



Los Angeles County  
Department of Regional Planning



*Planning for the Challenges Ahead*

February 15, 2005

James E. Hartl, AICP  
Director of Planning

TO: Dave Cowardin, Coastal Studies  
Lee Stark, General Plan  
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Andy Malakates, Countywide Studies  
Sorin Alexanian, Land Development Coordinating Center  
John Gutwein, Field Offices  
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Ellen Fitzgerald, Land Divisions  
Rose Hamilton, Zoning Enforcement I  
Alex Garcia, Zoning Enforcement II

FROM: Leonard Erlanger  
Ordinance Studies

**SUBJECT: BOARD ADOPTION OF GREEN LINE TRANSIT ORIENTED DISTRICT (TOD) ORDINANCE, AND RELATED STRATEGY REPORT AND ZONE CHANGES**

On January 25, 2005, the Board of Supervisors adopted an amendment to Title 22—the Planning and Zoning Code—to delete the Blue Line TOD Ordinance in its entirety, and replace it with a combined Blue Line and Green Line TOD Ordinance. The adoption of the combined ordinance did not change the provisions applicable to the Blue Line TOD's in any substantive way; thus the newly adopted standards and case processing procedures are exclusively applicable to the Green Line TOD's.

Additionally, at the same time, the Board adopted related zone changes [Zone Change Case No. 00-22-(2)] and approved the related Green Line Transit Oriented Districts Land Use, Housing and Economic Development Strategy Report (Green Line Strategy Report). The adopted ordinance and zone changes will become effective February 24, 2005.

The purpose of the Green Line TOD Ordinance is to promote revitalization and higher transit ridership by:

- Encouraging mixed use development with provisions that:
  - Allow for mixed-use buildings with a director's review along Hawthorne Boulevard in Lennox, and along Vermont Avenue and Imperial Highway in West Athens.

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- Grant floor area ratio and height limit incentives for mixed-use buildings that provide a significant amount of residential floor area.
- Allow limited commercial uses in residential zones, such as allowance for small stores and restaurants on corner lots in multiple family residential zones with a CUP, and allowance for small snack and notions shops in apartment buildings in Zone R-3 with a CUP.
- Promoting a more convenient and interesting pedestrian-oriented environment where both residents and employees can meet most of their daily needs by using public transit, with provisions that:
  - Require retail uses—a more interesting use—to be located on the ground floor of mixed-use buildings.
  - Require zero-foot setbacks, or up to 10 feet along commercial streets only if an interesting display window, landscaping or building façade is provided.
  - Require see-through windows that provide a view into the retail establishment.
  - Require that front commercial facades be designed with decorative accents.
  - Require limited driveway access to commercial and mixed-buildings from major commercial streets.
  - Provide for leisure spaces, landscaping and pedestrian-oriented streetscape furniture along commercial streets.
- Promoting more housing within close distances to the stations with provisions that:
  - Allow density bonuses for certain infill, lot consolidating, and affordable housing projects with a director's review in multiple-family residential zones.
  - Allow increased heights and floor area ratios for mixed-use buildings that have a significant percentage of residential floor area.

Whereas the Blue Line TOD's require a CUP for proposed apartment buildings with more than four dwelling units, the Board deleted this provision from the Green Line TOD provisions.

The additional related documents are as follows:

- The significant related zone changes are from Zones C-3 (Unlimited Commercial) and M-1 (Light Manufacturing) to Zone C-2 (Neighborhood Business) along Hawthorne Boulevard, and from C-3 to C-2 along the west side of Vermont Avenue to facilitate a neighborhood-oriented commercial district.
- The related Green Line Strategy Report provides the policy framework within which the ordinance was drafted. This Report will be made available to the Land Development Coordinating Center (LDCC) shortly for distribution to the public when appropriate.

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- Finally, at the Regional Planning Commission's request, Ordinance Studies staff will be preparing some design guidelines for apartment houses of over four dwelling units. These guidelines will also be forwarded to the LDCC shortly.

If you have any questions regarding the TOD Ordinance and its related zone changes and Strategy Report, please e-mail or call Rudy Silvas or myself, or stop by our office.

LE:rs

C: Hartl  
Sanabria  
Calas  
Meneses  
Elias  
Hoffman

Attachment



MINUTES OF THE BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

Violet Varona-Lukens, Executive Officer  
Clerk of the Board of Supervisors  
383 Kenneth Hahn Hall of Administration  
Los Angeles, California 90012

Director of Planning

At its meeting held January 25, 2005, the Board took the following action:

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At the time and place regularly set, notice having been duly given, the following item was called up:

Hearing on proposed amendments to Title 22 - Planning and Zoning, to delete the Blue Line Transit Oriented District Ordinance in its entirety and replace it by establishing a combined Blue Line and Green Line Transit Oriented District Ordinance which does not substantively change the provisions applicable to the Blue Line, adoption of related Zone Change Case 00-22-(2), and approval of the Green Line Transit Oriented Districts Land Use, Housing and Economic Development Strategy Report (Green Line Strategy Report), to establish unique development standards and case processing procedures and development incentives aimed at promoting a pedestrian-oriented environment in the unincorporated areas within approximately one-quarter mile of the Vermont Avenue and Hawthorne Boulevard Green Line Light Rail Stations, West Athens and Lennox communities (2); also find that the proposed amendments, zone change and Green Line Strategy Report are de minimus in their effect on fish and wildlife resources; also approval of Negative Declaration (ND) and determination that the project will not have a significant effect on the environment or adverse effect on wildlife resources, and that the ND reflects the independent judgment of the Board, as further described in the attached letter from the Director of Planning dated December 13, 2004.

(Continued on Page 2)

All persons wishing to testify were sworn in by the Executive Officer of the Board. Ron Hoffman and Leonard Erlanger, representing the Department of Regional Planning were duly sworn and testified. Opportunity was given for interested persons to address the Board. William Fulton, President of Solimar Research Group and David Tomblin addressed the Board. No correspondence was presented.

Supervisor Burke made the following statement:

“The combined Blue Line and Green Line Transit Oriented Districts Ordinance, related changes of zone and Strategy Report, will establish a new framework for development in the areas surrounding the Green Line transit stations in the unincorporated West Athens and Lennox areas. I would like to thank the members of the Green Line Transit Oriented District Advisory Committee for helping to craft this important ordinance.

“The new development standards and case processing procedures will help to revitalize these neighborhoods and at the same time generate increased transit ridership. Additionally, projected new residences and businesses established within this framework will help to provide an interesting and convenient pedestrian-friendly environment for local residents and employees. However, in order to facilitate apartment construction at the Green Line stations, the provisions requiring a conditional use permit for apartment houses containing more than four dwelling units should be removed.”

Therefore, on motion of Supervisor Burke, seconded by Supervisor Knabe, duly carried by the following vote: Ayes: Supervisors Burke, Yaroslavsky, Knabe, Antonovich, and Molina; Noes: None, the Board closed the hearing and took the following actions:

1. Considered and adopted the Negative Declaration (ND) together with any comments received during the public review process; made a finding that on the basis of the entire record before the Board that there is no substantial evidence that project will have a significant effect on the environment, and that the ND reflects that independent judgment and analysis of the Board;

(Continued on Page 3)

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2. Approved the recommendations of the Regional Planning Commission to delete the Blue Line Transit Oriented District Ordinance in its entirety, and establish a combined Blue Line and Green Line Transit Oriented District Ordinance that does not substantively change those provisions applicable to the Blue Line, with the elimination of the conditional use permit requirement for new apartment buildings of over four dwelling units in the Green Line Transit Oriented Districts;
3. Approved the Green Line Transit Oriented District Land Use, Housing and Economic Development Strategy Report (Green Line Strategy Report);
4. Made a finding that adoption of the proposed amendments to Title 22 - Planning and Zoning, related Zone Changes, and approval of the Green Line Strategy Report are de minimus in their effect on fish and wildlife resources; and authorized the Director of Planning to complete and file a Certificate of Fee Exemption for the project;
5. Adopted the attached revised Ordinance No. 2005-0011, entitled, "An ordinance amending Title 22 - Planning and Zoning of the Los Angeles County Code relating to the Transit Oriented Districts." This ordinance shall take effect February 24, 2005; and
6. Approved the related zone changes and adopted the attached Ordinance No. 2005-0012Z, entitled, "An ordinance amending Section 22.16.230 of Title 22 - Planning and Zoning of the Los Angeles County Code, changing regulations for the execution of the General Plan, relating to Lennox Zoned District No. 63 and West Athens-Westmont Zoned District No. 128." This ordinance shall take effect February 24, 2005.

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Attachments

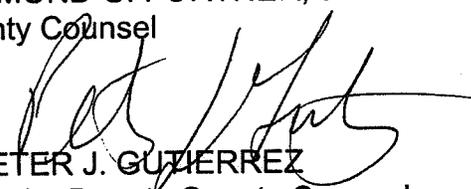
Copies distributed:

Each Supervisor  
Chief Administrative Officer  
County Counsel  
Contact, Regional Planning Commission

## ANALYSIS

This ordinance amends Title 22 - Planning and Zoning of the Los Angeles County Code by deleting Chapter 22.44, Part 8, the Blue Line Transit Oriented District Ordinance, in its entirety and replacing it with a revised Chapter 22.44, Part 8, which is a combined Blue Line and Green Line Transit Oriented District Ordinance. This Ordinance restates, but does not substantively change development standards, allowable uses and case processing requirements for the Blue Line Transit Oriented Districts and creates them for the new Green Line Transit Oriented Districts in order to promote transit-oriented and pedestrian-oriented development. This Ordinance also revises Section 22.08.200.T relating to the definition of Transit Oriented District.

RAYMOND G. FORTNER, JR.  
County Counsel

By 

PETER J. GUZIERREZ  
Senior Deputy County Counsel  
Public Works Division

PJG:di

12/7/04 (requested)

1/19/05 (revised)

**ORDINANCE NO. 2005-0011**

An ordinance amending Title 22 of the Los Angeles County Code relating to the Transit Oriented Districts.

The Board of Supervisors of the County of Los Angeles ordains as follows:

**SECTION 1.** Section 22.08.200.T is amended to read as follows:

**22.08.200.T**

...

"Transit oriented district" (TOD) means a mixed-use community within an approximately one-quarter to one-half mile distance radius of a significant transit facility station. Transit oriented districts are established to encourage a mix of residential, retail, office, open space, and public uses in a close proximity to each other in order to contribute to a vibrant, safe, and revitalized walkable environment, making it convenient for residents and employees. The transit oriented district land use provisions and design standards encourage convenient to travel by transit, bicycle, or foot by both residents and employees. Transit oriented districts also promote the efficient use of land for the mutual reinforcement of private development and public investments in the transit system.

...

**SECTION 2.** Chapter 22.44, Part 8 (Supplemental Districts) of the Los Angeles County Code is hereby deleted in its entirety.

**SECTION 3.** Chapter 22.44, Part 8 (Supplemental Districts) of the Los Angeles County Code is hereby added to read as follows:

**22.44.400 Intent and Purpose.**

Transit oriented districts are established as supplemental districts in order to promote transit-oriented and pedestrian-oriented development, to increase transit use, to manage traffic congestion, and to improve air quality. To achieve these goals, the following transit oriented districts are established to create and apply unique development standards and case processing procedures to geographic areas within an approximately one-quarter to one-half mile radius around specific light rail transit stations in unincorporated areas:

- Blue Line Transit Oriented Districts
  - Slauson Station Transit Oriented District
  - Florence Station Transit Oriented District
  - Firestone Station Transit Oriented District
  - Imperial Station Transit Oriented District
- Green Line Transit Oriented Districts
  - Vermont Station Transit Oriented District
  - Hawthorne Station Transit Oriented District

The exact geographic boundary of each transit oriented district is depicted on its respective map at the end of this Part 8.

The transit oriented districts implement the objectives of the Transit Village Development Planning Act of 1994, Government Code section 65460, et seq. They also implement the "Land Use and Economic Development Strategies Blue Line Transit Oriented Districts Study" and the "Draft Green Line Transit-Oriented Districts Land Use, Housing and Economic Development Strategy Report" (hereinafter referenced respectively as the Blue Line Strategy Report and Green Line Strategy Report), on file with the department of regional planning.

**22.44.410 Context and Nature of Transit Oriented Districts.**

A. Relationship to other zoning regulations. Except as otherwise expressly provided in this Part 8, property within a transit oriented district may be used in any manner allowed in the basic zone, subject to the same standards, limitations, and conditions contained in this Title 22. Where the regulations of a transit oriented district provided in this Part 8 differ from any other provisions in this Title 22, including those of a community standards district, the transit oriented district regulations shall supersede any such differing provisions. In the event there are conflicting provisions in this Part 8 with respect to properties within a transit oriented district, the more specific provision shall apply

B. Categories of transit oriented district regulations. Transit oriented district regulations within this Part 8 are divided into the following categories:

1. Development standards, case processing procedures, and allowable uses that apply within all transit oriented districts countywide. This category of regulations includes the following:

a. Development standards and case processing procedures that are applicable to properties within all of the transit oriented districts countywide irrespective of their specific zone classifications; and

b. Allowable uses and development standards that are applicable only within specific individual zones within all of the transit oriented districts countywide.

2. Transit line development standards, case processing procedures, and allowable uses. This category of regulations includes the following:

a. Development standards and case processing procedures that are applicable to properties within all of the transit oriented districts along a specific transit line - the Blue Line or the Green Line irrespective of their specific zone classifications;

b. Zone-specific listings of allowable uses and development standards that are applicable only to properties within specific individual zones in all transit oriented districts along a specific transit line - the Blue Line or the Green Line; and

c. Station-specific development standards that are applicable only to properties within specific individual transit oriented districts.

**22.44.420 Development Standards and Case Processing Procedures**

**Applicable in all Transit Oriented Districts.**

**A. Development Standards.**

1. Graffiti. To encourage the maintenance of exterior walls free from graffiti that would impact pedestrian views, the following shall apply to all properties within all transit oriented districts:

a. All structures, walls, and fences open to public view shall remain free of graffiti; and

b. In the event of such graffiti occurring, the property owner, tenant, or their agent shall remove or cover said graffiti within 72 hours, weather permitting. Paint utilized in covering such graffiti shall be a color that matches, as closely as possible, the color of the adjacent surfaces.

2. Signs. Notwithstanding the provisions of Part 10 of Chapter 22.52, the following standards shall apply to all signs:

a. Window signs. Window signs shall not exceed the maximum area of ten percent per glass area (total window or door glass area visible from the exterior of the building); and

b. Prohibited signs. The following signs shall be prohibited:

i. Roof signs; and

ii. Outdoor advertising signs.

3. Residential Uses.

a. Relationship of residential development to existing structures.

i. Size of residential structures. Residential buildings and structures shall be generally consistent and compatible in terms of size, scale, and proportion with adjacent buildings and structures, to the satisfaction of the director, and their height shall not exceed that provided in this Part 8, except with a variance approved pursuant to the provisions of Part 2 of Chapter 22.56.

ii. Aesthetics of residential structures. Residential buildings and structures shall be generally consistent and compatible in terms of color, architectural style, and construction materials with adjacent buildings and structures, to the satisfaction of the director.

b. Fences, walls, and landscaping.

i. Fences and walls shall:

(A). Be composed of materials and colors that are generally consistent and compatible with the buildings and structures in the development.

(B). Where part of a multiple-family development which adjoins a single-family residence:

(1). Be at least six feet in height;

(2). Be located along the common property

line; and

(3). Where the properties share a side property line, extend from the rear property line to at least the minimum front yard setback.

(C). Where the properties share a rear property line, extend from side lot line to side lot line.

ii. All mechanical equipment, trash containers, and dumpsters shall be completely screened from view from adjacent streets, walkways, and residences through the use of walls and/or landscaping.

iii. For the purposes of this Part 8, mechanical equipment shall mean air conditioners, television antennae, and other accessory equipment customarily utilized in connection with residential uses.

4. Commercial and Mixed-Uses (commercial/residential).

a. Compatibility with residential parcels. Commercial or mixed-use (commercial/residential) structures on parcels adjoining residentially-zoned parcels shall be located and designed to minimize their impact on the residentially-zoned parcels with respect to light, air, noise, and privacy, to the satisfaction of the director.

b. Pedestrian character.

i. Continuity and interest for pedestrians. In order to promote continuity among the various retail and service businesses and an interesting walking experience for pedestrians, at least 50 percent of any building's ground floor façade that is approximately parallel to and facing the street shall be composed of entrances and show windows or other displays;

ii. Use of glass. All glass utilized at and near the street level shall be either clear or lightly tinted in order to promote maximum pedestrian visibility of building interiors from the sidewalk area. Mirrored, highly reflective glass or densely tinted glass shall be prohibited, except as an architectural or decorative accent limited to 20 percent of the entire building front façade area;

iii. Walk-up facilities. Walk-up facilities shall be recessed and provide enough queuing space to ensure that pedestrians walking along the sidewalk will not be obstructed;

iv. Principal building entrance. Where feasible, the principal building entrance shall be located facing the sidewalk in front of the building;

v. Parking access. The width of the parking access from the street to a lot shall be limited to 28 feet of the commercial frontage, and no customer drive-through facilities shall be permitted;

vi. Architectural and decorative accents. At least 50 percent of the building façade above the first story shall be composed of recessed windows, balconies, offset planes, or other architectural or decorative accents;

vii. Roof Design. Proposed new buildings or additions having 100 feet or more of street frontage shall be designed to provide roofs of varying materials, textures, and motifs; and

viii. Paving Material. Pedestrian circulation areas and driveway entrances within the property boundaries shall be developed with decorative paving materials such as brick or paver tile.

- c. Awnings. Awnings shall be:
  - i. The same color and style for each opening on a single storefront or business;
  - ii. Complimentary in color and style for each storefront in a building;
  - iii. Designed to coordinate with the architectural divisions of the building including individual windows and bays;
  - iv. In compliance with building code and fire department requirements; and
  - v. Repaired or removed within 30 days of receipt of notification that a state of disrepair exists.

d. Mechanical Equipment.

- i. Individual air-conditioning units for a building or storefront shall be located as unobtrusively as feasible within the overall design of the building to the satisfaction of the director.
- ii. If air-conditioning window units must be located in the storefront:

(A). The window units shall be neutral in appearance and the units shall not project outward from the façade. Their housing color shall be the same as those of the storefront; or

(B). If possible, the unit shall be completely screened with an awning or landscaping so that it will not be visible from the street.

iii. Mechanical equipment located on roofs shall be completely screened by parapet walls or other materials so that the equipment will not be visible from any point six feet above ground level within 300 feet.

iv. Notwithstanding subsection iii, above, any structures on the roof, such as air-conditioning units, antennas, and other equipment, shall be completely screened from view from any adjacent residential property.

e. Security.

i. Chain-link, barbed, and concertina wire fences are prohibited; tubular steel or wrought-iron fences are permitted;

ii. All security bars or grilles shall be installed within the interior of the building;

iii. Vertically or horizontally folding accordion grilles installed in front of a storefront are prohibited; and

iv. Building security grilles shall be side-storing, concealed interior grilles that are not visible from the exterior of the building when not in use (during business hours) or grilles which can be concealed in the architectural elements of the building.

f. Lighting. On-site exterior lighting shall:

i. Be focused on the subject property and shielded or hooded to prevent illumination of adjacent properties; and

ii. Utilize lighting fixtures that are screened or designed to compliment the use and architecture of the subject property and adjacent properties

from which they are visible.

g. Buffers. Whenever a parking lot or a commercial structure is developed adjacent to a residential zone or exclusively residential use, a five-foot landscaped buffer shall be provided and a 45-degree daylight plane shall be incorporated.

h. Parking Areas. With the exception of fully subterranean structures, all parking areas shall:

- i. Be located in the rear of the structure(s); and
- ii. Be completely screened with walls and/or

landscaping so that it is not visible from the street that provides frontage, except from the access driveway.

i. Landscape Plan. New commercial structures or additions to commercial structures exceeding 500 square feet in gross floor area shall provide a landscape/irrigation plan as part of the director's review process. Such plan shall depict required landscaping, including one 15-gallon tree for every 50 square feet of planter area, and required irrigation infrastructure.

j. Trash Enclosure. The required trash bin shall be completely enclosed by a five- to six-foot high decorative wall with solid doors.

## 5. Public Space.

a. Definition of Public Space. For the purposes of this Part 8, "public space" means those areas provided for passive and active outdoor recreational use and the enjoyment of community residents, employees, and visitors.

b. Types of public space. Public spaces shall include, but not be limited to, the following as long as the uses are consistent with the design, scale, and area standards specified in subsections c and d, below:

- Athletic fields.
- Arboretums and horticultural gardens.
- Courtyards.
- Historical monuments and cultural heritage sites.
- Outdoor public assembly.
- Parks.
- Playgrounds.
- Plazas.
- School yards.
- Swimming pools.
- Tennis, volleyball, badminton, croquet, lawn bowling,

and courts designed for similar outdoor activities.

- Village greens and squares.

c. Design and Location. Public spaces within transit oriented districts shall be developed at a scale to encourage pedestrianism and provide for efficient land use. Development shall be "space-making" rather than "space-occupying," i.e., forming boundaries around the public space rather than being sited in the middle of the space.

d. Size. Public spaces shall range from one-half up to three acres in size.

6. Streets and Sidewalks.

a. Pedestrian-friendly design. In order to create safe, convenient, and comfortable pedestrian routes, new street and sidewalk construction shall:

i. Provide for sidewalks on both sides of the street;

ii. Include pedestrian amenities such as those listed in subsection d, below;

iii. Include street trees that:

(A). Line the sidewalks so as to provide a shade canopy at maturity.

(B). Are of a shade-producing variety; and

(C). Are planted within the planting strip, where a planting strip is required, at intervals not to exceed 30 feet.

b. Pedestrian Accessibility. Streets, sidewalks, and pathways shall be aligned:

i. To facilitate easy pedestrian access across streets and between buildings, to public spaces and to the transit station, to the satisfaction of the director; and

ii. To provide all new development with easy pedestrian access, to the satisfaction of the director.

c. Street, sidewalk, and planting strip dimensions.

i. Sidewalks. New sidewalk construction shall:

(A). In residential zones, be not less than six feet in width; and

(B). In all other zones, be not less than 15 feet in width.

ii. Planting strips. Required planting strips shall be at least six feet in width.

iii. Pedestrian amenities in sidewalk areas. In non-residential zones, the amenities identified in subsection d, below, may encroach upon up to 50 percent of the required sidewalk width.

d. Types of pedestrian amenities. Pedestrian amenities shall be provided within or adjacent to the required sidewalk area in front of commercial and mixed-use development, to the satisfaction of the director. Such amenities may include, but are not limited to:

- Benches.
- Bicycle racks.
- Bus shelters.
- Decorative street and sidewalk lights.
- Drinking fountains.
- Landscaped buffers.
- Newsstands.

- On-sidewalk dining.
- Planter boxes.
- Special paving materials, such as treated brick, for sidewalks or crosswalks.

- Trash receptacles.

**B. Case Processing Procedures.**

**1. Director's review.**

a. Except as otherwise provided in this Part 8, or where a minor variation is required, a director's review, as provided in Part 12 of Chapter 22.56, shall be required to establish, operate, and maintain any use, except that a director's review shall not be required for a change in ownership or occupancy. Director's review shall not be required for additional construction, maintenance, or repairs conducted within any 12-month period, provided the total cost of such construction, maintenance and repairs does not exceed 25 percent of the current market value or assessed valuation of the existing building, whichever is less.

b. Applicants shall pay 25 percent of the fees specified by Section 22.60.100 for site plan reviews.

c. When considering a site plan under director's review, the director shall apply the principles and standards required by Section 22.56.1690, consistent with the policies contained in the Blue Line Strategy Report or Green Line Strategy Report, as applicable.

2. Minor variations. Minor variations from certain specified standards may be granted, subject to the procedures set forth below, as follows:

a. Required findings by the director. Under exceptional circumstances, the director may permit minor variations from the standards specified in the requirements for fence or wall, awning, mechanical equipment, and pedestrian character of this Part 8. Such variations shall be supported by findings made by the director that:

i. The application of certain provisions of these standards would result in practical difficulties or unnecessary hardships inconsistent with the goals of the general plan and/or the Blue Line Strategy Report or Green Line Strategy Report, as applicable;

ii. There are exceptional circumstances or conditions applicable to the property or to the intended development of the property that do not apply generally to other properties in the transit oriented district;

iii. Permitting a variation will not be materially detrimental to property or improvements in the area;

iv. That no more than two property owners have expressed any opposition to the minor variation; and

v. Permitting a variation will be consistent with the goals of the Blue Line Strategy Report or Green Line Strategy Report, as applicable.

b. Application materials. The materials required for filing a minor variation will be the same as that for the director's review, except that the

applicant shall also submit:

i. A list, certified to be correct by affidavit or by a statement under penalty of perjury, of the names and addresses of all persons who are shown on the latest available assessment roll of the County of Los Angeles as owners of the subject parcel of land and as owning property within a distance of 100 feet from the exterior boundaries of the parcel of land to be occupied by the use;

ii. Two sets of mailing labels for the above-stated owners within a distance of 100 feet of the parcel of land to be occupied by the use;

iii. A map drawn to a scale specified by the director indicating where all such ownerships are located; and

iv. A filing fee equal to that required for site plan review for commercial/industrial projects over 20,000 square feet in size as specified in Section 22.60.100.

c. Case processing procedures. The application for a minor variation from standards shall be processed by the director as follows:

i. Initial notice. Not less than 20 days prior to the date an action is taken, the director shall send notice to the owners of record specified in subsection B.2.b.i, above, using the mailing labels supplied by the applicant. The notice shall state that within ten days of its receipt, any interested person may file a written expression of opposition to the proposed minor modification of standards with the director for his consideration in making a determination on the applicant's request.

ii. Notice after determination. The director shall send notice of the decision to the owners of record cited above, including any person who expressed opposition to the request. The notice shall state that any interested person dissatisfied with the action of the director may file an appeal from such action with the hearing officer within ten days of the receipt of the notification.

3. Conditional use permits.

a. Conditional use permits shall be required for those uses which otherwise require such permit under the provisions of this Title 22, with the additions and deletions listed in this Part 8.

b. In addition to the findings for approval of conditional use permits required by Section 22.56.090, a conditional use permit shall not be approved unless the information submitted by the applicant and/or presented at the public hearing substantiates that the proposed use is consistent with the Blue Line Strategy Report or Green Line Strategy Report, as applicable.

c. Applicants shall pay 50 percent of the fees specified by Section 22.60.100 for conditional use permits for the following uses:

- Grocery stores.
- Offices, businesses or professional.
- Restaurants or other eating establishments, excluding drive-through facilities.
- Retail stores.

4. Nonconforming uses, buildings, and structures. In addition to the findings required by Section 22.56.1550 for approval of a nonconforming use, building, or structure review in a transit oriented district, an application for a nonconforming use or structure review shall not be approved unless the information submitted by the applicant and/or presented at the public hearing substantiates that proposed use, building or structure will not be in substantial conflict with the Blue Line Strategy Report or Green Line Strategy Report, as applicable.

**22.44.430 Allowable Uses and Development Standards Applicable Within Specific Zones in All Transit Oriented Districts.**

A. Zone R-2 (Two-Family Residence Zone). Structures and residences in zone R-2 shall be subject to the following development standards:

1. Lot coverage. The maximum lot coverage permitted in zone R-2 shall be 50 percent.
2. Yard requirements. Not more than 25 percent of the required front yard setback shall be utilized for vehicle access or storage.

B. Zone R-3 (Limited Multiple Residence Zone).

1. Uses. Additional uses subject to director's review. In addition to the uses listed in Section 22.20.280, if site plans therefore are first submitted to and approved by the director, density bonuses may be obtained for parcels in zone R-3 subject to the following:

a. Infill development. Where development is proposed for vacant lots or on lots containing legal nonconforming uses, a density bonus of

25 percent shall be granted, subject to a director's review, to ensure that the proposed development conforms with the character of the area.

b. Lot consolidation. Where lot consolidation is proposed, a range of density bonuses shall be granted subject to the provision of amenities, such as but not limited to, recreation facilities, laundry facilities, and extra landscaping as follows:

i. Consolidation of lots totaling 15,000 square feet or more - ten percent density bonus.

ii. Consolidation of lots totaling 25,000 square feet or more - 15 percent density bonus.

2. Development standards.

a. Yard requirements. Not more than 25 percent of the required front yard shall be utilized for vehicle access and storage.

b. Lot coverage. The maximum lot coverage in zone R-3 shall be 50 percent.

C. Zone C-2 (Neighborhood Commercial Zone).

1. Uses.

a. Permitted uses. Parcels in zone C-2 may be used for any uses listed as a permitted use in Section 22.28.130, except that the following uses shall require a conditional use permit:

i. Sales.

- Automobile sales, sale of new motor vehicles.
- Boat and other marine sales.
- Recreational vehicle sales.
- Trailer sales, box and utility.

ii. Services.

- Air pollution sampling stations.
- Automobile rental and leasing agencies.
- Automobile service stations.
- Electric distribution substations, including  
microwave facilities.
- Gas metering and control stations, public  
utility.
- Lodge halls.
- Rental services.

b. Additional uses subject to director's review. In addition to the uses listed in Section 22.28.150, if site plans are first submitted to and approved by the director, parcels in zone C-2 may be used for the following:

- Adult day care facilities.
- Mixed commercial/residential developments.
- Outdoor dining, subject to the conditions listed in

subsection G of Section 22.28.070.

- Rooming and boarding houses.
- Senior citizens and disabled persons housing

developments.

- Signs, subject to the restrictions contained in

subsection A.2 of Section 22.44.420.

c. Uses subject to permit. Except for the uses listed in subsection C.1.b of Section 22.44.430 as allowed subject to director's review, provided a conditional use permit has first been obtained as specified in Part 1 of Chapter 22.56, parcels in zone C-2 may be used for any use listed as subject to permit in subsection A of Section 22.28.160, subsections C.1.a.i and C.1.a.ii of this Section 22.44.430, and temporary uses as provided in Part 14 of Chapter 22.56.

2. Development standards.

a. Floor area.

i. The total gross commercial floor area in all buildings on any one parcel of land shall not exceed two times the total net area of such parcel

of land.

ii. The total gross mixed-use (commercial/residential) floor area on any one parcel of land shall not exceed three times the total net area of such parcel of land. The residential portion of a mixed-use structure shall constitute at least 33 percent of total gross floor area.

iii. One hundred percent of the ground floor space in a multi-story mixed-use (commercial/residential) building shall be devoted to commercial use.

b. Setbacks. Structures shall be constructed on a front property line, except that they may be constructed up to ten feet back from the property line if one or more of the following are located within the setback area:

- Display windows, highly visible.
- Landscaping.
- Outdoor dining facilities, subject to the conditions of subsection G of Section 22.28.070.

- Outdoor display/sales.
- Street furniture.

D. Zone C-3 (Unlimited Commercial Zone).

1. Uses.

a. Permitted uses. Parcels in zone C-3 may be used for any use listed as a permitted use Section 22.28.180, except that the following uses shall require a conditional use permit:

i. Sales.

- Auction houses.
- Automobile sales, sale of new and used motor vehicles.
- Boat and other marine sales.
- Ice sales.
- Mobilehome sales.
- Motorcycle, motor scooter, and trail bike sales.
- Recreational vehicle sales.
- Trailer sales, box and utility.

ii. Services.

- Air pollution sampling stations.
- Automobile battery service.
- Automobile brake repair shops.
- Automobile muffler shops.
- Automobile radiator shops.
- Automobile rental and leasing agencies.
- Automobile repair garages, excluding body and fender work, painting, and upholstering.
- Automobile service stations.
- Bakery goods distributors.
- Car washes, automatic, coin operated, and

hand wash.

- Dog training schools.
- Electric distribution substations, including

microwave facilities.

- Furniture transfer and storage.
- Gas metering and control stations, public

utility.

- Laboratories, research, and testing.
- Lodge halls.
- Mortuaries.
- Motion picture studios.
- Parcel delivery terminals.
- Radio and television broadcasting studios.
- Recording studios.
- Recreational vehicle rentals.
- Taxidermists.
- Tool rentals, including roto-tillers, power

mowers, sanders and saws, cement mixers, and other equipment.

- Trailer rentals, box and utility.
- Truck rentals, excluding trucks with a capacity

greater than two tons.

iii. Recreation and amusement.

- Amusement rides and devices.
- Carnivals.

b. Additional uses subject to director's review. In addition to the uses listed in Section 22.28.200, if site plans therefore are first submitted to and approved by the director, parcels in zone C-3 may be used for the following:

- Adult day care facilities.
- Health clubs or centers.
- Hotels.
- Mixed commercial/residential developments.
- Outdoor dining subject to the conditions listed in

subsection G of Section 22.28.070.

- Rooming and boarding houses.
- Senior citizens and disabled persons housing

developments.

- Signs, subject to the restrictions contained in

subsection A.2 of Section 22.44.420.

c. Uses subject to Permit. Except for the uses listed in subsection D.1.b of Section 22.44.430 as allowed subject to director's review, provided a conditional use permit has first been obtained as specified in Part 1 of Chapter 22.56, parcels in zone C-3 may be used for any use listed as subject to permit in subsection A of Section 22.28.210, subsections D.1.a.i, D.1.a.ii and D.1.a.iii of this

Section 22.44.430, and temporary uses as provided in Part 14 of Chapter 22.56.

2. Development standards.

a. Floor area.

i. The total gross commercial floor area in all buildings on any one parcel of land shall not exceed two times the total net area of such parcel of land.

ii. The total gross mixed-use (commercial/residential) floor area on any one parcel of land shall not exceed three times the total net area of such parcel of land. The residential portion shall constitute at least all floor area exceeding two times the total net area of such parcel.

b. Setbacks. Structures shall be constructed on the front property line, except that they may be constructed up to ten feet back from the front property line if one or more of the following are maintained within the setback area:

- Display windows, highly visible.
- Landscaping.
- Outdoor dining subject to the conditions of

subsection G of Section 22.28.070.

- Outdoor display/sales.
- Street furniture.

E. Zone R-3-P (Limited Multiple Residence Parking Combining Zone).

1. Uses.

a. Those uses and standards applicable in zone R-3, as modified by subsection B of this Section 22.44.430, and as further modified by subsection C.2 of Section 22.44.440 for all Blue Line TOD's, and by subsection C.2 of Section 22.44.450 for all Green Line TOD's.

b. Those uses and standards applicable in the ( )-P (Parking) combining zone in Part 4 of Chapter 22.40, except that zone R-3, as above, shall be considered the basic zone.

**22.44.440 Development Standards, Case Processing Procedures, and Allowable Uses Applicable within Blue Line Transit Oriented Districts.**

A. Development standards.

1. Parking.

a. Except as otherwise provided in subsection b, below, the automobile parking requirements of Part 11 of Chapter 22.52 shall be reduced by 40 percent for new construction, additions, alterations, and changes of use. This percentage reduction shall not apply to additions and alterations, of existing single-family detached structures which shall continue to be subject to the full requirements of Part 11 of Chapter 22.52.

b. For the following uses, the automobile parking requirements of Part 11 of Chapter 22.52 shall be reduced by 60 percent:

- Banks.
- Barber shops.
- Beauty shops.
- Child care centers.
- Colleges and universities, including appurtenant

facilities, giving advanced academic instruction approved by the state board of education or other recognized accrediting agency, but excluding trade schools.

- Community centers.
- Day care centers.
- Delicatessens.
- Drug stores/pharmacies.
- Dry cleaning establishments, excluding wholesale

dry-cleaning plants.

- Employment agencies.
- Grocery stores.
- Ice cream shops.
- Libraries.
- Restaurants.
- Schools, business or professional, including art,

barber, beauty, dance, drama, and music, but not including any school specializing in manual training, shop work, or in the repair and maintenance of machinery or mechanical equipment.

2. Signs. Notwithstanding the provisions of Part 10 of Chapter 22.52, the following standards shall apply to all signs:

a. Window signs. Window signs shall be displayed on the interior of windows or door windows only; and

b. Freestanding signs. Freestanding signs shall:

i. Be permitted only on lots with street frontage of at least 100 feet;

ii. Have a solid base that rests directly on the ground;

iii. Not exceed five feet in height measured vertically from ground level at the base of the sign;

iv. Not exceed 40 square feet in area per sign face; and

v. Not be located in nor extend above any public right-of-way or public sidewalk area.

c. Awning signs. The following standards shall apply to awning signs:

i. The allowance for wall signs shall not be applicable to or include awning signs;

ii. Awning signs shall:

(A). For the ground floor, not exceed 20 percent of the exterior surface area of each awning;

(B). For the second floor, not exceed ten percent of the exterior surface area of each awning;

(C). Not be permitted above the second floor; and

(D). Be limited to a maximum letter height of ten

inches.

3. Residential uses--fences. Where fences are to be located in required front and corner side yards in residential zones, the following standards shall apply:

a. If chain link or wrought-iron style fences are utilized, such fences may be constructed up to a height of four feet;

b. With a director's review, wrought-iron style fences of up to six feet in height shall be allowed. The director may impose such conditions on the fence design as are appropriate to assure public safety, community welfare, and compatibility with all applicable development standards for residential uses; and

c. Those portions of fences more than 42 inches high must be substantially open, except for pillars used in conjunction with wrought-iron style fences, and shall not cause a significant visual obstruction. No slats or other view-obscuring materials may be inserted into or affixed to such fences.

4. Commercial and mixed-use (commercial/residential) buildings.

a. Pedestrian character. At least 20 percent of the total building façade shall be composed of recessed windows, balconies, offset planes, or other architectural or decorative features.

b. Mixed-use (commercial/residential) development. The provisions of subsections A, B, C, and E of Section 22.40.590 (Development Standards

for zone [ ]-CRS) shall apply to mixed commercial/residential developments irrespective of the specific zone classification of the particular parcel.

c. Landscape plan. Street furniture and related paving of up to 25 percent of the landscaped area, to a maximum of 250 square feet, may be substituted for required landscaped area.

5. Street, sidewalk, and planting strip standards.

a. Planting strip. All streets shall be designed so that a minimum six-foot wide, landscaped planting strip separates the sidewalk from the street.

b. Street and sidewalk dimensions. In order to insure pedestrian safety by slowing vehicular traffic and narrowing crosswalk lengths, new commercial and mixed-use developments shall include a narrowing of adjoining streets at pedestrian crossings, if acceptable to the department of public works.

B. Case processing procedures for nonconforming buildings, uses, and structures. All nonconforming buildings and structures nonconforming due to use, and buildings and structures nonconforming due to standards are subject to regulation as specified by Section 22.56.1540, except as modified herein. The effective date which commenced the running of the amortization periods contained in subsection B.1.f of Section 22.56.1540 for all Blue Line transit oriented districts, shall be August 5, 1999, the effective date of Ordinance No. 99-0057, and the listing of periods for discontinuance and removal below shall supersede those set forth in

subsections B.1.f.i through iv of Section 22.56.1540 for the following building types as follows:

1. Type IV and Type V buildings used as:
  - a. Three-family dwellings, apartment houses, and other buildings used for residential occupancy, 35 years;
  - b. Stores and factories, ten years; and
  - c. Any other building not herein enumerated, ten years;
2. Type III buildings used as:
  - a. Three-family dwellings, apartment houses, offices, and hotels, 40 years;
  - b. Structures with stores below and residences, offices or a hotel above, 40 years;
  - c. Warehouses, stores, and garages, 15 years; and
  - d. Factories and industrial buildings, 15 years.
3. Type I and II buildings used as:
  - a. Three-family dwellings, apartment houses, offices, and hotels, 50 years;
  - b. Theaters, warehouses, stores, and garages, 20 years; and
  - c. Factories and industrial buildings, 15 years.
4. The termination periods enumerated in subsections B.1, B.2, and B.3 of this Section 22.44.440, above, shall not apply to apartment houses which are rendered nonconforming due to subsection c.2.a.ii of Section 22.44.440.

C. Uses and standards applicable in specific zones.

1. Zone R-2 (Two-Family Residence Zone).

a. Uses.

i. Additional uses subject to director's review. In

addition to the uses listed in Section 22.20.190, if site plans are first submitted to and approved by the director, a density bonus of up to 50 percent may be obtained for parcels in zone R-2 provided that:

(A). At least 33 percent of the total dwelling units in the development are provided for lower income households or at least 50 percent of the total dwelling units in the development are provided for qualifying senior citizens as defined in section 51.3 of the Civil Code; and

(B). A covenant and agreement is recorded in the county recorder's office to ensure the occupancy of the bonus units by qualifying senior citizens or lower-income households for a period of 30 years.

ii. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.20.200, provided that a conditional use permit has first been obtained as specified in Part 1 of Chapter 22.56, parcels in zone R-2 may be used for the following:

- Grocery stores.
- Offices, business or professional.
- Restaurants and other eating establishments,

excluding drive-through facilities.

- Retail stores.

b. Development Standards. Notwithstanding the yard requirements in Section 22.20.220, parcels in zone R-2 shall be subject to the following:

i. Corner side and rear yards setbacks are subject to the provisions of Section 22.20.320.

ii. Front yard setbacks shall be at least ten feet in depth; and

iii. Interior side yard setbacks may be reduced from the five feet minimum to zero feet subject to the yard modification procedure and provided that a minimum distance of ten feet is maintained between the subject buildings and the buildings on the adjoining lot.

2. Zone R-3 (Limited Multiple-Residence Zone).

a. Uses.

i. Additional uses subject to director's review. In addition the uses listed in Section 22.20.280, if site plans are first submitted to and approved by the director, parcels in zone R-3 may be used for:

(A). Restaurants and incidental service concessions offering newspapers, tobacco, notions, grocery, and similar items in apartment house developments, provided that at least 50 percent of the developed area is devoted to residential use. The floor space of any outdoor dining area shall be included in the calculation of developed area.

(B). Affordable and senior citizen housing. A density bonus of up to 50 percent shall be allowed in compliance with the following provisions:

(1). At least 33 percent of the dwelling units in the development are provided for lower-income households; or at least 50 percent of the total dwelling units in the development are provided for qualifying senior citizens as defined in section 51.3 of the Civil Code; and

(2). A covenant and agreement is recorded in the county recorder's office to ensure the occupancy of the bonus units by qualifying senior citizens or lower income households for a period of 30 years.

ii. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.20.290, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone R-3 may be used for the following:

- Apartment houses containing five or more dwelling units within a single structure.
- Grocery stores.
- Offices, business or professional.
- Restaurants or other eating establishments, excluding drive-through facilities.
- Retail stores.

b. Development Standards. Notwithstanding the yard requirements in Section 22.20.320, parcels in zone R-3 shall be subject to the following:

i. Front yard setbacks shall be at least ten feet in depth;  
and

ii. Interior side yard setbacks may be reduced from the five feet minimum to zero feet subject to the yard modification procedure and provided that a minimum distance of ten feet is maintained between the subject buildings and the buildings on the adjoining lot.

3. Zone R-4 (Unlimited Residence Zone).

a. Uses.

i. Additional uses subject to director's review. In addition to the uses listed in Section 22.20.360, if site plans therefore are first submitted to and approved by the director, parcels in zone R-4 may be used for the following uses:

(A). Restaurants and incidental commercial service concessions offering newspapers, tobacco, notions, grocery, and similar items in apartment house developments, provided that at least 50 percent of the developed area is devoted to residential use. The floor space of any outdoor dining area shall be included in the calculation of developed area.

(B) Restaurants and incidental commercial service concessions offering newspapers, tobacco, notions, grocery, and similar items in hotel developments having not less than 20 guest rooms.

ii. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.20.370, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone R-4 may be used for the following:

- Grocery stores.
- Offices, business or professional.
- Restaurants and other eating establishment, excluding drive-through facilities.
- Retail stores.

b. Development Standards.

i. Height limits. No building or structure in zone R-4 shall exceed 40 feet in height above grade, except for chimneys and rooftop antennas.

ii. Yard requirements. Notwithstanding the yard requirements in Section 22.20.380, parcels in zone R-4 shall be subject to the following:

(A). Interior side yard setbacks may be reduced from the five feet minimum to zero feet subject to the yard modification procedure and provided that at least ten feet in distance is maintained between the subject buildings and the buildings on the adjoining lot.

(B). Not more than 25 percent of the required front yard setback shall be utilized for vehicle access or storage.

4. Zone C-2 (Neighborhood Commercial Zone).

a. Uses.

i. Additional uses subject to director's review. In

addition to the uses listed in Section 22.28.150, if site plans are first submitted to and approved by the director, parcels in zone C-2 may be used for:

- Apartment houses.
- Residences, single-family.
- Residences, two-family.
- Theaters and auditoriums.

ii. Additional uses subject to permit. Except for the uses

listed in subsection C.4.a.i of this Section 22.44.440 as allowed subject to directors review, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone C-2 may be used for any use listed as a use subject to permit in subsections C.1.a and C.1.c of Section 22.44.430.

b. Development standards. Parcels in zone C-2 shall be

subject to the following development standards:

i. Height limits. Mixed-use (commercial/residential)

buildings in which residential portions constitute as least 33 percent of total gross floor area may be constructed to a maximum height of 45 feet above grade, excluding chimneys and rooftop antennas.

ii. Floor area. At least 50 percent of the floor space of a

single-story mixed-use building must be devoted to commercial use.

5. Zone C-3 (Unlimited Commercial Zone).

a. Uses.

i. Additional uses subject to director's review. In

addition to the uses listed in Section 22.28.200 and subsection D.1.b of

Section 22.44.430, if site plans are first submitted to and approved by the director,

parcels in zone C-3 may be used for the following:

- Apartment houses.
- Residences, single-family.
- Residences, two-family.
- Theaters and other auditoriums.

ii. Additional uses subject to permit. Except for the uses

listed as subject to director's review in subsection C.5.a.i of Section 22.44.430, provided

a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56,

parcels in zone C-3 may be used for any use listed as subject to permit in

subsections D.1.a and D.1.c of Section 22.44.430.

b. Development standards.

i. Height limits.

(A). Commercial buildings may be constructed to a maximum height of 45 feet above grade, excluding chimneys and rooftop antennas.

(B). Mixed-use (commercial/residential) buildings in which residential portions constitute at least 33 percent of all floor area may be constructed to a maximum height of 60 feet above grade, excluding chimneys and

rooftop antennas.

ii. Floor area. At least 50 percent of the floor space of a single-story structure and 100 percent of the ground floor space of a multi-story structure in a mixed-use building must be devoted to commercial uses.

6. Zone C-M (Commercial Manufacturing Zone).

a. Uses.

i. Permitted uses. Parcels in zone C-M may be used for any use listed as a permitted use in Section 22.28.230, except that the following uses shall require a conditional use permit:

(A). Sales.

- Auction houses.
- Automobile sales, sale of new and used motor vehicles.
- Boat and other marine sales.
- Ice sales.
- Mobile home sales.
- Motorcycle, motor scooter, and trail bike sales.
- Recreational vehicle sales.
- Trailer sales, box and utility.

(B). Services.

- Air pollution sampling stations.
- Automobile battery service.
- Automobile brake repair shops.
- Automobile muffler shops.
- Automobile radiator shops.
- Automobile rental and leasing agencies.
- Automobile repair garages, excluding

body and fender work, painting, and upholstering.

- Automobile service stations.
- Car washes, automatic, coin operated,

and hand wash.

- Electric distribution substations,

including microwave facilities.

- Furniture transfer and storage.
- Gas metering and control stations,

public utility.

- Laboratories, research, and testing.
- Lodge halls.
- Mortuaries.
- Motion picture studios.
- Parcel delivery terminals.

studios.

- Radio and television broadcasting
- Recording studios.
- Recreational vehicle rentals.
- Revival meetings, tent, temporary.
- Taxidermists.
- Tire retreading or recapping.
- Tool rentals, including roto-tillers, power

mowers, sanders and saws, cement mixers, and other equipment.

- Trailer rentals.
- Truck rentals.

(C). All uses listed under subsections B and C of

Section 22.28.230.

ii. Accessory uses. Parcels in zone C-M may be used for any use listed as an accessory use under subsections A and B of

Section 22.28.240.

iii. Additional uses subject to director's review. In addition to the uses listed in Section 22.28.250, if site plans are first submitted to and approved by the director, parcels in zone C-M may be used for the following:

- Adult day care facilities.
- Apartment houses.
- Health clubs or centers.

- Hotels.
- Mixed commercial/residential developments.
- Outdoor dining, subject to the conditions listed

in subsection G of Section 22.28.070.

- Residences, single-family.
- Residences, two-family.
- Rooming and boarding houses.
- Senior citizen and disabled persons housing

developments.

- Signs as provided in subsection A.2 of Section

22.44.420 and subsection A.2 of this Section 22.44.440.

- Theaters and other auditoriums.

iv. Uses subject to permit. Provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone C-M may be used for the following:

(A). Any use listed as a use subject to permit in subsection A of Section 22.28.260, excluding uses subject to director's review pursuant to subsection C.6.a.iii of this Section 22.44.440; and

(B). Any use listed as a use subject to permit in subsection C.6.a.i of this Section 22.44.440.

b. Development standards.

i. Height limits. No commercial building shall exceed 40 feet in height excluding chimneys and rooftop antennas.

ii. Floor area.

(A). Commercial floor area. The total gross commercial floor area in all the buildings on any one parcel of land shall not exceed 1.8 times the total net area of such parcel of land.

(B). Mixed-use (commercial/residential) buildings.

(1). The total gross mixed-use floor area on any one parcel of land shall not exceed 2.7 times the total net area of such parcel of land.

(2). The residential portion shall constitute at least all floor area exceeding 1.8 times the total net area of such parcel of land.

(3). At least 50 percent of the floor space of a single-story structure and 100 percent of the ground floor space of a multistory structure in a mixed-use building must be devoted to commercial or manufacturing uses.

iii. Lot coverage. The maximum lot coverage shall be 80 percent of the net area of such parcel of land.

iv. Setbacks. Structures shall be built on a front property line, except that they may be constructed up to 15 feet back from the front property line if one or more of the following are maintained within the setback area:

- Display windows.
- Landscaping.
- Outdoor dining facilities.
- Outdoor display/sales.
- Street furniture.

D. Development standards applicable in individual Blue Line Transit Oriented Districts.

1. Slauson Station Transit Oriented District.

a. Paving material. Pedestrian circulation areas and driveway entrances within the boundaries of private, commercially developed property shall be developed with textured and/or colored pavement.

2. Florence Station Transit Oriented District.

a. Colors. For commercial development, muted pastel colors are recommended as the primary or base building color. Darker, more colorful paints should be used as trim colors for cornices, graphics, and window and door frames.

b. Paving material. Pedestrian circulation areas and driveway entrances within the boundaries of private, commercially developed property shall be developed with colored and/or textured pavement.

3. Firestone Station Transit Oriented District.

a. Colors. For commercial development, muted pastel colors are recommended as the primary or base building color. Darker, more colorful paints should be used as trim colors for cornices, graphics, and window and door frames.

b. Paving material. Pedestrian circulation areas and driveway entrances within the boundaries of private commercially developed property shall be developed with colored and/or textured pavement.

c. Wall finish. In order to preserve and enhance a mixed urban use environment on Firestone Boulevard, building walls shall be constructed primarily of stucco, brick, or other materials as approved by the director.

4. Imperial Station Transit Oriented District.

a. Reserved.

**22.44.450 Development Standards, Case Processing Procedures and Allowable Uses Applicable within Green Line Transit Oriented Districts.**

A. Development standards.

1. Parking.

a. Automobile parking requirements of Part 11 of Chapter 22.52 shall be reduced by 25 percent for new construction, additions, alterations, and changes of use for the following commercial uses:

- Bakeries.
- Banks/check cashing establishments.
- Barber shops.
- Beauty shops.
- Child care centers.
- Coffee houses/Juice bars.

- Colleges and universities, including appurtenant facilities, giving advanced academic instruction approved by the state board of education or other recognized accrediting agency, but excluding trade schools.

- Community centers.

- Copy/mail services, retail.

- Day care centers.

- Delicatessens.

- Donut shops.

- Drug stores and/or pharmacies.

- Dry cleaning establishments, excluding wholesale dry cleaning plants.

- Employment agencies.

- Flower shops.

- Grocery stores.

- Hardware stores.

- Ice cream shops.

- Libraries.

- Restaurants.

- Schools, business and professional, including art, barber, beauty, dance, drama, and music, but not including any school specializing in manual training, shop work, or in the repair and maintenance of machinery or mechanical equipment.

- Shoe repair/alterations.
- Stationary stores.
- Video sales and rentals.

b. Any commercial use may receive up to a five percent reduction in required parking spaces when open leisure areas with benches and other streetscape furniture appropriate for relaxing and eating are provided to the satisfaction of the director. This five percent reduction may be added to the reduction allowed in subsection A.1.a of this Section 22.44.450.

c. Parking for handicapped persons shall be calculated based on the total number of parking spaces required prior to any reduction allowed by subsections A.1.a and A.1.b of this Section 22.44.250, or based on the total number of parking spaces actually provided if greater.

2. Signs. Freestanding signs, including pole signs and A-frame sandwich signs, shall be prohibited.

3. Residential uses. With the exception of fully subterranean structures, all parking shall:

a. Where related to multiple-family structures, be located in the rear of the housing development; and

b. Be completely screened with walls and/or landscaping so that it is not visible from the street that provides frontage except from the access driveway.

4. Commercial and mixed-use (commercial/residential) buildings.
  - a. Mixed-uses (commercial/residential).
    - i. Single story mixed-use buildings are prohibited.
    - ii. The ground floor space in a mixed-use (commercial/residential) building shall be devoted solely to commercial uses.
    - iii. Retail uses shall be prohibited on all floors except the ground floor.
    - iv. Where office commercial and residential uses are located on the same floor, they shall not have common entrance hallways or entrance balconies.
    - v. Where office commercial and residential uses have a common wall, such wall shall be constructed to minimize the transmission of noise and vibration between the uses.
    - vi. Separate commercial and residential parking spaces must be provided and specifically designated by posting, pavement marking and/or physical separation.
  - b. Pedestrian character. The following standards shall apply in the interest of achieving a pedestrian character:
    - i. Recessed stories. Third and fourth stories of commercial and mixed-use buildings shall be recessed a successive minimum of at least ten feet on each story; and

ii. Paving material. Pedestrian circulation areas and driveway entrances within the boundaries of private property may be developed with colored stamped concrete.

iii. Types of pedestrian amenities. In addition to the amenities listed in subsection A.6.d of Section 22.44.420, pedestrian amenities may also include leisure areas, open, with benches and other street furniture appropriate for relaxation and eating.

5. Public spaces.

a. Types of public spaces. In addition to the uses listed in subsection A.5.b of Section 22.44.420, the following types of public spaces may also be provided:

- Leisure areas, open, including benches and other street furniture appropriate for relaxation and eating.

b. Amenities in public spaces. In order to create pleasing and convenient leisure areas, public space shall be furnished with amenities such as trees, landscaping, benches, trash containers, and water fountains.

B. Case processing procedures.

1. Nonconforming buildings, uses, and structures. All buildings, uses and structures that are nonconforming due to use, and buildings and structures that are nonconforming due to standards are subject to regulation as specified by

Section 22.56.1540, except that where a nonconforming use is carried on in a conforming structure, a ten-year amortization period shall apply, except where the provisions of subsection C of Section 22.56.1540 apply.

2. Conditional use permits. Applicants shall pay 50 percent of the fees specified by Section 22.60.100 for conditional use permits, if required, for the following uses:

- Child care centers.
- Community centers.
- Libraries.

C. Uses and standards applicable in specific zones.

1. Zone R-2 (Two-Family Residence Zone).

a. Uses.

i. Additional uses subject to director's review. In

addition to the uses listed in Section 22.20.190, if site plans are first submitted to and approved by the director, parcels in zone R-2 may receive the following density bonuses:

(A). Infill development. Where there are vacant lots or nonconforming uses in zone R-2, infill development is encouraged. A density bonus of 25 percent shall be allowed for development on such lots, subject to a director's review to ensure that the proposed development is compatible with the height, bulk, and colors of existing surrounding development.

(B). Lot consolidation. If amenities such as, but not limited to, recreation facilities, laundry facilities, and significant landscaping are provided to the satisfaction of the director, a lot consolidation may qualify for the following density bonuses:

(1). Consolidation of lots with a combined total of 15,000 square feet up to 24,999 square feet: ten percent density bonus.

(2). Consolidation of lots with a combined total of 25,000 square feet or more: 15 percent density bonus.

(C). Affordable and senior housing. A density bonus of up to 50 percent may be granted if the project complies with the affordable and senior housing provisions of Section 22.56.202.

(D). Total of combined density bonus grants. In the event that a project may qualify for more than one category of density bonuses pursuant to this subsection C.1.a.i the total combined density bonus granted under these provisions shall not exceed 50 percent.

ii. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.20.200, provided that a conditional use permit has

first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone R-2 may be used for the following:

- Grocery stores, limited to 5,000 square feet in gross floor area and located on corner lots, and which may be extended to an immediately adjacent lot.

- Restaurants, limited to 5,000 square feet in gross floor area and located on corner lots, and which may be extended to an immediately adjacent lot.

- Restaurants, incidental, and incidental commercial service concessions offering newspapers, tobacco, notions, grocery, and similar items in apartment house developments, provided that at least 50 percent of the developed area is devoted to residential use. The floor space of any outdoor dining area shall be included in the calculation of developed area.

iii. Prohibited uses. The following uses shall be prohibited:

- Airports.
- Cemeteries.
- Earth stations.
- Electric distribution substations.
- Explosives storage.
- Gas metering and control stations, public utility.
- Heliports.
- Helistops.

- Landing strips.
- Oil wells.
- Radio and television stations and towers.
- Sewage treatment plants.
- Surface mining operations.
- Water reservoirs.

b. Development standards.

i. Signs for commercial uses in multiple-family

residential buildings. Notwithstanding the provisions of Part 10 of Chapter 22.52, signs shall be subject to the following standards:

(A). Incidental restaurants and service commercial uses. Where incidental restaurants and service commercial uses within apartment houses are authorized by this Part 8, related signs shall:

(1). Be limited to 12 inches in height and 18 inches in width; and

(2). Not be visible from any public right-of-way.

(B). Small grocery and restaurant establishments. Small grocery and restaurant establishments for corner and corner-adjoining lots authorized by this Part 8, may be allowed either one wall sign or one projecting sign subject to the following:

(1). Wall signs. Wall signs shall:

(a). Be limited to 15 square feet in size; and

(b). Contain letters of not more than

18 inches in size.

(2). Projecting signs. Projecting signs, including

awning signs, shall:

(a). Be limited to seven and one-half square

feet in size;

(b). Contain letters of not more than ten

inches in height; and

(c). Not project beyond the face of the

building in excess of 50 percent of the limitations set forth in diagram A of

subsection C.1 of Section 22.52.900.

ii. Street, sidewalk and planting strip development standards.

Streets shall be designed so that a minimum six-foot wide, landscaped planting strip separates the sidewalk from the street.

2. Zone R-3 (Limited Multiple-Residence Zone).

a. Uses.

i. Additional uses subject to director's review. In

addition to the uses listed in Section 22.20.280, if site plans are first submitted to and approved by the director, parcels in zone R-3 may be used for:

(A). Affordable and senior citizen housing. A density bonus of up to 50 percent may be granted if the project complies with the affordable and senior housing provisions of Section 22.56.202; and

(B). In the event that a project may qualify for more than one category of density bonus pursuant to this subsection C.2.a.i of this Section 22.44.450, the total combined density bonus granted under these provisions shall not exceed 50 percent.

ii. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.20.290, provided that a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone R-3 may be used for the following:

- Grocery stores, limited to 5,000 square feet in gross floor area and located on corner lots, and which may be extended to an immediately adjacent lot.

- Restaurants, excluding drive-through facilities, limited to 5,000 square feet in gross floor area and located on corner lots, and which may be extended to an immediately adjacent lot.

- Restaurants, incidental, and incidental commercial service concessions offering newspapers, tobacco, notions, grocery, and similar items in apartment house developments, provided that at least 50 percent of the developed area is devoted to residential use. The floor space of any outdoor dining area shall be included in the calculation of developed area.

iii. Prohibited uses. The following uses shall be prohibited:

- Airports.
- Cemeteries.
- Earth stations.
- Electric distribution substations.
- Explosives storage.
- Gas metering and control stations, public utility.
- Heliports.
- Helistops.
- Landing strips.
- Oil wells.
- Radio and television stations and towers.
- Sewage treatment plants.
- Subsurface mining operations.
- Water reservoirs.

b. Development standards. The development standards set forth in subsection C.1.b of this Section 22.44.450 shall apply.

3. Zone C-2 (Neighborhood Commercial Zone).

a. Uses.

i. Additional uses subject to director's review. In addition to the uses listed in Section 22.28.150, if site plans are first submitted to and approved by the director, parcels in zone C-2 may be used for:

- Newsstands.

ii. Additional uses subject to permit. Provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone C-2 may be used for the following:

(A). Any use listed as a use subject to permit in subsections C.1.a and C.1.c of Section 22.44.430.

(B). The following additional uses:

- Automobile repair and installation, when incidental to the sale of new automobiles, automobile service stations, and automobile supply stores;

- Automobile supply stores.

- Automobile washing, waxing, and polishing, when incidental to the sale of new automobiles and automobile service stations.

- Trailer rentals, box and utility only,  
accessory to automobile service stations.

b. Development standards.

i. Setbacks. Structures shall be constructed on a front property line, except that they may be constructed up to ten feet back from the front property line if one or more of the following is located within the setback area:

(A). The amenities listed in subsection C.2.b of Section 22.44.430; and

(B). Leisure areas, open, with benches and other street furniture appropriate for relaxing and eating.

4. Zone C-3 (Unlimited Commercial Zone).

a. Additional uses subject to permit. In addition to the uses subject to permit listed in Section 22.28.210, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, parcels in zone C-3 may be used for the following:

- Automobile body and fender repair and painting and upholstery, when incidental to new automobile sales.

- Boat repair, minor repairs incidental to the sale of boats.

b. Development standards.

i. Height limits.

(A). Mixed-Use (commercial/residential) buildings in which residential portions constitute less than 33 percent of all floor area shall be restricted to a height of 35 feet above grade, excluding chimneys and roof antennas.

(B). Mixed-use (commercial/residential) buildings in which residential portions constitute at least 33 percent of all floor area may be constructed to a maximum of 45 feet in height, excluding chimneys and roof antennas.

ii. Setbacks. Structures shall be constructed on a front property line, except that they may be constructed up to ten feet back from the front property line if one or more of the following is located within the setback area:

(A). Those amenities listed in subsection D.2.b of Section 22.44.430; or

(B). Leisure areas, open, with benches and other street furniture appropriate for relaxation and eating.

D. Development standards applicable in individual Green Line Transit Oriented Districts.

1. Vermont Station Transit Oriented District.
  - a. Reserved.
2. Hawthorne Station Transit Oriented District.
  - a. Reserved.

[TODOrdinancePG]

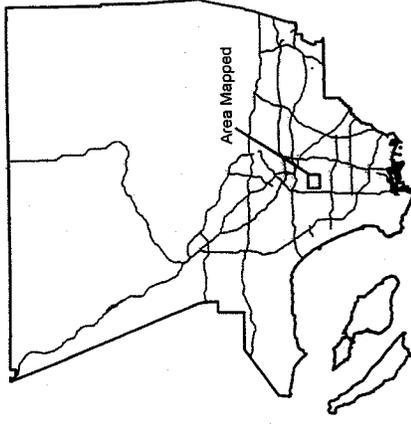


# Boundary of the Florence Station Blue Line Transit Orientated District

## Legend:

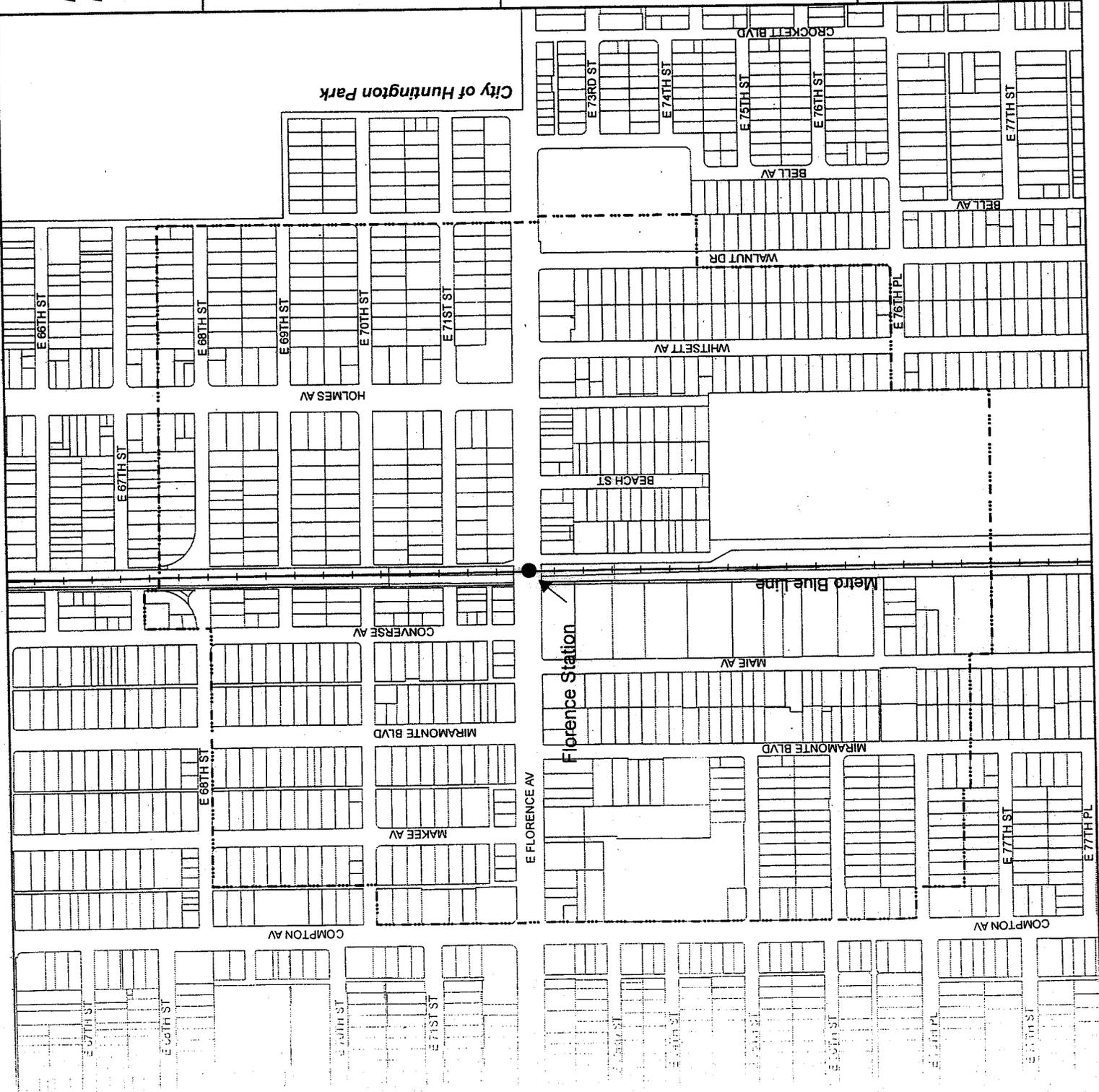
- Blue Line Station
- +— Railroad
- Unincorporated Area Parcels
- Florence Station TOD Boundary

## Key Map:



Los Angeles County  
Department of Regional Planning  
320 W. Temple St  
Los Angeles, CA 90012

City of Huntington Park

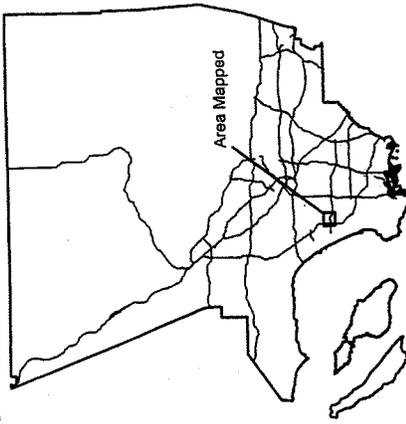


# Boundary of the Hawthorne Station Green Line Transit Orientated District

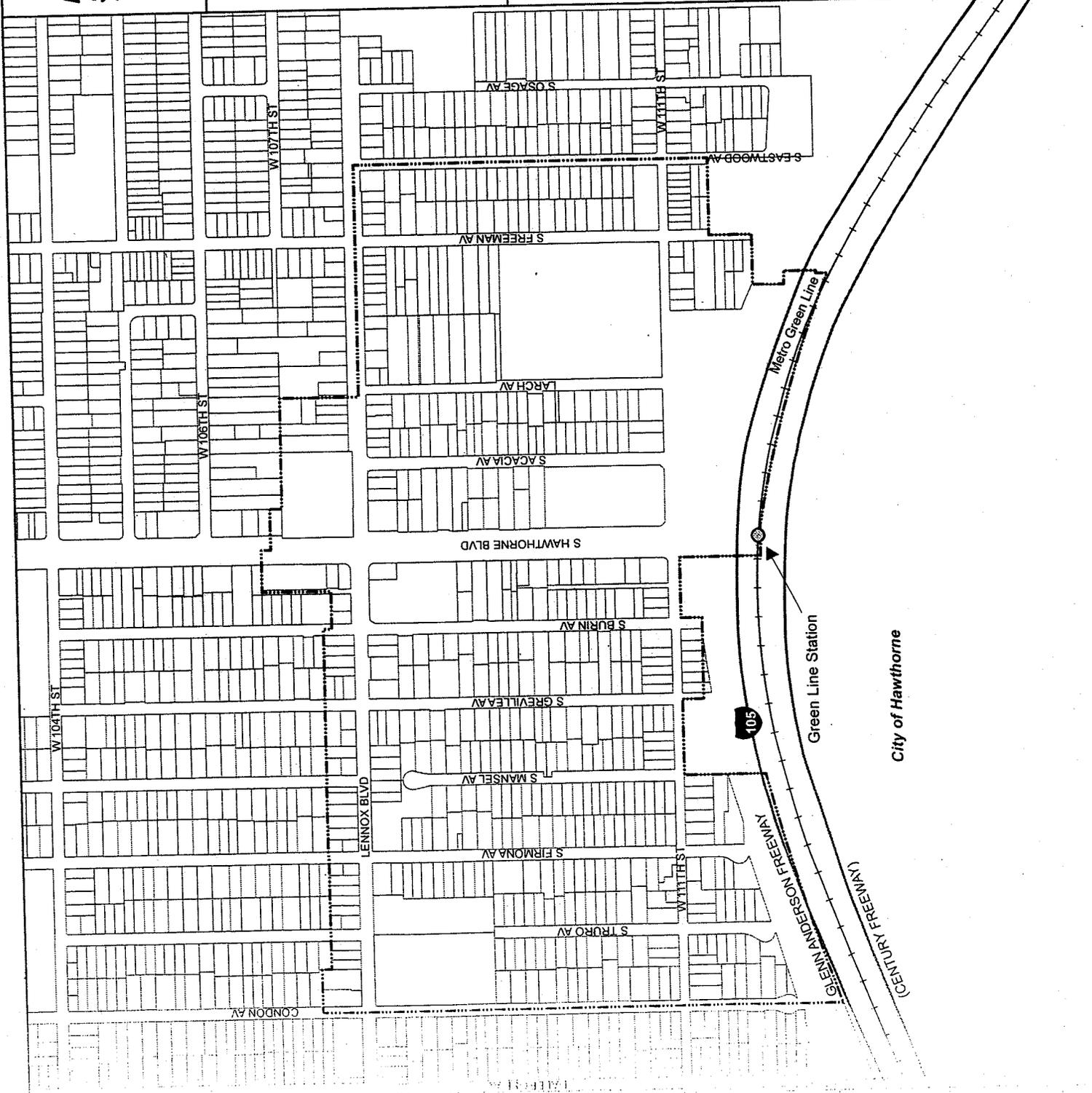
## Legend:

-  Freeways
-  Green Line Station
-  Railroad
-  Unincorporated Area Parcels
-  Hawthorne Station TOD Boundary

## Key Map:



Los Angeles County  
 Department of Regional Planning  
 320 W. Temple St  
 Los Angeles, CA 90012



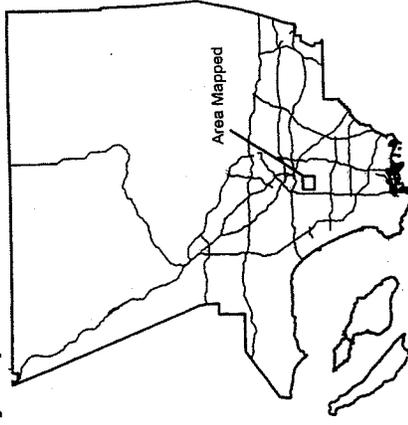


**Boundary of the Slauson Station  
Blue Line  
Transit Orientated District**

**Legend:**

- Blue Line Station
- +— Railroad
- Unincorporated Area Parcels
- Slauson Station TOD Boundary

**Key Map:**



Los Angeles County  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012

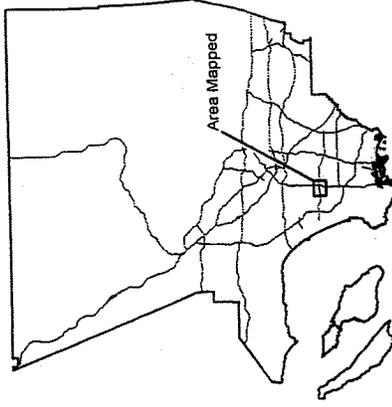


**Boundary of the Vermont Station  
Green Line  
Transit Orientated District**

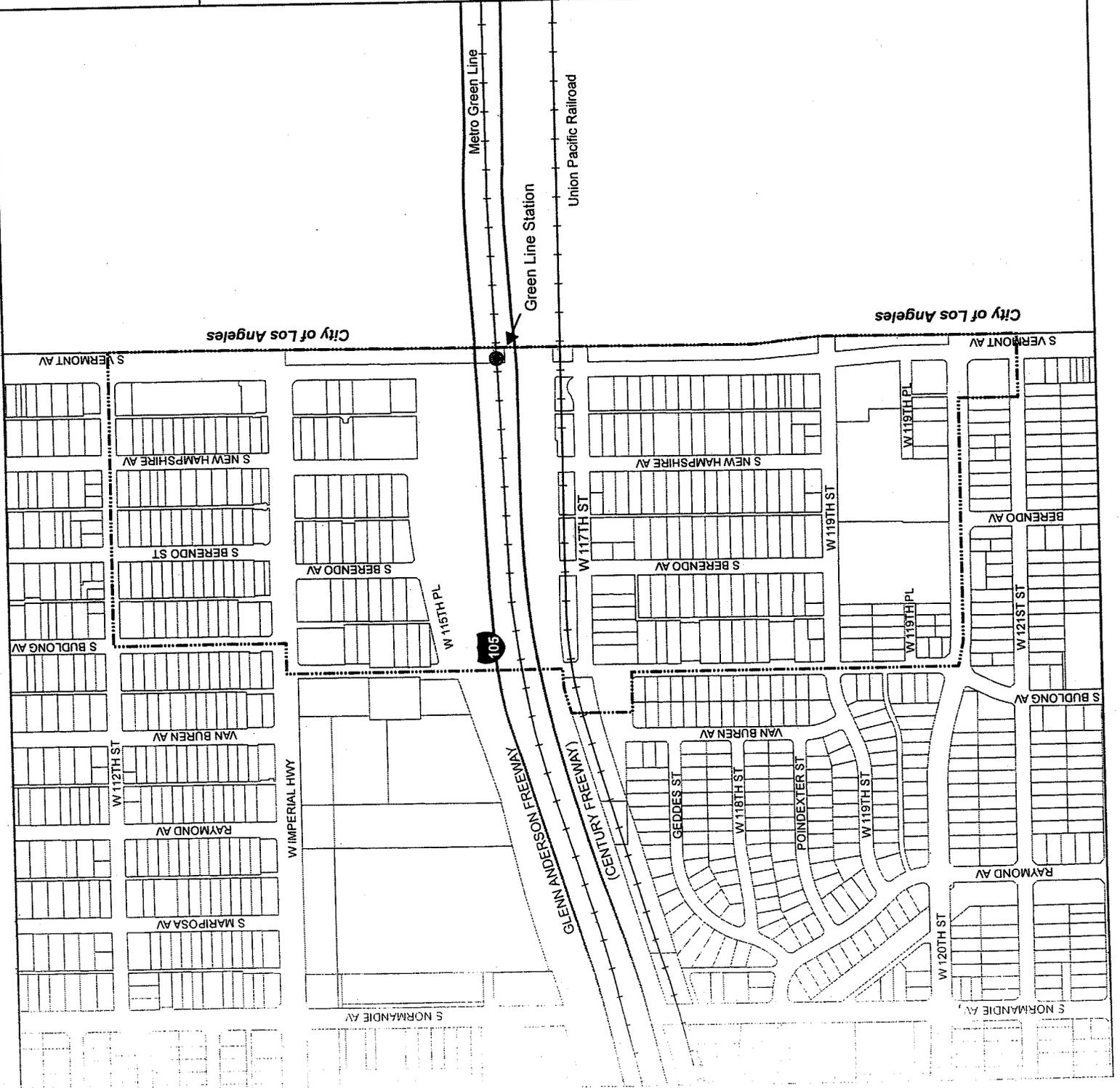
**Legend:**

- Freeway
- Green Line Station
- +— Railroad
- Unincorporated Area Parcels
- Vermont Station TOD Boundary

**Key Map:**



Los Angeles County  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012



SECTION 4. This ordinance shall be published in The Metropolitan News a newspaper printed and published in the County of Los Angeles.



*Gloria Molina*

Chair

ATTEST:

*Violet Varona-Lukens*  
Executive Officer - Clerk of the Board of Supervisors of the County of Los Angeles

I hereby certify that at its meeting of January 25, 2005 the foregoing ordinance was adopted by the Board of Supervisors of said County of Los Angeles by the following vote, to wit:

Ayes  
Supervisors Yvonne B. Burke  
Zev Yaroslavsky  
Don Knabe  
Michael D. Antonovich  
Gloria Molina

Noes  
Supervisors None

Effective Date: February 24, 2005

Operative Date: \_\_\_\_\_

*Violet Varona-Lukens*  
Executive Officer - Clerk of the Board of Supervisors of the County of Los Angeles

I hereby certify that pursuant to Section 25103 of the Government Code, a copy of this document has been made available to the public.  
VIOLET VARONA-LUKENS  
Executive Officer  
Clerk of the Board of Supervisors



By *Keith Jan*  
Deputy

APPROVED AS TO FORM:  
RAYMOND G. FORTNER, JR.  
County Counsel

By *Raymond G. Fortner, Jr.*  
Raymond G. Fortner, Jr.  
County Counsel

**ZONING CASE NO. 00-22-(2)**

**ORDINANCE NO. 2005-0012Z**

An ordinance amending Section 22.16.230 of Title 22 - Planning and Zoning of the Los Angeles County Code, changing regulations for the execution of the General Plan, relating to Lennox Zoned District No. 63 and West Athens-Westmont Zoned District No. 128.

The Board of Supervisors of the County of Los Angeles ordains as follows:

**SECTION 1.** Section 22.16.230 of the County Code is amended by amending the maps of the Lennox Zoned District No. 63 and West Athens-Westmont Zoned District No. 128, as shown on the maps attached hereto.

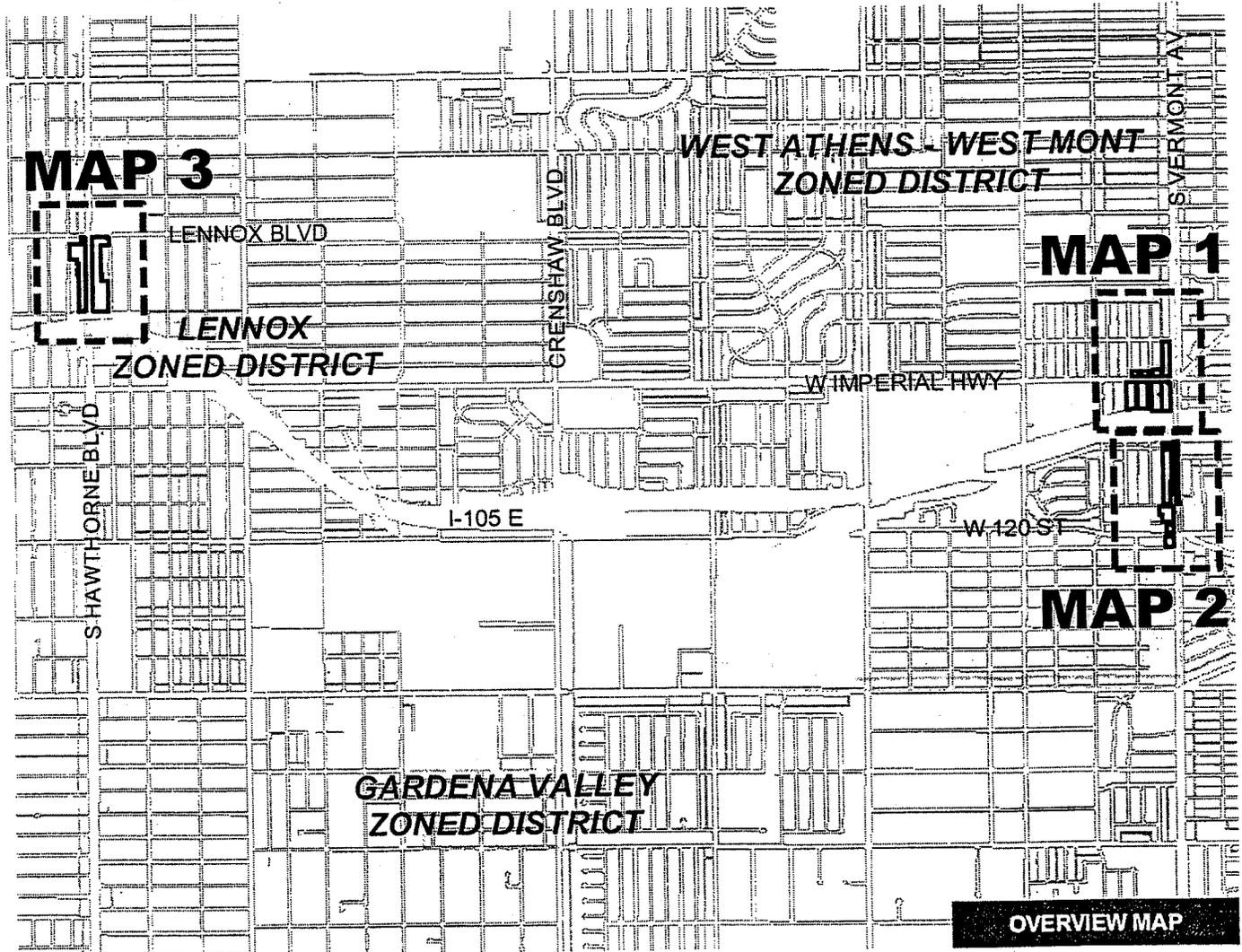
**SECTION 2.** The Board of Supervisors finds that this ordinance is consistent with the General Plan of the County of Los Angeles.

CHANGE OF PRECISE PLAN  
LENOX ZONED DISTRICT  
WEST ATHENS - WESTMONT ZONED DISTRICT  
ADOPTED BY ORDINANCE: 2005-0012Z

ON: JANUARY 25, 2005

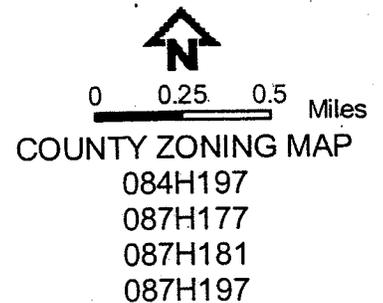
ZONING CASE: ZC 00-22(2)

AMENDING SECTION: 22. 16. 230 OF THE COUNTY CODE



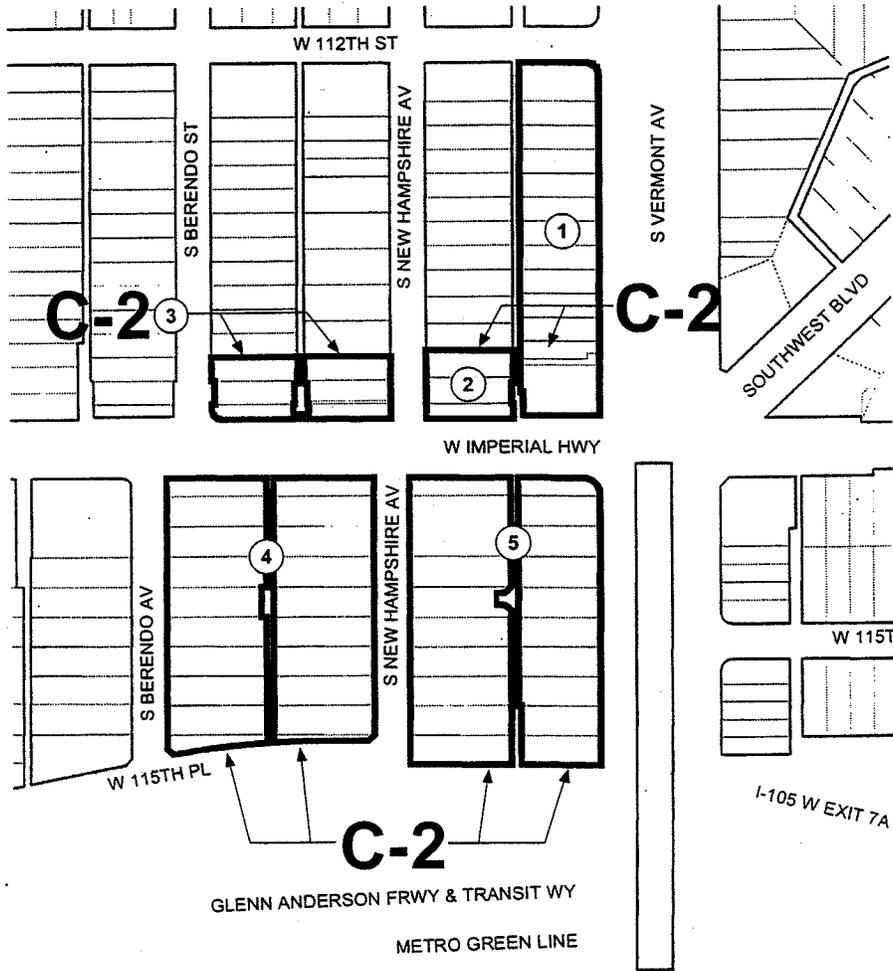
LEGAL DESCRIPTION:

POR. OF SEC. 12 T03S R13W  
POR. OF SEC. 1 T03S R14W  
POR. OF SEC. 4 T03S R14W  
POR. OF SEC. 12 T03S R14W



THE REGIONAL PLANNING COMMISSION  
COUNTY OF LOS ANGELES  
LESLIE G. BELLAMY CHAIR  
JAMES E. HARTL PLANNING DIRECTOR

CHANGE OF PRECISE PLAN  
**WEST ATHENS - WESTMONT ZONED DISTRICT**  
**ADOPTED BY ORDINANCE: 2005-0012Z**  
 ON: JAN. 25, 2005  
 ZONING CASE: ZC 00-22(2)  
 AMENDING SECTION: 22. 16. 230 OF THE COUNTY CODE



I-105 E EXIT 7A

**SEE MAP 2**

**MAP 1 OF 3**

- LEGAL DESCRIPTION:**  
 POR. OF SEC. 1 AND POR. OF SEC. 12 T03S R14W
- ① - LOTS 11 AND 20 OF CORINTH HEIGHTS TRACT RECORDED IN M.B. 11-36, AND LOTS 5 TO 16 OF TRACT 2573, RECORDED IN M.B. 27-5
  - ② - LOTS 17 TO 19 OF TRACT 2573, RECORDED IN M.B. 27-5
  - ③ - LOTS 56 TO 61 OF TRACT 2573, RECORDED IN M.B. 27-5
  - ④ - LOTS 42 TO 49, LOT 104 TO 111 OF AMENDED MAP OF ATHEN HEIGHTS, RECORDED IN M.B. 9-170, THAT POR. OF LOTS 50 AND 103 OF THE SAID TRACT LYING NORTHERLY OF NORTH LINE OF RIGHT OF WAY OF 115TH PL, AND THE SOUTH 30.2 FEET OF LOTS 41 AND 112, MEASURED AT RIGHT ANGLES TO THE NORTH LINE OF SAID LOTS.
  - ⑤ - LOTS 114 TO 122, LOTS 183 TO 191 OF AMENDED MAP OF ATHEN HEIGHTS, RECORDED IN M.B. 9-170 AND THE SOUTH 30.1 FEET OF LOT 113 AND LOT 192, MEASURED AT RIGHT ANGLES TO THE NORTH LINE OF SAID LOTS.

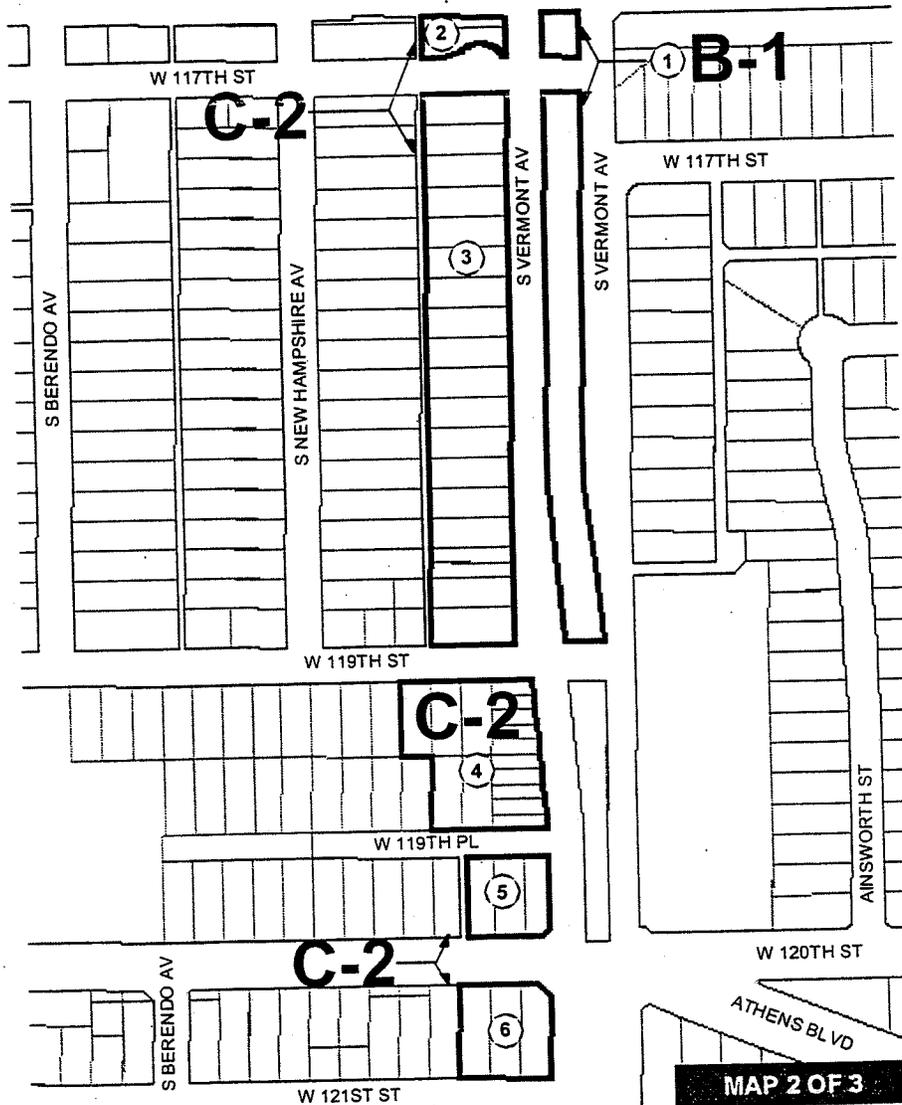
DIGITAL DESCRIPTION: ZCOZD\_WEST\_ATHENS\_WESTMONT  
 THE REGIONAL PLANNING COMMISSION  
 COUNTY OF LOS ANGELES  
 LESLIE G. BELLAMY CHAIR  
 JAMES E. HARTL PLANNING DIRECTOR

CHANGE OF PRECISE PLAN  
**WEST ATHENS - WESTMONT ZONED DISTRICT**  
**ADOPTED BY ORDINANCE: 2005-00122**

ON: JAN. 25, 2005

ZONING CASE: ZC 00-22(2)

AMENDING SECTION: 22. 16. 230 OF THE COUNTY CODE



LEGAL DESCRIPTION: POR. OF SEC. 12 T03S R14W  
 AND POR. OF SEC. 12 T03S R13W

- ①—POR. OF NE 1/4 OF SEC. 12 T03S R14W, THE EXISTING M-3 ZONE AREA DESCRIBED IN THE COUNTY ZONING MAP ORDINANCE 6484, ADOPTED ON JUNE 22, 1954 084H197
- ②—POR. OF LOT 171 OF AMENDED MAP OF ATHEN HEIGHTS RECORDED IN M.B. 9-170 LYING NORTHERLY OF NORTH LINE OF RIGHT OF WAY OF 117TH ST AND THE SOUTH 20.29 FEET OF LOT 171 OF THE SAID TRACT
- ③—LOTS 153 TO 170 OF AMENDED MAP OF ATHEN HEIGHTS RECORDED IN M.B. 9-170
- ④—POR. OF LOTS 1 TO 10 OF TRACT 3214, RECORDED IN M.B. 13-151 LYING WESTERLY OF WEST LINE OF RIGHT OF WAY OF VERMONT AVE AND LOTS 39 & 40, AND LOTS 3 TO 5 OF TRACT 25 RECORDED IN M.B. 29-91
- ⑤—LOTS 43 TO 45 OF TRACT 25, RECORDED IN M.B. 13-151
- ⑥—LOTS 86 TO 88 OF TRACT 25, RECORDED IN M.B. 13-151

DIGITAL DESCRIPTION: ZCOZD\_WEST\_ATHENS\_WESTMONT

THE REGIONAL PLANNING COMMISSION  
 COUNTY OF LOS ANGELES  
 LESLIE G. BELLAMY CHAIR  
 JAMES E. HARTL PLANNING DIRECTOR

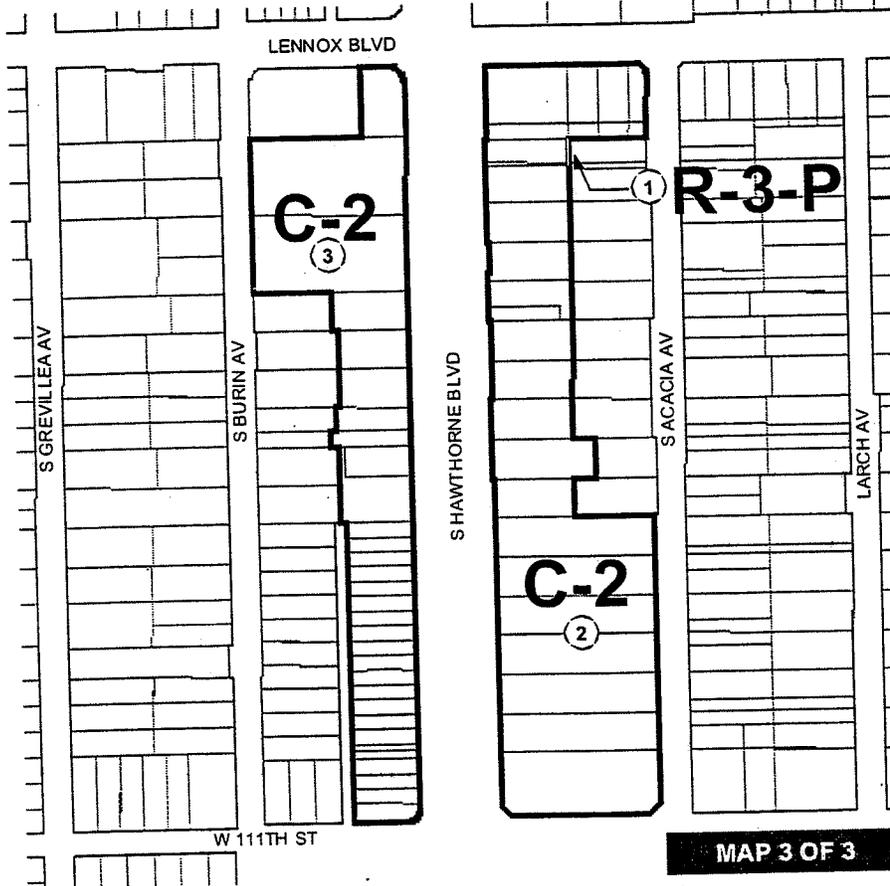
CHANGE OF PRECISE PLAN  
 LENNOX ZONED DISTRICT

ADOPTED BY ORDINANCE: 2005-0012Z

ON: JAN. 25, 2005

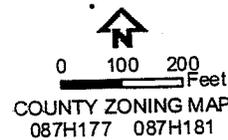
ZONING CASE: ZC 00-22(2)

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



LEGAL DESCRIPTION:  
 POR. OF SEC. 4 T03S R14W

- ①—THE WEST 4' OF EAST 132.15' OF SOUTH 39' OF LOT 2 OF HAWTHORNE ACRES, RECORDED IN M.B. 9-128 AND THE WEST 4' OF EAST 132.15' OF NORTH 11' OF LOT 3, SAID DISTANCES TO BE MEASURED ALONG EACH LINE OF THE LOTS RESPECTIVELY
- ②—LOT 1 AND POR. OF LOTS 2 TO 9 OF HAWTHORNE ACRES, RECORDED IN M.B. 9-128, EXCEPT THE PROPOSED R-3-P ZONE AREA IN THIS ORDINANCE AND THE EXISTING R-3-P ZONE AREA, DESCRIBED IN ORD. 12066, ADOPTED ON DEC. 11, 1979, THE WEST 172.63' OF LOT 10, THE WEST 132.62' OF LOT 11, MEASURED AT RIGHT ANGLES TO THE WEST LINE OF SAID LOTS, AND LOTS 12 TO 18 OF THE SAID TRACT
- ③—POR. OF LOT 10 OF TRACT 287, RECORDED IN M.B. 14-82, THE EXISTING C-3 ZONE AREA, DESCRIBED IN ORD. 7073, ADOPTED ON DEC. 26, 1956, LOT 8, LOT 9, THE EAST 129.36' OF NORTH 64.45' OF LOT 7, THE EAST 119.35' OF SOUTH 64.45' OF LOT 7, THE EAST 126.92' OF NORTH 102.9' OF LOT 6, THE EAST 134.47' OF SOUTH 26' OF LOT 6, SAID DISTANCES TO BE MEASURED ALONG EACH LINE OF THE LOTS RESPECTIVELY, THE EAST 119.35' OF LOT 5, MEASURED AT RIGHT ANGLES TO THE EAST LINE OF SAID LOT AND LOTS 1 TO 20 OF TRACT 7262, RECORDED IN M.B. 73-29-30



DIGITAL DESCRIPTION: zcoz0 LENNOX

THE REGIONAL PLANNING COMMISSION  
 COUNTY OF LOS ANGELES  
 LESLIE G. BELLAMY CHAIR  
 JAMES E. HARTL PLANNING DIRECTOR

SECTION 3. This ordinance shall be published in The Metropolitan News a newspaper printed and published in the County of Los Angeles.



Gloria Molina  
Chair

ATTEST:

Violet Varona-Lukens  
Executive Officer - Clerk of the Board of Supervisors of the County of Los Angeles

I hereby certify that at its meeting of January 25, 2005 the foregoing ordinance was adopted by the Board of Supervisors of said County of Los Angeles by the following vote, to wit:

<p><u>Ayes</u> Supervisors</p> <p><u>Yvonne B. Burke</u></p> <p><u>Zev Yaroslavsky</u></p> <p><u>Don Knabe</u></p> <p><u>Michael D. Antonovich</u></p> <p><u>Gloria Molina</u></p>	<p><u>Noes</u> Supervisors</p> <p><u>None</u></p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
--	---

Effective Date: February 24, 2005  
Operative Date: \_\_\_\_\_

Violet Varona-Lukens  
Executive Officer - Clerk of the Board of Supervisors of the County of Los Angeles

I hereby certify that pursuant to Section 25103 of the Government Code, delivery of this document has been made to  
VIOLET VARONA-LUKENS  
Executive Officer  
Clerk of the Board of Supervisors



By Matthew J. ...  
Deputy

APPROVED AS TO FORM:  
RAYMOND G. FORTNER, JR.  
County Counsel

By Raymond G. Fortner, Jr.  
County Counsel

**DRAFT GREEN LINE  
TRANSIT-ORIENTED DISTRICTS  
LAND USE, HOUSING AND ECONOMIC  
DEVELOPMENT STRATEGY REPORT**

**DEVELOPED BY THE MEMBERS  
OF THE GREEN LINE TRANSIT-ORIENTED DISTRICTS  
ADVISORY COMMITTEE  
WITH SUPPORT FROM  
THE STAFF OF THE LOS ANGELES COUNTY  
DEPARTMENT OF REGIONAL PLANNING**

**FEBRUARY 3, 2000**

**DRAFT GREEN LINE TRANSIT-ORIENTED DISTRICTS  
LAND USE, HOUSING AND ECONOMIC  
DEVELOPMENT STRATEGY REPORT**

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**MEMBERS OF THE GREEN LINE  
TRANSIT ORIENTED DISTRICTS ADVISORY COMMITTEE**

**Representing Lennox:**

*James Wallace, Chairman*

*Maria Verduzco*

*Hector Carrio*

*Mary Agnes Ramirez*

*Maria Perez*

*Bill Copen*

*Saul Rodriguez*

*Sergio Paz*

**Representing West Athens:**

*Jackie Nelson, Vice Chairperson*

*Henry Porter*

*Dr. Gregory Burks*

*Dr. Lawrence Jarman*

*William Flynn*

*Orlo VanDuvall*

**Representing the Los Angeles County  
Department of Regional Planning:**

*Pamela Holt, Administrator, Advance Planning Division*

*Sorin Alexanian, Section Head, Community Studies I*

*Leonard Erlanger, Principal Regional Planning Assistant & Project Manager*

*Harriet Lang, Regional Planning Assistant II*

*Fiona Schneider, Regional Planning Assistant II*

*Our special thanks to Julia Orozco, Doris LaCour and Anna Soto of Supervisor Burke's office for their support of the Green Line T.O.D. program and attendance at Advisory Committee Meetings.*

# **DRAFT LAND USE, HOUSING AND ECONOMIC DEVELOPMENT STRATEGIES FOR THE GREEN LINE TRANSIT ORIENTED DISTRICT STUDY**

## **I. INTRODUCTION**

In early 1998, the Department of Regional Planning embarked on a program to develop and implement Transit Oriented Districts surrounding two Green Line Stations in the unincorporated communities of West Athens and Lennox. The project areas include all land within approximately one-quarter mile of the Vermont Avenue and Hawthorne Boulevard Green Line stations.

Transit Oriented Districts (T.O.D.s) are plans which encourage transit and pedestrian supportive development which include mixed uses, pedestrian orientated design standards, and improved pedestrian access to transit facilities. The goals of the Green Line T.O.D. program are first to achieve an overall reduction in congestion through increased rail and transit ridership and decreased dependence on the automobile; and second, to revitalize the neighborhoods around the transit stations.

The first product of the T.O.D. program is the Land Use, Housing, and Economic Development Strategy Report. This report was developed in conjunction with the Green Line T.O.D. Advisory Committee. Committee members were representative of the West Athens and Lennox communities. These representatives live, work, and/or are affiliated with community serving organizations in these neighborhoods. Staff and the Committee worked together at several meetings for almost a year formulating land use and economic development strategies for the two station areas. In addition, the report includes an overall vision, goals and objectives for the future improvement of the station areas. A broad range of development issues are also addressed.

The Land Use and Economic Development Strategy Report forms both the theoretical and concrete basis for the implementation of the T.O.D. program. The specific implementation tools are the Green Line T.O.D. Ordinance and the Zoning maps that accompany the Ordinance. The Green Line T.O.D. Ordinance and related maps translate the strategies in the Strategy Report into specific and detailed zoning laws that will guide development in the T.O.D. areas.

The Zoning Ordinance revisions constitute the first step in the implementation of the Green Line strategies. While the strategy statements will also include additional long-term regulatory objectives and incentives, it must be stressed that many of these strategies will require the voluntary cooperation of numerous public and private participants over the long term. This Strategy Report is offered within this context of short-term adoption of specific

zoning provisions which will be implemented by the Department of Regional Planning, and other longer term regulatory proposals which may be implemented on a voluntary basis by the broad range of other public and private participants cited in the strategies.

## **II. VISION STATEMENT**

The recent construction of the Green Line Light Rail System and its Vermont Avenue and Hawthorne Boulevard stations have provided the West Athens and Lennox communities with unique opportunities to help revitalize local neighborhoods, and to generate increased transit ridership. Toward these goals, the Green Line Transit Oriented District Advisory Committee and the County of Los Angeles Department of Regional Planning have initiated the Green Line T.O.D. Land Use, Housing, and Economic Development Strategy Report and the Green Line T.O.D. Ordinance.

The strategies, zoning designations, and development standards in these documents will support commercial land uses, circulation systems, open spaces and public facilities which promote transit use, pedestrian activity and community revitalization. These provisions also support a variety of affordable housing types, and a safe and clean neighborhood environment. By supporting these objectives, we are encouraging the development of a more vibrant, safe, attractive, neighborhood-serving, pedestrian-oriented and transit-oriented environment. Ultimately, these objectives are aimed at revitalizing our neighborhoods, increasing transit-ridership, and improving the sense of community in the West Athens and Lennox Transit Oriented Districts.

### III. LAND USE

#### Goals:

- *Appropriate land uses and densities which create vibrant, revitalized, safe, and viable pedestrian-oriented, and transit-oriented districts.*
- *Development standards which contribute to a pedestrian scale and the physical and esthetic improvement of properties in order to enhance the appearance, function and neighborhood pride.*
- *A sense of place and a sense of community by promoting forums for civic and inter-personal interaction.*
- *Street and walkway design and improvements, and circulation patterns which will promote pedestrian orientation and transit use.*
- *Design and development which is uniquely appropriate for each station.*
- *An attractive system of streets and pedestrian areas to support development and improvements.*

#### Issue A: **Inappropriate land uses in the Green Line T.O.D. areas.**

Much of the commercial portion of the study area is composed of auto sales lots, automotive repair uses, excess rail land, and underutilized and vacant parcels. These uses do not promote a pedestrian or transit orientation or neighborhood vitality, and are generally inconsistent with T.O.D. goals. Rather, land uses which are encouraged in the Green Line T.O.D.s include moderate density residential developments, neighborhood-serving and transit-serving commercial uses, mixed use commercial/residential developments, small pocket parks and transit facilities. The following strategies can help facilitate development of appropriate land uses in the T.O.D. study areas.

#### Strategies:

1. Process amendments to the General Plan, community plans, and the Zoning Ordinance which:
  - ▶ Promote desirable and consistent uses in T.O.D. areas.
  - ▶ Promote commercial uses which are uniquely neighborhood-serving, pedestrian-oriented, and transit-oriented adjacent to Green Line stations and throughout the T.O.D. areas.
  - ▶ Create disincentives for the continuation of undesirable land uses within T.O.D. areas.

- ▶ Allow appropriate uses without a discretionary permit and/or public hearing.
  - ▶ Allow uses with a director's review which are neighborhood-oriented, but may also have potential compatibility problems.
  - ▶ Require a conditional use permit for commercial uses that are not predominantly locally serving and pedestrian-oriented; and for which potential land use compatibility problems can be foreseen.
  - ▶ Require a conditional use permit for intrusive uses such as utilities facilities, resource mining, and cemeteries.
  - ▶ Promote mixed-use structures in commercial zones which encourage walking from residences to shops and from residences to the mass transit system.
  - ▶ Promote a mix of residential and commercial uses by limiting retail commercial uses to the ground floor of mixed-use structures in commercial zones.
  - ▶ Encourage outdoor dining.
  - ▶ Establish appropriate height and floor area ratio incentives for mixed-use commercial combined with residential projects in the C-3 (Unlimited Commercial) zone.
  - ▶ Promote in-fill development, consolidation, and better use of underutilized lots.
2. Develop a list of needed/desirable land uses to be encouraged in T.O.D. areas to serve the local community.
  3. Contact owners of non-pedestrian-oriented, non-transit-oriented, and non-locally serving businesses to discuss possible interest in relocating and/or moving their businesses.
  4. Ascertain whether a relocation assistance program would encourage inappropriate businesses to move.
  5. Assist in moving undesirable activities, and in the marketing of vacant property.
  6. Encourage pedestrian-generating uses at the ground floor levels of commercial and mixed-use buildings to stimulate activity in the areas around the transit stations.
  7. As an incentive for locating within the T.O.D.s, reduce parking requirements for a limited number of predominantly pedestrian-oriented commercial uses in commercial zones.

**Issue B. Long-term property ownership without maintenance/improvements.**

Some properties and structures experience many years of deterioration due to lack of maintenance by the property owner or manager. Unmaintained property and structures contribute to aesthetic and economic degeneration. The ultimate result of such degeneration is an unsafe neighborhood environment which is not pedestrian friendly and which discourages new development and investment. These strategies can encourage proper property maintenance and upkeep.

**Strategies:**

8. Support low interest loans and other incentives for ongoing maintenance and improvements.
9. Tie authorizations for new development and intensification of uses to requirements for property maintenance and upkeep.
10. Encourage the establishment of both volunteer and privately funded, citizen-based neighborhood beautification programs.
11. Establish and expand existing concentrated zoning, building and health code enforcement programs.
12. Require property owners to remove graffiti in a timely manner, and encourage painting with graffiti-resistant paints.
13. Explore the feasibility for initiating revitalization programs for facade improvements.
14. Encourage the ongoing availability of financing opportunities for the rehabilitation of residential and commercial properties.

**Issue C. Low residential densities surround the Green Line transit stations.**

Low density residential development dominates much of the study area, but exclusively low density development is not desirable within a T.O.D. A mix of residential densities, including some moderate density multiple-family developments, better promotes transit usage, a pedestrian orientation, and a solid customer base for neighborhood retail. The following strategies are methods which can be used to encourage increased residential density while maintaining or improving neighborhood quality, and achieving T.O.D. goals.

**Strategies:**

15. Adopt appropriate changes to the Zoning Code which:
- ▶ Encourage the development and expedite the approval of residential projects conforming to the densities permitted in T.O.D. plans.
  - ▶ Provide opportunities for slightly higher residential densities in areas immediately adjacent to the T.O.D. transit stations.
  - ▶ Allow senior citizen second units on single-family lots.
  - ▶ Promote new mixed use residential/commercial development in commercial areas.
  - ▶ Provide for height limit and floor area ratio incentives for mixed-use (combining residential and commercial) projects in commercial zones.
  - ▶ Provide for density bonuses for the provision of affordable and senior citizen housing.
  - ▶ Provide for density bonuses for the consolidation of underutilized lots in the development of multiple family residential projects.
  - ▶ Provide for density bonuses for the development of in-fill multiple family residential projects.
16. Promote the provision of financing opportunities for the construction of second dwelling units.

**Issue D. No land use, design, or aesthetic relationship between the Green Line transit stations and adjacent development.**

Areas surrounding transit stations should be pedestrian-friendly and aesthetically pleasing. It will be more difficult to achieve these goals given the location of the stations within the median of the vast right-of-way which constitutes the 105 Century Freeway. Additionally, the land uses around the station study areas do not make the most productive use of this very important space. Examples of inefficient uses immediately adjacent to the station include vast storage areas, immense empty parking lots, physical barriers to pedestrian access, and other non-transit friendly and non-pedestrian friendly land-uses. However, some things can be done in the areas surrounding the transit stations to provide a transition into the community. These include encouraging small, pedestrian-oriented retail and eating establishments, mixed-use developments and offices which will establish the tone for the community as a transit-oriented neighborhood. The key is to provide numerous pedestrian walkways and connections from the transit station to and from adjacent land uses, and from one land use and development to another.

**Strategies:**

17. Develop zoning and design standards which:
  - ▶ Promote identifiable neighborhood transitions from transit station to commercial areas to multiple family residential areas.
  - ▶ Promote transitional uses and encourage their implementation adjacent to transit stops.
18. Encourage the involvement of MTA with the implementation of transitional uses proximate to the transit stations.
19. Promote mixed-use structures in commercial zones which encourage walking from residences to shops and from residences to mass transit facilities.
20. Encourage pedestrian-generating uses at the ground-floor levels of both single- and multi-story commercial buildings to stimulate activity in the areas surrounding the transit stations.

**Issue E. Unsafe living and working environments.**

Places which are not safe to live or work certainly are not safe for pedestrians. One important component is the inclusion of transit-oriented districts is to include a combination of land use/design elements (lighted walkways, shorter walls and landscaping, mixed use projects) and police components (neighborhood watch, community policing, etc.) to increase overall neighborhood safety.

**Strategies:**

21. Develop "defensible space" design standards which contribute to perceived and actual safety.
22. Explore the feasibility of integrating police facilities, such as substations and overnight-parked police vehicles with T.O.D. development.
23. Establish and expand neighborhood watch programs.
24. Develop more heavily utilized activity nodes, including 24-hour commercial uses as part of T.O.D.s to deter criminal activity.
25. Provide for senior citizen developments which can help deter crime by ensuring a daytime presence in residential areas.
26. Improve physical development standards for street lighting and other safety-related streetscape improvements.

27. Pursue funding to increase staffing of Sheriff substations.
28. Support the existing Target Committee and Community-Oriented Policing Team (COPs) programs and encourage the expansion of both programs.
29. Support plans for expansion of existing sheriff's facilities in Lennox, and encourage the construction of an additional sheriff's station in West Athens.
30. Support the continued communication between the Sheriff's Department and the community that is presently fostered by the West Athens and Lennox Sheriff's Advisory Committees.
31. Support increased policing and security at Green Line transit stations and park-and-ride lots.

**Issue F. Unsightly and unkempt appearance of properties and structures.**

Unsightly properties contribute to a downturn of neighborhoods. Overgrown landscaping, garbage left in vacant lots, graffiti left on walls and unsightly structures all detract from neighborhood quality and vibrance, and make streets unfriendly to pedestrians. The following are a number of possible solutions to this issue, some directed at the property owner and others at the neighborhood in general.

**Strategies:**

32. Establish incentives for ongoing maintenance and aesthetic improvements of properties and structures.
33. Tie authorizations for new development and intensification of uses to requirements for property maintenance and upkeep.
34. Create community beautification programs, both volunteer and privately-funded.
35. Contact property owners and solicit their cooperation in improving the appearance of their properties.
36. Pursue funding to expand existing, concentrated zoning code enforcement programs, and enforcement of health and building codes.
37. Concentrate enforcement efforts on problems such as the accumulation of trash and junk materials; illegal window advertising, billboards, free-standing signs, and roof signs; inoperative vehicles; dangerously overgrown weeds, and other nuisances.

38. Support the imposition of financial penalties for zoning violations which generate income for the violator (such as illegal garage conversions into rental units) which are not rectified in a timely manner.
39. Support the existing Nuisance Abatement Team in its efforts to eliminate nuisances, and coordinate code enforcement and law enforcement activities in the T.O.D.s.
40. Promote neighborhood pride/cleanup/reach-out programs.
41. Explore the feasibility of establishing business improvement districts, revitalization programs and redevelopment project areas for revitalizing business districts and providing for facade, streetscape, and pedestrian-oriented improvements.
42. Support the efforts of the Watts Labor Community Action Committee and the pending establishment of the Sheriff's Department Work Details Program to eliminate graffiti from the community, and encourage the expansion of these programs.
43. Provide for clean and safe pedestrian walkways and leisure areas.
44. Require property owners to remove graffiti in a timely manner, and encourage painting with graffiti-resistant paints.

**Issue G. Lack of neighborhood services, e.g. markets, pharmacies and child care centers, etc.**

The Green Line T.O.D. study areas presently lack the neighborhood commercial services which would encourage walking to transit stations, and at the same time to stores, doing day to day errands and purchases. Transit-oriented districts will encourage developments which provide the daily goods and services needed by neighborhood residents and office workers. The goal is to reduce dependency on automobiles and to create a cohesive neighborhood. For these reasons it is appropriate to encourage a variety of shops and services so as to lessen the necessity for making vehicle trips out of the neighborhood for convenience items and daily needs. These developments should generally be of a scale necessary to support the neighborhood and not so large as to draw automobile traffic from outside the neighborhood or district.

**Strategies:**

45. Establish a list of locally serving, pedestrian-oriented and transit-oriented uses to be permitted "by-right".
46. Develop incentives to encourage the private development of a variety of commercial neighborhood services.

47. Initiate changes to General Plan/Community Plan/Zoning Ordinance to permit neighborhood service developments where they are not currently permitted.
48. Provide information about development opportunities in T.O.D.s to realtors, property owners, developers, lenders and other interested parties.
49. Accommodate small grocery stores and restaurants on and adjacent to corner lots in multiple family residential zones with project review, notice to surrounding property owners and public hearing.
50. Accommodate incidental small-scale project-serving grocery shops, snack shops and restaurants on the ground floor in multiple family developments with project review, notice to surrounding property owners and public hearing. These commercial uses must be clearly secondary to the primary residential use of the property.

**Issue H. Lack of neighborhood identity, and lack of a center and public spaces for civic or cultural activities**

The Green Line T.O.D. study areas lack cohesive neighborhood identity and public places needed for the community to meet, interact with one another and enjoy social functions. A community center (or "town square") and other public spaces provide an important function in transit-oriented districts by establishing places to forge neighborhood relationships and cohesiveness. Such facilities and spaces contribute to better neighborhood relations; concentrations of persons at civic and cultural events, and at public facilities; and acts as a deterrent to crime. The developed nature of the study areas makes it difficult to create a neighborhood center, but other options do exist. For example, the community might decide to designate an existing building or area as the neighborhood center and then provide design and landscaping enhancements which help the site fulfill this role. Additionally, the community may wish to designate additional public spaces for leisure interaction.

**Strategies:**

51. Provide for civic and cultural facilities in the context of new development.
52. Establish required zoning and design standards which promote the provision of civic and leisure spaces in development projects.
53. Work with neighborhood representatives to determine the type of civic uses which would enhance the community.
54. Encourage the provision of useful public open spaces for eating, leisure and entertainment.



55. Promote the location of County or other public facilities in the T.O.D. areas.
56. Encourage the establishment of a community center which will promote interaction among residents and a neighborhood atmosphere.
57. Allow for community centers with administrative review in commercial zones.
58. Encourage the formation and continuing operation of business alliances and chambers of commerce in the study area.
59. Support efforts to make the citizens of T.O.D. neighborhoods aware of community issues, activities and programs.
60. Explore possibilities for County acquisition of Southern California Water Company properties on the easterly corners of Budlong Avenue and 120<sup>th</sup> Street for the development of a park.

**Issue I. Circulation patterns do not support neighborhood-, pedestrian-, and transit-oriented development.**

Circulation patterns should support pedestrian use of rail transit and other non-automobile transportation modes. The existing circulation patterns in the transit district areas are not pedestrian-friendly. These areas lack a clear coordination between transit modes, and amenities for pedestrian and transit users which could maximize walking, bicycling and the use of mass transit in the T.O.D. areas.

61. Promote transit stops at high-use locations such as employment centers and more dense residential areas.
62. Promote wide sidewalks and safe auto/pedestrian interfaces.
63. Promote coordination between bus and rail mass transit schedules for the convenience of multi-modal transit users.
64. Encourage the establishment of bike paths and bikeways which link major residential areas with the transit station and other modes of mass transit.
65. Explore the feasibility of establishing a tram system for convenient transportation between the transit station and major points in the community.
66. Encourage the establishment of a system of informational signs which facilitate pedestrian movement from the transit station to major points in the community.

67. Encourage the provision of more frequent Green Line transit service with additional train cars to relieve overcrowding on Green Line trains.
68. Encourage increased maintenance of Green Line transit access elevators to reduce the frequency and length of "out of order" periods.

**Issue J. Lack of identity/image in station areas.**

The Green Line station areas lack a recognizable identity. The creation of an identity or image within each station area contributes to that area's vitality and distinction from other station areas. The more unique an area can become, the greater the chance that area has for overall success. Station area identity, when studied and established by the area's constituents, contributes to neighborhood pride and increases the desire to take good care of streets and properties.

**Strategies:**

69. Encourage the development of a public art program which:
  - ▶ Utilizes public spaces for the generation and exhibition of art works by neighborhood residents and workers.
  - ▶ Contribute artistically to neighborhood aesthetics and identity.
70. Encourage each neighborhood to explore what kind of identity they would like for their area.
71. Work with MTA to determine potential for station improvements or changes in station design, signage, etc.
72. Enhance areas adjacent to transit facilities through planting, new facades, signage, etc.
73. Encourage the development of a thematic and informative sign program which links the transit stations to other important destinations and "points of pride" in the T.O.D. neighborhoods.
74. Promote streetscape elements which lend to a unique and interesting neighborhood identity.
75. Support the activities of the Southwest Community Association in West Athens, and the Lennox Coordinating Council.

## IV. HOUSING

### Goals:

- *A diversity of housing types with a range of densities that will provide for neighborhood needs and capably support neighborhood commerce.*
- *Development of affordable and senior housing.*
- *Improvement in the condition and aesthetics of existing housing structures and housing stock.*
- *Convenient access between residential uses, and commercial and transit services.*

**Issue A.** **Need for affordable residential development and rehabilitation programs which contribute to a neighborhood-, pedestrian-, and transit- orientation and to neighborhood pride.**

More affordable housing can increase the proportion of residential ownership over renters and the associated desire for the owner to care for the property. A neighborhood full of absentee-owned properties is less likely to succeed than one in which owners live on-site. There is less transition in neighborhoods of this type, and greater overall stability. However, the provision of affordable housing rental units also benefits the T.O.D. neighborhood by attracting transit dependent residents who will, in turn, support new community-based commercial enterprises.

### Strategies:

76. Promote all sizes of living units and levels of affordability throughout new residential and mixed-use developments.
77. Develop strategies to prevent isolated, strictly low-income/affordable neighborhoods and the stigma often associated with such districts.
78. Utilize General Plan provisions, Zoning Ordinance, and Community Development Commission programs to encourage development of affordable housing.
79. Assist the Community Development Commission in developing and promoting affordable housing projects.
80. Support the continuing availability of Federal and State funding for residential construction, maintenance and rehabilitation efforts on the part of residents, landlords, and developers.

81. Identify other sources of funding for affordable residential construction, and residential maintenance and rehabilitation.
82. Encourage the ongoing establishment and implementation of housing assistance and housing rehabilitation programs.
83. Promote housing which is designed and priced for transportation-dependent seniors.
84. Establish density bonuses with director's review for the provision of affordable senior citizen housing.
85. Establish density bonuses for the consolidation of underutilized lots in the development of multiple family residential projects.
86. Establish density bonuses for the development of in-fill multiple family residential projects.
87. Promote the availability of grants for sound attenuation in residential units within the flight pattern of Los Angeles International Airport.
88. Promote the availability of the Lead-Based Paint Hazard Reduction Program whereby the Departments of Public Works and Health Services work together to identify units in need of lead-based paint abatement.

**Issue B. Overcrowding.**

Overcrowding in residential units creates problems such as lack of personal and familial space, and unproductive individual functioning and family interaction. Additionally, in overcrowded neighborhoods, residents experience problems such as inadequate parking, and insufficient recreation space and landscaping. All of these factors can be remedied with proper planning and design which promote more inviting neighborhoods which residents are more apt to care for and defend.

**Strategies:**

89. Provide additional housing at affordable rental and for-purchase rates to lessen overcrowding pressure on existing households.
90. Explore and try to relieve the causes of increasing household size.
91. Provide for moderate density multiple family developments immediately adjacent to the T.O.D. commercial core.

92. Develop ways to hold apartment owners accountable for illegal garage conversions.
93. Establish a system of inspections for illegal garage conversions in connection with new-ownership business license applications for existing apartment houses of more than four units.
94. Require useable open space and leisure areas in new residential development, and promote appropriate levels of park facilities in each community.
95. Establish residential densities for mixed use commercial structures which are comparable to those densities allowed in adjacent residential zones.
96. Establish lot coverage requirements in multiple family residential developments which ensure adequate light, air, openness, amenities, and promote creative and viable design.
97. Promote multi-family residential design and lot coverage standards which will encourage and facilitate a pedestrian-scale, pedestrian-oriented amenities, open spaces and creative design.
98. Require buffers and walls between multiple family residential developments and adjacent single family residential uses.
99. Establish landscaped buffer and appropriate daylight plane requirements for commercial uses and parking lots which are located adjacent to residential uses.
100. Establish and expand existing concentrated and targeted Code Enforcement programs.
101. Establish and implement noise and design standards which minimize the potential impacts of commercial uses on residential uses within mixed-use developments.
102. Establish parking design requirements which minimize conflicts between commercial and residential traffic among users of mixed-use projects.
103. Restrict the number of residential units allowed in individual multiple family residential structures in the absence of a conditional use permit.

**Issue C. Lack of senior citizen housing.**

The Green Line T.O.D. areas lack senior citizen housing developments. Senior citizens are an important part of good T.O.D. composition because T.O.D.s are well suited to their needs. Seniors are often dependent on transit, and need goods and services which are close to home. These needs can be fulfilled in well-planned T.O.D. areas that specifically

provide for senior citizen housing. Additionally, the presence of seniors in a community can help support local commercial enterprises and related revitalization. Senior housing can range from granny units (a second, smaller unit on the same property) to multi-unit senior apartments.

**Strategies:**

104. Promote senior citizen housing in the Green Line T.O.D.'s.
105. Contact developers of senior housing to determine their level of interest in senior projects in the T.O.D. areas.
106. Establish density bonuses with director's review for the provision of senior citizen housing.
107. Initiate changes to General Plan/Community Plan/Zoning Ordinance to permit senior citizen developments where they are not currently permitted.
108. Provide for senior-friendly services and amenities within T.O.D. areas.
109. Encourage the formation of public/private partnerships for the purpose of developing senior citizen housing.

## V. ECONOMIC DEVELOPMENT

### Goals:

- Availability of a range of commercial revitalization programs to the Green Line T.O.D. areas.
- Financial institution interaction with employers and developers (community and financial networking).
- Improvement in the condition and aesthetics of commercial structures.
- Neighborhood-, pedestrian- and transit-oriented development which generates economic activity.
- Convenient access to commercial uses from neighborhood residences and transit facilities.

### Issue A. Lack of financing/capital for new construction and rehabilitation.

Lack of financing for new development is a perennial problem within the study areas. There are a number of potential solutions, but most likely a combination of strategies will be needed to resolve this issue. As the following strategies are implemented, more investment potential may become available for the T.O.D. areas, which in turn, will aid in further implementation of these strategies.

### Strategies:

110. Work with banks and lending institutions to make them aware of the benefits of and unique opportunities for investing in Green Line T.O.D. neighborhoods.
111. Develop a consortium of people who can assist T.O.D. businesses to obtain financing.
112. Promote pilot financing, subsidy, and incubator projects.
113. Concentrate on working with lending institutions who have expressed an interest in funding projects in T.O.D. areas.
114. Encourage the continuing establishment and operation of local, State and Federal financing programs for new commercial construction, rehabilitation and business operations.

115. Provide information to the Community Development Commission about land suitable for potential development.
116. Identify MTA owned lands in and around the T.O.D. station areas, and encourage MTA to assist in joint development projects on these lands.

**Issue B. Lack of interest on the part of businesses in locating and operating in T.O.D. areas.**

There is a lack of interest on the part of businesses in locating within the T.O.D. study areas. One of the most significant solutions is to educate business leaders and owners, and the lending community on the unique opportunities and benefits of T.O.D. investments.

The business community must learn that T.O.D. neighborhoods are viable communities with a high quality of life. The lack of experience on the part of developers in building T.O.D. projects, and observing how successful they can be, contributes to the trepidation by lenders. References to one or two good project examples and one or two project successes can help the business community overcome the fear of locating and investing in T.O.D. developments, and can increase available financing in the T.O.D. areas.

**Strategies:**

117. A consortium or economic development advisory group should be formed to address the unavailability of commercial financing in the T.O.D. areas, and to promote networking between business owners and public and private financing institutions.
118. Establish development incentives which may persuade owners to establish businesses in T.O.D.s, or to relocate existing businesses to T.O.D.s.
119. Promote community awareness of the available tax incentives for businesses within the Alameda Corridor State Enterprise Zone, which includes the entirety of the West Athens Green Line T.O.D. area.
120. Encourage the establishment of an additional Enterprise Zone to include the Lennox Green Line T.O.D. area.
121. Encourage the establishment of additional sources of tax incentives to support existing and potential businesses in the West Athens and Lennox T.O.D. areas.
122. Encourage the establishment of small business micro-loan and incubation programs for businesses within the West Athens and Lennox T.O.D. areas.
123. Support existing and expanded Community Development Block Grant (CDBG) programs to aid business start-ups and operations in the T.O.D. areas.

124. Create flexible zoning requirements to stimulate both private and public investment.
125. Provide for easier case processing requirements for walking-oriented commercial and affordable housing projects.
126. Explore possibilities for local government financing of infrastructure improvements through public sector tax increment financing.
127. Explore the possibilities for local government reduction of development financing costs by creating opportunities for tax exempt financing.
128. Explore the possibilities for local government serving as guarantor of loans made to private sector developers and businesses.
129. Explore the possibilities for local government's participation as an equity partner in development projects.
130. Support organizations representing local businesses within the T.O.D.s.
131. Prepare master environmental documentation to expedite the environmental review process.
132. Encourage "by right" development for desirable land uses in lieu of discretionary processes.
133. Encourage the development of vacant or underutilized properties to uses desired by the community.
134. Produce some attractive prototypes of transit-based housing and mixed use developments which developers can mimic and learn from.
135. Promote incentives which encourage development on MTA properties and other properties adjacent to MTA stations.
136. Establish incentives for attracting new desirable business activities which would provide strategic neighborhood services, e.g. markets, pharmacies and child care.

**Issue C. Lack of employment opportunities in T.O.D. areas.**

Poor economic growth and modest building activity have resulted in a lack of employment opportunities in the T.O.D. areas. Good T.O.D. planning and implementation promotes an increase in a variety of employment opportunities. One of the primary goals of a T.O.D. is to develop mixed use projects and places of employment adjacent to transit stations and

close to homes. Therefore, an increase in employment opportunities would be one of the many positive results of T.O.D. planning.

**Strategies:**

137. Consider developing a kiosk or other public information system which maintains employment listings for T.O.D. areas and areas around other transit system stations.
138. Encourage pedestrian-, transit-, and neighborhood-oriented development in T.O.D. areas so that more local employment opportunities are created by the additional office and commercial development space developed.
139. Develop employment assistance programs and promote contact between employment assistance personnel located inside and outside the T.O.D.

**Issue D. Although heavily used, streets do not provide a convenient, comfortable, interesting or attractive system of routes for potential pedestrian and transit-oriented customers.**

Streets should provide an inviting place for pedestrians to walk, shop and socialize by exhibiting convenient pedestrian-friendly businesses and employing good design. A pedestrian-friendly atmosphere will support commercial development and revitalization by drawing more people to shops and public areas for longer periods of time. Such an atmosphere will also encourage people to walk to transit stations rather than drive. In turn the presence of people on sidewalks and in public areas for more hours of the day will help reduce crime and make neighborhoods more lively and robust.

**Strategies:**

140. Provide for clean, safe and vibrant pedestrian walkways and leisure areas, and safe street designs.
141. Encourage urban tree programs near transit stations and throughout the T.O.D.s.
142. Require a landscape plan for all conditional use permit and director's review projects.
143. Establish standards for tree-planting within private projects and along streets.
144. Provide for well-lit pedestrian walkways in commercial areas.
145. Establish standards for facade design, building entrances, driveways, roofs and paving which promote pedestrian-oriented aesthetics.

146. Provide for lighting fixtures, landscaping, benches, bicycle racks, drinking fountains and other pedestrian-oriented amenities on major commercial streets.
147. Explore the feasibility of initiating revitalization programs for streetscape, façade and pedestrian improvements.
148. Apply for funding under MTA's "Call for Projects" to enhance streetscapes and make pedestrian-oriented improvements in the T.O.D.s.
149. Apply for funding under the Department of Public Works' landscaping programs to enhance streetscapes in the T.O.D.s.
150. Establish a parking requirement incentive in commercial zones for the provision of street furniture, bike racks, leisure areas and other pedestrian amenities.
151. Provide for the continued maintenance of street furniture, landscaping and other pedestrian-oriented improvements along pedestrian walkways.
152. Provide for facilitating amenities (e.g. curb-cuts, shuttles, etc.) which will increase mobility for seniors and the disabled.
153. Concentrate on enforcement efforts for blights such as illegal window advertising signs and illegal billboards.
154. Prohibit roof signs and freestanding signs due to their non-pedestrian orientation.
155. Establish appropriate standards for the design and maintenance of awnings in connection with commercial uses.
156. Encourage pedestrian-generating uses at the ground floor levels of both single- and multi-story commercial buildings to stimulate activity in the areas surrounding the transit stations.
157. Enhance pedestrian walkways by prohibiting residential uses on the ground floor of mixed-use projects in commercial zones.
158. Prohibit "drive-thru" fast food uses in the T.O.D. commercial areas.
159. Establish height limits, floor area ratios and development standards for commercial zones which promote a pedestrian-scale of development.
160. Establish design standards for commercial office space located at the ground floor level along key pedestrian ways in order to achieve pleasing and interesting facades.

161. Require recessing of each progressive story over two stories in commercially zoned developments.
162. Restrict the placement of commercial buildings to the front property line, or to a minimum front yard setback if pedestrian oriented amenities are provided by the business.
163. Encourage the use of construction materials, designs, and colors which are compatible with and complement the architectural style of structures.
164. Enhance pedestrian walkways by requiring the screening of mechanical equipment and trash receptacles of commercial and multiple family uses.
165. Prohibit the use of unsightly security fixtures and mechanisms.
166. Provide for convenient and safe pedestrian crossings in commercial areas, including adequate crossing times.

**Issue E. Residents and workers in the T.O.D. do not use transit facilities.**

A key component of the entire T.O.D. concept is to encourage residents and employees in the T.O.D. areas to utilize the available transit facilities more often. The incorporation of the various land use and design elements described in this report should help to encourage transit facility usage by making these facilities more convenient, safer, more functional and a more pleasant experience. Advertising the advantages of transit use will also increase ridership and support for local commercial enterprises in the T.O.D. Usage of transit facilities by residents is imperative in order for the T.O.D.s to succeed.

**Strategies:**

167. Promote educational programs which clearly explain the benefits of transit use to the public.
168. Promote accessibility to the transit stations from residences and workplaces in the T.O.D.s.
169. Work with employers and apartment owners to develop bulletin boards and information kiosks which promote transit use.
170. Enhance neighborhood aesthetics and safety.
171. Encourage continuing and new subsidies to reduce the cost of using transit.