

DRAFT

# **EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN**

Los Angeles Department of City Planning  
January 2015

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**(Coming Soon!)**
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**(Coming Soon!)**
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**(Coming Soon!)**
- H. Mitigation Monitoring Plan  
**(Coming Soon!)**

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## SECTION 1

# ADMINISTRATION

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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 the area within the lines on the Plan Boundary Map (**Map A**). Properties that are partially within the Plan Boundary are considered to be included within the Plan area.

### 1.1.2. Purposes

This Specific Plan intends to:

1. Implement the West Adams-Baldwin Hills-Leimert Park, Palms-Mar Vista-Del Rey, and West Los Angeles Community Plans.
2. Direct growth and accommodate new residential, mixed-use, commercial, and industrial development near transit stations.
3. Retain existing industrial land around transit stations for job-generating uses to accommodate future demand for jobs.
4. Expand and strengthen the economic base of the City by providing additional employment opportunities and additional revenues to the City of Los Angeles.
5. Encourage the clustering of creative, clean-tech, and high-tech jobs within the transit corridor.
6. Allow limited residential development in select industrial areas to promote a mix of uses and increase housing capacity in close proximity to transit stations.
7. Create opportunities for the development of new housing that meets the diverse needs and income levels of City residents.
8. Conserve stable single family neighborhoods, as appropriate.
9. Reduce greenhouse gas emissions by reducing automobile dependence and encouraging alternative modes of transportation.
10. Promote transit ridership on the Exposition Light Rail and other transit systems.
11. Improve the configuration and condition of public rights of way to better promote pedestrian, bicycle, and vehicular circulation.
12. Encourage walking and bicycling as a means to safely and conveniently circulate within and between neighborhoods and to access transit.

13. Ensure new development is pedestrian-oriented, acknowledges the transit stations and remains compatible with surrounding neighborhoods through building design and site planning.
14. 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.
- B. 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, this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances.
- C. 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. Site Plan Review Ordinance. Approvals pursuant to LAMC Sections 16.05 are not required for Projects within this Specific Plan area.
- E. Development Combining Residential and Commercial Uses. Approvals pursuant to LAMC Sections 12.22 A.18 and 12.24 V are not required for Projects within this Specific Plan area.
- F. Major Projects. Approvals pursuant to LAMC 12.24 U.14 are not required for Projects within this Specific Plan area.
- G. If there is any conflict between the text of this Plan and the tables and maps provided herein, the written language shall control.

### **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 without termination. Legal, nonconforming uses may not expand beyond their existing floor area.

**1.1.5. Interpretation**

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 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, or exterior alteration (greater than 50 percent of a building's value) of any building or structure on a lot located in whole or in part within the Plan Area which requires the issuance of a demolition, grading, foundation, or building permit; use of land permit; or change of use permit.
- B. Lots in the R1 and R2 zones are exempt from the above definition, and therefore building activities in those zones are not considered Projects under this Plan.
- C. Within the West Pico Design District area, which generally includes the properties along Pico Boulevard between Centinela Avenue and the I-405 Freeway (see **Map A**), a Project also includes the construction, erection, alteration, or addition to any sign.

*Note: The inclusion of signs within the West Pico Design District is reflective of sign regulations in a pre-existing Community Design Overlay encompassed by this Plan.*

### 1.2.2. Exemptions

The provision of this Specific Plan shall not apply to:

- A. 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;
- B. Underground tank removal/remediation, and/or seismic reinforcement/retrofitting;
- C. Projects with vested rights pursuant to LAMC Section 12.26 A.3 (Vesting of Development Plan);
- D. Any project complying with an order issued by the Department of Building and Safety for the repair of an unsafe or substandard condition;
- E. Any project that has an application that has been deemed complete by the Department of City Planning prior to the adoption of this Specific Plan;
- F. Any project in the R1 or R2 zone;
- G. Interior tenant improvements or interior remodeling of any existing building or structure that does not affect the exterior building.

### 1.2.3. Plan Subareas

- D. Within the Plan Area, properties are located either within one of the Expo Corridor Subareas (“Subareas”) identified on **Map A** or outside the Subareas. **Table A** below summarizes how the sections of this Plan apply to Projects located in the Subareas versus Projects outside the Subareas.
- E. Construction, alteration, addition, or demolition in the R1 or R2 zones is not considered a Project and therefore such activities are not subject to the any of the standards and guidelines in this Plan.

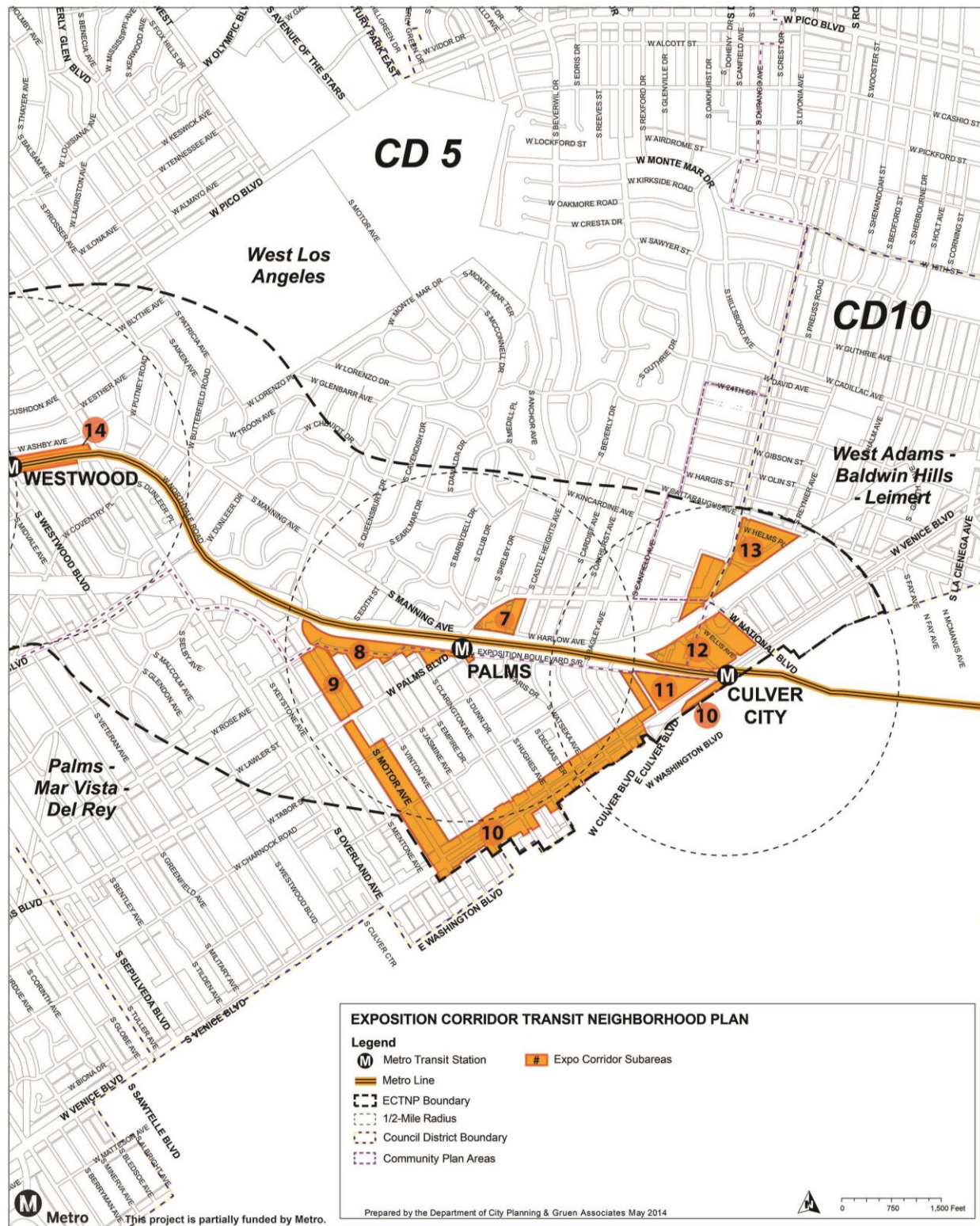
**TABLE A: APPLICABILITY OF THE PLAN**

Section	Section Title	Projects Within Subareas	Projects Outside Subareas
Sec. 1	Introduction	✓	✓
Sec. 2	Zoning and Development Standards	✓	--
Sec. 3	Public Benefits <sup>1</sup>	✓	--
Sec. 4	Transportation <sup>2</sup>	✓	✓
Sec. 5	Urban Design Standards <sup>3</sup>	✓	✓
Sec. 6	Streets	✓	✓
Sec. 7	Process	✓	✓
Sec. 8	Definitions	✓	✓
Appendix A	Public Benefits Menu <sup>1</sup>	✓	--
Appendix B	Street Standards <sup>4</sup>	✓	✓
Appendix C	Urban Design Guidelines <sup>3</sup>	✓	✓
Appendices D - G	Streetscape Plans <sup>4</sup>	✓	✓
Appendix H	Mitigation Monitoring Plan	✓	✓
1. Public Benefits are only applicable to Projects utilizing the Tier 1 or Tier 2 FAR Bonus. 2. Transportation requirements apply to large scale Projects that are primarily non-residential in use. See Section 4 for specific thresholds. 3. Urban Design Standards and Guidelines are not applicable to R1 or R2 properties. 4. Street Standards and Streetscape Plans apply to Projects that front on or involve changes to any portion of the street segments covered by the Streetscape Plans (found on <b>Map G</b> ).			





## MAP A: PLAN BOUNDARY AND SUBAREAS



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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

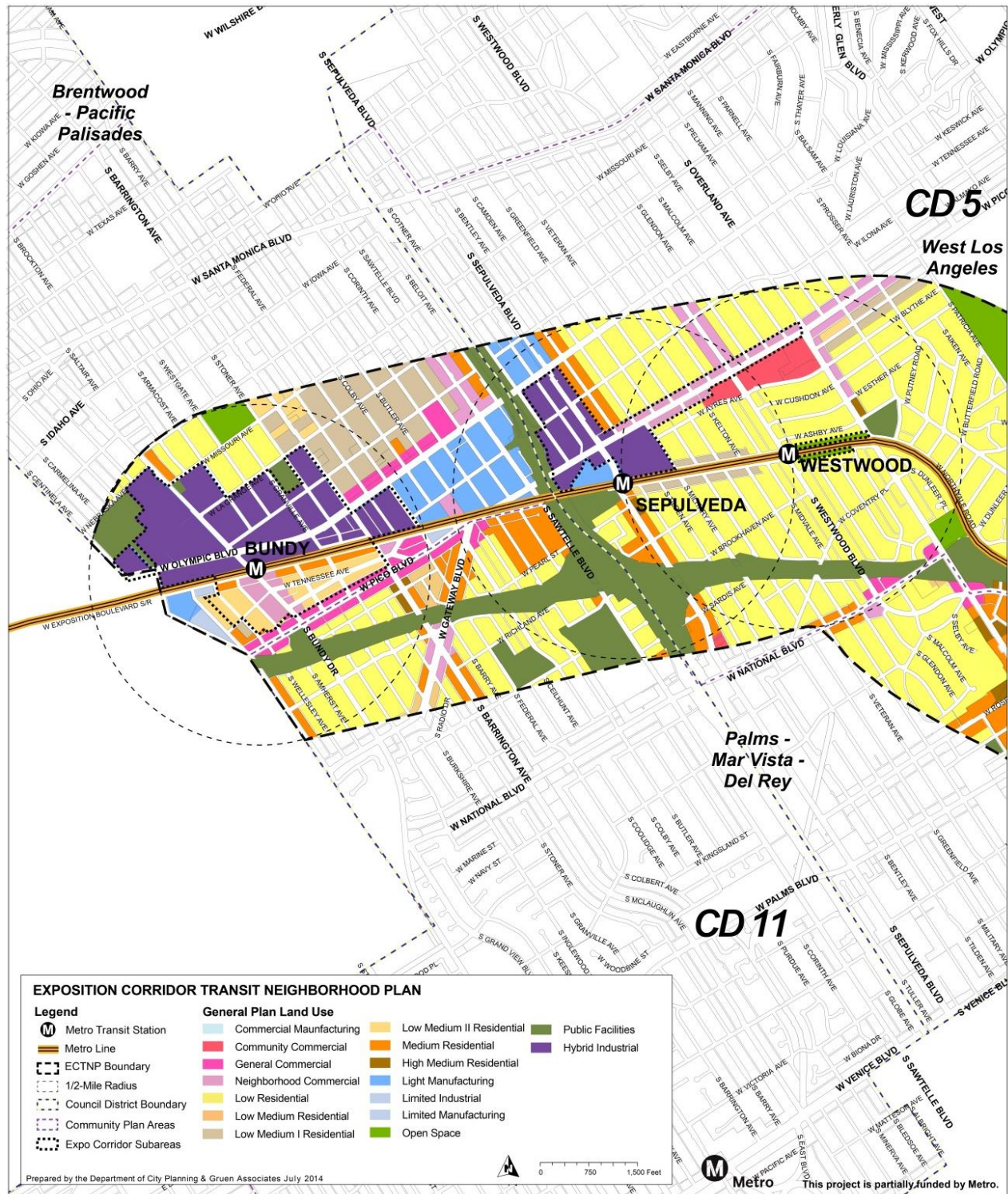
The Plan is divided into the following General Plan land use designations:

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

The boundaries of these land use categories are illustrated on the General Plan Land Use Map (**Map B**).

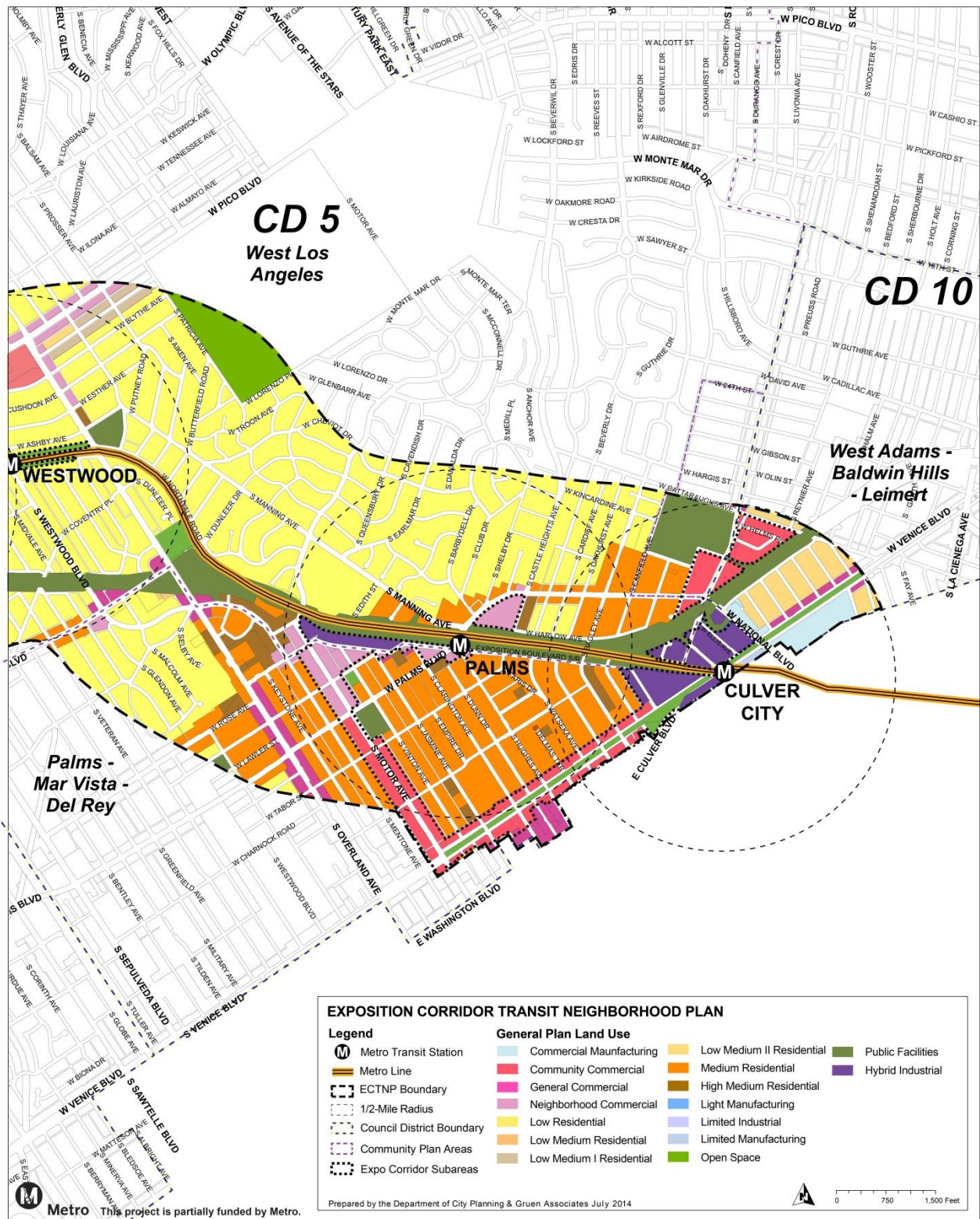
## 2. ZONING AND DEVELOPMENT STANDARDS

### MAP B: GENERAL PLAN LAND USE





MAP B: GENERAL PLAN LAND USE



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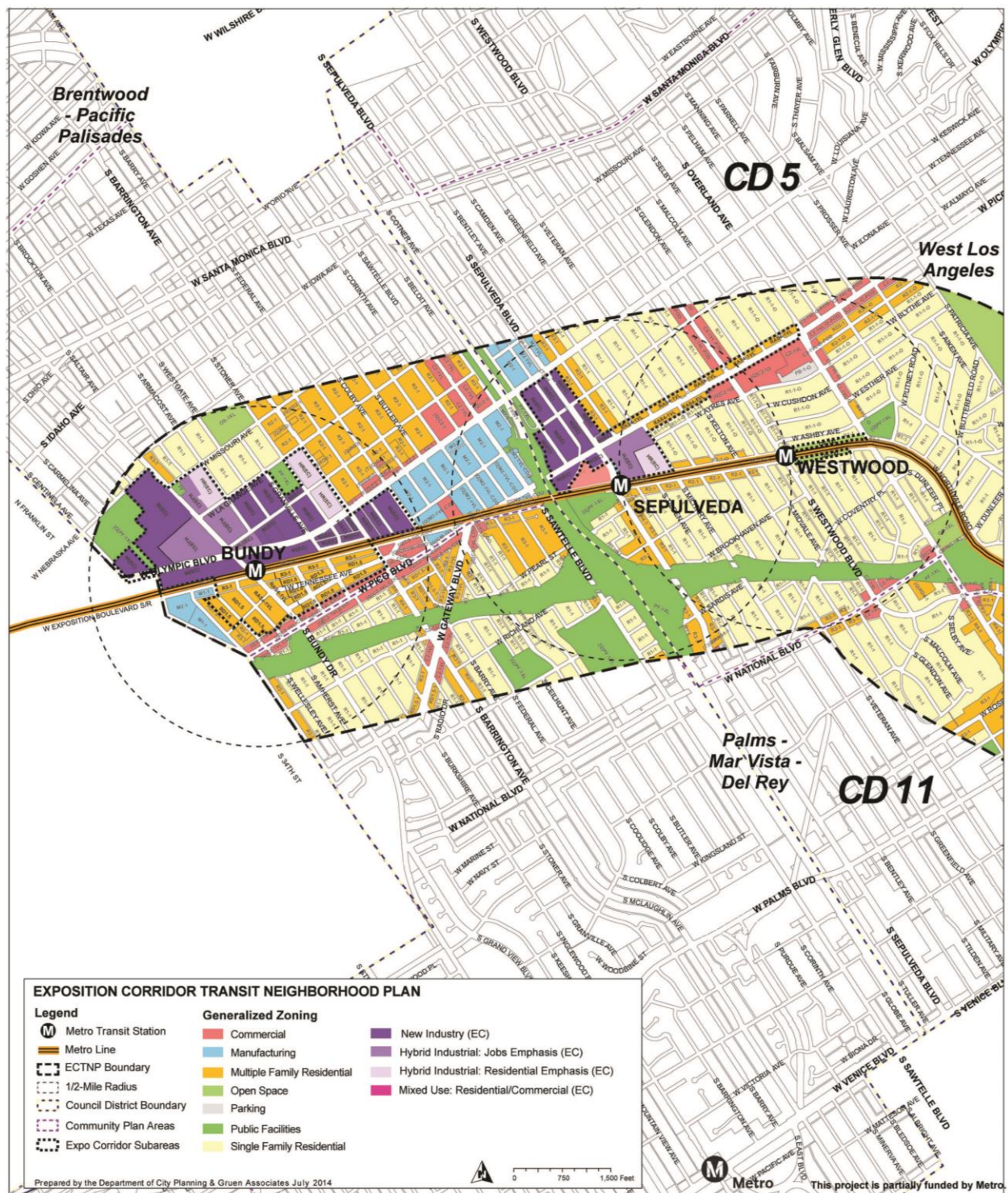
**2.1.2. Zoning**

- A. The following zones are established as part of this Plan: New Industry; Hybrid Industrial: Jobs Emphasis; Hybrid Industrial: Residential Emphasis; Mixed Use: Commercial/Residential. The intent of each of these zones is described below.
1. **New Industry – NI(EC).** The New Industry zone is an employment zone with uses tailored to 21<sup>st</sup> century and creative industries such as digital technology, research and development, media, design, and entertainment. Light manufacturing and assembly uses associated with these industries are also appropriate in this zone. Retail and restaurant uses are limited in this zone and are intended to support the employment uses.
  2. **Hybrid Industrial: Jobs Emphasis – HJ(EC).** The Hybrid Industrial: Jobs Emphasis zone is a primarily employment-focused zone with a limited amount of residential use. The employment uses in this zone are similar to those in the New Industry zone, but can include a larger amount of retail, restaurant, and entertainment uses.
  3. **Hybrid Industrial: Residential Emphasis – HR(EC).** The Hybrid Industrial: Residential Emphasis zone requires a minimum level of employment uses (also similar in type to New Industry) along with a greater but still limited amount of residential use. This zone transitions between the New Industry zone and residential neighborhoods.
  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 multi-family residential. This zone activates commercial corridors with a variety of uses that serve the local community while also providing housing options.
- B. The boundaries of these zones, as well as other areas that are given new zoning as part of this Plan, are illustrated on the Zoning Map (**Map C**).



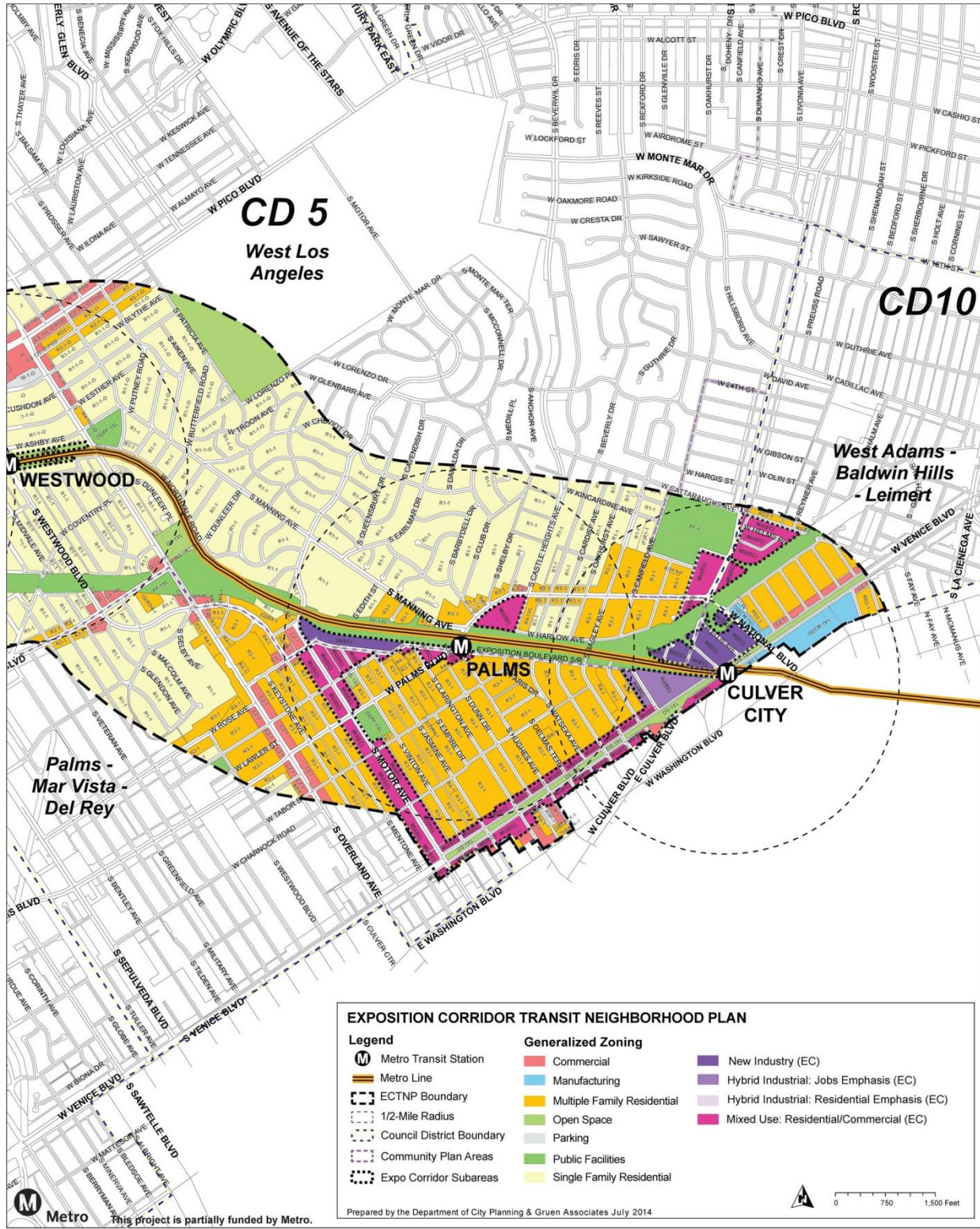
## 2. ZONING AND DEVELOPMENT STANDARDS

### MAP C: ZONING





MAP C: ZONING



### 2.2. ALLOWABLE USES

The 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.

#### 2.2.1. Use Limitations

- A. Uses that are indicated as “Limited” in **Table B** are limited to the indicated percentage of the total floor area on the Project site, including any new building area and existing building area to remain.
- B. When multiple limited uses are located on a site, the total square footage dedicated to such uses, with the exception of multi-family residential, shall not exceed 40 percent of the total floor area on the Project site.
- C. For multi-family residential use, there is no limit on the number of dwelling units based on lot size. However dwelling units must have a minimum size of 350 square feet.
- D. Any live/work units provided in a Project shall be designed to the following standards:
  - 1. The average size of all live/work units within a Project shall be no less than 750 square feet.
  - 2. Each live/work unit shall have at least one continuous workspace that is no smaller than 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.
  - 3. Excluding area used for bathrooms and storage, at least 70 percent of the floor area of all live/work units shall be open with no fixed interior separation walls.

TABLE B: ALLOWABLE USES AND LIMITATIONS

Use Classification	New Industry	Hybrid Industrial: Jobs Emphasis	Hybrid Industrial: Residential Emphasis	Mixed-Use: Commercial/Residential
Animal Hospitals and Veterinary Clinics	No	No	No	Yes
Animal Keeping/Kennels	No	No	No	No
Automobile-Related Uses	No	No	No	No
Colleges and Vocational/Technical Schools or Programs	Yes	Yes	Yes	Yes
Commercial Hotels <sup>1</sup>	Yes	Yes	Yes	Yes
Commercial Office	Yes	Yes	Yes	Yes
Drive-Through Establishments	No	No	No	No
Entertainment, Exhibit and Cultural Facilities	Limited (10%)	Limited (20%)	Yes	Yes
Free-Standing Fast Food Establishment	No	No	No	No
Heavy Manufacturing	No	No	No	No
Hospitals and Nursing and Residential Care Facilities	No	No	No	Yes
Light Manufacturing and Assembly	Yes	Yes	No	No
Live/Work	Limited (30 - 50%) <sup>2</sup>	Yes	Yes	Yes
Parking <sup>3</sup>	Limited	Limited	Limited	Limited
Publishing, Motion Picture, Broadcasting	Yes	Yes	Yes	Yes
Recreation Facilities and Gyms	Limited (10%)	Limited (10%)	Yes	Yes
Religious Assembly	No	No	No	Yes
Repair and Maintenance Facilities	Yes	No	No	No
Research and Development	Yes	Yes	Yes	Yes
Residential - Single-Family	No	No	No	No
Residential - Multi-Family	No <sup>4</sup>	Limited (30 - 50%) <sup>5</sup>	Limited (70 - 75%) <sup>5</sup>	Limited (80 - 90%) <sup>5</sup>
Restaurants and Bars	Limited (10%)	Limited (20%)	Yes	Yes
Retail and Personal Services <sup>6</sup>	Limited (10%) <sup>7</sup>	Limited (20%)	Yes	Yes
Schools, Elementary and High	No	No	No	No
Server Farms	Limited (10%)	Limited (10%)	No	No
Spectator Sports Facilities	No	No	No	Yes
Trucking and Transportation Facilities	No	No	No	No
Utilities	No	No	No	No
Warehousing, Distributing, and Storage	Limited (20%)	Limited (20%)	No	No
Waste Management and Remediation	No	No	No	No
Wholesale (Including Showrooms)	Limited (20%)	Limited (20%)	No	No

1. Commercial hotels in these zones are exempt from CUP requirements in LAMC Section 12.24 W.24

2. Live/work units are limited to 30% of a Project's total square footage. However, up to 50% of the square footage may be live/work if public benefits are provided. See Section 3.1.2.

3. Parking uses must be combined with other uses within a Project, and such other uses must comprise no less than 1:1 FAR on the Project site.

4. With the exception of live/work units or residential units provided as part of an Alternative Compliance Project on eligible sites, no residential use is permitted in the New Industry zone.

5. The allowable percentage of multi-family residential use is dependent on the FAR level of the project. See Section 2.3.3. If a project cannot conform to the multi-family residential use limitations, then compliance with the Plan may be through the Alternative Compliance procedure.

6. The size of individual retail establishments is limited to a maximum of 5,000 SF in the New Industry zone, and to a maximum of 20,000 SF in the Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Mixed Use: Commercial/Residential zones, with the exception of grocery stores in Subareas 7 and 11 (see **Map A**).

7. On properties within Subarea 5 (see **Map A**), retail and personal services are limited to a maximum of 20 percent of a Project's total floor area.

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## 2.3. FLOOR AREA RATIO

### 2.3.1. Maximum Floor Area

- A. Properties within the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use zones are permitted a Base Floor Area Ratio (Base FAR) that represents the maximum floor area that can be built based on the lot area before any bonuses as shown in **Table C**.
- B. Projects in these zones are eligible for additional floor area as part of the Tier 1 and Tier 2 FAR Bonus as shown in **Table C** and outlined below.
- C. Land area subject to easements and dedications shall be counted as buildable area for the purposes of determining the maximum allowable floor area.

**TABLE C: MAXIMUM FLOOR AREA RATIO**

Zoning	Base	With Tier 1 FAR Bonus	With Tier 2 FAR Bonus
<b>New Industry</b>	2.5:1	4.0:1	N/A
<b>Hybrid Industrial: Jobs Emphasis<sup>1</sup></b>	2.0:1	2.5:1	.0:1
<b>Hybrid Industrial: Residential Emphasis<sup>1</sup></b>	2.0:1	2.3:1	4.0:1
<b>Mixed Use: Commercial/Residential</b>	2.0:1	2.3:1	3.6:1
1. Projects in these zones that are comprised entirely of non-residential use shall follow the Base FAR and Tier 1 FAR Bonus levels of the New Industry zone.			

### 2.3.2. Floor Area Bonuses

- A. Projects in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Mixed Use: Commercial/Residential zones are permitted additional floor area, up to the maximum shown in **Table C**, by providing the Public Benefits described in Section 3 of this Plan, as follows.
  - 1. Projects seeking the Tier 1 FAR Bonus must provide Tier 1 Public Benefits per Section 3.2 of this Plan.
  - 2. Projects seeking the Tier 1 FAR Bonus and in which 70 percent or more of the total Project square footage is comprised of non-residential use are not required to provide Tier 1 Public Benefits. However, such Projects must comply with the Vehicle Trip Reduction requirement in Section 4.1 of this Plan in order to obtain the Tier 1 FAR Bonus.
  - 3. Projects seeking the Tier 2 FAR Bonus must provide Tier 2 Public Benefits, which include Tier 1 Public Benefits in addition to Affordable Housing, per Section 3.3 of this Plan.

### 2.3.3. Minimum Non-Residential Use

- A. Projects in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use zones are required to include a minimum amount of non-residential use on the Project site. **Table D** below outlines the minimum amount of non-residential use required, based on the zone and the FAR Tier of the Project. The minimum non-residential use is represented as either a percentage of the total floor area on the Project site or as a fixed FAR.

B. Alternative Compliance

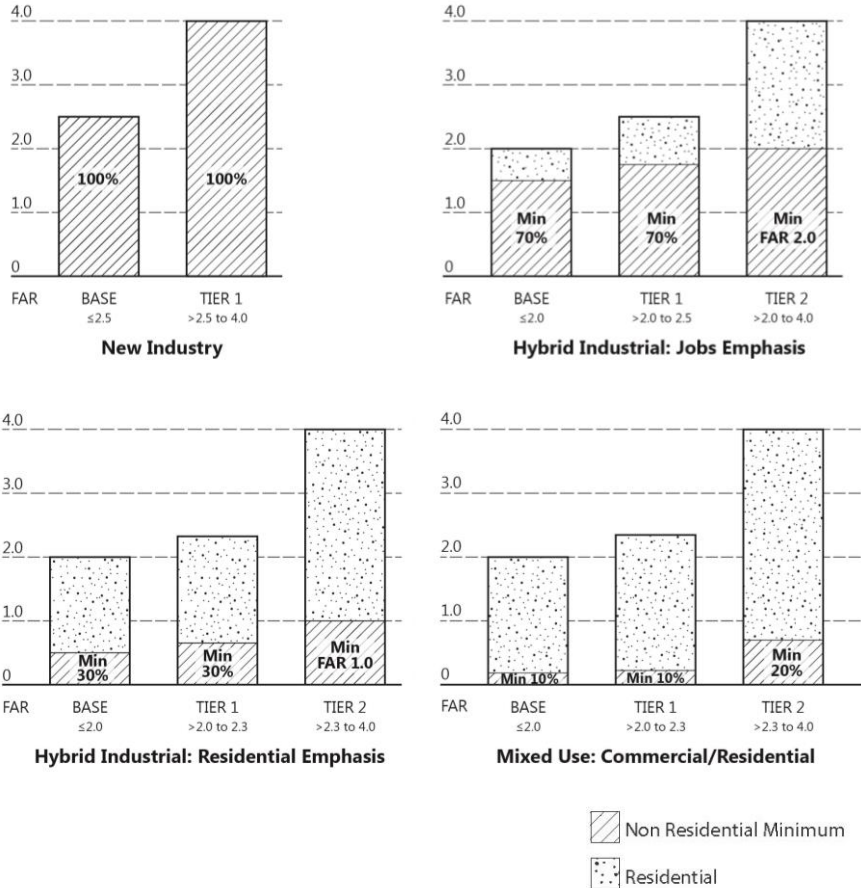
Projects located on properties indicated on **Map D** below that cannot meet the minimum non-residential use requirements in **Table D** may comply with the Plan using the Alternative Compliance process.

1. Alternative Compliance Projects are subject to the allowable uses and use limitations in this Plan, with the exception of the use limitations on multi-family residential.
2. Alternative Compliance Projects are limited to the maximum FAR (including Tier 2 FAR Bonus) allowed by the underlying zone of the property.
4. All Alternative Compliance Projects, regardless of FAR, must provide public benefits, including affordable housing, in accordance with Section 3 of this Plan.
5. Alternative Compliance Projects are subject to the Urban Design Standards (Section 5) as well as the Urban Design Guidelines (**Appendix C**) of this Plan.
6. See Section 1.2.4 for development review procedures for Alternative Compliance Projects.
7. A Project in the New Industry zone that includes live/work units is not considered an Alternative Compliance Project and therefore is not subject to the above requirements and processes.

TABLE D: MINIMUM NON-RESIDENTIAL USE

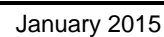
Zone	FAR Tier	Total FAR	Minimum Non-Residential Use
New Industry	Base	$\leq 2.5:1$	100% <sup>1</sup>
	Tier 1	$> 2.5:1$ up to $4.0:1$	100% <sup>1</sup>
Hybrid Industrial: Jobs Emphasis	Base	$\leq 2.0:1$	70%
	Tier 1	$>2.0:1$ up to $2.5:1$	70%
	Tier 2	$> 2.5:1$ up to $4.0:1$	FAR 2.0:1
Hybrid Industrial: Residential Emphasis	Base	$\leq 2.0:1$	30%
	Tier 1	$>2.0:1$ up to $2.3:1$	30%
	Tier 2	$> 2.3:1$ up to $4.0:1$	FAR 1.0:1
Mixed Use: Commercial/Residential	Base	$\leq 2.0:1$	10%
	Tier 1	$>2.0:1$ up to $2.3:1$	10%
	Tier 2	$> 2.3:1$ up to $3.6:1$	20%
1. Projects in the New Industry zone must be comprised entirely of non-residential use, with the exception of any live/work units provided.			

ILLUSTRATION A: NON-RESIDENTIAL/RESIDENTIAL USE MIX



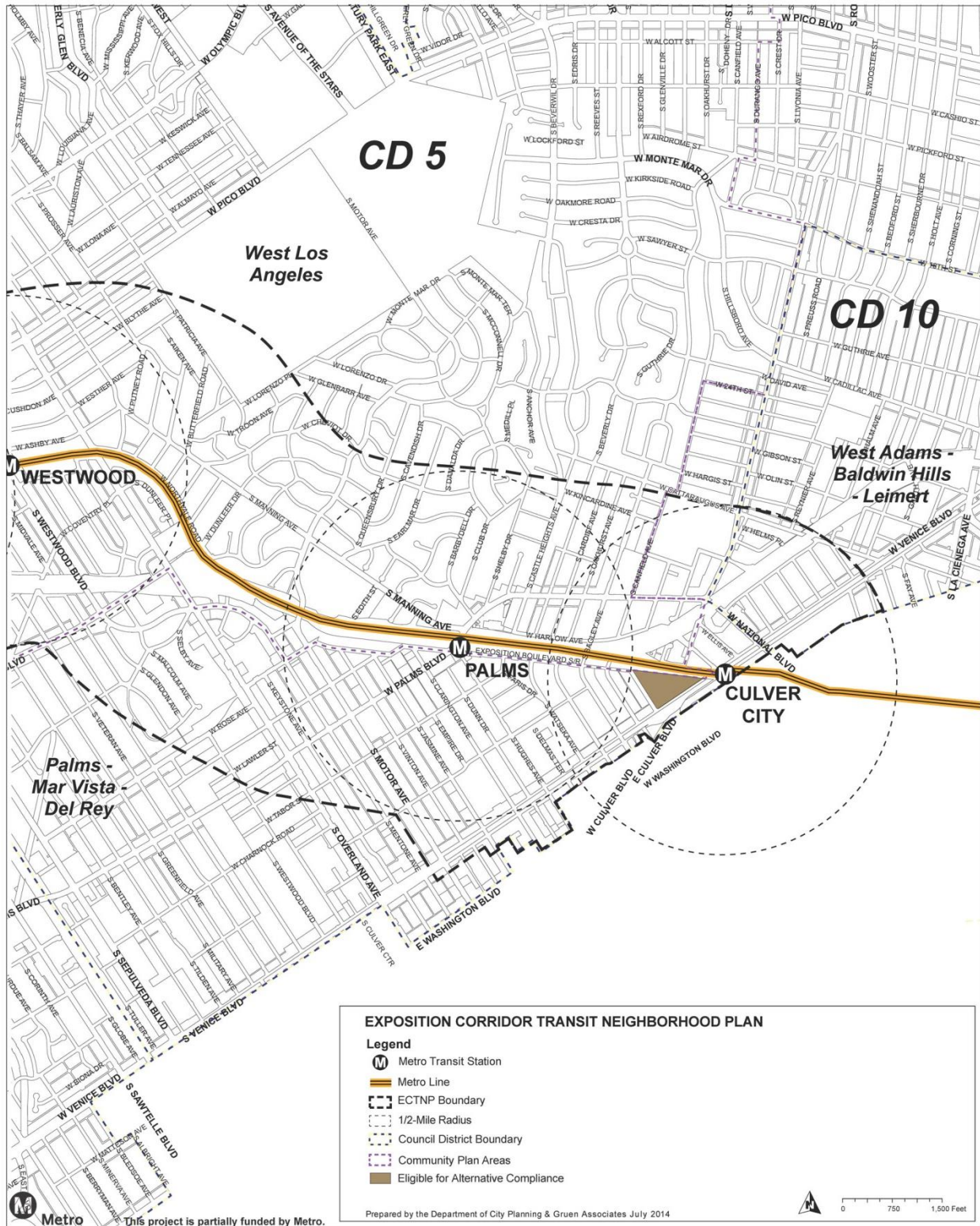


## MAP D: ALTERNATIVE COMPLIANCE ELIGIBILITY





MAP D: ALTERNATIVE COMPLIANCE ELIGIBILITY



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## 2.4. HEIGHT

### 2.4.1. Maximum Building Heights

- A. Total building height is limited to the maximum number of feet shown in **Table E** and **Map E**. Where the maximum height for a property is not specified, the height requirements in LAMC Section 12.21.1 apply.
- B. For Projects in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use: Commercial/Residential zones, additional building height up to five feet is permitted above the maximum height in **Table E** in order to accommodate a taller ground floor and/or top (penthouse) floor. This additional height may only be applied to the ground floor where it exceeds 15 feet in height or the top residential floor where it exceeds 12 feet in height.

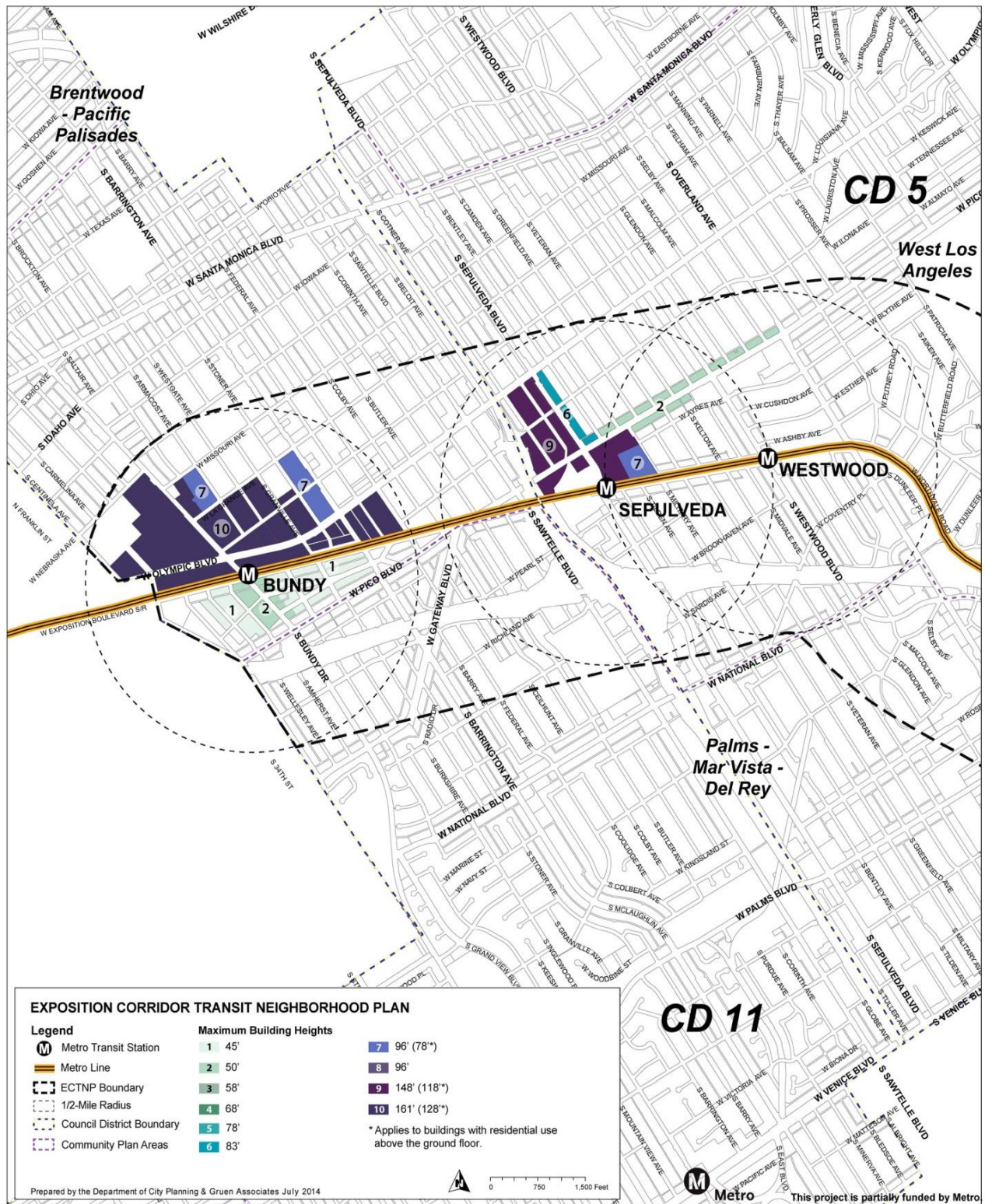
**TABLE E: MAXIMUM BUILDING HEIGHTS**

Height Area (See Map E)	Maximum Height	Typical Height Range <sup>1 2</sup>
1	45 feet	2 to 4 stories
2	50 feet	3 to 4 stories
3	58 feet	3 to 5 stories
4	68 feet	3 to 6 stories
5	78 feet	3 to 7 stories
6	83 feet	4 to 6 stories
7	96 feet (78 feet <sup>3</sup> )	3 to 7 stories
8	96 feet	3 to 7 stories
9	148 feet (118 feet <sup>3</sup> )	4 to 11 stories
10	161 feet (128 feet <sup>3</sup> )	6 to 12 stories
<ol style="list-style-type: none"> <li>1. Height range is shown for illustrative purposes only and represents the typical variety of building heights that could occur within a Project site, whether in a single building or across multiple buildings. The range does not represent a required minimum or maximum number of stories. However, buildings fronting certain streets may be subject to minimum street wall heights – see Section 5 for details.</li> <li>2. Typical number of stories reflects the allowable mix of uses within each Height Area, with higher floor-to-floor heights assumed for non-residential uses on upper floors.</li> <li>3. Applies to buildings with residential use above the ground floor.</li> </ol>		



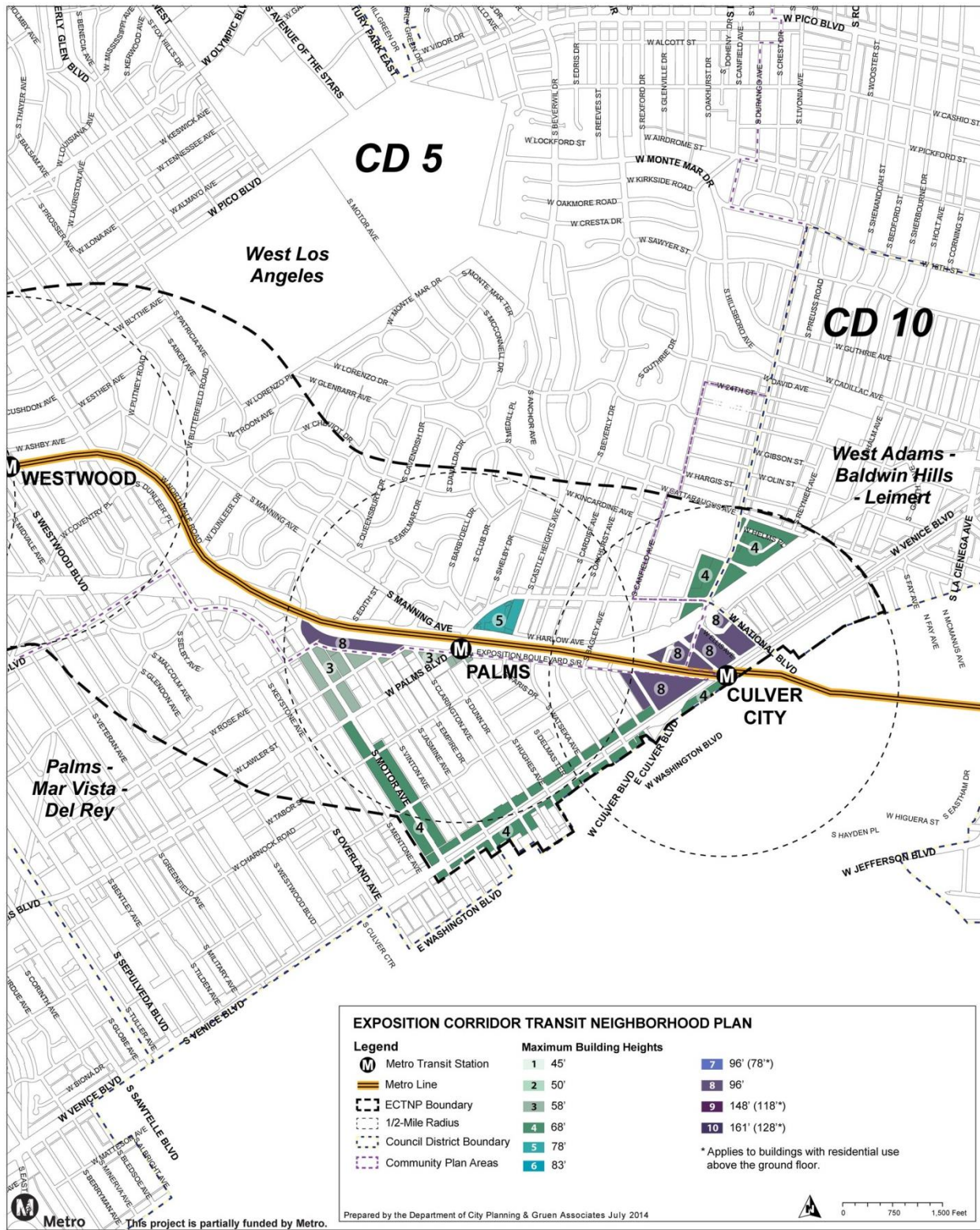
## 2. ZONING AND DEVELOPMENT STANDARDS

### MAP E: MAXIMUM BUILDING HEIGHTS





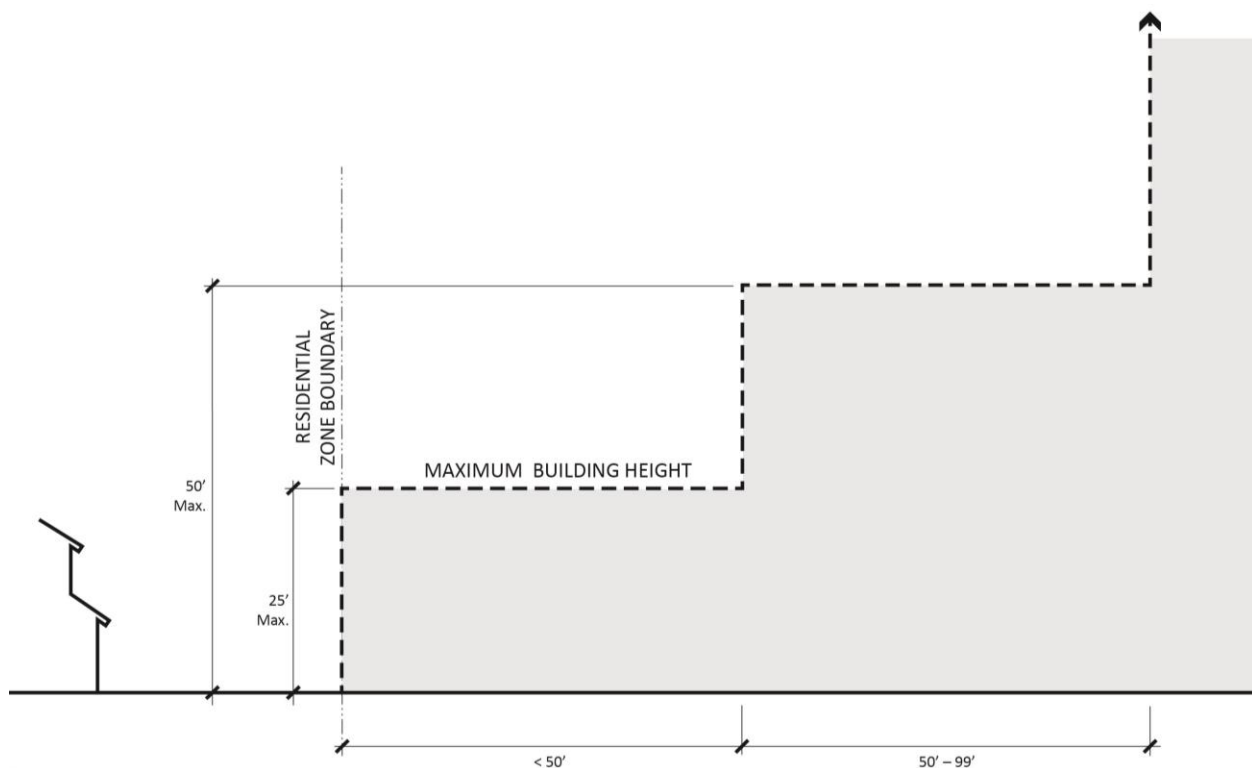
MAP E: MAXIMUM BUILDING HEIGHTS



### 2.4.2. Transitional Height

- A. Transitional height requirements address the potential adjacency of new non-residential or mixed-use buildings to low density residential uses. The transitional height requirements here apply to buildings in the Subareas which are zoned for New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, Mixed Use: Commercial/Residential, or RAS4 zones.
- B. Portions of buildings in the above zones that are less than 50 feet from R2 or more restrictive residential zones shall not exceed 25 feet in height.
- C. Portions of buildings in the above zones that between 50 feet and 99 feet from R2 or more restrictive residential zones shall not exceed 50 feet in height.

**ILLUSTRATION B: TRANSITIONAL HEIGHT**



## 2.5. OPEN SPACE

### 2.5.1. Area Requirements

- A. Project in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use: Commercial/Residential zones shall provide at least one square foot of common open space for non-residential building users for every 25 square feet of non-residential use.
  - 1. For a project with a combination of residential and non-residential uses, the relevant open space requirements shall apply to each type of use.
- B. For non-residential uses, common 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, as provided in Section 12.22 C.20(b).
  - 2. Be readily accessible to all users of the site.
  - 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. A minimum of 25 percent of the common open space shall be planted with ground cover, shrubs, or trees.
- C. If a Project's required open space is greater than 25,000 square feet, then a portion of the open space must be dedicated 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.
- D. All open space provided is subject to the relevant Urban Design Standards in Section 5.4 of this Plan in addition to the Urban Design Guidelines in **Appendix C**.

### 2.5.2. Publicly Accessible Open Space

- A. Projects may provide up to 25 percent less common open space than required by LAMC Section 12.21 G and/or this Plan if the common open space is publicly accessible and is maintained at no public expense.
- B. In addition to the minimum open space required above, some projects may also be required to provide publicly accessible open space as a public benefit. See Section 3.1.2 of this Plan for applicability of public benefits.
  - 1. Any publicly accessible open space provided as a public benefit must conform to the requirements in Section 3.2.2.

### 2.6. PARKING

#### 2.6.1. Minimum Parking Requirements

- A. Projects shall comply with LAMC 12.21 A.4 Off-Street Automobile Requirements for number of required parking spaces and shall comply with LAMC Section 12.21 A.16 for Bicycle Parking and Shower Facilities. Where this Specific Plan contains language or standards that require more parking or permit less parking than LAMC Section 12.21 A, this Specific Plan shall supersede the LAMC.
- B. All parking provided as part of a Project shall comply with the parking design standards in Section 5.5 of this Plan as well substantially conform to the relevant Urban Design Guidelines in **Appendix C**.

#### 2.6.2. Neighborhood-Serving Uses

- A. New mixed-use Projects in Subareas 2, 6, and 9 (see **Map A**) that contain Neighborhood-Serving Uses, other than restaurants and cafés, which occupy less than 1,500 square feet each shall not be required to provide parking for those uses.
- B. The above parking provision may be applied to restaurants and cafes that occupy less than 1,500 square feet each, for a maximum of 50 percent of the total non-residential square footage in the Project. Parking must be provided per LAMC for any additional square footage of restaurants and café uses beyond this maximum.
- C. For the purposes of the above parking provisions, Neighborhood-Serving Uses are defined as 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.

#### 2.6.3. Shared Parking

- A. 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.
- B. A parking demand analysis showing peak utilization based on a Project's proposed uses shall be submitted along with the Project application to



determine the number of parking spaces required. 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.

- C. Shared parking spaces shall not be reserved or otherwise restricted to particular users, whether through physical design or through signage.

#### **2.6.4. Unbundled Parking**

- A. 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.
- B. The owner or owners 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 or owners 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.
- C. The owner(s) of the property shall have the option to offer any unused parking spaces to other residential or business tenants.
- D. This Plan does not prohibit landlords from leasing or licensing parking spaces to third parties who do not lease living, employment, commercial, or industrial spaces within the Project.

#### **2.6.5. Parking Cash Out**

- A. Each employer with 50 or more employees who provides a parking subsidy to employees shall offer a parking cash-out program, whereby the employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. The parking subsidy is equivalent to the amount the employer pays for the parking space less any amount the employer pays for other commuter benefit programs. (California State Health and Safety Code Section 43845)

### 2.6.6. Transit Benefits

- A. Projects in the Subareas are also required to provide transit benefits to residents and employees. This is intended to complement the parking requirements above, which discourage automobile ownership and/or encourage residents and employees not to drive to the site.
- B. In Projects that incorporate residential use, owners shall 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 unit. This transit pass shall be offered at no additional cost to the resident as long as the resident resides within the development and continues to not rent parking spaces with their residential unit and have documented their non-ownership of a car.
- C. In Projects that incorporate non-residential use, employers with at least 50 employees shall offer an employer-paid Metro Business Transit Access Pass (B-TAP) to employees who choose to use parking cash-out.
- D. In lieu of the Metro B-TAP, the requirement may also be satisfied by a reimbursement program allowing employees to pay for other transit passes or employer reimbursement for equivalent vanpool charges.

## SECTION 3

# PUBLIC BENEFITS

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### 3.1. PUBLIC BENEFITS REQUIREMENTS

#### 3.1.1. Purpose

Projects in the Plan area are allowed additional development rights 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 intensity of the project.

The public benefits in this 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 enhance accessibility to the Expo Line transit stations, including linkages between stations and surrounding neighborhoods for pedestrians, cyclists, and transit riders. Open space, shared community facilities, and other public amenities that serve the neighborhood and help elevate the quality of life in the area are also a priority. In addition, affordable housing requirements serve to expand housing options in the Plan area when Projects with significant residential components are developed.

#### 3.1.2. Applicability

Prior to obtaining a building permit, Projects are required to provide public benefits as follows:

Project Type	Public Benefits Required	Plan Section
Projects using Tier 1 FAR Bonus	Tier 1 Public Benefits	3.2
Projects using Tier 1 FAR Bonus and in which 70% or more of Project square footage is comprised of non-residential use	Vehicle Trip Reduction	4.1
Projects using Tier 2 FAR Bonus	Tier 2 Public Benefits (includes Tier 1 Public Benefits and Affordable Housing)	3.2 and 3.3
Alternative Compliance Projects	Tier 1 Public Benefits and Affordable Housing	3.2 and 3.3
Projects in New Industry zone in which greater than 30% of Project square footage is comprised of live/work units	Tier 1 Public Benefits	3.2
Projects comprised entirely of affordable housing	None	N/A



#### 3.1.3. Procedure

Tier 1 Public Benefits are assigned in accordance with the following procedure:

- A. Projects are given a point value according to the square footage of residential use and non-residential use using the schedule in **Table F. Illustration C** shows two examples of point value calculations.
  - 1. Building area dedicated to affordable housing units (as defined in this Plan) is not included in the points calculation.
  - 2. Point values are rounded to the nearest whole number.
- B. The total number of points calculated for a Project shall be submitted along with the preliminary Project application. Based on the Project's total point value, the Director of Planning will assign specific public benefits from those listed in the Public Benefits Menu (**Appendix A**) equivalent to the point value of the Project. Consideration is made as to the project location and scale as well as public benefits that have already been assigned to projects in the area.
- C. An applicant may propose public benefits that are not listed in the Public Benefits Menu (**Appendix A**) for consideration by the Director. Such public benefits must satisfy the intent of the public benefits program (Section 3.1.1) and contribute to the objectives of the Plan (Section 1.1.2). These may include streetscape improvements on other streets in the Plan area, mobility amenities, or community facilities.
  - 1. Public benefits 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.
- D. Prior to issuance of a building permit, the property owner shall make a covenant agreement, running with the land, agreeing that the public benefits assigned to the project will be maintained by the property owner for the life of the Project.

#### 3.1.4. Updates To Public Benefits

To reflect changing economic conditions and ensure that public benefits objectives are still relevant, the point schedule and list of public benefits shall be regularly reviewed and updated as necessary.

- A. A market analysis shall be conducted every five years after adoption of the Plan, and a resulting adjustment to the point system shall be reviewed and approved by the Director of Planning.
- B. Ten years after the adoption of the Plan, or when all public benefits listed in **Appendix A** have been constructed, an updated list of public benefits shall be created by the Director of Planning and approved by the City Planning Commission.

TABLE F: PUBLIC BENEFIT POINTS SCHEDULE

	Bundy and Sepulveda Station Areas	Palms and Culver City Station Areas
<b>Non-residential use, per 1,000 GSF<sup>1</sup></b>	0.050 pts.	0.010 pts.
<b>Residential use, per 1,000 NSF<sup>2</sup></b> <i>Projects without affordable housing</i>	0.210 pts.	0.023 pts.
<b>Residential use, per 1,000 NSF<sup>2</sup></b> <i>Projects that include affordable housing<sup>3</sup></i>	0.105 pts.	0.011 pts.
<b>Residential use, per 1,000 NSF<sup>2</sup></b> <i>Alternative Compliance Projects</i>	0.315 pts.	0.035 pts.
<b>Residential use, per 1,000 NSF<sup>2</sup></b> <i>Projects in New Industry zone with more than 30% live/work units<sup>4</sup></i>	0.315 pts.	0.035 pts.
<ol style="list-style-type: none"> <li>GSF (gross square footage) includes all building floor area, including common areas.</li> <li>NSF (net square footage) excludes square footage of common areas within residential buildings, and includes only square footage of individual dwelling units.</li> <li>For Projects that include both affordable and market rate units, points are only assigned to square footage of the market rate units. Projects that are comprised entirely of affordable housing are not assigned any points and thus do not have to provide public benefits.</li> <li>For the purposes of the public benefits calculations, live/work units are considered residential use.</li> </ol>		

ILLUSTRATION C: SAMPLE PUBLIC BENEFITS POINTS CALCULATION

**Sample Project located in Bundy Station area and includes affordable housing**

	Sample Program	Point Factors	Point Values
<b>Non-Residential Use</b>	224,000 GSF	0.050 pts. per 1,000 GSF	11 pts.
<b>Residential Use</b> (Market-Rate Units)	61,440 NSF	0.105 pts. per 1,000 NSF	7 pts.
<b>Residential Use</b> (Affordable Units)	15,360 NSF	N/A	0 pts.
<b>Total Points</b>			<b>18 pts.</b>

**Sample Project located in Palms Station area and does not include affordable housing**

	Sample Program	Point Factors	Point Values
<b>Non-Residential Use</b>	18,400 GSF	0.010 pts. per 1,000 GSF	2 pts.
<b>Residential Use</b>	132,480 NSF	0.023 pts. per 1,000 NSF	3 pts.
<b>Total Points</b>			<b>5 pts.</b>

## 3.2. TIER 1 PUBLIC BENEFITS

### 3.2.1. Streetscape Improvements

- A. Streetscape improvements that satisfy Tier 1 Public Benefits requirements are above and beyond standard improvements required by the City of all Projects noted in Section 6 of this Plan. These streetscape improvements may be on-site or off-site, and are assigned to a Project according to the point value and as physically feasible. Streetscape improvements may include reconstructing curbs and gutters, repaving sidewalks, installing street trees and planting, installing street furniture, constructing medians, restriping roadways, improving or adding crosswalks, or enhancing freeway underpasses.
- B. Streetscape improvements for the street segments that are part of the Exposition Corridor Streetscape Plan, Pico 405 to Patricia Streetscape Plan, Pico Green Streetscape Plan, or Motor Avenue Streetscape Plan (shown in **Map G**) must be done in accordance with the corresponding streetscape plan.
- C. Streetscape improvements for streets that do not have a streetscape plan may also be proposed as public benefits, particularly when the above segments 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. Engineering drawings and plans proposing streetscape improvements must be approved by the Department of Public Works and/or LADOT where relevant.

### 3.2.2. Publicly Accessible Open Space

- A. Publicly Accessible Open Space (PAOS) – privately owned and maintained open space that is made open and accessible to the general public – may be assigned to a Project as a public benefit. Common types of PAOS include plazas, courtyards, parks, paseos and walkways, roof decks, sports facilities, and playgrounds. PAOS can also be built within the public right-of-way, such as parklets or traffic islands.
- B. PAOS used to satisfy a public benefit requirement is considered in addition to the common open space area required for a Project per Section 2.5.1 of this Plan, and cannot be counted towards that requirement.
- C. All public alleyways, paseos, or new streets that are added to a Project site shall qualify as PAOS and may be used to satisfy the public benefit requirement.
- D. The following uses shall not be counted towards a Project's PAOS requirement: 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 Plan, and utility areas/pads.

- E. At minimum, PAOS shall be open to the public from 6 a.m. to 10 p.m., seven days a week.
- F. PAOS must be sufficiently maintained and operated by the property owner, and ongoing public access maintained.
- G. PAOS shall be designed in compliance with the relevant Urban Design Standards (Section 5.4.3) and the Urban Design Guidelines (**Appendix C**) of this Plan.

### **3.2.3. Mobility Amenities**

- A. 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 (including car share, bike share, and long-term bike storage)
  - Bike hubs (including long-term bike storage, bike rentals, and other amenities)
  - Standard or enhanced bus shelters
  - Local circulator buses
- B. Mobility Amenities provided as public benefits shall conform to the following:
  - 1. Amenities may be constructed on-site as part of a Project, or off-site.
  - 2. Mobility hubs and bike hubs must be located within 500 feet of a transit station.
  - 3. Amenities must be sufficiently identified with signage and fully accessible to the general public at all hours.
  - 4. 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.
  - 5. Maintenance of mobility amenities is the responsibility of the property owner.

#### 3.2.4. Community Facilities

- A. 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:
- Child care centers
  - Adult day care
  - Youth centers
  - Health clinics
  - Museums
  - Cultural centers
  - Recreation centers
- B. Community Facilities provided as public benefits shall conform to the following:
1. The community facility must contain a minimum building area of 5,000 square feet.
  2. The facility may be provided on same lot as the Project or off-site but within the Plan area.
  3. If the use of the community facility is discontinued, it must be replaced with another community facility of similar scale and scope by the property owner or subsequent owner.

### 3.3. TIER 2 PUBLIC BENEFITS

Projects utilizing the Tier 2 FAR Bonus as well as all Alternative Compliance Projects must provide Tier 1 Public Benefits according to Sections 3.1 and 3.2 in this Plan. In addition, such Projects must provide affordable housing as follows.

#### 3.3.1. Affordable Housing Requirements

- A. A Project must dedicate at least 20 percent of the total proposed residential units for Low Income households, as defined by the California Department of Housing and Community Development (HCD) or any successor agency.
- B. Affordable rents for restricted affordable units shall not exceed 30 percent of 60 percent of the Area Median Income established by HCD. However, for 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. No certificate of occupancy may be issued for a Project required to provide affordable housing per this Plan unless a certificate of occupancy is concurrently issued for, or has already been issued for, the restricted affordable units.



- D. A covenant acceptable to the Los Angeles Housing Department 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 paragraph 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.

### 3.3.2. Relationship to Citywide Density Bonus Ordinance

- A. The Citywide Density Bonus Ordinance (LAMC 12.22 A.25) (“Density Bonus”) may be applied to Projects in the Plan area in all zones that allow residential use.
- B. For Projects in the Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use: Commercial/Residential zones, the Density Bonus is applied to the Base FAR for that zone. The Density Bonus cannot be applied in conjunction with the Tier 1 FAR Bonus or Tier 2 FAR Bonus.
- C. The base densities shown in **Table G** below are used to calculate the density bonus for Projects in the Hybrid Industrial: Jobs Emphasis, and Hybrid Industrial: Residential Emphasis, or Mixed Use: Commercial/Residential zones.

**TABLE G: BASE DENSITIES FOR CITYWIDE DENSITY BONUS**

Zone	Base 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

### 3.3.3. Parking for Affordable Housing

- A. Projects utilizing the Density Bonus per LAMC 12.22 A.25 may utilize either Parking Option 1 or Parking Option 2 found in that ordinance.
- B. Projects that include restricted affordable units as part of the Tier 2 FAR Bonus are eligible to utilize Parking Option 2 per LAMC 12.22 A.25.

- C. Parking provided for restricted affordable units shall be unbundled from the rental price of the dwelling unit, per the requirements in Section 2.6.4 of this Plan. The separate rental of a dwelling unit and parking space shall not cause the rent of a restricted affordable unit or the parking space to be greater than it would otherwise have been.

## SECTION 4

# TRANSPORTATION

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## 4.1 VEHICLE TRIP REDUCTION

### 4.1.1. 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 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. Therefore TDM requirements are focused on non-residential development.

### 4.1.2. Applicability

- A. Projects in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Mixed Use: Commercial/Residential zones that utilize the Tier 1 FAR Bonus, and in which 70 percent or more of the total Project square footage is comprised of non-residential use, are subject to the vehicle trip reduction requirement below.
- B. Projects in other zones within the Plan Area that are at least 100,000 square feet in size and in which 70 percent or more of the total Project square footage is comprised of non-residential use, are also subject to the vehicle trip reduction requirement below.

### 4.1.3. Vehicle Trip Reduction Requirement

- A. Projects must demonstrate either a 10 percent reduction in peak-hour vehicle trips from expected vehicle trip levels, or an Average Vehicle Ridership (AVR) of 1.5 for either AM or PM peak-hour weekday vehicle trips.
  - 1. 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.
  - 2. 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. Average Vehicle Ridership (AVR) is calculated as the total number of employees at a work site during the peak hour period divided by the total vehicle trips made to or from the site during that same period.
  - 4. Expected vehicle trip levels are based on a Vehicle Trip Generation Study done at the time of application. The Vehicle Trip Generation Study shall estimate baseline vehicle trips as 70 percent of the trips calculated using generation rates from the latest edition of the Institute of Transportation Engineers' *Trip Generation Handbook*. This reduced calculation is



intended to account for trip efficiencies and vehicle trip reductions resulting from mixed-use and transit-oriented development patterns as well as other features required of the Project per Section 2.6 of this Plan, including unbundled parking and transit pass subsidies.

- 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.

### 4.1.4. Application Submittal

Prior to receiving a building permit, Project applicants shall submit the following items:

- A. A Vehicle Trip Generation Study, described above, which estimates expected peak-hour weekday vehicle trips that will be generated by the Project. If AVR is being used to demonstrate the trip reduction, then no Vehicle Tripe Generation Study is required.
- B. A Transportation Demand Management Plan, which shall include 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 4.1.7 below.
  - 2. A schedule and enumeration of responsibilities for implementation.
- C. Applicants are subject to any applicable fees per LAMC Sec 19.15, including LADOT Development Review fees.

### 4.1.5. Reporting Procedure

- A. Beginning one year after a Certificate of Occupancy is obtained, the property owner must submit annual reports to the Planning Department, 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 Planning Department, in consultation with LADOT as needed.
- C. Reporting must continue annually until the project established compliance with the Vehicle Trip Reduction requirement in Section 4.1.3. for five consecutive years.

**4.1.6. Non-Compliance Assessment Fee**

- A. Property owners 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 in Section 4.1.3 for two consecutive years, are subject to a fee for non-compliance.
- B. The fee shall be paid into the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) Fund, which funds transportation improvements in the West LA area.
- C. The fee is calculated using the Trip Cost Factors in the WLA TIMP, assessed for each trip the Project is over the total number of trips needed to meet the vehicle trip reduction target. Penalties will continue for each subsequent year of non-compliance until compliance is achieved.

**4.1.7. TDM Strategies**

- A. Transportation demand management 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. bike storage, showers and lockers, on-site self-service bike repair areas) 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 bike share programs.
  - 10. Pedestrian network improvements

#### 4. TRANSPORTATION

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11. Wayfinding and multi-modal navigation tools.
  12. Flexible work hours
  13. Telecommuting
  14. Employer-sponsored vanpools/shuttles
  15. Use of company vehicles for daytime business trips.
  16. Ridesharing services
  17. Guaranteed ride home programs.
  18. School Pool program
  19. School bus program
  20. Parking cash out
  21. Unbundled parking
  22. Workplace parking pricing
  23. Limit parking supply
- B. The TDM requirements in this Plan are in addition to the requirements of the Citywide Ordinance on TDM and Trip Reduction Measures (LAMC Section 12.26 J).
- C. Transportation demand management strategies provided to satisfy other requirements of the Plan, including unbundled parking, parking cash-out, or transit benefit programs (see Section 2.6), or provided as public benefits, such as streetscape improvements or mobility amenities (see Section 3.2), may be incorporated into a Project's TDM strategy to reduce trips.

## SECTION 5

# URBAN DESIGN STANDARDS

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*This section is currently being drafted and will be released at a later time.*

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## SECTION 6

# STREETS

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## 6.1. STREET STANDARDS

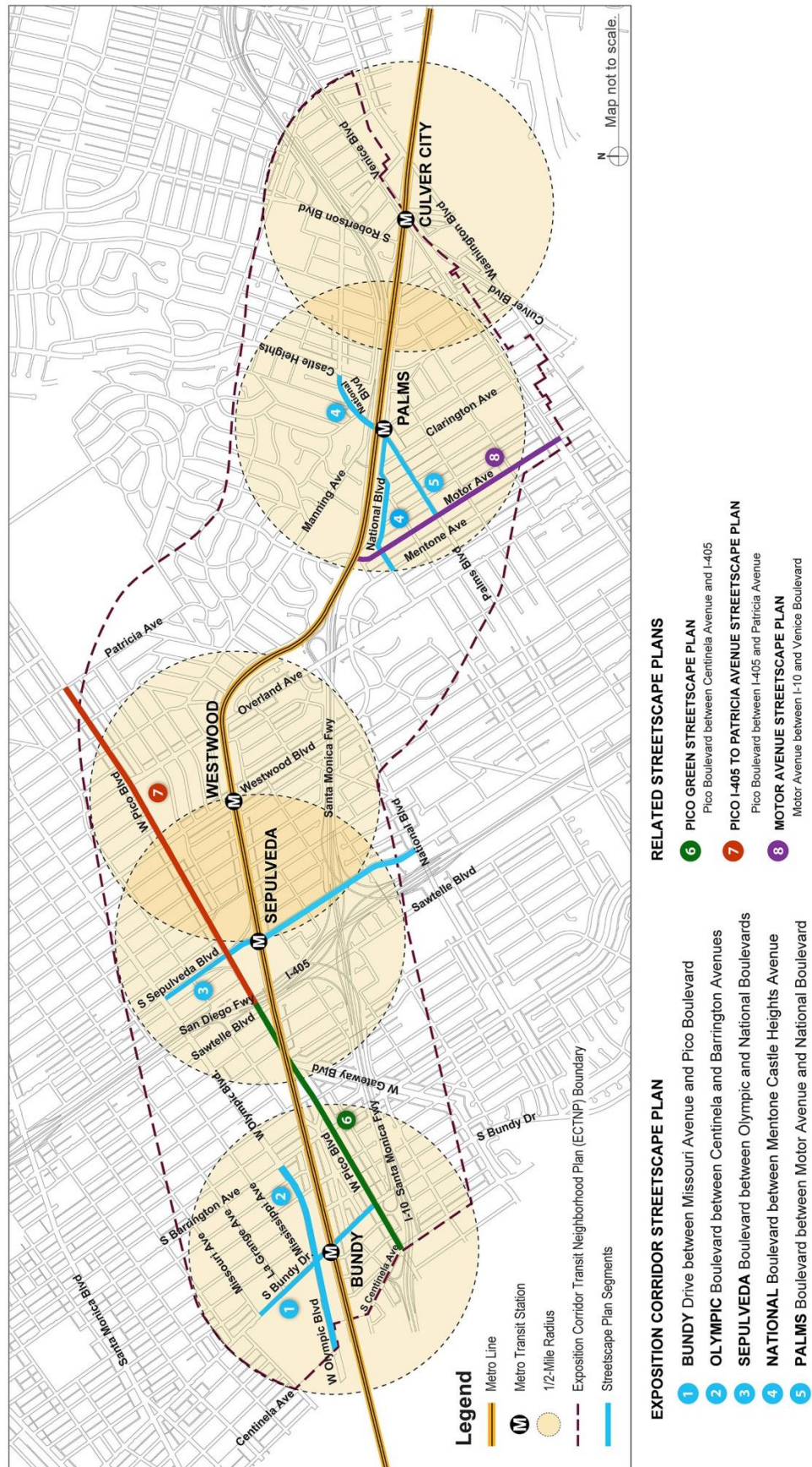
### 6.1.1 General Requirements

- A. All Projects must comply with Citywide requirements for the street(s) adjacent to the Project site, including the provision of applicable dedications, curbs and gutters, sidewalks, and street trees.
- B. In addition, all Projects must provide the required easements for the street(s) adjacent to the Project site as noted in the Street Standards table in **Appendix B**.

### 6.1.2 Streetscape Plan Segments

- C. For streets segments that are included as part of the Exposition Corridor Streetscape Plan, Pico 405 to Patricia Streetscape Plan, Pico Green Streetscape Plan, or Motor Avenue Streetscape Plan (shown on **Map G**), refer to the Street Standards table in **Appendix B** for the relevant street classifications, dimensions, dedications, and easements.
- D. Projects fronting the above street segments shall refer to the corresponding streetscape plan (**Appendices D – G**) for specifications and requirements relating to streetscape elements such as paving, landscaping and trees, roadway striping, and street furniture.

MAP G: STREETSCAPE PLAN SEGMENTS



## SECTION 7

# PROCESS



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## 7.1. APPLICATION AND PROCEDURES

The application requirements and procedures of LAMC Section 11.5.7 shall apply to all Project applications in the Plan area unless they conflict with the procedures described below.

### 7.1.1 Development Review Procedures

#### A. Project Application

1. The development review process set forth in this Plan is required for all Projects (as defined in Section 1.2.1) in the Plan area. Any activity that does not meet the definition of a “Project” shall not be subject to the provisions of this Plan. This Plan’s development review process requires either an Administrative Clearance or a Director’s Determination for Alternative Compliance.
2. 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.
3. For projects that include public benefits, the Project application shall include the following:
  - a. The Project’s total point calculation, a description of public benefits provided and their associated point values.
  - b. Where public benefits will be physically included in a Project, the public benefit shall be shown on the Project site plan (or a separate site plan, if the public benefit is off-site) or other relevant drawing(s).
  - c. For streetscape improvements provided as public benefits, construction drawings of those improvements must be submitted with the Project application.
4. The Project application shall also include all additional materials required by this Plan, as relevant to the Project. This may include a parking utilization study, Transportation Demand Management Plan, and/or Vehicle Trip Generation Study and Vehicle Trip Reduction Implementation Plan.
5. Prior to deeming the application complete, the Director shall determine and advise the applicant of the processes to be followed, materials to be submitted, and fees to be paid.
6. No permit for demolition on a site in the Project area shall be issued before Administrative Clearance or Director’s Determination for Alternative Compliance has been obtained for new construction on the site.

### B. Administrative Clearance

1. A permit for a Project may be issued with an Administrative Clearance, which is ministerial in nature and is approved with a sign-off from the Director, if the Project complies with all of the regulations in the Specific Plan. If a Project is utilizing the Alternative Compliance procedure, a Director's Determination for Alternative Compliance is required in accordance with Section 7.1.2 below.
2. Prior to issuance of Administrative Clearance, the Project shall demonstrate compliance with all applicable mitigation measures listed in the Mitigation Monitoring Plan in **Appendix H**.

### 7.1.2. Alternative Compliance Procedures

#### A. Director's Determination for Alternative Compliance

1. Projects that cannot comply with the minimum non-residential use requirements for the underlying zoning of the property per Section 2.3.3. of this Plan, and are located on properties indicated as eligible in **Map D**, are required to obtain a Director's Determination for Alternative Compliance, following the discretionary review procedure outlined in LAMC Section 11.5.7 C (Project Permit Compliance Review).
2. The Director of Planning will issue a Director's Determination to approve, conditionally approve or disapprove an Alternative Compliance project.
3. In order for a Director's Determination for Alternative Compliance to be granted, the following findings must be made:
  - a. That there are special circumstances applicable to the project or project site which make the strict application of the minimum non-residential use requirements in the Specific Plan is impractical;
  - b. That the Project nonetheless conforms to the purpose and intent of the Specific Plan and the intent and provisions of the General Plan and applicable Community Plan; and
  - c. That the Director has considered and found no detrimental effects of the Project on surrounding properties and public rights-of-way.
4. This written determination is subject to appeal.
5. A maximum total of 1,200 dwelling units within the Plan area, above what is allowed by the underlying zoning, may be approved under the Alternative Compliance procedure.
  - a. The number of dwelling units in an individual 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 underlying zoning, divided by the project's average square footage per dwelling unit.

6. 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. Specific Plan Exception for Alternate Sites

1. Projects seeking to use the Alternative Compliance procedure above which are not located on eligible sites according to **Map D** must apply for a Specific Plan Exception per the procedure in LAMC 11.5.7 F. Such Projects are also required to conduct project-specific environmental review.
2. In order for a Specific Plan Exception to the minimum required non-residential use to be granted on non-eligible sites, the findings in LAMC 11.5.7 F must be made.

C. Specific Plan Amendments

1. 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 11.5.7 F. Such Projects are also required to conduct project-specific environmental review.

### 7.1.3. Specific Plan Adjustments

- A. 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 20 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. Minor adjustments from other Specific Plan development regulations, which do not substantially alter the execution or intent of those specific plan regulations to the proposed project, and which do not change the

permitted use, floor area, density or intensity, height or bulk, setbacks or yards, lot coverage limitations, or parking standards regulated by the Specific Plan.

- B. The Director shall make the findings in LAMC 11.5.7 E.3 for a Specific Plan Adjustment.

### **7.1.4. Environmental Review Procedures**

*[This section is currently being drafted, pending completion of environmental review.]*

### **7.1.5. Public Benefits Compliance Process**

- A. Projects providing public benefits per Section 3.1 of this Plan are subject to annual inspections, beginning one year after a Certificate of Occupancy is obtained and continuing for a period of 5 years, to ensure that public benefits assigned to the Project have been implemented and are maintained in good condition.
- B. Projects providing public benefits per Section 3.1 of this Plan are subject to a fixed fee directed towards public benefits compliance monitoring, including field inspections as needed.
  - 1. This fee is to be paid at the time of application.
  - 2. This fee is in addition to the Department of City Planning's fees for review and approval of Projects found in LAMC 19.01.

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## SECTION 8

# 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 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, or residential units with individual entries.

**Active Industrial Street.** A street adjacent to industrial-zoned properties where the ground floor street frontage is required to contain a minimum amount of active uses such as showrooms, repair and/or sales areas, other retail uses, personal services, community or cultural facilities, restaurants or bars, professional offices, creative offices, or live/work units.

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

**Affordable Housing.** Rental housing units restricted to households earning Low Incomes as defined by the California Department of Housing and Community Development (HCD) or successor agency.

**Alternative Compliance.** A process by which a project that does not meet the Specific Plan requirements for minimum non-residential use per the underlying zoning complies with the Specific Plan through a Director's Determination for Alternative Compliance. See Section 7.5.2. and Section 2.3.3. for details.

**Animal Hospitals/Veterinary Clinics.** Uses where animals or pets are given medical or surgical treatment by an authorized licensed agent to treat injuries, illnesses and diseases of animals.

**Animal Keeping/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) 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 ratio of employees at a work site to the number of vehicle trips made to and from that site.

**Base Floor Area Ratio (Base FAR).** The maximum floor area permitted on a site prior to any available FAR bonuses.

## 8. DEFINITIONS

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

**Colleges and Vocation/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.

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

**Community Facilities.** Any use 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; restrooms open to the general public; and rooms available to the general public for community meetings.

**Drive-Through Establishments.** Uses, other than automobile fueling and service stations, 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.

**Free-Standing Fast Food Establishment.** A single or multiple tenant free-standing structure designed solely for restaurant use that dispenses prepared food over a counter or by way of drive through service for consumption on or off the premises. This definition does not include cafeterias.

**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.

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

**Live/Work Unit.** Residential and work quarters combined within a single unit, built in conformance with Section 419 of the LA Building Code to a group R-2 occupancy and to support the B, M, or F functions as well as accommodate one to five non-residential employees. For purposes of zoning in this Plan, live/work units shall be considered a residential use.

**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 a building(s).

**Low Income.** Annual income of a household that does not exceed the amounts designated for this income category as determined by HCD or any successor agency. The income amount for this category as of the adoption of this Plan is 80 percent of Area Median Income.

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

**Mobility Hub.** An integrated suite of mobility services within a defined location to assist individuals with first/last mile connections between public transit and employment centers. The services offered may include secure bicycle parking, vehicle sharing, and/or demand responsive services (i.e. shuttles, jitneys). The fleet of shared vehicles may include conventional bicycles, electric bikes, folding bikes, scooters, and cars. A mobility hub may also offer supplemental services to individuals such as a guaranteed ride home program, transit information, and trip planning services.

**Non-Residential Use.** Uses that do not contain dwelling units. For the purposes of this Plan, a commercial hotel or similar use (motel, lodge, motor inn, etc.) shall be considered a Non-Residential Use.

**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 or through landscaping or parking lots, 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, including repair and service of consumer goods.

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

**Publishing, Motion Picture, and Broadcasting.** Uses engaged in film, video, audio, print, and other media production, but excluding movie houses and theatres.

**Public Benefit.** Project features that serve 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 at a minimum from 6 a.m. to 10 p.m., seven days per week.

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

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

## 8. DEFINITIONS

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**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. As defined in this Plan, live/work units shall be considered residential use.

**Restaurants and Bars.** Uses involving food and beverage sales to the general public. Adult entertainment is not included in this category.

**Restricted Affordable Units.** A residential unit for which rental prices are restricted so as to be affordable to, and occupied by, Low Income households.

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

**Retail Street.** A street where the ground floor street frontage is required to contain a minimum amount of active uses such as retail, personal services, community or cultural facilities, restaurants or bars, sales areas, professional offices, creative offices, live/work units, residential lobbies, or recreation and meeting rooms.

**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.** Centers 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 back of sidewalk after any required dedications and/or easements are provided.

**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.

**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, street furniture, etc.

**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 facade.

**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.

**Subarea.** Designated areas within the Plan area that are subject to particular regulations found in this Plan. The boundaries of the subareas are found on **Map A**.

**Tier 1 Floor Area Ratio (Tier 1 FAR) Bonus/Tier 2 Floor Area Ratio (Tier 2 FAR) Bonus.** An increase in the maximum floor area ratio over the base allowable FAR. These bonuses are granted to Projects that provide the required public benefits as outlined in Section 3 of this Plan.

**Transportation Demand Management (TDM).** Refers to strategies both physical and programmatic used in an effort to increase transportation system efficiency by providing increased options for mobility beyond single-occupancy vehicular travel during the peak hour.

**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 Plan for particular Projects to reduce their vehicle trip generation during the peak hour beyond standard expected trip generation levels.

**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 without first obtaining higher education.

**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.



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**DRAFT EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN**

**APPENDIX A**

**PUBLIC BENEFITS MENU**

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## STREETSCAPE PROJECTS

The following streetscape improvement projects would implement the corresponding Streetscape Plans (Appendices D-G). The table below shows the point value for providing the basic improvements on each street segment, including curbs, sidewalk paving, street trees and landscaping, medians, street furniture, and restriping of roadways, where relevant.

	Points
<b>BUNDY DRIVE</b>	
<b>Missouri Ave to Exposition Blvd<sup>a</sup></b>	<b>30</b>
- Prepare engineering plans for relocating curbs and restriping roadway (1 point)	
- Relocate and reconstruct curbs, restripe roadway, install street trees, and install street furniture (23 points)	
- Relocate utility poles <sup>b</sup> (6 points)	
<b>Exposition Blvd to Pico Blvd</b>	<b>6</b>
- Repave sidewalks, install street trees, and install street furniture <sup>c</sup> (3 points)	
- Relocate utility poles <sup>b</sup> (3 points)	
<b>Total Bundy Drive Points</b>	<b>36</b>
<b>OLYMPIC BOULEVARD</b>	
<b>Centinela Ave to Bundy Dr</b>	<b>10</b>
- Prepare engineering drawings for new median (1 point)	
- Repave sidewalks, install street trees, and install street furniture <sup>c</sup> (3 points)	
- Construct median and install landscaping (6 points)	
<b>Bundy Dr to Barrington Ave</b>	<b>18</b>
- Prepare engineering drawings for new median (2 points)	
- Repave sidewalks, install street trees, and install street furniture <sup>c</sup> (5 points)	
- Construct median and install landscaping (11 points)	
<b>Total Olympic Boulevard Points</b>	<b>28</b>
<b>SEPULVEDA BOULEVARD</b>	
<b>Olympic Blvd to Exposition Blvd<sup>a d</sup></b>	<b>35</b>
- Prepare engineering plans for relocating curbs and restriping roadway (2 points)	
- Relocate and reconstruct curbs, restripe roadway, install street trees, and install street furniture (27 points)	
- Relocate utility poles <sup>b</sup> (6 points)	
<b>Exposition Blvd to National Blvd<sup>a d</sup></b>	<b>55</b>
- Prepare engineering plans for relocating curbs and restriping roadway (3 points)	
- Relocate and reconstruct curbs, restripe roadway, install street trees, and install street furniture (44 points)	
- Relocate utility poles <sup>b</sup> (8 points)	
<b>Total Sepulveda Boulevard Points</b>	<b>90</b>

## STREETSCAPE PROJECTS, continued

	Points
<b>NATIONAL BOULEVARD</b>	
<b>Castle Heights Ave to Manning Ave</b>	<b>3</b>
- Repave sidewalks, install street trees, and install street furniture <sup>c</sup> (3 points)	
<b>Palms Blvd to Mentone Ave</b>	<b>8</b>
- Restripe roadway for bike lanes from Palms Blvd to Motor Ave (1 point)	
- Repave sidewalks, install street trees, and install street furniture <sup>c</sup> (7 points)	
<b>Total National Boulevard Points</b>	<b>11</b>
<b>PALMS BOULEVARD</b>	
<b>Motor Ave to National Blvd</b>	<b>8</b>
- Install landscaped curb extensions and install street furniture (8 points)	
<b>Total Palms Boulevard Points</b>	<b>8</b>
<b>PICO BOULEVARD</b>	
<b>I-405 to Patricia Ave</b>	<b>19</b>
- Repave sidewalks, install street trees, and install street furniture <sup>c</sup> (19 points)	
<b>Centinela Ave to I-405</b>	<b>14</b>
- Repave sidewalks, install street trees, and install street furniture <sup>c</sup> (14 points)	
<b>Total Pico Boulevard Points</b>	<b>33</b>
<b>MOTOR AVENUE</b>	
<b>I-10 to Venice Blvd</b>	<b>12</b>
- Repave sidewalks, install street trees, and install street furniture <sup>c</sup> (12 points)	
<b>Total Motor Avenue Points</b>	<b>12</b>
a. Improvements on Bundy Dr between Missouri Ave and Exposition Blvd, and on Sepulveda Blvd between Olympic Blvd and National Blvd, cannot be made until individual properties provide required dedications. b. Utility pole relocation assumes above-ground relocation. c. Sidewalks to be repaved with standard sidewalk paving material where needed due to existing conditions. d. If a new center-running transit line for Sepulveda Blvd is approved in the future, Metro will be responsible for preparing plans, moving curbs, constructing streetscapes, and restriping the roadway to accommodate the transit. In the interim, if dedications are acquired, the above streetscape improvements along Sepulveda can be made.	

## ADDITIONAL STREETSCAPE ELEMENTS

The following additional streetscape elements may be provided as public benefits to supplement the streetscape improvement projects above. 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 for details and standards for street trees, crosswalks, street furniture, and street lighting.

Streetscape Elements	Quantity	Points
Freeway underpass improvements	1	1
Standard transit shelter	2	1
Enhanced transit shelter <sup>a</sup>	1	15
Pedestrian lights <sup>b</sup>	20	1
Crosswalks (4-way intersection)	1	1
Midblock crossing (single crosswalk)	1	0
Special sidewalk paving <sup>c</sup>	7,500 SF	1
Additional street trees <sup>d</sup>	20	1
Repave sidewalks and install street trees (both sides of street)	1,500 LF	4
Repair/repave sidewalks (one side of street)	1,500 LF	1
Landscaped curb extensions on corners	2	2
a. Approval from BOE required for non-standard street furniture. b. A street lighting maintenance assessment district must first be established in order to install new pedestrian lighting, wherein a majority of property owners agree to be assessed for electricity costs of new lighting. Public benefit points may not be awarded until the district has been established. c. This cost reflects the additional amount beyond the cost of basic sidewalk paving. d. Includes new tree wells (when needed), installation of trees and ground cover, and 90 day maintenance.		

**OTHER PUBLIC BENEFITS**

The following public benefits and their corresponding point values include mobility amenities, cultural facilities, and open space.

<b>Public Benefits</b>	<b>Quantity</b>	<b>Points</b>
Integrated Mobility Hub	1 hub	<b>13</b>
Bike Hub (full)	100 bikes	<b>20</b>
Bike Hub (modular)	25 bikes	<b>1</b>
Childcare Center (off-site)	60 children	<b>28</b>
Childcare Center (on-site)	60 children	<b>9</b>
Youth/Senior Center; Museum; Recreation Center	5,000 SF	<b>30</b>
Publicly Accessible Open Space	1,500 SF	<b>1</b>
Parklet	2 parking stalls	<b>1</b>



**DRAFT EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN**

**APPENDIX B**

**STREET STANDARDS**

Los Angeles Department of City Planning  
January 2015

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# APPENDIX B: STREET STANDARDS

Street	Boundaries	Street Classification	Required Dimensions				Easement Required <sup>1</sup>
			Sidewalk <sup>1</sup>	Roadway	ROW	Dedication Required <sup>1</sup>	
<b>Bundy Dr</b>	Missouri Ave to La Grange Blvd	Avenue I	15'	70'	100'	13'-6"	None
<b>Bundy Dr</b>	La Grange Blvd to Olympic Blvd	Avenue I	15'	70'	100'	7'	None
<b>Bundy Dr</b>	Olympic Blvd to Pico Blvd	Avenue I	15'	70'	100'	8'	None
<b>Olympic Blvd</b>	Centinela Ave to Barrington Ave	Boulevard II (modified)	15'	86'	110'	None	3'
<b>Sepulveda Blvd</b>	Olympic Blvd to Pico Blvd	Boulevard II	15'	80'	110'	5'	None
<b>Sepulveda Blvd</b>	Pico Blvd to National Blvd	Boulevard II	15'	80'	110'	5'	None
<b>National Blvd</b>	Castle Heights Ave To Palms Blvd	Avenue II (modified)	12' to 15' <sup>2</sup>	63'	86'	3' to 5' <sup>2</sup>	0'-6" to 5'-6" <sup>2</sup>
<b>National Blvd</b>	Palms Blvd to Mentone Ave	Avenue II (modified)	14' (south side) 15' (north side)	57'	86'	2'	None
<b>Palms Blvd</b>	National Blvd to Motor Ave	Avenue II (modified)	12'	62'	86'	5'	None
<b>Pico Blvd</b>	I-405 to Patricia Ave	Avenue I	15'	70'	100'	None	None
<b>Pico Blvd</b>	Centinela Ave to I-405	Avenue I	15'	70'	100'	None	None
<b>Motor Ave</b>	I-10 to Venice Blvd	Avenue II (modified)	12'	62'	86'	3'	None

1. Unless otherwise noted, the sidewalk dimensions, dedications, and easements listed here apply to both sides of the street.

2. See Exposition Corridor Streetscape Plan for details on where specific sidewalk widths, dedications, and easements apply.