

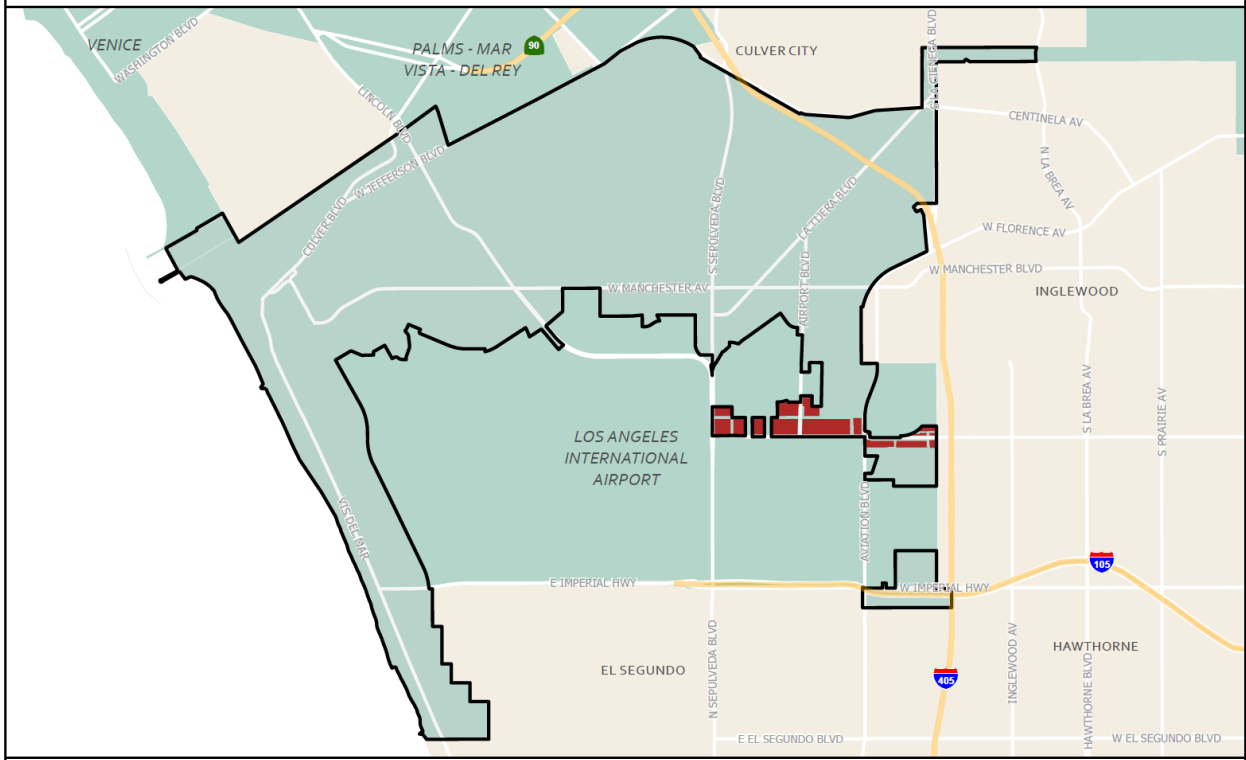
**Westchester – Playa del Rey
Community Plan Implementation Overlay District
(CPIO)**

Ordinance No. _____
Effective Date _____

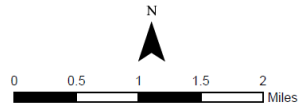
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FIGURE 1 Westchester – Playa Del Rey Community Plan Implementation Overlay Boundaries



- Century / Aviation District Subarea
- Westchester - Playa Del Rey Community Plan Area
- City of Los Angeles
- Los Angeles County



Planning Information Technologies Division | Planning Director: Vince Bertoni | Date: 10/20/17
 Source(s): LA Department of City Planning, LA County, TBM | H:\buong\GIS\WRK\Requests\Community Planning\Westchester - Playa Del Rey CPIO\Westchester Playa Del Rey CPIO.aprx

CHAPTER I - FUNCTION OF THE CPIO

Section I-1. WESTCHESTER – PLAYA DEL REY CPIO DISTRICT AUTHORITY AND BOUNDARIES

Pursuant to the Los Angeles Municipal Code (LAMC) Section 13.14, the City Council establishes the Westchester–Playa del Rey Community Plan Implementation Overlay District (Westchester–Playa del Rey CPIO District). The boundaries of the Westchester–Playa del Rey CPIO District are identical to the boundaries of the Westchester–Playa del Rey Community Plan Area (Community Plan Area) as adopted on April 13, 2004 (Council File No. 04-0297) and amended on July 3, 2013 (Council File No. 13-0285). The boundaries of the Westchester–Playa del Rey CPIO District are shown on **Figure 1** above.

Section I-2. SUBAREA

The Westchester–Playa del Rey CPIO District establishes one CPIO Subarea, the Century/Aviation Subarea, as shown on **Figure 2** and delineated by the solid boundary lines on the Westchester–Playa del Rey Community Plan Implementation Overlay (CPIO) Century/Aviation Subarea Boundary Map, attached to the ordinance establishing the Westchester–Playa del Rey CPIO District. The Century/Aviation Subarea consists of contiguous and non-contiguous parcels characterized by common community plan goals, themes, and policies, and grouped by a common boundary. The Century/Aviation Subarea is summarized below.

Century/Aviation. The Century/Aviation Subarea identifies specific parcels adjacent to the Century Boulevard right-of-way, and provides specific development standards to facilitate transit-oriented development (TOD). The development standards of this subarea promote development that is consistent with and enhances the existing commercial character, incentivizes the establishment of visitor and employee serving Active Uses, and identifies circumstances where reduced parking requirements are permitted.

Section I-3. PURPOSES

The purposes of the Westchester–Playa del Rey CPIO District are as follows:

- A.** To provide supplemental development regulations tailored to the Community Plan Area to ensure that development enhances the unique architectural, environmental, and cultural qualities of the Community Plan Area, integrates improvements and enhancements to the public rights-of-way, and maintains compatible land uses, and appropriate development scale, intensity, and density.
- B.** To develop a unique sense of place and identity for Century Boulevard as one of Los Angeles' premier gateway experiences for domestic and foreign visitors.
- C.** To implement the goals and policies of the Westchester–Playa del Rey Community Plan.

- D. To activate Century Boulevard by creating a more walkable and pedestrian-friendly environment.
- E. To encourage development of amenities such as retail, entertainment, restaurants, and public spaces for businesses, visitors, and the local workforce.
- F. To complement the Century Boulevard Streetscape Plan which aims to improve and enhance the public right-of-way.
- G. To create approval processes, including a ministerial Administrative Clearance process that promotes infill development that will positively affect the Community Plan Area.

Section I-4. DEFINITIONS

Whenever the following terms are used in this ordinance, they shall be construed as defined in this Section I-4. Words or phrases not defined here shall be construed as defined in Chapter I of the Los Angeles Municipal Code (LAMC), including but not limited to LAMC Section 12.03.

Active Use – A use that involves a high degree of interaction with patrons, including but not limited to, entertainment uses, retail, personal services, community or cultural facilities, restaurants, bars, and recreation uses. Active Use does not include warehousing of goods or vehicles, transient occupancy uses (such as, hotels or motels), financial services, office uses, or lobbies.

Administrative Clearance – A ministerial approval for a Project in a CPIO Subarea that is obtained pursuant to Section I-6.

BOE – The Los Angeles Department of Public Works, Bureau of Engineering.

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

Build-To Line – A line that runs parallel to, and is 23 feet from, the face of the curb on the north side of Century Boulevard.

Car Share – Any public or private entity that provides a membership or peer-to-peer-based service through which vehicles can be reserved on an hourly basis at variable rates and vehicles are available at unrestricted locations accessible to its members and/or the public.

CEQA – The California Environmental Quality Act, Public Resources Code Sections 21000, *et seq.*, and the guidelines adopted in California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387 (CEQA Guidelines).

Director – The Director of the City Planning Department.

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

LADBS – The Los Angeles Department of Building and Safety.

LADOT – The Los Angeles Department of Transportation.

Liner Building – Freestanding, permanent building that alone or in conjunction with other freestanding, permanent building(s) line the edge of a street, plaza, square, or other public space.

Local Street – All streets within the Community Plan Area, except those designated in the Mobility Plan 2035 as Boulevard I or II and Avenue I, II, or III, or a collector.

Mid-Block Passageway – A mid-block Paseo or Shared Street that links, or enables linkage in the future, from a street to another street, alley, Paseo, or Publicly Accessible Open Space and is accessible to the public during the operational hours of adjacent businesses.

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.

Pedestrian Amenity Area – A landscaped or paved area between the Build-To Line and the property line, extending the full length of the front lot line, and which functions as an extension of the sidewalk.

Project – Any activity that requires the issuance of a building, grading, demolition or change of use permit. Project does not include signage, or construction that consists solely of interior or exterior remodeling, rehabilitation, or repair work, and which does not increase floor area or the required number of parking spaces.

Publicly Accessible Open Space or PAOS – Privately owned and maintained open space that is accessible to the public during the operational hours of adjacent businesses.

Setback – The distance of a structure or other improvement measured from the property line or required Build-To Line.

Shared Street – A street that encourages cars to operate at slow-speeds and creates an environment where cars, bikes, pedestrians, and other mobility devices/aids are able to all comfortably utilize the same space and which may

include landscaping or other traffic calming elements to visually enhance the aesthetics and reinforce the safety aspects of the street for the use of pedestrians, bicyclists, and users of mobility devices/aids.

Streetscape – Elements in the public right-of-way that form a street’s character, including but not limited to, the roadway paving and striping, curbs, sidewalks, special sidewalk paving, street trees and other landscaping, medians, lighting, street furniture.

Section I-5. RELATIONSHIP TO OTHER ZONING REGULATIONS

- A.** In addition to the provisions in LAMC Section 13.14.B for the relationship of the Westchester–Playa del Rey CPIO District to other City zoning regulations, the following exceptions apply to all lots within the Westchester–Playa del Rey CPIO District unless expressly stated to the contrary in the CPIO District Subarea regulations:
1. The Mini-Shopping Centers and Commercial Corner Development Standards and Conditions of Operation set forth in LAMC Section 12.22.A.23 do not apply.
- B.** Nothing in the Westchester–Playa del Rey CPIO District is intended to override or conflict with any regulations in the LAMC or other ordinance establishing a park or Quimby fee or park or open space dedication requirement, including any provisions related to credits or fee and dedication calculations.

Section I-6. REVIEW PROCEDURES

- A. Prohibition of Issuance of LADBS Permits Prior to CPIO Approval.** LADBS shall not issue a permit for any Project within a Westchester–Playa del Rey CPIO District Subarea (in whole or in part), unless the Project has been reviewed and approved in accordance with this Section I-6.
- B. Filing Requirements for Multiple Approvals.** When an applicant applies for any discretionary approval under LAMC Chapter I for a property located (in whole or in part) in a CPIO District Subarea, the applicant shall also apply for a CPIO Approval pursuant to Subsection I-6.C, below. A CPIO Adjustment or a CPIO Exception shall be a quasi-judicial approval for purposes of LAMC Section 12.36.A, and shall be processed subject to the procedures in LAMC Section 12.36, if applicable.
- C. CPIO Approval.** All Projects within a Westchester–Playa del Rey CPIO District Subarea (in whole or in part) shall obtain an Administrative Clearance to demonstrate compliance with the Westchester–Playa del Rey CPIO District. For any requirement for which the Project cannot demonstrate compliance, the Project shall obtain a CPIO Adjustment or a CPIO Exception, as applicable. 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 Subsection 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 exceptions requested.
2. **Administrative Clearance.** In addition to the requirements in LAMC Subsection 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 Westchester–Playa del Rey 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 Section 15060(c)(1).
 - c. **Non-Conforming Uses and Scope of Review.**
 - i. 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.
 - ii. Non-conforming uses shall comply with LAMC Section 12.23.
3. **CPIO Adjustments.** In addition to the requirements in LAMC Subsection 13.14.G.3, the following shall apply:
 - a. **Findings.** In addition to the other required findings in LAMC Subsection 13.14.G.3(b), the Director, or the Area Planning Commission on appeal, shall find that the Project substantially complies with applicable design guidelines, if any.
 - b. **Eligible Regulations.** Unless expressly modified in the Westchester–Playa del Rey CPIO District, all development regulations are eligible for a CPIO Adjustment pursuant to this Subsection I-6.C.3. Projects seeking relief from a Westchester–Playa del Rey CPIO District regulation that are not eligible (or further eligible) for a CPIO Adjustment may seek relief with a CPIO Exception.

- c. **CEQA.** Approval of a CPIO Adjustment is a discretionary approval for purposes of CEQA Guidelines Section 15060(c)(1).
- 4. **CPIO Exceptions.** In addition to the requirements in LAMC Subsection 13.14.G.4, the following shall apply:
 - a. **Findings.** In addition to the required findings in LAMC Subsection 13.14.G.4(b), the Area Planning Commission, or the City Council on appeal, shall find that the Project substantially complies with applicable design guidelines, if any.
 - b. **CEQA.** Approval of a CPIO Exception 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:
 - i. 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;
 - ii. 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
 - iii. 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:
 - i. 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

- ii. 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 I-6.C.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 Public Resources Code Section 21080(b)(1). 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). In reviewing and approving a Project with a historical resource, the Director and Office of Historic Resources shall take such steps within the scope of their powers and duties as they determine are necessary for the preservation of the historical resource, including but not limited to, consulting with the applicant to provide voluntary options for preservation or initiating a formal designation process.
- d. **Appeals.** No determination of the Director in this Subsection I-6.C.5 is independently appealable unless an appeal of an entitlement or CEQA action is otherwise available through the CPIO District, the LAMC, or CEQA.

Section I-7. TRANSPORTATION MANAGEMENT ORGANIZATION

Prior to the issuance of a certificate of occupancy for any Project involving new construction, the applicant shall be required to demonstrate they have joined any transportation management organization established by Los Angeles World Airports, if any.

Section I-8. USE OF DESIGN BEST PRACTICES

The Design Best Practices in Appendix A are not mandatory or required for an Administrative Clearance and shall not be used to approve, deny, or condition any discretionary approval issued under Section I-6 or LAMC Chapter I. The Design Best Practices are for informational purposes only and are intended to provide best design principles for the CPIO District subarea(s).

Section I-9. SEVERABILITY

If any provision of this Westchester–Playa del Rey CPIO District or the application of the provision to any person, property or circumstances, is held invalid, the remainder of this Westchester–Playa del Rey CPIO District or the application or the provisions to other persons, property or circumstances shall not be affected.

Section I-10. RELATIONSHIP TO FEDERAL REGULATIONS REGARDING LAX

Projects within this subarea are subject to Title 14, Part 77 of the Code of Federal Regulations regarding notification to the Federal Aviation Administration (FAA) of the proposed construction or the alteration of existing structures near a public airport.

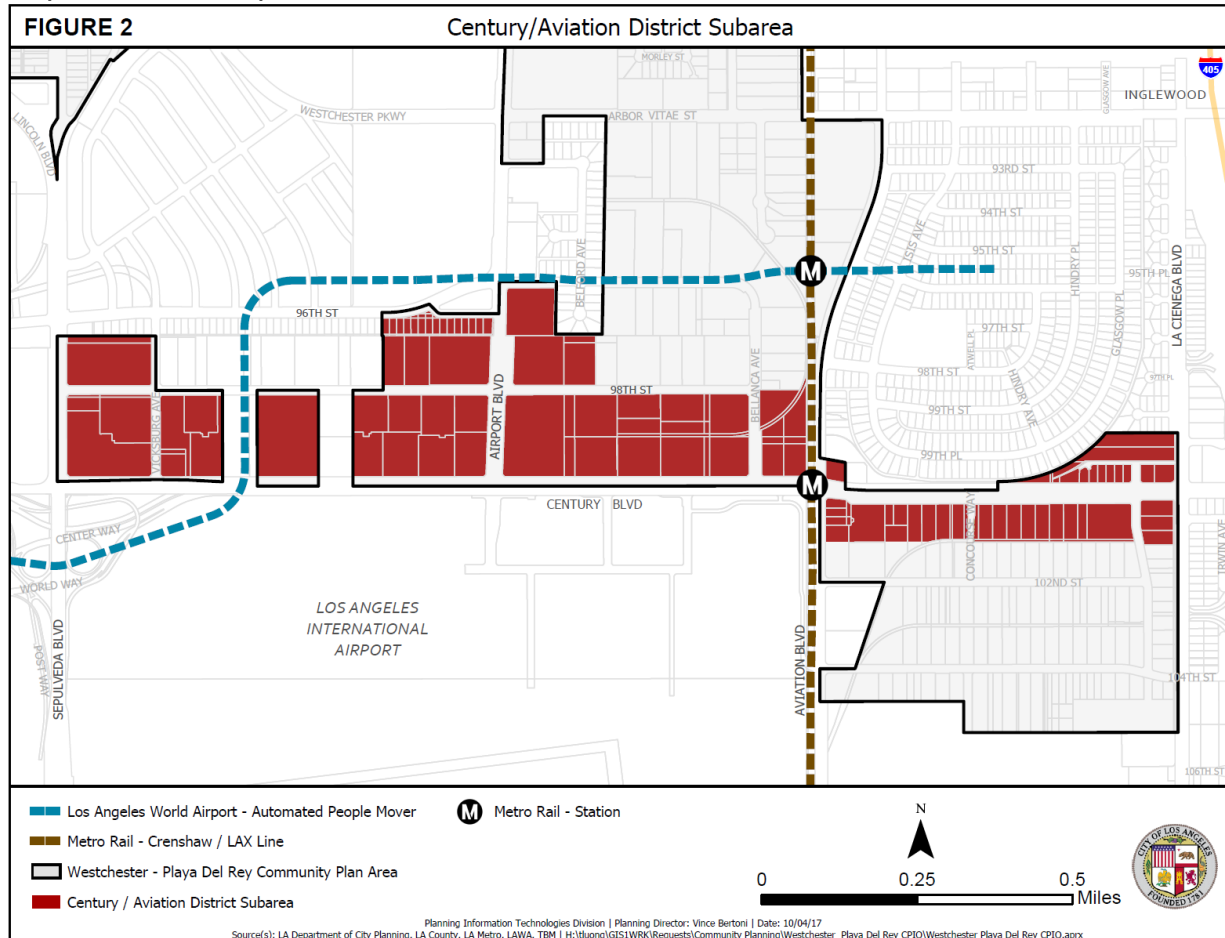
Section I-11. RELATIONSHIP TO THE CENTURY BOULEVARD STREETScape PLAN AND THE COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN

Projects are subject to the applicable provisions of the Coastal Transportation Corridor Specific Plan. Without limitation, the Century Boulevard Streetscape Plan approved by the Board of Public Works on May 21, 2018, including as it may be amended, is a streetscape plan as defined in Section 4, and as used in Section 9, of the Coastal Transportation Corridor Specific Plan.

CHAPTER II – CENTURY/AVIATION SUBAREA

OVERVIEW

The Century/Aviation Subarea, depicted in **Figure 2**, identifies specific parcels adjacent to the Century Boulevard right-of-way, and provides supplemental development regulations for Projects to facilitate transit-oriented development (TOD). The supplemental development regulations are intended to promote development that is consistent with and enhances the existing commercial character, incentivizes the establishment of visitor and employee serving Active Uses, and identifies circumstances where reduced parking requirements are permitted.



Century / Aviation Subarea

Section II-1. DEVELOPMENT REGULATIONS

All Projects in the Century/Aviation Subarea are subject to the following development regulations.

A. Parking. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following parking regulations.

1. Required Spaces.

- a. **Minimum Spaces.** A minimum of two parking spaces are required for every 1,000 square feet of combined gross floor area of commercial office, business, retail, restaurant, bar, trade school, research and development, and related uses. All other uses shall comply with the requirements of the LAMC for off-street automobile parking spaces.
- b. **Car Share.** For each automobile space permanently reserved for a Car Share vehicle, the required automobile parking spaces shall be reduced by five spaces. Any space reserved for a Car Share vehicle shall be clearly identified and maintained for the exclusive use of a Car Share vehicle. All other uses shall comply with the requirements of the LAMC for off-street automobile parking spaces.
- c. **Active Uses and Publicly Accessible Open Space.**
 - i. For new construction, no parking shall be required for an Active Use in an individual tenant space that is less than 2,000 square feet.
 - ii. For any change of use to an Active Use, no additional parking shall be required.
 - iii. Parking spaces removed to accommodate a change of use to an Active Use or Publicly Accessible Open Space do not need to be replaced.
- d. **Shared Parking.** Any required parking spaces shall be reduced to the extent the Director determines (in consultation with LADOT) the parking will be provided under a shared parking plan. An applicant wishing to take advantage of this provision shall submit with its application, a parking demand analysis showing peak utilization based on a Project's proposed uses. Shared parking spaces shall not be reserved or otherwise restricted to a particular user, including through physical design or through signage.
- e. **Electric Vehicle Parking.** When more than five new parking spaces are required, install electric vehicle supply equipment (EVSE) in 10 percent of the total automobile parking spaces provided. In calculating required EVSE spaces, any fractions shall be rounded up to the nearest whole number. EVSE spaces shall be clearly identified and maintained for the exclusive use of plug-in electric vehicles, and shall comply with the requirements of the Green Building Code.
- f. **Unbundled Parking.** Automobile parking spaces shall be leased or sold separately from building occupancies.

2. **Parking Design Standards.**

- a. **Ground Level Parking Location.** Any parking at the ground level, covered or uncovered, shall be at least 40 feet from the closest edge of any required sidewalk or Pedestrian Amenity Area.
- b. **Surface Parking.** Projects shall comply with the following regulations for surface parking lots.
 - i. Surface parking lots shall not abut a public street, except as provided in paragraph ii., below.
 - ii. For new construction or additions, a legally existing parking lot abutting a public street may be retained provided the parking is screened from the street with the following:
 - 1. A wall, barrier, or fence of uniform appearance between the property line and the parking lot that is a maximum height of 42-inches. The wall, barrier, or fence may be opaque or perforated provided that not more than 50 percent of the face is open; and,
 - 2. A minimum one and one-half foot-wide landscaped strip between the wall, barrier, or fence and the property line. Landscape plantings, including any planting containers, shall not exceed 42-inches in height.
 - iii. Parking lots shall contain a minimum of one 24-inch box tree for every four new surface parking spaces.
 - iv. At least 50 percent of the parking lot and driveway surfaces shall utilize light-colored materials, such as concrete, white asphalt or light-colored pavers with a Solar Reflectance Index (SRI) of at least 29 to reduce surface temperatures.
- c. **Parking Structures.** Projects shall comply with the following regulations for parking structures.
 - i. No parking or loading areas shall be visible at the ground floor of any building façade that faces a public street, except for the minimum ground-level frontage required for pedestrian and vehicular access to parking and loading.
 - ii. The parking shall be screened and integrated into the architectural design of the building façade.
 - iii. Parking stalls and driveways of a parking structure that are exposed to the sky shall be finished with a light-colored surface material, such as concrete, with a SRI of at least 29. Alternatively, a minimum of 50 percent of the total area of the

exposed stalls and driveways shall be covered by vine-covered pergola, canopy, trellis, or solar panels, and related support structures.

B. Setbacks, Yards, Pedestrian Amenity Areas, and Fences. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following Setback, yard, and fence regulations.

1. **Setbacks.** Building Frontages shall be setback in accordance with **Figure 3**, below.
2. **All Streets Except Century Boulevard.** Along any street indicated in **Figure 3**, below, except Century Boulevard, Building Frontages shall be Setback from the property line by no less than zero feet or more than five feet. See **Figure 4** below.

Figure 3 – Setbacks,, Century/Aviation Subarea

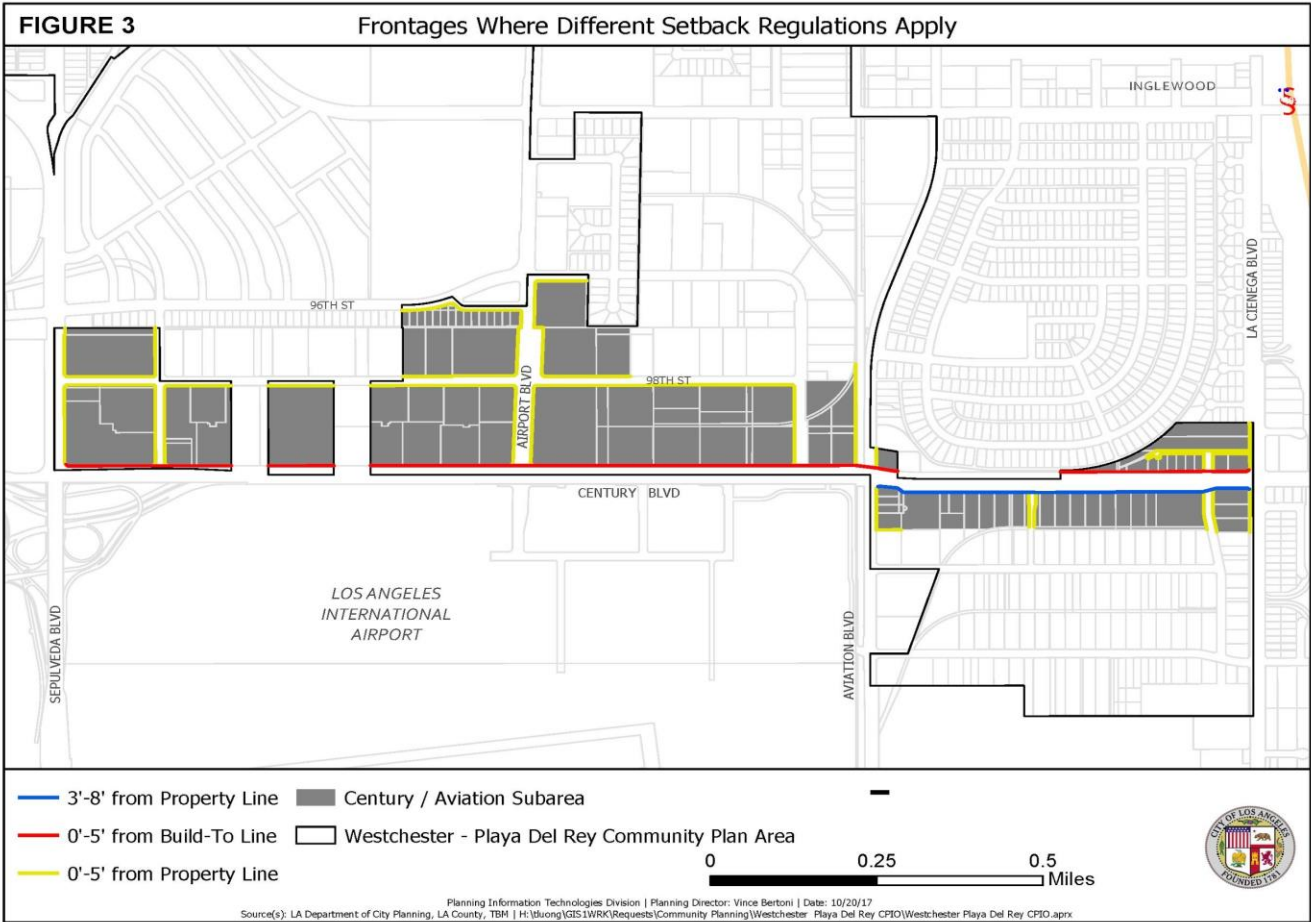
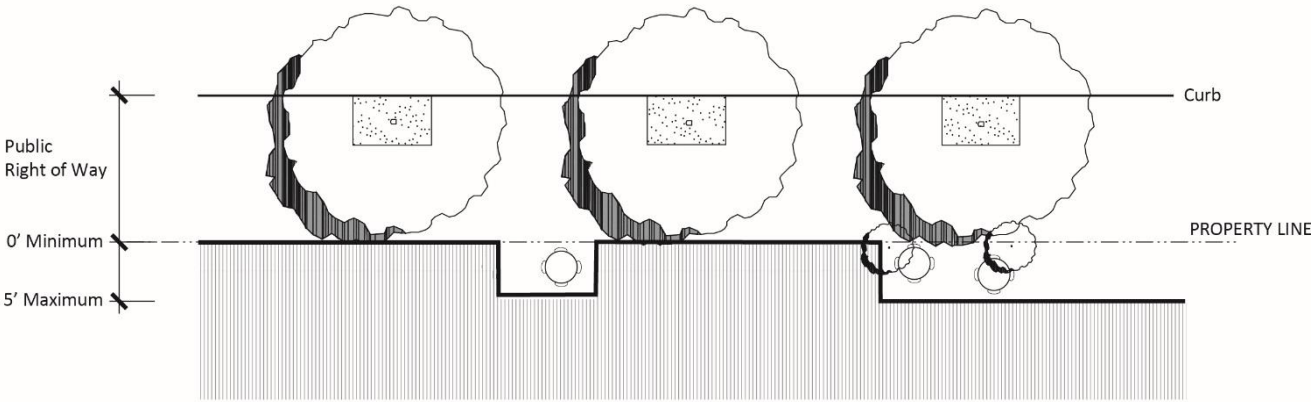
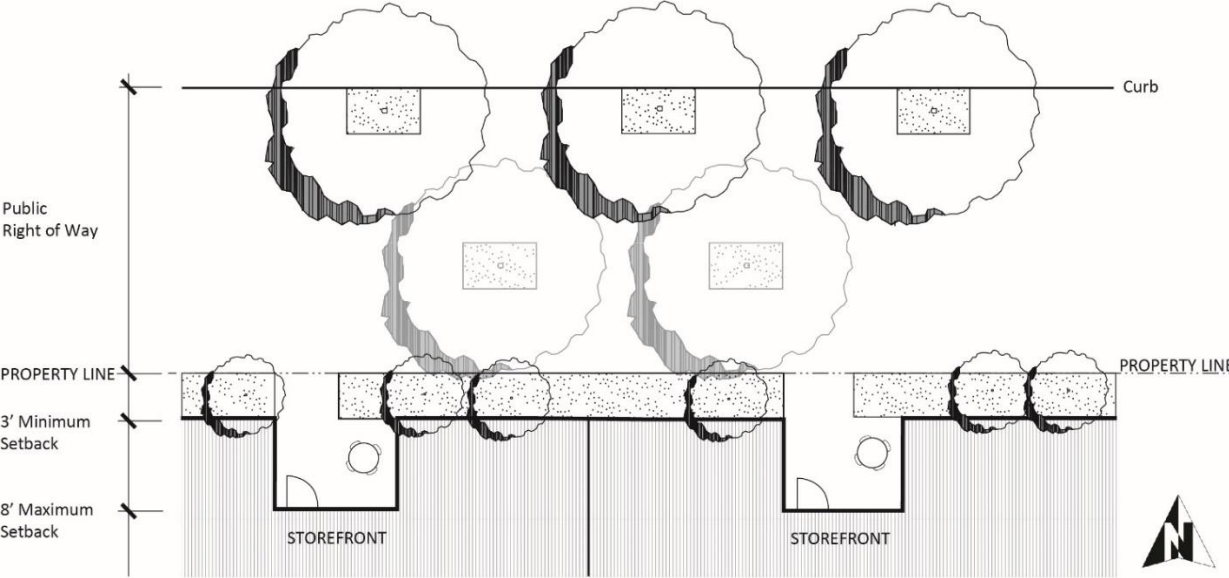


Figure 4 – Setback, all Streets Except Century Boulevard



- 3. **Century Boulevard, South Side.** Along the south side of Century Boulevard, Building Frontages shall be Setback from the property line by no less than three feet or more than eight feet. See Figure 5, below.

Figure 5 – Setback, South Side of Century Boulevard Without Build-To Line



- 4. **Century Boulevard, North Side.** Along the north side of Century Boulevard, for those parcels shown on Figure 7, below, Building Frontages shall be Setback from the Build-To-Line by no less than zero feet or more than five feet. (See Figure 6, below.) For purposes of this subdivision, the Build-To-Line shall be 23 feet from the curb side closest to the building.
 - a. **Pedestrian Amenity Area.** Along the north side of Century Boulevard, any area between the Build-To Line and the property line shall be improved and maintained as a Pedestrian Amenity Area. The Pedestrian Amenity Area shall appear and function as a single integrated space with the adjacent public sidewalk. The property line

shall be demarcated by a score line, saw cut, or other element that is integral to the paving design for the public sidewalk and the Pedestrian Amenity Area. The property line demarcation shall be approved by BOE in conjunction with the public sidewalk design for each Project.

- i. The following elements shall be permitted in the Pedestrian Amenity Area: street furniture, outdoor dining amenities, tables, chairs, lighting, heating, decorative dining area railings (no higher than 42-inches), and other similar elements. Service and washing areas, habitable structures, and parking shall be prohibited in the Pedestrian Amenity Area.
- ii. A building may project over the Pedestrian Amenity Area above 40 feet or below 5 feet. Signs, canopies and awnings may project over Pedestrian Amenity Areas to the same extent that they may project over the public right-of-way in the LAMC, except no encroachment permit from BOE shall be required.
- iii. A Pedestrian Amenity Area shall be designed in compliance with any applicable streetscape plan or standards that have been adopted by the City Planning Commission, the Board of Public Works, or any other City Board or Commission, or otherwise adopted or made operable or effective under the LAMC.
- iv. The area devoted to the Pedestrian Amenity Area shall be included in the calculation of the buildable area of a lot.

Figure 6 – Setback, North Side of Century Boulevard With Build-To Line

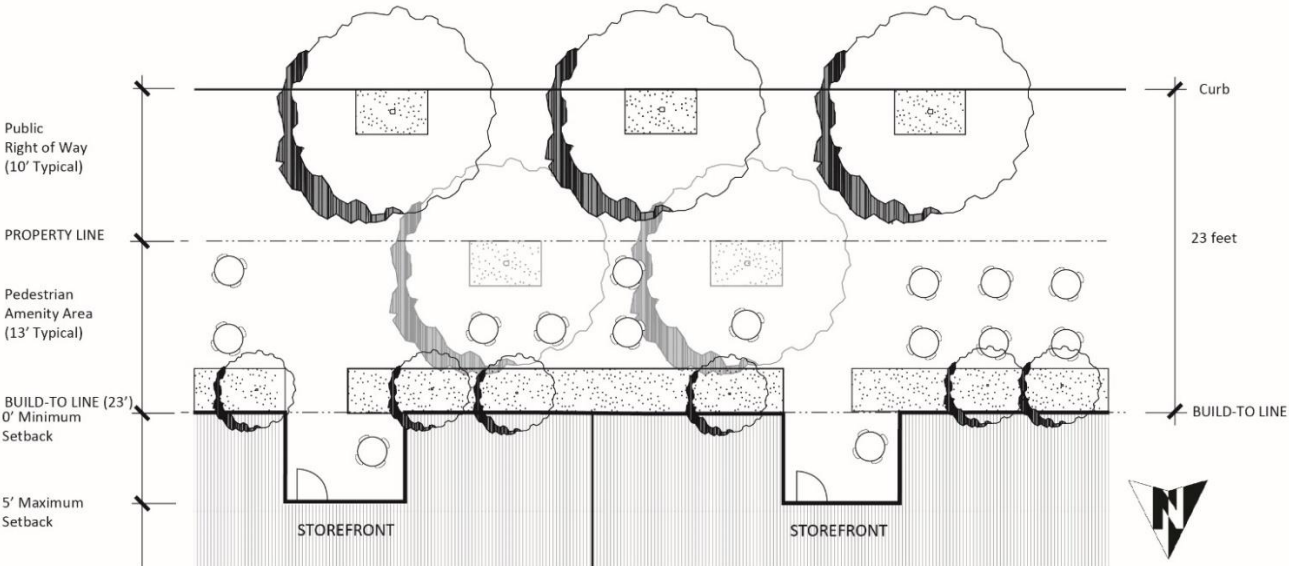
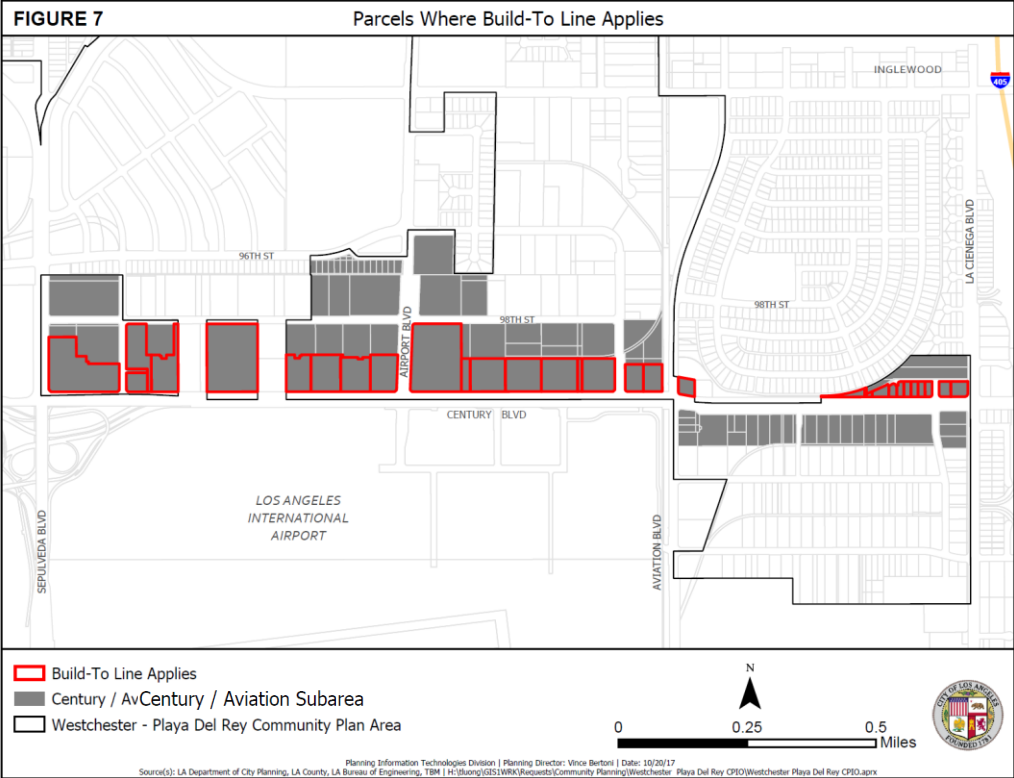


Figure 7 – Parcels on North Side of Century Boulevard With Build-To Line



5. **Exceptions.**

- a. A Project may exceed the maximum Setback in order to accommodate an outdoor dining area, a Publicly Accessible Open Space, and or a Mid-Block Passageway, subject to the following:
 - i. The maximum Setback may be exceeded for not more than 30 percent of the length of a property’s linear street frontage along Century Boulevard or Airport Boulevard.
 - ii. The maximum Setback may be exceeded for not more than 35 percent of the length of the property’s linear street frontage along any street other than Century Boulevard or Airport Boulevard.
- b. **Infill Development Exception.** A Project may exceed the Setback to provide infill development as required in Subsection II-1.D.2.

6. **Fences.** Fences and walls along the front lot line are prohibited, unless otherwise permitted by this CPIO District, except fences or walls enclosing outdoor dining areas which do not exceed 42-inches in height and are at least 75 percent transparent.

C. Publicly Accessible Open Space (PAOS)

1. Amount of PAOS.

- a. For new construction, Projects shall provide the PAOS at a rate of one square foot per 100 square feet of non-residential floor area, except that all Projects shall be required to provide a combined minimum of at least 2,000 square feet of PAOS. A Project, may, but shall not be required to provide more than a combined maximum of 10,000 square feet of PAOS. Any PAOS used to satisfy the requirements of this subsection shall be contiguous and shall not have any horizontal dimension less than 20 feet when measured perpendicularly from any point on each of the PAOS boundaries.
- b. Pedestrian Amenity Areas, required in Subsection II-1.B.4.a, may be used to satisfy the Publicly Accessible Open Space requirements above provided it complies with the standards in this Subsection II-1.C.
- c. Mid-Block Passageways, described in Subsection II-2.C, may be used to satisfy the Publicly Accessible Open Space requirements above provided it complies with the standards in this Subsection II-1.C.
- d. A Shared Street shall qualify for PAOS provided it accommodates both pedestrians and slow-moving vehicles (as approved by the Director in consultation with LADOT) and is improved and maintained with a minimum of 15 percent street trees and/or landscaping.

2. PAOS Development Standards. The PAOS shall be improved and maintained pursuant to the following standards.

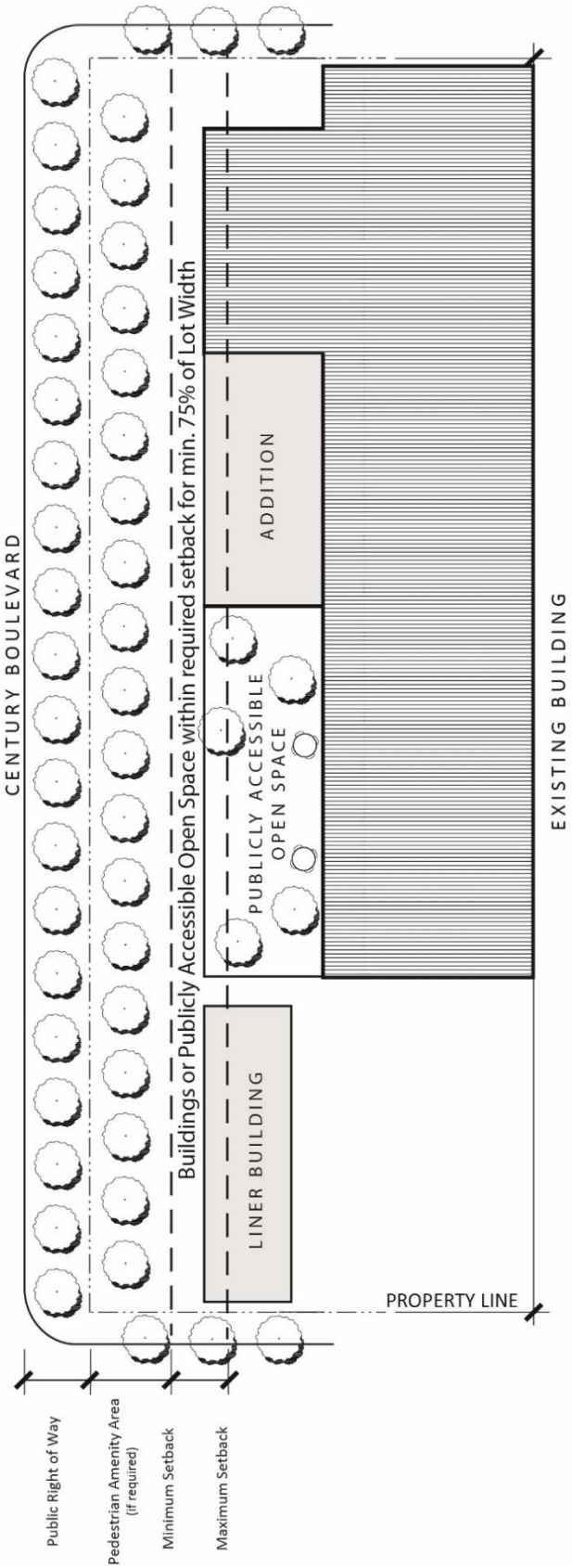
- a. At least 50 percent of the PAOS shall consist of hardscape. Retail kiosks, food kiosks, outdoor eating areas, and similar uses that activate the space shall be permitted in the hardscaped portion of the PAOS, provided that furnishings and fixtures are freestanding and moveable, and do not obstruct pedestrian path of travel. For every 500 square feet of PAOS, one seat shall be provided, including through benches, chairs, and or planter walls.
- b. Trees shall be planted at a ratio of one tree per 200 square feet of PAOS. At least 50 percent of the required trees planted shall be canopy trees that shade open spaces, sidewalks and buildings.
- c. The PAOS shall not be more than three feet above or below street curb level.
- d. Fences or walls may be used to enclose the PAOS, provided they do not exceed a height of 42-inches and provided they are at least 75 percent transparent.

- e. The PAOS shall be accessible from the front lot line of the Project site with clearly visible signage providing hours of operation and a notice that the space is open and accessible to the public during those hours. In the case of a Project site that has more than one lot line along a street, and one of the streets is Century Boulevard, the PAOS shall be accessible from Century Boulevard unless infeasible.
- f. Separate trash and recycling receptacles shall be provided within the PAOS.

D. Infill Development.

1. **Applicable Projects.** A Project shall provide the infill development described in Subsection II-1.D.2 if the Project meets all of the following criteria:
 - a. Adds more than 5,000 square feet of floor area in an addition or new building;
 - b. Includes frontage on Century Boulevard; and,
 - c. Includes an existing surface parking or landscaped area that extends beyond the maximum Setback otherwise required in Subection II-1.B. for greater than 25 percent of the lot width.
2. **Infill Development Requirements.** Projects that meet the criteria in Subsection II-1.D.1 shall provide one or more of the following types of infill development which shall extend for at least 75 percent of the lot width and be located at least partially if not wholly within the required Setback area (see example in **Figure 8**):
 - a. An existing building or buildings;
 - b. An addition to an existing building designed to accommodate one or more Active Uses;
 - c. A Liner Building(s) designed to accommodate one or more Active Uses; or,
 - d. Publicly Accessible Open Space (PAOS).

Figure 8 – Infill Development Requirement Example



3. **PAOS Exemption.** PAOS added to meet the requirements of this Subsection II-1.D shall be exempt from the horizontal dimension requirements in Subsection II-1.C.1.a.
4. **Liner Building Standards.** A Liner Building added to meet the requirements of this Subsection II-1.D shall be subject to all of the following standards:
 - a. The building shall have a minimum depth of 12 feet.
 - b. The ground floor shall have a minimum finished floor to finished ceiling height of 15 feet.
 - c. The frontage and streetwall standards in Subsections II-2.A and II-2.B shall not apply.
5. **Parking Exceptions.** The following exceptions to the parking standards in Subsection II-1.A, shall apply to infill development provided under this Subsection II-1.D.
 - a. Parking spaces displaced by the infill requirement above do not need to be replaced.
 - b. No new parking shall be required for any new floor area occupied by Active Uses which are added in accordance with this Subsection II-1.c.
6. **Maximum FAR.** The applicable maximum floor area ratio for the parcel shall apply to any infill development provided under this Subsection II-1.D.

Section II-2. URBAN DESIGN STANDARDS

All Projects in the Century/Aviation Subarea are subject to the following urban design standards.

A. Ground Floor Frontage.

1. Any Building Frontage on Century Boulevard or Airport Boulevard shall be designed to accommodate at least 75 percent of the ground floor for one or more Active Uses that directly front and are accessible from Century Boulevard and/or Airport Boulevard, as applicable.
2. Any Building Frontage on any street not including Century Boulevard or Airport Boulevard, shall be designed to accommodate at least 50 percent of the ground floor for one or more Active Uses that directly front and are accessible from the street.
3. Any ground floor designed to accommodate Active Uses to meet the requirements of this Subsection II-2.A shall have a minimum depth of 40 feet from the front façade and shall have a minimum finished floor to finished ceiling height of 15 feet.

B. Streetwall.

1. Along Century Boulevard and Airport Boulevard, at least 75 percent of the lot width shall be occupied by a building façade to a minimum height of 40 feet.
2. Along all streets other than Century Boulevard or Airport Boulevard, at least 75 percent of the lot width shall be occupied by a building façade to a minimum height of 25 feet.
3. No individual building shall have more than 300 feet of continuous horizontal street frontage.

C. Mid-Block Passageway.

1. A Mid-Block Passageway through a Project site shall be provided in the following situations:
 - a. The Project site is located on a block longer than 500 feet, and includes more than 300 feet of continuous linear street frontage; or,
 - b. The Project site contains no corner frontages, is located on a block longer than 500 feet, and includes at least 200 feet of continuous linear street frontage.
2. A Mid-Block Passageway required by Subsection II-1.C.1 shall be:
 - a. A minimum 20 feet wide; and
 - b. Fifty percent open to the sky, or covered with translucent material; or
 - i. Alternatively, a Mid-Block Passageway may be covered by habitable floor area, provided that the interior height of the Mid-Block Passageway maintains a 30-foot vertical clearance, and no more than 50 percent of the passageway is covered with habitable floor area.

D. Pedestrian Bridges.

1. Pedestrian bridges across public rights-of-way are prohibited.
2. Pedestrian bridges on private property shall be a maximum of 10 feet wide and comprised of at least 50 percent translucent materials on the sides and top.

E. Entrances.

1. A minimum of one primary building entrance, unlocked and unobstructed during normal business hours, shall be provided along each public street frontage.
2. Each storefront shall have at least one entrance on every public street or Mid-Block Passageway it fronts.
3. The primary entrance for all commercial tenants fronting Century Boulevard or Airport Boulevard shall be accessed from the respective street. The primary entrance shall not be accessed from an on-site parking area.
4. All entrances shall be placed at grade level or a maximum of three feet above grade level and shall be visible from the public right-of-way. Entrances below street level are prohibited.
5. Storefront entrances shall provide recessed pedestrian entrances that are not flush with the edge of the building.

F. Transparency.

1. Along Century Boulevard and Airport Boulevard, at least 75 percent of the street-facing façade between two and eight feet from the finished floor of the ground floor shall consist of transparent openings, such as clear glass windows and doors.
 - a. On corner lots, the above ground floor transparency requirement shall also apply to the first 20 linear feet of ground floor frontage along the intersecting street, as measured from Century Boulevard or Airport Boulevard, as applicable.
2. Along all streets other than Century Boulevard and Airport Boulevard, at least 50 percent of the street-facing façade between two and eight feet from the finished floor of the ground floor shall consist of transparent openings, such as clear glass windows and doors.
3. Along all streets, at least 30 percent of the street-facing façade above the ground floor shall consist of transparent openings, such as clear glass.
4. Projects involving the renovation of an Eligible Historic Resources or on properties designated as an Historic-Cultural Monuments, or listed on the California Register of Historical Resources or the National Register of Historic Places, shall be exempt from the transparency requirements in this Subsection II-2.F if the transparency requirements would render the building structurally infeasible or would compromise the historical integrity or character-defining features of the building, as determined by the Director, in

consultation with the Office of Historic Resources and/or the Department of Building and Safety.

G. Windows and Doors.

1. Dark tinted, reflective or opaque glazing shall be prohibited on street-level façades.
2. Solid exterior security grilles and permanently affixed security bars shall be prohibited. Exterior and interior security grilles are permitted provided they are at least 75 percent transparent and are retractable and designed to be fully screened from view during business hours.

H. Materials.

1. The use of heavily textured stucco finishes (using #16 and #20 silica sand), including heavy dash, heavy lace, or heavy sand float textures, as a façade material is prohibited.
2. When stucco is used it shall be limited to 25 percent of a building façade and shall be applied in combination with at least one other material on the façade not including materials used in windows, doors, balconies, or railings.
3. Fences made of chain link, barbed wire, or decorative wrought iron spears shall be prohibited.
4. Building materials shall be comprised of non-reflective materials, such as concrete, wood, composite materials, coated metal, minimally-reflective glass, and stone.

I. Mechanical Equipment and Utilities.

1. All exterior mechanical equipment, including HVAC equipment, electrical transformers, and exhaust fans, shall be screened from public view or integrated into the architectural design of the building.
2. Service areas and loading docks shall be located away from Century Boulevard and Airport Boulevard and at the rear of a building or otherwise screened from public view.
3. Recycling and trash facilities shall be located away from Century Boulevard and Airport Boulevard and at the rear of the building or otherwise screened from public view through gated, covered enclosures.

J. Landscape, Hardscape, and Irrigation.

1. When a Project includes landscaping, a minimum of 80 percent of the landscaped area shall be planted with drought tolerant shrubs and groundcover.
2. Hardscape areas shall include at least 50 percent permeable paving, except where infeasible due to water table levels, contamination, or permeability of the soil.

K. Vehicular Access and Circulation.

1. Vehicular access to parking shall be from an alley or a Local Street where feasible, as determined by the Director, in consultation with LADOT.
2. Vehicular access from Century Boulevard and Airport Boulevard is prohibited unless access from an alley or intersecting street is not possible, as determined by the Director, in consultation with LADOT.
3. When access from Century Boulevard and Airport Boulevard is deemed necessary consistent with Subsection II-2.K.2, above, vehicular access to parking shall be placed towards one side of the building or along the side lot line, not in the center of a property, unless such locations are deemed infeasible by the Director, in consultation with LADOT.
4. On corner lots, vehicular access shall be located on the side of the property furthest from the corner.
5. Projects with up to 200 feet of frontage on a public street, shall have a maximum of one driveway with a maximum width of 20 feet unless otherwise required by LADOT.
 - a. In lieu of one two-way driveway, two one-way driveways (one ingress and one egress) having a maximum width of 10 feet each may be approved.
6. Projects with greater than 200 feet of frontage on a public street, shall have a maximum of two driveways with a maximum width each of 20 feet unless otherwise required by LADOT.
7. Projects with multiple driveways shall be located at least 50 feet apart.
8. A vehicular exit from a parking structure located five feet or less from a sidewalk or Paseo shall be developed and maintained with a visual and audible alarm to warn pedestrians, cyclists and other users of the sidewalk or Paseo of exiting vehicles.

9. Drop-off zones shall be located along the curb where there is a full-time curbside parking lane or within parking facilities to promote sidewalk/street wall continuity and to reduce vehicle conflicts with pedestrians. Alternatively, Projects may include a porte-cochère for vehicle drop-off if full-time valet service is offered.
10. For hotels, at least 10 percent of a hotel's surface parking lot and or parking structure shall be dedicated to valet parking.

APPENDIX A – DESIGN BEST PRACTICES

The Best Practices in this Appendix A are not mandatory for any Project and may not be used to approve, deny, or condition any Project under any findings in the CPIO District or in Chapter I of the LAMC. The Best Practices provide resources that enhance the commercial character and unique sense of place of the CPIO District as a gateway experience for domestic and international visitors.

Section A-1. BUILDING FORM

A. GOALS

1. Avoid bulk and visual monotony through appropriate building massing and arrangement.
2. Create a built environment that engages with the pedestrian realm, while providing a buffer between the sidewalk and adjacent uses where needed.

B. MASSING

1. Break up large Projects into multiple buildings of various sizes and heights.
2. Create a strong streetwall by locating buildings at or close to the front property line where possible.
3. Where buildings are set back from the front property line, provide the following landscaping and other features within the setback area, depending on the adjacent ground floor use:
 - a. When adjacent to retail and commercial hotels, setback areas should contain primarily hardscape and may be used for outdoor dining and other commercial activity.
 - b. When adjacent to commercial offices, setback areas should contain seating and landscaping (e.g. pots and/or planters).
4. Where there are multiple ground floor uses within a Project, vary front yard setbacks to create visual interest.

5. Design publicly accessible open spaces and outdoor dining so as not to significantly interrupt the pedestrian experience created by ground floors built close to or at the back of the sidewalk.
6. Reduce the visual impact of tall buildings by stepping back upper floors that front the street. Buildings with a series of graduated, stepped, forms are encouraged.
7. Employ simple, yet varied masses, and emphasize openings that provide visual relief.
8. Monolithic vertical extrusions of a maximum building footprint are discouraged.

C. FORM

1. Commercial office buildings or commercial hotels over 100 feet should be designed to achieve a simple faceted geometry (employing varied floor plans), and exhibit big, simple moves. They should not appear overwrought or to have over-manipulated elements.
2. Commercial office buildings or commercial hotels over 100 feet that emulate a more streamline modern style should provide variety through subtle details in the curtain wall, and the articulation of a human scaled base at the street level.
3. If a Project has more than one tower, they should be complementary to each other and employ the same architectural design approach.
4. A building's top should be delineated with a change of detail and meet the sky with a thinner form, or tapered overhang.

Section A-2. BUILDING ORIENTATION

A. GOALS

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

B. BEST PRACTICES

1. The major architectural features of a building should face a public street, or along a publicly accessible paseo, courtyard, or plaza that opens onto the public street.

2. Orient windows toward public streets, rather than inward, to provide design interest.
3. Create well-articulated, inviting building entrances that emphasize pedestrian orientation.
4. Design entrances in proportion to the size and scale of the building.
5. Use canopies, awnings, or recesses at entrances to provide shelter for tenants and guests.
6. Ensure that the main entrance and entry approach for a building can accommodate persons of all mobility levels by adhering to ADA requirements.
7. Provide direct paths of travel for pedestrians within large sites.
8. Automobile entrances to buildings should be less prominent than pedestrian entrances.
9. For buildings at intersections, major architectural features should be oriented either towards the intersection or towards a Boulevard I or Boulevard II designated street. When a Boulevard I and Boulevard II intersect, a Boulevard I should take preference.
10. Line the ground floor of buildings with retail, restaurants, office, and/or individual residential units to create a lively street frontage.
11. Where residential or commercial uses are located on the ground floor, provide entries to individual units or tenants directly from the street.
12. Locate gathering spaces such as gyms, recreation rooms, and community space at the ground level and with main entrances from the public right-of-way.

Section A-3. ARCHITECTURAL TREATMENT

A. GOALS

1. Break down building massing using varied and meaningful articulation in façades and rooflines.
2. Add depth and scale to a building's façade using well-detailed windows and doors.
3. Create visual interest while contributing to the definition of the street through the use of durable materials and high-quality design details.

4. Provide sufficient illumination for safety and visibility without negatively impacting surrounding areas.
5. Minimize visual clutter by screening mechanical equipment and utilities from public view.

B. ARTICULATION

1. Break down large building façades using vertical articulation achieved through recessed walls, change in materials, windows, balconies, columns, or other architectural details.
2. Use horizontal architectural treatments such as entry porticos, cornices, friezes, awnings, canopies, or other features to add visual interest at the pedestrian level.
3. Vary rooflines through the use of sloping roofs, modulated building heights, stepbacks, or innovative architectural solutions.
4. Layer building architectural elements to emphasize certain features of the building such as entries, corners, and organization of units.
5. Emphasize the corner of buildings located at the intersection of two arterial streets by using one of the following techniques or similar: vertical massing or tower at the corner, diagonal setback and/or corner plaza at the intersection, or a recessed building entrance at the corner.
6. Provide an identifiable visual break between a building's retail floors (ground level and in some cases, second and third floors) and upper floors. This break may be achieved through a change in material, change in fenestration pattern, or similar means.
7. Set apart the primary building entrances from the main façade and distinguish from retail storefronts and other entrances through architectural treatments such as recesses, canopies or awnings, material, or color. The size and scale of these features should be proportional to the overall height and width of the building.
8. Design storefronts to convey an individual expression of each tenant's identity while adhering to a common architectural theme and rhythm.
9. Design balconies such that their size and location maximize their intended use for open space. Avoid "tacked on" balconies with limited purpose or function.
10. Where openings occur due to driveways or other breaks in the sidewalk or building wall, use architectural features such as decorative gates and

pergolas in combination with landscaping to provide a continuous visual presence at the street level.

C. WINDOWS AND DOORS

1. Buildings should have meaningful fenestration that establishes a clear pattern on the façade that provides depth and articulation.
2. The shape, style, and arrangement of windows and doors should not conflict with the architectural style of the building.
3. Door and window frames shall be detailed to achieve a depth and shadow reading.
4. Flush finish window installations may be permitted when a glass curtain wall, spandrel glass, or other similar design approaches are used.

D. MATERIALS

1. Building materials should be varied to add texture, depth, and visual interest to a façade.
2. Durable, high quality and authentic materials that have a long life, age well, and reflect a high level of craftsmanship are encouraged.
3. Incorporate no more than three complementary building materials into the exterior façade of buildings, including but not limited to glass, tile, terra cotta, brick, stucco or stone.
4. Infill Projects on the same site should utilize materials that are consistent with or complement the neighboring buildings.
5. Apply changes in material purposefully and in a manner corresponding to variations in building mass.
6. Materials and details, including windows, doors, and roof details, should be reflective of the architectural style utilized.
7. All building fixtures, awnings, security gates, parking garage doors, etc., shall complement and be architecturally integrated to the design of the building.
8. Use high quality, durable materials on ground floor facades that add scale, color, and texture, to create variety at the pedestrian level. Avoid using stucco, glass fiber reinforced concrete (GFRC), or similar materials on the ground floor.

E. COLOR

1. Building colors should be appropriate to the architectural style of the building (a three-color paint scheme is generally encouraged, applying harmonious colors to the body, trim and any accent features on the structure).
2. Bright or intense colors should not be utilized for large areas. Bright colors on architectural detailing, trim, window sashes, doors and frames, or awnings may be used if they are compatible with the color scheme of the building.
3. Color shades of individual buildings should be chosen to complement the colors of adjacent structures of the surrounding area.

F. SHADE TREATMENT

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

G. FENCING

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

H. LIGHTING

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

3. Integrate security lighting into the architectural and landscape lighting system. Security lighting should not be distinguishable from the Project's overall lighting system.
4. Install lighting fixtures that accent and animate a building's architectural details.
5. Use ornamental low-level lighting to highlight and provide security for pedestrian paths, entrances, and parking areas.
6. Use adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage.
7. Integrate solar-powered lighting to increase energy efficiency.
8. Illuminate ground floor retail uses along arterial streets from within, both during and after business hours.
9. Orient commercial buildings on the site to maximize natural light within interior work spaces.
10. Provide operable clerestory windows where feasible to allow for ventilation and indirect lighting.

I. MECHANICAL EQUIPMENT AND UTILITIES

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

7. Locate noise and odor-generating functions in enclosed structures so as not to create a nuisance for building residents or adjacent neighbors.
8. Relocate utility poles underground wherever possible.

Section A-4. OPEN SPACE

A. GOALS

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

B. COMMON OPEN SPACE

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

8. Design PAOS so that it can be occupied by and is functional for all users, with sufficient size, accessible grading, and a mix of hardscape and landscape materials.
9. Incorporate a mix of passive and active recreational facilities within an open space to serve employees and visitors, such as basketball courts, a Farmer's market, off-leash dog park, open air café, picnic area or other seating, tennis courts, and exercise areas.

C. PASEOS

1. Use paseos to break up large blocks and connect the street and alley network.
2. Paseos should have a clear line of sight to the back of the paseo or a gathering place or focal element.
3. Activate paseos using water features, pedestrian lighting, artwork, benches, landscaping, or special paving so that they are safe and visually interesting spaces.
4. Line the ground floor facing paseos with spaces designed for active uses such as retail, personal services, community or cultural facilities, restaurants or bars, offices, or lobbies.

D. LANDSCAPE, HARDSCAPE, AND IRRIGATION

1. Attractively landscape and maintain all open areas not used for buildings, driveways, parking areas, recreational facilities or pedestrian walkways in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect.
2. Design landscaping to be architecturally integrated with the building and suitable to the functions of the space, selecting plant materials that complement the architectural style and form of the building.
3. Use trees and other landscaping to soften the appearance of larger massing along a street.
4. Front yard landscaping should complement or be consistent with the streetscape palette as implemented by any adopted streetscape plans.
5. Provide canopy trees in planting areas for shade and energy efficiency, especially on south and southwest-facing facades.
6. Harvest rainwater and reuse on site where possible.
7. Use landscape contouring to minimize precipitation runoff.

8. Irrigation systems should be plumbed with a purple pipe to enable a connection to a recycled or gray water system once it is available.
9. Select drought-tolerant, native landscaping to limit irrigation needs and conserve water.
10. Group plants with similar water requirements together into hydro-zones, which allow for a zoned irrigation system to meet the unique water needs of different areas of the landscape.
11. Vertical landscaping and/or green roofs are encouraged on blank walls and other areas where feasible.
12. Vertical landscaping should enhance the architectural design of the building.

Section A-5. PARKING DESIGN

A. Goals

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

B. Vehicular Access

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

C. Surface Parking

1. Locate parking lots in the interior portion of the lot, not at the corner or front of the site.
2. Where a parking lot abuts a public street, provide a visual screen or landscaped buffer between the sidewalk and the parking lot.
3. Install canopy trees or shade structures, such as canopies, trellises, or solar panels, throughout surface parking lots to provide sufficient shade.
4. Where possible, link new surface parking areas with parking in adjacent development to facilitate vehicular and pedestrian movements.

D. Parking Structures

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