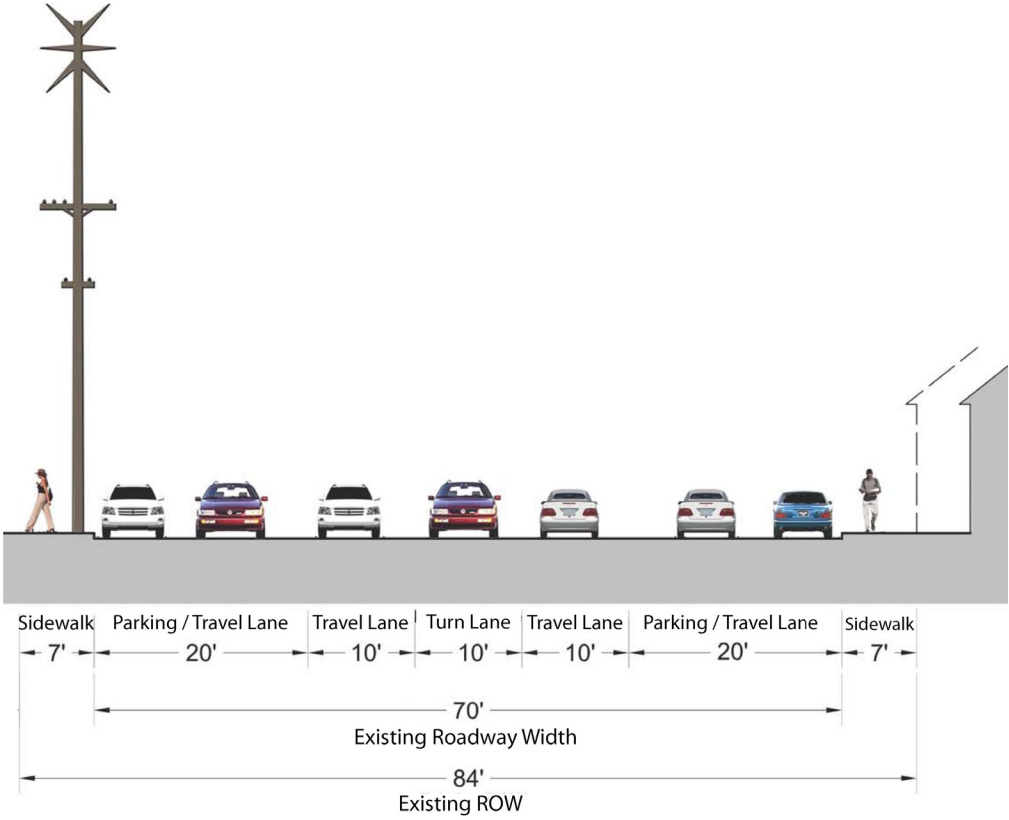
BETWEEN MISSOURI AVE. AND LA GRANGE AVE.



BETWEEN LA GRANGE AVE. AND OLYMPIC BLVD.



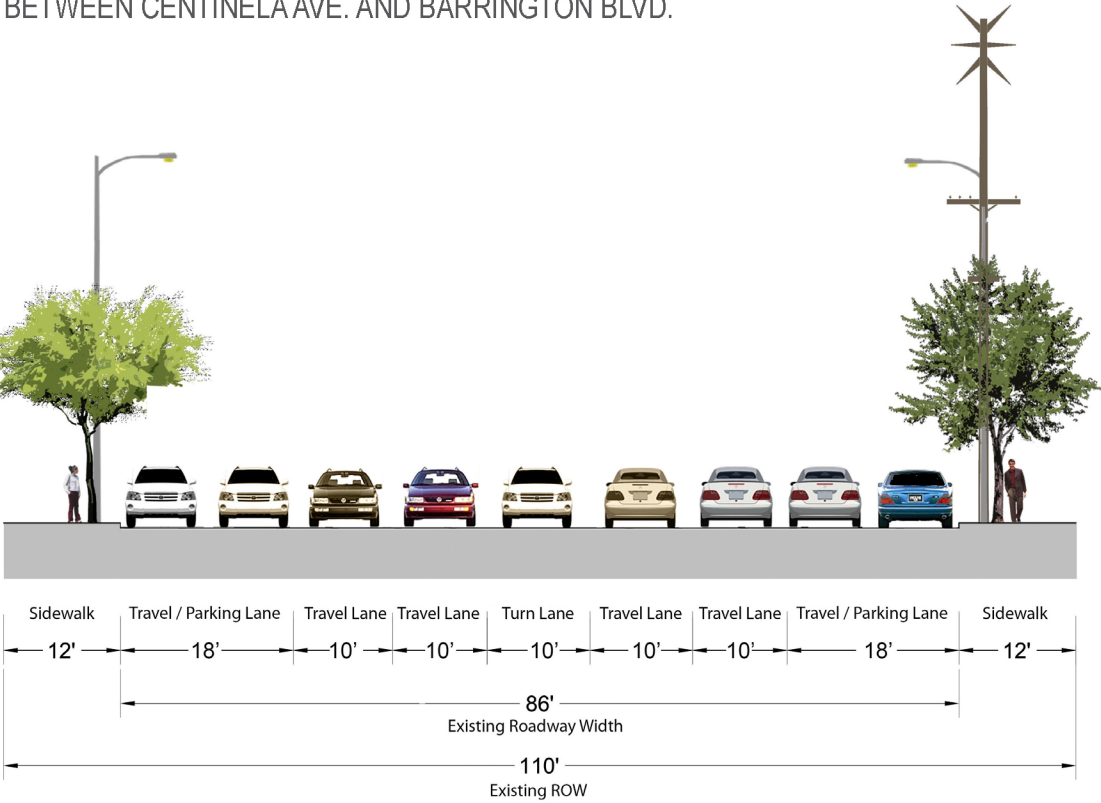
BETWEEN OLYMPIC BLVD. AND PICO BLVD.



OLYMPIC BOULEVARD

EXISTING CROSS SECTION

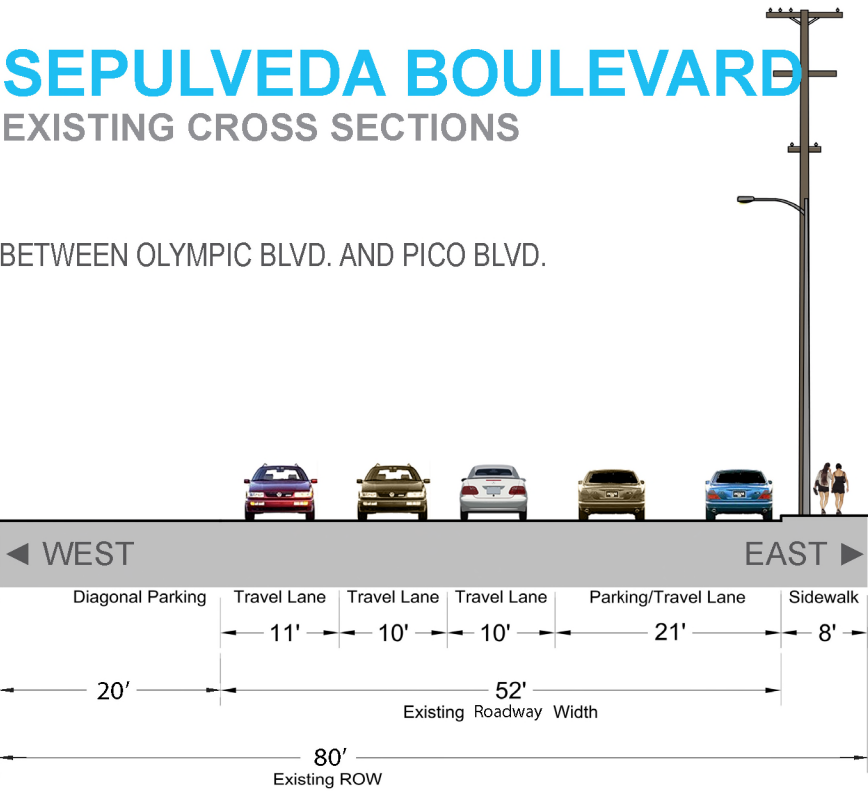
BETWEEN CENTINELA AVE. AND BARRINGTON BLVD.



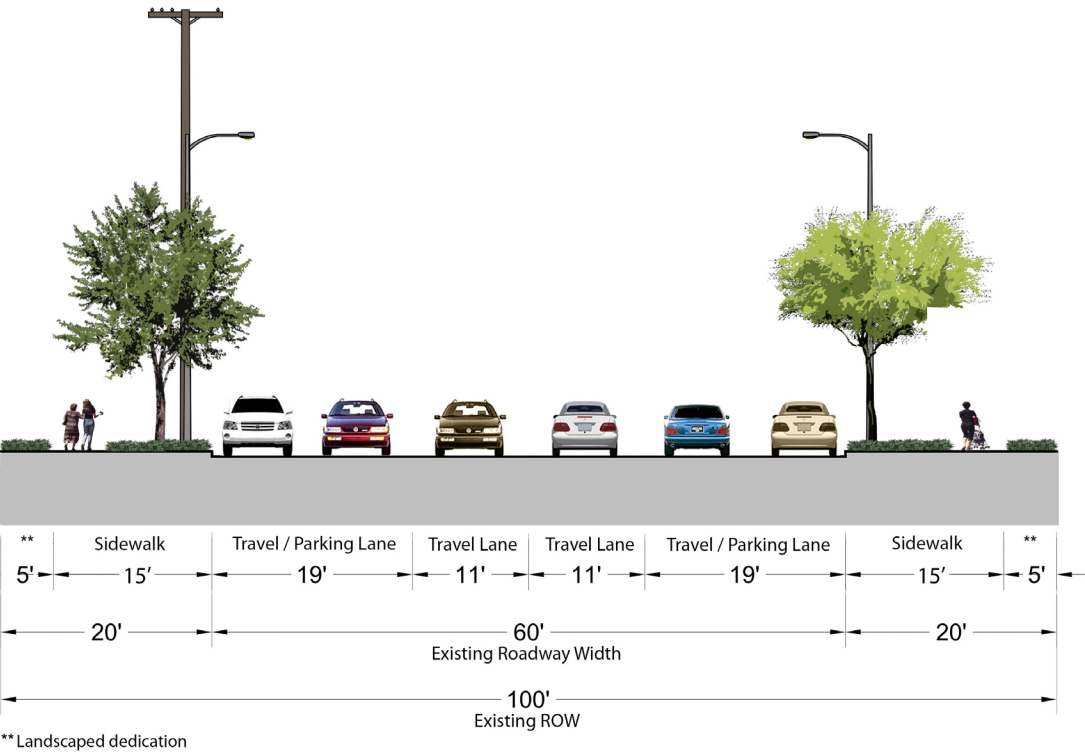
SEPULVEDA BOULEVARD

EXISTING CROSS SECTIONS

BETWEEN OLYMPIC BLVD. AND PICO BLVD.



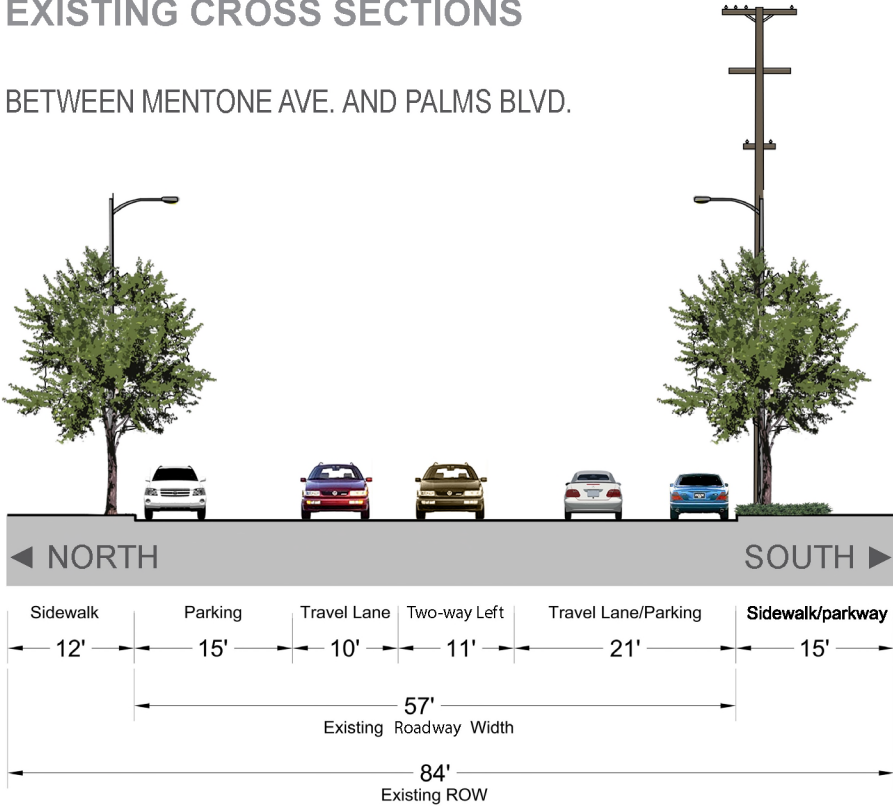
BETWEEN PICO BLVD. AND NATIONAL BLVD.



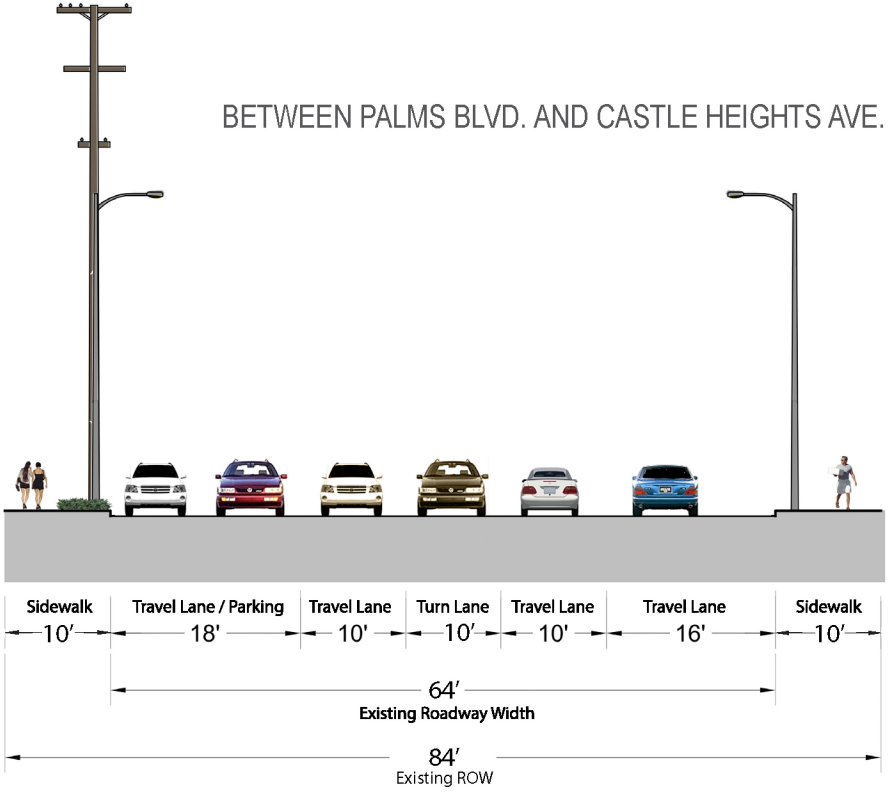
NATIONAL BOULEVARD

EXISTING CROSS SECTIONS

BETWEEN MENTONE AVE. AND PALMS BLVD.



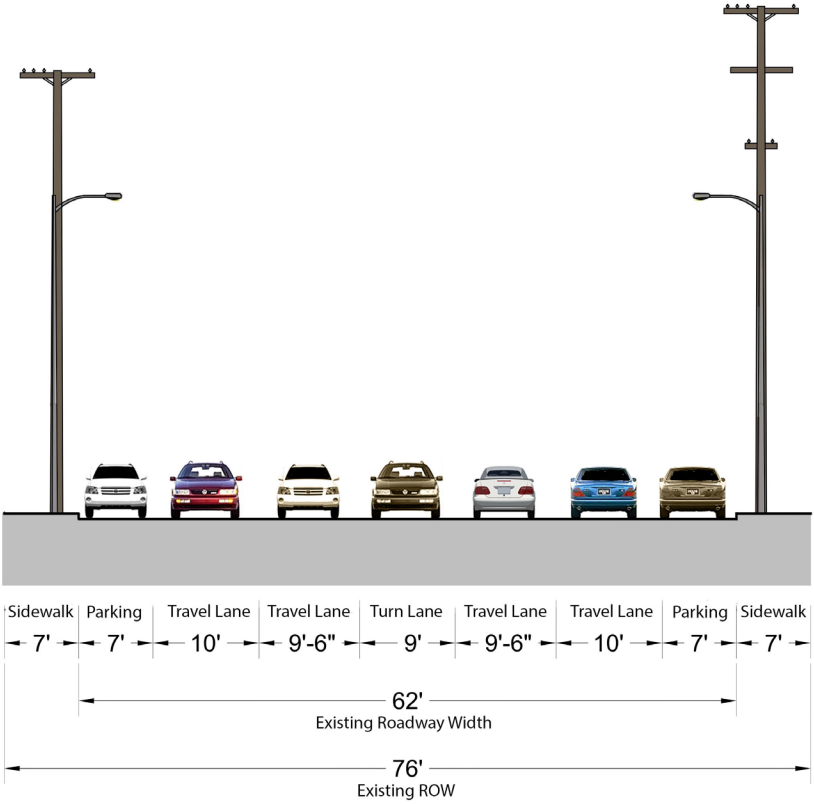
BETWEEN PALMS BLVD. AND CASTLE HEIGHTS AVE.



PALMS BOULEVARD

EXISTING CROSS SECTIONS

BETWEEN MOTOR AVE. AND NATIONAL BLVD.



| | |
|--|---|
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|--|---|

TABLE 7. Street Trees

| BOTANICAL NAME | COMMON NAME | TYPE | ORIGIN | HEIGHT | CROWN SPREAD | SPACING | TREE WELL SIZE¹ | WATER NEEDS | SHAPE OF TREE | FOLIAGE COLOR | FLOWER/FRUIT COLOR | IMAGE |
|-----------------------------|----------------------------|----------------|---|-----------------------------------|--------------|---------|-----------------|------------------------------|------------------------------------|---|--|---|
| Parkinsonia ‘Desert Museum’ | Palo Verde Tree | Semi-Evergreen | California Native | 25’ (Fast growth) | 25’ | 20’-25’ | 3’-4’ | Very Low | Round and spreading in shape | Bright green | Flower: Bright yellow, pea-like flowers larger than other Palo Verde trees |  |
| Metrosiderous excelsa | New Zealand Christmas Tree | Evergreen | New Zealand and Australia | 20’ (Slow growth) | 20’ | 25’-30’ | 3’-4’ | Low | Umbrella shaped | Gray-green foliage | Flower: Bright red, eucalyptus like flowers |  |
| Tabebuia impetiginosa | Lavender Trumpet Tree | Deciduous | Northern Mexico south to northern Argentina | 20’-40’ (Moderate growth rate) | 20’-40’ | 30’-35’ | 4’-6’ | Moderate to drought tolerant | Umbrella shaped | Light green | Flower: lavender pink |  |
| Lyonothamnus floribundus | Catalina Ironwood | Evergreen | California Native | 40’+ (Moderate growth) | 20’-40’ | 30’-35’ | 4’-6’ | Low | Conical | Dark green leaves, fern-like and attractive | Flower: white |  |
| Jacaranda mimosifolia | Jacaranda | Semi-deciduous | NW Argentina, Bolivia | 20’-40’ (Moderate growth rate) | 20’-40’ | 35’-40’ | 6’-8’ | Moist soil | Round, oval and spreading in shape | Light green | Flowers: purple in Summer and Fall Fruit: brown capsule |  |

TABLE 7. Street Trees

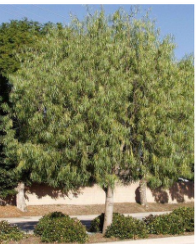


| BOTANICAL NAME | COMMON NAME | TYPE | ORIGIN | HEIGHT | CROWN SPREAD | SPACING | TREE WELL SIZE | WATER NEEDS | SHAPE OF TREE | FOLIAGE COLOR | FLOWER/FRUIT COLOR | IMAGE |
|----------------------|-------------------|-----------|-------------------|----------------------|--------------|---------|----------------|-------------|----------------------|---|---|---|
| Geijera parviflora | Australian Willow | Evergreen | Australia | 20'-40' | 20'-40' | 30'-35' | 4'-6' | Low | Weeping, round, oval | Light green | Flower: cream |  |
| Eucalyptus ficifolia | Red-Flowering Gum | Evergreen | Australia | 20'-40' | 20'-40' | 30'-35' | 6'-8' | Low | Broad | Extremely dark green | Flower: red |  |
| Cercis occidentalis | Western Redbud | Evergreen | California Native | 20' (Slow growth) | 20' | 25'-30' | 3'-4' | Low | Round | Pale-green color, tinged red, and age to a blue-green, then turn yellow before dropping in the fall | Flower: magenta Fruit: prolific, brown or purple pod |  |

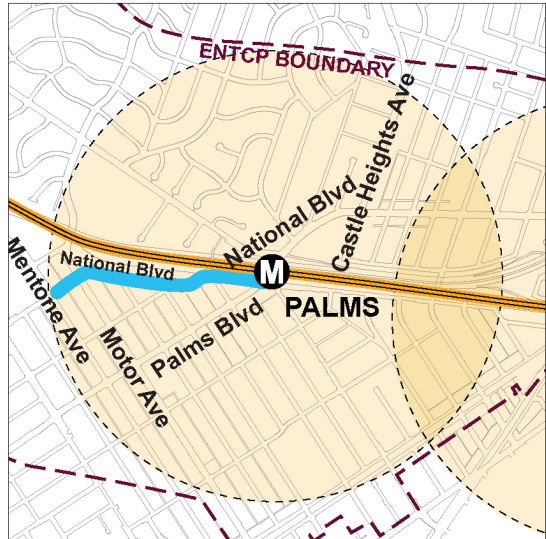
Table 7 Notes:
(1) Tree well size indicated is minimum size per UFD guidelines. Required tree well size is indicated in Table 3 of this plan.

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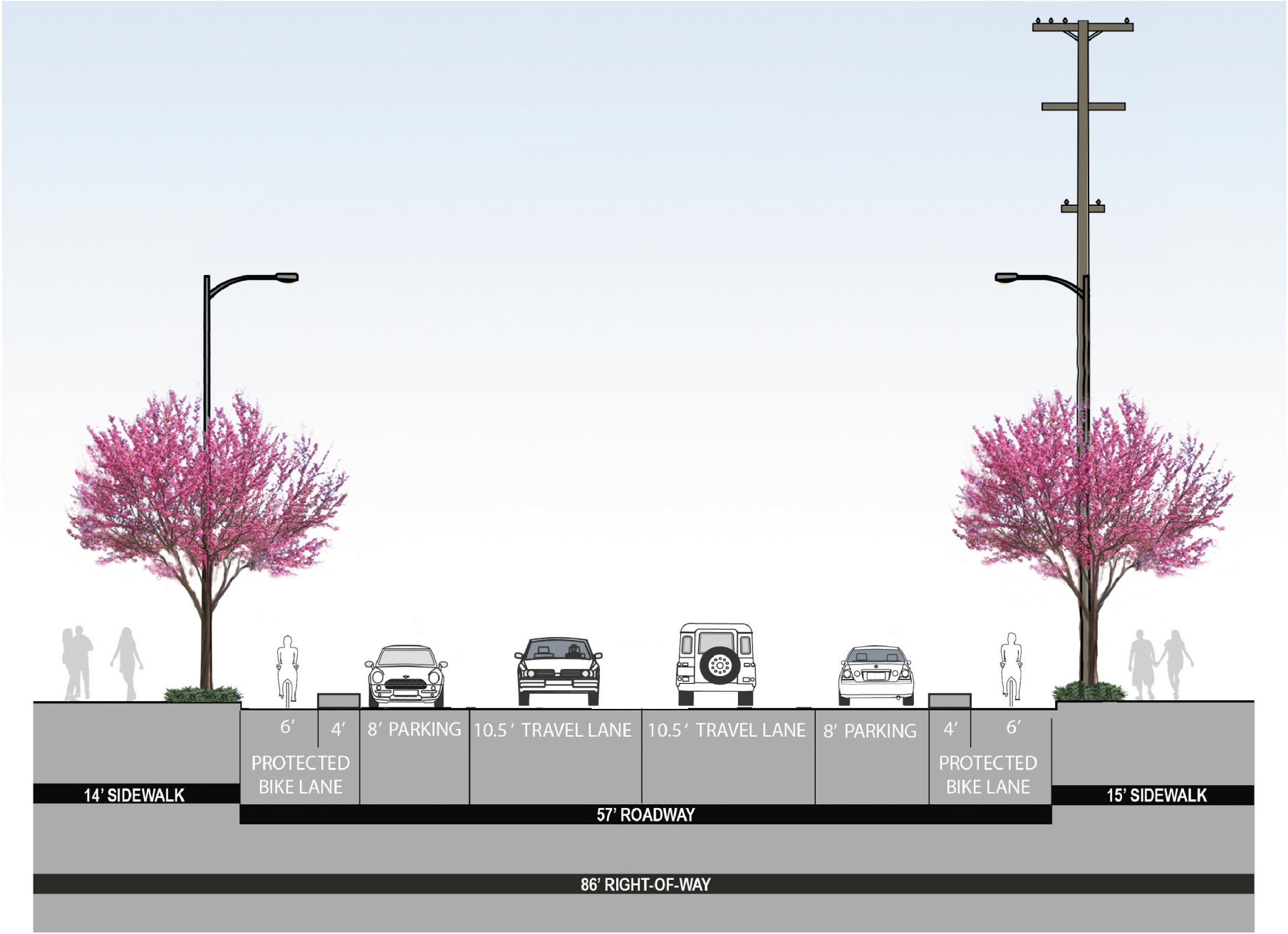
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|---|--|
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|---|--|

NATIONAL BOULEVARD

MOTOR AVE TO PALMS BLVD
ASPIRATIONAL CROSS SECTION



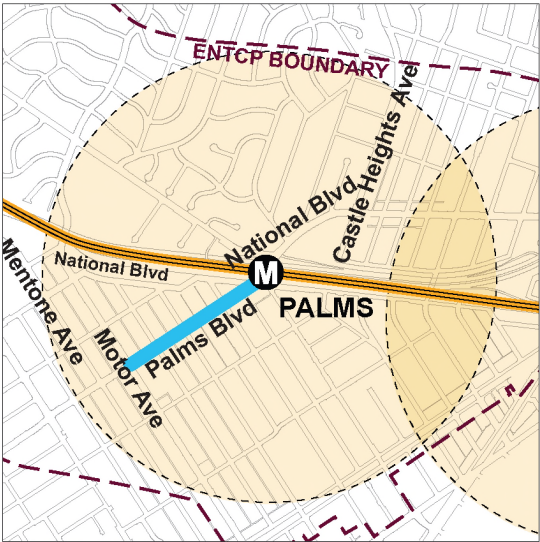
KEY MAP



PALMS BOULEVARD

MOTOR AVE TO NATIONAL BLVD

ASPIRATIONAL CROSS SECTION



KEY MAP

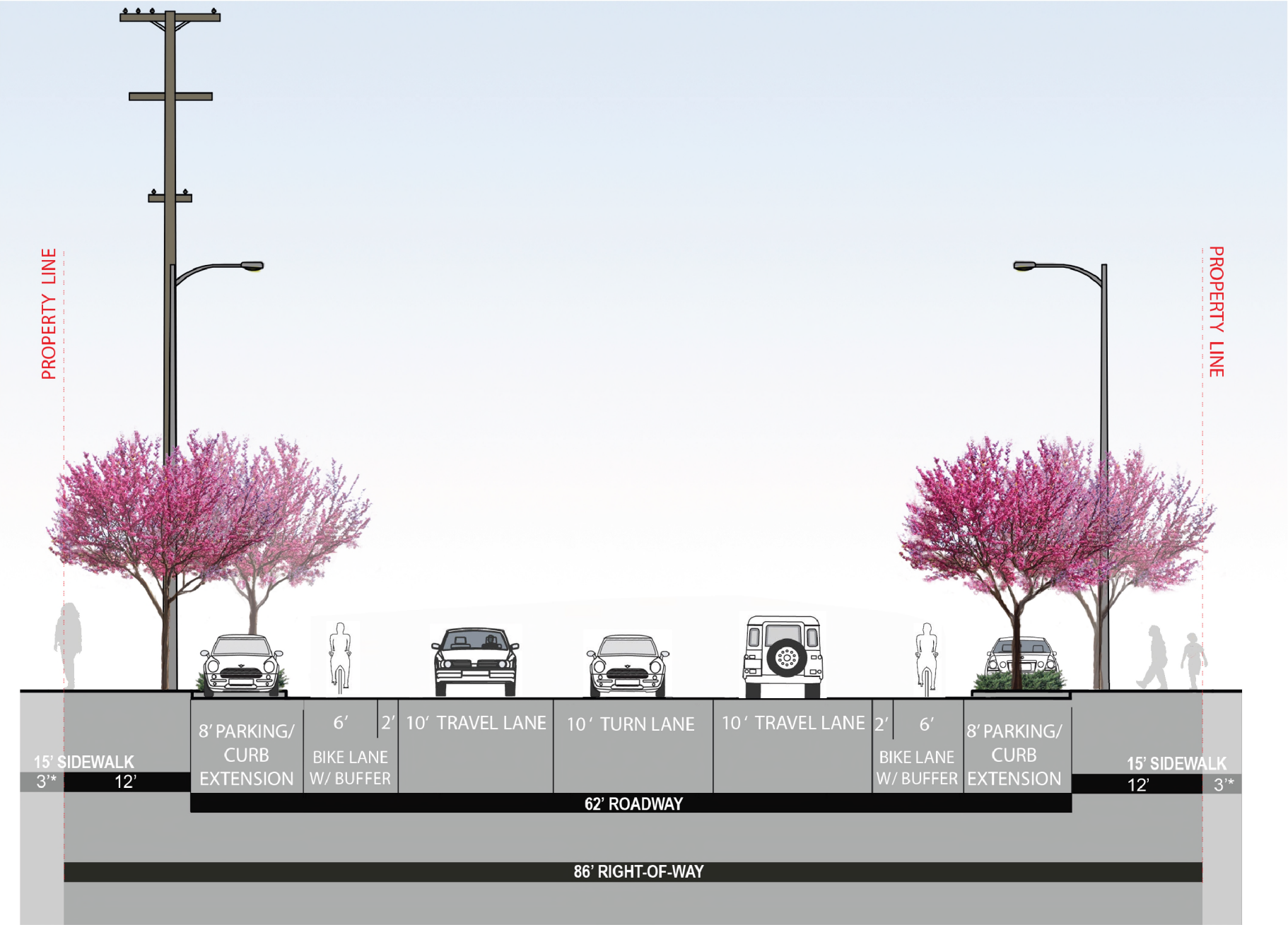


EXHIBIT C1:

Plan Boundary Map

Exposition Corridor Transit Neighborhood Plan
CPC-2013-0621-ZC-GPA-SP; ENV-2013-0622-EIR

Recommended by the City Planning Commission on November 9, 2017.

May 2018

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

Sheet 2 of 2

See Sheet 1 of 2

CULVER CITY

Sheet 2 of 2

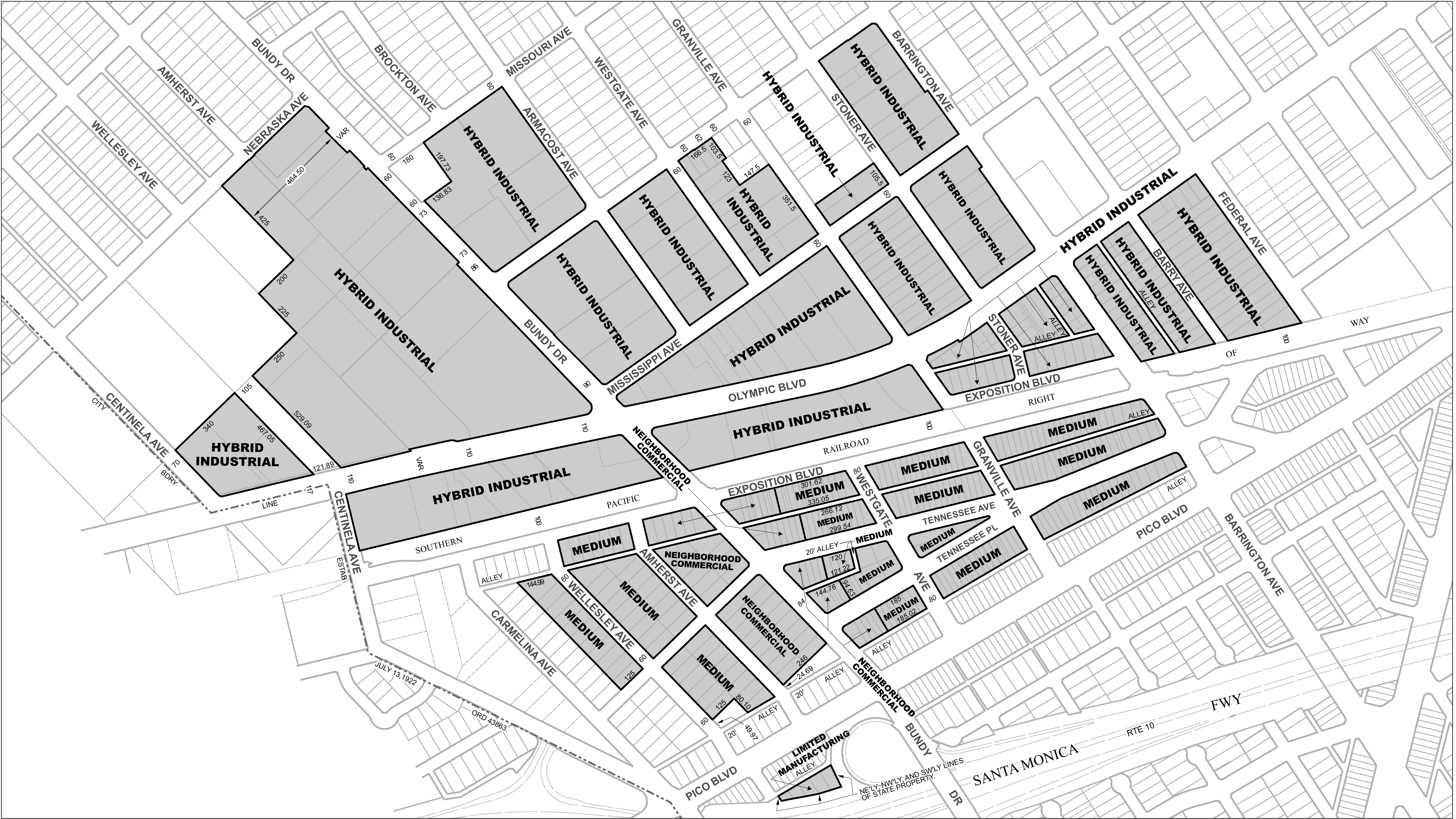
BOUNDARY ONE-HALF MILE
FROM SOUTHERN PACIFIC
RAILROAD RIGHT OF WAY,
EXCEPT WHERE NOTED.

EXHIBIT C2: Land Use Change Map

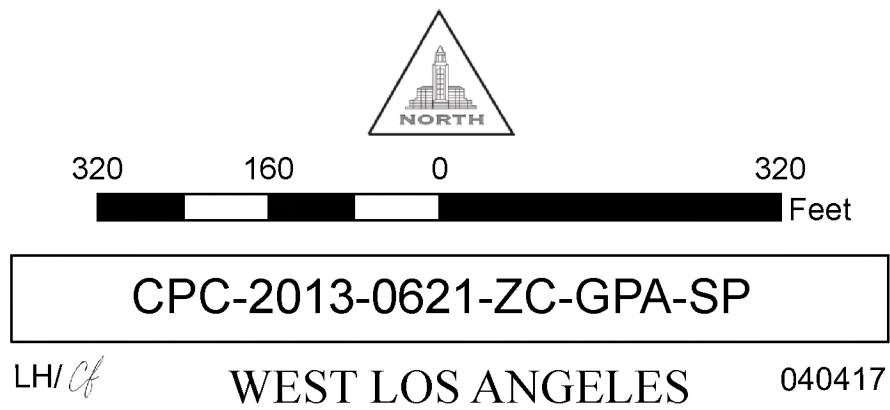
Exposition Corridor Transit Neighborhood Plan
CPC-2013-0621-ZC-GPA-SP; ENV-2013-0622-EIR

Recommended by the City Planning Commission on November 9, 2017.

May 2018



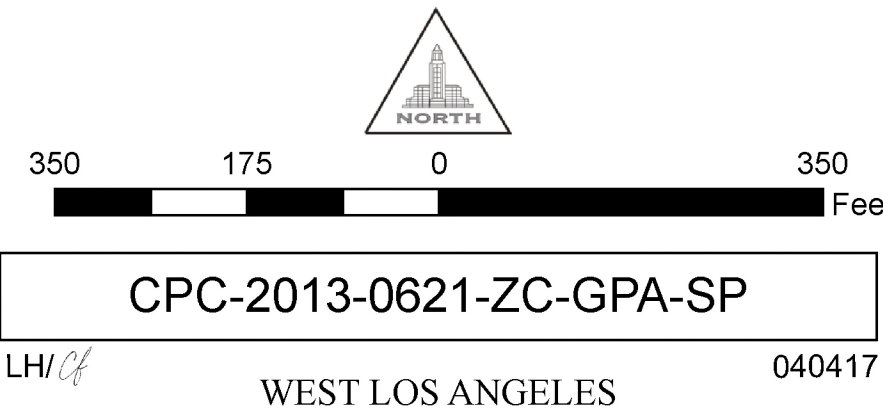
As Modified by the City Planning Commission on November 9, 2017



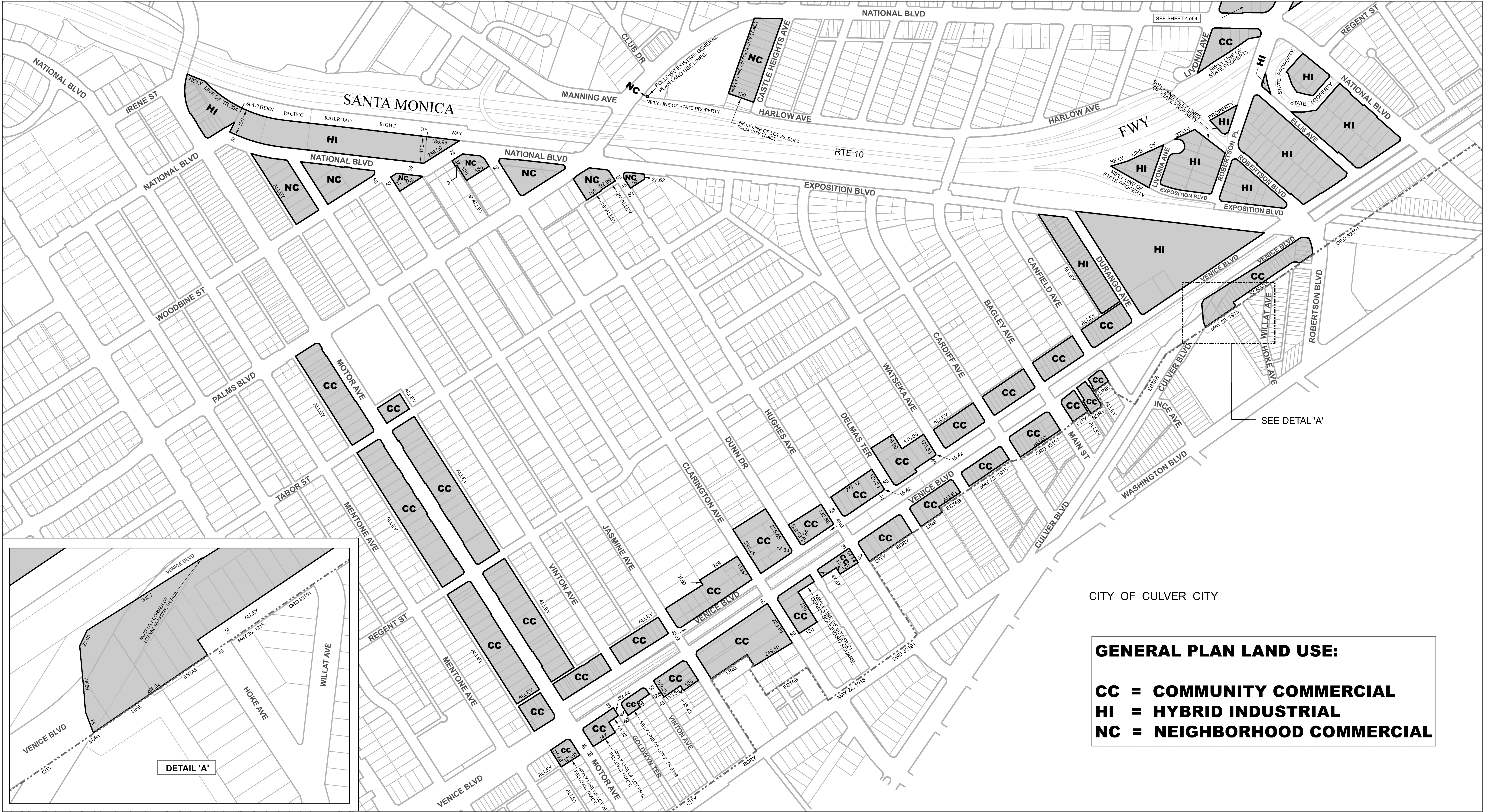
Sheet 1 of 4



As Modified by the City Planning Commission on November 9, 2017



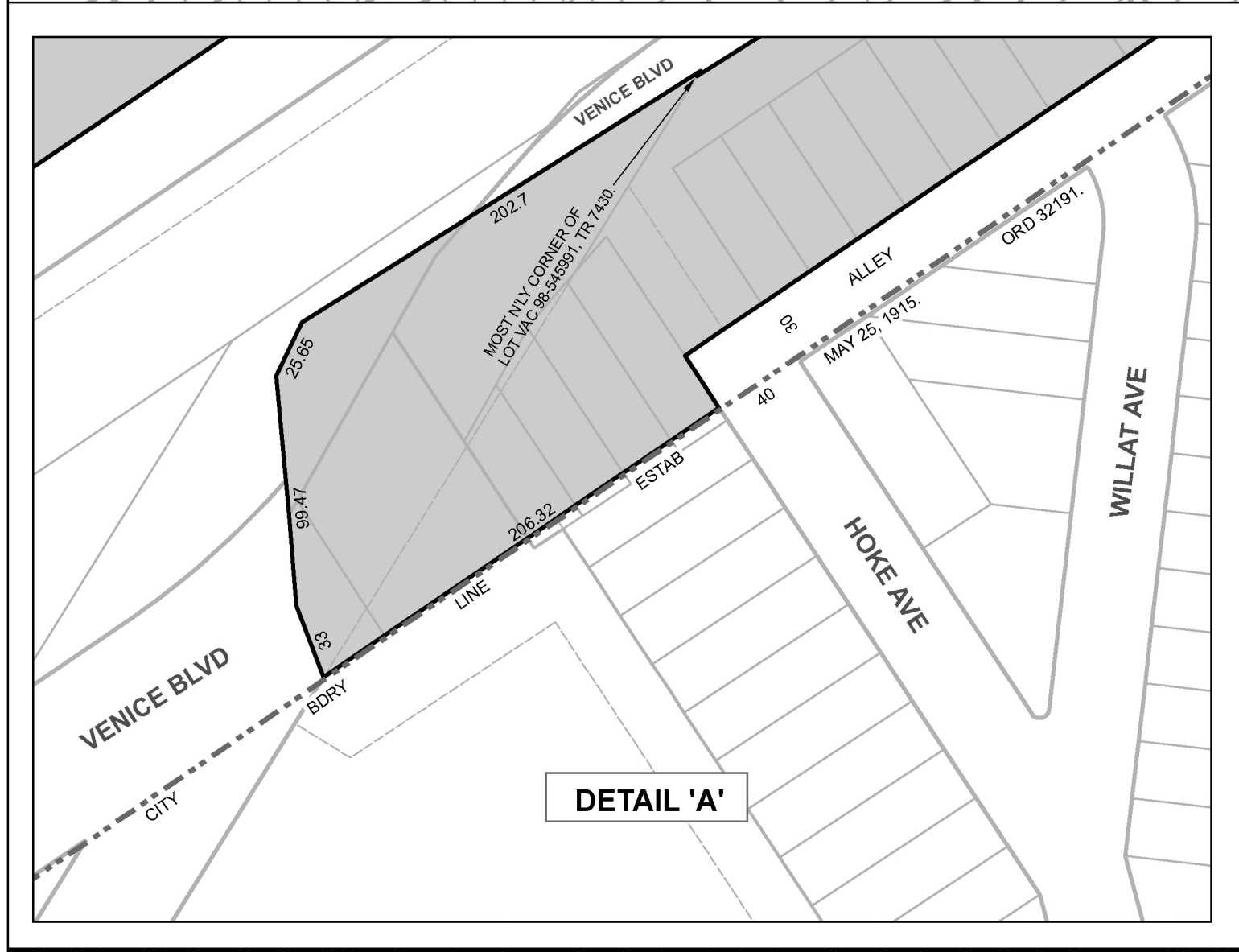
Sheet 2 of 4



CITY OF CULVER CITY

GENERAL PLAN LAND USE:

CC = COMMUNITY COMMERCIAL
HI = HYBRID INDUSTRIAL
NC = NEIGHBORHOOD COMMERCIAL



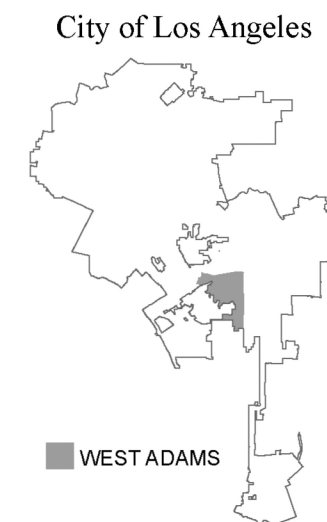
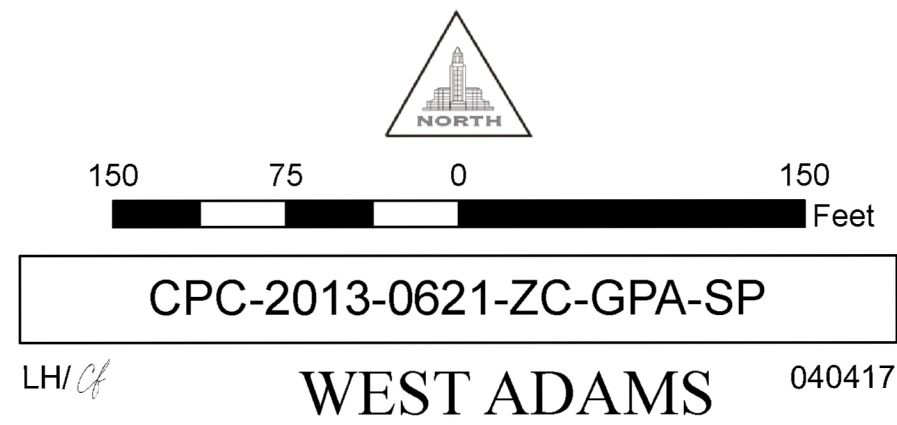
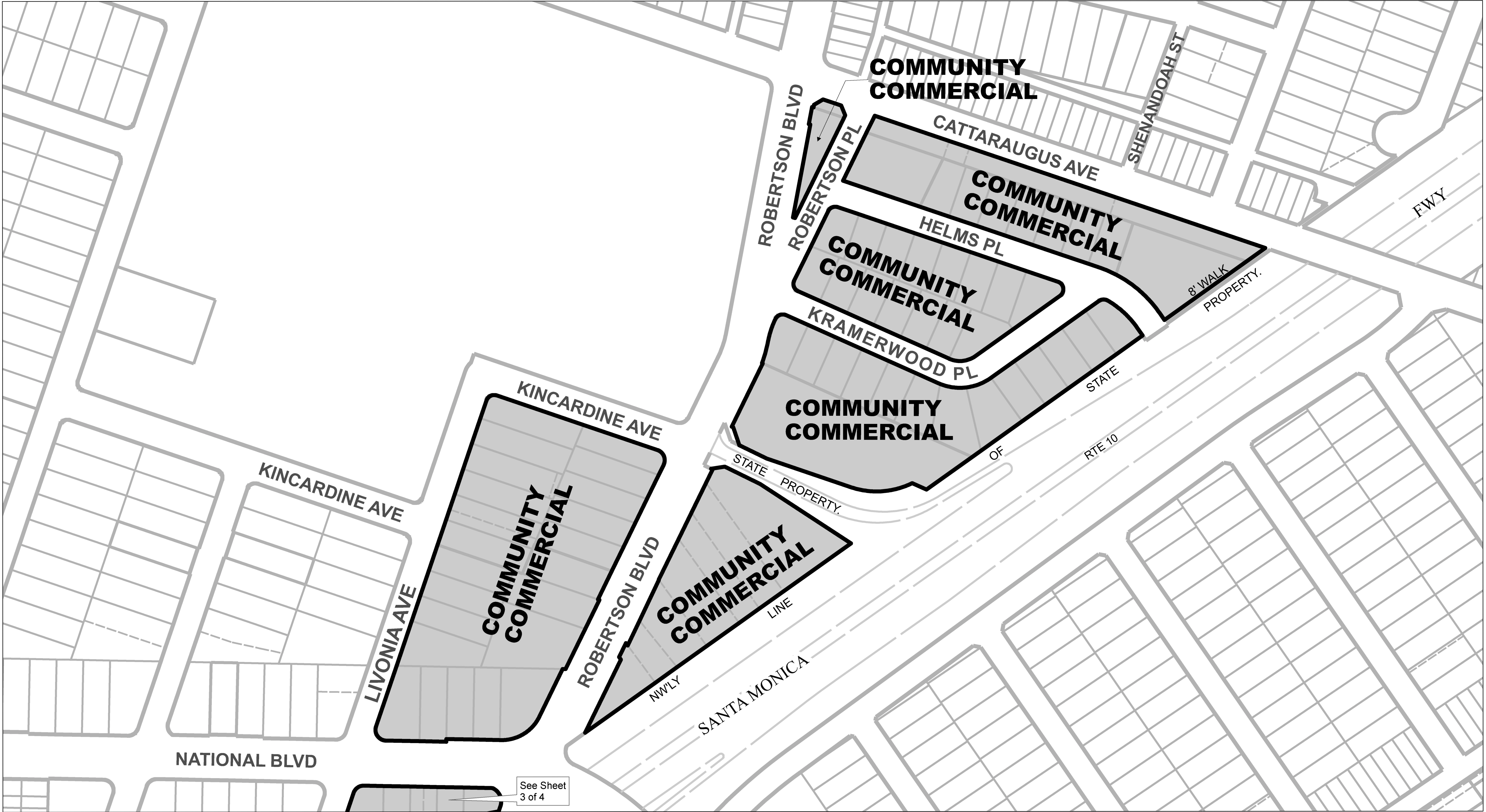
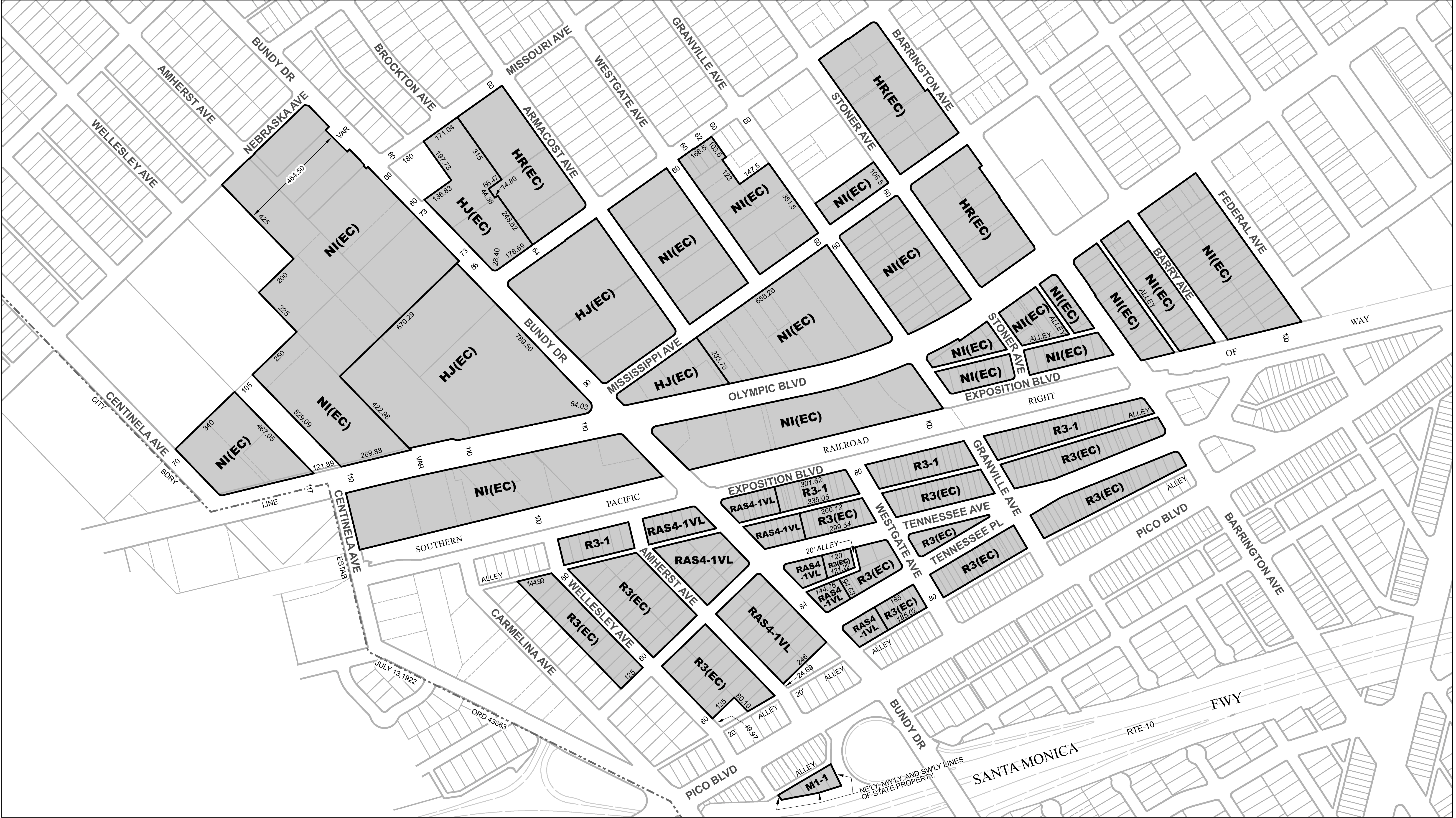


EXHIBIT C3: Zone Change Map

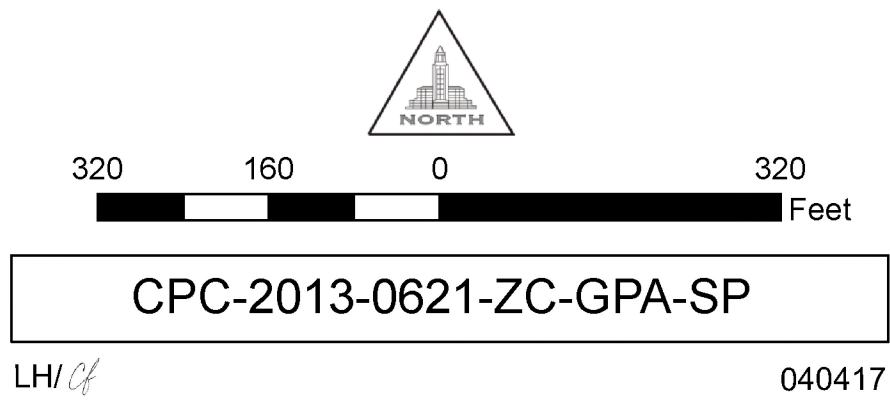
Exposition Corridor Transit Neighborhood Plan
CPC-2013-0621-ZC-GPA-SP; ENV-2013-0622-EIR

Recommended by the City Planning Commission on November 9, 2017.

May 2018



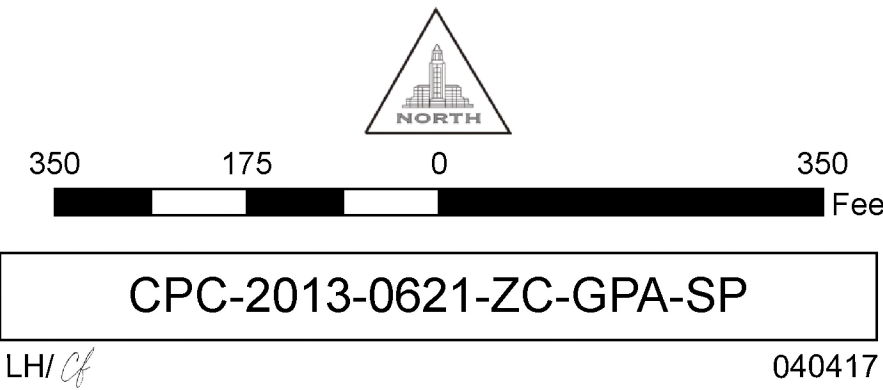
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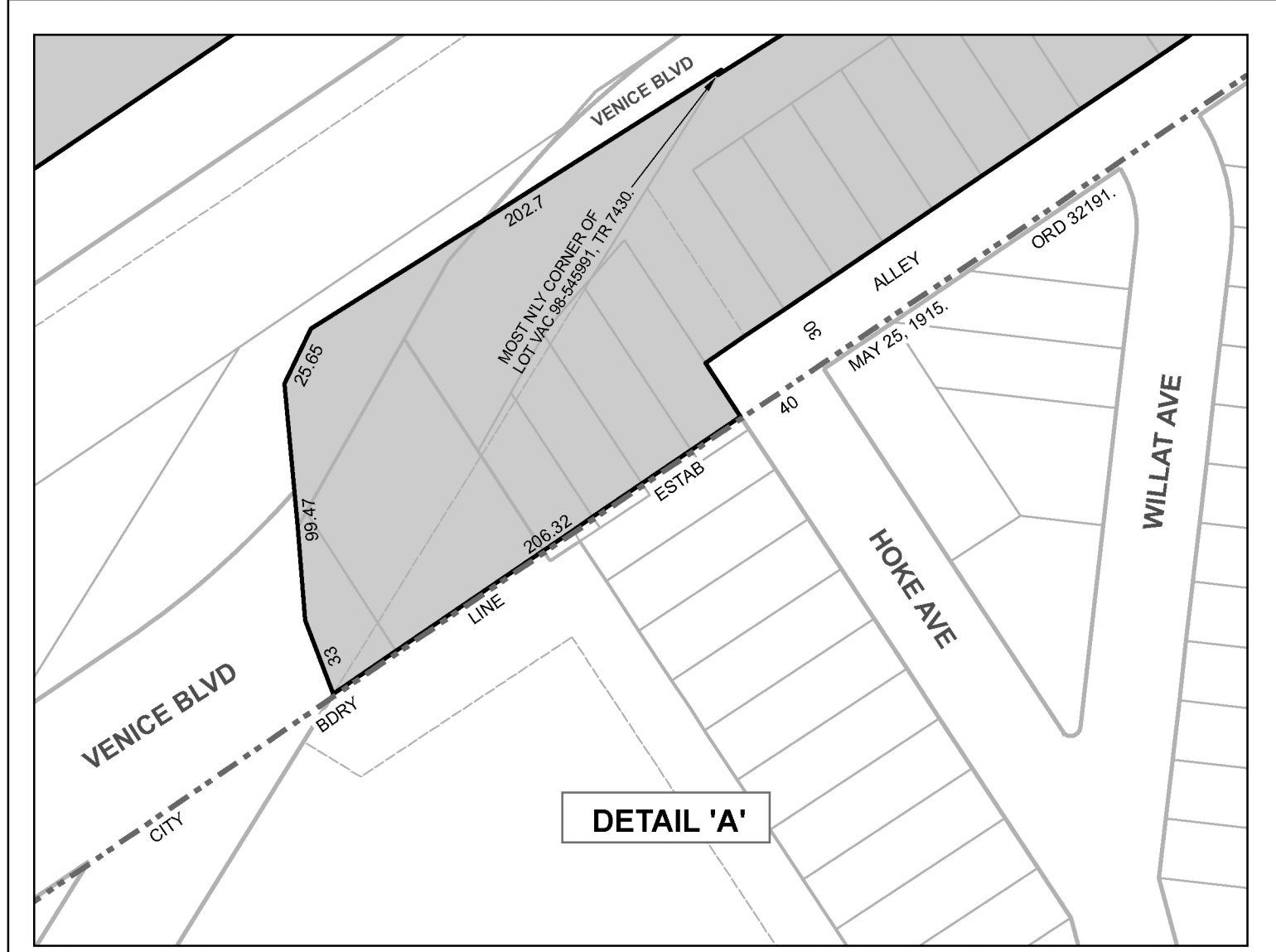
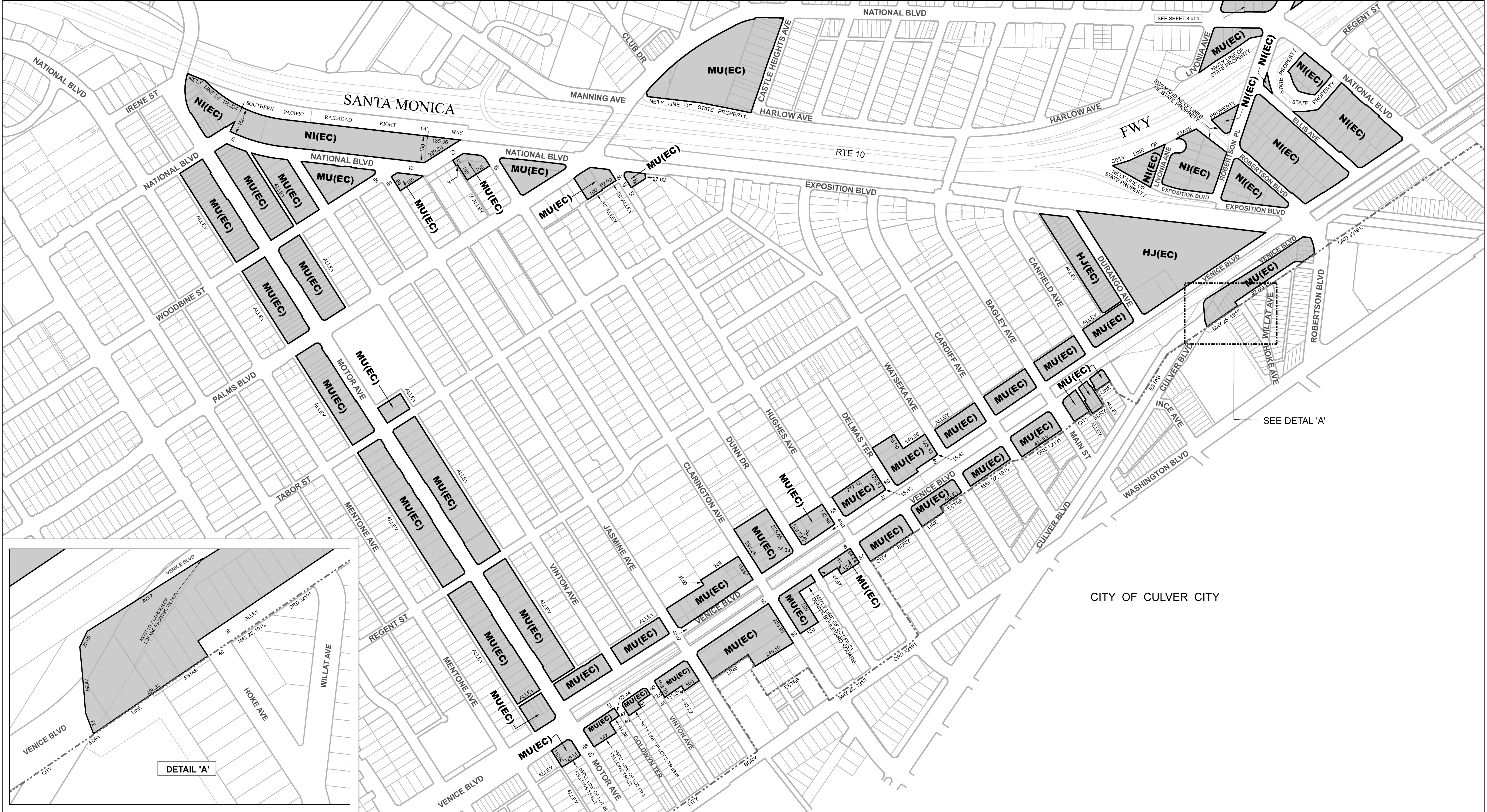
Sheet 1 of 4

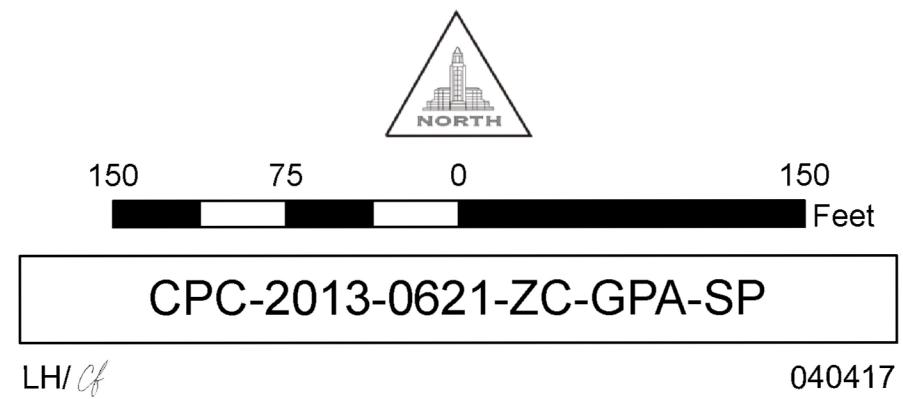


As Modified by the City Planning Commission on November 9, 2017



Sheet 2 of 4





Sheet 4 of 4

EXHIBIT D – Draft Environmental Impact Report (DEIR) and Technical Appendices

Please visit the link below to review the DEIR:

<http://planning.lacity.org/>

Use the bar to the far right to scroll to the bottom of the brown list to your **left**. Click on **Environmental Review**. Click on **Draft EIR**. Then scroll down the list until you come to:

Exposition Corridor Transit Neighborhood Plan Project

EXHIBIT E – Final Environmental Impact Report (FEIR), Mitigation and Monitoring Program, CEQA Findings of Facts and Statement of Overriding Considerations

Please visit the link below to review the FEIR:

<http://planning.lacity.org/>

Use the bar to the far right to scroll to the bottom of the brown list to your **left**. Click on **Environmental Review**. Click on **Final EIR**. Then scroll down the list until you come to:

Exposition Corridor Transit Neighborhood Plan Project

EXHIBIT F:

Draft Resolution

Exposition Corridor Transit Neighborhood Plan
CPC-2013-0621-ZC-GPA-SP; ENV-2013-0622-EIR

Recommended by the City Planning Commission on November 9, 2017.

May 2018

DRAFT RESOLUTION

A RESOLUTION OF THE COUNCIL OF THE CITY OF LOS ANGELES, CERTIFYING ENVIRONMENTAL IMPACT REPORT STATE CLEARINGHOUSE (SCH) No. 2013031038 (ENV-2013-622-EIR) AS RELATED TO GENERAL PLAN AMENDMENTS ASSOCIATED WITH THE EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN, AMENDMENT TO THE APPLICABLE COMMUNITY PLANS COMPRISING THE LAND USE ELEMENT OF THE GENERAL PLAN; ADOPTING FINDINGS OF FACT AS REQUIRED BY PUBLIC RESOURCES CODE SECTION 21081(a) AND CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES, SECTION 15091, APPROVING A MITIGATION MONITORING PLAN, ADOPTING THE STATEMENT OF OVERRIDING CONSIDERATIONS; AND ADOPTING AMENDMENTS TO THE LAND USE ELEMENT OF THE GENERAL PLAN.

WHEREAS, the West Los Angeles Community Plan was adopted by the City Council in 1999, through the General Plan/Zoning Consistency Program, Community Plan Revision Program, and by limited amendments through the Periodic Plan Review Program; and

WHEREAS, the Palms-Mar Vista-Del Rey Community Plan was adopted by the City Council in 1997 through the General Plan/Zoning Consistency Program, Community Plan Revision Program, and by limited amendments through the Periodic Plan Review Program; and

WHEREAS, the West Adams-Baldwin Hills-Leimert Community Plan was adopted by the City Council in 2016 through the General Plan/Zoning Consistency Program, Community Plan Revision Program, and by limited amendments through the Periodic Plan Review Program; and

WHEREAS, the Exposition Corridor Transit Neighborhood Plan ("Project") consists of amendments to the West Los Angeles, Palms-Mar Vista-Del Rey Community Plan maps and texts with associated land use designation and zone and height district changes, as well as the creation of a Specific Plan; and

WHEREAS, the Hearing Officer, as a representative of the City Planning Commission held a public hearing regarding the Proposed Plan on May 23, 2017; and

WHEREAS, a notice of public hearing was published in the "Los Angeles Daily Journal" on April 26, 2017, mailed to property owners and distributed through the Council Offices, in accordance with Section 12.32-C4 of the Los Angeles Municipal Code; and

WHEREAS, the City Planning Commission conducted a public hearing on November 9, 2017 recommending approval of the Proposed Plan; and

WHEREAS, evidence, both written and oral, was duly presented to and considered by the City Planning Commission at the aforesaid November 9, 2017 public hearing, including but not limited to a staff recommendation report, exhibits, appendices, and public testimony; and

WHEREAS, the amendments to the West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert community plans consist of changes that implement applicable Community Plan and General Plan policies related to accommodating job and housing growth through mixed use development focused in transit-served areas and reflect development trends

and physical changes, such as the introduction of Exposition Line Light Rail Transit, that have occurred in the subject communities since the current plans were adopted; and

WHEREAS, the City Council has reviewed and considered the Final Environmental Impact Report (FEIR) No. ENV-2013-622-EIR in its determination of adopting the Project (Proposed Plan); and

WHEREAS, pursuant to the City Charter and ordinance provisions, the Mayor and the City Planning Commission have transmitted their recommendations.

NOW, THEREFORE, BE IT RESOLVED, AS FOLLOWS:

1. Recitals. The foregoing recitals are true and correct and incorporated herein by reference.

2. Findings. The City Council has reviewed the City Charter, General Plan and Municipal Code findings of the Los Angeles City Planning Commission and adopts these findings as the findings of the City Council.

3. Certification of EIR.

(a) CEQA Findings. Council finds based upon the substantial evidence in the record of proceedings and its independent judgment and analysis, that:

(1) Compliance with CEQA. The Final EIR (FEIR), which is attached hereto and incorporated herein by this reference, includes the Draft EIR SCH No. 2013031038 (ENV-2013-622-EIR), dated March 2017, the Draft EIR appendices, the Final EIR dated May 2018, and all its related appendices and attachments. The FEIR was prepared, in both substance and procedures, in compliance with the requirements of CEQA. The FEIR is included in Exhibit E to the Staff Report located in the Council File No. _____.

(2) Ratification of Findings and Analysis in the Final EIR and Attached Findings. In making the findings in this Resolution, the Council ratifies, adopts, and incorporates the analysis and explanation in the FEIR, and ratifies, adopts, and incorporates in these findings the determinations and conclusions in the FEIR relating to environmental impacts and mitigation measures. The Council also adopts all statements and findings in the Findings of Facts and Statement of Overriding Considerations prepared for the FEIR (hereinafter, "F/SOC"), found in Appendix B of the FEIR. The Findings are attached hereto and incorporated herein by this reference. In the Findings, the Project, encompassing associated General Plan Amendments, is referred to as the "Proposed Plan." The Findings adopted to certify the FEIR are for the Proposed Plan.

(3) Findings Regarding Environmental Impacts Found to be Significant and Unavoidable. Council adopts the statements and findings in **F/SOC Section 2**, which is attached hereto and incorporated herein by this reference. The Proposed Plan has significant effects that cannot be mitigated to a less-than-significant level through the imposition of mitigation measures. These significant effects are identified in **F/SOC Section 2**. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the FEIR for the significant impacts identified in **F/SOC Section 2**, including based upon the

findings in **F/SOC Section 2**, and the findings in **F/SOC Section 5** regarding the proposed alternatives. Therefore, those impacts are found to be significant and unavoidable.

- (4) Findings Regarding Environmental Impacts Found to be Less Than Significant with Mitigation. Council adopts the statements and findings in **F/SOC Section 3** to this resolution, which is attached hereto and incorporated herein by this reference. The Proposed Plan has significant effects that can be mitigated to a less-than-significant level through the imposition of mitigation measures. These avoidable significant effects are identified in **F/SOC Section 3**. These avoidable significant effects will be reduced to a less-than-significant level with the changes that have been required in, or incorporated into, the Proposed Plans through the imposition of mitigation measures as described in **F/SOC Section 3**. These mitigation measures identified in **F/SOC Section 3** will be imposed pursuant to the MMP attached in **Chapter 4.0 to the FEIR**. All mitigation measures in the MMP are feasible.
 - (5) Findings Regarding Environmental Impacts Found to be Less Than Significant without Mitigation or No Impact. Any and all potential significant impacts discussed in the FEIR that are not subject to paragraph (3) or (4), above, as either an avoidable significant impact, or as an unavoidable significant impact, are, based on the analysis and conclusions in the Final EIR and the whole of the Records of Proceedings, to be insignificant to the environment.
 - (6) Alternatives. The City Council adopts the statements and findings on the Rejection of Project Alternatives in **F/SOC Section 5** to this resolution, which is attached hereto and incorporated herein by this reference, including findings supporting the adoption of Proposed Plan.
- (b) Final EIR Reviewed and Considered. The Council certifies that the FEIR:
- (1) has been completed in compliance with CEQA;
 - (2) was presented to the Council and that the Council has reviewed and considered the information contained in the FEIR prior to approval of the Project, and all of the information contained therein has substantially influenced all aspects of the decision by the Council; and
 - (3) reflects Council's independent judgement and analysis.
- (c) Statement of Overriding Considerations. Statement of Overriding Considerations in **F/SOC Section 6** to this resolution, which is attached hereto and incorporated herein by this reference. Council finds that each of the Significant and Unavoidable Impacts identified in **F/SOC Section 2** may be considered acceptable individually or collectively to approve the Proposed Plan.
- (d) Mitigation Monitoring. Pursuant to Public Resources Code Section 21081.6, the MMP set forth in **Chapter 4.0 to the FEIR** to this resolution, which is attached hereto and incorporated herein by this reference, is hereby adopted to ensure that all mitigation measures adopted for the Recommended Plans are enforceable and implemented.

- (e) Location and Custodian of Documents. The record of project approval shall be kept in the office of the City Clerk, City of Los Angeles, City Hall, 200 North Spring Street, Los Angeles, California 90012 which shall be held by the City Clerk as the custodian of the documents; all other record of proceedings shall be kept with the Department of City Planning and the Director of the Department of City Planning shall be the custodian of the documents.
- (f) Certification. Based on the above facts and findings, the Council of the City of Los Angeles certifies the FEIR for the Proposed Project as accurate and adequate and complies with CEQA. The Director of the Department of City Planning is directed to file a Notice of Determination as required by the Public Resources Code and CEQA Guidelines.
4. General Plan Amendments. The City Council approves the proposed General Plan text and map amendments found in Council File No. _____, to: (a) the West Los Angeles, Palms-Mar Vista-Del Rey Community Plans, West Adams-Baldwin Hills-Leimert, Land Use Element of the General Plan.
5. Implementing Ordinances. The policies of the West Los Angeles, Palms-Mar Vista-Del Rey Community Plans, West Adams-Baldwin Hills-Leimert Community Plans are implemented through zone changes and the implementing ordinance, the Exposition Corridor Transit Neighborhood Plan (Specific Plan).
6. Reversion to Prior Community Plan. To the extent the Amendments to the West Los Angeles, Palms-Mar Vista-Del Rey Community Plans, West Adams-Baldwin Hills-Leimert Los Angeles Community Plans are enjoined (in whole or in part, permanently or temporarily), or set aside by court order, the West Los Angeles, Palms-Mar Vista-Del Rey Community Plans, West Adams-Baldwin Hills-Leimert Community Plans (as adopted in 1999, 1997 and 2016, respectively) shall, by operation of law, be revived and continue in full force and effect, until such time as the injunction is dissolved, the court order is set aside, and/or until further action of the City Council.
7. Effective Date. This resolution shall be effective upon the adoption by the City Council of the following implementing ordinances: the Exposition Corridor Transit Neighborhood Plan (Specific Plan) and through the adoption of zone and height district changes.

Attachments:

1. Appendix B of the FEIR (CEQA Findings of Facts and Statement of Overriding Considerations)
2. Exhibit E (FEIR)
3. Exhibit A (Proposed Plan)