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ORDINANCE NO. _____

An ordinance amending the existing West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay District (West Adams CPIO) adopted in Ordinance No. 184794, and amended by Ordinance Nos. 186401, 187643, 188007, to incentivize publicly accessible open space and the extension of an Active Transportation Corridor to the Fairview Heights Station on the Metro K Line (Crenshaw/LAX Line), as part of the Slauson Corridor Transit Neighborhood Plan.

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

Section 1. Figure I in the West Adams CPIO is replaced with the Figure I in Exhibit "A" attached to this ordinance.

Sec. 2. The description of the "Hyde Park Industrial Corridor" in Section I-2 of the West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay District (Ordinance No. 184794, as amended by Ordinance Nos. 186401, 187643, 188007) is replaced in its entirety to read as follows:

Hyde Park Industrial Corridor. This Subarea identifies specific parcels adjacent to the Active Transportation Corridor and Metro K Line (Crenshaw/LAX Line) right-of-way from Van Ness Avenue to the Metro K Line, Fairview Heights Station, and provides specific use limitations, development standards, and streetscape guidelines for Projects. This Subarea identifies parcels where a range of development heights and intensities would be permitted in order to foster industrial revitalization, facilitate access to emerging open space opportunities, and to facilitate a future off-street continuation of the Active Transportation Corridor. This Subarea is shown on Figure VII-1.

Sec. 3. Subsection E of Section I-3 of the West Adams CPIO is replaced in its entirety to read as follows:

- E.** To foster the industrial revitalization of properties located directly adjacent to the Active Transportation Corridor and Metro K Line (Crenshaw/LAX Line) right-of-way between Van Ness Avenue and West Boulevard.

Sec. 4. The following definitions are added (in alphabetical order) to, or modified in, Section I-4 of the West Adams CPIO to read as follows:

Active Transportation Corridor – The right-of-way designated for the multi-use bicycle and pedestrian path that primarily spans the former Harbor Subdivision Railroad right-of-way within the West Adams-Baldwin Hills-Leimert Community Plan area as set forth in Figure VII-1.

Automotive Uses – A car wash (including, automobile laundries or wash racks) or any of the following uses, as defined in LAMC Section 12.03, automotive use,

automobile dismantling yard, automobile and trailer sales area, automotive repair, and automotive fueling and service station. This term does not include retail automobile parts sales or electronic vehicle charging stations as defined in Government Code Section 65850.7.

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

Bonus – Any available increase over the Base permitted to be built on a Project site by this CPIO District.

Commercial Uses – Those uses as first permitted in the CR, C1, C1.5, C2, C4, or C5 Zones, including Community Facilities, guest rooms and hotels. This term does not include residential uses.

CPIO Approval – An approval issued under Section I-6.C that is an Administrative Clearance, a CPIO Adjustment, or a CPIO Exception.

Green Employment Use – An employment use that may involve either jobs in business that produce green goods or services, or jobs in traditional businesses that are responsible for making their establishment's production process more environmentally friendly. These uses may include but are not limited to office building; office, business or professional; office, corporate headquarters; professional office; architect's office; engineering office; research and development center; food products manufacturing; hydroponic agricultural enterprise; laboratory (experimental, film, motion picture, research or testing); scientific instrument and equipment manufacturing; solar energy system structures. This term Green Employment Use shall not include a Noxious Use.

Ground Floor – The floor level which is within three feet above or below curb level, accessible to the street, has frontage on a Primary Lot Line, and which is at least 20 feet in depth or the total depth of the building, whichever is less.

Hybrid Industrial Uses – Those manufacturing and industrial uses as first permitted in the CM Zone (Commercial Manufacturing).

Limited Industrial Uses – Those manufacturing and industrial uses as first permitted in the MR1 Zone (Restricted Industrial) and M1 Zone (Limited Industrial).

Metro – Los Angeles County Metropolitan Transportation Authority.

Mixed-Use Project – A Project which combines multiple Residential Uses with one or more Commercial or Hybrid Industrial Uses, such as, retail, office, and Community Facilities in a single building or in a Unified Development.

Motel – A business primarily designed for the accommodation of motorists and which provides lodging with limited amenities and features on-site parking that is directly accessible and often visible from each unit. This term includes a motor court or motor lodge. This term does not include hotels as defined in LAMC Section 12.03.

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

Path-Facing Frontage – The building façade, or portion thereof, of a Project that fronts the Active Transportation Corridor.

Path-Oriented Building Entrance – A building entrance located on the Path-Facing Frontage of a Project that abuts the Active Transportation Corridor.

Project – Any activity that requires the issuance of a building, grading, demolition, or change of use permit, unless the activity consists solely of interior rehabilitation/repair work.

Publicly Accessible Open Space – Public plazas, pocket parks, and passive and active recreation areas that are accessible for use by the general public at least during the hours of 10:00 a.m. and 5:00 p.m. daily and signs at each pedestrian access point that contain language substantially consistent with the following: “This area is open to the public as required by the West Adams CPIO District.”

Residential Uses - Those uses first permitted in any R zone, including dwelling units, and live-work units.

Smoke Shops – Any establishment that primarily sells devices intended for smoking. Smoke Shops do not include medicinal or recreational marijuana dispensaries.

Unified Development - A development of two or more buildings which have functional linkages such as pedestrian or vehicular connections, with common architectural and landscape features which constitute distinctive design elements of the development, and that appears to be a consolidated whole when viewed from adjoining streets. Unified Developments may include two or more contiguous parcels or lots of record separated only by a street or alley.

Sec. 5. Subsection C of Section I-6 of the West Adams CPIO is replaced in its entirety with the following:

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

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

and Safety the review and approval of Projects, or types of Projects, for Administrative Clearance.

3. **CPIO Adjustments.** In addition to the requirements in LAMC Section 13.14.G.3, the following shall apply:
 - (a) **Findings.** In addition to the other required findings in LAMC Section 13.14.G.3(b), the Director, or the Area Planning Commission on appeal, shall find that the Project substantially complies with the applicable design guidelines in Appendices A, C, and D, and the Community Plan.
 - (b) **Eligible Regulations.** Unless expressly modified in the West Adams CPIO District, all development regulations are eligible for a CPIO Adjustment pursuant to this Subsection C.3. Projects seeking relief from a West Adams CPIO District regulation that is not eligible (or further eligible) for a CPIO Adjustment may seek relief with a CPIO Exception.
 - (c) **CEQA.** Approval of a CPIO Adjustment(s) is a discretionary approval for purposes of CEQA Guidelines, Section 15060(c)(1).
4. **CPIO Exceptions.** In addition to the requirements in LAMC Section 13.14.G.4, the following shall apply:
 - (a) **Findings.** In addition to the required findings in LAMC Section 13.14.G.4(b), the Area Planning Commission, or the City Council on appeal, shall find that the Project substantially complies with the applicable design guidelines in Appendices A, C, and D, and the Community Plan.
 - (b) **CEQA.** Approval of a CPIO Exceptions is a discretionary approval for purposes of CEQA Guidelines, Section 15060(c)(1).
5. **Eligible Historic Resource Evaluation.** Prior to any other CPIO Approval being issued, a Project that involves an Eligible Historic Resource shall comply with the following review procedures:
 - (a) **Projects.** For any Project that does not involve the demolition of an Eligible Historic Resource, no CPIO Approval shall be issued until one of the following occurs:
 1. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Eligible Historic Resource is not an historical

resource, as defined by Public Resources Code Section 21084.1;

2. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Project is consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or,
3. Environmental review in compliance with CEQA was completed for the Project, including if necessary, the adoption of a statement of overriding considerations.

(b) **Demolitions.** For any Project that involves the demolition of an Eligible Historic Resource, no CPIO approval shall be issued until one of the following occurs:

1. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, the Eligible Historic Resource is not an historical resource, as defined by Public Resources Code Section 21084.1; or
2. Environmental review in compliance with CEQA was completed on the Project, including if necessary, the adoption of a statement of overriding considerations.

(c) **CEQA Review for Eligible Historic Resources.** In complying with this Subsection 5, if at any time the Director, in consultation with the Office of Historic Resources, determines the Eligible Historic Resource is not a historical resource as defined by Public Resources Code Section 21084.1, approval of the Project through an Administrative Clearance (involving no other discretionary approvals) shall be a ministerial approval for purposes of CEQA, including CEQA Guidelines, Section 15268. If the Director, in consultation with the Office of Historical Resources, determines the Eligible Historic Resource is a historical resource as defined by Public Resource Code Section 21084.1, approval of the Project through an Administrative Clearance shall be a discretionary approval for purposes of CEQA Guidelines, Section 15060(c)(1), and the Director may condition the Project with mitigation measures necessary to avoid impacts to a historical resource and/or deny the Project if a statement of overriding considerations is necessary but the Director determines the benefits of the Project do not outweigh the environmental impacts of the Project as required by CEQA Guidelines Section 15093.

- (d) **Appeals.** No determination of the Director in this Subsection 5 is independently appealable unless an appeal of an entitlement or CEQA action is otherwise available through the CPIO District, the LAMC, or CEQA.

6. **Façade Preservation Evaluation.**

- a. The Director of Planning, with the recommendation of the Office of Historic Resources, shall make the following findings before any Administrative Clearance is issued for a Project that relies on a Subarea regulation requiring the preservation or rehabilitation of the Character Defining Elements of the façade:
 - 1. The Character Defining Elements are part of a building or structure identified in a formal historic resource survey accepted by the Office of Historic Resources, such as SurveyLA, and the survey identified the building as not eligible for historic designation but warranting special consideration in local planning.
 - 2. The Project conserves or rehabilitates the Character Defining Elements of the façade of the Building Frontage to a depth necessary to preserve those elements that contribute to the character of the corridor or neighborhood. In making the decision, the Director (and the Office of Historic Resources in its recommendation) shall consider any relevant Survey findings and the Secretary of Interior's Standard for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.
- b. An Administrative Clearance that requires the above findings is a discretionary decision for purposes of CEQA Guidelines Section 15060(c)(1). No determination of the Director, in consultation with the Office of Historic Resources, in this Subsection 6 is independently appealable unless an appeal of an entitlement or CEQA action is otherwise available through the CPIO District, the LAMC, or CEQA.

7. **Covenant.**

- a. Prior to issuance of an CPIO Administrative Clearance, CPIO Adjustment or CPIO Exception, whenever a covenant is required in the West Adams CPIO District, the covenant shall be prepared and

recorded in a form and manner approved by the Director of Planning to ensure that the obligations are binding against all successors in interest to the real property.

- i. Regarding a covenant required for a Project that seeks to obtain a bonus height or bonus FAR for providing a Publicly Accessible Open Space, the covenant shall be recorded guaranteeing that the subject Publicly Accessible Open Space will remain accessible to the public, to meet the definition in Section I-4, for a period of 30 years from the issuance of the certificate of occupancy.
 - ii. Regarding a covenant required for a Project that seeks to provide a Green Employment Use, the covenant shall be recorded guaranteeing that the subject Green Employment Uses, or another Green Employment Use, or combination of Green Employment Uses, applicable to the Subarea and with the commensurate Bonus increase, will remain for a period of 30 years from the issuance of the certificate of occupancy.
- b. If the duration of covenants provided for in Section I-6.C.7(a)(i)-(ii) directly above conflicts with the duration as required by any applicable state or federal law, the most restrictive duration shall control.
 - c. Any covenant required under Section I-6.C.7 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.

Sec. 6. Figure II-1 in the West Adams CPIO is replaced Figure II-1 in Exhibit “B” attached to this ordinance.

Sec. 7. The Overview in Chapter VII of the West Adams CPIO is replaced in its entirety to read as follows:

OVERVIEW

The Hyde Park Industrial Corridor CPIO District Subarea seeks to: facilitate the generation of high wage jobs and training for the community especially within the growing “clean-tech” and “green-tech” sectors through adaptive reuse of existing structures and the introduction of contextual new infill development; facilitate the future off-street continuation of the Active Transportation Corridor directly adjacent to the Metro K Line (Crenshaw/LAX Line) right-of-way to the Fairview Heights Station; and to encourage physical activity by all segments of the community, particularly the youth and the elderly, with increased access to both passive and active open and green space amenities.

The intent of the Supplemental Development Regulations in this Chapter is to foster industrial revitalization of properties located directly adjacent to the Metro right-of-way

and Active Transportation Corridor between Van Ness Avenue and the Fairview Heights Station of the Metro K Line (Crenshaw/LAX Line). Projects within this Hyde Park Industrial Corridor Subarea (see Figure VII-1) shall comply with the applicable Supplemental Development Regulations in this Chapter VII.

Sec. 8. Figure VII-1 in the West Adams CPIO is replaced with Figure VII-1 in Exhibit "C" attached to this ordinance.

Sec. 9. Figure VII-2 in the West Adams CPIO is replaced with Figure VII-2 in Exhibit "D" attached to this ordinance.

Sec. 10. Section VII-2 and Tables VII-2.1 and VII-2.2 of the West Adams CPIO are replaced in their entirety to read and be shown as follows:

Section VII-2. DEVELOPMENT STANDARDS

All Projects in the Hyde Park Industrial Corridor Subarea are subject to the following development standards.

A. Building Height. In addition to any height standards set forth by the underlying zone and height district, the following height standards shall apply:

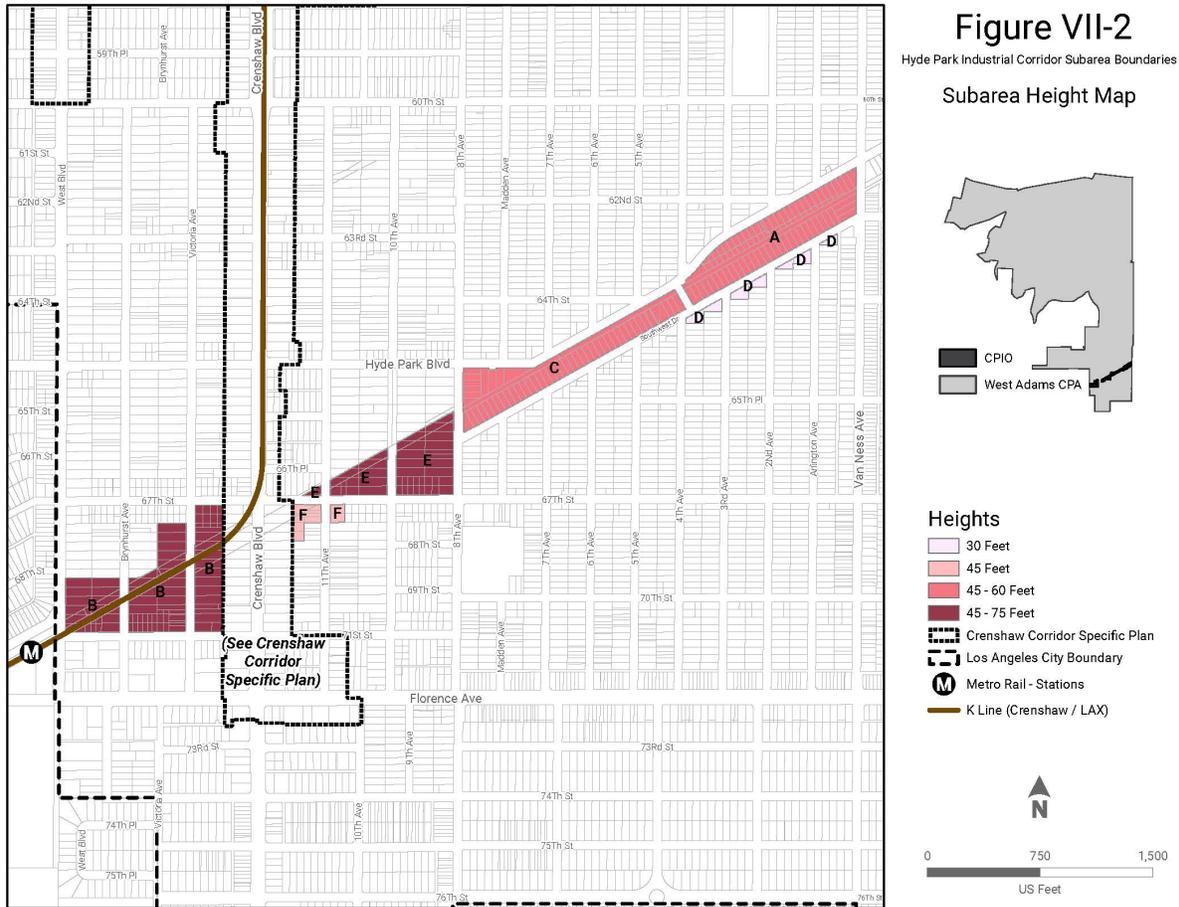
1. *Overall Height.* The Base and Bonus height shall be as provided in Table VII-2.1 and Figure VII-2 and as modified below:
 - a. In Parcel Group D, a Project shall have a Base building height of 30 feet.
 - b. In Parcel Group F, a Project shall have a Base building height of 45 feet.
 - c. In Parcel Groups A, B, C, and E, a Project shall have a Base building height of 45 feet, and if consistent with Section VII-2.G. below, may exceed the Base building height up to a Bonus building height as provided below (and as shown in Table VII-2.1) if the following Publicly Accessible Open Space and Green Employment Use standards are met:
 - i. In Parcel Groups A, and C, a Project may exceed the Base building height up to a Bonus height of 60 feet by providing a setback of 10 feet and allocating and developing the setback area as Publicly Accessible Open Space. The Publicly Accessible Open Space shall be located directly adjacent to the Active Transportation Corridor. A covenant meeting the requirements in Section I-6.C.7 shall be required.
 - ii. In Parcel Group B, a Project may exceed the Base building height up to a Bonus height of 75 feet by providing a setback of 20 feet and allocating and developing the setback area as

Publicly Accessible Open Space. The Publicly Accessible Open Space shall be located directly adjacent to the Active Transportation Corridor. A covenant meeting the requirements in Section I-6.C.7 shall be required.

- iii. In Parcel Group E, a Project may exceed the Base building height up to a Bonus height of 75 feet by providing a setback of 10 feet and allocating the setback area as Publicly Accessible Open Space for public use. The Publicly Accessible Open Space shall be located directly adjacent to the existing Active Transportation Corridor. A covenant meeting the requirements in Section I-6.C.7 shall be required..
 - iv. In Parcel Groups A, B, C, and E, to access the Bonus height in subparagraphs i, ii, or iii above, the Project use(s) must qualify as a Green Employment Use(s). A covenant meeting the requirements in Section I-6.C.7 shall be required.
- d. Architectural Features may exceed the Base or Bonus building height by up to 20 percent.
 - e. The Ground Floor shall have a minimum height of 14 feet and maximum height of 25 feet, measured from the top of the finished ground story floor to the top of the finished floor above. Individual stories above the Ground Floor may not exceed 14 feet in height measured from the top of the finished floor to the top of the finished floor above.
 - f. Parapet walls and guard rails utilized to enclose roof uses, such as terraces, gardens or green roofs, shall be permitted to exceed the maximum allowable building height by up to 42 inches or as required by the Building Code. Guard rails shall not be located within five feet of a lot line abutting a residential use.
 - g. Rooftop equipment, structures, and improvements may exceed the maximum building height when authorized pursuant to LAMC Section 12.21.1.B.3(a) so long as it is screened from public view using non-reflective materials or otherwise made compatible with the overall design of the building.
 - h. A CPIO Adjustment for relief from the Base building height regulations in Subsections 'a' through 'c,' above, shall be limited to 10 percent (or 15 percent for a Mixed-Use Project).
2. *Transition to Residential or School.* New construction on a lot that is designated industrial in the Community Plan that directly abuts or is directly across a street or alley from a lot that is designated residential in the Community Plan, or that is planned or used for a school, shall transition in the following manner:
- a. Buildings shall not exceed 30 feet in height for the first 50 feet of lot

- depth or width as measured from the industrial lot line(s) opposite the lot planned for residential or planned or used for a school.
- b. A CPIO Adjustment for relief from the transitional building height requirement in Subsection 'a' shall be limited to 10 percent.

Table VII-2.1 Summary of Building Height Regulations - Permitted Maximums				
Parcel Group	Base	Bonus	Publicly Accessible Open Space Covenant Required for Bonus Height	Green Employment Use Covenant Required for Bonus Height
A	45 feet	60 feet	Yes	Yes
B	45 feet	75 feet	Yes	Yes
C	45 feet	60 feet	Yes	Yes
D	30 feet	N/A	N/A	N/A
E	45 feet	75 feet	Yes	Yes
F	45 feet	N/A	N/A	N/A
N/A means a Project is not eligible for a bonus height increase under this CPIO.				



B. Building Density & Intensity. In addition to the regulations set forth by the underlying zone and height district, the following building density and intensity regulations shall apply:

1. **Floor Area Ratio (FAR).** The Base and Bonus building FAR shall be as provided in Table VII-2.2 and as modified below:
 - a. In Parcel Groups A, C, D and F, a Project shall have a Base FAR of 1.5:1.
 - b. In Parcel Groups B and E, a Project shall have a Base FAR of 1.5:1, and if consistent with Subsection G., below, may exceed the Base FAR up to a Bonus FAR of 2:1 if the following Publicly Accessible Open Space and Green Employment Use standards are met:
 - i. In Parcel Group B, a Project with new construction of a building and additions shall provide a setback of 20 feet and allocate and develop the setback area as Publicly Accessible Open Space. The Publicly Accessible Open Space shall be located directly adjacent the existing Metro K Line

(Crenshaw/LAX Line) right-of-way. A covenant meeting the requirements in Section I-6.C.7 shall be required.

- ii. In Parcel Group E, a Project with new construction of a building and additions shall provide a setback of 10 feet and allocate and develop the setback area as Publicly Accessible Open Space. The Publicly Accessible Open Space shall be located directly adjacent the existing Active Transportation Corridor. A covenant meeting the requirements in Section I-6.C.7 shall be required.
 - iii. In order to access the Bonus FAR in subsection B.1.b above, a Project in Parcel Groups B and E must also qualify as a Green Employment Use in addition to providing Publicly Accessible Open Space required above. A covenant meeting the requirements in Section I-6.C.7 shall be required.
- c. The residential component of Mixed-Use Projects shall not exceed 25 percent of the building’s total floor area.
 - d. The Base and Bonus FAR in Subsections ‘a’ and ‘b,’ above, shall not be eligible for a CPIO Adjustment.

**Table VII-2.2 Summary of Building Intensity Standards
Floor Area Ratio (FAR) Permitted Maximums**

Parcel Group	Base	Bonus	Publicly Accessible Open Space Required for Bonus FAR	Green Employment Use Required for Bonus FAR
A	1.5:1	N/A	N/A	N/A
B	1.5:1	2:1	Yes	Yes
C	1.5:1	N/A	N/A	N/A
D	1.5:1	N/A	N/A	N/A
E	1.5:1	2:1	Yes	Yes
F	1.5:1	N/A	N/A	N/A

N/A means a Project is not eligible for a Bonus FAR under this CPIO.

C. Building Disposition. All new industrial uses (including but not limited to accessory storage, vehicular storage, and other equipment use buildings, structures or outdoor areas) that are adjacent to, across a street or alley from, or

share public open space with, any planned or existing residence or school are encouraged, but not required by the CPIO District, to substantially comply with the Citywide and Community Plan Industrial Design Guidelines. At a minimum, industrial Projects shall comply with the following regulations:

1. *Residential-Adjacent Setbacks.* A minimum five-foot setback shall be provided along any property line that is adjacent to any existing residence or school or any lot zoned or planned for a residential or school use.
 - a. The setback required above shall not be required when the property zoned residential is located across a public street or alley from the Project site.
 - b. A landscape buffer shall be provided within the setback required above. The landscape buffer shall include a diversity of plant species, at least one of which is a hedge that grows to a minimum 10-foot height at maturity and is planted in at least three foot intervals.

2. *Fencing and Walls.* Except where the main building is within three feet of any property line, a solid wall shall be provided as follows:
 - a. The solid wall shall be a minimum height of six feet and shall be provided along any property line that is adjacent to, across a street or alley from, or shares an open public space with, any existing residence or school, or any lot zoned or planned for a residential or school use. The wall shall be concrete masonry unit, brick, or other similar opaque, sturdy material. Chain link fencing (with or without slats), corrugated metal, and barbed/razor wire shall be prohibited.
 - b. Where a wall or fence is located adjacent to a public street or sidewalk (not including alleys), a minimum three foot landscaped setback shall be provided, with landscaping provided between the public street or sidewalk and the wall. Landscaping shall be drought-tolerant.

D. Building Design for Non-Path Abutting Sites. In addition to any regulations set forth by the underlying zone and the LAMC, the following design regulations shall apply to a Project in any Parcel Groups with new construction and additions that does not abut the Active Transportation Corridor:

1. *Sidewalk Frontage.*
 - a. The maximum setback for the Primary Frontage from the sidewalk shall be two feet.
 - b. If the street facing façade is accessible to the public, the maximum Primary Frontage setback from the sidewalk may be exceeded up

to 20 feet along any portion of a lot line that abuts any Pedestrian Amenities incorporated into the Project.

- c. The maximum Primary Frontage setback shall not apply to those portions of the frontage where driveways are required.
- d. The maximum Primary Frontage setback requirement shall be waived to the extent necessary to preserve a Designated Historic Resource or Eligible Historic Resource, or a Character Defining Element of the façade consistent with Subsection I-6.C.6.

2. *Building Façade Articulation.* The street facing building façade of a Project with new construction and additions shall feature breaks that occur, at minimum, every 30 feet in horizontal distance, by utilizing a relief, graphic pattern or change in material, color or texture that provides scale and visual interest such as:

- a. A change in plane of at least 18 inches;
- b. Windows that are recessed at least 2 inches, or that project such as bays;
- c. Building overhangs, such as canopies or eaves;
- d. Terraces, balconies, porches or cantilevered designs;
- e. Wood accents and wood trim for windows and doors;
- f. Varying roof forms and heights; and
- g. Other Architectural Features or building materials that create a visual break, such as stucco reveals that are a minimum of 2 inches in depth.

3. *Pedestrian-Oriented Ground Floor.* For with a Project new construction or a change of use, the ground floor of the Primary Frontage shall incorporate public interior spaces (such as, public access areas, lobbies, or spaces used for Commercial Uses or Community Facilities) and be designed in the following manner:

- a. Public interior spaces shall face the street.
- b. Pedestrian entrances shall be no more than three feet above or below the grade of the abutting public sidewalk grade and shall face the Primary Frontage street.
- c. Pedestrian entrances along the Primary Frontage street need not be parallel to the Primary Lot Line, provided that they are augmented by entrance forecourts or other design features that establish a visual connection to the Primary Lot Line.
- d. For non-residential Projects, all pedestrian entrances shall be accessible during business hours.
- e. The façade shall have a minimum of 30 percent clear and non-reflective storefront glazing, except for Commercial or Mixed-Use Projects, which shall have a minimum of 50 percent clear and non-reflective storefront glazing.

- f. For Commercial or Mixed-Use Projects, ground floor public interior spaces shall be:
 1. A minimum of 75 percent of the length of the Primary Frontage, excluding areas used for vehicular access.
 2. A minimum depth of 25 feet, or the total depth of the building, whichever is less.

4. *Residential – Detached Single and Two-Family Dwellings.*

- a. All Single and Two Family Dwellings in Parcel Groups C, D and F, including Small Lot Subdivisions authorized by LAMC Section 12.22.C.27, shall have zero side-yard setbacks with abutting or shared common walls, as permitted by the Building Code.

E. Building Design for Path-Abutting Sites. In addition to any regulations set forth by the underlying zone and the LAMC, the following design regulations shall apply to a Project in any Parcel Group with new construction and additions that abut the Active Transportation Corridor, or the Metro K Line (Crenshaw/LAX Line).

1. *Glazing.* The Ground Floor of both the Primary Frontage and the Path-Facing Frontage shall provide clear transparent glass (e.g., storefront windows and doors) on at least 30 percent of a building's street-level façade as measured 10 feet from sidewalk grade.
2. *Articulation.* The street facing building façade of a Project, as well as the Path-Facing Frontage, shall feature breaks that occur, at minimum, every 30 feet in horizontal distance, by utilizing a relief, graphic pattern or change in material, color or texture that provides scale and visual interest such as:
 - a. A change in plane of at least 18 inches;
 - b. Windows that are recessed at least 2 inches, or that project such as bays;
 - c. Building overhangs, such as canopies or eaves;
 - d. Terraces, balconies, porches or cantilevered designs;
 - e. Wood accents and wood trim for windows and doors;
 - f. Varying roof forms and heights; and
 - g. Other Architectural Features or building materials that create a visual break, such as stucco reveals that are a minimum of 2 inches in depth.

3. *Path-Oriented Building Entrance.*
 - a. Projects shall provide a Path-Oriented Building Entrance. Path-Oriented Building Entrances need not be parallel to the Active Transportation Corridor, provided that they are augmented by entrance forecourts or other design features that establish a visual connection to the Active Transportation Corridor.
 - b. For non-residential Projects, all Path-Oriented Building Entrances shall be accessible during business hours. Such entrances shall be no more than three feet above or below the sidewalk grade of the Active Transportation Corridor.

4. *Setback from the Active Transportation Corridor.* For any individual yard or setback width or depth that abuts the Active Transportation Corridor or the Metro K Line (Crenshaw/LAX Line), a Project with new construction and additions shall provide the following setbacks:
 - a. In Parcel Groups A, C, and E, a minimum 10-foot setback shall be provided, as measured from the property line of the Active Transportation Corridor to the building's Path-Facing Frontage, except if the underlying zone and LAMC requires a greater yard or setback requirement, the LAMC will control.
 - b. In Parcel Group B, a minimum 20-foot setback shall be provided, as measured from the property line of the Metro K Line (Crenshaw/LAX Line) to the building's Path-Facing Frontage.
 - c. The setback area required in subsections "a" and "b," above, shall allow space for Pedestrian Amenities, as well as benches, tables, native species landscaping, and/or a walkway providing access from a building's Path-Oriented Building Entrance. Before filing an application, applicants shall have a pre-consultation with the Metro to determine the feasibility of providing any desired pedestrian access between private property and the Active Transportation Corridor, which may involve potential modification of Metro's fencing.

5. *Mural.* If a new original art mural is a desired component of a Project, then it shall be placed on either the Path-Facing Frontage or side façade, so as to be visible to users of the Active Transportation Corridor.
 - a. A mural shall comply with the requirements of LAMC Section 22.119.

F. Parking. In addition to any regulations set forth by the underlying zone and the LAMC, the following parking regulations shall apply:

1. **Required Parking Spaces.** The required number of parking spaces for Projects shall be as set forth in the LAMC except as provided otherwise in Table VII-2.3 and as modified below:
 - a. A Project for the Restoration or the Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource shall be exempt from all off-street parking requirements provided that it does not include an addition of more than 500 square feet or involve a demolition to more than 10 percent of the original building envelope.
 - b. A Project for the Restoration or the Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource that includes a demolition or addition that is in excess of the limits listed in Subsection 'a,' or that involves the preservation of the Character Defining Elements of the façade consistent with Subsection I-6.C.6, may reduce the required parking by 25 percent.
 - c. Projects that include a new use or change of use to a Full-Service Grocery Store use or a Community Facilities use may reduce the required parking by 25 percent. Projects obtaining parking reductions under this subsection shall record a covenant guaranteeing the Full-Service Grocery Store use or Community Facilities use in connection with the reduced parking requirement.
 - d. In Parcel Group B, the maximum amount of parking that is allowed for buildings directly adjacent to or across the street from the Mass Transit Station is 50 percent of the required parking in the LAMC for the underlying zone district.
 - e. The requirements in Subsections 'a' through 'c,' above, are not eligible for a CPIO Adjustment.

**Table VII-2.3 Summary of Vehicular Parking Standards
Permitted Parking Reductions and Parking Maximums***

Parcel Group	Limited Industrial Uses		Hybrid Industrial Uses		100% Commercial Uses		Mixed- Use Projects ^(e)	
	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)
A	25	90	N/A	N/A	N/A	N/A	N/A	N/A
B	75	90 or 50	N/A	N/A	N/A	N/A	N/A	N/A
C	N/A	N/A	25	90	25	90	25	90
D	N/A	N/A	N/A	N/A	100	50	100	50
E	50	90	N/A	N/A	N/A	N/A	N/A	N/A
F	N/A	N/A	50	90	N/A	N/A	50	90

* The Reduction column in the table indicates the minimum amount of parking required for a Project with the identified land use type in that Parcel Group row as calculated by multiplying the number in the cell as a percentage against the amount of parking required by the underlying zoning in the LAMC. The Maximum column indicates the maximum amount of parking that is allowed for a Project with the identified land use type in that Parcel Group row as calculated by multiplying the number in the cell as a percentage against the parking required for the underlying zoning in the LAMC. For example, if the LAMC required a project to have 100 parking spaces and the project is for a Limited Industrial Use and is located in Parcel Group A, under the CPIO District, the project would be required to have a minimum of 75 spaces ($100 - (100 \times 25\%)$) and have a maximum of 90 spaces ($90\% \times 100$).

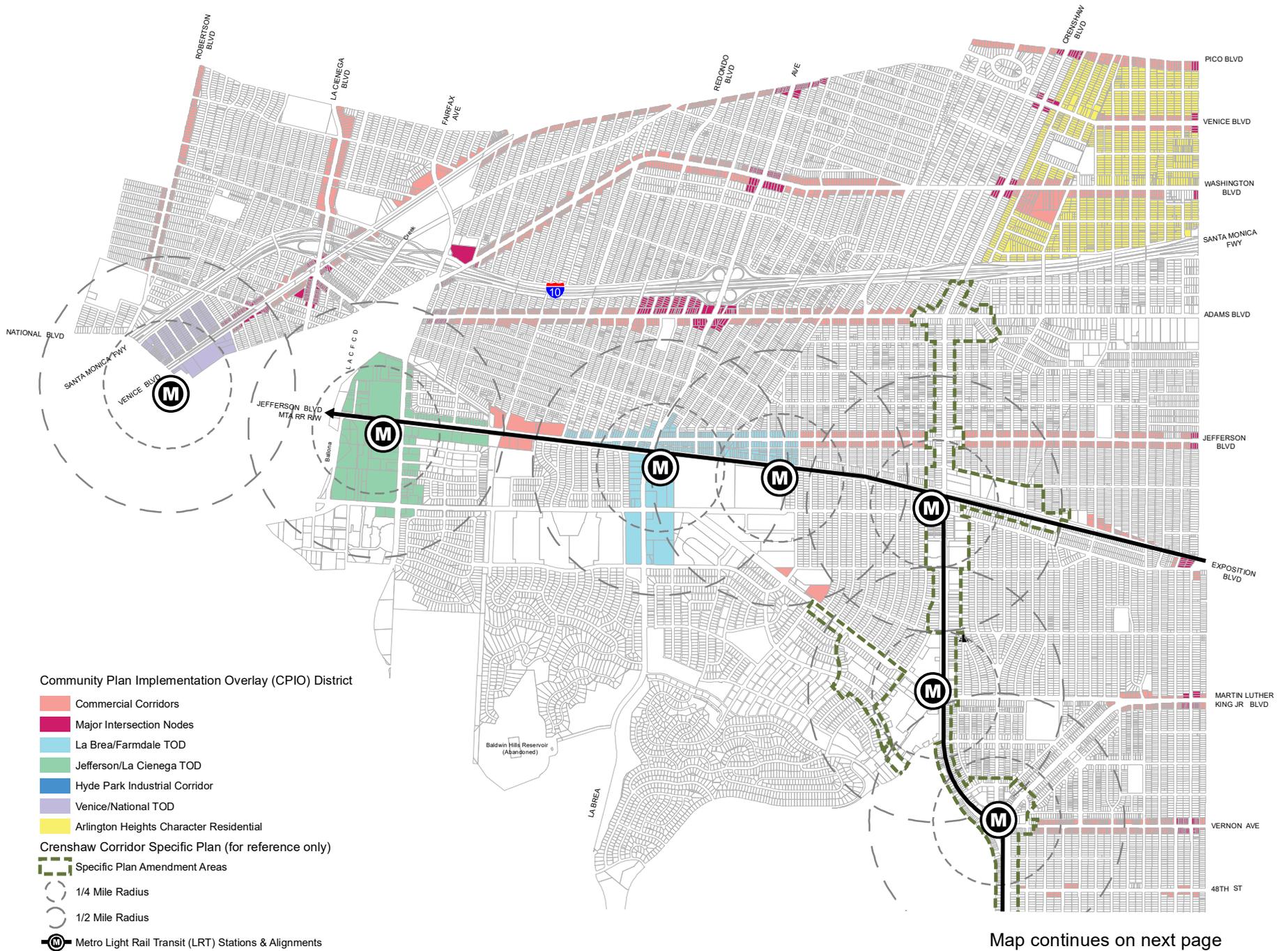
2. ***Parking Location and Access.*** Projects are encouraged but not required, to substantially conform to the Community Plan Industrial Design Guidelines. A Project shall comply with the following parking design regulations:
 - a. Surface parking areas shall be located away from the street and/or enclosed within a structure. If surface parking abuts a public sidewalk, the Project shall provide a visual screen such as a wall or hedge-grow located within a minimum three foot wide landscaped buffer area between the sidewalk and the parking area. The wall and/or hedge shall not exceed 42 inches in height and shall provide pedestrian entrances (separate from vehicular entrances) from the public sidewalk.
 - b. In areas designated Hybrid Industrial in the Community Plan, structured or podium parking located at the ground floor shall be buffered through public interior spaces in accordance with Subsection D.3, above, or a three foot wide landscaped buffer that conforms to the following standards:
 1. One 24-inch box tree or 15 gallon tree not less than 10 feet in height at the time of planting, planted at a ratio of one for every 20 lineal feet; or
 2. Ground cover with a minimum height of three feet at maturity shall be planted over the entire landscaped setback; or
 3. The landscaped setback shall contain clinging vines, oleander trees or similar vegetation capable of covering or screening the length of such wall up to a height of at least nine feet.
 4. An automatic irrigation system shall be installed within the landscaped buffer.
 - c. Parking structures can occupy the entire footprint of a building if designed in accordance with the transitional height provisions of Section VII.A.2 and the buffering regulations of Section VII.F.2.b above.
 - d. Vehicular access to parking and loading shall not occur within 15 feet of abutting residential uses or schools.
 - e. Driveways for commercial uses shall not exceed 30 feet in width.

G. Incentives. Whenever any provision of this Chapter VII authorizes an incentive of increased FAR or height for a Project that voluntarily provides Publicly Accessible Open Space or Green Employment Use(s) and the Project contains residential units, the incentive is only available when the Project is an Affordable Housing Incentive Project.

Sec. 11. Upon adoption of this Ordinance, the Director of City Planning shall prepare a document for publication on the Department of City Planning webpage(s) that combines the modifications to the West Adams CPIO in this Ordinance with the West Adams CPIO in Ordinance No. 184794, as amended by Ordinance Nos. 186401, 187643, 188007, and replaces any reference to Chapter I with a reference to the equivalent procedure in Chapter 1A, as applicable.

EXHIBIT A

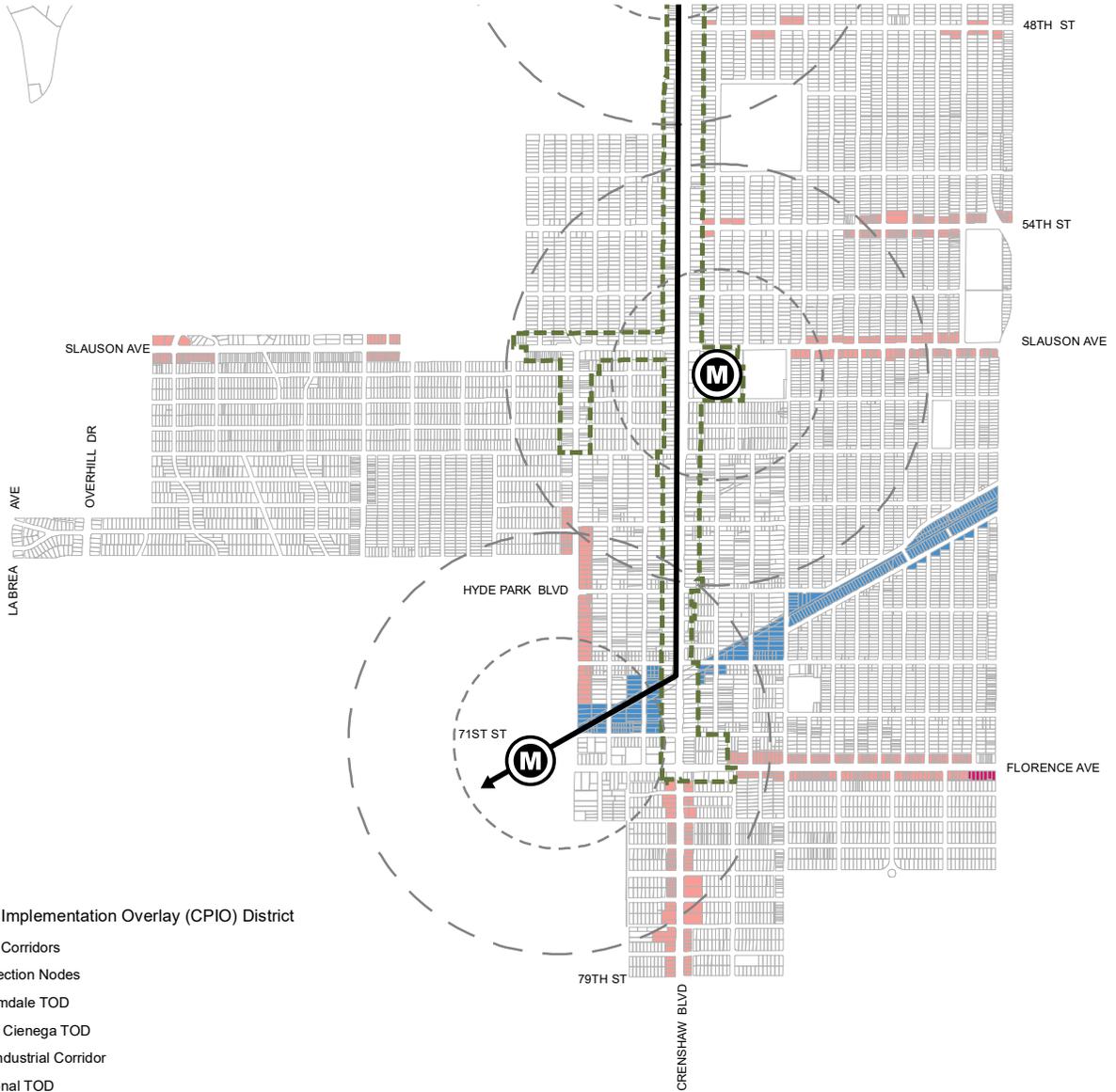
Figure 1
CPIO District Boundaries



Map continues on next page

Figure I
CPIO District Boundaries

Map continues on previous page



Community Plan Implementation Overlay (CPIO) District

- Commercial Corridors
- Major Intersection Nodes
- La Brea/Farmdale TOD
- Jefferson/La Cienega TOD
- Hyde Park Industrial Corridor
- Venice/National TOD
- Arlington Heights Character Residential

Crenshaw Corridor Specific Plan (for reference only)

- Specific Plan Amendment Areas

- 1/4 Mile Radius

- 1/2 Mile Radius

- M Metro Light Rail Transit (LRT) Stations & Alignments

Not To Scale

Note: This map is for illustrative purposes only.
For detailed Plan Land Use map, visit the
Department of City Planning website.

EXHIBIT B

Map continues on previous page



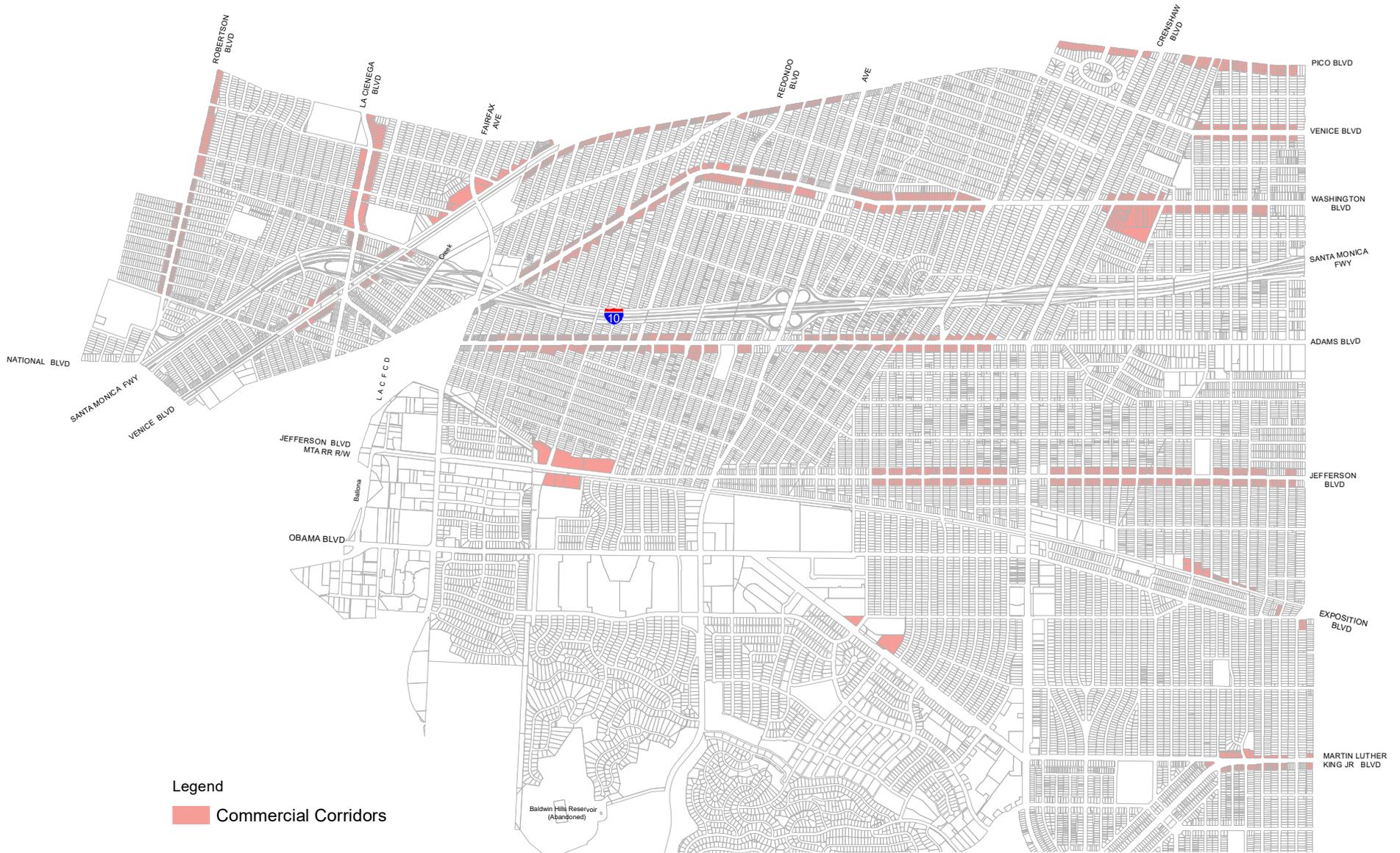
Legend
 Commercial Corridors

Figure II-1
Commercial Corridors Subarea
Boundaries

Not To Scale

Note: This map is for illustrative purposes only. For detailed Plan Land Use map, visit the Department of City Planning website.

Figure II-1
Commercial Corridors Subarea
Boundaries



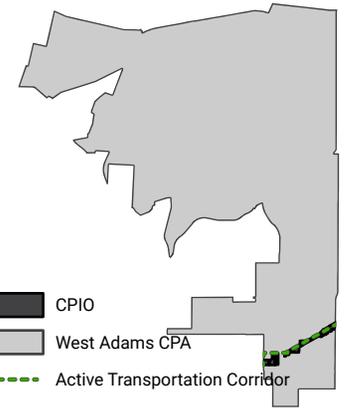
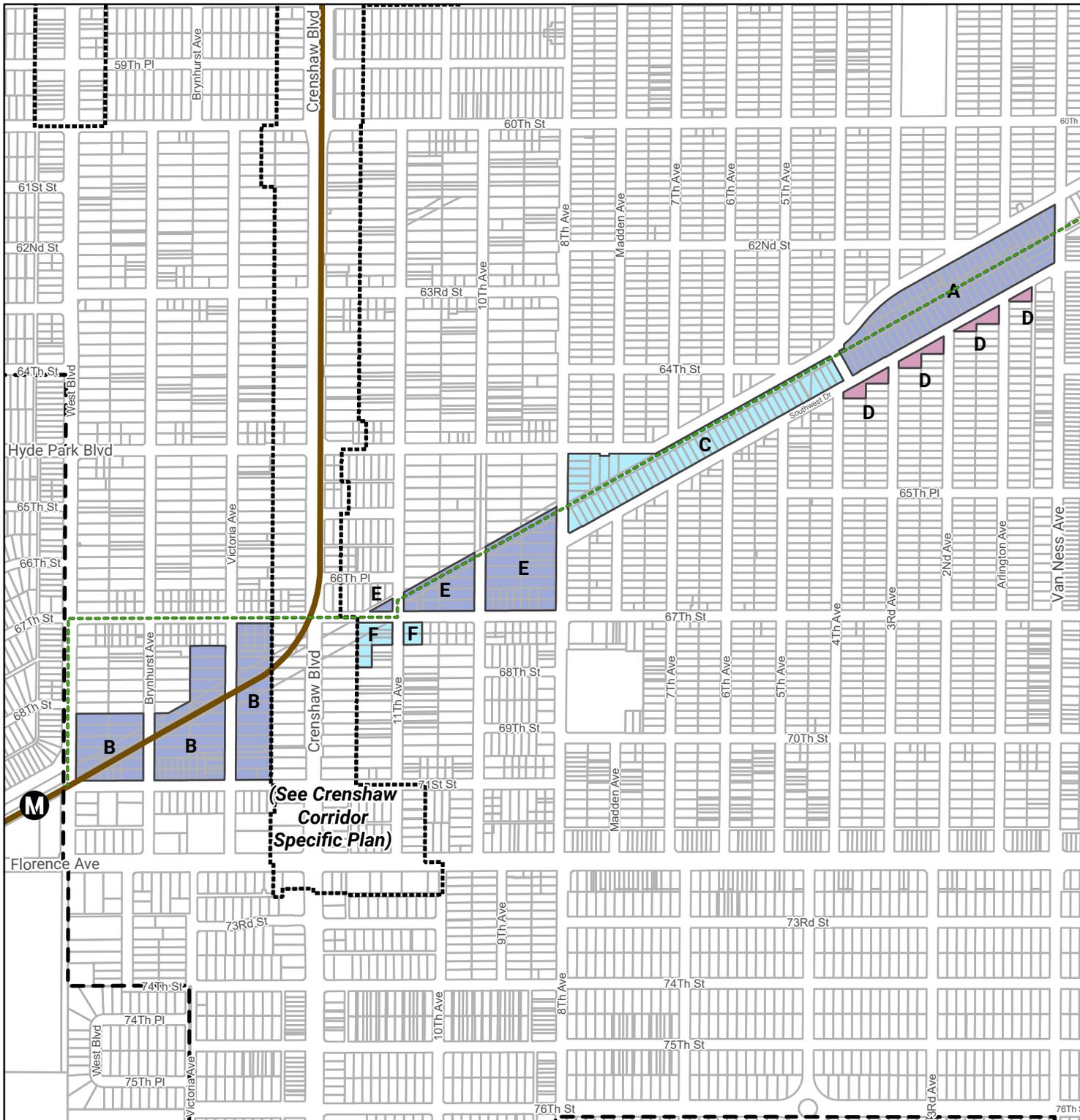
Map continues on next page

EXHIBIT C

Figure VII-1

Hyde Park Industrial Corridor Subarea Boundaries

Subarea Boundary Map



- CPIO
- West Adams CPA
- Active Transportation Corridor

Land Use

- Neighborhood Commercial
- Hybrid Industrial
- Limited Industrial
- Crenshaw Corridor Specific Plan
- Active Transportation Corridor
- Los Angeles City Boundary
- Metro Rail - Stations
- K Line (Crenshaw / LAX)

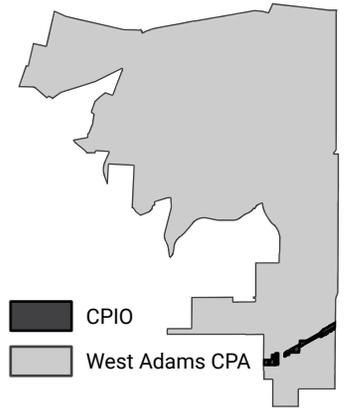
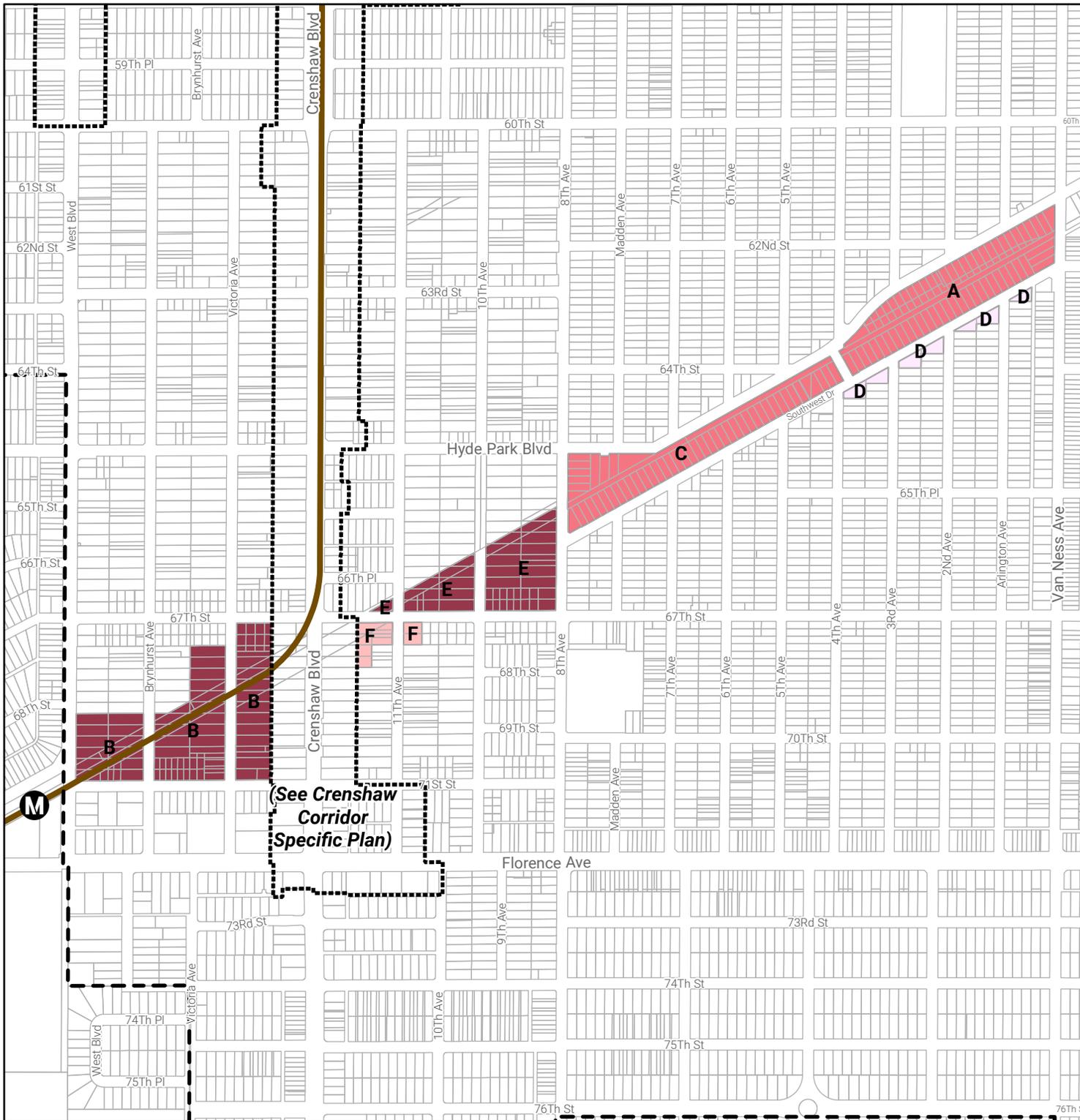


EXHIBIT D

Figure VII-2

Hyde Park Industrial Corridor Subarea Boundaries

Subarea Height Map



Heights

- 30 Feet
- 45 Feet
- 45 - 60 Feet
- 45 - 75 Feet
- Crenshaw Corridor Specific Plan
- Los Angeles City Boundary
- M Metro Rail - Stations
- K Line (Crenshaw / LAX)



Sec. 12. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

HYDEE FELDSTEIN SOTO, City Attorney

By  _____
PARISSH A. KNOX
Deputy City Attorney

Date June 13, 2024

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

 _____
VINCENT P. BERTONI, AICP
Director of Planning

Date June 12, 2024

File No. _____

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

CITY CLERK

MAYOR

Ordinance Passed _____

Approved _____