APPENDIX A

NOP and Comment Letters

DEPARTMENT OF
CITY PLANNING

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(213) 978-1300

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LOS ANGELES, CA 90012-4801
(213) 978-1271

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NOTICE OF PREPARATION OF A COMBINED DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF SCOPING MEETING FOR THE HARBOR LA COMMUNITY PLANS UPDATE

TO: Agencies, Organizations, and Interested Parties **DATE:** August 15, 2019

The City of Los Angeles Department of City Planning (DCP), as the Lead Agency under the California Environmental Quality Act (CEQA), will prepare an Environmental Impact Report (EIR) for the proposed Harbor LA Community Plans Update Project or "Proposed Project" as further described below. The City is requesting identification of environmental issues and information that you or your organization believes should be considered in the EIR.

The Proposed Project would:

- Amend the text of the following two Community Plans, collectively referred to as the Harbor LA Community Plans: (1) Harbor Gateway Community Plan and (2) Wilmington-Harbor City Community Plan to revise the stated plan goals, policies and programs;
- Amend the General Plan Land Use Maps for the two Harbor LA Community Plan Areas (CPAs) inclusive of changes in boundaries between the Wilmington-Harbor City CPA, and the Port of Los Angeles Plan Area;
- Amend the City of Los Angeles Municipal Code (LAMC) to adopt new zoning regulations for the two Harbor LA Community Plan Areas as part of the New Zoning Code Update (LAMC Chapter 1A) and amend the Zoning Map to apply updated zoning classifications in the CPAs; and
- Amend the General Plan Framework, Mobility Plan, and other Citywide General Plan Amendments, and other land use and zoning ordinances as necessary to implement the above.

The project description, location, and goals and objectives are set forth below. The CPAs are shown in Figure 1-Harbor LA Community Plan Areas and Figure 2-Regional Context.

NOTICE OF PUBLIC SCOPING MEETING

Pursuant to California Public Resources Code Sections 21083.9, 21092.2, and California Code of Regulations, Title 14 ("CEQA Guidelines") Sections 15082 and 15083, the City, as the Lead Agency, will conduct a Scoping Meeting for the purpose of soliciting oral and written comments from interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved federal agencies, including transportation agencies, as to the appropriate scope and content of the EIR. The scoping meeting is scheduled as follows:

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate. The meeting facility and its parking are wheelchair accessible. Sign language interpreters, assistive listening devices, or other auxiliary aides and/or services may be provided upon request.
TRANSLATION SERVICES: *Translation between English and Spanish will be provided. Other languages may also be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by calling Marie Cobian at 213.978.0626.*

Date: Thursday, August 22, 2019
Time: 6:00 PM - Open House
6:30 PM - Presentation
Place: Kaiser Permanente Conference & Education Center
25820 Normandie Ave
Harbor City, CA 90710

ALL INTERESTED PARTIES ARE INVITED TO ATTEND THE PUBLIC SCOPING MEETING TO ASSIST IN IDENTIFYING ISSUES TO BE ADDRESSED IN THE EIR. ATTENDEES WILL HAVE AN OPPORTUNITY TO PROVIDE INPUT TO THE CONSULTANTS PREPARING THE EIR.

RESPONSIBLE AND TRUSTEE AGENCIES

The City requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the Proposed Project, in accordance with the CEQA Guidelines, Section 15082(b). Your agency will need to use the EIR prepared by the City when considering any permits or other project approvals that your agency must issue. As such, your responses to this Notice of Preparation (NOP) at a minimum should identify: (1) The significant environmental issues and reasonable alternatives and mitigation measures that your agency will need to have explored in the EIR; and (2) Whether your agency will be a responsible or trustee agency for this project.

REVIEW AND RESPONSE PERIOD

Thursday, August 15, 2019 to Monday, September 16, 2019 by 5:00 PM.

In accordance with CEQA Section 15082, this Notice of Preparation is being circulated for a 30-day comment period. Responses to this NOP must be provided during this response period.

PROJECT LOCATION

The Harbor LA Community Plans consist of the boundaries of the Harbor Gateway CPA and the Wilmington-Harbor City CPA. These two community plan areas are geographically continuous as shown in **Figure 2**. The combined area of the Harbor LA Community Plans is approximately 15.3 square miles.

The Harbor Gateway CPA contains approximately 3,229 acres and is situated in the southern portion of Los Angeles. The CPA is a narrow corridor which links the City's harbor, San Pedro, Wilmington and Harbor City communities to the main body of the City. The Harbor Gateway CPA is bordered by the South and Southeast Los Angeles CPAs to the north (at 120th Street); the cities of Gardena and Torrance to the west; and Carson and unincorporated Los Angeles County to the east; and it shares a common boundary with the Wilmington-Harbor City CPA to the south (at Sepulveda Blvd).

The Wilmington-Harbor City CPA contains approximately 6,481 acres and is situated in the far southern portion of the City, near Los Angeles Harbor. It is bordered by the Harbor Gateway CPA to the north; the San Pedro CPA and the Port of Los Angeles to the south; and is adjacent to the cities of Torrance, Lomita, and Rancho Palos Verdes to the west; and the cities of Carson, Long Beach, and unincorporated Los Angeles County to the east.

PROJECT BACKGROUND

The Harbor LA Community Plans are two of the City's 35 Community Plans, which comprise the Land Use Element of the General Plan. The Land Use Element is one of eight State-mandated elements of the General Plan that also include noise, housing, open space, circulation (mobility), safety, conservation, and environmental justice (which may be incorporated into other elements). The Harbor LA Community Plans are being updated consistent with California Government Code Section 65302 which identifies the eight required elements of a General Plan.

The Harbor LA Community Plans were last updated in the late 1990s. The Harbor Gateway Community Plan was last updated in 1995 and the Wilmington-Harbor City Community Plan was last updated in 1999. The existing goals and policies created in 1995 and 1999 were to meet the existing and future needs and desires of the CPAs at that time through the year 2010. Since that time, several physical changes have occurred within the CPAs that necessitate the development of updated plans. In the Wilmington-Harbor City CPA, the extension of the Metro Silver Line, the completion of the Alameda Corridor and related grade separations and street improvements, mark significant changes to transportation within and throughout the CPA. Changes within the Harbor Gateway CPA include the completion of the Harbor Gateway Transit Center and a major commercial center at 190th Street and Normandie Avenue. Other notable changes within the CPAs are improvements to the Ken Malloy Harbor Regional Park, the completion of the Harbor City Greenway and the Wilmington Waterfront Park. More recently in Harbor Gateway, the Department of City Planning, in coordination with the Environmental Protection Agency, processed a general plan amendment to add a footnote to the General Plan Land Use Map that prohibits residential uses at the Del Amo Superfund Site.

The Proposed Project includes the adoption and implementation of portions of the New Zoning Code (Chapter 1A of the LAMC). The New Zoning Code is a citywide program to comprehensively update the City's zoning regulations through amendments to the Los Angeles Municipal Code. It is expected that parts of the New Zoning Code necessary to utilize the new zoning regulations will have already been adopted by the time the Proposed Project is considered for adoption. The Harbor LA Community Plans Update Project would apply the new zoning regulations to land within the Project Area. New zones would also be developed using the New Zoning Code's modular system for the purpose of rezoning property in the Project Area and would be added to the City's Zoning Code. For more information visit: https://recode.la/.

The Harbor LA Community Plans are being updated consistent with state law (Government Code Section 65300) in order to plan for future growth and accommodate projected increases in population and employment. The Proposed Project would also be consistent with the growth strategies of the City's Framework Element, as well as the State and Regional policies of the Sustainable Communities and Climate Protection Act (Senate Bill 375), the Sustainable Communities Strategy (SCS), as well as assess transportation impacts utilizing new CEQA Guidelines Section 15064.3 (Senate Bill 743). Additionally, the Proposed Project would meet the environmental justice requirements of Government Code Section 65302 (Senate Bill 1000).

PROJECT DESCRIPTION

The Proposed Project is an update to the Harbor LA Community Plans, which includes the Harbor Gateway Community Plan and the Wilmington-Harbor City Community Plan. The Proposed Project also includes the adoption of necessary updates to land use designations, zoning, plan text, and other ordinances to implement those updates.

The Wilmington - Harbor City Community Plan Update proposes amending the southern boundary of the CPA. The proposed boundary adjustment would reallocate portions of land currently developed with port-related uses, or that is port-owned, from the Wilmington-Harbor City Community Plan to the Port of Los Angeles Plan as recommended by the Wilmington-Harbor City General Plan Land Use Map Footnote No. 20.

The Proposed Project directs future growth to identified centers and corridors within walking distance of transit and commercial amenities of each CPA, consistent with current patterns of land use development that reflect City policies to direct growth where it can be supported by existing transportation infrastructure. The Proposed Project promotes a balance of housing units and jobs near transit where different types of land uses (e.g., commercial and residential) can be co-located to reduce the length and number of vehicle trips. Furthermore, building on previous planning efforts including the Wilmington Open Storage and Cargo Container Regulations and Clean Up-Green Up, the Proposed Project will implement strategic land use interventions to further address land use incompatibilities in the CPAs and advance environmental justice goals.

The Proposed Project also includes changes to General Plan land use designations, and an update to the New Zoning Code to establish new districts (form, frontage, use and density), amend existing districts, and amend other provisions of the LAMC as necessary to implement the goals, policies and implementation programs of the Harbor LA Community Plans. The following preliminary project objectives have been identified:

- Maintain existing stable single- and multi-family residential uses and add new zoning regulations to add design standards for appropriate neighborhood massing;
- Address housing need and minimize displacement;
- Revitalize existing commercial areas and create zoning regulations for improved street frontage and pedestrian-oriented design standards;
- Refine the intensity and form of existing commercial areas and create new commercial areas along corridors and at centers in select locations;
- Encourage mixed-use and equitable transit-oriented development at key locations;
- Preserve the historic character and commercial building forms of select corridors, such as portions of Gardena Blvd and Avalon Blvd;
- Protect identified eligible historic resources through new zoning regulations;
- Address environmental justice concerns and incompatible land use patterns;
- Create hybrid industrial areas that prioritize jobs-producing uses and serve as a buffer between residential and heavy industrial uses;
- Preserve industrial land and improve the visual character of industrial districts through new zoning regulations for improved street frontage, screening and quality building design;
- Corrections for consistency in land use designation and/or zoning to reflect existing use or correct land use/zoning mismatches;
- Coordinate local planning efforts with anticipated changes at the Ports;
- Develop new standards that create cohesive design while preserving character;
- Update existing zoning to reflect on the ground land uses;
- Create and update overlays such as Clean Up-Green Up, as needed; and
- Protect existing open space in the CPAs through zone changes and increasing access to open space by incorporating active frontages, building breaks, and outdoor amenity space where appropriate.

The Proposed Project's policies complement the proposed zoning and land use designations as they would encourage the preservation of existing stable single-family neighborhoods, revitalize commercial areas, and retain job-producing land uses. The underlying purpose of the Proposed Project, and all of the City's community plan updates, is to accommodate growth and other

changes consistent with the policies of the Framework Element of the General Plan and the policies and goals of SB 375 and SCAG's Sustainable Communities Strategy.

ISSUES TO BE ADDRESSED IN THE EIR

Based on the project description and the Lead Agency's understanding of the environmental issues associated with the Proposed Project, it is anticipated that implementation of the Proposed Project has the potential to result in significant environmental effects associated with some or all of the following topics, which will be analyzed in detail in the EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Tribal Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation/Circulation
- Utilities, and Service Systems

The EIR will analyze the reasonably foreseeable indirect physical changes to the environment in the above topic areas caused by the Proposed Project. The City does not anticipate impacts in the following categories and as such, those impacts will not be discussed in detail in the EIR: Agriculture and Forestry Resources and Wildfire. Pursuant to CEQA Guidelines Section 15060(d), no initial study was prepared.

To the extent that the New Zoning Code includes zoning district types or citywide standards and regulations that may in the future be used in other parts of the City, indirect impacts to the environment from those provisions will be analyzed. However, such impacts are expected to be speculative. This is due to both the modularity of the system (zone district types can be combined to make many different zones) and the fact that none of the components of the new zoning will be available for use on a property until a future community plan update or other planning process, such as a site-specific General Plan Amendment and zone change, has introduced the new zones to an area. Additional zoning classifications (i.e. districts) may be created in the future to meet the needs of other parts of the City. Any application of any part of the New Zoning Code Update outside of the CPAs would require legislative action, including, a Community Plan amendment and rezoning, and new environmental analysis.

Alternatives to be analyzed in the EIR are to be defined and analyzed consistent with the requirements of CEQA Guidelines, Section 15126.6. The specific alternatives to be evaluated in the EIR may include, but are not limited to, the "No Project" Alternative, as required by CEQA and alternative land use configurations.

DOCUMENT AVAILABILITY

The Notice of Preparation (NOP) can be viewed on the City of Los Angeles Department of City Planning website at www.planning.lacity.org. To locate a copy of the NOP online, click on Environmental Review on the left site of the Department of City Planning website and then click on the Notice of Preparation & Public Scoping Meetings link. The NOP will also be available at City Hall, Policy Planning Division, 200 N. Spring Street, Room 667, Los Angeles, CA 90012.

For more information about the Harbor LA Community Plans Update, please visit www.harborlaplans.org.

SUBMITTAL OF WRITTEN COMMENTS

The Lead Agency solicits comments regarding the scope, content and specificity of the EIR from all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved agencies. The City of Los Angeles requests that written comments be provided at the earliest possible date, but **no later than 5:00 p.m. on Monday, September 16, 2019**.

Please send written/typed comments (including a name, telephone number, and contact information) to the following:

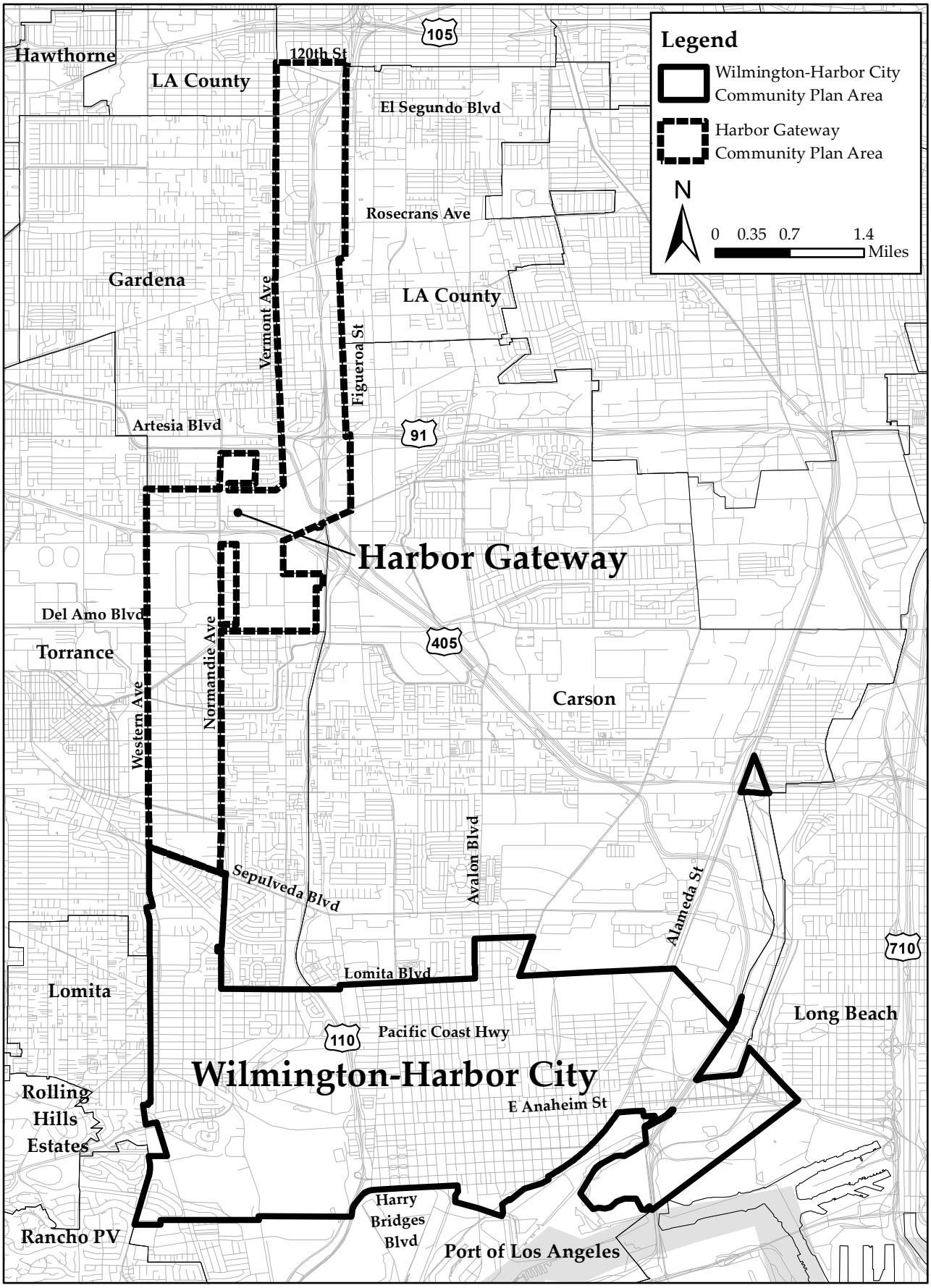
City of Los Angeles, Department of City Planning
ATTN: Marie Cobian, City Planner
Case No: ENV-2019-3379-EIR
200 North Spring Street, Room 667
Los Angeles, CA 90012

Phone: (213) 978-0626
Email: marie.cobian@lacity.org

30-DAY COMMENT PERIOD	SCOPING MEETING
Thursday, August 15, 2019 to Monday, September 16, 2019 by 5:00 PM	Date: Thursday, August 22, 2019 Time: 6:00 PM - Open House 6:30 PM – Presentation Place: Kaiser Permanente Conference Center 25965 Normandie Ave Harbor City, CA 90710

Reuben N. Caldwell, AICP
Senior City Planner

Attachments:
Figure 1: Harbor LA Community Plan Areas
Figure 2: Regional Context



SOURCE: US Census Bureau, City of Los Angeles, County of Los Angeles, 2019

FIGURE **1**

IMPACT SCIENCES

Harbor LA Community Plan Areas

1264.010•08/19



SOURCE: City of Los Angeles Planning Department, 2019

FIGURE **2**

IMPACT SCIENCES

Regional Context

1264.010•08/19

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

September 12, 2019

Marie Cobian
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012
Sent by Email: marie.cobian@lacity.org

RE: Harbor Los Angeles Community Plans Update – Notice of Preparation (NOP)

Dear Ms. Cobian:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Harbor LA Community Plans Update (Plans), located in the City of Los Angeles (City). Metro is committed to working with local municipalities, developers, and other stakeholders across Los Angeles County on transit-supportive planning and developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

The purpose of this letter is to briefly describe the proposed Plan, based on the Notice of Preparation, outline recommendations from Metro concerning issues that are germane to our agency's statutory responsibility in relation to our planned Vermont Transit Corridor and our bus facilities and services that may be affected by the proposed Plan, and help identify opportunities in the Plan to support transit ridership.

Plan Description

The proposed Plans include amending text to the following two Community Plans, collectively referred to as the Harbor LA Community Plans for: (1) Harbor Gateway Community Plan and (2) Wilmington-Harbor City Community Plan to revise the plan goals, policies, and programs.

The Harbor Gateway Community Plan Amendment contains approximately 3,229 acres and is situated in the southern portion of Los Angeles. The community plan area (CPA) is a narrow corridor which links the City's harbor, San Pedro, Wilmington and Harbor City communities to the main body of the City. The Harbor Gateway CPA is bordered by the South and Southeast Los Angeles CPAs to the north (at 120th Street); the cities of Gardena and Torrance to the west; and Carson and unincorporated Los Angeles County to the east; and it shares a common boundary with the Wilmington-Harbor City CPA to the south (at Sepulveda Blvd).

The Wilmington-Harbor City CPA contains approximately 6,481 acres and is situated in the far southern portion of the City, near Los Angeles Harbor, It is bordered by the Harbor Gateway CPA to the north; the San Pedro CPA and the Port of Los Angeles to the south; and is adjacent to the cities of Torrance, Lomita, and Rancho Palos Verdes to the west; and the cities of Carson, Long Beach, and unincorporated Los Angeles County to the east.

Transit Service Considerations

1. Coordination Resource: To improve coordination between the City, adjacent development and Metro, Metro would like to provide the City with a user-friendly resource, the Metro Adjacent Development Handbook (attached), which provides an overview of common concerns for development adjacent to Metro right-of-way. This document and additional resources are available at www.metro.net/projects/devreview/. Metro encourages the City to provide this document as a resource to all development projects adjacent to Metro ROW and facilities.

2. Vermont Transit Corridor: The Vermont Transit Corridor is a Measure M project with an expected opening date of Fiscal Year (FY) 2028 to FY 2030. The Vermont Transit Corridor extends approximately 12.4 miles from Hollywood Boulevard to 120th Street. The Measure M Expenditure Plan includes $425 million for the Vermont project. The Vermont Transit Corridor project could include a premium Bus Rapid Transit (BRT) service featuring dedicated bus lanes, enhanced stations with passenger amenities, off-vehicle fare payment and/or all-door boarding, vehicle and station branding, as well as other capital and operating improvements. In April 2019, the Metro Board of Directors (Board) directed staff to environmentally clear several BRT concepts as well as several rail alternatives including, one Light Rail Transit (LRT), and two Heavy Rail Transit (HRT) concepts. The Board also approved a motion for staff to conduct a feasibility study of extending the Vermont Transit Corridor from 120th Street to the South Bay Silver Line Pacific Coast Highway (PCH) transitway station. Metro recommends that the Plans consider appropriate and compatible uses along the Vermont corridor that would accommodate future transit system improvements and location of passenger amenities to serve the area. Please contact Fulgene Asuncion, Project Manager, for more information on this project, at asuncionf@metro.net. The project website is at https://www.metro.net/projects/vermont-corridor/.

3. Bus Operations: Metro Silver Line operates within the Plan area on Interstate 110 and Harbor Gateway Transit Center. The Silver Line operates every 10 minutes, daily. Other transit operators may provide service in this area and should be consulted.

Transit Orientation Considerations

Considering the Plan area's proximity to the Harbor Gateway Transit Center and the Vermont Transit Corridor Project, Metro would like to identify the potential synergies associated with transit-oriented development:

1. Transit-Supportive Planning Toolkit: To achieve Metro's program objectives, Metro strongly recommends that the City review the Transit-Supportive Planning Toolkit which identifies 10 elements of transit-supportive places and, applied collectively, have been shown to reduce vehicle miles traveled by establishing community-scaled density, diverse land use mix, combination of affordable housing, and infrastructure projects for pedestrians, bicyclists, and people of all ages and abilities. This resource is available at https://www.metro.net/projects/tod-toolkit.

2. Land Use: Metro supports development of commercial and residential properties near transit stations and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of developments. Metro encourages the City to be mindful of the Harbor Gateway Transit Center within the Plan area and include strategies to orient pedestrian pathways towards the Station.

3. Transit Connections: Given the Plan area's proximity to the Metro Harbor Gateway Transit Center, the Plan should include policies and/or design standards to accommodate transfer activity between bus and rail customers that will occur along the sidewalks and public spaces. Metro recently completed the Metro Transfers Design Guide, a best practice document on transit improvements. This can be accessed online at https://www.metro.net/projects/systemwidedesign.

4. Walkability: Metro strongly encourages the installation of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along all public street frontages of the development site to improve pedestrian safety and comfort to access the nearby bus stops. The City should consider requiring the installation of such amenities as part of the conditions of approval of projects within the Plan area.

5. Access: The Plan should address first-last mile connections to transit, encouraging development that is transit accessible with bicycle and pedestrian-oriented street design connecting transportation with housing and employment centers. For reference, please view the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on-line at: http://media.metro.net/docs/sustainability_path_design_guidelines.pdf

6. Active Transportation: Metro encourages the City to promote bicycle use through adequate short-term bicycle parking, such as ground-level bicycle racks, as well as secure and enclosed long-term bicycle parking, such as bike lockers or a secured bike room, for guests, employees, and residents. Bicycle parking facilities should be designed with best practices in mind, including: highly visible siting, effective surveillance, easy to locate, and equipment installed with preferred spacing dimensions, so they can be conveniently accessed. Additionally, the Plan should help facilitate safe and convenient connections for pedestrians, people riding bikes, and transit users to/from the destinations within the Plan area.

7. Wayfinding: Wayfinding signage should be considered as part of the Plan to help people navigate through the Plan area to all modes of transportation. Any temporary or permanent wayfinding signage with content referencing Metro services or featuring the Metro brand and/or associated graphics (such as bus pictograms) requires review and approval by Metro Art & Design. Please contact Lance Glover, Senior Manager of Signage and Environmental Graphic Design, at GloverL@metro.net.

8. Art: Metro Arts & Design encourages the thoughtful integration of art and culture into public spaces and will need to review any proposals for public art and/or placemaking facing Metro ROW. Please contact Susan Gray, Director of Public Arts and Design, at GrayS@metro.net.

9. Parking: Metro encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements for specific areas and the exploration of shared parking opportunities. These strategies could be pursued to reduce automobile-orientation in design and travel demand.

Metro looks forward to continuing to collaborate with the City to effectuate policies and implementation activities that promote transit oriented communities. If you have any questions regarding this response, please contact me by phone at 213-922-2671, by email at devreview@metro.net, or by mail at the following address:

Metro Development Review
One Gateway Plaza, MS 99-22-1
Los Angeles, CA 90012-2952

Sincerely,

Shine Ling, AICP
Manager, Transit Oriented Communities

Attachments and links:

- Adjacent Development Handbook: https://www.metro.net/projects/devreview/

Los Angeles County
Metropolitan Transportation Authority

METRO ADJACENT DEVELOPMENT HANDBOOK

A GUIDE FOR CITIES AND DEVELOPERS

MAY 2018



Metro

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Introduction

The Metro Adjacent Development Handbook provides guidance to local jurisdictions and developers constructing on, adjacent, over, or under Metro right of way, non-revenue property, or transit facilities to support transit-oriented communities, reduce potential conflicts, and facilitate clearance for building permits. The Handbook should be used for guidance purposes only. The Metro Adjacent Construction Design Manual and Metro Rail Design Criteria are documents that shall be strictly adhered to for obtaining approval for any construction adjacent to Metro facilities.

Who is Metro?

The Los Angeles County Metropolitan Transportation Authority (Metro) plans, funds, builds, and operates rail and bus service throughout Los Angeles County. Metro moves close to 1.3 million riders on buses and trains daily, traversing many jurisdictions in Los Angeles County. With funding from the passage of *Measure R* (2008) and *Measure M* (2016), the Metro system will expand significantly, adding over 100 miles of new transit corridors and up to 60 new stations. New and expanded transit lines will improve mobility across Los Angeles County, connecting riders to more destinations and expanding opportunities for adjacent construction and *Transit Oriented Communities (TOCs).* Metro's bus and rail service spans over 1,433 square miles and includes the following transit service:



Metro Rail connects close to 100 stations along 98.5 miles of track and operates underground in tunnels, at grade within roadways and dedicated *rights-of-way (ROW),* and above grade on aerial guideways. The Metro Rail fleet includes *heavy rail* and *light rail* vehicles. Heavy rail vehicles are powered by a third rail through a conductor along the tracks and light rail vehicles are powered by an *overhead catenary system (OCS).* To operate rail service, Metro owns traction power substations, maintenance yards and shops, and supporting infrastructure.



Metro Bus-Rapid-Transit (BRT) operates accelerated bus transit, which serves as a hybrid between rail and traditional bus service. *BRT* operates along a dedicated ROW, separated from vehicular traffic to provide rapid service. Metro BRT may run within the center of a freeway or may be separated from traffic in its own corridor. BRT station footprints vary from integrated, more spacious stations to compact boarding areas along streets.



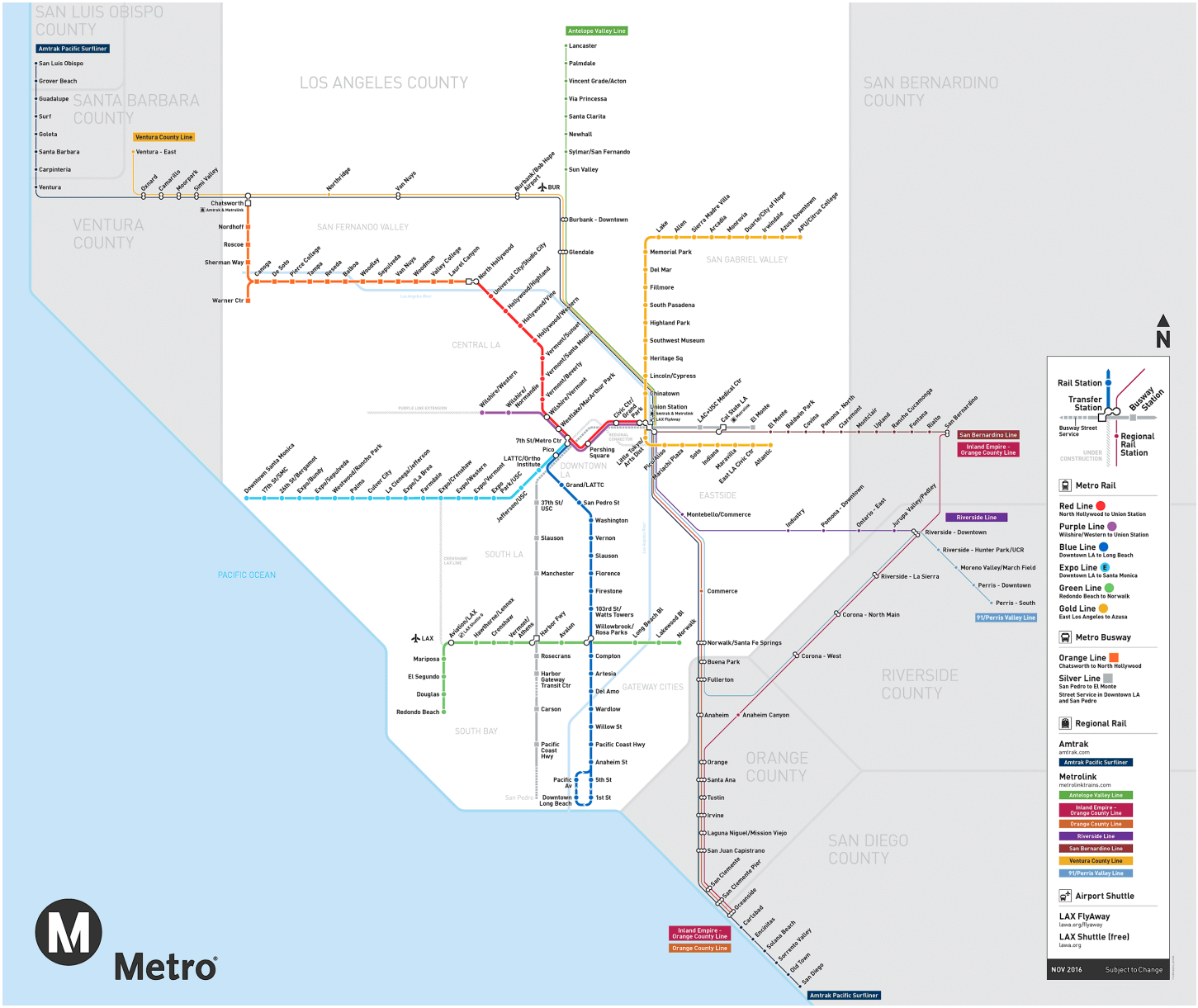
Metro Bus serves 15,967 bus stops, operates 170 routes and covers 1,433 square miles with a fleet of 2,228 buses. Metro "Local" and "Rapid" bus service runs within the street, typically alongside vehicular traffic, though occasionally in "bus-only" lanes. Metro bus stops are typically located on sidewalks within the public right-of-way, which is owned and maintained by local jurisdictions.



Metrolink/Regional Rail: Metro owns much of the ROW within Los Angeles County on which the *Southern California Regional Rail Authority (SCRRA)* operates *Metrolink* service. Metrolink is a commuter rail system with seven lines that span 388 miles throughout Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties. As a SCRRA member agency and property owner, Metro reviews development activity adjacent to Metrolink ROW.

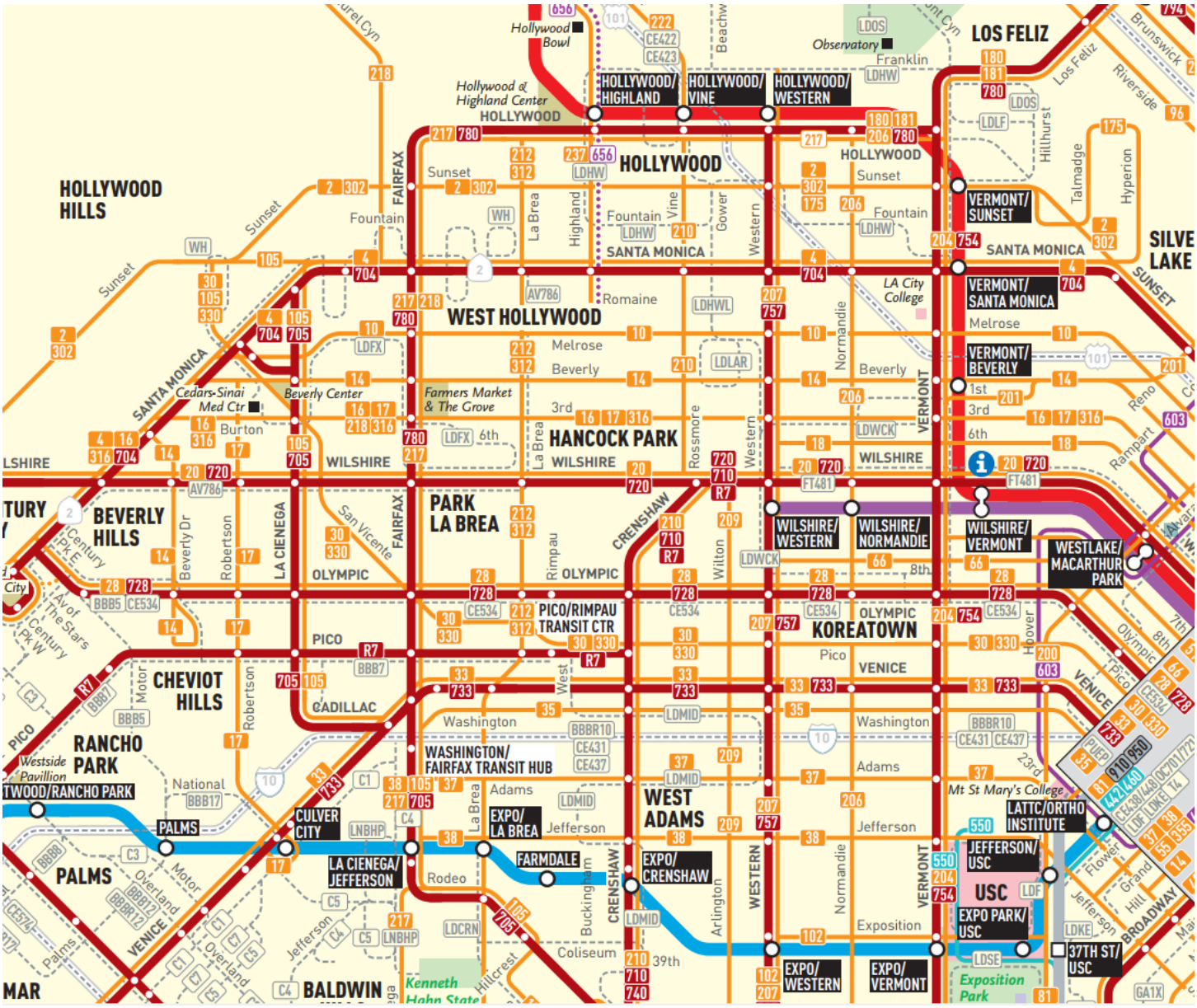
Introduction

Metro and Regional Rail Map



Metro is currently undertaking the largest rail infrastructure expansion effort in the United States. A growing fixed guideway system presents new adjacency challenges, but also new opportunities to catalyze land use investment and shape livable communities along routes and around stations.

Metro Bus and Rail System Map (Excerpt)


HOLLYWOOD HILLS
HOLLYWOOD
WEST HOLLYWOOD
HANCOCK PARK
PARK LA BREA
BEVERLY HILLS
CHEVIOT HILLS
RANCHO PARK
PALMS
CULVER CITY
CADILLAC
WEST ADAMS
KOREATOWN
OLYMPIC
VENICE
LOS FELIZ
SILVE LAKE
SUNSET
SANTA MONICA
WILSHIRE
PICO
BALDWIN
HOLLYWOOD/ HIGHLAND
HOLLYWOOD/ VINE
HOLLYWOOD/ WESTERN
VERMONT/ SUNSET
VERMONT/ SANTA MONICA
VERMONT/ BEVERLY
WILSHIRE/ WESTERN
WILSHIRE/ NORMANDIE
WILSHIRE/ VERMONT
WESTLAKE/ MACARTHUR PARK
PICO/RIMPAU TRANSIT CTR
WASHINGTON/ FAIRFAX TRANSIT HUB
LA CIENEGA/ JEFFERSON
EXPO/ LA BREA
FARMDALE
EXPO/ CRENSHAW
EXPO/ WESTERN
EXPO/ VERMONT
JEFFERSON/ USC
USC
EXPO PARK/ USC
37TH ST/ USC
LATTC/ORTHO INSTITUTE
Hollywood Bowl
Hollywood & Highland Center
Observatory
LA City College
Cedars-Sinai Med Ctr
Beverly Center
Farmers Market & The Grove
Mt St Mary's College
Exposition Park
Westside Pavilion
Kenneth Hahn State
Fairfax
La Brea
Highland
Vine
Gower
Western
Normandie
Vermont
Rossmore
Wilton
Arlington
Crenshaw
Buckingham
Hoover
Alvarado
Rampart
Hillhurst
Talmadge
Hyperion
Los Feliz
Riverside
Brunswick
Sunset
Melrose
Beverly
3rd
6th
8th
1st
Olympic
Pico
Washington
Adams
Jefferson
Exposition
Romaine
Rodeo
Coliseum
39th
Hillcrest
Overland
Motor
Robertson
La Cienega
San Vicente
Beverly Dr
Century Pk E
Century Pk W
Av of The Stars
Burton
National
Palms
Fountain
Franklin
Hollywood
Wilshire
Olympic
Pico
Venice
Cadillac
Jefferson
Exposition
Flower
Grand
Hill
Broadway
Figueroa
Reno
Riverside
Brunswick
Los Feliz
Hillhurst
Talmadge
Hyperion
Sunset
Fountain

Introduction

Why is Metro Interested in Adjacent Development?

Metro Supports Transit Oriented Communities

Metro is redefining the role of the transit agency by expanding mobility options, promoting sustainable urban design, and helping transform communities throughout Los Angeles County. Leading in this effort is Metro's vision to create TOCs, a mobility and development approach that is community-focused and context-responsive at its core. The TOC approach goes beyond the traditional transit oriented development (TOD) model to focus on shaping vibrant places that are compact, walkable, and bikeable community spaces, and acknowledge mobility as an integral part of the urban fabric.

Adjacent Development Leads to Transit Oriented Communities

Metro supports private development adjacent to transit as this presents a mutually beneficial opportunity to enrich the built environment and expand mobility options for users of developments. By connecting communities, destinations, and amenities through improved access to public transit, adjacent developments have the potential to reduce car dependency and greenhouse gas emissions; promote walkable and bikeable communities that accommodate more healthy and active lifestyles; improve access to jobs and economic opportunities; and create more opportunities for mobility – highly desirable features in an increasingly urbanized environment.

Metro is committed to working with stakeholders across the County to support the development of a sustainable, welcoming, and well-designed environment around its transit services and facilities. Acknowledging an unprecedented opportunity to influence how the built environment throughout Los Angeles County develops along and around transit and its facilities, Metro has created this Handbook – a resource for municipalities, developers, architects, and engineers to use in their land use planning, design, and development efforts. This Handbook presents a crucial first step in active collaboration with local stakeholders; finding partnerships that leverage Metro initiatives and support TOCs across Los Angeles County; and ensuring compatibility with transit infrastructure to minimize operational, safety, and maintenance issues.



Metro Adjacent Development Handbook

What are the Goals of the Handbook?

Metro is committed to partnering with local jurisdictions and providing information to developers early in project planning to identify potential synergies associated with building next to transit and reduce potential conflicts with transit infrastructure and services. Specifically, the Handbook is intended to guide the design, engineering, construction, and maintenance of structures within 100 feet of Metro ROW, including underground easements, on which Metro operates or plans to operate service, as well as in close proximity to or on Metro-owned non-revenue property and transit facilities.

Metro is interested in reviewing projects within 100 feet of its ROW – measured from the edge of the ROW outward – both to maximize integration opportunities with adjacent development and to ensure the structural safety of existing or planned transit infrastructure. As such, the Handbook seeks to:

- Improve communication, coordination, and understanding between developers, municipalities, and Metro.
- Streamline the development review process by coordinating a seamless, comprehensive agency review of all proposed developments near Metro facilities and properties.
- Highlight Metro operational needs and requirements to ensure safe, continuous service.
- Identify common concerns associated with developments adjacent to Metro ROW.
- Prevent potential impacts to Metro transit service or infrastructure.
- Maintain access to Metro facilities for patrons and operational staff.
- Avoid preventable conflicts resulting in increased development costs, construction delays, and safety impacts.
- Make project review transparent, clear, and more efficient.
- Assist in the creation of overall marketable and desirable developments.

Who Should Use the Handbook?

The Handbook is intended to be used by:

- Local jurisdictions who review, entitle, and permit development projects and/or develop policies related to land use, development standards, and mobility
- Developers, Project sponsors, architects, and engineers
- Entitlement consultants
- Property owners
- Builders/contractors
- Real estate agents
- Utility owners
- Environmental consultants

Metro Adjacent Development Handbook

How Should the Handbook be Used?

The Handbook complements requirements housed in the *Metro Adjacent Construction Design Manual*, which accompanies the *Metro Rail Design Criteria (MRDC)* and other governing documents that make up the *Metro Design Criteria and Standards*. This Handbook provides an overview and guide related to opportunities, common concerns, and issues for adjacent development and is organized into three categories to respond to different stages of the development process:

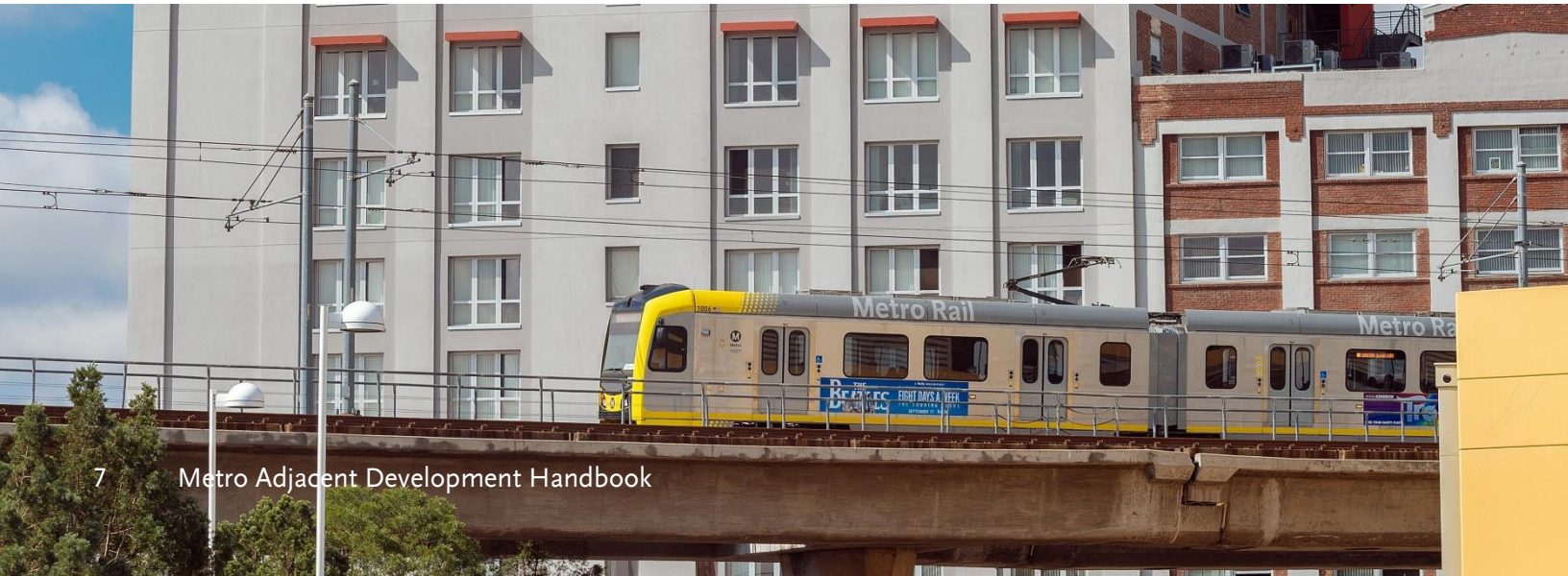
1 Site Planning & Design

2 Engineering

3 Construction Safety & Monitoring

Each page of the Handbook focuses on a specific issue and provides best practices to avoid potential conflicts and/or create compatibility with the Metro transit system. Links to additional resources listed at the bottom of each page may be found under Resources at the end of the Handbook. Definitions for words listed in *italics* may also be found at the end of this Handbook in the Glossary.

Metro will continue to revise the Handbook, as needed, to capture input from all parties and reflect evolving Best Practices in safety, operations, and transit-supportive development.



Types of Metro ROW & Transit Assets

Conditions	Description	Common Concerns for Metro with Adjacent Development
 UNDERGROUND ROW	Transit operates below ground in tunnels.	• Excavation support/tiebacks • Underground utilities • Shoring and structures • Ventilation shafts and street/sidewalk surface penetrations • Appendages (emergency exits, vents, etc.) • Surcharge loading of adjacent construction • Explosions • Noise and vibration/ground movement
 ELEVATED ROW	Transit operates on elevated structures, typically supported by columns.	• Upper level setbacks • Excavation support/tiebacks • Clearance from the OCS • Crane swings & overhead protection • Column foundations
 OFF-STREET ROW	Transit operates in dedicated ROW at street level, typically separated from private property or roadway by a fence or wall.	• Building setbacks from ROW • Travel sight distance/cone of visibility • Clearance from OCS • Crane swings & overhead protection • Storm water drainage for low impact development • Noise/vibration • Trackbed stability
 ON-STREET ROW	Transit operates within roadway at street level and is separated by fencing or a mountable curb.	• Setbacks from ROW • Travel sight distance/cone of visibility impeded by structures near ROW • Clearance from OCS • Crane swings & overhead protection • Driveways near ROW crossings • Noise/vibration • Trackbed stability
 ON-STREET BUSES	Metro buses operate on city streets. Bus stops are located on public sidewalks.	• Lane closures and re-routing • Bus stop access and temporary relocation
 NON-REVENUE/ OPERATIONAL ASSETS	Metro owns and maintains non-operational ROW and property used to support the existing and planned transit system (e.g. bus and rail maintenance facilities, transit plazas, traction power substations, park-and-ride lots).	• Adjacent structure setbacks • Adjacent excavation support/tiebacks • Ground movement • Underground utilities • Drainage • Metro access

Metro Review Phases

To facilitate early and continuous coordination with development teams and municipalities, and to maximize opportunities for project-transit synergy, Metro employs a four-phase development review process for projects within 100 feet of its ROW and properties:



PRELIMINARY CONSULTATION

2 Weeks

Project sponsor submits Metro In-Take Form and conceptual plans. Metro reviews and responds with preliminary considerations.

1. Project information is routed to impacted Metro departments for review and comment.
2. Metro coordinates a meeting at the request of the project sponsor or if Metro determines it necessary following preliminary review.
3. Metro submits comment letter with preliminary considerations for municipality and/or project sponsor. Metro recorded drawings and standards are provided as necessary.



ENTITLEMENT

2-4 Weeks

Metro receives CEQA notice from local municipality and responds with comments and considerations.

1. If project has not previously been reviewed, Metro routes project information to stakeholder departments for review and comment. If Project has been reviewed, Metro transmits the correspondence to departments to determine if additional comments are warranted. Municipality and project sponsor are contacted if additional information is required.
2. Metro coordinates design review meetings at the request of the project sponsor or if Metro determines them necessary following drawings review.
3. Metro prepares comment letter in response to CEQA notice and submits to municipality. Metro Engineering coordinates with project sponsor as necessary to approve project drawings.



ENGINEERING & REFINEMENT

2-4 Weeks

Dependent on the nature of the adjacent development, project sponsor submits architectural plans and engineering calculations for Metro review and approval.

1. Metro Engineering reviews project plans, calculations, and other materials. Review fees are paid as required.
2. Metro Engineering provides additional comments for further consideration or approves project drawings.
3. If required, Metro and project sponsor host additional meetings and maintain on-going coordination to ensure project design does not adversely impact Metro operations and facilities.



CONSTRUCTION SAFETY & MONITORING

Varies

Dependent on the nature of the adjacent development, Metro coordinates with project sponsor to facilitate and monitor construction near transit services and structures.

1. As requested by Metro, project sponsor submits a Construction Work Plan for review and approval.
2. Project sponsor coordinates with Metro to temporarily relocate bus stops, reroute bus service, allocate track, and/or complete safety procedures in preparation for construction.
3. Metro representative monitors construction and maintains communication with project sponsor to administer the highest degree of construction safety provisions near Metro facilities.

Metro Coordination

Best Practices for Municipality Coordination

Metro suggests that local jurisdictions take the following steps to streamline the coordination process:

1. **Update GIS instruments with Metro ROW**: Integrate Metro ROW files into City GIS and/or Google Earth Files for all planning and development review staff.
2. **Flag Parcels**: Create an overlay zone through Specific Plans and/or Zoning Ordinance that "tags" parcels within 100' from Metro ROW to require coordination with Metro early during the development process [e.g. City of Los Angeles Zone Information and Map Access System (ZIMAS)].
3. **Provide Resources**: Direct all property owners and developers interested in parcels within 100' from Metro ROW to Metro resources (e.g. website, Handbook, In-Take Form, etc.).

Best Practices for Developer Coordination

Metro suggests that developers of projects adjacent to Metro ROW take the following steps to facilitate Metro project review and approval:

1. **Review Metro resources and policies**: The Metro Adjacent Development Review webpage and Handbook provide important resources for those interested in constructing on, adjacent, over, or under Metro right of way, non-revenue property, or transit facilities. Developers should familiarize themselves with these resources and keep in mind common adjacency concerns when planning a project.
2. **Contact Metro early during design process**: Metro welcomes the opportunity to provide feedback early in project design, allowing for detection and resolution of important adjacency issues, identification of urban design and system integration opportunities, and facilitation of permit approval.
3. **Maintain communication**: Frequent communication with stakeholder Metro departments during project design and construction will reinforce relationships and allow for timely project completion.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1 Site Planning & Design

1 Site Planning & Design

1.1 Supporting Transit Oriented Communities

Adjacent development plays a crucial role in shaping TOCs along and around Metro transit services and facilities. TOCs require an intentional orchestration of physical, aesthetic, and operational elements, and close coordination by all stakeholders, including Metro, developers, and municipalities.



The Wilshire/Vermont Metro Joint Development project leveraged existing transit infrastructure to catalyze a dynamic and accessible urban environment. The project accommodates portal access into the Metro Rail system and on-street bus facilities.

Recommendation: Conceive projects as an integrated system that acknowledges context, builds on user needs and desires, and implements elements of placemaking. Metro is interested in collaborating with projects and teams that, in part or wholly:

- Integrate a mix of uses to create lively, vibrant places that are active day and night.
- Include a combination of buildings and public spaces to define unique and memorable places.
- Explore a range of densities and massing to optimize building functionality while acknowledging context-sensitive scale and architectural form.
- Activate ground floor with retail and outdoor seating/activities to bring life to the public environment.
- Prioritize pedestrian scaled elements to create spaces that are comfortable, safe, and enjoyable.
- Provide seamless transitions between uses to encourage non-motorized mobility, improve public fitness and health, and reduce road congestion.
- Reduce and hide parking to focus on pedestrian activity.
- Prevent crime through environmental design.
- Leverage regulatory TOD incentives to design a more compelling project that capitalizes on transit adjacency and economy of scales.
- Utilize Metro policies and programs supporting a healthy, sustainable, and welcoming environment around transit service and facilities.

Links to Metro policies and programs may be found in the Resources Section of this Handbook.

1 Site Planning & Design

1.2 Enhancing Access to Transit

Metro seeks to create a comprehensive, integrated transportation network and supports infrastructure and design that allows safe and convenient access to its multimodal services. Projects in close proximity to Metro's services and facilities present an opportunity to enhance the public realm and connections to/from these services for transit patrons as well as users of the developments.

Recommendation: Design projects with transit access in mind. Project teams should capitalize on the opportunity to improve the built environment and enhance the public realm for pedestrians, bicyclists, persons with disabilities, seniors, children, and users of green modes. Metro recommends that projects:

- Orient major entrances to transit service, making access and travel intuitive and convenient.
- Plan for a continuous canopy of shade trees along all public right-of-way frontages to improve pedestrian comfort to transit facilities.
- Add pedestrian lighting along paths to transit facilities and nearby destinations.
- Integrate wayfinding and signage into project design.
- Enhance nearby crosswalks and ramps.
- Ensure new walkways and sidewalks are clear of any obstructions, including utilities, traffic control devices, trees, and furniture.
- Design for seamless, multi-modal pedestrian connections, making access easy, direct, and comfortable.



The City of Santa Monica leveraged investments in rail transit and reconfigured Colorado Avenue to form a multi-modal first/last mile gateway to the waterfront from the Expo Line Station.

Additional Resources:
Metro Active Transportation Strategic Plan
Metro Complete Streets Policy
Metro First/Last Mile Strategic Plan
Metro Transit Supportive Planning Toolkit

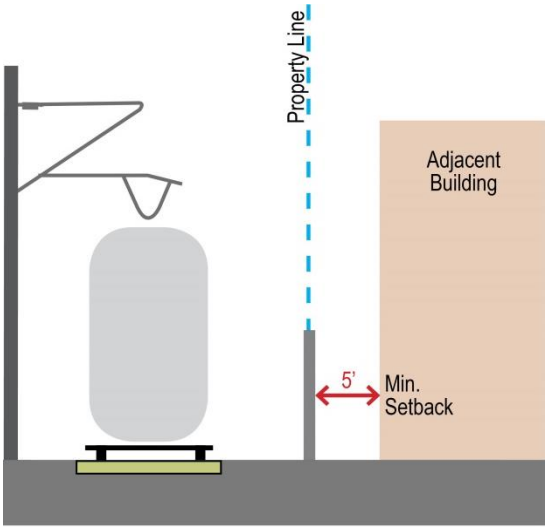
1.3 Building Setback

Buildings and structures with a zero lot setback abutting Metro ROW are of prime concern to Metro. Encroachment onto Metro property to construct or maintain buildings is strongly discouraged as this presents safety hazards and may disrupt transit service and/or damage Metro infrastructure.

Recommendation: Metro strongly encourages development plans include a minimum setback of five (5) feet to buildings from the Metro ROW property line to accommodate the construction and maintenance of structures without the need to encroach upon Metro property. As local jurisdictions also have building setback requirements, new developments should comply with the greater of the two requirements.

Entry into the ROW by parties other than Metro and its affiliated partners requires written approval. Should construction or maintenance of a development necessitate temporary or ongoing access to Metro ROW, a Metro *Right of Entry Permit* must be requested and obtained from Metro Real Estate for every instance access is required. Permission to enter the ROW is granted solely at Metro's discretion.

Refer to Section 3.2 –Track Access and Safety for additional information pertaining to ROW access in preparation for construction activities.



A minimum setback of five (5) feet between an adjacent structure and Metro ROW is strongly encouraged.

Additional Resources:
Metro Adjacent Construction Design Manual

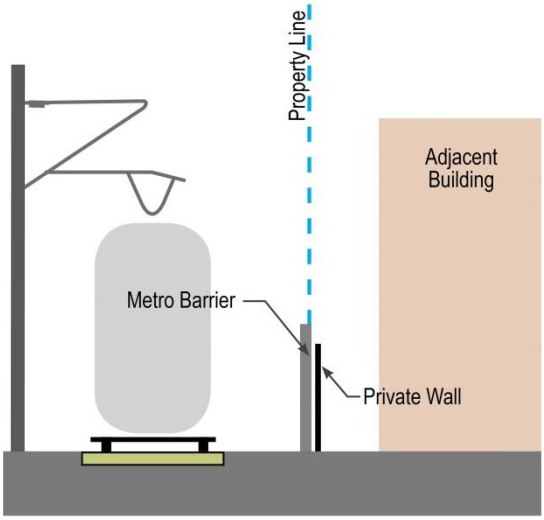
1.4 Shared Barrier Construction & Maintenance

In areas where Metro ROW abuts private property, barrier construction and maintenance responsibilities can rise to be a point of contention with property owners. When double barriers are constructed, the gap created between the Metro-constructed fence and a private property owner's fence can accumulate trash and make regular maintenance challenging without accessing the other party's property.

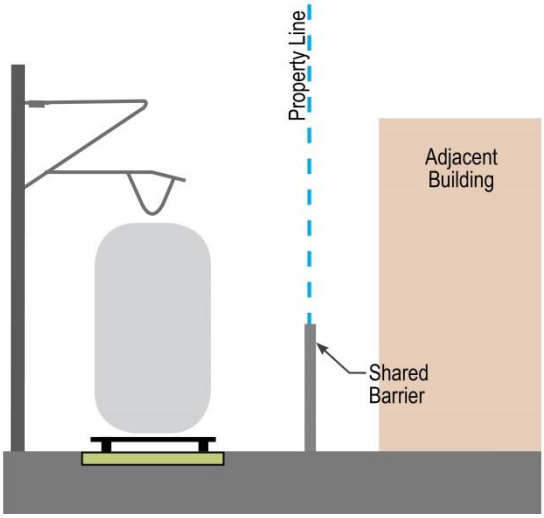
Recommendation: Metro strongly prefers a single barrier condition along its ROW property line. With an understanding that existing conditions along ROW boundaries vary throughout Los Angeles County, Metro recommends the following, in order of preference:

1. Enhance existing Metro barrier: if structural capacity allows, private property owners and developers should consider physically affixing improvements onto and building upon Metro's existing barrier. Metro is amenable to barrier enhancements such as increasing barrier height and allowing private property owners to apply architectural finishes to their side of Metro's barrier.
2. Replace existing barrier(s): if conditions are not desirable, remove and replace any existing barrier(s), including Metro's, with a new single barrier built on the property line.

Metro is amenable to sharing costs for certain improvements that allow for clarity in responsibilities and adequate ongoing maintenance from adjacent property owners without entering Metro's property. Metro Real Estate should be contacted with case-specific questions and will need to approve shared barrier design, shared-financing, and construction.



Double barrier conditions allow trash accumulation and create maintenance challenges for Metro and adjacent property owners.



Metro prefers a single barrier condition along its ROW property line.

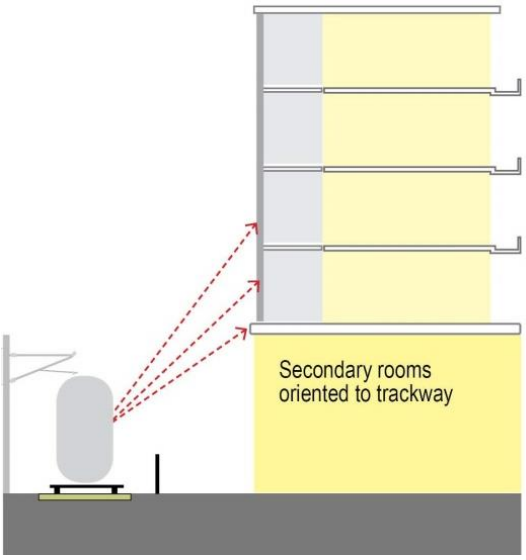
1.5 Project Orientation & Noise Mitigation

Metro may operate in and out of revenue service 24 hours per day, every day of the year, and can create noise and vibration (i.e. horns, power washing). Transit service and maintenance schedules cannot be altered to avoid noise for adjacent developments. However, noise and vibration impacts can be reduced through building design and orientation.

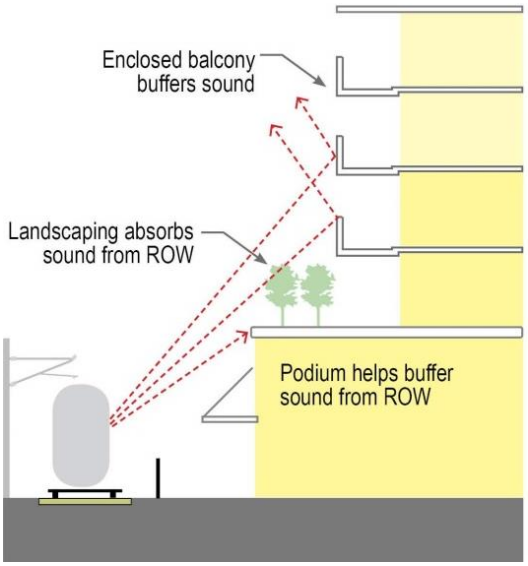
Recommendations: Use building orientation, programming, and design techniques to reduce noise and vibration for buildings along Metro ROW:

- Locate "back of house" rooms (e.g. bathrooms, stairways, laundry rooms) along ROW, rather than noise sensitive rooms (e.g. bedrooms and family rooms)
- Use upper level setbacks and locate living spaces away from ROW.
- Enclose balconies.
- Install double-pane windows.
- Include language disclosing potential for noise, vibration, and other impacts due to transit proximity in terms and conditions for building lease/sale agreements to protect building owners/sellers from tenant/buyer complaints.

Developers are responsible for any noise mitigation required, which may include engineering designs for mitigation recommended by Metro or otherwise required by local municipalities. A recorded *Noise Easement Deed* in favor of Metro may be required for projects within 100' of Metro ROW to ensure notification to tenants and owners of any proximity issues.



Building orientation can be designed to face away from tracks, reducing the noise and vibration impacts.



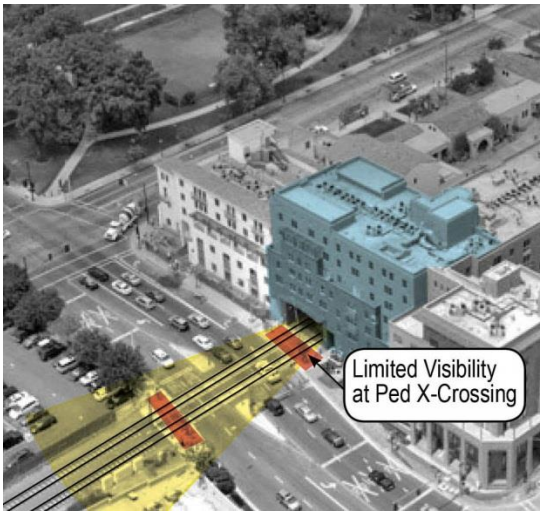
Strategic placement of podiums and upper-level setbacks on developments near Metro ROW can reduce noise and vibration impacts.

Additional Resources:
Noise Easement Deed
MRDC, Section 2 – Environmental Considerations

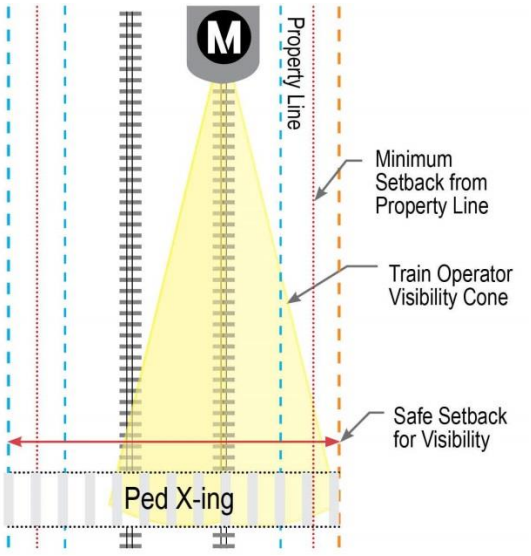
1.6 Sightlines at Crossings

Developments adjacent to Metro ROW can present visual barriers to transit operators approaching vehicular and pedestrian crossings. Buildings and structures in close proximity to transit corridors can reduce sightlines and create blind corners where operators cannot see pedestrians. This requires operations to reduce train speeds, which decreases the efficiency of transit service.

Recommendation: Design buildings to maximize transit service sightlines at crossings, leaving a clear *cone of visibility* to oncoming vehicles and pedestrians. Metro Operations will review, provide guidance, and determine the extent of operator visibility for safe operations. If the building envelope overlaps with the visibility cone near pedestrian and vehicular crossings, a building setback may be needed to ensure safe transit service. The cone of visibility at crossings and required setback will be determined based on vehicle approach speed.



Limited sightlines for trains approaching street crossings create unsafe conditions.



Visibility cones allow train operators to respond to safety hazards.

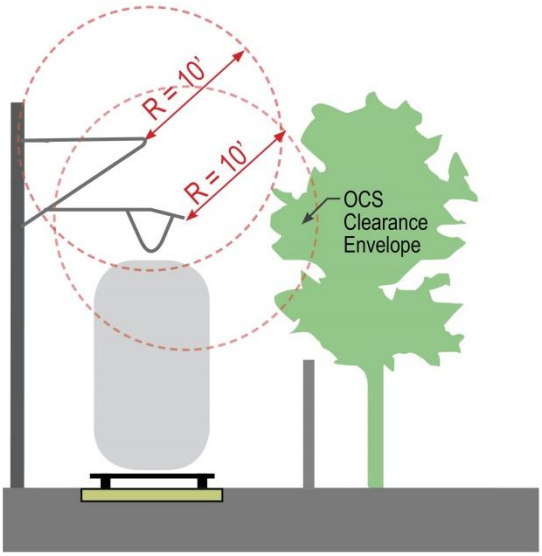
Additional Resources:
MRDC, Section 4 – Guideway and Trackwork
MRDC, Section 12 – Safety, Security, & System Assurance

1.7 Transit Envelope Clearance

Metro encourages density along and around transit service as well as greening of the urban environment through the addition of street trees and landscaping. However, building appurtenances, such as balconies, facing rail ROW may pose threats to Metro service as clothing or other décor could blow into the OCS. Untended landscaping and trees can also grow into the OCS above light rail lines, creating electrical safety hazards as well as visual and physical impediments for trains.

Recommendation: Project elements facing or located adjacent to the ROW should be designed to avoid potential conflicts with Metro transit vehicles and infrastructure. Metro recommends that projects:

- Maintain building appurtenances and landscaping at a minimum distance of ten (10) feet from the OCS and support structures.
- Plan for landscape maintenance from private property and not allow growth into the Metro ROW. Property owners will not be permitted to access Metro property to maintain private development.
- Design buildings such that balconies do not provide direct access to ROW access.



Adjacent structures and landscaping should be sited to avoid conflicts with the rail OCS.

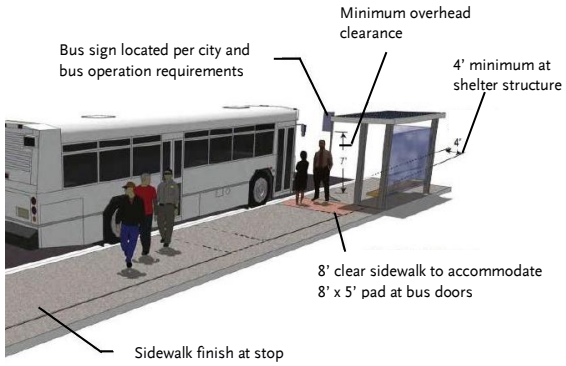
Additional Resources:
MRDC, Section 4 – Guideway and Trackwork
MRDC, Section 6 – Architectural
MRDC, Section 12 – Safety, Security, & System Assurance

1.8 Bus Stops & Zones Design

Metro Bus serves 15,967 bus stops throughout the diverse landscape that is Los Angeles County. Typically located on sidewalks within the public right-of-way owned and maintained by local jurisdictions, existing bus stop conditions vary from well-lit and sheltered spaces to uncomfortable and unwelcoming zones. Metro is interested in working with developers and local jurisdiction to create a vibrant public realm around new developments by strengthening multi-modal access to/from Metro transit stops and enhancing the pedestrian experience.

Recommendation: When designing around existing or proposed bus stops, Metro recommends project teams:

- Review Metro's Transit Service Policy: Appendix D, which provides standards for design and operation of bus stops and zones for near-side, far-side, and mid-block stops. In particular, adjacent projects should:
  - Accommodate 6' x 8' landing pads at bus doors.
  - Install a concrete bus pad within each bus stop zone to avoid asphalt damage.
- Replace stand-alone bus stop signs with bus shelters that include benches and adequate lighting.
- Design wide sidewalks (15' preferred) that accommodate bus landing pads as well as street furniture, landscape, and user travel space.
- Ensure final design of stops and surrounding sidewalk allows passengers with disabilities a clear path of travel.
- Place species of trees in quantities and spacing that will provide a continuous shade canopy in paths of travel to access transit stops. These must be placed far enough away from the curb and adequately maintained to prevent visual and physical impediments for buses when trees reach maturity.
- Locate and design driveways to avoid conflicts with on-street services and pedestrian traffic.



Well-designed and accessible bus stops are beneficial amenities for both transit riders and users of adjacent developments.

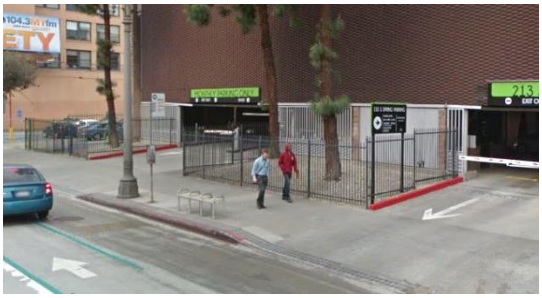
Additional Resources:
Metro Transit Service Policy

1.9 Driveways/Access Management

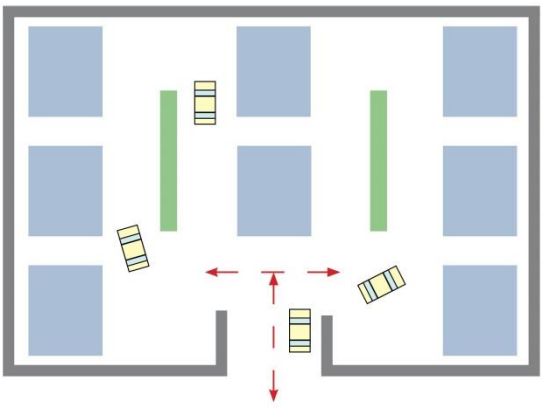
Driveways adjacent to on-street bus stops can create conflict for pedestrians walking to/from or waiting for transit. Additionally, driveways accessing parking and loading at project sites near Metro Rail and BRT crossings can create queuing issues along city streets and put vehicles in close proximity with fast moving trains and buses.

Recommendation: Metro encourages new developments to promote a lively public space mutually beneficial to the project and Metro by providing safe, comfortable, convenient, and direct connections to transit. Metro recommends that projects:

- Place driveways along side streets and alleys, away from on-street bus stops and transit crossings to minimize safety conflicts between active tracks, transit vehicles, and people, as well as queuing on streets.
- Locate vehicular driveways away from transit crossings or areas that are likely to be used as waiting areas for transit services.
- Program loading docks away from sidewalks where transit bus stop activity is/will be present.
- Consolidate vehicular entrances and reduce width of driveways.
- Raise driveway crossings to be flush with the sidewalk, slowing automobiles entering and prioritizing pedestrians.
- Separate pedestrian walkways to minimize conflict with vehicles and encourage safe non-motorized travel.



Driveways in close proximity to each other compromise safety for those walking to/from transit and increase the potential for vehicle-pedestrian conflicts.



A consolidated vehicular entrance greatly reduces the possibility for vehicle-pedestrian conflicts.

Additional Resources:
Metro First/Last Mile Strategic Plan
MRDC, Section 3 – Civil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2 Engineering

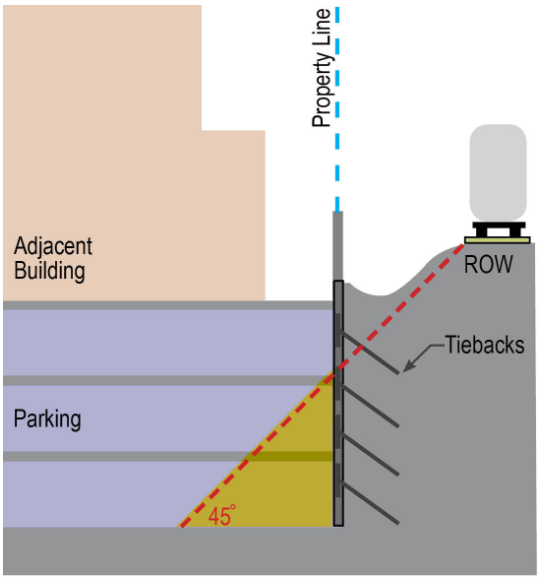
2 Engineering

2.1 Excavation Support System Design

Excavation near Metro ROW has the potential to disturb adjoining soils and jeopardize the support of existing Metro infrastructure. Any excavation which occurs within the geotechnical *foul zone* is subject to Metro review and approval. The geotechnical zone of influence shall be defined as the area below the track-way as measured from a 45-degree angle from the edge of the rail track ballast. Construction within this vulnerable area poses a potential risk to Metro service and safety and triggers additional safety regulations.

Recommendation: Coordinate with Metro Engineering staff for review and approval of structural and support of excavation drawings prior to the start of excavation or construction. Tie backs encroaching into Metro ROW may require a tie back easement or license, at Metro's discretion.

Any excavation/shoring within Metrolink operated and maintained ROW would require compliance with Metrolink Engineering standards and guidelines.



An underground structure located within the ROW foul zone would require additional review by Metro.

Additional Resources:
Metrolink Engineering & Construction Requirements
MRDC, Section 3 – Civil
MRDC, Section 5 – Structural/Geotechnical

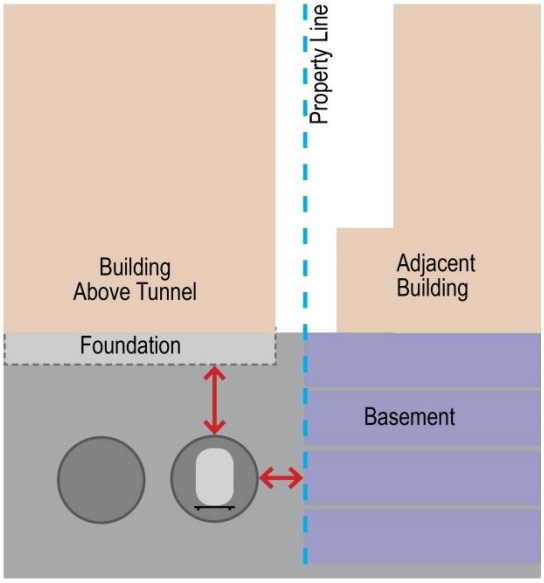
2 Engineering

2.2 Proximity to Stations & Tunnels

Metro supports development of commercial and residential properties near transit services and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of the developments. However, construction adjacent to, over, or under underground Metro facilities (tunnels, stations and appendages) is of great concern and should be coordinated closely with Metro Engineering.

Recommendation: Dependent on the nature of the adjacent construction, Metro will need to review the geotechnical report, structural foundation plans, sections, shoring plan sections and calculations. Metro typically seeks to maintain a minimum eight (8) foot clearance from existing Metro facilities to new construction (shoring or tiebacks). It will be incumbent upon the developer to demonstrate, to Metro's satisfaction, that both the temporary support of construction and the permanent works do not adversely affect the structural integrity, safety or continued efficient operation of Metro facilities.

Metro may require monitoring where such work will either increase or decrease the existing overburden (i.e. weight) to which the tunnels or facilities are subjected. When required, the monitoring will serve as an early indication of excessive structural strain or movement. Additional information regarding monitoring requirements, which will be determined on a case-by-case basis, may be found in Section 3.4, Excavation Drilling/Monitoring.



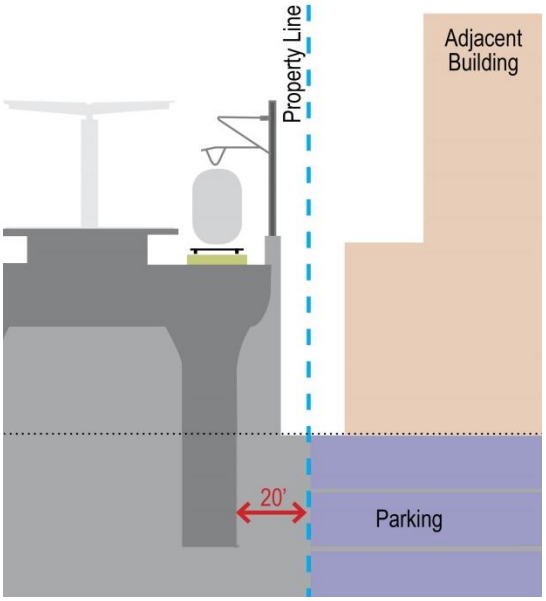
Underground tunnels in close proximity to adjacent basement structure.

Additional Resources:
MRDC, Section 3 – Civil
MRDC, Section 5 – Structural/Geotechnical

2.3 Protection from Explosion/Blast

Metro is obligated to ensure the safety of public transit infrastructure from potential explosive sources which could originate from adjacent underground structures or from at grade locations, situated below elevated *guideways* or stations. Blast protection setbacks or mitigation may be required for large projects constructed near critical Metro facilities.

Recommendation: Avoid locating underground parking or basement structures within twenty (20) feet from an existing Metro tunnel or facility (exterior face of wall to exterior face of wall). Adjacent developments which are within this 20-foot envelope may be required to undergo a *Threat Assessment and Blast/Explosion Study* subject to Metro review and approval.



An underground structure proposed within twenty (20) feet of a Metro structure may require a threat assessment and blast/explosion study.

Additional Resources:
Metro Adjacent Construction Design Manual
MRDC, Section 3 – Civil
MRDC, Section 5 – Structural/Geotechnical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3 Construction Safety & Monitoring

3 Construction Safety & Monitoring

3.1 Pre-Construction Coordination

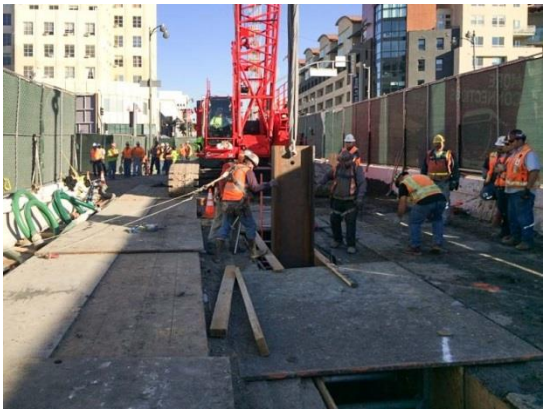
Metro is concerned with impacts on service requiring single tracking, line closures, speed restrictions, and *bus bridging* occurring as a result of adjacent project construction. Projects that will require work over, under, adjacent, or on Metro property or ROW and include operation of machinery, scaffolding, or any other potentially hazardous work are subject to evaluation in preparation for and during construction to maintain safe operations and passenger wellbeing.

Recommendation: Following an initial screening of the project, additional coordination may be determined to be necessary. Dependent on the nature of the adjacent construction, developers may be requested to perform the following as determined on a case-by-case basis:

- Submit a construction work plan and related project drawings and specifications for Metro review.
- Submit a contingency plan, show proof of insurance coverage, and issue current certificates.
- Provide documentation of contractor qualifications.
- Complete pre-construction surveys, perform baseline readings, and install movement instrumentation.
- Complete readiness review and perform practice run of shutdown per contingency plan.
- Confirm a ROW observer or other safety personnel and an inspector from the parties.
- Establish a coordination process for access and work in or adjacent to ROW for the duration of construction.

Project teams will be responsible for the costs of adverse impacts on Metro transit operations caused by work on adjacent developments, including remedial work to repair damage to Metro property, facilities, or systems. Additionally, a review fee may be assed based on an estimate of required level of effort provided by Metro.

All projects adjacent to Metrolink infrastructure will require compliance with SCRRA Engineering Standards and Guidelines.



Metro staff oversees construction for the Purple Line extension.

Additional Resources:

Metrolink Engineering & Construction Requirements

Metro Adjacent Construction Design Manual

3 Construction Safety & Monitoring

3.2 Track Access and Safety

Permission is needed from Metro to enter Metro property for construction and maintenance along, above, or under Metro ROW as these activities can interfere with Metro utilities and service and pose a safety hazard to construction teams and transit riders. Track access is solely at Metro's discretion and is discouraged to prevent electrocution and collisions with construction workers or machines.

Recommendation: To work in or adjacent to Metro ROW, the following must be obtained and/or completed:

- Right-of-Entry Permit/Temporary Construction Easement: All access to and activity on Metro property, including easements necessary for construction of adjacent projects, must be approved through a Right-of-Entry Permit and/or a Temporary Construction Easement obtained from Metro Real Estate and may require a fee.

- Track Allocation: All work on Metro Rail ROW must receive prior approval from Metro Rail Operations Control. Track Allocation identifies, reserves, and requests changes to normal operations for a specific track section, line, station, location, or piece of equipment to allow for safe use by a non-Metro entity.

- Safety Training: All members of the project construction team will be required to attend Metro Safety Training in advance of work activity.

- Construction Work Plan: Dependent on the nature of adjacent construction, Metro may request a construction work plan, which describes means and methods and other construction plan details, to ensure the safety of transit operators and patrons.



Trained flaggers ensure the safe crossing of pedestrians and workers of an adjacent development.

Additional Resources:
Metro Adjacent Construction Design Manual
Safety Training
Track Allocation

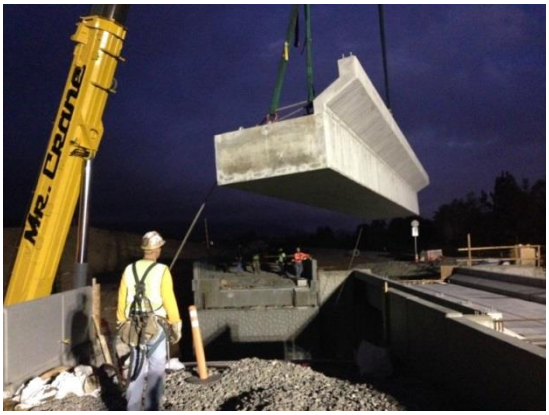
3 Construction Safety & Monitoring

3.3 Construction Hours

To maintain public safety and access for Metro riders, construction should be planned, scheduled, and carried out in a way to avoid impacts to Metro service and maintenance. Metro may limit hours of construction which impact Metro ROW to night or off-peak hours so as not to interfere with Metro revenue service.

Recommendations: In addition to receiving necessary construction approvals from the local municipality, all construction work on or in close proximity to Metro ROW must be scheduled through the Track Allocation Process, detailed in Section 3.2.

Metro prefers that adjacent construction that has the potential to impact normal, continuous Metro operations take place during non-revenue hours (approximately 1:00a.m.-4:00a.m.) or during non-peak hours to minimize impacts to service. The project sponsor may be responsible for additional operating costs resulting from disruption to normal Metro service.



Construction during approved hours ensures the steady progress of adjacent development construction as well as performance of Metro's transit service.

Additional Resources:
Metro Adjacent Construction Design Manual
MRDC, Section 10 – Operations
Track Allocation

3.4 Excavation/Drilling Monitoring

Excavation is among the most hazardous construction activities and can pose threats to the structural integrity of Metro's transit infrastructure.

Recommendation: Excavation and shoring plans adjacent to the Metro ROW shall be reviewed and approved by Metro Engineering prior to commencing construction.

Geotechnical instrumentation and monitoring will be required for all excavations occurring within Metro's *geotechnical zone of influence,* where there is potential for adversely affecting the safe and efficient operation of transit vehicles. Monitoring of Metro facilities due to adjacent construction may include the following as determined on a case-by-case basis:

- Pre- and post-construction condition surveys
- Extensometers
- Inclinometers
- Settlement reference points
- Tilt-meters
- Groundwater observation wells
- Movement arrays
- Vibration monitoring



Rakers and tiebacks provide temporary support during construction.



A soldier pile wall supports adjacent land during construction.

Additional Resources:
Metro Adjacent Construction Design Manual
MRDC, Section 3 – Civil
MRDC, Section 5 – Structural/Geotechnical

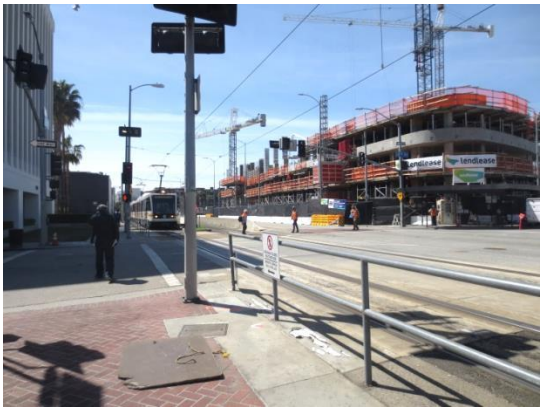
3 Construction Safety & Monitoring

3.5 Crane Operations

Construction activities adjacent to Metro ROW will often require moving large, heavy loads of building materials and machinery by cranes. Cranes referred to in this section include all power operated equipment that can hoist, lower, and horizontally move a suspended load. There are significant safety issues to be considered for the operators of crane devices as well as Metro patrons and operators.

Recommendations: Per California Occupational Safety and Health Administration (Cal/OSHA) standards, cranes operated near the OCS must maintain a twenty (20) foot clearance from the OCS. In the event that a crane or its load needs to enter the 20-foot envelope, OCS lines must be de-energized.

Construction activities which involve swinging a crane and suspended loads over Metro facilities or bus passenger areas shall not be performed during revenue hours. The placement and swing of this equipment are subject to Metro review and possible work plan.



Construction adjacent to the Pico Rail Station in Downtown Los Angeles.



Construction adjacent to the Chinatown Rail Station.

Additional Resources:
Metro Adjacent Construction Design Manual
Cal/OSHA

3 Construction Safety & Monitoring

3.6 Construction Barriers & Overhead Protection

During construction, falling objects can damage Metro facilities, and pose a safety concern to the patrons accessing them.

Recommendations: Vertical construction barriers and overhead protection compliant with Metro and Cal OSHA requirements shall be constructed to prevent objects from falling into the Metro ROW or areas designed for public access to Metro facilities. A protection barrier shall be constructed to cover the full height of an adjacent project and overhead protection from falling objects shall be provided over Metro ROW as necessary. Erection of the construction barriers and overhead protection for these areas shall be done during Metro non-revenue hours.



A construction barrier is built at the edge of the site to protect tracks from adjacent work.

Additional Resources:
Metro Adjacent Construction Design Manual

3 Construction Safety & Monitoring

3.7 Pedestrian & Emergency Access

Metro's ridership relies on the consistency and reliability of access and *wayfinding* to/from stations, stops, and facilities. Construction on adjacent developments must not obstruct fire department access, emergency egress, or otherwise present a safety hazard to Metro operations, its employees, patrons, and the general public. Fire access and safe escape routes within all Metro stations, stops, and facilities must be maintained.



Sidewalk access is blocked for construction project, forcing pedestrians into street or to use less direct paths to the Metro facility.

Recommendations: The developer shall ensure pedestrian access to Metro stations, stops, and transit facilities is compliant with the Americans with Disabilities Act (ADA) and maintained during construction:

- Temporary fences, barricades, and lighting should be installed and watchmen provided for the protection of public travel, the construction site, adjacent public spaces, and existing Metro facilities.
- Temporary signage should be installed where necessary and in compliance with the latest California Manual on Uniform Traffic Control Devices and in coordination with Metro Art and Design Standards.
- Emergency exists shall be provided and be clear of obstructions at all times.
- Access shall be maintained for utilities such as fire hydrants, stand pipes/connections, and fire alarm boxes as well as Metro-specific infrastructure such as fan and vent shafts.

Additional Resources:
California Manual on Uniform Traffic Control Devices
Metro Adjacent Construction Design Manual
Metro Signage Standards

3 Construction Safety & Monitoring

3.8 Impacts to Bus Routes & Stops

During construction, bus stops and routes may need to be temporarily relocated. Metro needs to be informed of activities that require removal and/or relocation in order to ensure uninterrupted service.

Recommendations: During construction, existing bus stops must be maintained or relocated consistent with the needs of Metro Bus Operations. Design of temporary and permanent bus stops and surrounding sidewalk area must be ADA-compliant and allow passengers with disabilities a clear path of travel to the transit service. Metro Bus Operations Control Special Events and Metro Stops & Zones Department should be contacted at least 30 days in advance of initiating construction activities



Temporary and permanent relocation of bus stops and layover zones will require coordination between developers, Metro, and other municipal bus operators, and local jurisdictions.

Additional Resources:
Metro Transit Service Policy
MRDC, Section 3 – Civil

3 Construction Safety & Monitoring

3.9 Utility Coordination

Construction has the potential to interrupt utilities that Metro relies on for safe operations and maintenance. Utilities of concern to Metro include but are not limited to: condenser water piping, potable/fire water, and storm and sanitary sewer lines, as well as electrical/telecommunication services.

Recommendations: Temporary and permanent utility impacts and relocation near Metro facilities should be addressed during project design and engineering to avoid conflicts during construction.

The contractor shall protect existing aboveground and underground Metro utilities during construction and coordinate with Metro to receive written approval for any utilities pertinent to Metro facilities that may be verified, used, interrupted, or disturbed.

When electrical power outages or support functions are required, the approval must be obtained through Metro Track Allocation.



Coordination of underground utilities is critical.

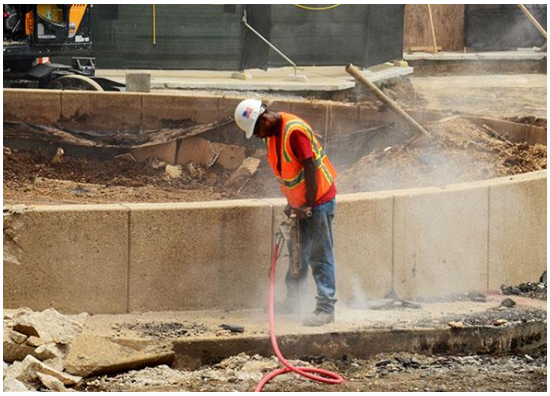
Additional Resources:
Metro Adjacent Construction Design Manual

3 Construction Safety & Monitoring

3.10 Air Quality & Ventilation Protection

Hot or foul air, fumes, smoke, steam, and dust from adjacent construction activities can negatively impact Metro facilities, service, and users.

Recommendation: Hot or foul air, fumes, smoke, and steam from adjacent facilities must not be discharged within 40 feet of existing Metro facilities, including but not limited to: ventilation system intake shafts or station entrances. Should fumes be discharged within 40 feet of Metro intake shafts, a protection panel around each shaft shall be required.



A worker breaks up concrete creating a cloud of silica dust.

Additional Resources:
Metro Adjacent Construction Design Manual
MRDC, Section 8 – Mechanical

Resources

The following provides Metro contact information and a list of programs, policies, and online resources that should be considered when planning projects within 100 feet of Metro ROW – including underground easements – and in close proximity to non-revenue transit facilities and property:



Metro encourages developers and municipalities to leverage digital resources and data sets to maximize opportunities inherent in transit adjacency.

Metro Adjacent Development Contact Information & Resources

Please direct any questions to the Metro Adjacent Development team at:

- 213-418-3484
- DevReview@metro.net

Metro Adjacent Development Review Webpage:
https://www.metro.net/projects/devreview/

Metro Right-of-Way GIS Data

Metro maintains a technical resource website housing downloadable data sets and web services. Developers and municipalities should utilize available Metro right-of-way GIS data to appropriately plan and coordinate with Metro when proposing projects within 100' of Metro right-of-way:
https://developer.metro.net/portfolio-item/metro-right-of-way-gis-data/

Metro Design Criteria & Standards

Metro standard documents are periodically updated and are available upon request:

- Metro Adjacent Construction Design Manual
- Metro Rail Design Criteria (MRDC)
- Metro Rail Directive Drawings
- Metro Rail Standard Drawings
- Metro Signage Standards

Metrolink Standards & Procedures

Engineering & Construction
https://www.metrolinktrains.com/about/agency/engineering--construction/



Major construction at the Metrolink San Bernardino Station.

Metro Policies & Plans

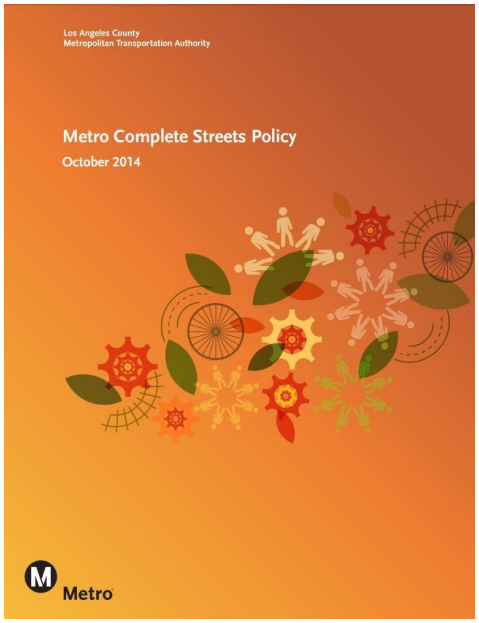
Active Transportation Strategic Plan, 2016
https://www.metro.net/projects/active-transportation-strategic-plan/

Complete Streets Policy, 2014
https://www.metro.net/projects/countywide-planning/metros-complete-streets-policy-requirements/

Countywide Sustainability Planning Policy & Implementation Plan, 2012
https://media.metro.net/projects_studies/sustainability/images/countywide_sustainability_planning_policy.pdf

First/Last Mile Strategic Plan, 2014
https://media.metro.net/docs/First_Last_Mile_Strategic_Plan.pdf

Transit Service Policy, 2015
https://media.metro.net/images/service_changes_transit_service_policy.pdf



Metro Complete Streets Policy

Resources



Metro Bike Hub at Los Angeles Union Station

Metro Programs & Toolkits

Bike Hub
https://bikehub.com/metro/

Bike Share for Business
https://bikeshare.metro.net/for-business/

Green Places Toolkit
https://www.metro.net/interactives/greenplaces/index.html

Transit Oriented Communities
https://www.metro.net/projects/transit-oriented-communities/

Transit Passes
Annual and Business Access Passes
https://www.metro.net/riding/eapp/

College/Vocational Monthly Pass
https://www.metro.net/riding/fares/collegevocational/

Transit Supportive Planning Toolkit
https://www.metro.net/projects/tod-toolkit/

Useful Policies & Resources

ADA Standards for Accessible Design, 2010
U.S. Department of Justice.
https://www.ada.gov/2010ADAstandards_index.htm

California Manual on Uniform Traffic Control Devices.
State of California Department of Transportation
http://www.dot.ca.gov/trafficops/tcd/signcharts.html

California Occupational Safety and Health Administration (Cal/OSHA)
State of California Department of Industrial Relations
http://www.dir.ca.gov/dosh/


Speak Up,
Listen Up!
Metro

Glossary

Cone of Visibility – a conical space at the front of moving transit vehicles allowing for clear visibility of travel way and/or conflicts.

Construction Work Plan (CWP) – project management document outlining the definition of work tasks, choice of technology, estimation of required resources and duration of individual tasks, and identification of interactions among the different work tasks.

Flagger/Flagman – person who controls traffic on and through a construction project. Flaggers must be trained and certified by Metro Rail Operations prior to any work commencing in or adjacent to Metro ROW.

Geotechnical Foul Zone – area below a track-way as measured from a 45-degree angle from the edge of the rail track ballast.

Guideway – a channel, track, or structure along which a transit vehicle moves.

Heavy Rail Transit (HRT) – Metro HRT systems include exclusive ROW (mostly subway) trains up to six (6) cars long (450') and utilize a contact rail for traction power distribution (e.g. Metro Red Line).

Light Rail Transit (LRT) – Metro LRT systems include exclusive, semi-exclusive, or street ROW trains up to three (3) cars long (270') and utilize OCS for traction power distribution (e.g. Metro Blue Line).

Measure R – half-cent sales tax for Los Angeles County approved in November 2008 to finance new transportation projects and programs. The tax expires in 2039.

Measure M – half-cent sales tax for LA County approved in November 2016 to fund transportation improvements, operations and programs, and accelerate projects already in the pipeline. The tax will increase to one percent in 2039 when Measure R expires.

Metrolink – a commuter rail system with seven lines throughout Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties governed by the Southern California Regional Rail Authority.

Metro Adjacent Construction Design Manual – Volume III of the Metro Design Criteria & Standards which outlines the Metro adjacent development review procedure as well as operational requirements when constructing over, under, or adjacent to Metro facilities, structures, and property.

Metro Bus – Metro "Local" and "Rapid" bus service runs within the street, typically alongside vehicular traffic, though occasionally in "bus-only" lanes.

Metro Bus Rapid Transit (BRT) – high quality bus service that provides faster and convenient service through the use of dedicated ROW, branded vehicles and stations, high frequency and intelligent transportation systems, all door boarding, and intersection crossing priority. Metro BRT generally runs within the center of freeways and/or within dedicated corridors.

Metro Design Criteria and Standards – a compilation of documents that govern how Metro transit service and facilities are designed, constructed, operated, and maintained.

Metro Rail – urban rail system serving Los Angeles County consisting of six lines, including two subway lines (Red and Purple Lines) and four light rail lines (Blue, Green, Gold, and Expo Lines).

Metro Rail Design Criteria (MRDC) – Volume IV of the Metro Design Criteria & Standards which establishes design criteria for preliminary engineering and final design of a Metro Project.

Metro Transit Oriented Communities – land use planning and community development program that seeks to

maximize access to transportation as a key organizing principle and promote equity and sustainable living by offering a mix of uses close to transit to support households at all income levels, as well as building densities, parking policies, urban design elements and first/last mile facilities that support ridership and reduce auto dependency.

Noise Easement Deed – easement completed by property owners abutting Metro ROW acknowledging use and possible results of transit vehicle operation on the ROW.

Overhead Catenary System (OCS) – one or more electrified wires (or rails, particularly in tunnels) situated over a transit ROW that transmit power to light rail trains via pantograph, a current collector mounted on the roof of an electric vehicle. Metro OCS is supported by hollow poles placed between tracks or on the outer edge of parallel tracks.

Right of Entry Permit – written approval granted by Metro Real Estate to enter Metro ROW and property.

Right of Way (ROW) –the composite total requirement of all interests and uses of real property needed to construct, maintain, protect, and operate the transit system.

Southern California Regional Rail Authority (SCRRA) – a joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. SCRRA governs and operates Metrolink service.

Threat Assessment and Blast/Explosion Study – analysis performed when adjacent developments are proposed within twenty (20) feet from an existing Metro tunnel or facility.

Track Allocation/Work Permit – permit granted by Metro Rail Operations Control to allocate a section of track and perform work on Metro Rail ROW. This permit should be submitted for any work that could potentially foul the envelope of a train.

Wayfinding – signs, maps, and other graphic or audible methods used to convey location and directions to travelers.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COMMUNITIES FOR A BETTER ENVIRONMENT
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September 16, 2019

ATTN: Marie Cobian, City Planner
Case Number: ENV-2019-3379-EIR
200 North Spring Street, Room 667
Los Angeles, CA 90012

Dear Marie Cobian,

The Alliance for Community Transit-LA (ACT-LA) and Communities for a Better Environment (CBE) welcomes the opportunity to comment on the scope of the EIR for the Wilmington-Habor City and Harbor Gateway Community Plans (Harbor LA Plans).

ACT-LA is a citywide coalition of 37 community-based organizations from across Los Angeles. Individually, our member organizations work in low-income transit-served neighborhoods, organizing and elevating community priorities in the development process, building much-needed affordable housing, and providing direct services to tenants facing the threats of eviction and displacement. As a coalition, we work collectively to advance comprehensive policy strategies to ensure that our unprecendented investment in public transit will serve all Angelenos. CBE is a grassroots organization whose mission is to build people's power in California's communities of color and low income communities to achieve environmental health and justice by preventing and reducing pollution and building green, healthy and sustainable communities and environments.

ACT-LA and CBE support efforts to create sustainable and livable neighborhoods in the Harbor Area region. It is critical that the new Draft Community Plans for the Wilmington-Harbor City and Harbor Gateway plan areas increase the capacity for building thousands of new housing units -- especially housing affordable to the lowest-income households -- in order to address today's housing crisis and to ensure that the next generation of Angelenos have healthy and safe places to live. Additionally, it is critical that the Draft Plans prohibit the expansion of industrial land uses, and actively encourage their transition into sustainable or green manufacturing, or to residential or commercial uses, where applicable.

We recommend the Department of City Planning consider the following in the scope of the plan's EIR:

- The Department should study the direct and indirect displacement that will be caused by the proposed plan looking at whether the plan will directly cause the demolition of low-income housing,

but also what effect the plan may have on affordability of existing housing. This is key to determining whether the Plans will cause the need for construction of replacement housing elsewhere.

- The Department should study opportunities for increased housing capacity in the plan area to accommodate significant density along commercial corridors and allow up to four units where apartments are currently not allowed.
- The Department should study how failing to allow new homes would accelerate displacement and thus increase VMT by displacing residents to regions outside of community plan area.
- The Department should align the Plan's policies with the incentives offered in the City's Transit Oriented Communities Affordable Housing Incentive Program.
- The Department should assess the emissions resulting from the Plan's displacement impacts and study the health impacts.
- The Department should analyze the direct and indirect impacts of the Plan on public transit ridership and resulting emissions.
- The Department should study the impact of the Plan on key cultural and historic assets and community institutions.
- The Department should analyze the Plan's effects on the preservation of small and community-serving businesses in the study area.
- The Department should study both reducing and removing parking requirements in key parts of the study area.
- The department should study the regional vehicle miles traveled and greenhouse gas emissions impacts, to account for the fact that building in dense, jobs-rich communities greatly reduces GHGs.
- The Department should study the vehicle miles traveled and the impact of greenhouse gas emissions from people commuting into Plan area from outside of the community.
- The Department should study the public health benefits of incorporating green buffer zones between industrial and residential land uses.
- The Department should study the public health and environmental impacts of heavy industry in the study area including oil drilling, refineries, manufacturing, and other industrial land uses.
- The Department should study the benefits of converting underutilized and vacant land into publicly accessible green space.

Thanks for your consideration of our comments. We look forward to further working with you throughout the community planning process in the Harbor Area.

Sincerely,

Alliance for Community Transit – Los Angeles and Communities for a Better Environment

DEPARTMENT OF TRANSPORTATION
DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0475
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

September 10, 2019

City of Los Angeles, Department of City Planning
ATTN: Marie Cobian, City Planner
Case No: ENV-2019-3379-EIR
200 North Spring Street, Room 667
Los Angeles, CA 90012

RE: Harbor LA Community Plans Update –
Notice of Preparation (NOP)
SCH # 2019080248
GTS # 07-LA-2019-02766
Vic. LA-110/PM: 3.661
LA-405/PM: 13.201
LA-1/PM: 10.787
LA-213/PM: 5.437

Dear Ms. Marie Cobian:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The proposed project is located within the City of Los Angeles and is composed of the boundaries of the Harbor Gateway and Willmington-Harbor City Community Plan Areas (CPAs). The proposed project is an update to the Harbor LA Community Plans, which include the Harbor Gateway Community Plan and the Wilmington-Harbor City Community Plan. The proposed project also includes the adoption of necessary updates to land use designations, zoning, plan text, and other ordinances to implement those updates. The City of Los Angeles is the Lead Agency under the California Environmental Quality Act (CEQA).

The proposed project is near several State facilities, including I-110, I-405, SR-1 and SR-213. The City of Los Angeles has determined that an Environmental Impact Report (EIR) is required for the proposed project. Caltrans looks forward to receiving the draft EIR for review and to provide further comments, if warranted. From reviewing the NOP, the four previously mentioned state facilities may need to be included in the forthcoming transportation impact study (TIS), which will be included in the draft EIR. Also, queuing analysis may be needed for specific off-ramps on the I-405 and I-110. The facilities studied in the TIS should not be limited to the I-110, I-405, SR-1, and SR-213. These facilities may need to be included in the TIS due to the project's size and location.

If significant impacts are found at locations along the previously mentioned facilities, the TIS should discuss trip distribution, weaving analysis results, and the cumulative effects of other related projects. Also, the Tenth Edition of the Institute of Transportation Engineers' Trip Generation Manual should be used for determining trip generation forecasts and trip reductions (e.g. pass-by, diverted, and internal capture trips). Local trip generation rates are acceptable if appropriate validation is provided.

Caltrans also recommends that the Highway Capacity Manual (HCM) Sixth Edition method be used for conducting all operational and conflict analyses on State highway facilities. Specifically, queuing analyses based on the HCM queuing methodology are required for any Caltrans' off-ramps that would be potentially significantly impacted by the project. When the State highway facility has saturated flows, it is encouraged

that a micro-simulation model be used for the analyses. For intersection analyses, the actual traffic signal timing of an intersection should be used, as opposed to the optimized signal timing of an intersection.

As the City of Los Angeles is aware, Senate Bill 743 (2013) mandates that Vehicle Miles Traveled (VMT) be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. Caltrans looks forward to reviewing this project's VMT analysis.

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions, as well as facilitates a high level of non-motorized travel and transit use. Therefore, Caltrans supports the project goals discussed in the NOP, such as directing growth within walking distance of transit centers and using pedestrian-oriented design standards. In addition to these objectives, the following are additional strategies to consider including in the plan updates:

- Promote Complete Streets principles by creating facilities, such as bike lanes and bicycle parking, that that improve mobility for travelers of all ages and abilities
- Install electric vehicle charging stations where feasible
- Design additional green and open space areas, as well as plant shade trees and bioswales, which will increase livability and reduce stormwater runoff. The latter is a serious issue in Los Angeles County and needs to be considered during project design.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2019-02766.

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

CALIFORNIA COASTAL COMMISSION
South Coast Area Office
301 E Ocean Blvd, Suite 300
Long Beach, CA 90802
(562) 590-5071

September 16, 2019

City of Los Angeles, Department of City Planning
Attn: Marie Cobian, City Planner
200 North Spring Street, Room 667
Los Angeles, CA 90012

RE: Harbor LA Community Plans Update (Case No: ENV-2019-3379-EIR)
Coastal Commission Staff Comments on Notice of Preparation of Draft EIR

Marie Cobian,

Thank you for the invitation to comment on the Notice of Preparation of a combined draft Environmental Impact Report (EIR) for the proposed update of the Harbor LA Community Plans: Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan. As you know, a portion of the Wilmington-Harbor City Community Plan (Plan) is located within the coastal zone. Some of this coastal area is within the City of Los Angeles' single permit jurisdiction area and some is within the dual jurisdiction area; meaning, any development in the single jurisdiction area of the coastal zone must receive appropriate coastal approvals from the City of Los Angeles, which are appealable to the Coastal Commission, and any development in the dual jurisdiction area that receives a local coastal development permit (CDP) from the City must obtain a second ("dual") CDP from the Coastal Commission. Therefore, implementation of the updated Plan, as proposed, including land use changes and other future development, will involve action by both the City of Los Angeles and the California Coastal Commission.

The Coastal Commission works with local governments to prepare Local Coastal Programs (LCPs), a segment of the jurisdiction's General Plan, which contain policies for development and protection of coastal resources for geographic segments of the California coastline. Once a coastal area has an LCP that is consistent with the California Coastal Act and certified by the Commission, then the local jurisdiction has the authority to issue coastal development permits (CDPs) within the certified area. In the unique case of the City of Los Angeles, a permit program was developed in 1978 to exercise its option to issue local CDPs without a certified LCP with the intent of developing LCPs for each of its coastal community areas, including Wilmington. Currently, only Venice and San Pedro have certified Land Use Plans (one element of the LCP).

Benefits of developing a LCP for the portion of Wilmington within the coastal zone include, but are not limited to: inclusion of policies that are protective of coastal resources including, but not limited to equitable public access to the coast, recreational opportunities, community character, and biological resources; potential local permit authority throughout the Wilmington coastal zone and, thus, streamlined permit requirements for property owners in the existing dual permit jurisdiction areas; and creation of standards that would guide City and Commission decision-making in this area. In addition, the Commission has a Local Coastal Program Local Assistance Grant Program that provides funds to support local governments in completing or updating LCPs with special emphasis on planning for climate change and maximizing benefits to disadvantaged and low-income communities.

The proposed updates to the Community Plans provide an excellent opportunity for the City to develop a LCP for the Wilmington coastal zone area. For example, the proposed amended goals, policies, programs, and land use maps for these Community Plan Areas could serve as the proposed Land Use Plan element of the LCP and the proposed new zoning regulations and other implementing ordinances could serve as the Implementation Plan element of the LCP. If the proposed Plan updates are not certified by the Commission, then the Commission is not required to use the Plan as guidance in its review of developments' consistency with the Coastal Act.

Thus, Coastal Commission staff requests that the draft EIR specifically address the impacts of the proposed Wilmington-Harbor City Community Plan update on coastal resources, which include, but are not limited to coastal views, community character, public access to the coast, low-cost overnight accommodations, recreational opportunities, marine resources, water quality, and archaeological, cultural, and paleontological resources, and consistency of the updated Plan with the California Coastal Act. Staff also recommends that the EIR analyze impacts of sea level rise and climate change, including potential flooding and storm events on the coastal area of Wilmington. Additionally, any impacts that may be disproportionately felt by environmental justice communities should be described and appropriate mitigation measures, if such impacts are unavoidable, should be included in the EIR. Commission staff also suggests that proposed update of the Wilmington-Harbor City Community Plan update be formatted to facilitate submittal to the Coastal Commission as a proposed LCP.

Please note that the comments provided herein are preliminary in nature. More specific comments may be appropriate as the project develops. Coastal Commission staff requests notification of any future activity associated with this project or related projects. Thank you for the opportunity to comment on the Notice of Preparation. Coastal Commission staff, including management, are available for a meeting to discuss the LCP process and the relationship to the subject community plans, as well as other community plans City staff area in the process of updating. Please feel free to contact me at (562) 590-5071 with any questions or to set up a meeting.

Sincerely,



Dani Ziff
Coastal Program Analyst

cc: Shana Bonstin, Deputy Director
Tricia Keane, Deputy Director
Steve Hudson, District Director



COMMUNITY HEALTH IMPROVEMENT PLAN

FOR LOS ANGELES COUNTY

2015-2020



Hi Emily

Comments:
Nel amo Action
Committee
Cynthia Babich

COUNTY OF LOS ANGELES
Public Health

COUNTY OF LOS ANGELES – DEPARTMENT OF PUBLIC HEALTH

Community Health Improvement Plan (CHIP)

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Message from the Interim Director and Interim Health Officer of Los Angeles County Department of Public Health

Dear Colleagues,

We are pleased to present this Community Health Improvement Plan (CHIP) for Los Angeles County. This roadmap for improved health in our County was developed in partnership with a wide variety of organizations throughout Los Angeles County. The CHIP is meant to guide public and private activities, initiatives and investments with the aim to improve the health status of community members and the community conditions that foster health.

This plan includes a number of areas focused on traditional health issues like prevention of chronic diseases and controlling transmission of infectious diseases. However, the CHIP also moves beyond the realm of conventional public health to propose key solutions that address the many social conditions in our communities that significantly affect health, such as unaffordable or poor quality housing, barriers to educational attainment, exposure to violence, and availability of safe places for recreation.

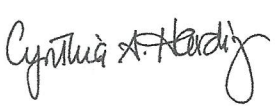
To achieve the goals within the CHIP, the Department of Public Health (DPH) is committed to collaborating with our colleagues both within and outside the traditional "health" sector. We are eager to engage new partners with unique perspectives to create healthier and safer communities across Los Angeles County. Collectively, we will need to be innovative while also utilizing proven and promising practices. DPH cannot bring about the desired improvements for Los Angeles County alone; rather, only through partnerships will we create healthy communities with healthy people.

There are many critical pieces that will assist in transforming our collective efforts to improve health in Los Angeles County apart from the strategies listed in this CHIP. By codifying a small, but significant, group of priorities with action steps into this CHIP, we have taken an important first step towards collectively setting a course to improve health and the conditions that impact health.

We would like to thank the many people who contributed their ideas, expertise, energy and commitment to develop this plan.

We look forward to working with you to make a difference in the health of Los Angeles County.

Sincerely,



Cynthia A. Harding, MPH
INTERIM DIRECTOR
Los Angeles County
Department of Public Health



Jeffrey D. Gunzenhauser, MD, MPH
INTERIM HEALTH OFFICER
Los Angeles County
Department of Public Health

Community Health Improvement Plan for Los Angeles County Summary

PRIORITY AREA 1

Increase Prevention to Improve Health

define chronic diseases

Goal 1.1: Prevent and manage chronic disease

Goal 1.2: Increase access to care (medical, clinical preventive services, mental health, dental)

PRIORITY AREA 2

Create Healthy and Safe Communities

Goal 2.1: Prevent and reduce violence

Goal 2.2: Prevent and reduce traffic collisions

Goal 2.3: Reduce exposure to air pollution

Goal 2.4: Reduce transmission of infectious diseases

Goal 2.5: Prepare for emerging infections and other threats to public health

PRIORITY AREA 3

Achieve Equity and Community Stability

Goal 3.1: Increase the availability of safe, quality, affordable housing

Goal 3.2: Increase the number of youth who graduate high school and pursue higher education

Goal 3.3: Prevent and treat substance abuse

About this Community Health Improvement Plan

Simplify language - meaning may be unclear - I assume you mean competitive job market and the need to be fit - OK to say competitive job market

Introduction

The Community Health Improvement Plan (CHIP) for Los Angeles County is a strategic plan for the Department of Public Health (DPH) and community partners to improve the health of community members over the next five years. Good health is vital to a high quality of life, economic sustainability, and the competitiveness of the Los Angeles region. The purpose of the CHIP is to develop a health improvement agenda that partners from different sectors (e.g. health, education, housing, transportation) can use as a framework for collaboration.

The CHIP is informed by the *Community Health Assessment* (a report describing the health status of people in Los Angeles County and the neighborhood conditions that contribute to health) and also integrates significant input received from stakeholders at regional community meetings. This plan contains three priority areas for health improvement with measurable objectives and strategies to accomplish these objectives.

DPH alone cannot achieve the health and neighborhood improvements envisioned in this plan. The CHIP provides a common vision and shared approach for local partners as we work towards healthy and vibrant communities. Of particular importance, the CHIP serves as a foundation to spur strategic new partnerships that can collectively work towards a healthier Los Angeles County.

Lastly, it is important to note that the CHIP priorities are not the only priorities that DPH will pursue. While DPH's internal strategic plan contains key activities that DPH programs will implement to help achieve the CHIP goals, it also includes many other important projects that DPH will implement.

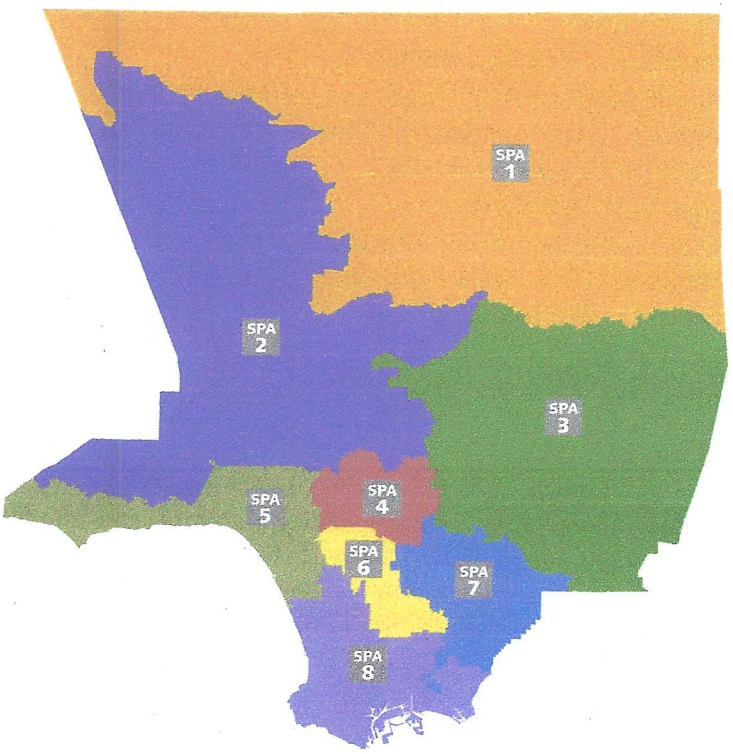
A Focus on Root Causes of Health

Parts of our community continue to experience significantly worse health than others. Narrowing the health disparities, and improving overall population health, requires solutions to address the root causes of poor health. Research has increasingly shown that social and economic conditions contribute to approximately 40% of our health status, followed by health behaviors (30%), clinical care (20%), and the physical environment (10%).[1,2,3] Social and economic conditions encompass community safety, education, employment and income. Health behaviors include alcohol and drug use, diet and exercise, tobacco use, and sexual activity. Clinical care comprises access to health insurance and a usual source of quality care so that people can get their health needs met. Lastly, the physical environment covers housing, air quality, and transportation.[2] Many of these contributing factors are discussed in more detail in the sections of the CHIP that address the three priority areas. Given that the environments and conditions in which we live, work, study, and play all influence health, achieving healthy communities with healthy people will require the active engagement of many sectors, including government, business, health care, community-based organizations, and funders.

The Development of the Community Health Improvement Plan (CHIP) for Los Angeles County

This CHIP is the culmination of a community health improvement planning process that began with a Community Health Assessment (CHA), a comprehensive report of the state of health in Los Angeles County. The CHA examines the health status, health behaviors, and social and environmental conditions affecting the health of all community members.[4] Los Angeles County is divided into Service Planning Areas (SPAs), which are eight geographic regions used by several County agencies in the planning and delivery of services (see Map 1). The analysis in the CHA compared findings between SPA regions as well as demographic groups. This plan was derived from CHA findings of the health needs, conditions, and disparities between populations and regions in Los Angeles County.

Map 1 | **Los Angeles County Service Planning Areas (SPAs)**



Map prepared by: Los Angeles County Department of Public Health, Office of Health Assessment and Epidemiology.

In addition, community stakeholder input has been an integral part of the development of this CHIP. Given the number and diversity of communities in Los Angeles County, DPH engaged community stakeholders geographically by SPA to solicit their input. From September 2014 to March 2015, DPH held a total of 13 SPA-based community meetings. At the community meetings, stakeholders from a variety of sectors participated, including hospitals, community health centers, local cities, schools, universities, law enforcement agencies, foundations, faith-based organizations, and other community-based organizations. As part of the community health improvement planning process, stakeholders provided information on the strategies they currently implement to improve health, their perceptions of gaps in services and policies to improve health, and ideas for better coordination among stakeholders.

In SPAs 1 and 2, long-standing community health improvement planning coalitions with broad membership already exist.[5] These coalitions had already undergone a prioritization process to identify top health issues. Therefore, to respect their efforts and avoid duplication, DPH, a member of these coalitions, incorporated the coalitions' primary goals and strategies into this plan.

At these SPA-based community meetings, DPH conducted the following activities:

- Discussion about what constitutes a healthy community
- Presentation and discussion of data on health status and community conditions broken down by SPA and race/ethnicity, as identified in the Community Health Assessment
- Group discussion about top health issues in the SPA
- Prioritization of health issues by stakeholders
- Group discussion about what strategies are currently being implemented to address prioritized issues, and what assets/resources are available
- Discussion of gaps among current strategies and how to better coordinate among stakeholders

After holding the community meetings, DPH developed draft goals, objectives and strategies, drawing from stakeholder input about the gaps in current work being conducted to address top health issues. Stakeholders also provided input on the targets during the public comment period and recommended alignment with national initiatives. Subject matter experts at DPH provided input into the draft strategies and targets for population measures over the five year period. Further, DPH reviewed Healthy People 2020, County Health Rankings, the Guide to Community Preventive Services, and Let's Get Healthy California, the community health improvement plan for the State of California, when establishing priority areas, strategies, and targets for population measures.

Aligning 2020 Targets in the CHIP with Local and National Initiatives

When setting the 2020 targets in this plan, DPH considered local and national initiatives that have set benchmarks for improvement on health measures. First, we examined the Healthy People 2020 goals. Several of the CHIP's 2020 targets align with Healthy People 2020 goals. For a few targets in this plan, Los Angeles County fares worse than the nation due to unique local circumstances. In these cases, the CHIP's targets do not coincide with Healthy People. For example, the Healthy People 2020 goal for adults with health insurance is 100%. Given the large number of undocumented immigrants in our County who do not qualify for free or subsidized coverage under the national Affordable Care Act (ACA), we set a lower target of 85% by 2020. Further, a few of the targets in the CHIP align with local and national initiatives in which Los Angeles County stakeholders are active partners, such as the "80% by 2018" initiative led by the American Cancer Society and the National Colorectal Cancer Roundtable which strives to have 80% of adults 50 and older screened regularly for colorectal cancer. In these cases, the CHIP targets align with the local/national initiatives benchmarks which are higher than Healthy People 2020.

along with resource prioritization must provide the resources (grant writers) to secure the resources!

Prioritizing Historically Underserved and Disproportionately Impacted Communities

While the CHIP objectives set measurable targets for Los Angeles County as a whole, it is critical that the CHIP strategies carried out by organizations countywide have a commitment to equity that will ultimately lead to a reduction of disparities. Historically underserved and disproportionately impacted communities should be prioritized when resource decisions are being made, and when strategies are being designed. Disparity data are included for each population measure, when they are available, so that Los Angeles County can document its progress to decrease the vast differences in health status and neighborhood conditions. The disparity data presented in this plan illustrate the widest gaps among subgroups, whether these subgroups are geographic (SPA), racial/ethnic or age-related.

Breaking Down Data by Race and Ethnicity

When race/ethnicity categories are noted in this report, they are generally listed as: white, black, Latino and Asian/Native Hawaiian or Other Pacific Islanders (NHOPI). For several years, DPH has combined data for multiple Asian and NHOPI groups into one racial/ethnic category labeled, "Asian/Native Hawaiian or Other Pacific Islanders (NHOPI)." A significant limitation of this grouping is that the NHOPI communities' health status can be eclipsed by the more populous Asian group that often skews the data. When possible, data are presented in this report separating the "Asian" subgroup from the "NHOPI" subgroup. When this separation occurs, if the sample is too small to generate a reliable estimate for the NHOPI subgroup, the data are only shown for Asians.

Community Health Improvement Plan for Los Angeles County

VISION, MISSION AND VALUES

Vision & Mission

To achieve high quality of life and health for everyone in Los Angeles County through vibrant partnerships

Values

As partners in improving the health and well-being of everyone in Los Angeles County we value:

- **Inclusiveness:** Every person, organization, and sector, has a role in the stewardship of health and well-being;
- **Collaboration:** The talent and commitment of diverse partners is critical to improve public health;
- **Best Practices:** Our efforts will be inspired by science, evidence and innovation.



Priority Area 1: Increase Prevention to Improve Health

Goal 1.1: Prevent and manage chronic disease

Goal 1.2: Increase access to care (medical, clinical preventive services, mental health, dental)

Chronic diseases are largely preventable by addressing tobacco use, poor nutrition, physical inactivity, and/or obesity. The five leading causes of death, heart disease, stroke, lung cancer, emphysema/chronic obstructive lung disease (COPD), and Alzheimer's disease, all chronic diseases, account for 42% of all deaths in Los Angeles County.[6] Further, chronic disease is a major cause of disability, which can jeopardize one's ability to work, add emotional and economic stress to family life, and significantly decrease quality of life.[7] As our population ages and lives longer, prevention and management of chronic illnesses take on an even more vital role.

Fortunately, many chronic diseases and their longer-term consequences can be prevented or delayed. Health behaviors such as engaging in regular physical activity, eating healthy foods, and refraining from tobacco use, reduce the likelihood of developing a chronic disease. Access to health care coverage and a regular source of care, or medical home, are important for early detection and management of chronic diseases. Further, the communities in which people live can either encourage, or discourage, healthy behaviors. Neighborhoods can promote healthy lifestyles when they offer access to healthy and affordable foods and access to safe places for physical activity, such as local parks.

The Affordable Care Act (ACA) expands eligibility for health care coverage, requires insurers to cover preventive care, and promotes patient-centered "medical homes." Medical homes establish a regular source of care where patients have a continuous relationship with a primary care provider leading a care team that is the patient's first contact for medical care and which provides a comprehensive set of services including preventive screenings, disease management, and coordination of care for specialty services.[8]

At the heart of the ACA is the Triple Aim, a framework that guides organizations and communities to successfully transition from a focus on health care to optimizing health for individuals and populations.[9] To achieve this shift in focus, change is required at three levels: improving the quality of medical care, improving the health of populations, and reducing the per capita cost of health care.

Quality medical care includes linking patients to necessary services that can improve their health, for example, smoking cessation support, lessons in healthy and economical meal preparation, and walking groups that provide social support for physical activity. Further, quality care adopts a "whole-person care" approach, which emphasizes better coordination among sectors so that patients are treated for all of their needs regardless of where they go for care.[10] The Health Neighborhoods project in the County of Los Angeles' Strategic Plan seeks to integrate individual-level care among County-based and community-based providers of mental health, substance use treatment, and physical health through enhanced referral pathways in neighborhoods with high need. Health Fairs with Direct Service vans/Mammograms/etc..

Improving "population health" has largely been defined by the health care sector as improving disease management for patients within a healthcare system, such as ensuring that diabetic patients receive recommended testing and screening. However, population health is defined more broadly in the CHIP to capture the health of an entire community. Many of the public

health strategies in this section (and other sections) of the CHIP have the potential to impact the health of a community because of their broad reach. Examples include, city-level policies that limit exposure to tobacco smoke in all multi-unit housing and public parks, and school-district-wide policies that mandate opportunities for physical activity during the school day. These far-reaching policies often have the greatest potential to impact the health of populations.

Despite expanded health care coverage due to the ACA, there is still a need to address access to care, in particular, helping people obtain health care coverage, improving access to specific services like mental health and dental care, and increasing access to preventive health care services. Nearly a third of adults (over two million people) in Los Angeles County report having difficulty accessing medical care.[11] Findings from the Community Health Assessment and input from participants in community-based meetings (see 'The Development of the CHIP for Los Angeles County') reveal challenges accessing dental care, mental health care, and other specialty care, among the remaining uninsured and Medi-Cal populations. Barriers include a shortage of providers who will accept patients, a lack of culturally-competent care, and transportation to care. Further, many newly-insured individuals need education on how to use medical care appropriately, such as scheduling regular doctor visits for preventive care, rather than using higher cost emergency departments once a patient is already ill. In addition, 29%[11a] of adults ages 18 to 64 in the County (1,731,000 individuals) have no medical insurance, with even higher percentages within certain racial/ethnic groups. In terms of access to dental care, 52% of adults and 22% of children have no dental insurance.[11]

For more information on the data related to the goals/objectives in this priority area, see the following sections of the ***Community Health Assessment:*** *Chronic Diseases, Health Behaviors, Access to Medical and Dental Care, Mental Health, and Preventive Care.*

Goal 1.1: Prevent and Manage Chronic Disease

Objective 1.1.a: By 2020, reduce adult obesity from 24% to 22% and childhood obesity from 22% to 20%.

Objective 1.1.b: By 2020, decrease the percentage of adults who smoke cigarettes from 13% to 10%.

Goal 1.1	Prevent and Manage Chronic Disease: 5 Year Improvement Targets

Population Measure			Disparity in Los Angeles County (lowest to highest presented)	
	Current LA County	2020 Target		
Percentage of adults who are obese[11]	24%	22%*	Asian: 8%, White: 18% Black: 31%, Latino: 32%	SPA 5: 10%, SPA 4: 20%, SPA 2: 21%, SPA 8: 23%, SPA 3: 24%. SPA 7: 30%, SPA 6: 33%, SPA 1: 35%
Percentage of children who are obese[12]	22%	20%**	Asian: 11%, White: 12% Black: 21%, American Indian/ Alaskan Native: 22% Latino: 27%, NHOPI°: 33%	SPA 5: 15%, SPAs 1 & 2: 20%, SPAs 3 & 8: 21% SPA 7: 26%, SPA 4: 27%, SPA 6: 29%
Percentage of adults who smoke cigarettes[11]	13%	10%+	Heterosexual: 13% Homosexual/Bisexual: 21% Asian: 9%, Latino: 12%, White: 15%, Black: 17%	SPA 5:10%, SPA 3: 11%, SPAs 6 & 8: 13% SPAs 2 & 7: 14%, SPA 4: 15%, SPA 1: 16%

*Healthy People 2020 target for adults is 31%[13]
**Healthy People 2020 target for children and adolescents is 14.6%[13]
°NHOPI=Native Hawaiian or Other Pacific Islanders
+Healthy People 2020 target is 12%[13]

Strategies:

Increase linkages between health care services and community-level prevention services

- Utilize case managers, community health workers, and/or "promotoras" (i.e. community members trained to provide health education to their peers) to educate people about healthy living and link people to healthy living community resources, for example walking clubs, community gardens, nutrition classes, etc.
- Create linkages between health systems and community resources so medical providers can refer patients to evidence-based health promotion programs that teach self-management and empowerment techniques for chronic disease management and prevention.
- Foster collaboration among non-profit hospital community benefit programs, foundations, and local health departments to increase financial investments to address the upstream determinants of health, such as access to healthy food at local grocery stores, quality educational systems that support youth to pursue higher education, and violence-free neighborhoods.

Increase access to healthy food

- Encourage local governments to provide healthy food options in concessions and vending machines, and to adopt healthy food procurement policies at government-run venues such as parks.
- Encourage local governments to support increased enrollment into available food programs, most importantly CalFresh and the Supplemental Food Program for Women, Infants, and Children (WIC); Promote use of CalFresh and WIC benefits at farmer's markets for purchasing fresh fruits and vegetables.

- Support the adoption of policies and practices in schools that encourage successful implementation of healthy school meals, ensure drinking water is accessible, and allow time for physical activity.
- Support the adoption of policies and practices that limit children's exposure to unhealthy food and beverage marketing within childcare, school, and community settings, including retailers and convenience stores.
- Promote improved nutrition and physical activity policies and practices in licensed preschools, childcare centers and family day care.
- Support policies that require or encourage hospitals to adopt "Baby Friendly" practices in order to increase the percentage of infants who are breastfed exclusively for the first 6 months of life.

Increase access to opportunities for physical activity

- Support policies that prioritize underserved neighborhoods for park investments. Encourage communities to use parks to their full potential by providing quality facilities (i.e. swimming pools, soccer fields), and infrastructure to support safety and maintenance, including proper lighting.
- Support the implementation of the Parks After Dark Strategic Plan, to expand the model to additional county and municipal parks, to improve safety and increase utilization of parks, and increase opportunities for physical activity and community building.
- Develop "joint-use" agreements among local governments, school districts, and community-based organizations that allow community use of school playgrounds after school hours and expanded use of city-owned recreational facilities (e.g. students' use of city pools); prioritize neighborhoods with high obesity rates.

Reduce smoking and exposure to second hand smoke

- Raise awareness among medical providers and the general public about FDA-approved tobacco cessation services, including the use of quit helpline services.
- Educate medical providers about tools such as "Ask, Advise, and Refer" that they can use to ask patients about tobacco use, advise them to quit and refer to FDA-approved cessation resources.
- Encourage policies to create tobacco-free environments in multi-unit housing, outdoor dining patios and parks.
- Encourage local jurisdictions to implement strong Tobacco Retail License programs and to reduce youth access to tobacco products, including nicotine delivery devices (e.g., electronic cigarettes, cigars, and hookahs).
- Encourage policies that increase the price of and prohibit discounting on tobacco products and educate the public about the impact of price on smoking prevalence particularly among price sensitive youth.

Goal 1.2: Increase Access to Care (medical, clinical preventive services, mental health, dental)

Objective 1.2.a: By 2020, increase the percentage of adults ages 18 to 64 who are insured from 72% to 85%.

Objective 1.2.b: By 2020, decrease the percentage of adults who report difficulty accessing medical care from 32% to 25%.

Objective 1.2.c: By 2020, decrease the percentage of adults who report difficulty accessing mental health care (among those who tried to access mental health care) from 37% to 30%.

Objective 1.2.d*: By 2020, increase the percentage of adults ages 50 to 75 who are current with their colorectal cancer screening from 65% to 80%.

** This objective was designed to align with the American Cancer Society's National Colorectal Cancer Roundtable initiative that is working toward the goal of 80% of adults aged 50 and older being regularly screened for colorectal cancer by 2018.*

Goal 1.2 | **Increase Access to Care (medical, clinical preventive services, mental health, dental): 5 Year Improvement Targets**

Population Measure			Disparity in Los Angeles County (lowest to highest presented)	
	Current LA County	2020 Target		
Percentage of adults (ages 18-64) who are insured[11,12]	72%	85%°	Latino: 57%, Asian/NHOPI**: 82%, Black: 84%, White: 86%	SPA 6: 62%, SPA 4: 64%, SPA 7: 68%, SPA 2, 3,& 8: 73%, SPA 1: 80%, SPA 5: 87%
Percentage of adults who report difficulty accessing medical care[11]	32%	25%	White:14%, Black: 27% Asian: 31%, Latino: 46%	SPA 5: 17%, SPA 1: 27% SPAs 2 & 8: 29%, SPA 3: 32% SPA 7: 35%, SPA 4: 38%, SPA 6: 45%
Percentage of adults reporting difficulty accessing mental health care (among those who tried to access mental health care*)[11]	37%	30%	White: 26%, Black: 33% Asian/NHOPI**: 47% Latino: 51%	SPA 5: 16%+, SPAs 3 & 6: 36% SPAs 2, 4, & 8+: 37%, SPA 1: 45%+ SPA 7: 58%
Percentage of adults who are current with colorectal cancer screening[14]	65%	80%^	Latino: 55%, Asian: 65% White: 70%, Black: 79%	SPA 7: 57%, SPA 6: 58%, SPAs 2 & 4: 65%, SPA 3: 66%, SPA 8: 70%, SPA 1: 71%, SPA 5: 72%

°Healthy People 2020 target is 100% insured[13]
*8% of adults (18+ years old) reported they tried to get mental health care in the last year
**NHOPI=Native Hawaiian or Other Pacific Islanders
+Data are statistically unstable
^Healthy People 2020 target is 70.5%[13]

Strategies:

Increase access to medical care, including clinical preventive services

- Continue targeted outreach, enrollment, and retention efforts to increase access to health care coverage, particularly among communities of color and immigrant populations, where the disparities in both access to care and health care coverage are greatest.
- Reduce barriers to access to care by providing language interpretation, transportation, and other supportive services.
- Provide training for medical providers on the provision of culturally competent care to diverse populations; provide culturally and linguistically competent outreach and education services.
- Develop solutions that address the health care needs of people who do not qualify for low-cost or no-cost health insurance, including but not limited to undocumented individuals.
- Engage both providers and patients in efforts to increase and improve preventive care.
- Provide education to people recently enrolled in health insurance on the patient-centered medical home concept and access to clinical preventive services with no additional cost.

Same comment page 12

Increase access to mental health care

- Train health care providers in the use of various screening tools to identify mental health needs, and about community-based mental health services where they can refer patients.
- Develop models of co-location and integrated services between primary care and mental health providers.
- Educate schools and youth development organizations about mental health, including suicide prevention.
- Strengthen referral networks among physical health, mental health, and substance abuse providers; support the Department of Mental Health's (DMH) Health Neighborhoods initiative to coordinate service delivery among DMH, DPH and the Department of Health Services (DHS), as well as community-based providers.
- Promote positive mental health by supporting community-based initiatives that: foster connection to one's neighbors and participation in local activities; create access to safe, local public spaces where people can congregate.
- Support prevention, screening and treatment of perinatal depression by raising awareness of the needs of women suffering from perinatal mood disorders, training health professionals and other care providers, and advocate for policies on a county and statewide level.
- Encourage the practice of regular physical activity to prevent or limit depression and anxiety.

Increase access to dental care

- Advocate for expansion of Denti-Cal's provider network including addressing low reimbursement rates and developing incentives for more community clinics to be able to offer dental services.

Priority Area 2: Create Healthy and Safe Communities

Goal 2.1: Prevent and reduce violence

Goal 2.2: Prevent and reduce traffic collisions

Goal 2.3: Reduce exposure to air pollution

Goal 2.4: Reduce transmission of infectious diseases

Goal 2.5: Prepare for emerging infections and other threats to public health

Healthy and safe communities must be free from violence and environmental threats to health, and must offer people options for safe transportation and recreation. Working towards healthy communities requires violence prevention activities, streets designed for safe walking, biking and driving, and reductions in exposure to pollution and infectious diseases.

Violence not only contributes to death and disability, it exacerbates various chronic diseases by inducing chronic stress and fear.[15] Los Angeles County lost 3,696 community members as a result of homicides from 2007 to 2011.[16] The majority (76%) involved firearms.[16] In addition, more than half a million women (533,000) in Los Angeles County (17% of all women) report that they have experienced physical or sexual violence, as an adult, by an intimate partner.[14]

The causes of violence are complex. Research has shown that people with certain risk factors are more likely to become victims or perpetrators of violence. These risk factors contribute to violence but may not be direct causes: economic hardship, an inability to support one's family because monthly earnings do not cover monthly expenses; blighted neighborhoods including living in socially disorganized environments where there are low levels of community participation; exposure to violence and family conflict including domestic violence and child abuse; depression or significant mood swings that have never been diagnosed or treated; use and abuse of alcohol or drugs that have never been diagnosed or treated; and access to guns or other weapons. This list is not comprehensive and it is important to keep in mind that no single risk factor or combination of factors can predict violence. However, understanding risk factors can help identify vulnerable populations in order to better target interventions.

Preventing violence requires a multi-faceted approach. The strategies listed in the "violence prevention" section below cannot be implemented in a vacuum. Making improvements in other sectors is necessary, as well. For example, the strategies for increasing the high school graduation rate and providing safe, quality, and affordable housing (see Goals 3.2 and 3.1) are also critical to prevent violence. Moreover, violence prevention efforts must be connected to a comprehensive set of violence reduction strategies led by partners across sectors, including community agencies and law enforcement.

Safe & Thriving should be incorporated into all updated planning

In addition to the presence of physical violence, community design affects a neighborhood's safety. Streets designed to safely accommodate walking and bicycling can reduce pedestrian and bicyclist injuries from motor vehicle collisions (motor vehicle collisions are the fourth leading cause of premature death in Los Angeles County[6]). Streetscape improvements that increase safety include pedestrian-oriented sidewalks, crosswalks, bicycle lanes and bikeways separated from the flow of automobile traffic. Further, configuring streets to intentionally slow automobile traffic decreases motor vehicle-related injuries and fatalities. An additional benefit of designing streets for safe walking and bicycling is that pedestrian- and bicycle-friendly streets increase the number of people walking and bicycling, which reduces risks for heart disease, stroke, diabetes, depression, and some forms of cancer.

areas where land use plans built upnext to each other -

Further, our community safety is also affected by air quality. Despite significant reductions in air pollution in Los Angeles County since the 1980s, air quality remains an important public health issue. Community design can both increase and decrease the risk of health problems caused by air pollution. For example, building bicycle and pedestrian improvements that provide safe and welcoming alternatives for car travel can help decrease overall air pollution in a community. Conversely, building housing near major sources of air pollution can increase the risk of respiratory illnesses for the people who live there.[17] Low-income and minority neighborhoods are disproportionately situated near freeways and stationary sources of pollution such as industrial facilities, exposing communities to toxic emissions.[18] Research in Los Angeles County and California has found that children who live or attend school close to a freeway are at a greater risk of developing cardio-respiratory illnesses such as asthma.[17]

Citys like people seem to put their junk at the edges of their properties

Finally, ensuring the capacity to protect Los Angeles County from infectious diseases is a critical component of community safety. Many sexually transmitted diseases are on the rise; testing and treatment for at-risk sexually active youth and adults is a priority. Further, as an international destination, Los Angeles County needs to have the capacity to respond to emerging diseases coming from global sources as we have already seen with multi-drug resistant tuberculosis, Middle East Respiratory Syndrome, and Ebola. Meanwhile, historic public health gains cannot be taken for granted. Deviations from evidence-based practices like immunizations have recently resulted in the re-emergence of infectious diseases, like measles and pertussis.

For more information on the data related to the goals/objectives in this priority area, see the following sections of the ***Community Health Assessment****: Community Safety, Livable Communities, Preventive Services, Communicable Diseases and Community Cohesion and Emergency Preparedness.*

Special attention to these areas - For rectification (fixing)

Goal 2.1: Prevent and Reduce Violence

Objective 2.1.a: By 2020, decrease the homicide rate from 5.8 deaths per 100,000 to 5.5 per 100,000.

Objective 2.1.b: By 2020, decrease the annual number of firearm-related deaths from 715 to 644 and decrease rates from 7.0 per 100,000 to 6.3 per 100,000.

Goal 2.1 | **Prevent and Reduce Violence: 5 Year Improvement Targets**

Population Measure			Disparity in Los Angeles County (lowest to highest presented)	
	Current LA County	2020 Target		
Homicide rate[19]	5.8 per 100,000 population	5.5 per 100,000 population*	Asian/NHOPI+: 1.4, White: 2.3, Latino: 5.8, Black: 23.2 Race/ethnicity is missing for 2 deaths. (Rates per 100,000 population)	SPA 5: 1.5°, SPA 3: 3.3, SPA 2: 3.4, SPA 1: 4.2° SPA 7: 5.4, SPA 4: 5.7, SPA 8: 7.2, SPA 6: 16.8 SPA is missing for 5 deaths. (Rates per 100,000 population)
Firearm-related deaths[19]	715/year (7.0 per 100,000 population)	644/year (6.3 per 100,000 population)^	Asian/NHOPI+: 1.9, Latino: 5.5, White: 6.9, Black: 19.3 Race/ethnicity is missing for 2 deaths. (Rates per 100,000 population)	SPA 5: 4.5, SPAs 3 & 4: 5.1, SPA 7: 5.2, SPA 2: 6.2, SPA 1: 8.1, SPA 8: 9.2, SPA 6: 12.9 SPA is missing for 4 deaths. (Rates per 100,000 population)

*Healthy People 2020 Target is 5.5 homicides per 100,000 population[13]
+NHOPI=Native Hawaiian or Other Pacific Islanders
°Rate is based on a small number of deaths and may be unstable
^Healthy People 2020 Target is 9.3 deaths per 100,000 population[13]

Strategies:

Reduce violence

- Coordinate with local police departments, County and community stakeholders to implement a comprehensive place-based violence reduction strategy.[20]
- Advocate for policies that promote proper storage of firearms and ammunition to prevent unintended injuries and raise public awareness about safe firearm storage.
- Build a sustainable infrastructure to maintain Los Angeles County's participation in the California Electronic Violent Death Reporting System (CalEVDRS), and track timely data regarding the circumstances of violent deaths to support the development and evaluation of violence reduction strategies countywide.

Prevent violence

- Encourage the adoption of evidence-based and promising youth development programs, including mentoring programs that focus on keeping youth positively engaged in school and the community.[2]
- Support programs to prevent sexual and dating violence, e.g. teaching teens and young adults about healthy relationships.
- Support policies and programs that: increase diversion from incarceration for low-level offenses among youth and adults, particularly those that result from substance abuse or mental health needs; and that improve the delivery of services for youth and adults returning to the community from incarceration.

Goal 2.2: Prevent and Reduce Traffic Collisions

Objective 2.2a*: By 2020, reduce the number of annual deaths from 628 to 502 and annual severe injuries resulting from traffic collisions from 2,573 to 2,058.

** This objective was designed to reflect the City of Los Angeles' Vision Zero initiative, which aims to reduce deaths from traffic collisions to 0 by the year 2025*

Goal 2.2 | **Prevent and Reduce Traffic Collisions: 5 Year Improvement Targets**

Population Measure			Disparity in Los Angeles County
	Current LA County	2020 Target	
Number of deaths from traffic collisions[21]	628	502	0-14 years: 19, 15-24 years: 111 25-64 years: 376, 65+ years: 107 Data is missing for 15 fatalities
Number of severe injuries from traffic collisions[21]	2,573	2,058	0-14 years: 160, 15-24 years: 659 25-64 years: 1,507, 65+years: 216 Data is missing for 31 severe injuries.

Prevent and reduce traffic collisions

- Adopt and implement transportation policies and practices at the local level (e.g. bicycle and pedestrian master plans, Safe Routes to School initiatives) that promote safe and convenient access to community destinations for people of all ages, whether walking, driving, bicycling, or taking public transportation.
- Implement policies and programs that aim to reduce the number of deaths and severe injuries resulting from traffic collisions (e.g. Vision Zero policies that work to eliminate all traffic deaths, traffic calming measures that slow motorist speeds on busy streets, protected bicycle lanes, and adequate signal timing to allow people walking to safely cross intersections).[2, 22]

Goal 2.3: Reduce Exposure to Air Pollution

Objective 2.3.a: By 2020, increase toxic emitters' compliance with local, state and federal emissions regulations in the most highly burdened census tracts from 50% to 80% of emitters, and mitigate or resolve the 25 most significant toxic emitters.

Decrease emitters
No new emitters

Objective 2.3.b: By 2020, decrease the percent of children ages 0-17 years with current asthma whose physical activity is limited from 41% to 39%, decrease the percent who miss school/daycare from 52% to 49%, and decrease the percent who go to the ER or urgent care due to asthma from 35% to 18%.

Goal 2.3 | **Reduce Exposure to Air Pollution: 5 Year Improvement Targets**

Population Measure	Current LA County	2020 Target	Disparity in Los Angeles County
Percentage of toxic emitters that are in compliance, within the most highly burdened census tracts*	50% of toxic emitters in compliance with local, state, and federal toxic emissions regulations	80% in compliance with local, state, and federal toxic emissions regulations	Zip code 90077 (Bel Air) Facilities with Air Quality Management District (AQMD) permits: 20; Zip code 90001 (Florence-Graham, City of Los Angeles): AQMD permitted facilities: 654 (very high and very low income zip codes are shown as illustrative examples of the disparity between cities)
Number of significant toxic emitters that are mitigated or resolved*	0 mitigated/ resolved	25 mitigated/ resolved	Zip code 90077 (Bel Air) Facilities with Air Quality Management District (AQMD) permits: 20; Zip code 90001 (Florence-Graham, City of Los Angeles): AQMD permitted facilities: 654 (very high and very low income zip codes are shown as illustrative examples of the disparity between cities)
Percentage of children ages 0-17 years with current asthma whose physical activity is limited, who miss school/daycare, and who go to the ER or urgent care due to asthma[11,23]	Activity Limitation: 41%; Miss School/ Daycare: 52%; Go to ER/ Urgent Care: 35%	Activity Limitation: 39%; Miss School/ Daycare: 49%; Go to ER/ Urgent Care: 18%	Activity Limitation: <100% FPL°: 63%, 100-199% FPL: 39%, 200-299% FPL: 26%+, 300% FPL or above: 17% Miss School/Daycare: Black: 65%, Latino: 53%, White: 30%,+ Asian/NHOPI**: 50%+ Go to ER/Urgent Care: <100% FPL: 46%, 100-199% FPL:41%, 200-299% FPL: 20%+ 300% FPL or above: 19%

Sad :-(

WOW :O

Asthma Management Education

*The Population Measures included for Goal 2.3 are the best available at the time of the publication of the CHIP. It is anticipated that better measures may become available in the near future and will replace those that are provided here.
°FPL=Federal Poverty Level[24]
+Data are statistically unstable
**NHOPI=Native Hawaiian or Other Pacific Islanders

Strategies:

Reduce Toxic Emissions Del Amo & Montrose Communities

- Identify and target communities highly burdened by air pollution and toxic emissions in order to reduce cumulative pollution burden.
- Promote policies that reduce emissions of pollutants from stationary and mobile sources such as industrial facilities, cars, trucks, trains, and ships, including from the Ports of Long Beach and Los Angeles.
- Encourage active monitoring and enforcement of air quality standards to protect public health. Bring industrial facilities into compliance with toxic emissions regulations.
- Collaborate across sectors on policies and programs to reduce air pollution.[25]

Super Big YES

Design communities that reduce exposure to air pollution

- Encourage local jurisdictions to design healthy and sustainable communities, including transportation and land use systems that make it easier to walk, bicycle, and use public transportation to meet every day needs. Promote policies that encourage carpooling, using public transportation, telecommuting, and walking and biking.[25]
- Encourage jurisdictions to consider proximity to major sources of air pollution as part of land use planning, for example to consider siting new housing, schools and other sensitive land uses away from sources of pollution.
- Collaborate across sectors to support policies that reduce greenhouse gas emissions and protect the public from the repercussions of climate change.[25]

Goal 2.4: Reduce Transmission of Infectious Diseases

Objective 2.4.a: By 2020, reduce the rate of new gonorrhea cases from 154 per 100,000 population to 123^ per 100,000 population.

Objective 2.4.b: By 2020, reduce the rate of new HIV* cases from 18 cases per 100,000 population to 13 per 100,000 population.

Objective 2.4.c: By 2020, reduce the rate of new tuberculosis cases from 6.2 per 100,000 population to 3 cases per 100,000 population.

Objective 2.4.d: By 2020, increase the number of children in kindergarten who receive all vaccines required for school entry from 86% to 90%.

**Human immunodeficiency virus (HIV) is a virus that causes HIV infection and acquired immunodeficiency syndrome (AIDS).*

^This is a revised rate.

Goal 2.4 | **Reduce Transmission of Infectious Diseases: 5 Year Improvement Targets**

Population Measure			Disparity in Los Angeles County (lowest to highest presented)	
	Current LA County	2020 Target		
Rate of gonorrhea cases[26]	154 per 100,000 population	123^ per 100,000 population	Black women aged 15-24: 1,859 per 100,000 vs. White women aged15-24: 136 per 100,000 Asian: 33, Latino: 113, White: 123, Native Hawaiian/Pacific Islander+: 173, American Indian/ Alaskan Native: 195: Black: 568 (Rates per 100,000 population)	SPA 3: 73, SPA 2: 86, SPA 7: 93, SPA 6: 305, SPA 5: 116, SPA 8: 127, SPA 1: 130, SPA 4: 363 (Rates per 100,000 population)
Rate of new HIV cases[27]	18 per 100,000 population	13 per 100,000 population	Asian/NHOPI+: 5, White: 15, Latino: 17, American Indian/ Alaskan Native: 36, Black: 52 (Rates per 100,000 population)	SPA 1: 8, SPA 3: 9, SPAs 2 & 7: 11, SPA 5: 13, SPA 8: 18, SPA 6: 24, SPA 4: 54 (Rates per 100,000 population)
Rate of tuberculosis cases[28]	6.2 per 100,000 population	3 per 100,000 population*	Foreign born 14.0, Homeless: 96.3 (Rates per 100,000 population)	SPA 5: 2.3, SPA 1: 2.6, SPA 7: 4.6, SPA 2: 5.3, SPA 8: 5.8, SPA 4: 8.1, SPA 3: 8.5, SPA: 6: 9.0 (Rates per 100,000 population)
Percentage of children in kindergarten who received all vaccines required for kindergarten entry[29]	86%	90%		SPAs 4 & 5: 75%, SPA 6: 78%, SPA 8: 81%, SPA 7: 90%, SPA 2: 91%, SPA 1: 93%, SPA 3: 95%

Current LA County case rates for gonorrhea, HIV and TB exclude those in cities of Long Beach and Pasadena.
+NHOPI=Native Hawaiian or Other Pacific Islander
*Healthy People 2020 Target is 1 new case per 100,000 population.[13]
^This is a revised rate.

Strategies:

Reduce the rate of new gonorrhea & HIV cases

- Promote and encourage HIV/STD education, condom use, abstinence, and HIV/STD testing and treatment for patients and their partner(s).
- Promote partner notification of exposure, partner testing and treatment and prevention/risk reduction counseling.
- Increase linkage to, re-engagement in and retention in HIV care by providing medical care coordination and linkage services to HIV positive persons who are not, or not consistently, in medical care.
- Expand access to Pre-exposure prophylaxis (PrEP) by increasing availability in both public and private clinics by 2020, and providing consumer and provider education. PrEP is medication that people take before they are exposed to HIV to help prevent infection, if they are at risk of exposure.

prevention is part of the cure

Reduce the rate of new tuberculosis (TB) cases

- Provide education and training to public and private medical providers on best practices in TB case detection, screening/evaluation, diagnostics, and treatment.
- Improve TB infection treatment completion in high risk populations (homeless, foreign born, HIV, diabetes, substance abuse, smokers.)

Increase the number of kindergarteners who receive all vaccines required for school entry

- Broaden educational efforts for parents about the importance of following the CDC's childhood immunization schedule and the consequences of skipping or delaying recommended vaccine doses.
- Promote provider use of evidence-based strategies for increasing immunization rates, including reporting all vaccines given to both children and adults in the California Immunization Registry.[30]
- Track immunization status of students, encourage adherence to school immunization mandates, and follow-up to ensure that students receive missing vaccines or are excluded from attendance, if needed.

Goal 2.5: Prepare for Emerging Infections and Other Threats to Public Health

Objective 2.5.a: By 2020, ensure the readiness of community sectors to respond to and recover from emerging infections and other threats by conducting at least one exercise per year.

Goal 2.5	Prepare for Emerging Infections and Other Threats to Public Health: 5 Year Improvement Targets

Population Measure			Disparity in Los Angeles County
	Current LA County	2020 Target	
Number of practice exercises conducted per year to prepare Los Angeles County for executing readiness, response and recovery plans for the top 20 prioritized public health hazards	0	1 exercise per year	N/A

Strategies:

- Conduct "whole community"[31] planning to engage all sectors of the community (business, community organizations, educational, healthcare, and government) in developing plans that save lives, meet human needs, restore essential services and community functionality, protect the environment, and transition to recovery.
- Conduct hazard-specific exercises with "whole of community" partners to ensure stakeholders know and can perform their roles in an actual emergency.

Priority Area 3: Achieve Equity and Community Stability

Goal 3.1: Increase the availability of safe, quality, affordable housing

Goal 3.2: Increase the number of youth who graduate high school and pursue higher education

Goal 3.3: Prevent and treat substance abuse

Equitable and stable communities provide individuals and families safe and affordable housing, access to quality education and the supports needed to prevent substance abuse.

Los Angeles County has a high cost of living, driven in great part by a high cost of housing. Safe and affordable housing in Los Angeles County has become increasingly scarce as wages have failed to keep up with rising costs of rental housing and mortgages.[32] Because of high housing costs, after paying rent, many low-income families may not have enough money to cover all their essential needs, foregoing healthy food or medical care, which can adversely affect health.[33] Furthermore, the high cost of housing can push families into substandard and overcrowded housing with mold, pest infestations and other conditions that can have deleterious impacts on health, such as exacerbating asthma. Given that approximately 1.8 million people in Los Angeles County live in poverty, with insufficient income to pay market-rate rents, the availability of quality, affordable housing is a public health concern.

People with higher educational attainment and income levels have lower rates of many chronic diseases and generally live longer compared to people with lower income. In Los Angeles County, adults who report the poorest health typically earn less money and have a high school degree or lower (44% of Los Angeles County adults have a high school diploma or less[34]). Education provides a pathway to employment and often results in increased earning power for high school and college graduates. Higher income, in turn, creates opportunities for people to live in neighborhoods that facilitate a healthy lifestyle. For example, a neighborhood with safe walkable streets, parks nearby for physical activity, and local full service grocery stores offering fresh and healthy food options.

Important to transform our communities to every opportunity

Living with the stress of unstable housing and economic insecurity can put people at a greater risk for substance abuse (alcohol and other drugs). While individual and familial risk factors for substance abuse are important to consider, community conditions such as poverty, violence and a lack of economic opportunity also contribute to people's risk for substance abuse.[35]

In Los Angeles County, 3% of adults report needing or wanting treatment for an alcohol or drug problem during the past five years.[11] In addition, drug overdose is the sixth leading cause of premature death (death before age 75).[6] Substance use disorders affect individuals, families and communities in a variety of ways. Individuals with substance use disorders can suffer from permanent health and social consequences as a result of dependence or abuse. However, the impact of this disease extends far beyond individuals and their families by imposing enormous costs on local communities and society at large. For example, in 2011, over 3,100 people in the County were killed or injured due to automobile crashes in which a driver was under the influence of alcohol (DUI) or alcohol was determined to be the primary cause.[36] Although substance use disorders are both preventable and treatable, the vast majority of those with this chronic condition go untreated.

For more information on the data related to the goals/objectives in this priority area, see the following sections of the ***Community Health Assessment:*** *Housing and Homelessness, Education, and Health Behaviors.*

Goal 3.1: Increase the Availability of Safe, Quality, Affordable Housing

Objective 3.1.a: By 2020, decrease the percentage of households paying 30% or more of their income on monthly housing costs from 52% to 48%.

Objective 3.1.b: By 2020, decrease the percentage of adults reporting being homeless or not having their own place to live or sleep in the past 5 years from 5% to 4%.

Goal 3.1 | **Increase the Availability of Safe, Quality, Affordable Housing: 5 Year Improvement Targets**

Population Measure	Current LA County	2020 Target	Disparity in Los Angeles County (lowest to highest presented)
Percentage of households paying 30% or more of their income on monthly housing costs[34]	52%	48%	SPAs 3 & 5: 48%, SPA 8: 49%, SPA 7: 50%, SPA 1: 52%, SPA 2: 54%, SPA 4: 56%, SPA 6: 64%
Percentage of adults who have been homeless or not having their own place to live in the past 5 years[11b]	5%	4%	Asian: 1.3%*, White: 4%, Latino: 5%, Black: 15%

*Data are statistically unstable

Strategies:

Objectives 3.1.a and 3.1.b will be achieved through strategies listed below that counter displacement pressures and increase access to quality, affordable housing.

Increase the availability of affordable housing

- Support plans and policies in Los Angeles County jurisdictions that expand the supply of affordable housing for low-income families and individuals, and protect existing affordable housing that is at risk of conversion to unaffordable market-rate housing.[37]
- Develop data-driven analyses (i.e. Health Impact Assessments) on the potential impact of housing policies on public health and the availability of affordable, safe, quality housing for low-income community members.
- Increase federal, state and County resources for affordable housing or access to housing for very low-income and extremely low-income people.[37]

Prevent displacement and homelessness

- Support housing, land use, and economic development policies that prioritize anti-displacement as new investment enters an area. This includes, but is not limited to, preserving or replacing affordable housing for low-income community members in all neighborhoods and areas undergoing new development.[37]
- Advocate for sufficient funding to meet annual public housing operating and capital costs.[37]
- Support policies that increase economic security for individuals and families by expanding opportunities for employment and increasing workers' incomes, including but not limited to earned income tax credits and increasing the minimum wage.[37,38]
- Expand efforts to increase access to permanent housing with supportive services for homeless individuals and families to help them maintain stability and self-sufficiency.[39]

Improve the quality of housing

Great!

- Implement new approaches to inspect multi-family properties that detect code violations and enforce needed remediation, in partnership with community-based organizations. Remediation should include encouraging low-toxic treatments for vermin control, such as Integrated Pest Management (IPM).
- Develop and implement a plan, in partnership with community organizations, local cities, and other County departments, to remove or remediate lead paint from homes built before 1978 across Los Angeles County.
- Educate community members on tenants' rights and legal resources to address poor housing conditions.
- Increase state and federal resources for housing education, inspections, and enforcement at the county and city level.[37]

Goal 3.2: Increase the Number of Youth Who Graduate High School and Pursue Higher Education

Objective 3.2.a*: By 2020, increase the percentage of high school students who graduate in four years from 78% to 85%.

**This objective was designed to reflect the United Way of Greater Los Angeles' Creating Pathways out of Poverty which combats poverty at its roots, including lack of education. The goal is to increase the graduation rate to a minimum of 85%.*

Goal 3.2	Increase the Number of Youth Who Graduate High School and Pursue Higher Education: 5 Year Improvement Targets

Population Measure	Current LA County	2020 Target	Disparity in Los Angeles County (lowest to highest presented)
Percentage of high school students who graduate in four years[40]	78%	85%[41]*	American Indian or Alaska Native: 65% Black: 68%, Latino: 75%, Pacific Islander: 81%, White: 87%, Filipino: 92%, Asian: 93%

*Healthy People 2020 Target is 82.4%[13]

Strategies:

Improve the number of students who graduate high school and pursue higher education

- Support local initiatives to increase high school graduation rates, prioritizing low-performing schools with high rates of students eligible for free and reduce lunch and foster care youth.
- Encourage efforts to boost attendance, graduation and college readiness rates at the lowest-performing schools by providing more support services for low-income students, including increased wraparound services that comprehensively meet the needs of students and their families, including tutoring, and afterschool programs. at parks
- Provide internships, career-track entry-level jobs, and vocational training for youth to encourage them to find careers that pay a wage that allows for self-sufficiency, and/or pursue higher education.
- Prevent girls from dropping out of high school due to pregnancy, by building strong relationships among schools, community-based organizations and County departments. Encourage young girls and young boys to aim high and set goals for their future that include higher education. Increase awareness of and access to family planning services for teens.

Super important. in Birth Control

Goal 3.3: Prevent and Treat Substance Abuse

Objective 3.3.a: By 2020, decrease the percentage of drug-related deaths from prescription or over-the-counter drugs from 61% to 55%.

Goal 3.3	**Prevent and Treat Substance Abuse:** 5 Year Improvement Targets

Population Measure			Disparity in Los Angeles County (lowest to highest presented)	
	Current LA County	2020 Target		
Percentage of drug-related deaths from prescription or over-the-counter drugs[42]	61%	55%	Black: 10%, Latino: 25%, White: 62% 3% are other races/ethnicities	Ages 0-17: 1%, Ages 18-24: 5%, Ages 25-34: 15%, Ages 34-44: 29% Ages 45-54: 34%, Ages 55+:16%

Strategies:

Prevent and treat substance abuse

- Support prevention efforts to increase community awareness and educate youth and adults about the dangers of sharing prescription drugs with other people, securing their prescription medications, proper procedures for the safe disposal of unused medications, unintentional poisoning and drug overdoses, and about the 24-hour helpline number for the California Poison Control System.
- Support efforts to increase the availability and use of extended producer responsibility (EPR) programs also known as medication take-back programs, in order to reduce the availability of unused and expired prescription drugs in the community.
- Enhance access to high quality substance abuse treatment including medication-assisted treatments to decrease the burden of addiction and promote resiliency and recovery.
- Promote the utilization of prescription drug monitoring programs, such as the California Prescription Drug Monitoring Program (PDMP)/Controlled Substance Utilization Review and Evaluation System (CURES), to monitor the prescribing and dispensing of controlled prescription drugs to patients, and to help safeguard against overprescribing.

Next Steps: Implementing and Tracking Progress of this Plan

To oversee the CHIP's implementation process, the Los Angeles County Department of Public Health will develop an implementation plan. The plan will be developed in partnership with community groups and will outline both strategies and a timeline for DPH and its partners to accomplish the goals in the CHIP. As needed, the implementation plan will be reviewed and updated over the course of the five years.

To assist in developing the implementation plan, DPH will establish an Advisory Committee comprised of diverse community stakeholders. The role of the Advisory Committee will be to assist DPH and its partners to prioritize strategies for each of the goals, track and evaluate progress made implementing the strategies, periodically review the plan and propose changes when greater impact can be achieved by modifying approaches, help form strategic new partnerships to carry out the CHIP, and create connections between this plan and other key plans and initiatives in Los Angeles County that have similar goals.

YES !!!

When needed and as recommended by the Advisory Committee, Task Forces focusing on particular goals will be established to complete more in-depth planning and to ensure successful implementation of strategies. For example, a Task Force might be established to focus on violence prevention or housing. Task Force members will have significant expertise on a specific issue and will include a mix of community partners and DPH staff. DPH staff will provide support to the Advisory Committee and the Task Forces for planning and convening meetings.

The strategies listed in this CHIP are offered as potential strategies for Los Angeles County. As explained previously, to develop the CHIP, DPH's community engagement process involved working with community stakeholders to prioritize top issues and to identify strategies that will fill in the gaps of existing health improvement efforts in Los Angeles County. A key initial step in the implementation plan will be to review and prioritize the strategies in the CHIP and identify partners with whom to collaborate in each of the plan's priority areas.

While participating in the CHIP's development, current and new partners demonstrated a great deal of enthusiasm for engaging with the Department of Public Health. This enthusiasm relates not only to the important goals outlined in the CHIP, but also to the spirit of partnership that is required to work together across sectors to improve the health and well-being of Los Angeles County community members. The Department of Public Health acknowledges that we cannot begin to do this work alone and we invite you to join us.

This is why - We see your efforts and support your Supporting us!

Implementation of the CHIP strategies and activities will commence in the first year of the plan with a kick-off event to include the inclusion of as many community stakeholders as possible. We invite you to visit the Los Angeles County Public Health Department website at http://publichealth.lacounty.gov/plan to view information about the Community Health Improvement Process. If you would like to be added to our list of CHIP partners to receive information about CHIP convenings and periodic updates, please send an email to DPHPlanning@ph.lacounty.gov.

Acknowledgments

Over 400 people representing a wide variety of organizations attended the SPA-based community meetings to develop the CHIP. Other organizations submitted important feedback on the draft plan when we posted it for public comment. We list these organizations here to show our appreciation for your participation. Thank you for sharing your expertise and commitment with DPH to shape this plan. We look forward to partnering with you to achieve the plan's goals of healthy people and healthy communities.

ORGANIZATIONS THAT CONTRIBUTED TO THE CHIP

ABC Unified School District
AARP, Inc
Activate Whittier
Advancement Project/Healthy City
AIDS Project Los Angeles
Alma Family Services
AltaMed Health Services
Alzheimer's Association California Southland Chapter
American Cancer Society
American Heart Association
American Red Cross
Amigos de los Rios
Antelope Valley Partners for Health
Asian American Drug Abuse Program (AADAP)
Asian and Pacific Islander Obesity Prevention Alliance
Asian Youth Center
Avanza Healthcare Strategies
Azusa Pacific Seminary
Azusa Pacific University
Barrio Action Youth and Family Center
Beach Cities Health District
Behavioral Health Services/ National Council on Drug Dependence (NCADD)
Bellflower Unified School District
Best Start- Southeast Los Angeles
Biel Consulting, Inc.
Bike San Gabriel Valley
Boys & Girls Club of Whittier
Breathe LA
Buddhist Tzu Chi Medical Foundation
Building Healthy Community
California Black Women's Health Project
California Center for Public Health Advocacy
California Community Foundation
California Family Health Council
California Highway Patrol
California State Unversity Dominguez Hills
Cal-Poly Pomona
Caring Connections
Casa Colina, Inc.
Catholic Charities
Clinica Monsenor Romero
Cedars-Sinai Medical Center
Center for Non Profit Management
Central City Neighborhood Partners
Cerritos College
Cerritos College Foundation
ChapCare
Charles Drew University
Children's Dental Health Clinic
Children's Hospital Los Angeles
Children's Institute, Inc.
Chinatown Service Center
Chrysalis
Citrus Valley Health Partners
City of Artesia
City of Bell Gardens
City of Beverly Hills
City of Carson
City of Carson Parks and Recreation Department
City of Cerritos
City of Commerce
City of Culver City
City of Downey
City of Duarte
City of El Monte
City of Hawthorne
City of Hope
City of Huntington Park
City of Inglewood
City of LaVerne

City of Long Beach Department of Health and Human Services
City of Los Angeles
City of Los Angeles Council District 5
City of Malibu
City of Pasadena
City of Redondo Beach
City of Santa Monica
City of Signal Hill
City of South Gate
City of Vernon
Coachman Moore & Associates
Community Centered Emergency Room Project
Community Development Commission of the County of Los Angelses
Community Family Guidance Center
Community Health Councils
Community Resource Center
Connect to Protect Los Angeles
Connecting Mental Health & Education, Inc.
Counseling4Kids
Culver City Police Department
Dairy Council of California
Didi Hirsh
Downey Family YMCA
Downey Unified School District
Duarte Unified School District
East LA Community Corporation
East Valley Community Health Center
El Rancho Unified School District
EMH Creative Group
Empowering Pacific Islander Communities (EPIC)
Esperanza Community Housing Corporation
Fair Housing Foundation
Faith Responders
FAME Corporations
Families in Good health
Family Health Care Centers of Greater Los Angeles
First 5 LA
First 5 LA-Best Start Wilmington
Fit-Play, Inc.
Foothill Unity Center, Inc.
From Lot to Spot
Gardens Regional Hospital and Medical Center
Garvey School District
Glendale Healthier Community Coalition
Greater Los Angeles County Vector Control District
Harbor Community Clinic
Harbor Interfaith Services
Harbor Regional Center
Hawthorne School District
Hawthorne Senior Center
HCF Glendale Adventist Medical Center
Health Net, Inc.
Help me Help You
Helpline Youth Counseling
Herald Cancer Association
Homeless Innovations Project
Human Services Association
Illumination Foundation Recuperative Corp.
Inglewood Unified School District
Intercommunity Counseling Center
John Wesley Community Health (JWCH)
Kaiser Permanente Southern California: Downey, South Bay, West Los Angeles
Kingdom Causes Bellflower
LA Community Action Network
LA Care Health Plan
LA Christian Health Centers
LA Community Health Project
LA Human Right to Housing Collective
LA's Promise
Latino Equality Alliance
LA Universal Preschool (LAUP)
Lawndale Elementary School District
Los Angeles Chamber of Commerce
Los Angeles County Department of Children and Family Services
Los Angeles County Department of Health Services
Los Angeles County Department of Mental Health
Los Angeles County Department of Public Social Services
Los Angeles County District Attorney Victim-Witness Assistance Program
Los Angeles County Fire Department
Los Angeles County Housing Authority
Los Angeles County Office of Education

Los Angeles County Parks and Recreation
Los Angeles Neighborhood Land Trust (LANLT)
Los Angeles Police Department (city)
Los Angeles Unified School District
Los Angeles Urban League
Los Nietos School District
Masada Homes
Meals on Wheels West
Miller Children's Hospital
Montebello Unified School District
Mountain View School District
Native Hawaiian and other Pacific Islanders (NHOPI) Round Table Collaborative
National Council of Jewish Women/LA Women Helping Women
New Directions for Veterans
Norwalk-LaMirada Unified School District
Occidental College, Urban & Environmental Policy Institute
Office of Assemblymember Cristina Garcia
Office of Assemblymember Sebastian Ridley-Thomas
Office of City of LA Councilmember Jose Huizar
Office of Congressmember Karen Bass
Office of Congressmember Ted Lieu
Office of Congressmember Linda T. Sánchez
Office of Samoan Affairs
Office of Senator Ricardo Lara
Office of Supervisor Mark Ridley-Thomas
Old Timers Foundation
Onsite Health Solutions
Ocean Park Community Center (OPCC)
Pacific Asian Counseling Services
Pacific Clinics
Palms Emergency Preparedness Coalition
Para Los Ninos
Pasadena Public Health Department
Public Health Foundation WIC Program
PIH Health
Planned Parenthood Los Angeles
Pomona Community Health Center
Pomona Unified School District
Prevention Institute
Providence Center for Community Health Improvement
Providence Little Company of Mary Medical Centers
Providence St. John's Health Center
Providence St. Joseph Medical Center
RAND
Redeemer Community Partnership
Robert F. Kennedy Institute
Rosemead School District
Rowland Unified School District
Saint Margaret's Center
Salvation Army Westwood Transitional
Samoan National Nurses Association
San Gabriel Library (county)
San Gabriel Pomona Regional Center
San Gabriel Unified School District
San Gabriel Valley Conservation Corps
San Gabriel Valley Consortium on Homelessness
San Gabriel Valley Medical Center
Santa Monica College Public Policy Institute
Silver Consulting Services
Smokefree Air For Everyone
Social Model Recovery Systems, Inc.
South Bay Center for Counseling
South Bay Coalition for the Homeless
South Bay Family Health Care
South Bay Universal Child Development Center
South Central Family Health Center
South Central LAMP
Southern California Association of Governments (SCAG)
Southern California Association of Non-profit Housing (SCANPH)
SPA 7 Council
Spectrum
SPIRITT Family Services
St. Francis Medical Center
St. John's Well Child & Family Center
St. Joseph Catholic Church
St. Joseph Center
St. Mary Medical Center
St. Vincent Medical Center
Step Up
Strategic Actions for a Just Economy (SAJE)

T.R.U.S.T. South LA
Tavarua Health Services
Temple City Unified School District
The Children's Clinic
THE Health and Wellness Centers
The Parish of St. Mary in Palms
The Salvation Army Bell Shelter
The Salvation Army L.A. Red Shield Youth
The Social Justice Learning Institute
The Wall-Las Memorias Project
The Wellness Center at LACUSC
The Whole Child
Tongan Community Service Center
Torrance Memorial Medical Center-Healthlinks
Torrance Unified School District
Training and Research Foundation
Tzu Chi Community Clinic Wilmington
UCLA Health
UMMA Community Clinic
UniHealth Foundation
University of Southern California (USC)
USC HSC Community Partnership
USC Sol Price School of Public Policy
Upward Bound House
Valley Care Community Consortium
Venice Community Housing
Venice Family Clinic
Vermont Village Community Development Corporation
Victory Through Jesus Church
Vision y Compromiso
Western University of Health Sciences
Westside Center for Independent Living
Westside Children's Center
Westside Family Health Center
Westside Food Bank
Whittier Area Evangelical Church
Whittier First Day
Whittier Parks & Recreation Adventure Park
Whittier Unified School District
Worksite Wellness LA
YMCA of Greater Whittier
YWCA San Gabriel Valley

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC HEALTH (DPH)
Cynthia Harding, MPH Interim Director
Jeffrey Gunzenhauser, MD, MPH, Interim Health Officer

OFFICE OF PLANNING, EVALUATION AND DEVELOPMENT
Gayle Haberman, MPH, Director
Susan Blackwell, MA, Assistant Director
Elishia Nelson, Administrative Support
Virginia Huang Richman, PhD, MPH,
Former Interim Director

COMMUNITY HEALTH SERVICES
Deborah Davenport, RN, MPH, Director,
Community Health Services
Gema Morales, RN, APHN-BC, MSN/MPH,
Deputy Director,Community Health Services

SPA 1 & 2
Frank Alvarez, MD, MPH, Area Health Officer
Shiarron Baker, RN, BSN, PHN, Community Liaison
Public Health Nurse
Maria T. Estrada, RN, BSN, MPH, Community
Liaison Public Health Nurse
Rita Mozian, MPH, MCHES, Health Educator
Olga Vigdorchik, MPH, MCHES, CLEC,
Health Educator

SPA 3 & 4
Cristin Mondy, RN, MSN, MPH, Area Health Officer
Patricia Alexander, RN, MS, Community Liaison
Public Health Nurse
Debra Dorst Porada, RN, BSN, Emergency
Preparedness Public Health Nurse
Reeza Epino, RN, MPA, Community Liaison
Public Health Nurse
Alonso Machuca, RN, BSN, Community Liaison
Public Health Nurse
Melanie Niedjelski, RN, MSN, Emergency
Preparedness Public Health Nurse
Jennifer Rivera, RN, MSN/MPH, Community Liaison
Public Health Nurse Supervisor
Siobhan Rohdes, RN, MS, Community Liaison
Public Health Nurse
Tiffany Romo, MPH, Health Program Analyst
Angela Salazar, MPH, Health Educator
Lana Sklyar, MPH, Health Educator

SPA 5 & 6
Jan B. King, MD, MPH, Area Health Officer
Deanna Bressler-Montgomery, RN,BSN, Community Liaison Public Health Nurse Supervisor
Beverly Hill-Dunne, Secretary, Public Health Administration
Nadiya Juma, MPH, Health Educator
Stasha Marshall, Secretary, Public Health Administration
Nicole Vick, MPH, Health Educator

SPA 7 & 8
Silvia Prieto, MD, MPH, Area Health Officer
Lydia Ajao, RN, BSN, MSN, CNS, Public Health Nurse Supervisor
April Frank, MPH, Health Educator
Marie Gambon, RN, BSN, MSN Ed., Community Liaison Public Health Nurse
Nicole Henderson, RN, PHN, MSN, Emergency Preparedness Public Health Nurse
Lindsey Lastra, MPH, CHES, Health Educator
Heidi Lopez, RN, BSN, PHN, Community Liaison Public Health Nurse
Lois Luster, Health Education Assistant
Dorothy O'Brien, RN,BSN, PHN, Emergency Preparedness Public Health Nurse
Maria Ochoa, RN, BSN, PHN Community Liaison Public Health Nurse
Tonia Sandoval, MSN, APRN, FNP-C, Community Liaison Public Health Nurse Supervisor

Other DPH Programs Contributing Data and Expertise:

Administration
David Dijkstra

Chief of Staff
Stephanie Caldwell, MPH
Heather Jue Northover, MPH
Elizabeth Norris-Walczak, PhD
Duy Tran, MPH

Chronic Disease and Injury Prevention Division
Paul Simon, MD, MPH
Linda Aragon, MPH

Cardiovascular and School Health
Eloisa Gonzalez, MD, MPH

Injury and Violence Prevention Program
Andrea Welsing, MPH
Kelly Fischer, MA
Nicolle Perras, MA, MPH
Isabelle Sternfeld, MSPH

Nutrition Program
Steven Baldwin, MS, RD

PLACE Program
Jean Armbruster, MA
Alexis Lantz, MA
Chanda Singh, MA

Tobacco Control and Prevention Program
Tonya Gorham Gallow, MSW

Children's Medical Services
Anna Long, PhD, MPH

Communicable Disease Control and Prevention
Robert Kim-Farley, MD, MPH

Acute Communicable Disease
Benjamin Schwartz, MD
Dawn Terashita, MD

Immunization Program
Michelle T. Parra, PhD
Julia Heinzerling, MPH
Jon LaMori, MA
Dulmini Wilson, MPH

Tuberculosis Control Program
Stuart McMullen
Terese Brookins, DDS, MPH
Jo Kay Ghosh, MPH, PhD
April King-Todd
Edward Lan, MPH
Josephine Yumul, MSc

Communications and Public Affairs
Natalie Jimenez

Division of HIV and STD Programs
Mario Perez
Sophia Rumanes, MPH
Amy Wohl, MPH, PhD
Sonali Kulkarni, MD, MPH

Emergency Preparedness and Response
Stella Fogelman, RN, MSN, MPH
Dee Ann Bagwell, MA, MPH

Environmental Health
Angelo J. Bellomo, REHS, QEP
Charlene Contreras, REHS

Toxics Epidemiology
Cyrus Rangan, MD, FAAP, FACMT
Elizabeth Rhoades, PhD

Information Systems
Jim Green

Maternal, Child, & Adolescent Health Programs
Suzanne Bostwick
Christina Villasenor, MPH
Yvonne Williams, RN, BSN, PHN

Medical Director/Quality Assurance
Jeffrey Gunzenhauser, MD, MPH
Karen Swanson, PhD, ScM
Donna Sze, MPH

Nursing Administration
Noel Bazini-Barakat, RN, MSN, MPH

Office of Health Assessment and Epidemiology
Margaret Shih, MD, PhD
Amy Lightstone, MPH, MA

Office of Women's Health
Rita Singhal, MD, MPH

Substance Abuse Prevention and Control
Wesley Ford, MA, MPH
Wayne Sugita, MPA
Tina Kim, PhD
Glenda Pinney, J.D.
Gary Tsai, MD

Report Design and Layout by:
Alan Albert, DPH-Office of Communications & Public Affairs

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Notes

COUNTY OF LOS ANGELES
Public Health

Los Angeles County
Department of Public Health
Office of Planning, Evaluation, and Development
313 N. Figueroa Street
Room 708
Los Angeles, CA 90012



Los Angeles County Board of Supervisors
Hilda L. Solis, First District
Mark Ridley-Thomas, Second District
Sheila Kuehl, Third District
Don Knabe, Fourth District
Michael D. Antonovich, Fifth District



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www.thinkhealthla.org
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Director

Board of Directors
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Homeowner/Resident

Mallory Graves
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Emeritus Board
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Homeowner/Resident

Lydia Valdez
Homeowner/Resident

In Memoriam
Nick Blanco
Homeowner/Resident

Barbara Stockwell
Homeowner

September 16, 2019

Marie Cobian
Community Planning
Los Angeles Department of City Planning
200 North Spring Street, Room 667
Los Angeles CA 90012

Regarding: Comments on the scope of the Environmental Impact Report for the South Harbor Community Plans.

Thank you for another opportunity to comment on the City Plan Update for the Harbor Gateway area. We understand that the intent for the solicitation of comments is to ensure the upcoming EIR will analyze potential impacts resulting from the proposed land use changes and is not meant to address existing conditions. We further understand the value you place on the observations of those living near the most toxic sites in the planning area and we appreciate that.

There are several Class 1a and 1b (World Health Organization) toxic sites in the Harbor Gateway planning area (https://www.who.int/ipcs/publications/pesticides_hazard_2009.pdf) page 8 pasted below.

Revised criteria for classification (introduced for 2009 update)

The table showing the Recommended Criteria for Classification from the original World Health Assembly Proposal is not shown because it is no longer used. WHO now uses the Acute Toxicity Hazard Categories from the GHS[6] as the starting point for classification. This change is consistent with the 1975 World Health Assembly Resolution which envisaged that the WHO Classification would be further developed with time in consultation with countries, international agencies and regional bodies. The GHS meets this requirement as a classification system with global acceptance following extensive international consultation.

WHO Class		LD_{50} for the rat (mg/kg body weight)	
		Oral	Dermal
Ia	Extremely hazardous	< 5	< 50
Ib	Highly hazardous	5–50	50–200
II	Moderately hazardous	50–2000	200–2000
III	Slightly hazardous	Over 2000	Over 2000
U	Unlikely to present acute hazard	5000 or higher	

P. O. Box 549, Rosamond, California 93560
Office: 661-256-7144

The Montrose, Del Amo and Jones Chemical Superfund Sites are rated as Ia or Ib classification sites. Bridge Warehouse on the former Farmer Brothers site would classify as a Class II site based on soil contamination left in place and the highly toxic groundwater plume under all four of these sites and the nearby adjacent communities.

We are recommending that Class Ia & b and II sites have a setback of 1500 feet from any and all housing and sensitive receptor sites, like youth or senior facilities. We have based this recommendation on our knowledge of how Federal Superfund sites are being redeveloped and the expectation that the Federal EPA has a firm grip on remediation and redevelopment. The 9 criteria EPA uses for focused Superfund site investigations bases its remediation and reuse on existing landuse designations. So while the City planners look to the EPA for landuse appropriateness the EPA is looking at local planning, effectively eliminating proper site management and long term community health protections.

Table ES-1: Review of Key Public Health and Safety Hazards and Setback Distance Guidance is pasted below and can be found in the Public Health and Safety Risks of Oil and Gas Facilities in Los Angeles County by the Los Angeles County Department of Public Health document on page iii and page 22. (https://www.thinkhealthla.org/content/sites/losangeles/CHIP_Workgroup_Mtg_1017/FINAL_DPH_Report_Public_Health_and_Safety_Risks_of_Oil_and_Gas_Facilities_in_LAC_02282018_corrections.pdf)

Los Angeles County Department of Public Health
http://publichealth.lacounty.gov

County of Los Angeles Public Health

Table ES-1. Review of Key Public Health and Safety Hazards and Setback Distance Guidance

Setback Distance	*Air Quality*	*Noise*	*Odors*	*Fires, Explosions, and Other Emergencies*	*Additional Mitigation and Assessment Notes*
300 feet					Some health and safety impacts may still be unavoidable regardless of additional mitigation.
600 feet	✓				Additional mitigation and assessment would likely be needed to avoid most impacts. Odors may be unavoidable, regardless of mitigation. Air monitoring is advised.
1,000 feet	✓	✓			Additional mitigation and assessment may be needed to avoid noise impacts during certain operations, e.g. well advancement. Odors may be unavoidable in loss of containment events, regardless of additional mitigation.
1,500 feet	✓	✓	✓		Additional mitigation not likely to be needed. Some uncertainty remains due to gaps in long-term health and exposure data.

This table is based on information compiled from scientific publications,[13,37,51,52] environmental impact assessments,[27-33] other environmental studies,[10,16,20,34,35,36,46] and experiences in other jurisdictions.

✓ Represents the distance at which the impact is likely mitigated

We are encouraged by the collaborative efforts between the Los Angeles County Department of Public Health and the City Planning Departments and further believe the Los Angeles County Department of Public Health has a much larger role to play in landuse planning and community health protection. In addition to the documents we have referred to, we would encourage you to review and incorporate where appropriate the Community Health Improvements Plan 2015-2020 (http://publichealth.lacounty.gov/plan/docs/CHIPforLACounty20152020_03.2016_revised_logo_121616.pdf). Our comments on this document are attached for your review.

We are concerned with mixed uses in and around the impacted neighborhoods in the planning areas. As we learn more about sensitive populations and air pollution exacerbations we see that often mixed landuses are like oil and water, incompatible unless well defined. We hope that discretionary choices between jobs and community health error on the side of health protection.

The by-right process used by the City must be eliminated; this streamlined process has increased the areas air pollution and harms the adjacent growing neighborhoods.

We want the City to aide in the identification of sites where open space can be incorporated into our neighborhoods and to make this effort a priority. This is the time to incorporate changes to the plan based on hindsight and community health equity as a measure of healthy neighborhoods.

We want to reiterate and support the comments submitted by Margaret Manning a highly engaged member of the community.

Again we appreciate the opportunity to provide comments early and often in this process.

Cynthia Babich
Director, Del Amo Action Committee

Connect
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Marie Cobian <marie.cobian@lacity.org>

EIR

1 message

Shirley <sjor7@yahoo.com> Thu, Aug 22, 2019 at 10:40 PM
To: marie.cobian@lacity.org

Harbor freeway south between 135 to Rosecrans Ave the noise is deafening. Cannot sleep at night or day.
135 east of Figueroa to Broadway is congested with RV's, Motor Homes, broken down Trailers, trash on the sidewalks, deplorable conditions. I have made numerous complaints about this condition and nothing is being done. Also the semi trucks are driving south of 135 st and Hoover to get to To Rosecrans Blvd.
Auto business on Menlo is causing traffic congestion.

Sent from my iPhone

Connect
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Collaborate

Marie Cobian <marie.cobian@lacity.org>

Noise impact Harbor Gateway!!

Dorothy McCloud <demccloud@sbcglobal.net> Thu, Aug 22, 2019 at 12:00 PM
To: "marie.cobian@lacity.org" <marie.cobian@lacity.org>

We all know we live in a highly impacted noisy area. When I moved here in 1974 it was well maintained hardly any traffic. Now I am stuck.
I live next to Figueroa street, that I believe is next to what is called an industrial area, it is one of the dirtiest, noisiest, city ignored places to live.
Not only do we have to put up with the traffic noise but the homeless in there motor homes and the smell you can smell before you get to them.
I know motor homes are suppose to be 500 feet from schools, etc., but what about 10 feet from your bedroom window.
Also idling big rig trailers truck's.
We do not need any more industrial business brought into District 2. The noise is deafening sometimes ,fume from the cars and trucks and loud motorcycles are not good to breathe in 24-7.

We need a sound wall placed along Figueroa where the homes are close to the street in District 2 from Alondra to 155th street especially if that plant will be built on Redondo Beach Blvd. 24 hrs. a day 7 days a week is a little much for more employees and truckers to inundate the area.

Please listen we are being killed slowly!!!

Dorothy McCloud
503 W 160th Street
Gardena, Ca 90248
demccloud@sbcglobal.net
310 502 9449 cell

September 19, 2019

VIA EMAIL

City of Los Angeles, Department of City Planning
ATTN: Marie Cobian, City Planner
Case No: ENV-2019-3379-EIR
200 North Spring Street, Room 667
Los Angeles, CA 90012
Email: marie.cobian@lacity.org

Dear Ms. Cobian:

NOTICE OF PREPARATION
DRAFT ENVIRONMENTAL IMPACT REPORT
HARBOR LA COMMUNITY PLANS UPDATE
CITY OF LOS ANGELES
SCH: NO. 2019080248

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above-referenced project for impacts with Division jurisdictional authority. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California. The Division offers the following comments for your consideration.

The project area is in Los Angeles County and contains significant areas of the Wilmington, Torrance, and Rosecrans oil fields. Division records indicate the presence of oil field production facilities and multiple active, idle, and plugged oil and gas wells. Division information can be found at: www.conservation.ca.gov. Individual well records are also available on the Division's web site, or by emailing dogdist1@conservation.ca.gov.

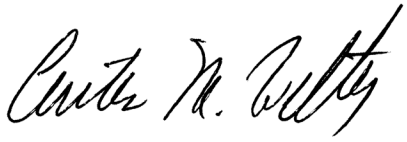
The scope and content of information that is germane to the Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code, and administrative regulations under Title 14, Division 2, Chapters 2, 3 and 4 of the California Code of Regulations.

If any wells, including any plugged, abandoned or unrecorded wells, are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements and approval to perform remedial operations.

The possibility for future problems from oil and gas wells that have been plugged and abandoned, or reabandoned, to the Division's current specifications are remote. However, the Division recommends that a diligent effort be made to avoid building over any plugged and abandoned well.

Questions regarding the Division's Construction Site Well Review Program can be addressed to the local Division's office in Long Beach by emailing DOGDIST1@conservation.ca.gov or by calling (562) 637-4400.

Sincerely,



Curtis M. Welty, PG
Associate Oil and Gas Engineer

cc: The State Clearinghouse in the Office of Planning and Research
Email: state.clearinghouse@opr.ca.gov

Christine Hansen, DOC OGER
Email: Christine.Hansen@conservation.ca.gov

Vanessa Adame, DOC OGER
Email: Vanessa.Adame@conservation.ca.gov

Naveen Habib, DOC OGER
Email: Naveen.Habib@conservation.ca.gov

Jan Perez, DOGGR CEQA Unit
Email: Jan.Perez@conservation.ca.gov

Environmental CEQA File

Connect
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Marie Cobian <marie.cobian@lacity.org>

Case No. ENV-2019-3379-EIR- Harbor LA Community Plan Update- Comments

1 message

Erica Blyther <erica.blyther@lacity.org> Mon, Sep 16, 2019 at 4:21 PM
To: Marie Cobian <marie.cobian@lacity.org>
Cc: Uduak Ntuk <uduak.ntuk@lacity.org>

Hello Marie,

Here are our comments related to the Harbor LA Community Plan Update:

Please be aware of the oil and gas wells and subsurface infrastructure in the area.

There is an active dill site in Wilmington. Warren Resources E&P operates an active oil and gas production facility in a residential neighborhood located at 625 E. Anaheim St, Wilmington, CA 90744. The site has a high density of wells with approximately 217 active wells (171 production wells and 46 injection wells) and 79 idle wells (57 production wells and 22 injection wells). They are also authorized to develop approximately 200 more wells onsite. The usage and proper abandonment of these wells needs to be considered in the planning process.

In addition, E&B Natural Resources operates scattered wells throughout Wilmington including active wells between residences.

There are also wildcat, abandoned, and buried wells in the area as well. The buried and wildcat wells are likely not abandoned to today's technological standards and could pose hazards and development delays. Abandoning them to current standards could be costly.

In addition to oil and gas wells, there are numerous pieces of subsurface infrastructure in the Wilmington area including oil and gas conveyance pipelines, pipelines with other franchise commodities, as well as vaults and valves.

Background

There are oil and gas facilities in nearly every section of the 503 square miles of the City of Los Angeles. The Los Angeles geological basin has one of the highest concentrations of crude oil per acre in the world. There are thousands of feet of oil-bearing sandstone rock formations underlying the City and the surrounding areas in Orange and Los Angeles Counties that comprise the Los Angeles Basin. In 1892, Edward Doheny and Charles Canfield drilled the first successful oil well in the Los Angeles City Oil Field (modern day Echo Park). Their discovery set off a series of major oil discoveries in the early 1900's and led to the City's first major population boom. Even after more than century of prolific production, the US Geological Survey estimates 1.6 billion barrels of recoverable oil remain in place beneath the City, rivaling the reserves in the Middle Eastern countries, like Saudi Arabia, Iraq, and Kuwait 14,000 miles away.

All California oil and gas wells (existing and prospective wells), enhanced recovery wells, water-disposal wells, service wells (e.g., structure, observation, temperature observation wells), core-holes, and gas-storage wells, onshore and offshore (within three nautical miles of the coastline), located on state and private lands, are permitted, drilled, operated, maintained, plugged and abandoned under requirements and procedures administered by California Division of Oil, Gas, and Geothermal Resources (CA DOGGR).

CA DOGGR defines the status of an oil well as active, buried, idle, new, plugged and unknown. An active well is an oil well that has been drilled and completed, a buried well is an older well not abandoned to current standards, an idle well is inactive, not producing, but capable of being reactivated, a new well is a newly drilled well, and a plugged well has been plugged and abandoned to current standards. Wells with little to no information are considered "unknown."

When a well reaches the end of its productive life, or if it fails to find economic quantities of oil or gas, the well operator is required by CA DOGGR to remove all equipment and plug the well to prevent leaks. Usually, cement is pumped into the well to fill at least the top and bottom portions of the well and any parts where oil, gas, or water may leak into or out of the well. This generally prevents contamination of groundwater and leaks at the surface. However, a number of wells abandoned over the last 100 plus years in the area were not abandoned to today's technological standards. Some may have to be re-abandoned.

Thank you,

Erica

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

DATE: September 16, 2019

TO: Marie Cobian, City Planner
Department of City Planning, Mail Stop 395

FROM: Derek Jordan, Assistant Director of Planning & Strategy
Harbor Department, Mail Stop 260

SUBJECT: COMMENTS TO THE HARBOR LA COMMUNITY PLANS UPDATE (CASE NO. ENV-2019-3379-EIR) NOTICE OF PREPARATION

Thank you for the opportunity to comment on the preparation of an Environmental Impact Report (EIR) for the Harbor LA Community Plans Update Project. The Harbor Department suggests the following items are appropriate for the scope and content of the EIR.

1. The Harbor Department is understanding of the proposed modifications to the southern boundary of the Wilmington-Harbor City Community Planning Area. The proposed boundary adjustment would reallocate portions of land currently developed with port-related uses, or that is port-owned, from the Wilmington-Harbor City Community Plan to the Port of Los Angles Plan as recommended by the Land Use Map Footnote No. 20. For the area north of Slip 5, land uses should be consistent with Planning Area 5A of City of Los Angeles Ordinance No. 165406. For the area of land located north and west of the Terminal Island Freeway and Badger Avenue, the land uses should be consistent with Planning Area 6 of City of Los Angeles Ordinance No. 165406.
2. The Harbor Department requests that the EIR evaluate the impacts of closing the following roadway segments:
    a. The segment of Fries Avenue between "A" Street and Water Street at the Union Pacific railroad tracks (approximately 1,350 linear feet of roadway);
    b. The segment of Avalon Boulevard between Harry Bridges Boulevard and Water Street at the Union Pacific Railroad Tracks (approximately 950 linear feet of roadway); and
    c. The segment of "A" Street between Avalon Boulevard and the driveway located to the west of Avalon Boulevard (approximately 300 linear feet of roadway).

    The street vacation would allow for additional improvements to the Wilmington Waterfront. These road segments are located within the area that would be excluded from the Wilmington-Harbor City Community Planning Area and added to the Port of Los Angeles Plan, as described above. A map indicating these roadways is enclosed.
3. Pursuant to previous outreach with the Harbor Department, it is recommended that the City Planning Department coordinate closely with the Harbor Department's Goods Movement Division on transportation issues and analyses. The Goods Movement Division has extensive data and resources for use in the Plan analyses and EIR as conveyed in previous coordination meeting.

SCAG
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SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

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Transportation
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September 16, 2019

Ms. Marie Cobian, City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 667
Los Angeles, California 90012
Phone: (213) 978-0626
E-mail: marie.cobian@lacity.org

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Harbor LA Community Plans Update [SCAG NO. IGR9996]

Dear Ms. Cobian,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Harbor LA Community Plans Update ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Harbor LA Community Plans Update. The proposed project includes updating the Harbor Gateway Community Plan and the Wilmington-Harbor City Community Plan and adoption of necessary updates to land use designations, zoning, plan text, and other ordinances to implement those updates.

When available, please send environmental documentation to *SCAG's Los Angeles office in Los Angeles (900 Wilshire Boulevard, Ste. 1700, Los Angeles, California 90017) or by email to au@scag.ca.gov* providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang
Manager, Compliance and Performance Monitoring

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE HARBOR LA COMMUNITY PLANS UPDATE [SCAG NO. IGR9996]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and active transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies**
	**SCAG does not yet have an agreed-upon security performance measure.*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS		
	Goal	Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Los Angeles Forecasts		
	Year 2020	**Year 2035**	**Year 2040**	**Year 2020**	**Year 2035**	**Year 2040**
Population	19,663,000	22,091,000	22,138,800	4,017,000	4,442,500	4,609,400
Households	6,458,000	7,325,000	7,412,300	1,441,400	1,618,900	1,690,300
Employment	8,414,000	9,441,000	9,871,500	1,899,500	2,104,100	2,169,100

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

FORM GEN. 160 (Rev. 8-12)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

RECEIVED
CITY OF LOS ANGELES
AUG 27 2019
CITY PLANNING DEPT.
EXECUTIVE OFFICE

DATE: August 21, 2019

TO: Vincent P. Bertoni, Director of Planning
Department of City Planning

Attn: Marie Cobian, City Planner
Department of City Planning

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment

SUBJECT: **HARBOR LA COMMUNITY PLANS UPDATE - NOTICE OF PREPARATION OF A COMBINED DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF SCOPING MEETING**

This is in response to your August 15, 2019 Notice of Preparation of a Combined Draft Environmental Impact Report and Notice of Scoping Meeting for the proposed update to the Harbor LA Community Plans, which includes the Harbor Gateway Community Plan and the Wilmington-Harbor City Community Plan located at said areas. LA Sanitation, Wastewater Engineering Services Division has received and logged the notification. Upon review, it has been determined the project is unrelated to sewers and does not require any hydraulic analysis. Please notify our office in the instance that additional environmental review is necessary for this project.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org

AP/CD: al

c: Kosta Kaporis, LASAN
Cyrous Gilani, LASAN
Christopher DeMonbrun, LASAN

File Location: CEQA Review\FINAL CEQA Response LTRs\FINAL DRAFT\Harbor LA Community Plans Update - NOP of a Combined dEIR and Notice of Scoping Meeting.doc

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov

August 23, 2019

Marie Cobian
Los Angeles, City of
200 North Spring Street, Room 667
Los Angeles, CA 90012

RE: SCH# 2019080248, Harbor LA Community Plans Update Project, Los Angeles County

Dear Ms. Cobian:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP) for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
   a. A brief description of the project.
   b. The lead agency contact information.
   c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
   d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
   a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
   a. Alternatives to the project.
   b. Recommended mitigation measures.
   c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project's impacts on tribal cultural resources.
   d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
   a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
   b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.
        ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
        i. Protecting the cultural character and integrity of the resource.
        ii. Protecting the traditional use of the resource.
        iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
    a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
    a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
    b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
    c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Staff Services Analyst

cc: State Clearinghouse

Connect Create Collaborate

Marie Cobian <marie.cobian@lacity.org>

Re: Public Comments on Case No: ENV-2019-3379-EIR Community Plan NOP #2 (More #3+ to Come after today)

1 message

Tom Williams <ctwilliams2012@yahoo.com> Mon, Sep 16, 2019 at 3:21 PM
To: Marie Cobian <marie.cobian@lacity.org>, Rosalie Preston <rosalieannp@hotmail.com>, Luetta Watson <lusblues126@aol.com>, Pamela Thornton <pamela.thornton@yahoo.com>
Cc: Paul Ferrazzi <ccfascdirector@gmail.com>

DATE: 09/16/19

TO: City of Los Angeles, Department of City Planning
200 North Spring Street, Room 667 Los Angeles, CA 90012

ATTN: Marie Cobian, City Planner Phone: (213) 978-0626 Email: marie.cobian@lacity.org

FROM: Dr Tom Williams Snr. Techn. Adviser Citizens Coalition for A Safe Community
323-528-9682 ctwilliams2012@yahoo.com

SUBJECT: Case No: ENV-2019-3379-EIR

Harbor Gateway, Wilmington, and Harbor City Community Plan

RE: Public Comments on Notice Of Preparation (NOP) for DEIR #2

Thank You for providing the opportunity to comment regarding the Harbor Gateway Community Plan and its Draft Environmental Impact Report (DEIR). Unfortunately, we find the NOP is incomplete and inadequate for agencies and the public to review and recommend reasonable important resources/setting elements, additional impacts, and reasonable and feasible mitigation and alternatives.

Please revise the current circulated NOP and recirculate with appropriate information for Scoping of this project; some general comments provide the basis for such request and summarize the more detailed and specific comments which follow. We stand to assist in details if needed for the scoping.

The Project description does not include Project Objectives sufficient to use as a basis for development and proposal of additional alternative to that proposed; without objectives no quantifiable comparisons can be made.

Comments #2:

Provide thorough and complete setting and assessment for Transit Oriented Corridors, District, and Transit Priority Areas (TPAs).

Provide for traffic management plan for current and projected conditions to 2045, including designated truck routes for construction and fill/excess cut materials.

Provide substantial evidence for the establishment of a TOD/TOC, for its displacement and gentrification. Transit Priority Areas (TPAs), Transit Oriented Corridors,

Provide for traffic management plan – designated truck routes for construction and fill/excess cut materials

Provide mobile source emissions analyses based on vehicle miles traveled (VMT) data from **regional and local (CPA) transportation modeling** to estimate air pollutant emissions from commuting and local vehicular travel within the Planning Areas.

Provide SCAG-factor based estimates of commuters based on local population/households and CPA jobs; revise to eliminate any (>1%) commuting to/from CPA for 2020-2045.

Provide improved land use planning//zoning policies/procedures to assure best practices-transitional land use and zonings between SFD/R1 and commercial/manufacturing-industrial with two or more parcels of MFD/R3-5 and reducing impacts of noise, light/glare, and traffic related impacts on surrounding SFD.

Provide Parks, Recreational, and unstructured Open Space land areas, ownerships, and current and project land areas/person.

Provide identification as to current and project open-space/recreation "service areas" and their adequacies compared to City and other Southern California cities.

Provide comparisons of current and General Plan guidelines service areas/levels of services within Los Angeles City and comparable household incomes.

Provide assessment of potential for Environmental Justice issues and impacts for the City, the General Plan, and this Community Plan.

Provide existing deficiency in parks and open space and limited availability of land

No mitigation measures were identified in the NOP, which could minimize significant impacts related to parks and open space due to the that could be used for parks and open space purposes within the CPAs.

Provide feasible mitigation measures to reduce the significant impacts the plans will have on open space despite its finding that the impacts will be significant.

Provide current and projected community disparities in open space access based on total, overall park and recreational areas, compared to vacant/undeveloped lands (e.g., DWP ROW) within the CPA

Provide viable and impactful mitigation measures in a process that is open and accessible to impacted community stakeholders during preparation of the DEIR.

Provide full disclosure of the extent of the impacts on parks and recreational facilities, by specific facilities.

Provide and apply definitions of "feasible alternatives" and "feasible mitigation".

Provide Draft Mitigation, Monitoring, and Reporting Plan within the DEIR.

Provide proper analyses of aesthetic impacts with respect to light, specifically from illuminated signs. impacts to aesthetics (including light and glare) in areas and involve residential, mixed use or employment center development.

Provide for increased lighting at mid-block for pedestrian safety, security, and ornamental lighting, resulting in an increase of 3-4 lux/fx higher associated with ground floor level commercial development

mid-blocks are currently dark.

Provide for increase of 3-4 lux/fx would bring the average illumination levels of the CPAs to 3.8-10.7 lux/fc, which falls within the Bureau of Street Lighting's illumination standard range of 6-15 lux/fx for major corridors

Provide prohibitions for illuminated canopy signs; digital, flashing, animated, blinking, or scrolling signs or signs that appear to have any movement in the Corridors, TOD, TPA, TOC, and Industrial Subareas.

Provide advisory committees for monitoring/reporting as part of the MMRP.

Provide historic resources and status based on presence of structures in 1923, 28, and 33 aerial photos

Provide for specific traffic relief measures as mitigation to be evaluated especially at all LA City arterials with ramps connecting to I-110 access.

Provide increased access to transit/transportation options for residents to mitigate impacts on traffic, e.g., ParkNRide at Gardena Ave.

Provide greater range of housing options near transit for low-income and transit-dependent residents as projected through 2045.

Provide matrix of all zoning and land use changes

Provide listing of all current and proposed zoning, height, frontage, and setbacks.

Provide zoning and height district changes and changes to [Q] Qualified Conditions, e.g., zoning from C2 to C1.5, Targeted downzones and height reductions in any HPOZ, recently (2000-2020) adopted R1/R3 Single-Family Variation Zone to change areas, changes/intensity

of targeted TOD Subareas and Industrial Subareas, changes of boundaries of targeted Neighborhood Serving Corridors

Provide zoning and delineated maps of New Legacy Single Family Subareas, changes of industrial hub…to Hybrid and Compatible Industrial Subareas.

Provide table of consistency of the current Community Plan with the General Plan and highlight any current or anticipated differences which would require further modifications of either General Plan element or the updated Community Plan.

Provide any measures within the CPA intended to promote an arrangement of land uses, streets, and services that encourages the economic vitality; social and physical well-being; and general health, safety, welfare and convenience of the people who live and work in the community.

Provide a complete, thorough, and adequate listing/matrix/analyses for economic vitality within the CPA.

Provide a complete review and delineation of current and projected to 2045 conditions for the following: Parking Permit Program, off-street parking, poor underground parking, better shuttle services to and from event venues, better rapid bus systems, safer crosswalks, signal lights on Vermont Ave., congestion and signage problems on major arterials, problematic streets around schools, parking permit program around multi-family areas, angled parking on one or both sides of streets, joint-use parking structures, increased public transportation, use of smaller shuttles instead of buses, improved Dash System by extending routes.

Provide means for promoting better markets, more grocery stores, bookstores, grocery stores that have pharmacies, cleaners, laundromats, more upscale markets and malls, photo/electronic shops and fewer liquor stores, fewer motels, active/nightlife uses,

Provide a single definition for other housing types such as shelters, rooming, and dorms

Provide prohibition for Small Lot Ordinance developments without 500ft community support construction, auto body businesses operating on residential property, and identified blighted/poor safety uses.

Connect Create Collaborate

Marie Cobian <marie.cobian@lacity.org>

Harbor LA Community Plans EIR

3 messages

margaret manning <margaretmanning3@hotmail.com> Sun, Sep 15, 2019 at 6:00 AM
To: Marie Cobian <marie.cobian@lacity.org>

Harbor Gateway South:

1. Comments to 3 EIR Categories:

Transportation/Circulation, Air Quality from traffic, Noise from traffic:
Truck traffic has increased largely due to LA City Planning approving a truck warehouse with 172 truck bays at former Farmer Bros coffee factory, 20333 Normandie Avenue, between Del Amo and Torrance Blvds. The only exit is on to Denker Avenue, which is a residential street.

Q. How does the proposed Community Plan intend to prevent future truck warehouses being built without full EIR being conducted, especially a traffic analysis for residential streets?

Q. How will the City Planners ensure that the Councilmen don't give tax breaks to woo more truck warehouses to the area?

2. Land Use and Planning:

Yours sincerely,
Margaret Manning, MDR, M.A., Dip.Ed.
(310) 863-0240

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margaret manning <margaretmanning3@hotmail.com> Sun, Sep 15, 2019 at 6:48 AM
To: Marie Cobian <marie.cobian@lacity.org>

Harbor Gateway South:

1. Transportation/Circulation, Air Quality from traffic, Noise from traffic:

Truck traffic has increased largely due to LA City Planning approving a truck warehouse with 172 truck bays at former Farmer Bros coffee factory, 20333 Normandie Avenue, between Del Amo and Torrance Blvds. The only exit is on to Denker Avenue, which is a residential street.

Q. How does the proposed Community Plan intend to prevent future truck warehouses being built without full EIR being conducted, especially a traffic analysis for residential streets?

Q. How will the City Planners ensure that the Councilmen don't give tax breaks to woo more truck warehouses to the area?

Q. Does the City intend to close down the the Boys & Girls Club on Del Amo Blvd. as non-compliant zoning?

Q. Would the City attract an organization to relocate the Boys & Girls Club to a safer, less polluted location with the promise of zone changes elsewhere?

2. Land Use and Planning:

The Sea Breeze project at 1309 Sepulveda Boulevard and Normandie was originally zoned manufacturing or industrial, but is now nearing completion as residential apartments to be converted into condos. In spite of Councilman Buscaino's quote that it must go through because of the housing shortage, the cheapest lease starts at $2,500 per month and there are NO LOW INCOME apartments.
https://therealdeal.com/la/2017/05/24/leung-pushes-to-move-sea-breeze-project-ahead-despite-da-investigation/

Q. What safeguards will ensure that projects that convert land use zones will actually benefit the homeless and low income people, not just the developer and ambitious council members?

3. Housing Displacement, Transportation/Circulation, Air Quality from traffic, Noise from traffic:
Del Amo Blvd. Extension from Torrance to Carson:

Del Amo Blvd. is shaded on the map (as of 8/22/19) subject to "rezoning amendment," which would impact a street of homes and apartments. Apparently, the extension of Del Amo Blvd. has been planned for quite some time, and the cities of Torrance and Carson are eager to see it completed. Torrance City approved a deal for a truck warehouse behind the oil refinery at Del Amo Blvd. and Madrona Avenue with Prologis, which would pressure the extension to get a straight shot to the 110 Harbor Freeway and access to the ports.

The extension would also cut through the north end of Wishing Tree Park currently under construction in Unincorporated LA County on 204th and Budlong Avenue.

Q. How would City Planner prevent the Del Amo Blvd. extension from taking place?

4. Transportation/Circulation, Air Quality from traffic, Noise from traffic:

Q. Please explain whether the new "vehicle miles traveled" is a better index for the EIR effects of traffic on air quality and noise on residents than the old one.

Yours sincerely,
Margaret Manning, MDR, M.A., Dip.Ed.
(310) 863-0240

From: margaret manning
Sent: Sunday, September 15, 2019 6:00 AM
To: Marie Cobian <marie.cobian@lacity.org>
Subject: Harbor LA Community Plans EIR

Connect Create Collaborate

Marie Cobian <marie.cobian@lacity.org>

Comments on the Harbor Gateway Community Plan scope and EIR

1 message

Rosalie Preston <rosalieannp@hotmail.com> Mon, Sep 16, 2019 at 2:02 PM
To: "marie.cobian@lacity.org" <marie.cobian@lacity.org>

September 16, 2019

Rosalie Preston
15913 Menlo Avenue
Gardena, CA 90247
rosalieannp@hotmail.com
(424) 219-1790 cell

1) Impossible to fully comment on what the scope of the EIR should be and alternatives when the draft of the proposed HG Community Plan is so vague at this point.

2) Greenhouse Gas Emissions: The EIR needs to address the current petroleum and natural gas wells and storage in the Harbor Gateway North area (see DOGGR for active wells), particularly in the Athens on the Hill area (120th Street to El Segundo and Vermont Avenue to Figueroa Street) for oil wells, just south of El Segundo between Menlo Avenue to Hoover Street for oil wells, along Figueroa Street from El Segundo to Rosecrans for oil wells, and gas storage tanks on the west side of Figueroa Street south of Rosecrans Avenue. The evaluation would be for the current situation as contrasted with alternatives which would phase out the active oil wells and natural gas storage because of their health impacts on residents and those who work next to the active wells along Figueroa Street.

3) Air Quality and Greenhouse Gas Emissions: Because of having three freeways running across and through the Harbor Gateway North area (91, 110, and 105), the EIR needs to evaluate the current situation of having only one public park (Rosecrans Recreation Center) as opposed to adding space to that park and also creating more open space along Gardena Blvd., Vermont Avenue, Figueroa Street, Rosecrans Avenue, El Segundo Blvd., and 120th Street and within the existing residential areas by requiring more setbacks for new developments.

4) Air Quality and Greenhouse Gas Emissions: Need to evaluate the current industrial zoning of properties on the north side of Redondo Beach Blvd. between Vermont Avenue and the 110 freeway with the impact that changing that zoning would have to the health of residents north of those properties and along the south side of Redondo Beach Blvd. as contrasted with having zoning to allow for more open space and mixed use (commercial and residential). This location (Redondo Beach Blvd. west of the 110 freeway) has some of the worst air pollution in the whole country because of the diesel truck traffic to and from the Port of Los Angeles. Retaining the industrial zone for these properties should be compared to the health impacts of changing the zoning so that truck usage is discouraged.

Another area with industrial next to residential is the section of Vermont Avenue just north of Artesia to 169th Street--a change of zoning for this area to mixed use/commercial should be evaluated to compare the air quality impact to the nearby residents to the north and east.

5) Aesthetics and Cultural Resources: Need to evaluate zoning protections for historical resources located within the Harbor Gateway North area, such as Athens on the Hill, Merit Tract, and Orchard Avenue between Gardena Blvd. and Alondra Blvd. which all have historically significant homes, as well as Gardena Blvd. which has historically significant building design from the 1920's and also significant for having been owned by Japanese Americans (grocery store and doctor's office) as opposed to not creating such zoning protections.

6) Noise: Need to evaluate building design and landscaping requirements as well as the installation of other noise-reduction measures for buildings located along Redondo Beach Blvd., Rosecrans Avenue, and El Segundo Blvd. as the vehicular traffic along these highways is very intense and impacts the quality of life for residents because of the noise generated.

7) Transporation/Circulation: Need to evaluate increasing public transport, particularly a DASH bus or similar to link the Harbor Gateway North area to the Silver Line station at Rosecrans Avenue and the Harbor Gateway Transit Center at 182nd Street.

DATE: 09/16/19

TO: City of Los Angeles, Department of City Planning
200 North Spring Street, Room 667 Los Angeles, CA 90012

ATTN: Marie Cobian, City Planner Phone: (213) 978-0626 Email: marie.cobian@lacity.org

FROM: Dr Tom Williams Snr. Techn. Adviser Citizens Coalition for A Safe Community
323-528-9682 ctwilliams2012@yahoo.com

SUBJECT: Case No: ENV-2019-3379-EIR
Harbor Gateway, Wilmington, and Harbor City Community Plan

RE: Public Comments on Notice Of Preparation (NOP) for DEIR #1

Thank You for providing the opportunity to comment regarding the Harbor Gateway Community Plan and its Draft Environmental Impact Report (DEIR). Unfortunately, we find the NOP is incomplete and inadequate for agencies and the public to review and recommend reasonable important resources/setting elements, additional impacts, and reasonable and feasible mitigation and alternatives.

Please revise the current circulated NOP and recirculate with appropriate information for Scoping of this project; some general comments provide the basis for such request and summarize the more detailed and specific comments which follow. We stand to assist in details if needed for the scoping.

The Project description does not include Project Objectives sufficient to use as a basis for development and proposal of additional alternative to that proposed; without objectives no quantifiable comparisons can be made.

General Comment:
Based on the comments below, provide a thoroughly revised NOP with revision of current NOP to a revised NOP with supplements as noted below.

Although the ReCode LA efforts are included in this Community Plan and have been presented in meetings as a joint element of the Community Plan efforts, the NOP for the DEIR does not provide clear project description, setting, and alternatives for the ReCode measures, please provide.

The Community Plan and ReCode efforts are scheduled for next 20-25 years without them scheduled for immediate total implementation and will be subject to further periodic review and revisions. Therefore the “Project” is in fact a “Program” and must be revised from a “Project DEIR” to a “Programmatic DEIR” with an appropriate Mitigation, Monitoring AND Reporting Program (MMRP) discussion in the NOP, please provide.

The NOP does NOT mentioned LU Planning Impacts of current and currently proposed/defined issues: Land Use Transitioning, Spot Zoning, and Differing Opposing Arterial Land Uses, please provide summary of ten most respected “Best Practices” in national and local land use programs, especially pertaining to transitions and contradictory/opposing land uses along the same arterials (for both within and different cities).

The NOP does not provide the Historic Spot Zoning (Upzoning): provide identification of all spot/upzoning of R1>R2-5 or C-ATT/Vermont since the Community Plan was initiated and last revised.

Specific Comments will be provided below with page/paragraph location, highlighted important words/phrases/statement. Followed by comments: ***Provide…***

NOP – ***Page/Paragraph***
3/3 The Proposed Project also includes **changes** to General Plan land use designations, and an update to the New Zoning Code to **establish new districts** (form, frontage, use and density), **amend existing districts**, and amend other provisions of the LAMC as necessary to **implement**…**implementation programs** of the Harbor LA Community Plans.
As indicated, numerous elements are revised and updated from the current Harbor Gateway Community Plan, and therefore the DEIR includes many specific projects within the projected context of 2020-2045. The updated Community Plan includes many elements and forms the basis for numerous separate projects within the numerous elements of the Community Plan and specific areas to be changed. Therefore, we request that the DEIR be issued as a Programmatic DEIR, rather than "Project Specific" DEIR.

2/3 RESPONSIBLE AND TRUSTEE AGENCIES The City requests your agency's views on the **scope and content of the environmental information** relevant to your agency's statutory responsibilities…considering any permits or other project approvals that your agency must issue. As…your responses to this…(NOP) at a minimum should identify:
(1) The **significant environmental issues** and **reasonable alternatives** and **mitigation measures** that your agency will need to have explored in the EIR; and
(2) Whether your agency will be a responsible or trustee agency for this project.
Mitigation measures requirements must be provided in a Draft Mitigation, Monitoring, and Reporting Plan in the DEIR, and then updated in the Final EIR.
Because of the programmatic nature of the "Project", the MMRP must include quarterly reporting to the Public of all aspects of the "Project", and especially the Mitigation Measures and their mitigation/compensatory values.

1/3 The project description,…goals and **objectives** are set forth below.
4/3 The following preliminary project **objectives** have been identified:
The provided "objectives" have not been quantified, nor are they quantifiable and vague Project Objectives without value to provide alternatives from the Public.
As a minimum, the Community Plan must provide for the 2000+increase in population with at least 800-1000 dwelling units.
Projected employment growth of 4000 employees must be matched with 3000 dwelling units (2100 additional dwelling) for the project employees; NO COMMUTING should be supported from beyond the community.

3/4 …consistent with the growth strategies of the City's Framework Element
Provide all growth strategies with specific references pg/par within the Framework Element
...State and Regional policies of the Sustainable Communities and Climate Protection Act (Sen…Bill 375), ***Provide State and Regional policies regarding:*** **Sustainable Communities and Climate Protection**
...Sustainable Communities Strategy (SCS). ***Provide clear definition of SCS and differentiate from SCCP Act policies.***
...assess transportation impacts using CEQA Guidelines Section 15064.3 (Senate Bill 743)
Provide quantitative model (or link thereto) for assessment of traffic and transportation impacts.
...meet the environmental justice requirements of Government Code Section 65302 (Senate Bill 1000).
Provide quantitative setting and assessment of environmental justice, (e.g., availability and quantity/quality of recreational facilities within 1000ft of multi- and single family dwellings.

3/5 ...adoption of necessary updates to land use designations, zoning, plan text, and other ordinances to implement updates.
Provide listing of "necessary updates" in comparative tabular form of Pre-Update and Proposed for all land use types and zoning for such, relevant ordinances (pre-upgrade and proposed), and "plan text", including pg/par citations/links).

4/1 …reallocate portions of land currently developed with port-related uses, or that is port-owned to Port of Los Angeles Plan…as recommended by the Wilmington Harbor City **General Plan Land Use Map Footnote No. 20**
Provide map and tables of such "reallocations".
Provide map and tables regarding all Port(s)-related commercial and industrial zoning/land uses and PoLA owned properties within Harbor Gateway communities.

4/2 The Proposed **Project directs future growth** to **identified centers and corridors** within **walking distance** of transit and commercial **amenities**…, **consistent** with **current** patterns of land use development that reflect City policies to **direct growth** where it can be supported by **existing** transportation infrastructure.
Provide quantitative/quantifiable definitions of:
Direct (population, dwelling, and jobs restrictions?),
Future (2020, 2040, 2045, …),
Identified centers and corridors (names and maps with references to first usage),
Walking distance (660, 1320, or 2640ft)
Amenities
Existing (2019, 2020, 2028, etc)

4/2 The Proposed Project **promotes a balance** of housing units and jobs near transit where different types of land uses…can be co-located to reduce the length and number of vehicle trips ***[=commuters].***
4/2 …Wilmington Open Storage and Cargo Container Regulations and Clean Up-Green Up
Provide comparative definitions of "promotes" vs "directs".
Provide SCAG projects the future population, households, and jobs.
Compare this stated policy vs SCAG's projections and provide in the NOP. Workshop comments suggest that <2500 population growth with 4000+ jobs projected, therefore requiring commuting in/out of the community by >1500 commuters every day.

4/2 …**implement strategic** land use **interventions address**ing land use **incompatibilities** in the CPAs …**advance environmental justice goals.**
Provide definitions of implement, address, advance, strategic, interventions, incompatibilities, and EJ, and EJ "goals".

4/3 …**changes** to **General Plan land use designations**, and an **update** to the **New Zoning Code Establish** new districts (form, frontage, use and density), **amend** existing districts, and **amend** other provisions of the LAMC
…**Implement** the goals, policies and **implementation programs** of the Harbor LA Community Plans.
Provide comparative tables/matrices for current status of designations, updates, land use designations/districts.
Provide definitions changes vs updates, establish vs amend, and "other provisions".
Provide definitions for Implement and Implementation Programs.

4/3 …**<u>preliminary project objectives</u>** have been identified:
● Maintain existing **stable** single- and multi-family residential uses and
add new zoning regulations to add **design standards** for **appropriate** neighborhood **massing**;
Provide Land Use & Zoning Matrix for existing and proposed arrangements of types and their most likely zoning

● Address housing **need** and **minimize** displacement; ***Provide population/households, housing occupancies, 30% financial resources for housing, affordability, and household distribution (5 x 20% intervals) at five-year intervals 2015-2045 and current (2019-2020)***

● Revitalize existing commercial areas and
create zoning regulations for improved street frontage and pedestrian-oriented design standards;
Provide definitions of bolded words and appropriate maps to show their applications.

● **Refine** intensity and form of existing commercial areas and
create new commercial areas along corridors and at centers in **select** locations;
Provide definitions of bolded words and appropriate maps to show their applications.

● **Encourage** mixed-use and **equitable** transit-oriented development at **key** locations;
Provide definitions of bolded words and appropriate maps to show their applications.

● **Preserve historic** character and commercial building forms of select corridors, portions of Gardena Blvd and Avalon Blvd;
Provide definitions of bolded words and appropriate maps to show their applications.

● Protect identified eligible **historic** resources **through new zoning regulations**;
Provide historic aerial photos 1923 and after and any historic inventory.

● Address **environmental justice concerns** and **incompatible** land use patterns;
Provide definitions of bolded words and appropriate maps to show their applications. Provide racial, ethnic, gender, and economic groups.

● **Create hybrid** industrial areas that **prioritize** jobs-producing uses and **serve** as a **buffer** between residential and heavy industrial uses;
Provide land use types and zoning categories with definitions of bolded words and appropriate maps to show their applications.

● **Preserve** industrial land and improve the visual character of industrial districts **through new zoning regulations** for **improved** street frontage, screening and **quality** building design;
Provide definitions of bolded words and appropriate maps to show their applications.

● **Corrections** for consistency in land use designation and/or zoning to **reflect existing use** or **correct** land use/zoning **mismatches**;
Provide definitions of bolded words and appropriate maps to show their applications.

● **Coordinate** local planning efforts with **anticipated changes at the PortS**; ***Both = SPP or PoLA, only***
Provide definitions of bolded words and delineations on appropriate maps to show their applications.
Provide summaries of land use types, zonings, and planned development for SPP for 2020-2045.

● **Develop new standards** that create **cohesive** design while preserving character;
● **Update existing zoning** to reflect on the **ground land uses**;
● **Create and update overlays** such as Clean Up-Green Up, as **needed**; and
● Protect existing open space in the CPAs through **zone changes**
increasing access to open space by incorporating active frontages, building breaks, and outdoor amenity space **where appropriate**.
Provide definitions and quantifications of: Appropriate, Preliminary, Stable, Massing, Needed, Minimize, Select, Key, Refine, Encourage, Protect, Cohesive Design, Preserve, Select, historic, eligible, "through",

Provide Environment justice setting and assessment regarding "increasing access" to transit, to open space, to recreational services and facilities,

Provide map and projections for all Traffic Analysis Zones (SCAG)
Provide PoLA and PoLB Population, Households, and Employment current, 2020, 2040, and 2045 from SCAG
Provide Plan/Project Objectives:
Intensify commercial and multifamily residential uses to support Park-N-Ride facilities

Provide intensity, height, and setbacks transitional land uses between Residential, Commercial, and Industrial Uses
Provide for all R-1 , single family dwelling must have at least 300ft of transitional land uses between the residential parcels and the commercial or industrial zoned parcels
Provide for all opposing land uses across arterials or streets of >30foot ROW must be identical in general land use categories (e.g., commercial:commercial, MultiFamily:Multi-Family Residentials, or industrial:industrial).

3/3 Zoning …includes the **adoption and implementation** of portions of the New Zoning Code (Chapter 1A of the LAMC)….a citywide program to comprehensively update the City's zoning regulations through amendments to the Los Angeles Municipal Code….necessary to utilize the new zoning regulations will have already been adopted by the time the Proposed Project is considered for adoption….Update Project would **apply** the new zoning regulations to land…. New zones would also be developed…for the purpose of rezoning property in the Project Area and would be added to the City's Zoning Code….: https://recode.la/
Provide zoning designations for any new or planned land use types.
Provide land use types for each New Zone with or without changes of land use types.
Provide identification and delineation of "new zoning" to any changes of Community Plan land use types.
Provide matrix of Community Plan land uses types and all elements of new zoning.
Provide new zoning and land use types along with populations, households, and jobs by zoning and land use categories.
Provide household incomes and age categories for each land use types.

Env.Justice
3/1 The Land Use Element is…State-mandated elements of the General Plan that also include…open space,… housing,…**environmental justice *[2016]*** (which may be incorporated into other elements).
3/4 Additionally…meet the environmental justice requirements of…Code Sec…65302 (Senate Bill 1000)
4/2 Furthermore, building on previous planning efforts…**Wilmington Open Storage and Cargo Container Regulations** and **Clean Up-Green Up**, the Proposed Project will **implement strategic land use interventions** to further **address land use incompatibilities** in the CPAs and **advance environmental justice goals**
Environmental Justice is separately identified as an element, and thereby the DEIR must provide separately assessed impacts and mitigation for Environmental Justice and identified/referenced from other elements.
Provide:
Definitions of building, implement, address, advance, and goals and give examples;
Citations of examples in the referenced regulations;
Citations of examples in other Community Plans for:
- ***Implementation of strategic land use interventions***
- ***Addressing of land use incompatibilities***
- ***Advancements of environmental justice goals***

4/3 ● **Address environmental justice concerns** and **incompatible** land use patterns
Provide definition of Address and give example of such addressing in approved Community Plans
Provide definitions for Environmental Justice and "Concerns" in community plans, references in currently approved Community Plans (e.g., Boyle Heights).
Provide example/citations for all current incompatible land use patterns and types in current Community Plans and those in all currently approved Community Plans.

OPR http://opr.ca.gov/docs/OPR_C4_final.pdf 164-184 OPR Required Elements:
*"discussions about environmental justice involve a central land use concept: **compatibility**" OPR p.171*
*"The Environmental Justice…must identify objectives and policies to reduce the unique or compounded health risks in **disadvantaged communities** by promoting **public facilities**….[SB 1000, Subdiv.(d), Sec.66000]…not limited to, **public improvements, public services, and community amenities….**" OPR 176*

*…to prioritize improvements and programs that **address the needs** of disadvantaged communities. OPR 182*
Provide definitions and application to Community Plans for highlighted words and current and projected to 2045 for these issues.

Jobs
4/2 The Proposed Project **promotes a balance of housing units and jobs near** transit where different types of land uses (e.g., commercial and residential) can be co-located to **reduce the length and number of vehicle trips**.
Provide definition of promote and balance.
Provide definition of "near transit", e.g., 500, 1320, and 2640, for both residential and for commercial land uses. Provide such zones on the Community Plan maps.
Provide matrix as to land use types, distance to transit and to length and number of trips per week days and per weekends (i.e., 220, 145, and 365 days/year).
Provide matrix of dwellings and households per job per land use type and a comparison with those used by SCAG for projected households and jobs for 2040.

4/3 …prioritize **job-producing uses**…
Provide definition of prioritize and give example.
Provide "jobs" estimates/projections for each land use type and for each zoning type and provide such for the CPA and representative examples from other approved Community Plans, with appropriate citations.

4/4 **Retain job-producing** land uses,,,
Provide definition of "retain" and give example and provide matrix for use of producing jobs per land use types and how those relate to the projections of jobs from SCAG.

4/4 ...underlying purpose..., and all of the City's community plan updates...accommodate **growth** and **other 5/1 changes** consistent with the policies of the Framework Element...
and the policies and goals of SB 375 and
SCAG's Sustainable Communities Strategy
Provide ALL SCAG projections and changes for growth, current and future to 2040 population with age structure, households, and jobs within each Community Plan are and their related Transportation/Traffic Analysis Zones (TAZ).
Provide definition and examples of "other changes".
Provide SCAG projections for Framework Element.
Provide SCAG projections for Populations (>65, <35, &>35/<65) by TAZ.
Provide SCAG projections for Median Household Incomes (annual) for each TAZ
Provide projections as to jobs vs population and thereby potential employees and estimates of non-residents of the Community Plan area who will COMMUTE into the Community Plan area.

5/2 ISSUES TO BE ADDRESSED IN THE EIR
Based on the project **description** and the Lead Agency's understanding of the environmental issues associated with the Proposed Project, it is **anticipated** that implementation of the Proposed Project has the **potential** to result in significant environmental effects associated with **some or all** of the following topics, which will be **analyzed in detail** in the EIR….:
Provide definitions of bolded words and appropriate displays and maps to show their applications to this Community Plan.

● Aesthetics ● Air Quality ● Biological Resources ● Cultural Resources
● Tribal Cultural Resources ● Energy ● **Geology and Soils** ● Greenhouse Gas Emissions
● Hazards and Hazardous Materials ● **Hydrology and Water Quality** ● Land Use and Planning
● **Mineral Resources** (O)

● Noise ● Population and Housing ● Public Services and Recreation

● Transportation/Circulation ● Utilities, and Service Systems

Text contains so many conditional statement and phrases that it is difficult to establish what the Project is, other than replanning Harbor Gateway and incorporating a rezoning which has little or nothing to do with the "typical land use types" that the Public has been dealing with for decades.
Provide a specific project description as to quantifiable setting and impacts along with "Objectives" which can be used to develop mitigative alternatives.
Provide seismicity setting conditions that are the basis for Seismic Safety provided in ZIMAS.
Provide methane gas conditions that are the basis for "Additional-Methane Hazard Site" and relevance to land use planning and zoning. Provide gas hazard zoning for all parcels with an "O" designation in the current and proposed zoning.
Provide specific inclusion of Oil and Gas Resources under Mineral Resources.
Provide oil and gas resources within the list of setting, assessment, and mitigation for existing oil and gas facilities and land uses.
Provide for cancellation of all "O" or "(O)" suffixes for all parcels except for those with operating facilities which have been permitted and franchised by the City of Los Angeles.
Provide mitigation requirements for full enclosure of existing facilities, as done at Pico/Genessee (SPR; Beverly Hills, Salt Lake South & Salt Lake Fields).
Provide subsurface property maps, ownership, and current usage for gas, oil, and fluid productions and injections.
Provide current, expected, and projected populations, households/family, and jobs per land use type and major zoning category.
Provide historic seismicity for Community Plan area and within five miles of boundary, seismicity
Provide description and understanding of projected Employment/Jobs and Infrastructure Financing for the proposed Project and any alternatives.

4/2 The Proposed Project directs future growth to **identified centers** and **corridors** within **walking distance** of transit and commercial **amenities** of each CPA, **consistent** with current patterns of land use development that reflect City **policies** to direct growth where it can be supported by **existing transportation infrastructure**.
4/3 **Refine** the intensity and form of existing commercial areas and **create new commercial areas** along corridors and at centers in **select** locations;
Provide definitions of bolded words and delineations on appropriate maps to show their applications.
Provide specific "select locations" and 500ft radius around them.

5/4 To the extent that the New Zoning Code includes zoning district types or citywide standards and regulations that **may in the future be used in other parts of the City**, indirect impacts to the environment from those provisions **will be analyzed**. However, such impacts are expected to be speculative.
5/4 **This is due to both the modularity of the system (zone district types can be combined to make many different zones) and the fact that none of the components of the new zoning will be available for use on a property until a future community plan update or other planning process, such as a site-specific General Plan Amendment and zone change, has introduced the new zones to an area.**
5/4 Additional zoning classifications (i.e., **districts**) may be created in the future to meet the needs of **other parts of the City**.
Any application of any part of the New Zoning Code Update outside of the CPAs would require legislative action, including, a Community Plan amendment and rezoning, and new environmental analysis.
Provide definitions of bolded words and delineations on appropriate maps to show their applications. Yes the entire sentence which is largely unintelligible for the Public.
Provide specific locations where zoning changes are applied to the HGN parcels and any current zoning/proposed zoning and current physical land use types.
Provide matrices of all land use types and the appropriate zoning designations therefore.

Provide typical application for other ComPlans based on any applications of the New Zoning
Provide a tentative Procedure for amendments and new environmental analysis and/or assessments and mitigations.

5/5 **Alternatives** to be **analyzed** in the EIR are to be **defined and analyzed** consistent with the requirements of CEQA Guidelines, Section 15126.6.

Provide project/plan quantified/quantifiable objectives for reviewers to prepare reasonable alternatives. If not, then alternative community plans must include double and half the 2020-2045 population growth and same for jobs projected to 2045 with appropriate residential and commercial land uses.
Provide quantitative analyses/comparisons of all alternatives and numerical bases for population, households, employment and in/out commuter numbers.

6/1 The Lead Agency solicits comments regarding the **scope, content and specificity** of the EIR from all interested parties…, and involved agencies…

The Lead agency must provide definitions of and applications of "Scope Content Specificity" within the CPA, which this NOP does not do.
Provide specific quantifiable objectives for the Project and its components: land use types and zoning categories.
Provide current (e.g., 2020) and projected contents (e.g., 2045) in quantified and integrated manner: households and population per land use type and areas of each land use type
Provide a computerized GIS system integrating the land use types and probable or reasonable zoning for each type. Provide a computerized program for derived populations, households, and employments.
Provide computerized model for most probable employment distance for those homed in the CPA but travelling beyond for employment and those from beyond travelling to the CPA for employment without be resident within the CPA.

Other Scoping Comments

Provide appropriate residential land uses and zoning (e.g., multi-family structures of R3-5) to encourage substantial (e.g., 30% of all residences) affordable housing (e.g., <30% household income for 600sqft units) for all known extremely low income households (e.g., <$25,000/yr household). Within the CPA.
Provide current and projected population age structure (e.g., %age: 0-18, 19-45, 46-65, and 65+)
Provide VMT and road (not intersection LOS) congestion reduction strategy via increased, more frequency public transit systems, e.g., bus lanes 6-9am / 3-7pm.
Provide adequate and sufficient housing for all new jobs to be sourced from housing within the community plan.
Provide corridor improvements and mixed uses for current and expanded ParkNRide plans to upgrade public and private infrastructure, bicycle and e-scooter docking and storage facilities and pick-up/drop-off areas.
Provide public open space and road rights of way for planted trees at 50ft centers along both sides of streets with any buses and pedestrian areas, bus shelters, sidewalk lighting, and gutter-sources root irrigation and controls.
Provide current and projected location maps and tables of all rent-stabilized properties through 2045.
Provide listings and maps for all residential and commercial properties be inventoried and assessed for power, gas, and water use and all future construction in the same land use/zoning categories achieve uses of the upper 25% of current usage.
Provide promotional incentives for adding Accessory Dwelling Units in R1 and equivalent uses/zoning within 500ft of any transit line.

As part of the Public meeting for the NOP, various documents were provided regarding the Harbor Gateway (north and south combined) and therefore become part of the NOP and subject to comments. Provide listing and links to all documents and staff at all community meetings.

Recode.LA
Key Issues & Opportunities – What Have We Heard? (Harbor Gateway and Wilmington-Harbor City General Plan Land Use Map (General Plan Land Use Map / Corresponding Zones) June 2018
Provide a matrix/table of current zoning and conditions for full range of existing different plot zonings and what the new zoning and conditions would be equivalent for that plot.

Provide specific land use assessment for the southwest corner of Vermont, north of SR-91, "industrial enclave" (ATT Tower and warehouses)

Program EIR
Other planning efforts have identified as being intended to be a Program-Level document that will analyze the effects of the proposed General Plan 2035, 2040, and 2045.
Provide a Program EIRs with projected conditions to 2045 and zoning/land use changes required for each five-year interval analyzing specific and broad environmental effects of the Program (i.e., Proposed Project of land use types and zoning), with the acknowledgment that site-specific environmental review may be required for future actions (14 CCR 15168(a)).
Because no specific development projects are proposed in updates to the Community Plan, therefore analysis will not be parcel-specific.
Provide incorporation of program impacts with the mitigation, monitoring AND reporting plan with community reporting and commenting sessions for each interval/period.
Provide analyses focused on the reasonably foreseeable direct and indirect physical environmental effects that could result from the updates to the General Plan, project alternatives, and accompanying zoning/master plan amendments proposed in five (5) focus areas described below.

The analysis will compare any changes and resulting impacts related to policies that may have been updated between the previous and current General and Community Plans.

Provide for inclusion of Growth Management Element within the Community Plan and for future General Plan updates, including: provisions of capital facilities and public services associated with new development and Measures R & M requirements for a Growth Management Element in the Land Use Element.

Market Retail Analysis and Labor-shed Analysis.
Provide Market Retail and Labor-shed Analyses for this Community Plan.
Provide for inclusion and assessment of Economic Development element in this Community Plan and future updates of the General Plan, actions to attract and retain businesses that are beneficial to the community, and maintain fiscal strength and stability.

Other Community Plans Elements
Provide a Local Hazard Management Plan for the Community Plan Area with focus on ZIMAS provided risk assessment for Seismicity: Newport-Inglewood Onshore, 7.1RM, 1-2mi.
Provide earthquake records for 1932-2019 from SCEC Earthquakes Coordinates/depths within 5 miles of the CPAs.
Provide within the LHMP assessments of Freeway Over-/Under-Passes, Oil Wells, and Pipe line franchises subjected to seismic events of >6.5 within 10 miles.

Provide delineation of LA City Methane Gas Zone (based DOGGR, designated Rosecrans & Rosecrans South fields) and all Zoning including (O) suffix for the Community Plan Area.

Provide a verified status of known and suspected wells in the Community Plan area, including:
- ***Those that are idled and not producing for >5yrs and with and without current legal operators;***
- ***Those that have been plugged and abandoned but beneath open ground and beneath existing structures;***
- ***Those that are producing during the last five years and in 2018-Date***
- ***Those within the City properties, including streets ROWs***

Provide current levels of well site containment and isolation:
- ***Masonry walls <6 ft***
- ***Extended (>42in) structural walls above containment requirements***
- ***Tower (>12ft) structure over well and related pad/cellar***

Provide routes, holders, and currency of permits for all City franchises for pipelines and other conveyance facilities within and connected to any City franchises.

5. OPEN SPACE ISSUES

• Need more trees and streetscape designs to create inviting spaces

Many R1-R3 streets in Harbor Gateway North have few or no trees along 1100ft blocks with 40 R1 dwelling with <20 trees of any size. Setting can be provided from GoogleEarthPro (free on line).

Provide good standard Streetscape Design with shade trees every 25ft, 2 trees per lot frontage, with root barriers for sidewalk and curb/gutter protection.

Power Line Corridor east of I-110/west of Figueroa, and E-W between 129th and 130th St.s
https://eweb.irwaonline.org/eweb/upload/0307-3.pdf p.26-c1-p1 …SCE ROW's in the Los Angeles Basin, including golf courses, **parks, playgrounds**, horse stables, amusement parks, agricultural land, self storage facilities, retail stores, **public recreation facilities**, truck parking, auto storage, RV storage and **nurseries**.

Provide zoning condition/requirement for all City and local agencies to upgrade the open space and recreational land uses with shade trees every 25ft with reasonable clearance for tower access and maintenance and provide suitable local playground for juniors and seniors.

Connect Create Collaborate

Marie Cobian <marie.cobian@lacity.org>

Comment on Harbor Gateway Community Plan and EIR -- Potential Rezoning of 747 W. Redondo Beach Blvd.

3 messages

Peter Talaro <jtalaro@pacbell.net> Tue, Oct 15, 2019 at 8:51 AM
To: marie.cobian@lacity.org

Property located at address above is zoned industrial. Our neighborhood already has noise and air quality issues with heavy traffic volume on the adjacent 110 (Harbor) Fwy and Vermont Ave./Redondo Beach Blvd. streets. There is a nursing home, school, and hospital within a few blocks and a park and recreation center immediately north of the property. This vacant property should be rezoned to mixed used and open space to lessen pollution problems that currently overburden our community.

Please consider these environmental issues in the EIR for the Harbor Gateway Community Plan update.

Thank you,
Jean Talaro

Connect Create Collaborate

Marie Cobian <marie.cobian@lacity.org>

Comments on the Harbor Gateway Community Plan - Rezoning

3 messages

Jenna Yip <mrsjennayip@gmail.com> Mon, Oct 21, 2019 at 6:26 PM
To: marie.cobian@lacity.org

Jenna Yip
721 W 158th. Street
Gardena, CA 90247 (Harbor Gateway Neighborhood)
mrsjennayip@gmail.com
310-745-3549

Ms. Cobian,

I am writing with my comments regarding the proposed Harbor Gateway community plan updates that were presented to the Harbor Gateway Neighborhood Council committee meeting on October 5, 2019. I am a resident and homeowner in Harbor Gateway North and live at 721 W. 158th Street.

I am very concerned about the future development and rezoning of the property at 747 W. Redondo Beach Blvd., which is located on the north side of Redondo Beach Blvd. between Vermont Avenue and the 110 Freeway.

At the presentation on October 5, Teresa Batson handed out a map that showed the potential changes in the zoning plan, which showed the 747 W. Redondo Beach Blvd. property, which is currently zoned as Industrial, changing to Hybrid-Industrial. When I mentioned my concerns about industrial use for that lot, Ms. Batson shared that the planning department had originally designated that property in the plan to be rezoned as Commercial, but that was halted due to a current application by a business to develop an industrial site on the property. However, to my knowledge, the only developer that had applied for approval to build on the site was Prologis, who has since withdrawn their application.

*Can you please provide clarity if there is another developer that has applied to develop the property, or if it is indeed possible for this property to be zoned in the plan update for a non-industrial purpose?

The property's location and surrounding neighborhood (which includes my home) already has some of the worst air pollution in the U.S. because of the diesel truck traffic to and from the Port of Los Angeles. And the only public park in the area, Rosecrans Recreation Center, is just to the north, where neighborhood children play on a daily basis. I myself have asthma and worry how a future industrial development on the site (and the truck traffic it will bring) will affect air quality and my ability to breathe.

It is my strong belief that the property should be re-zoned for open space and mixed use (commercial and residential) for the safety and health of the residents of Harbor Gateway. This would remove the danger of increased diesel truck traffic inherent in industrial development, and also provide more landscaping near the 110 Freeway to help absorb dangerous fine particulate matter present in the air.

Thank you so much for your consideration of these comments, and I look forward to staying involved in the community plan update process.

Sincerely,

Jenna Yip

Connect Create Collaborate

Marie Cobian <marie.cobian@lacity.org>

Scoping for EIR Harbor Gateway Community Plan

3 messages

Phil mcdaniel <phil_mcdaniel@hotmail.com> Mon, Oct 21, 2019 at 10:23 AM
To: "marie.cobian@lacity.org" <marie.cobian@lacity.org>

ie: Regarding changing the zoning for California Waste Services, 621 W. 152nd Street

10/21/2019

Phil Mcdaniel

702 W 149th St

Gardena, CA 90247

1) Air Quality and Greenhouse Gas Emissions: Need to evaluate the current industrial zoning of properties on the north side of Redondo Beach Blvd. between Vermont Avenue and the 110 freeway with the impact that changing that zoning would have to the health of residents north of those properties and along the south side of Redondo Beach Blvd. as contrasted with having zoning to allow for more open space and mixed use (commercial and residential). This location (Redondo Beach Blvd. west of the 110 freeway) has some of the worst air pollution in the whole country because of the diesel truck traffic to and from the Port of Los Angeles. Retaining the industrial zone for these properties should be compared to the health impacts of changing the zoning so that truck usage is discouraged. Many residents north of California Waste Services, 21 W. 152nd Street have been impacted by the concrete and other types of dust generated by their recycling business. This is the wrong area for a heavy industrial usage.

2) Noise: Need to evaluate building design and landscaping requirements as well as the installation of other noise-reduction measures for buildings located along Redondo Beach Blvd., Rosecrans Avenue, and El Segundo Blvd. as the vehicular traffic along these highways is very intense and impacts the quality of life for residents because of the noise generated. Also the noise impact of keeping industrial zoning for the area along Redondo Beach Blvd., particularly 621 W. 152nd Street and 747 W. Redondo Beach Blvd.

Phil Mcdaniel

Connect Create Collaborate

Marie Cobian <marie.cobian@lacity.org>

Case No: ENV-2019-3379-EIR Harbor LA Community Plan Additional Comments on NOP as Requested 10/05 3/3

1 message

Tom Williams <ctwilliams2012@yahoo.com> Mon, Oct 21, 2019 at 4:20 PM
To: "marie.cobian@lacity.org" <marie.cobian@lacity.org>, Reuben Caldwell <reuben.caldwell@lacity.org>
Cc: Rosalie Preston <rosalieannp@hotmail.com>

DATE: October 21, 2019

TO: City of Los Angeles, Department of City Planning

200 North Spring Street, Room 667 Los Angeles, CA 90012

ATTN: Marie Cobian, City Planner

(213) 978-0626 Email: marie.cobian@lacity.org

cc: Reuben N. Caldwell, Senior City Planner

SUBJECT: Case No: ENV-2019-3379-EIR Harbor LA Community Plan:

Notice of Preparation of Draft Environmental Impact Report

Harbor LA Community Plans Update

RE: Comments on DEIR and Potential Change Area Map, Draft Updated 10-04-19

Documents Considered:

Notice of Preparation

Draft 10/04/19 Potential Change Area (PCA) Map,

Dated: May 2019, Updated:10/04/19, and Delivered/Circulated: 10/05/19

Following presentation of information which were not provided as part of the NOP and current status of Community Plan Updating on October 5, 2019 in Harbor Gateway North Land Use Committee, the Committee requested a continuation of the comment period for Scoping until

October 21, 2019 5pm which was accepted and agreed upon. [NOP 2/4 REVIEW AND RESPONSE PERIOD Thursday, August 15, 2019 to Monday, September 16, 2019 by 5:00 PM. In accordance with CEQA Section 15082, this Notice of Preparation is being circulated for a 30-day comment period. Responses to this NOP must be provided during this response period.]

This set of comments for the DEIR Scoping reflects the current knowledge and concerns of stakeholders, residents, and their consultants for the Harbor Gateway North Community, included in this portion of the Harbor Gateway North Neighborhood Council area, only.

File sizes requires additional mails

10042019 Potl Change Area Map3.docx
19744K

DATE: October 21, 2019

TO: City of Los Angeles, Department of City Planning
200 North Spring Street, Room 667 Los Angeles, CA 90012
ATTN: Marie Cobian, City Planner
(213) 978-0626 Email: marie.cobian@lacity.org
cc: Reuben N. Caldwell, Senior City Planner

SUBJECT: Case No: ENV-2019-3379-EIR Harbor LA Community Plan:
Notice of Preparation of Draft Environmental Impact Report
Harbor LA Community Plans Update

RE: Comments on DEIR and Potential Change Area Map, Draft Updated 10-04-19

Documents Considered:
Notice of Preparation
Draft 10/04/19 Potential Change Area (PCA) Map,
Dated: May 2019, Updated:10/04/19, and Delivered/Circulated: 10/05/19

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This set of comments for the DEIR Scoping reflects the current knowledge and concerns of stakeholders, residents, and their consultants for the Harbor Gateway North Community, included in this portion of the Harbor Gateway North Neighborhood Council area, only.

The PCA Map identified 19 areas of interests and changes for the HGN Area, north of SR-91 to 120th Street, south of the I-105.

South of 120th	4 areas	Commercial
El Segundo East	6 areas	4 Commercial and 2 Industrial
El Segundo West	2 areas	Commercial
Rosecrans East	2 areas	Commercial
Redondo Beach Blvd./Vermont	1 area	
Vermont Eastside Frontage	155th-Alleyway – 158th	1 Area Commercial
Orchard Ave./159th-Gardena (165th)	1 Area	Residential
Vermont and Gardena Frontage	1 Area	Commercial
South Vermont/171st-173rd	1 Area (two parts Industrial	

Land Use/Zoning Issue/ISS – for Scoping and CP Developments.
Major Arterials – bridges for I-110 (& 91)
ISS#1 Major E-W arterials (passing Over/Under the I-110)

120th	BOv	No Ramps	BOv: Arterial Bridge Over/Under I-110
Figueroa N-S	BOv	No Ramps	
El Segundo	BOv	Ramps	
135th	BOv	No Ramps	
Rosecrans	BOv	Ramps	
149th	BOv,	No Ramps	
RBBlvd	BUn	Ramps	
Alondra	BUn	No Ramps	

Gardena	BUn	No Ramps
168th	BUn	No Ramps
SR-91 Vermont	Int	Ramps
SR-91 Fig.	Bun	No Ramps

All major arterials must be planned and zoned consistently with appropriate guidelines for owners, developers, and neighbors can understand and plan for changes in character and land uses. Commercial on one side of an arterials must require the same commercial on the opposite side or planners must provide a rational/best practices requiring different land use and zoning (LU&Z) on opposite sides.

West-East arterial corridor LU&Z may be differentiated based on consistent features of the corridors: Bridges over or under the I-110 or bridges with or without I-110 ramps.

ISS#2 Major Arterials N-S (LACity opposite of Gardena or Unincorporated LACounty
Only two major North-South arterials lie within the ComPlan area: Vermont and Figueroa and both include segments with and without opposing land uses within the City's jurisdiction.
Some statement within the ComPlan must specify the approach for consistency of opposite land uses; within the City's jurisdiction LU&Z must follow some stated, explicit practices, as above.

ISS#3 Like the I-110, the DWP Power Line Corridor N-S segment, E of I-110 from 597-8 W. 172nd St. to 583/4 W. 130th St. thence E-W segment (between 129th & 130th) from W.130th and I-110 to Vermont and westward forms a major LU&Z issue which is within the City's jurisdiction, unlike the I-110 and ramps. The Power Line Corridor (PLC) must be included within LU&Z for the ComPlan. Current land uses do include private vehicle parking and temporary structures and lots of nursery uses, however, current locations and uses also present barriers to public beneficial land uses and activities.

ISS#4 I-110 corridor (California State Lands, DOT unused lands) includes undeveloped lands, walls, and steep slopes (some with trees and bushes and some with grass). Provide as part of the ComPlan a comprehensive tree-bush-vine planting program for screening of concrete structural charater of the I-110 to the adjacent residences which have been approved by the City.

ISS#5 Due to the agricultural land uses before 1950, many City-approved subdivisions and imposition of the I-110 on the community has generated many strangely configured lots existing along both sides of the I-110, some narrow deep lots of 50 x 150-250ft, south of Redondo Beach and north of SR-91, both adjacent to the freeway and apart. Residential development of these have led to historic "small lots subdivisions" and "Accessory Dwelling Units" (with separated ownerships).

ISS#6 Many developments in the ComPlan have been approved and constructed without any provision for "street trees" and many blocks of residential properties are without "street trees" and present a character of Barren Street Frontages with a need for Street Trees (estd. >10,000 trees required for 1-2 tree/one R1 facing street).

ISS#7 The issue of historic spot zoning without any consideration for urban/neighborhood character is focused on the ATT Tower on Vermont and adjacent warehouses and walled-yards (north- and east sides) facing the dead-ended streets and backyards of R-1 residences all with the approval of the City.
The ATT Tower & Warehouses also required the re-alignment of the Merit W. Open Drain - 168th S> 173rd/SW >– Artesia/175th -SE and total isolation of "green spaces" south of the ATT tower from any historic neighborhood or community uses. Review and provide remedies for LU&Z transitions between industrial and R-1 residential uses and provide Dept.Public Works remedies for the open channel (box it in and provide usable open space based on costs assigned to a City-special assessment district for all industrial properties within 1000ft).

ISS#8 CTS Open Space+Access Hoover-SE/SR91/I-110 A large area of "open space"/public facilities exists on the NW quadrant of the I-110/SR-91 freeways interchange and access is provided via 17236 S Hoover, vacant lot (APN 6121017046). Although immediately adjacent to a major freeway interchange with noise and emissions, the area (2.8ac) would be suitable for some forms of open space uses. Local residents

are concerned regarding unsafe uses of the area if it was improved and opened to public use. Provide OS LU&Z for this area now designated as “PF”.

ISS#9 Several ComPlans and the General Plan have been and are being updated/revised with public participation, however, I have found that the materials and presentations have not contributed to the public’s understanding and participation in the process. Land use planning is more than acronyms and much more than provided in “Planning 101”. During the last 100 years of land use planning, someone must have done it “right”.
Provide the Dept. of City Planning examples of “Best Practices” for both land use planning and zoning, provide a single report as to glossary/definitions of terms and the best compendium of “Acronyms” and assure that all documents are consistent with all three requested documents.

e.g., “Best Practices BP#1 LU-Transitions Industrial<>Commercial<>Multi-Residential
http://opr.ca.gov/docs/OPR_C7_final.pdf
https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/A02.pdf

Similarly, clearly review the differences between General Plan, Community Plan, Specific Plan, and Zoning with regard to regulatory/ordinance powers, jurisdictions, and processes required for changes.

Consistent usage and definitions are required for public participation:
NOP pg.1/par.2 Amend the City of Los Angeles Municipal Code (LAMC) to adopt **new zoning regulations** for the two Harbor LA Community Plan Areas as part of the **New Zoning Code Update (LAMC Chapter 1A)** and amend **the Zoning Map** to apply **updated zoning classifications in the CPAs**; ….
3/3 The Proposed Project includes the adoption and implementation of portions of the **New Zoning Code (Chapter 1A of the LAMC)**….program to **comprehensively update** the City’s zoning regulations through **amendments to the Los Angeles Municipal Code**….necessary to utilize the **new zoning regulations** will have already been adopted by the time the Proposed Project is considered for adoption….**apply the new zoning regulations…**. New zones would also be developed using the New Zoning Code’s modular system for the **purpose of rezoning property** in the Project Area and would be **added to the City’s Zoning Code**. For more information visit: **https://recode.la/** ***(be specific).***
Provide examples and specific references of less than 10K bytes or two pages.
Provide a concordance and table of equivalence of all land use types and corresponding zoning and variations of zoning conditions within each mapped land use type.

ISS#10 ***4/3*** SCAG The Harbor LA Community Plans are being updated consistent with state law (Government Code Section 65300) in order to plan for future growth and **accommodate projected increases in population and employment**. The Proposed Project would also be consistent with the growth strategies of the City’s Framework Element, as well as the **State and Regional policies** of the Sustainable Communities and Climate Protection Act (Senate Bill 375), the Sustainable Communities Strategy (SCS), as well as assess transportation impacts utilizing new CEQA Guidelines Section 15064.3 (Senate Bill 743). Additionally, the Proposed Project would meet the environmental justice requirements of Government Code Section 65302 (Senate Bill 1000).

Provide a thorough information base for the Harbor Gateway Community Plan area from SCAG “SoCalAssocGovts” with regard to the current (2019) and projected (2020, 2025, 2030, 2035, 2040, and 2045) populations, households, and employment in the Transportation Analysis Zones for the HG-CP areas. Earlier numbers showed major differences between population increases and employment increases requiring a commute into the HGN area of >2000 commuters every day, as the employment far exceeded the population in 2040. Such differences have land use implications and must be addressed in the current and future land use and zoning plans.

ISS#11 ***NOP4/5*** To the extent that the **New Zoning Code** includes **zoning district types** or **citywide standards and regulations**…, indirect impacts to the environment from those provisions will be analyzed. However, **such impacts are expected to be speculative**. This is due to both the **modularity of the system (zone district types can be combined to make many different zones**) and…that **none of the components of the new zoning will be available for use on a property until a future community plan**

update or other planning process, such as a site-specific General Plan Amendment and zone change, has introduced the new zones to an area.
Additional zoning classifications (i.e. districts) may be created in the future to meet the needs of other parts of the City.
Any application of any part of the New Zoning Code Update outside of the CPAs would require legislative action, including, a Community Plan amendment and rezoning, and new **environmental analysis**.
Provide for a Programmatic EIR with a comprehensive Mitigation, Monitoring and REPORTING Plan for the public and Neighborhood Council participation from current to the next ComPlan Update (e.g. 2025?).
Provide a flow chart, including NCs, for Public participation in the amendment, rezoning, and environmental "analysis".
Provide concordance/table for all current zoning and condition, proposed land uses, and appropriate new zoning codes and conditions.

ISS#12 ***NOP 5/5*** **Alternatives** to be analyzed in the EIR are to be defined and analyzed consistent with the requirements of CEQA Guidelines, Section 15126.6.
The specific alternatives to be evaluated in the EIR **may include**, but are not limited to, the **"No Project" Alternative**, as required by CEQA and **alternative land use configurations**.

ISS#13
5/3 PROJECT DESCRIPTION The Proposed Project is an update to the Harbor LA Community Plans, which includes the Harbor Gateway Community Plan and the Wilmington-Harbor City Community Plan. The Proposed Project also includes the adoption of necessary updates to land use designations, zoning, plan text, and other ordinances to implement those updates.
Project Objectives must be Quantifiable and with numerical values for comparison of "Future without Project, Project, and others (e.g., Double/x2 R2-5, Double/x2 Commercial, Require Mixed Use for all Commercial).

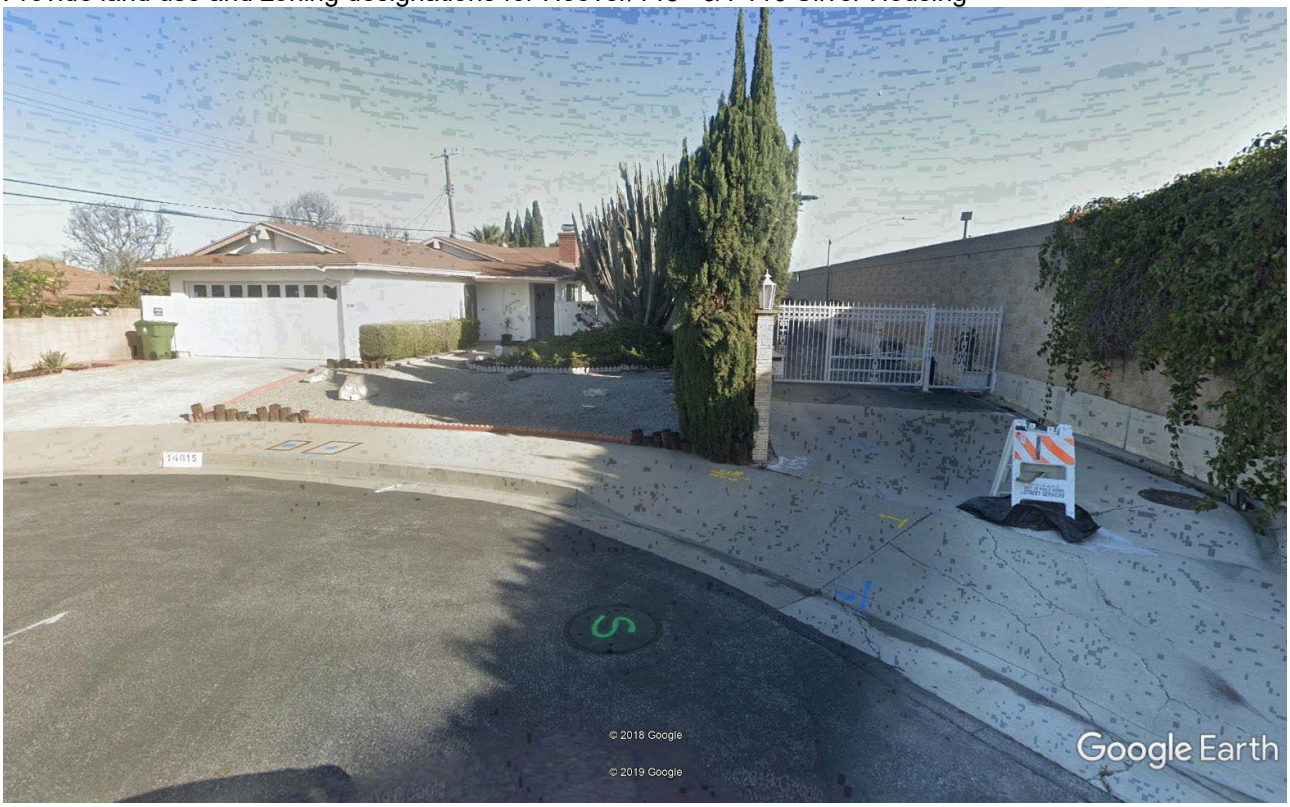
ISS#14 NOP 3 / 4 Objectives
The Proposed Project also includes
changes to General Plan land use designations, and
an update to the New Zoning Code to establish new districts (form, frontage, use and density),
amend existing districts, and
amend other provisions of the LAMC
as necessary to implement the goals, policies and implementation programs of the Harbor LA Community Plans.
The following **preliminary project objectives** have been identified:
● Maintain existing **stable** single- and multi-family residential uses and add new zoning regulations to add design standards for **appropriate neighborhood massing**;
● Address **housing need** and minimize **displacement**;
● **Revitalize** existing commercial areas and create zoning regulations for improved street frontage and pedestrian-oriented design standards;
● Refine the intensity and form of existing commercial areas and create new commercial areas along corridors and at **centers in select locations**;
● Encourage mixed-use and **equitable transit-oriented development** at **key locations**;
● Preserve the historic character and commercial building forms of **select corridors**, such as portions of Gardena Blvd and **Avalon** ***[=Alondra?]*** Blvd;
● Protect identified eligible historic resources through new zoning regulations;
● Address environmental justice concerns and incompatible land use patterns;
● Create hybrid industrial areas that prioritize jobs-producing uses and serve as a buffer between residential and heavy industrial uses; ***[Park-N-Rides]***
● Preserve industrial land and improve the visual character of industrial districts through new zoning regulations for **improved street frontage, screening and quality building design**;
● Corrections for **consistency** in land use designation and/or zoning to **reflect existing use** or **correct land use/zoning mismatches**;
● Coordinate local planning efforts with **anticipated changes at the Ports**;

● Develop new standards that create cohesive design while preserving character;
● **Update existing zoning to reflect on the ground land uses;** ***Does this mean: Downzoning.***
● Create and update **overlays such as Clean Up-Green Up**, as needed; and
● Protect **existing open space…**through zone changes and increasing access to open space by incorporating active frontages, building breaks, and outdoor amenity space where appropriate.

Mostly boiler plate from some other document, provide quantifiable objectives as required for CEQA and comparisons of alternatives.
As these are preliminary, provide draft objectives before circulation of the Draft EIR.
Provide sources, definitions, and enumerations for bolded terms.
Provide specific examples of the objectives, e.g., rezoning of the industrial designation for the ATT Tower and warehouses on Vermont/179th.
Specify whether objectives allow for "downzoning" for "new standards that create **cohesive design** while preserving existing character and for land use designations and/or zoning to reflect existing use or correct land use/zoning mismatches.
Provide currently anticipated changes in the Port(s) of LA and LB.

Provide some objectives regarding increasing uses on >5000sf lots for Small Lot Subdivisions and Accessory Housing.

Provide land use and zoning designations for Hoover/148th & I-110 Sliver Housing



Hoover North 570ft Sliver I-110W and Hoover/148- 145



47ft frwy vs 66ft elev. Res.
AND for

Estrella/I-110 60ft Frontage- S-facing

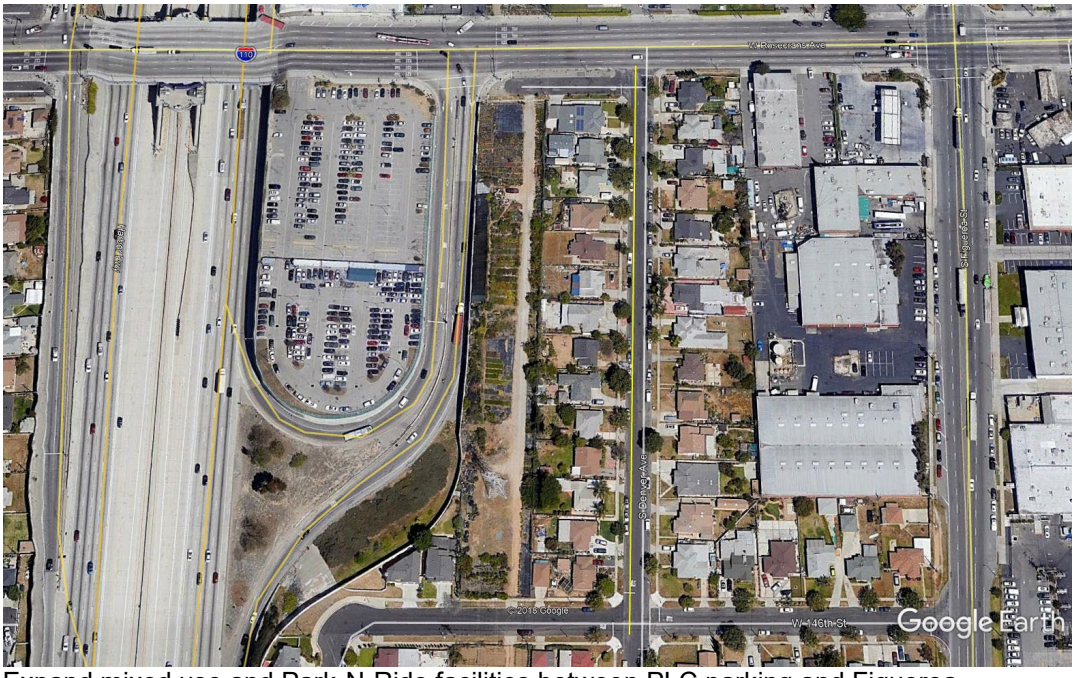


And for
157th/I-110 DWP-PLCon right; Sliver Housing on left



154th-157th similar and Power Lines-I-110, >50ft
Provide for Sliver Housing small lot subdivisions between DWP PLC and I-110

Provide additional Park-N-Ride parking under the PLC and develop with mixed uses over the existing facility.
Rosecrans P&R Rosecrans<>146th 810ft NS 33 residences



Expand mixed use and Park-N-Ride facilities between PLC parking and Figueroa

Remove all OIL and GAS related (O) Conditions from zoned parcels unless O&G Surface Facilities Present.
Rosecrans/Figueroa 120ft from house. 220ft N to well and E.Well 120ft of Figueroa Tanks 90ft W of E.Well



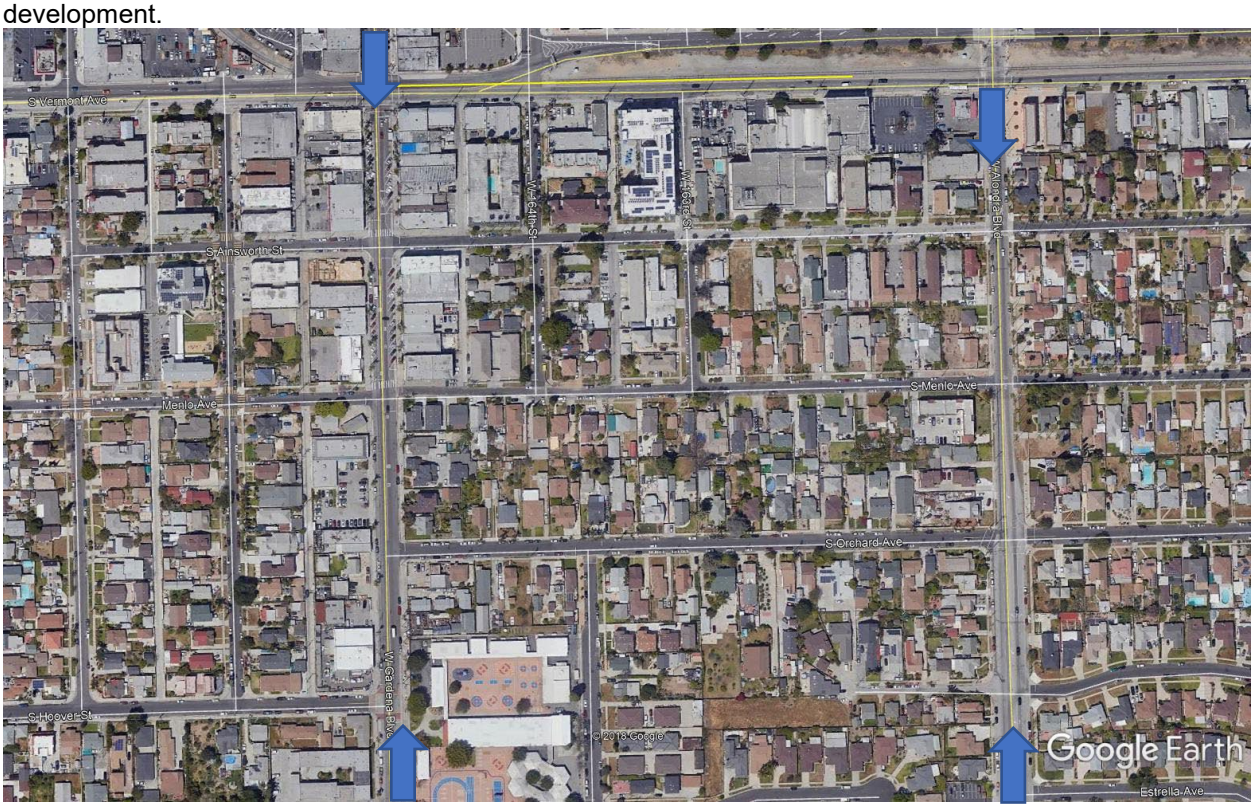
Require full impervious walled enclosures and vertical enclosures of 40-60ft for reworking any well, as at Pico/Genessee in Fairfax District.

OW 125-Menlo/W.Ainsworth OW+Tanks 125th-126th 60-130ft from residences

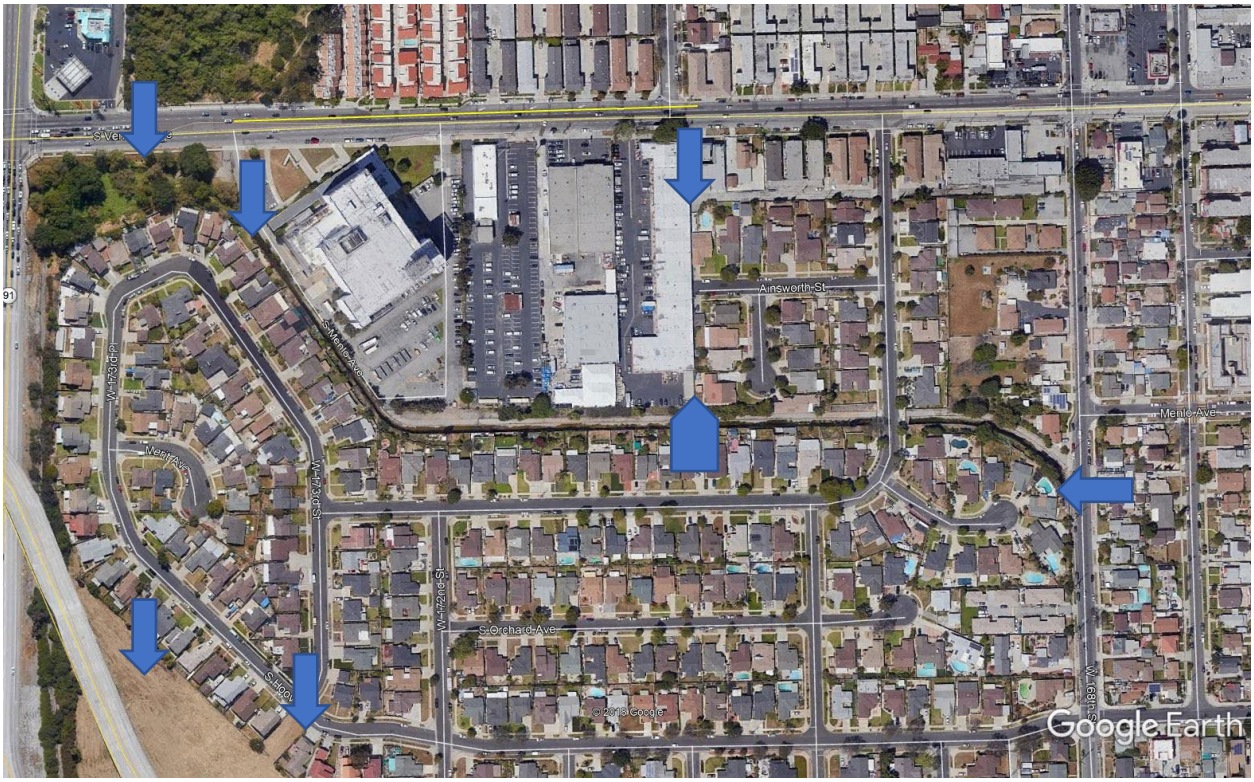


Provide similar enclosure for facilities within R-1 zoned parcels.

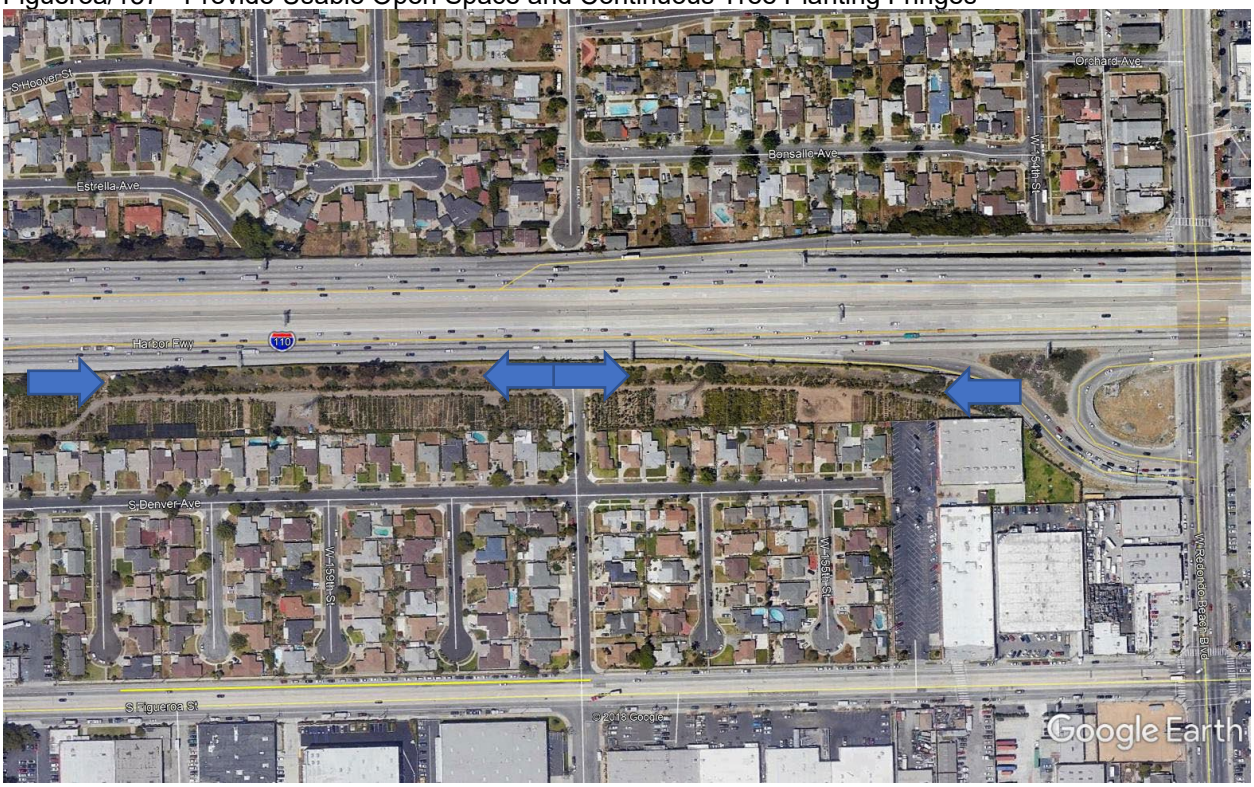
Attachment 3
Vermont/Gardena & Alondra Provide for consistent, both sides arterial commercial and R2-5 residential development.



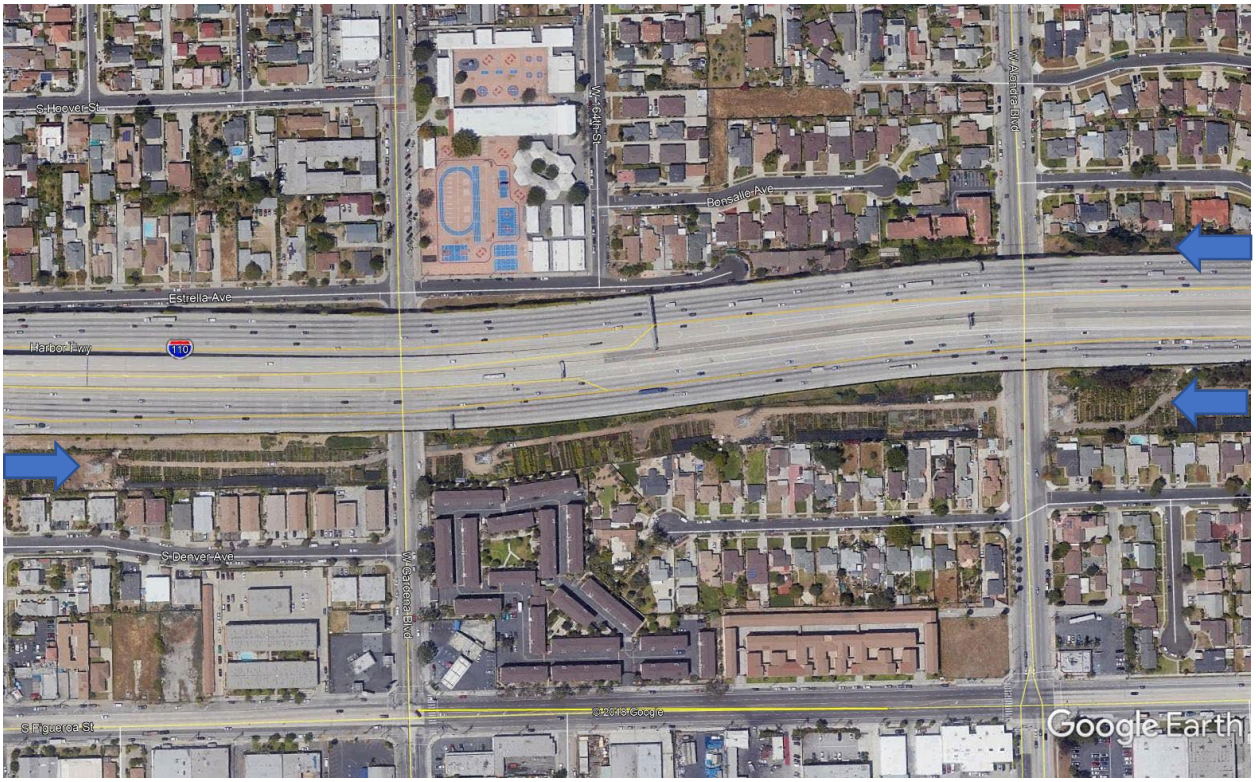
Vermont ATT & Warehouses Revise Industrial Designation to Garden-Like Open Space, and provide compensatory transitions from Industrial to R-1



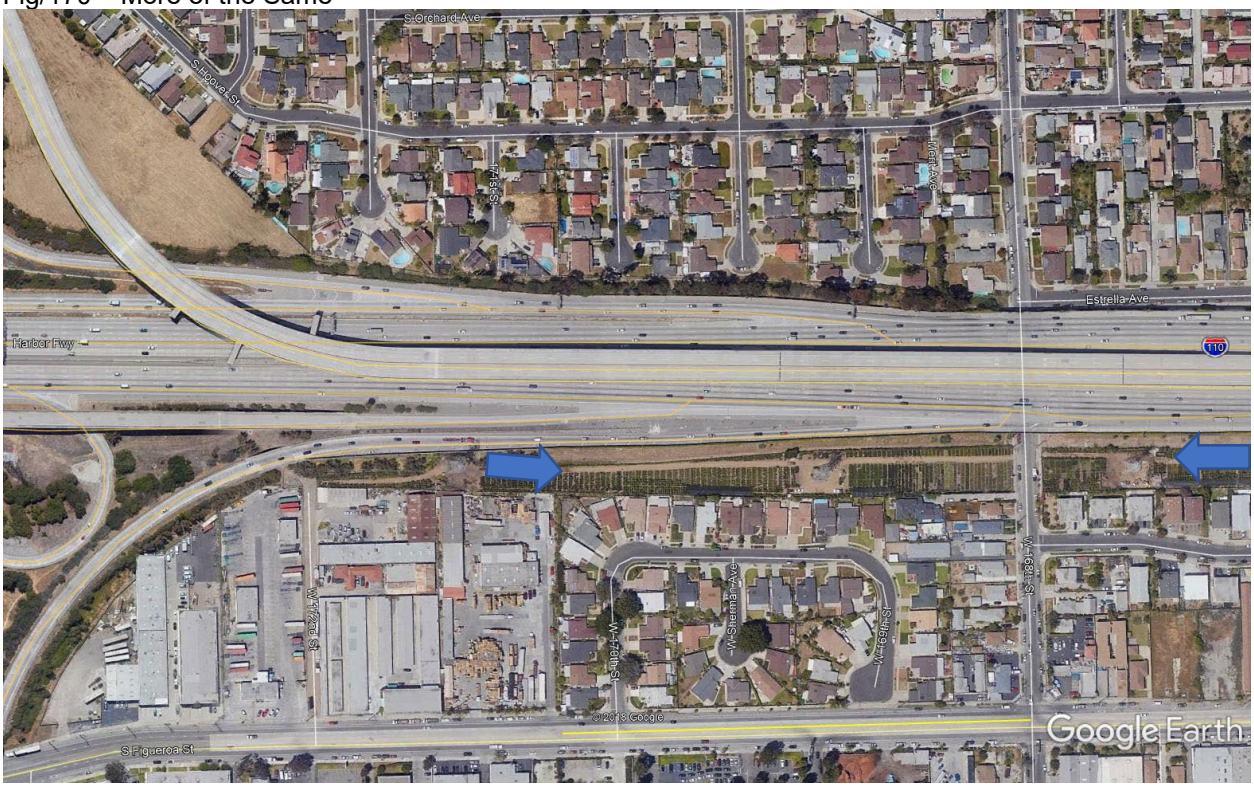
Figueroa/157th Provide Usable Open Space and Continuous Tree Planting Fringes



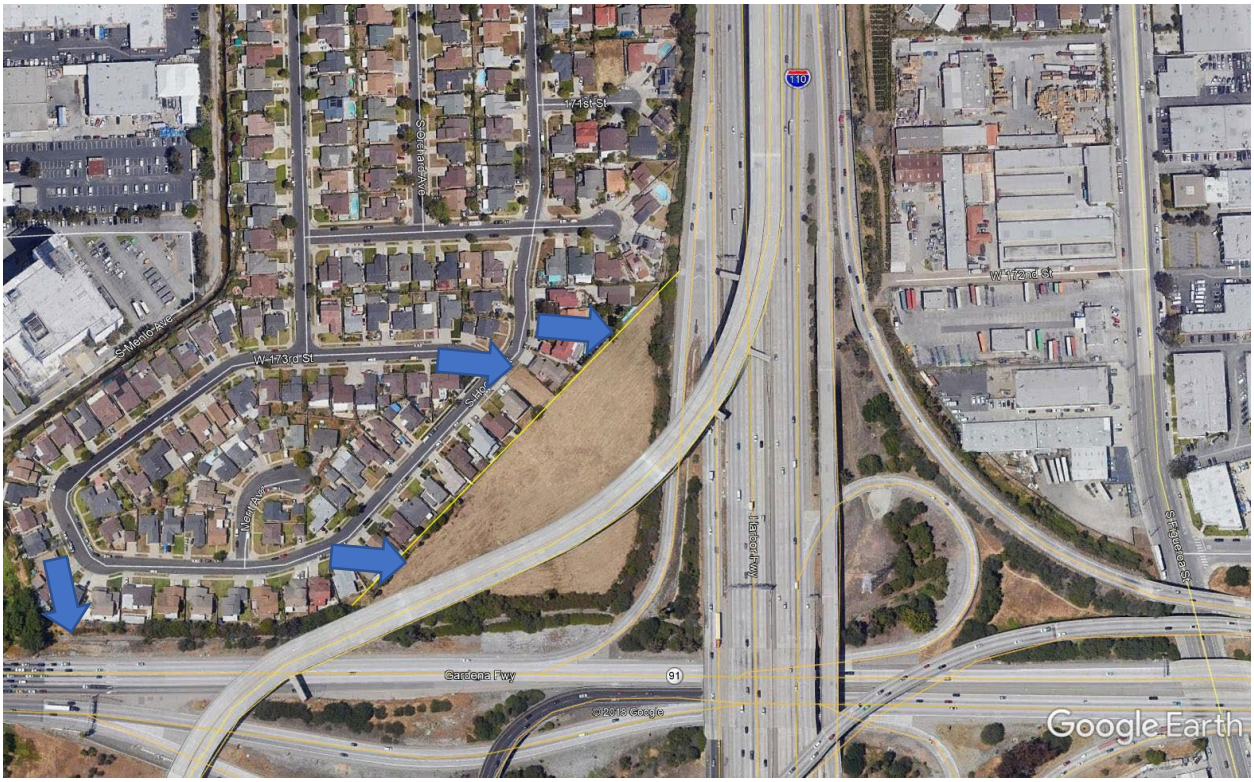
Fig/Gardena Same as Above



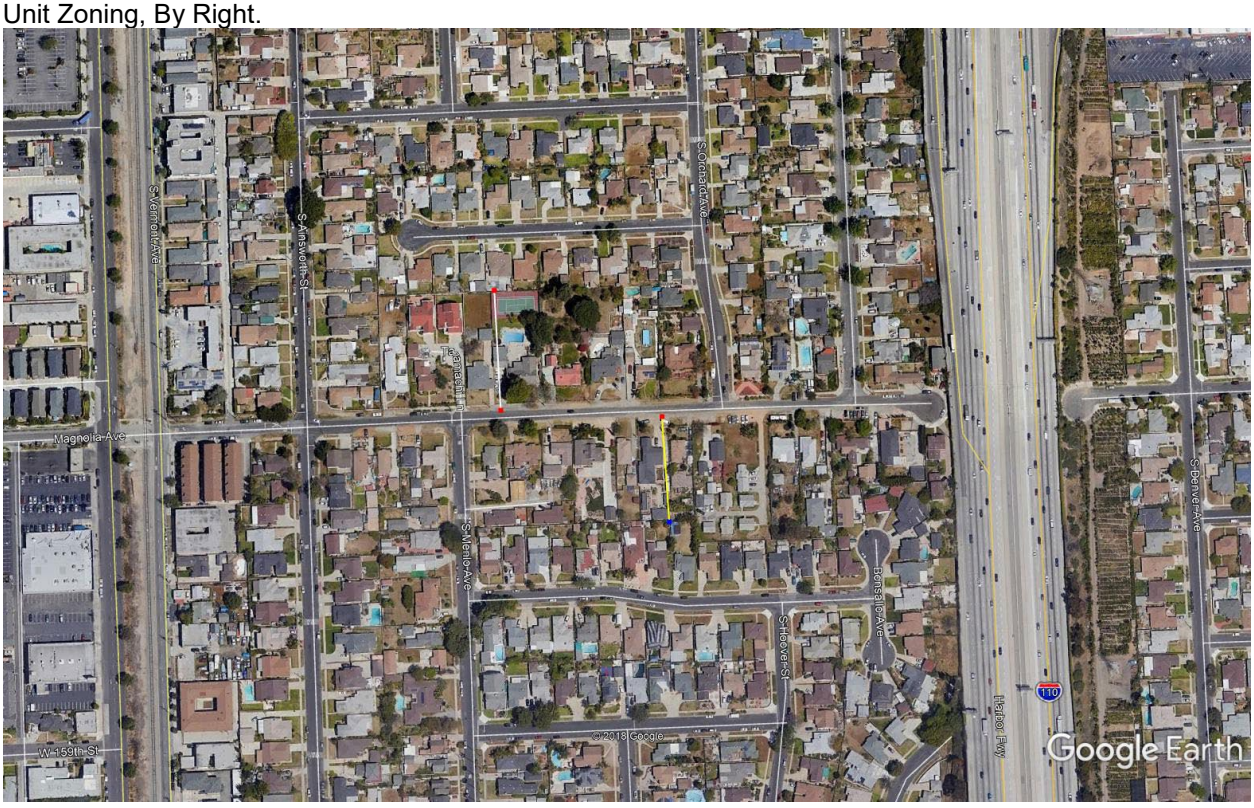
Fig/170th More of the Same



Hoover-Figueroa Park and More Tree – SR-91



Magnolia 250+- parcels Provide Big Parcels of R-1 (>7000sf) with Automatic Small Lot/Accessort Dwelling Unit Zoning, By Right.



APPENDIX B

Methodology

APPENDIX B. METHODOLOGY

POPULATION, HOUSING AND EMPLOYMENT

This section describes the data sources and methodologies employed in the identification of the Draft EIR Existing Conditions and Future Projections, both of which are used to assess potential impacts of the Proposed Plans. This section also explains how reasonably expected population, housing, and employment under the Proposed Plans are derived and how the Proposed Plans address anticipated growth.[1]

The Draft EIR evaluates the potential environmental impacts related to anticipated changes in population, housing and employment based upon information from a variety of sources including, the United States Census Bureau (U.S. Census), California Department of Finance (DOF), California Employment Development Department (EDD), the Southern California Association of Governments (SCAG), the City of Los Angeles Department of City Planning (DCP), the City of Los Angeles General Plan Framework Element (Framework) and associated documents. Since each of these sources may use different methods of data collection and analysis and/or different timeframes, the data do not always arrive at precisely the same results. Accordingly, the demographic data used in the analysis may vary somewhat, depending upon the source cited. Despite the variations, the data used in this Draft EIR represent the best available data sources during the Draft EIR preparation and provide a reasonable estimate of the population, housing, and employment characteristics of the Harbor LA Community Plan Areas (CPAs).

EXISTING CONDITIONS

Existing Conditions or Baseline Conditions for the purposes of environmental analysis of a community plan update, can be described in demographic terms (population, housing, and employment or in terms of development characteristics (square feet of development, height of structures or number of housing units). The City has the discretion to determine the best data source for Existing Conditions. For Existing Conditions, DCP, as the City's professional planning agency and the department responsible for reviewing and preparing the Draft EIR, uses demographic data that is published, and public data referenced and used by multiple agencies in planning for the City and region. Obtaining accurate development characteristics at the parcel level for each Community Plan Area has in recent decades became possible through geographic information systems (GIS), however the technology still presents practical difficulties in verifying precise, detailed data at the lot and parcel level for CPAs for a city the size of Los Angeles. The size of the City at over 478 square miles (including 5 square miles of water area) results in duplicate, incomplete, and/ or unverified data that is time and cost prohibitive to verify at present. Reasonable efforts are made to collect and use the most complete and current data at the time of the Draft EIR analysis, recognizing the constraints, limitations and margins of error associated with data sources.

1 Nothing in this document is intended to contradict the data or methodology used in the EIR. This methodology was developed by DCP in its review and preparation of Draft EIRs for the Community Plan Update program and is provided in the appendices to supplement and support the Draft EIR

The leading source of demographic data is the U.S. Census. The Census data collected between April and October of 2020 was taken during an extraordinary once in a hundred-year pandemic and is not as likely to represent normal conditions. It is reasonable to assume that the population drop noted in the 2020 Census for Harbor LA CPAs was partially due to undercounting and the COVID-19 pandemic. While Census data is typically the most reliable representation of socioeconomic data, such as housing and population, for discrete geographic areas, it is only available on a decennial basis, i.e., 2000, 2010, and 2020. While it is preferable to utilize decennial census data for analysis, it is not always possible to align planning processes with the release of decennial census data. Consequently, other sources are consulted to employ the most current information as well as to provide a benchmark for the Existing Condition year. In the interim years, the U.S. Census Bureau gathers more detailed socioeconomic data through other surveys, such as the American Community Survey (ACS) program, which provides data on an annual basis for certain geographies. For example, the ACS provides annual estimates for incorporated cities but does not provide annual estimates for Community Plan Areas. There is a lag time between when the data is collected and when it is released for both Census products. Both the decennial Census and ACS data are subject to sampling variability.

SCAG, as the Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO) for the southern California region, publishes demographic estimates and projections through the long-range Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), which is updated by SCAG every four years. Census and ACS data are used by SCAG to prepare regional demographic estimates and forecasts. In addition to estimating existing demographics, the RTP/SCS provides a vision for future transportation investments throughout the region. Using demographic growth forecasts and economic trends that project out over a 20-year period or "horizon," typically, the RTP/SCS considers the role of transportation in regional planning in the broader context of economic, environmental, and quality-of-life goals for the region. Therefore, SCAG data are often used by planning agencies in the region for consistency with the goals and demographic data of the RTP/ SCS.

■ Baseline Existing Conditions (SCAG)

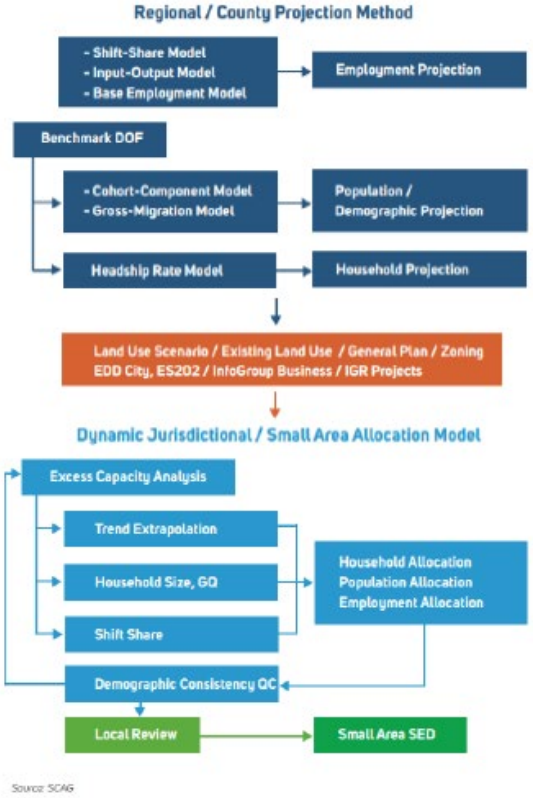
SCAG is the regional demographer for a six-county region that includes Los Angeles County. In that capacity it has an established methodology for estimating population, housing, and employment for the region and as well as projecting future population, housing, and employment at a jurisdictional or citywide level. SCAG uses various sources to determine existing or baseline population, housing, and employment. This method is used for deriving annual estimates of population, housing, and employment for years that are not a Census year.

SCAG's small area growth forecasting process is applied to develop baseline year estimates and future year socioeconomic data at the Transportation Analysis Zone (TAZ) level. The approach is used by SCAG to distribute jurisdictional level population, housing and employment estimates and projections into TAZs. Population figures are estimates derived from households and are generally viewed to be a more accurate representation at a jurisdictional level where multiple data sources are consulted. It is generally less precise

to estimate population numbers for smaller areas, and or for areas where boundaries do not precisely match census reporting divisions, such as at the Community Plan Area level than at recognized jurisdictional boundary levels.

The following is the list of SCAG data sources and diagram of SCAG's process excerpted from the 2016 RTP/SCS Background Document Report.

SCAG DATA SOURCES:
SCAG's existing land use data
SCAG's General Plan Database, processed based on jurisdictional General Plans
SCAG's 2012 RTP/SCS growth forecast
SCAG's 2016 RTP/SCS jurisdictional level population, household and employment
2013 Longitudinal Employer-Household Dynamics (LEHD), Origin-Destination, Employment Statistics from the Census Bureau
Employment Development Department (EDD) 2012, 3rd quarter jurisdictional jobs by sector
2011 InfoGroup firm-based employment data
SCAG Intergovernmental Review (IGR) data
Digital Mapping Product (DMP) parcel data (2010-2012) and new construction data (2010-2012)
2010 Decennial Census Summary File 1 (SF1)



Source: SCAG

See the following SCAG publication for the full methodology employed to determine estimates and forecasts of population, housing, and employment data:

https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs_scsbackgrounddocumentation.pdf?1606074233

■ How DCP Verifies Existing Conditions

DCP has regularly tracked growth and development activity in the City. As part of the regional planning process, local planning departments (including DCP) work together with SCAG to develop demographic estimates for the City of Los Angeles and the Southern California region approximately every four years. SCAG publishes the RTP/ SCSs every four years. SCAG's Regional Council adopted the most recent RTP/SCS – the 2020 RTP/SCS in September 2020. However, the cycles of RTP preparation do not regularly coincide with the release of Census data. Because of the time involved in preparing the RTP/SCS, there is a lag between the time the Census data is released, or demographic estimate is prepared and the time that SCAG makes demographic estimates available through the RTP/SCS. An additional lag occurs between the time the Planning Department receives SCAG 's demographics estimates for the baseline and forecasts for the horizon year, and the time a draft community plan and EIR are completed. Therefore, interpolations of data utilizing a previous point in time and future point may be necessary.

Furthermore, DCP 's planning process for the community plan updates is comprehensive, the updates are long-term projects that take several years to complete. The planning process focuses on addressing land use changes at the parcel level to both resolve inconsistencies in land use regulations as well as to fulfill City objectives. For the Harbor LA Community Plan Updates, the Notice of Preparation (NOP) was released in 2019, and the 2016/2040 SCAG RTP/SCS data was used to inform the baseline existing conditions. At that time of the NOP preparation, the latest available Decennial Census data was for the year 2010. The 2010 Census data provided a snapshot in time and was used as a reference to benchmark data along with other sources. Given the number of years that had lapsed between the release of the 2010 Census and the NOP, the Census data no longer reflected the best available data for 2019, the NOP publication year. Growth occurred in the years after the Great Recession and consequently, the 2016 SCAG RTP/SCS data[2] was used for Existing Conditions. [See discussion below under the heading Post 2016 Demographic Data, Project Baseline, and Projections for a discussion of demographic data released post issuance of the NOP.]

Although CEQA does not require a lead agency to change the baseline year for Draft EIR analysis every time a government agency at the state, federal, or local level issues a projection for a future condition or issues an estimate for those years subsequent to the Draft EIR baseline year, DCP does review new data or projections released subsequent to the publication of the NOP to verify that it would not substantively affect the analysis or conclusions for significant impacts that are correlated or reliant upon population, housing or employment data. For instance, the City used Los Angeles County Assessor data to benchmark and analyze

2 As the 2016 RTP/SCS utilizes a baseline year of 2012, 2019 baseline year demographic estimates were interpolated (an annual average growth rate was applied) to estimate existing conditions. The interpolation method was corroborated by SCAG as a suitable methodology to estimate existing conditions.

the general distribution patterns and totals for housing estimates in the CPAs. This system of using SCAG data and comparing or benchmarking it with other available data represents a best practice approach to obtaining and using complete and most current data. Multiple sources were also consulted (i.e., Employment Development Department, Origin-Destination, and American Community Survey, Business Installment data from InfoGroup) to verify demographic totals for the CPAs. See **Table 1, Comparison of Demographic Estimates for the Harbor LA CPAs**. These sources are used as benchmarks or control totals whereas Assessor data is used for distribution because it is regularly updated and available at small geographic levels.

Table 1
Comparison of Demographic Estimates for the Harbor LA CPAs

Data Source	Households[2]	Population	Employment
2010 Census	32,600	117,000	52,897
2020 Census	37,500	124,000	57,000
SCAG 2019 (interpolated) (from the 2016-2040 RTP/SCS)	36,275	123,428	24,540
SCAG 2019 (from the 2020 RTP/SCS)	34,300	121,339	44,500
ACS (2015-2019 average) [1]	37,601	124,709	57,758

Note: A lag time for the public release of most of the data sources, such as Census and ACS is typical. All numbers are rounded to the nearest one thousand.

1. US Census Bureau, 2012-2019 American Community Survey
2. Households account for all occupied housing units, whereas housing units accounts for both occupied and vacant housing units

FUTURE PROJECTIONS

The Harbor LA Community Plans Updates are intended to plan for anticipated growth by 2040 (the planning horizon year), and consequently use the adopted 2016-2040 SCAG RTP/SCS (2016 RTP/SCS) as a resource for both the baseline (also called Existing Conditions) population, housing and employment estimates and future projections for the 2040 horizon year.

The 2016 RTP/SCS projection for 2040 factors in recent and past trends, key demographic and economic assumptions, and local, regional, state or national policies. The Great Recession had a significant impact on household, population, and employment trends. Growth is still anticipated in SCAG's six-county region but at a slower pace. SCAG's projection assumes that regional growth will be approximately 0.7 percent per year on average for households and population. Employment is forecast to grow two percent each year until 2020, before stabilizing at 0.7 percent per year.[3]

3 2016 RTP/SCS Demographics Growth Forecast Appendix, April 2016, accessed August 18, 2023scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs_demographicsgrowthforecast.pdf?1606073557

■ Projections (SCAG)

SCAG prepares regional and jurisdictional forecasts or projections. Regional employment forecasts are based on a set of national employment forecasts using a shift-share model. The population forecast uses the cohort-component model, which adds to the existing population conditions the projected number of persons living in group quarters, births, and persons moving into the region and subtracts the number of projected deaths and persons moving out of the region. Households are forecast by multiplying the projected residential population by projected headship rates, or the share of householders in population cohorts based on age-sex-racial/ethnic specific household formation levels. Regional demographic-economic assumptions were also considered in the forecasts and cover issues such as fertility rate, domestic migration, international immigration, and labor force participation rates.

For the jurisdictional forecast, also known as small area, forecast, SCAG derives household growth rates and household sizes based on historical trends and the amount of potential development from jurisdictions' general plans and land uses. Population projections are based on household growth and size. Future employment numbers for jurisdictions are based on the share of the county's employment by sector. The major data sources used to develop the jurisdictional forecast include the California Department of Finance (DOF) population and household estimates; California Employment Development Department (EDD) jobs reported by industry; 2010 Census and the latest American Community Survey (ACS) data; Regional Housing Needs Assessment (RHNA) growth projections for 2014 through 2021; and 2014 Business Installment data from Infogroup. Local jurisdictions also provided input and comments to SCAG and adjustments were made.

For the City of Los Angeles, SCAG distributes the total citywide number among all of the City's Community Plan Areas by TAZs, again derived from past trends and building upon/compared to TAZ projections of previous adopted RTPs. DCP reviews the proposed SCAG projections based on knowledge of the Community Plan Area and may give feedback based on local knowledge of development trends and development activity observed during the process of developing the RTP/SCS and its projections. An example of input could be advising SCAG to reflect growth in areas with existing or planned transit infrastructure, areas with flexible land use regulations that can allow higher levels of growth and away from hillsides or historic single-family neighborhoods. This local feedback can also include further input based on the effects of local policymaking, such as General Plan or Community Plan updates, and the mandates of federal and state plans, which are also taken into consideration during the local review process.

See the following SCAG publications for the methodology employed to determine estimates of population, housing, and employment data for the region:

- scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs_scsbackgrounddocumentation.pdf?1606074233
- scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs_demographicsgrowthforecast.pdf?1606073557

■ How Community Plans Consider SCAG Projections

The City of Los Angeles uses SCAG's projections to plan for the future. The Department of City Planning considers SCAG's projections for housing, population, and employment as targets in its long- range planning efforts for Community Plan Areas when updating community plans. SCAG provides the demographic expertise in developing regional and citywide projections and works with DCP planners and demographers to refine those projections and their distribution throughout the city, as described previously. At a minimum, community plan updates meet SCAG projections for the City and each CPA but in some cases may exceed those projections for certain CPAs depending on circumstances such as market demand, development trends, new legislation, the introduction of transit or other infrastructure, etc. This may occur because the available data or information SCAG used during the time it prepared projections changed or because new information became available later. In this respect, the most recently adopted SCAG projections are viewed as targets, and DCP ultimately determines the distribution of citywide growth through adherence to the General Plan Framework and Community Plans goals, objectives, and policies while the citywide projections are being accommodated.

Table 2, Projections by CPA Geography, on the next page compares the allocations of population estimates by seven geographic planning areas within the City of Los Angeles for 2019, and the population projections at the horizon year 2040. Using SCAG's 2016 RTP/SCS as the source, the City of Los Angeles as a whole is projected to grow by 15% in population during this time (an increase of 593,250), which over the course of 21 years, is approximately 0.7% growth per year.

The table indicates that the Harbor Geographic Planning Area, which includes the Harbor Gateway, Wilmington-Harbor City, and San Pedro, is currently home to approximately 5% of the citywide population, and it is projected that in 2040 the region will continue to be home to approximately 5% of the citywide population.

It is generally assumed that the CPAs would continue to grow, consistent with SCAG assumptions of approximately 0.7% growth per year on average across the region and would still need to accommodate at least marginal levels of growth (i.e., it was not assumed that any CPAs would have less population than current existing conditions levels).

Table 2
Projects by CPA Geography

Geographic Planning Area	2019 Estimated Population[1]	% of Citywide 2019 Population	2040 Projected Population[2]	% of Citywide 2040 Projected Population	Projected Population Growth (2019 – 2040)	% Citywide Growth Distribution (2019-2040)
City of Los Angeles	4,015,750	100	4,609,000	100	593,250	100
South Valley	766,625	19	876,000	19	109,375	18
South Los Angeles	766,375	19	874,000	19	107,625	18
North Valley	725,875	18	795,000	17	69,125	12
Central	711,500	18	904,000	20	192,500	32
West Los Angeles	436,625	11	497,000	11	60,375	10
East Los Angeles	407,875	10	449,000	10	41,125	7
Harbor	**201,750**	**5**	**214,000**	**5**	**12,250**	**2**

Note: Projection numbers are rounded to the nearest one thousand.
1. The 2019 estimated population was interpolated from the 2016 and 2040 projected population from SCAG's 2016 RTP/SCS. 2. The 2040 projected population is from SCAG's 2016 RTP/SCS.

HOW GROWTH IS ADDRESSED THROUGH PLANNING AND ZONING

In preparing community plan updates, land use and zoning changes are proposed that will allow for projected growth to be accommodated while meeting the policies of the Framework Element and the Sustainable Community Strategies. During the planning process, technical land use analysis including the study of development trends, and consideration of General Plan policies is conducted to identify appropriate locations and levels of future development. DCP evaluates the geographic distribution of land use designations and zoning within a Community Plan Area to see where development potential is warranted. Some areas are expected to remain largely unchanged over time, such as open space areas. In other areas, development could occur as infill development and redevelopment, such as in multi-family residential areas. There are also some areas where development is directed, such as near transit stations and major corridors with bus lines, to increase access to transit, reduce vehicle miles of travel and thereby reduce greenhouse gas emissions and advance the climate change goals of the city and the region. Land use designation and/or zoning are applied to implement the updated land use policies of the Harbor LA Community Plans.

Existing regulations as well as components of the Proposed Plans will ensure that growth is adequately addressed over the next 20 years. For example, under the Proposed Plan's zoning, new developments would be subject to form and frontage regulations that are designed to achieve compatibility with the existing visual character of the neighborhoods within the Harbor LA Community Plan Areas. Specifically, building height limitations and step-back requirements, where appropriate, would help to provide cohesive height and bulk transitions across future structures within the CPAs. New development projects must meet the use and design regulations established in the New Zoning Code and comply with the applicable Environmental

Protection Measures (EPM) to receive approval. Some of the design requirements will result from the planning process and some will result from the environmental review process.

For example, regulations set through the zoning could include limitations on building height or step-back requirements in certain areas of the CPAs. An EPM might require shielding of light source so as to direct light away from adjacent residential uses. These are examples that represent the types and range of regulations that can be applied to reduce potential impacts of new development.

PROPOSED PLAN'S REASONABLY ANTICIPATED DEVELOPMENT

After preparing the Proposed Plans, separate from the demographic projections is the determination of the Reasonably Anticipated Development of the Community Plan Update, or what is reasonably expected to be built out under the Proposed Plans during the planning horizon. On a citywide basis, DCP's goal is to align citywide Reasonably Anticipated Development for all of the Community Plans with the total SCAG projection for the City to be consistent with other departments and agencies who plan for and provide public services and infrastructure to the city.

Planners use their educational and professional experience and expertise of land use and zoning standards to make assumptions about where development is likely to occur and at what scale, and create assumptions about the amount of residential, commercial, and industrial development that will occur during the life of the plan to determine the Reasonably Anticipated Development.

These assumptions are established through research and analysis of existing development trends, existing conditions on the ground, project entitlement and building permit data, geographic and historic constraints, age of existing buildings, and the development potential between the existing built conditions and what uses and development intensities the new regulations would allow. Factors such as existing and planned infrastructure improvements are also considered.

Although the DCP planners do significant research relying on a multitude of data sets, and market trends are considered while establishing assumptions, determining the Reasonably Anticipated Development involves making a lot of assumptions. Although the Planning Team are experts on the Community Plan Area and on the City's land use and zoning plans and laws, the Proposed Plans, with its policies, zoning, and land use changes do not grant permits for or construct any developments. Future unforeseen market changes that either incentivize or disincentivize development are unknown at this time, leaving uncertainty in the process of developing assumptions. The Planning Team, including City Planners, Senior City Planners, and a Principal City Planner, use their expertise and the data sets available at the time of EIR preparation to inform the assumptions used in this analysis. These data sets include, but are not limited to the following:

- Real world conditions through field surveys by the Project Planners of every block of the Plan Areas to assess vacancy and existing uses.
- Assessor data for the entire Plan Areas to determine existing unit counts and existing uses.

- Uses (residential, commercial, industrial) and development intensities (height, density, FAR) allowed by the existing General Plan land use designations, zoning, and any zoning overlays and Specific Plans.
- Planning entitlements and building permits to assess market trends.
- Proposed General Plan land use designations and General Plan objectives and policies and Zoning regulations for the Proposed Plans and Draft EIR Alternatives
- Other applicable regulations or physical conditions that could constrain potential development (such as, historic preservation protections, topography, flood plains, sensitive habitats, institutional facilities, open space)
- Other State or local programs or regulatory schemes active in the Plan Areas that are intended to incentivize or facilitate potential development (such as, Community Benefits Programs)

Using these data sets and its collective expertise, the Community Planning team make and apply assumptions to the acreage within the Community Plan Areas, to determine the amount of Reasonably Anticipated Development from the Proposed Plans of residential units and non-residential square footage (commercial and industrial) that could be built during the life of the plan. For example, residential land area is multiplied by dwelling units per acre to generate an assumed dwelling unit count, and non-residential land area is multiplied by development potential, applying industry standards of employment density to calculate the total number of employees.

Ultimately, market factors dictate the level of development that occurs. Experience shows that only a percentage of the properties within a CPA will be redeveloped within the horizon year, typically 20- 25 years, and that even the sites that do redevelop are not always developed to maximum levels allowed by the by-right zoning and various incentive systems available. For this reason, 100 percent build out is a theoretical scenario and is not analyzed, but rather a more reasonable expected level of development is used both to guide proposed land use changes and analyze the potential environmental impacts of those changes. Community planners conduct the analysis of Reasonably Anticipated Development to analyze what level of development would reasonably occur during the life of the plan. While some jurisdictions may conduct a "full build out" analysis, the Harbor LA Community Plan Areas are a highly urbanized area where the most common form of development is infill development. Conducting a full build out analysis would assume that each parcel is wholly redeveloped during the 20 year life of the plans, which is unrealistic due to development constraints including existing historic structures and recently completed developments that are unlikely to be redeveloped. A number of factors serve to constrain development, including:

- Physical site constraints (topography, geology, etc.)
- Zoning regulations (requirements for open space, yards, setbacks and height that sometimes limit the maximum development on a site to levels below what the zoning would otherwise permit)
- Public review process
- Environmental factors and constraints (adjacent uses, sensitive uses, local, state and federal laws)
- Historic preservation goals and regulations
- Historical development patterns
- Land values

- Market factors, (economy, financial lending practices, etc.)

DCP considers these factors in using its best judgment, based on the education, experience and knowledge of its Planning Team, to determine the Reasonably Anticipated Development for the Proposed Plans. Revisions to the Reasonably Anticipated Development from the onset of the Community Plans Updates may occur considering the multi-year time frame that community plans take to update.

SCAG 's METHODOLOGY DOCUMENTATION REPORTS

SCAG Methodology for RTP/ SCS 2016 is available online at:

- scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs_scsbackgrounddocumentation.pdf?1606074233
- scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs_demographicsgrowthforecast.pdf?1606073557

POST 2019 DEMOGRAPHIC DATA, PROJECT BASELINE, AND PROJECTIONS

Notwithstanding the differences in numbers shown in **Table 1** for the 2019 interpolated numbers from the 2016-2040 SCAG RTP/SCS and 2020-2045 SCAG RTP/SCS the difference compared to the 2020 U.S. Census would be between 1,225-3,200 persons, the City finds it is not necessary or appropriate to update the baseline population figure in the Draft EIR with the Census numbers, for the following reasons.

CEQA Guidelines Section 15125(a) provides the general rule for baselines:

> *An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which the Lead Agency determines whether an impact is significant. The description of the environmental setting will normally constitute the baseline conditions by which a Lead Agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to provide an understanding of the significant effects of the proposed project and its alternatives. The purpose of this requirement is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.*
>
> *...*
>
> *(1) Generally, the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published . . . Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence.*

As an initial matter, population, housing, and employment is a portion of the physical environmental setting

described for an EIR, including others such as, the built environment (e.g., building heights, valued aesthetic resources, and public infrastructure), and the natural environment (e.g., air quality, watershed, the natural scenic resources, wildlife), and other physical characteristics (e.g., average vehicle trips, ambient noise characteristics, public services provided). The City, like most lead agencies, uses the Appendix G questions in the CEQA Guidelines to determine if its projects result in significant impacts to the environment. Population, housing, and employment, as an environmental setting is relevant and used in the following impact sections to analyze impacts: air quality, greenhouse gas, energy, transportation, noise from mobile sources, population, housing and employment, utilities, and public services (including recreation). The City published the Notice of Preparation (NOP) for the Proposed Plans in August 2019.

SCAG is responsible for producing socio-economic estimates and projections, and the data is used in SCAG's RTP/SCS. The 2016-2040 RTP/SCS envisioned growing more compact communities in existing urban areas with efficient public transit and safe mobility opportunities. Major policy themes include integrating transportation investments and future land use patterns, striving for sustainability, providing more transportation choices, and supporting economic growth with infrastructure. Many municipalities and government agencies utilize the most recently adopted SCAG RTP/SCS data for purposes of planning, which for the preparation and analysis of the Proposed Plans was the 2016-2040 RTP/SCS. It is Los Angeles City Planning's practice to use SCAG RTP/SCS demographic data as a benchmark or as a reference point for recent estimates and projections locally; many other agencies and jurisdiction also use SCAG demographics data to plan for local change and growth.

As stated above, the NOP for the Proposed Plans was released in August 2019, and therefore the adopted 2016-2040 RTP/SCS was used to reference housing and population data for 2019 (the baseline year) and 2040 (the horizon year). For the 2016 RTP/SCS, SCAG utilized demographic data (households, population, and employment) from a base year of 2012 and made projections for 2040. To address the time gap between 2012 and 2019, demographic data from 2012 were interpolated. The 2019 number was a projection based on growth patterns. The estimated 2019 population was approximately 123,428 persons and total households was approximately 36,275. As previously mentioned, annual demographics data are not immediately available and there is usually a lag time in the data release. Therefore, the projected population numbers using an annual average growth rate represented the most reasonable estimate available in 2019.

Published demographic data is widely available, including from private companies and university researchers, but they are usually for specific purposes, such as market research or academic publications. Each one has their own methodologies and assumptions but often, the data involves using Census Bureau products, including the decennial census count and ACS estimates of socioeconomic characteristics. There are limited, official demographics data available from government agencies, namely the Census Bureau and locally, SCAG for the region it serves. In addition to preparing the RTP/SCS, SCAG publishes local profile reports for each city in its jurisdiction, once every two years. Other MPOs have their own demographic data. There are also specific federal or state government agencies that publish more topical demographics data, such as employment, labor, agriculture, health/disease, and education/children. Demography is a specialized field of study, and technical expertise is required to calculate models and growth

forecasts/projections. As shown in **Table 1**, the different sources often have provided different results. Demographics data produced by SCAG and the Census Bureau is used because they are the best available sources.

During the preparation of the EIR, SCAG adopted Connect SoCal (2020-2045 RTP/SCS) in summer 2020. This latest adopted RTP/SCS used a baseline year of 2016. For the Harbor LA CPAs, SCAG utilized a 2016 estimated population of approximately 121,339 persons and estimated households of 34,300. This difference is approximately 2 percent less than the estimated 123,428 persons and five percent less than the estimated 36,275 households in the Proposed Plan's EIR baseline. Since 2016, there has not been a substantial change in either population of dwelling units within the Harbor LA CPAs that would necessitate a different baseline value. As previously discussed, the SCAG 2016-2040 RTP/SCS and SCAG 2020-2045 RTP/SCS also provide projections for horizon years for 2040 and 2045, respectively. While the most recently adopted RTP/SCS includes a horizon year of 2045, the Proposed Plans continue to plan for 2040, for consistency with the 2016-2040 RTP/SCS used for the baseline conditions. As noted in **Table 3, Comparison of Projections in 2016 and 2020 RTPs within the Harbor LA CPAs,** below, projections for the Proposed Plans do not vary substantially between the 2016 and 2020 RTPs. Further, when conducting the analysis, TAZ boundaries are often used, and the boundaries can be adjusted by SCAG across the CPAs or City from one RTP cycle to the next. Therefore, the same RTP is used for baseline conditions and projections, to ensure analysis is conducted using the same boundaries for baseline and future conditions.

Table 3
Comparison of Projections in 2016 and 2020 RTPs within the Harbor LA CPAs

	Adopted 2016-2040 RTP/SCS (2040 projection)	Adopted 2020-2045 RTP/SCS (2045 projection)	% Difference 2040 to 2045
Population	125,053	132,763	6%
Households	36,345	40,058	10%
Employment	44,080	51,244	16%

Source: City of Los Angeles, 2023

As time has passed, additional demographics data have been released by the ACS, which is published by the U.S. Census Bureau. The ACS is a nationwide social, economic, housing, and demographics survey that focuses on the characteristics of the population, not to provide counts of the population[4]. Each month approximately 295,000 randomly selected addresses receive requests to complete questionnaires out of more than 140 million eligible addresses; this represents about two percent of all addresses. From these responses and in person surveys, as needed when households do not provide responses, data is collected and analyzed to inform the demographic estimates. There are uncertainties within the sample data, including

4 U.S. Census Bureau, *Understanding and Using American Community Survey Data: What All Data Users Need to Know* (2020); https://www.census.gov/content/dam/Census/library/publications/2020/acs/acs_general_handbook_2020.pdf, accessed August 18, 2023.

sampling error.

As indicated in **Table 1**, the most recent ACS 5-year (2015-2019) data, released in 2020, for the Harbor LA CPAs showed an average number of households of approximately 37,601 as well as an average population of 124,709. It should be noted however that the ACS cautions against comparing ACS data when there is an overlapping time period[5], such as in this case; the 2016 ACS covered the years 2012-2016 whereas the 2019 ACS covered the years 2015-2019. This is because using pooled data from overlapping time periods to look for trends may be challenging for multi-year estimates but comparing 5-year estimates that do not overlap is acceptable. In general, slowing growth over the past decade is a trend acknowledged by demographers but there has not been any projections or discussions of stagnant growth or loss in California or the SCAG region. Expert demographers have presented data in the last few years during SCAG's Annual Demographic Workshops affirming that population will continue to grow in the state and in the SCAG region over the next few decades but at slower rates than in past decades[6].

At the time of preparation of the EIR, the 2020 U.S. Census was released. The 2020 U.S. Census shows a population of approximately 124,000 people and 37,500 households for the Harbor LA CPAs, which shows an increase in households and a decrease in population compared to EIR's 2019 baseline. There are several reasons to be concerned about the reliability of the 2020 U.S. Census. First, it was undertaken during a global pandemic, which resulted in many people losing their jobs, needing to telecommute, and being quarantined or following Safer at Home orders, and even some people, tragically getting very sick and dying. Second, there have been concerns with the impact on responses to the Census based on the Trump Administration's widely publicized attempt to put a citizenship question on the Census.

The City finds that using the 2019 baseline of 123,428 people provides the most accurate picture practically possible because it was supported with substantial evidence when the City released the NOP based on the best available data source at the time, the 2016 RTP/SCS. The City finds it is reasonable to assume that the population drop noted in the 2020 Census was partially due to undercounting and the COVID-19 pandemic. According to the Census Bureau's 2020 Post-Enumeration Survey Estimation Report, which was released in March 2022, the 2020 Census undercounted Black, Latino, and Native American residents.[7] According to the report, these groups – mostly concentrated in cities – were undercounted in the 2020 Census figures. This could have contributed to the noted population decline as compared to the ACS Survey. Therefore, relying on existing conditions in 2019 using the 2016-2040 SCAG RTP/SCS provides the most accurate picture practically possible of the project's impacts.

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5 U.S. Census Bureau, *Understanding and Using American Community Survey Data: What All Data Users Need to Know* (2020); https://www.census.gov/content/dam/Census/library/publications/2020/acs/acs_general_handbook_2020.pdf, accessed August 18, 2023.

6 SCAG, *Annual Demographic Workshop: See presentations* available on https://scag.ca.gov/demographics and https://scag.ca.gov/past-demographic-workshops, including from the State Department of Finance.

7 US Census, *National Census Coverage Estimates for People in the United States by Demographic Characteristics 2020 Post-Enumeration Survey Estimation Report*, https://www2.census.gov/programs-surveys/decennial/coverage-measurement/pes/national-census-coverage-estimates-by-demographic-characteristics.pdf, accessed August 18, 2023.

APPENDIX C

Policy Documents

Los Angeles City Planning

HARBOR GATEWAY
Community Plan

Draft Plan - Adoption Pending

Preliminary Draft - June 2023

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Appendix A: Relationship to Other Plans A-1

Draft Summer 2023


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Chapter 1

INTRODUCTION & COMMUNITY PROFILE

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READERS' GUIDE

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan Land Use Map are intended to guide decision-making. Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action. Ultimately, the Community Plan's goals, policies, and programs are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the land use General Plan Land Use Map is mandatory.

Goals

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (e.g., LU1).

Policies

A policy is a clear statement that guides a specific course of action for decision makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU1.1).

Programs

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 6 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

PLAN VISION

The community of Harbor Gateway plays an important role in the history of Los Angeles and contributes significantly to the City's economy and transportation networks as it physically "connects" the Los Angeles Harbor region with the rest of the greater Los Angeles Basin. Efficient and effective connectivity within Harbor Gateway continues as important access and mobility points to community members. The community envisions a Harbor Gateway with improved transit connections, regional center, pedestrian-oriented developments, park facilities and open spaces, and clean industrial uses that will contribute to a healthy and active environment. Thriving commercial corridors with community centers, and gathering spaces will bolster a sense of identity, provide new economic activity and create walkable neighborhoods. Additionally, the plan aims to preserve existing low-scale neighborhoods and accommodate a variety of housing opportunities at densities that complement existing neighborhoods that also meet future needs.








STORM PLAZA






FIGUEROA

BACKGROUND AND RELATIONSHIP TO THE OTHER PLANS

The Harbor Gateway Community Plan constitutes one of thirty-five plans that comprise the City's General Plan Land Use Element. Including a number of elements, such as Framework, Mobility, Housing, Open Space, Health, and Safety, the General Plan is the City's fundamental policy document and defines how physical and economic resources are to be managed and utilized over time. Decisions by the City with regard to the use of land, the design and character of buildings and open spaces, the conservation of existing housing and contextual infill of new housing, and the provision of supporting infrastructure are guided by the General Plan Land Use Element.

In addition to the Land Use Element, the City has adopted a Framework Element of the General Plan that establishes how Los Angeles will grow in the future, providing a citywide context for updates to Community Plans and the citywide elements.

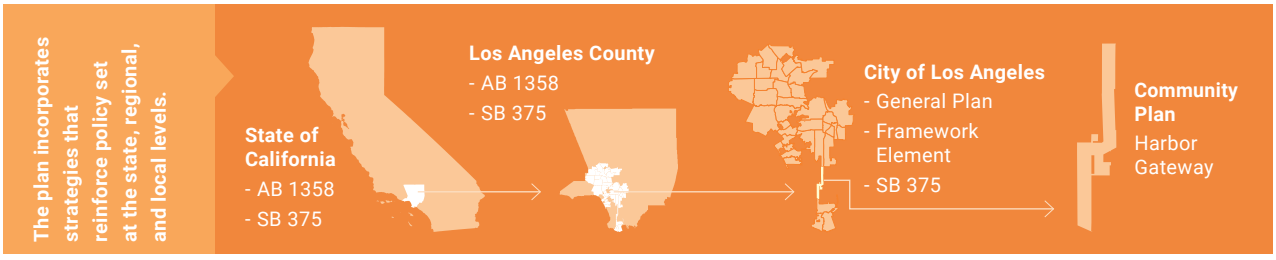
The Framework is focused around six guiding principles: Economic Opportunity, Equity, Environmental Quality, Strategic Investment, Clear and Consistent Rules, and Effective Implementation. Applying the intent of these Framework's guiding principles to this plan update will help guide the community to: grow strategically; conserve and stabilize existing residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers.

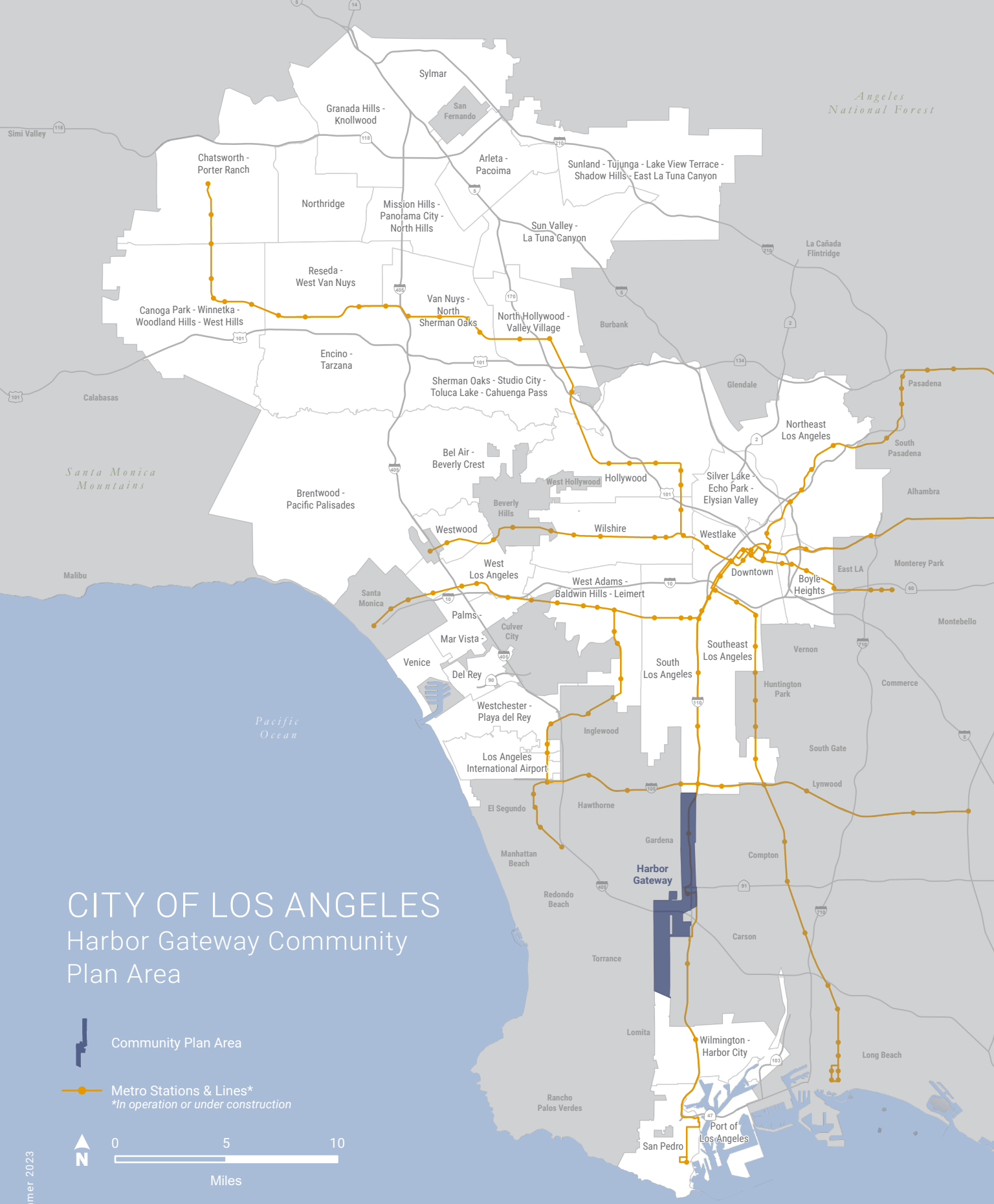
The development pattern described in the Framework Element provides direction and guidance for the city as a whole, as well as for neighborhoods such as Harbor Gateway industrial land will be transitioned to other land uses to ensure compatibility with adjacent neighborhoods.

Appendix A is intended to include further discussion regarding the relationship between the Harbor Gateway Community Plan and the City's General Plan. California State Legislation such as the Complete Streets Act of 2007 (Assembly Bill 1358) and Landmark Land Use and Greenhouse Gas State Law of 2008 (Senate Bill 375) established greenhouse gas reduction and better integration of multimodal transportation and land use planning as statewide priorities. This Community Plan provides strategies to promote targeted development for jobs, housing, and amenities in close proximity to transportation resources and each other.

The Community Plan's importance lies in its ability to shape positive community change, provide guidance and foster sustainable land use patterns while balancing the character and social urban fabric of the community with citywide policies and regional initiatives. The process of developing the Harbor Gateway Community Plan was a multi-year collaborative effort in which broad public participation was obtained through a series of meetings and workshops where stakeholders provided input and recommendations.

California State Law - Environmental Justice California has enacted several state laws that are specific to environmental justice. These include Senate Bill 535 and Assembly Bill 1550 which direct funding to environmental justice communities; Assembly Bill 617 which created a community air quality protection program; and Senate Bill 1000 which requires environmental justice to be addressed in local government planning. The Harbor





CITY OF LOS ANGELES

Harbor Gateway Community Plan Area

Community Plan Area

Metro Stations & Lines*
**In operation or under construction*

N

0 5 10

Miles

Draft Summer 2023

Gateway Community Plan supports these important state laws and environmental justice goals which seek to correct the inequitable and disproportionate burden of pollution and associated health risks by reducing the pollution experienced by frontline communities and ensuring their input is considered in decisions that affect them.

Senate Bill 1000 (SB 1000) requires cities to identify environmental justice communities (called "disadvantaged communities") and address environmental justice in their general plans. The Harbor Gateway Community Plan includes an Environmental Justice Chapter (Chapter 3). Environmental justice is especially relevant in this Community Plan Area which has experienced a disproportionate burden of pollution from exposure to multiple sources including numerous oil drilling sites, two superfund sites, industrial and port-related activities, container stacking, and a high volume of truck traffic, among others. This Community Plan seeks to advance environmental justice goals and address the environmental and equity issues that are important to this community, while also preserving the area's established industrial districts which are vital to the City's economy. In addition, Chapter Four includes mobility-related policies related to environmental justice. (For more information on SB1000 – https://oag.ca.gov/environment/sb1000)

Overall, the Harbor Gateway Community Plan guides future growth in a thoughtful manner toward the most transit-served areas, and addresses incompatible land use patterns which will be crucial to achieve and maintain equitable economic prosperity to help uplift businesses and generate jobs, and promote environmental justice to help address climate change, support environmental resiliency and improve community health.

COMMUNITY PROFILE

Harbor Gateway is unlike any other community plan area in Los Angeles with its unique columnar geographic orientation, which shares major corridors with other cities and jurisdictions such as Gardena, Torrance, and Los Angeles County. Harbor Gateway provides a vital link to the core of the City to neighboring Wilmington-Harbor City, San Pedro, and the Port of Los Angeles. Harbor Gateway and the general Harbor Area have functioned as a part of the City's main economic hub for industrial uses such as: recycling, clothing, goods, and food production and distribution headquarters, metal plating and goods movement. The northern portion of the Plan Area is divided by the 110 Freeway, and two EPA Superfund sites exist within the plan area boundaries. While Harbor Gateway has a significant amount of industrial land, it is also a major commercial business center for corporate offices. Aside from the industrial and corporate uses, Harbor Gateway has moderately sized single family and multi-family residential neighborhoods, with 39% of land uses being dedicated to residential land uses

The Harbor Gateway Community Plan Area today is arranged by similarly proportioned amounts of residential land and industrial land. It is supported by neighborhood-serving commercial corridors, regional commercial districts, and large industrial districts.

HARBOR GATEWAY TODAY:

IS RICH IN HISTORY

Harbor Gateway was originally part of Rancho San Pedro. The land was annexed into the City of Los Angeles in 1908 so that Los Angeles could be connected to its harbor in San Pedro. At the time, the area was known as the "shoestring strip" or the city strip. The annexation of the "shoestring strip" was set into motion by the necessity of Los Angeles having its own harbor.

The area was not given the name Harbor Gateway until 1985; prior to that it was still colloquially referred to as the shoestring strip. The area's councilwoman at the time felt that it would give the area more cohesion and its residents a sense of place and pride.

Harbor Gateway has 25 Survey LA identified individual Historic Resources. Additionally, the Chacksfield Tract Residential Historic District is identified as a Planning District. The tract comprises 204 contributing and 30 non-contributing properties that are distinguished by the Traditional Ranch House style and Japanese-style gardens. The gardens are known for their manicured Japanese black pine trees, Sago palms, "Nana" juniper plants, pruned dwarf eugenias, junipers, mondo grass, Japanese stone or cast concrete lanterns, large stones, and other distinct hardscapes.

IS HOME TO UNIQUE RESIDENTIAL NEIGHBORHOODS

The land upon which the Harbor Gateway community was developed was occupied by several ranchos in the earliest period after European settlement. Prior to that, it was home to the Gabrieleno Kizh Nation and Gabrieleno Tongva tribes which had numerous settlements in the Dominguez Watershed area. Early residential development is scattered throughout the Plan Area, but primarily occurred in the northern portion around the Athens on the Hill neighborhood. Single-family residences dating from the 1910s and 1920s are the most numerous immediately surrounding Gardena Boulevard. During the post- World War II era (1940s and 1950) infill development and whole neighborhoods were developed throughout the remainder of the plan area.

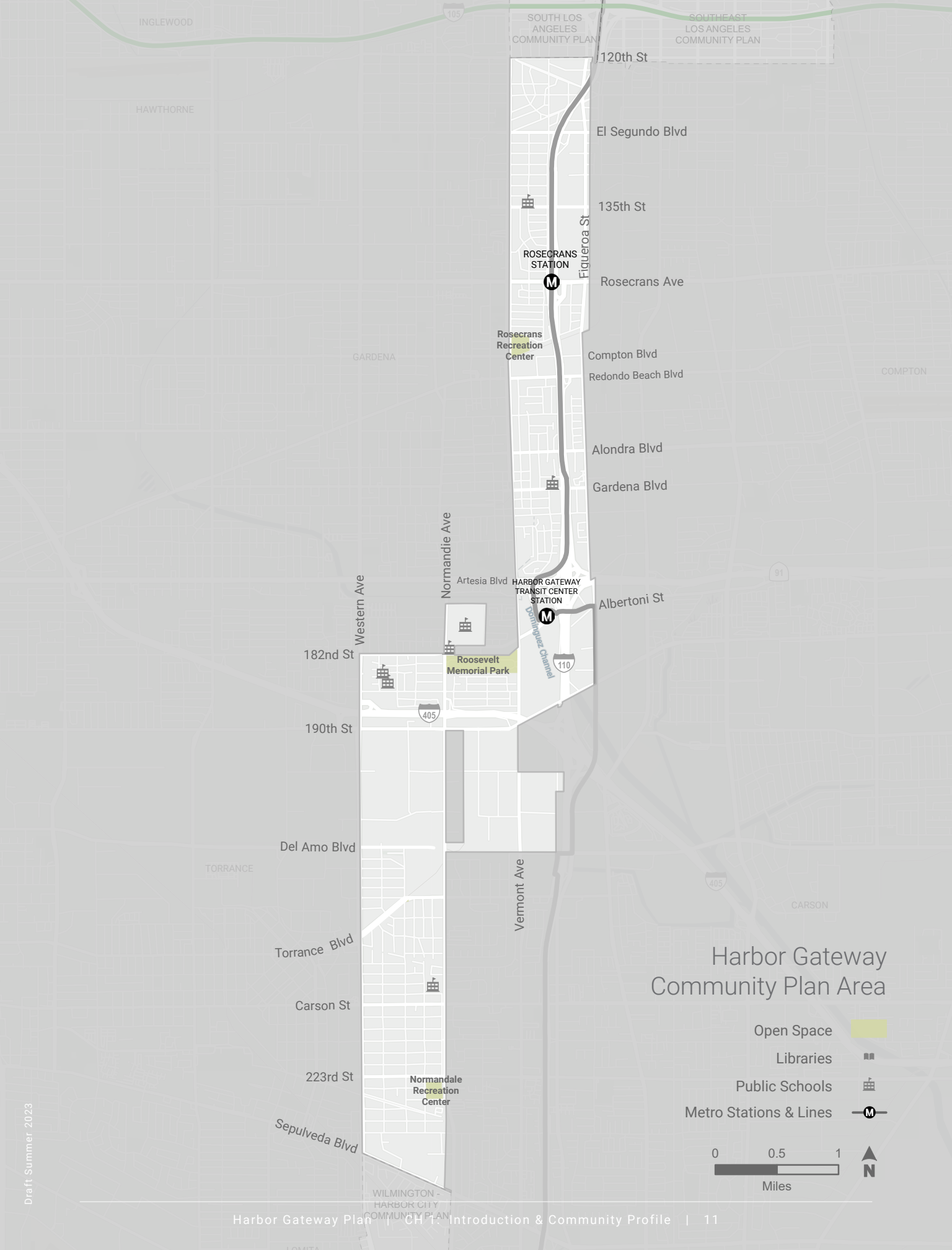
HAS HISTORIC AND THRIVING COMMUNITY CENTERS

The 190th Street corridor is Harbor Gateway's main commercial center with a variety of local and regional businesses. The large regional center is home to corporate headquarters for international companies, financial institutions, logistic centers, and a major retail shopping center.

Gardena Boulevard has historically played a significant role in providing commercial opportunities for residents. It is home to many small businesses that line it's sidewalks and provide neighborhoods serving businesses to local residents.

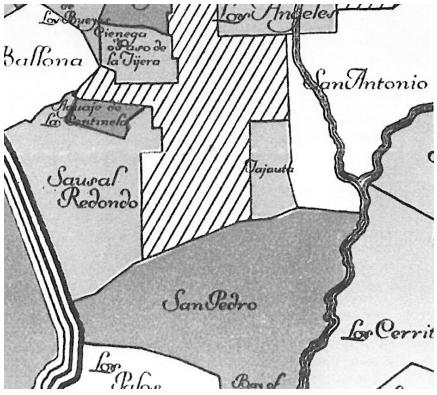
HOME CORPORATE HEADQUARTERS

Harbor Gateway has a growing number of corporate headquarters. Some companies with headquarters and flagship offices include: King's Hawaiian Bakery, Bank of the West, Frito-Lay, and Herbalife, among others. Additionally, evolving and emerging industries, during the time of the plan update, with research and design divisions are recently locating to Harbor Gateway such as the electronic car designer and manufacturer, Faraday Future, and 3D printing company, Divergent 3D


INGLEWOOD
HAWTHORNE
GARDENA
TORRANCE
COMPTON
CARSON
SOUTH LOS ANGELES COMMUNITY PLAN
SOUTHEAST LOS ANGELES COMMUNITY PLAN
WILMINGTON - HARBOR CITY COMMUNITY PLAN
120th St
El Segundo Blvd
135th St
Figueroa St
ROSECRANS STATION
Rosecrans Ave
Rosecrans Recreation Center
Compton Blvd
Redondo Beach Blvd
Alondra Blvd
Gardena Blvd
Normandie Ave
Artesia Blvd
HARBOR GATEWAY TRANSIT CENTER STATION
Albertoni St
Western Ave
182nd St
Roosevelt Memorial Park
Dominguez Channel
190th St
Del Amo Blvd
Vermont Ave
Torrance Blvd
Carson St
223rd St
Normandale Recreation Center
Sepulveda Blvd
105
110
405
91
Harbor Gateway Community Plan Area
Open Space
Libraries
Public Schools
Metro Stations & Lines
0
0.5
1
Miles
N

HISTORIC DEVELOPMENT PATTERNS

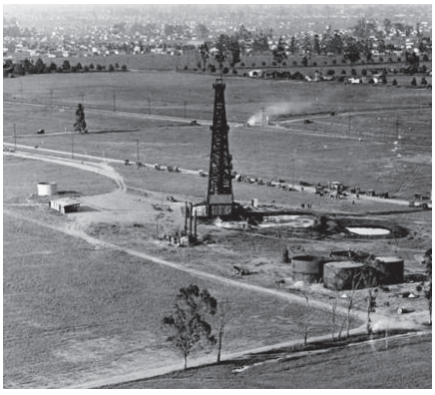
EARLY DEVELOPMENT
Pre-Mission Era–Early 1890s



Boundaries of the ranchos south of Los Angeles shown on undated map. (Credit: Title Insurance and Trust Co.)

- Los Angeles County was home to native groups that predate the establishment of the California mission system and other European Settlements. While these groups are not recognized by the federal government, they are recognized by the State of California, and have maintained their tribal sovereignty, protected their cultural resources, and continue to practice many pre-colonial traditions.
- The Spanish in 1799 gave 820 acres of wetlands to Juan Jose Dominguez and he passed it to his heirs in 1822.
- San Pedro becomes established as a harbor in the 1890s and annexed what is now Harbor Gateway for goods movement.

RAILROAD EXPANSION
Late 1890s–Early 1900s



Figueroa Street near 134th. Source: Los Angeles Public Library, Security Pacific National Bank Collection

- Harbor Gateway was originally part of Rancho San Pedro.
- The Southern Pacific Railroad began purchasing large amounts of land and constructed their own wharf into the bay in 1892, which was named the Port Los Angeles.
- At the time, the area was known as the "shoestring strip" or the city strip.
- The land was annexed into the City of Los Angeles in 1908 so that Los Angeles could be connected to its harbor in San Pedro.
- After annexation, the area remained undeveloped as farmland.

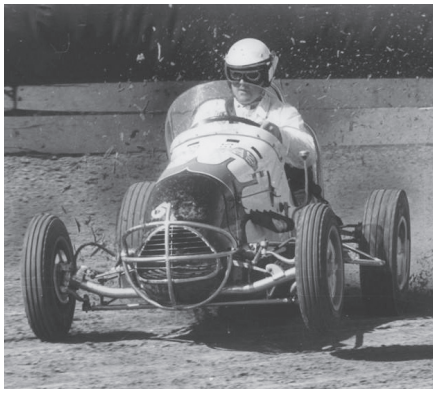
ECONOMIC DEVELOPMENT
1920s–1930s



Athens on the Hill Spanish Colonial Revival Home

- Residential subdivisions and low density home construction begin to be developed. Prominent styles include Craftsman and Spanish Colonial Revival.
- Single-family residences dating from the 1920s are the most numerous in the vicinity of Gardena Boulevard.
- Gardena Boulevard begins to be developed. Some notable buildings, still in existence, include the Tepper Tire Service Station and 848 W Gardena Blvd (Survey LA, 2012).
- The Dominguez Channel was fully channelized for flood safety; the Channel captures runoff from over 43,000 acres and drains into the Port of Los Angeles.
- The majority of Harbor Gateway and Gardena Boulevard remain devoted to farmland.

MID CENTURY/POSTWAR
1940s–1960s



A.J. Foyt, steering his midget car at Ascot Park. Dated December 4, 1961. Los Angeles Herald Examiner Collection

- In the 1940s, the area was still mostly rural. The population of the area increased and the pace of development began to speed up.
- Factories and heavy industries began moving into the area.
- Ascot Speedway opens.
- Montrose Chemical Company opened. Rubber companies began use for the Del Amo Site.
- Extensive development of commercial-strips and shopping centers along major thoroughfares dedicated to the service and accommodation of automobiles.
- Residential suburbanization rapidly occurs throughout the plan area.
- The post-war era saw the growth of a Japanese American community, African Americans, and Latino populations.

MULTI-FAMILY DEVELOPMENT / PLANT CLOSURES
1970s–1980s



Harbor Gateway Regional Center Tower

- A In 1972 the Del Amo site was dismantled as a synthetic rubber plant.
- In 1985, then councilperson, Joan Milke Flores, promoted the name Harbor Gateway, prior to this it was known as simply the shoestring strip.
- Multi-family residences began to be constructed on thoroughfares
- The majority date from the 1980s, when the area experienced a rapid population increase.They are generally larger, low-scale buildings.
- Montrose Chemical Company closed in 1983.
- Industrial land begins to transition to office spaces in the regional center. 5 million square feet of office space was constructed from 1980 to 1988.

ENVIRONMENTAL JUSTICE
1980s–2020s



Harbor Gateway Transit Center

- In October 1989, the former Montrose Chemical site was added to the Superfund National Priorities List.
- The Del Amo site be added to the National Priorities List as a Superfund site in 1991.
- Montrose Superfund remediation efforts began in 1994 and are ongoing.
- The community formed the Del Amo Action Committee in 1994 to inform the neighborhood about their contaminated environment.
- Del Amo Superfund remediation efforts began in 1995 and are ongoing.
- The Harbor Gateway Transit Center opens in 1996.
- Large portion of Harbor Gateway identified as an Environmental Justice Community via AB617.

GUIDING PRINCIPLES

The following core principles represent the long-term priorities for the Harbor Gateway Community Plan



IMPROVE COMMUNITY HEALTH AND FOSTER CLIMATE RESILIENCE AND REGIONAL EFFICIENCY

Address the history of contamination and advance environmental justice goals

Foster a harmonious and beneficial relationship between the community and industrial uses and public facilities

Support a clean Dominguez Channel, improved air and water quality and remediation of superfund and brownfield sites

Support a climate-resilient built environment that reduces energy and water usage, carbon footprint, and greenhouse gas emissions and promote renewable energy and low/zero emission vehicles

PROMOTE EQUITABLE, SUSTAINABLE AND HEALTHY NEIGHBORHOODS

Reduce negative health impacts by restricting new uses detrimental to the health and welfare of the community

Encourage residential infill that contributes to the mixed-income and affordable housing supply

Promote strategies to increase home ownership opportunities

Improve land use compatibility between heavy uses and residential areas

Reduce the footprint of the oil and gas industry within residential neighborhoods

FOSTER COMPLETE NEIGHBORHOODS AND VIBRANT COMMERCIAL DISTRICTS

Promote a diversity of uses that support healthy living and community needs

Concentrate growth near transportation corridors and commercial centers

Create opportunities for a mix of housing, jobs and services

Support the development of public realm and streetscape improvements including improvements that will have a cooling effect

SUPPORT JOB GROWTH AND INCREASED LOCAL EMPLOYMENT OPPORTUNITIES

Allow for more commercial opportunities along corridors and imbedded within select neighborhoods

Support an increase in employment opportunities within the community

Encourage innovative and green industries that provide a greater number of jobs for local youth and residents

Develop partnerships between local unions, employers, chambers of commerce, workforce development programs, and job recruiters to create career pathways for local youth



PROMOTE INDUSTRY AS A GOOD NEIGHBOR AND COMMUNITY ASSET

Foster the transition of industrial edges into clean, flexible, productive areas that provide a range of job opportunities

Ensure new industrial development is environmentally sustainable and well designed

Encourage improvements to existing businesses to upgrade the visual quality of industrial areas

Ensure that goods movement respects residential neighborhoods and follows appropriate routes

STRENGTHEN NEIGHBORHOOD CHARACTER

Preserve unique urban development patterns

Protect and restore historic cultural resources, neighborhoods, and landmarks

Develop design standards that strengthen the character and identity of the community's diverse neighborhoods

ENHANCE CONNECTIONS BETWEEN NEIGHBORHOODS, RECREATIONAL FACILITIES & OPEN SPACE AMENITIES

Improve access to, and connectivity between, parks, recreation centers, open spaces, neighborhoods and waterways such as the Dominguez Channel

Encourage the creation of public spaces & nontraditional open spaces for people to gather and interact

Connect neighborhoods to amenities like the Dominguez Channel and adjacent bike path

PROMOTE A TRANSIT, BICYCLE, AND PEDESTRIAN-FRIENDLY ENVIRONMENT

Encourage expansions to transit service along major corridors

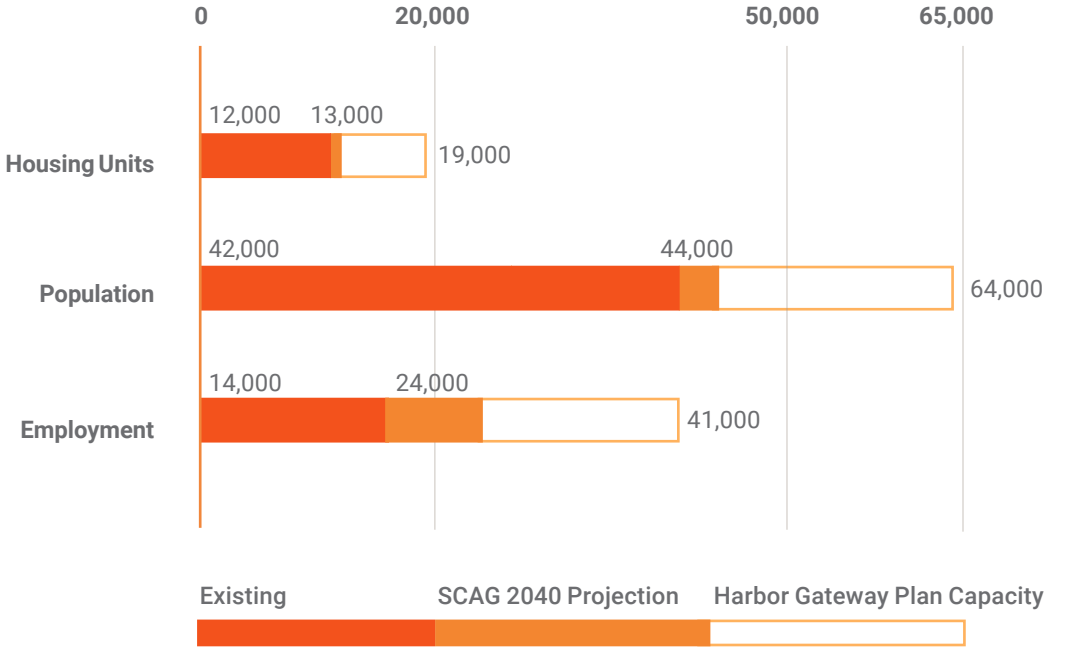
Prioritize pedestrian safety and comfort to encourage walking

Increase bicycle infrastructure including bicycle parking & storage facilities, where needed

TRENDS AND PROJECTIONS

The State of California requires that regions plan for changes in population, housing, and employment. If growth is projected, each City must accommodate a share of the region's anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region. The City must then accommodate, or create the "capacity" for these projected levels of population, housing, and employment through its Community Plans. SCAG's 2040 population and housing forecasts for Los Angeles' Community Plan Areas are based on a number of factors, including historic and recent growth trends. The Department of City Planning allocates the citywide population and housing forecasts, consistent with the Framework Element and other City policies.

TABLE 1.1: PROJECTIONS & PLAN CAPACITY*



*Plan capacity is the reasonable expected development anticipated to occur as a result of the proposed Plan by the Plan's horizon year.

GENERAL PLAN LAND USE DESIGNATIONS CREATING HARBOR GATEWAY PLACES

General Plan Land Use Designations express a variety of goals, policies, and zoning tools to support each condition. The General Plan Land Use Designations reflect the relationship between land use, physical built form, and functional aspects that differentiate one area from another. Each designation includes a description of the range of intensity, height, and typical uses that characterize an area, contributing to its identity and sense of place.

Description

125
Net Acres

5%
of Plan Area



Regional Center

Regional Center areas function as hubs of regional commerce and activity, and are usually located near major transportation hubs or along major transportation corridors. Buildings typically feature active shopfronts along active streets. Regional Centers typically provide a significant number of jobs, in addition to residential, retail, government, entertainment and cultural facilities, and health facilities on a regional scale. The residential density generally ranges from 1 unit per 400 square feet of lot area to 1 unit per 200 square feet of lot area; residential density may also be limited by floor area.

39
Net Acres

2%
of Plan Area



Village

Villages are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. Commercial uses, such as restaurants, retail, services, and small offices may be interspersed with a range of housing types; commercial uses on the ground floor help promote a pedestrian atmosphere. Adaptive reuse of historic buildings and infill development is responsive to the historic and cultural legacy of these areas. The residential density generally ranges from 1 unit per 1,200 square feet of lot area to 1 unit per 200 square feet of lot area.

73
Net Acres

3%
of Plan Area



Neighborhood Center

Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees and are typically characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services. The residential density generally ranges from 1 unit per 1,200 square feet of lot area to 1 unit per 400 square feet of lot area.

Description

29
Net Acres

1%
of Plan Area



Medium Neighborhood Residential

Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. Buildings are typically oriented toward the street. The residential density generally ranges from 1 unit per 1,000 square feet of lot area to 1 unit per 200 square feet of lot area; the residential density of Medium Neighborhood Residential that are close to transportation hubs and/or Regional Centers may be limited by floor area.

60
Net Acres

2%
of Plan Area



Medium Residential

Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. Supportive institutional uses may also be provided in certain areas. The residential density generally ranges from 1 unit per 1,000 square feet of lot area to 1 unit per 400 square feet of lot area.

3
Net Acres

<1%
of Plan Area



Low Neighborhood Residential

Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. Buildings are typically oriented toward the street. The residential density generally ranges from 2 to 4 units per lot, or 1 unit per 4,000 square feet of lot area to 1 unit per 1,000 square feet of lot area.

241
Net Acres

9%
of Plan Area



Low Medium Residential

Low Medium Residential areas provide multi-unit housing, ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The residential density generally ranges from 1 unit per 3,000 square feet of lot area to 1 unit per 1,000 square feet of lot area.

Description

695
Net Acres

26%
of Plan Area



Low Residential

Low Residential areas provide housing ranging from single family to fourplexes in various contexts, typically set away from centers of activity. The minimum size of each lot typically ranges from 5,000 square feet to 7,500 square feet. The residential density generally ranges from 1 unit per 6,000 square feet of lot area to 1 unit per 4,000
square feet of lot area and residential density is limited to 1 unit per lot.

4
Net Acres

>1%
of Plan Area

Very Low Residential

Very Low Residential areas provide predominantly residential use, most typically in hillside areas or in flat less dense areas where parcels are larger and street grids areless compact. The minimum size of each lot typically ranges from 7,500 square feet to 20,000 square feet. The residential density is generally 1 unit per lot or 2 units per
lot.

69
Net Acres

3%
of Plan Area



Hybrid Industrial

Hybrid Industrial areas preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. Uses include light industrial, commercial, and office, with selective live/work uses. The residential density generally ranges from 1 unit per 1,500 square feet of lot area to 1 unit per 200 square feet of lot area; the residential areas may also be limited by floor area..

312
Net Acres

12%
of Plan Area



Light Industrial

Light Industrial areas preserve and sustain industrial activity while serving as a jobs base. The site layout typically varies to accommodate a range of industries. Uses include manufacturing, warehouse and distribution, research and development, office, and limited commercial. Housing is not permitted in Light Industrial areas.

Description

324
Net Acres

12%
of Plan Area



Production

Production areas preserve and sustain industrial activity while serving as a regional jobs base. Site layout and development in these areas are flexible to accommodate goods movement, loading, and distribution needs. Uses include heavy industrial and evolving and innovative industries, such as light assembly and manufacturing, clean technology, incubators, and research and development facilities, are accommodated. Housing is generally not permitted in Production areas but limited residential uses may be allowed, for example, through adaptive reuse of existing buildings.

207
Net Acres

8%
of Plan Area



Market

Markets are bustling centers of commercial activity, each with its own mini-economy of specialized commercial uses, including wholesale. Adaptive-reuse and rehabilitation of structures and warehouses maintain the built environment and support sustainable development. Uses also include retail, limited housing, and goods movement activities. The residential density generally ranges from 1 unit per 1,500 square feet of lot area to 1 unit per 200 square feet of lot area; the residential density of Markets that are close to transportation hubs and/or Regional Centers may be limited by floor area.

66
Net Acres

3%
of Plan Area



Open Space

Open Space areas primarily serve as public recreational sites or parks but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education.Buildings or accessory structures on site typically facilitate recreational and/or communal activities, such
as playground equipment, restrooms, and community centers. The Open Space designation does not allow residential uses.

389
Net Acres

15%
of Plan Area



Public Facility

Public Facilities areas serve as centers of civic life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies and feature a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses include government offices, libraries, schools, and service systems. Housing is not typically associated with Public Facilities but may be permitted on a limited basis.

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Chapter 2

LAND USE & URBAN FORM

The Harbor Gateway Community Plan is home to a wide array of land uses ranging from distinctive residential neighborhoods bordered by commercial corridors which are comprised of multifamily, small-scale neighborhood-serving commercial uses, and to a proportionally high amount of industrial land, public facilities and corporate office parks. Community life thrives amidst this complex tapestry of land uses. The Community Plan Area boasts several assets, including an emerging regional center with corporate headquarters and facilities near to the Dominguez Channel and Metro's Harbor Gateway Transit Center. However, the Harbor Gateway Community is among the most challenged areas of the City due to a host of land use and quality of life issues affecting the area including the presence of two Federal EPA Superfund sites and numerous other brownfield sites throughout the Community Plan Area. In addition, the Plan Area's unique geography that shares borders with other jurisdictions presents its own challenges for oversight and management.

Harbor Gateway has a rich history and plays a significant role in the formation and unique configuration of the City of Los Angeles. The Plan Area's land uses consist primarily of low to medium density residential uses, with the majority of commercial uses concentrated in the Regional Center and along commercial corridors: Gardena Boulevard, Rosecrans Street, El Segundo Boulevard, Redondo Beach Boulevard, Vermont Avenue, Western Avenue, and Carson Street and with industrial uses concentrated along Figueroa Street, near 190th Street, and near Sepulveda Boulevard. Harbor Gateway has a very large concentration of industrial land that historically was as high as 40% of the plan area. The unique geography and location of the plan area creates an opportunity to expand the housing and commercial development options for Harbor

Gateway residents and the region, at large. This chapter specifies land use goals and policies that support community-wide objectives while addressing land use and urban form issues unique to the Harbor Gateway Plan. The policies promote complete neighborhoods that expand opportunities for housing and commercial uses in areas served by transit and in the regional center, and preserves land for industry and jobs in thriving industrial hubs. The Plan also advances urban form policies that uniquely address environmental challenges by improving compatibility with environmental challenges and reinforces the neighborhood qualities that contribute to a strong sense of community in Harbor Gateway. Additional land use goals and policies specific to Environmental Justice are found in Chapter 3.

GOALS AND POLICIES

The primary purpose of a Community Plan document is to provide a long range vision for land use in each community of Los Angeles. Land use planning can address an expansive range of interrelated topics that shape the quality of life within a community, including housing, jobs, urban form, cultural resources, and environmental and economic sustainability.

The policies in the following chapter articulate strategies for land use planning that will accommodate projected growth while embracing Harbor Gateway's unique role in the City. The policies seek to provide an equitable and viable future for generations to come by encouraging a high-quality built environment with opportunities for mixed-income, "family-sized" and affordable housing. Additionally, the policies seek to encourage vibrant commercial areas and thriving employment centers where green industries are promoted and connections to open space amenities , including the Dominguez Channel are envisioned.

HOUSING AND COMPLETE NEIGHBORHOODS

The Harbor Gateway Community Plan Area consists of socially diverse neighborhoods that are rich in cultural and historic character. This Community Plan envisions residential neighborhoods that can continue to accommodate existing residents and future generations, while retaining a strong sense of community, family and place. In support of this goal, Plan policies encourage the preservation of existing housing units at affordable levels while accommodating infill housing to expand opportunities to new residents and growing households and families.

Plan policies emphasize the importance of housing that is safe, livable, and affordable to a full spectrum of income levels and suitable for various multigenerational household sizes. The Plan aims to direct growth away from low-scale residential neighborhoods and towards the regional center and commercial corridors served by transit. The Plan's policies also seek to preserve and enhance the distinct character, scale and integrity of the existing residential neighborhoods. In addition, they aim to support the evolution of homeownership types and access to building generational wealth that many in this community have rightfully sought to earn as an upward social and economic mobility tool.

LU GOAL 1

SAFE, HEALTHY AND HIGH QUALITY RESIDENTIAL ENVIRONMENTS THAT PROVIDE HOUSING FOR ALL SEGMENTS OF THE COMMUNITY.

LU 1.1
Promote the provision and preservation of adequate housing for people of all income levels, races, ages, abilities and suitable for their various needs.

LU 1.2
Retain existing housing and provide for the development of new housing in the regional center and along commercial corridors to meet the diverse economic and physical needs of current residents and the projected population of the Community Plan Area.

LU 1.3
Promote mixed-income neighborhoods with a range of housing affordability with higher numbers of low, very low, extremely low, and moderate income units.

LU 1.4
Promote development that provides greater individual choice in the type, size, price, and location of housing.

LU 1.5
Increase home ownership opportunities by encouraging the development of townhouses and other similar types of housing units and innovative homeownership opportunities that support community wealth building models and foster growth of community land trusts.

LU 1.6
Support the homeowner's choice to implement reasonable accommodation of ADUs in a single-family zoned neighborhood that are thoughtfully designed and located in a manner consistent with the established development patterns of the street block or neighborhood. (Also see Urban Form policies that address ADUs).

LU 1.7
Encourage new multi-family developments to provide amenities for residents such as on-site recreational facilities, community gathering spaces, as well as "family-sized" units that are suitable for larger families and households with children.

LU 1.8
Promote multigenerational family-friendly neighborhoods with convenient and safe access to schools, parks and community facilities, childcare services, libraries, grocery stores and other neighborhood-serving retail.

LU 1.9
Develop senior housing in neighborhoods that are accessible to public transit, commercial services, recreational and health and community facilities, especially within or adjacent to designated Community Centers, Neighborhood Centers, Hybrid Industrial, Villages, and the Regional Center.

LU 1.10
Promote development that features universal design elements within various housing types and outdoor amenity spaces that provide adequate housing units for senior citizens and persons of all abilities in neighborhoods that are accessible to public transit, commercial services and health facilities.

LU 1.11
Promote improvements to the physical design, condition, resource efficiency, comfort, resilience and overall safety of all public housing units and mobile home parks and conformity with all applicable health and safety codes to ensure stronger climate resilience and quality of life for residents.

LU 1.12
Implement the City's continued efforts that address individuals and families experiencing homelessness and housing insecurity equitably across the City, in a manner that is balanced across all communities.

LU 1.13
Consider the amount, size, scale, and location of existing permanent and supportive housing sites within a community plan area, and evaluate strategic renovations or modifications at existing sites before adding new ground up permanent facilities.

LU 1.14
Support partnerships and continuous coordination with Los Angeles Homeless Services Authority (LAHSA), LA County Public Health and other social services programs to assess and evaluate how the city and county are tracking progress to alleviate homelessness.

LU 1.15
Foster greater stewardship and deeper affordability of housing by promoting public, non-profit, or community-focused housing through acquisition, rehabilitation, and construction of new social housing.

LU GOAL 2

NEW HOUSING THAT IS LOCATED IN A MANNER WHICH REDUCES VEHICULAR TRIPS AND MAKES IT ACCESSIBLE TO SERVICES AND FACILITIES.

LU 2.1
Locate higher residential densities near commercial centers and transit hubs where public service facilities,

utilities, and topography will accommodate this development.

LU 2.2
Provide for livable family-sized housing at higher densities in appropriate locations not in low density neighborhoods..

LU 2.3
Promote new housing in mixed-use projects along major corridors supported by existing transportation infrastructure and in pedestrian- oriented areas.

LU 2.4
Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and vehicle miles traveled (VMT) to analyze the transportation impacts when changes in residential densities are proposed.

LU GOAL 3
RESIDENTIAL NEIGHBORHOODS THAT ARE PROTECTED FROM INCOMPATIBLE AND NON-CONFORMING USES.

LU 3.1
Preserve the residential character and scale of neighborhoods and protect residents from adverse impacts caused by incompatible and non-conforming uses.

LU 3.2
Ensure that existing oil well sites located in residential areas have well-maintained and landscaped front yard setbacks, be enclosed by perimeter fencing (except for the front yard portions), and have well-maintained oil equipment at all times. (also see Chapter 3 Environmental Justice Land Use and Urban Form policies).

LU 3.3
Ensure projects developed on the superfund sites that are located adjacent to residential properties observe attractively landscaped and well maintained front yard setbacks, be enclosed by fencing along the lot lines (except for the landscaped front yard portions) (also see Chapter 3 Environmental Justice Land Use and Urban Form policies).

LU 3.4
Support the creation of master plans for large comprehensive residential developments in Harbor Gateway to facilitate the development of a variety of mixed-income housing types.

LU 3.5
Support the retention of compatible, legal non-conforming uses that are a recognized part of a neighborhood (e.g., "Mom and Pop" neighborhood stores).

LU GOAL 4
NEW DEVELOPMENT THAT MINIMIZES THE DISPLACEMENT OF CURRENT RESIDENTS.

LU 4.1
Discourage the displacement of existing residents and provide housing relocation assistance and services for persons displaced as a result of public or private actions. Encourage the replacement of demolished affordable housing stock with new, quality affordable housing opportunities and strive for a no net loss of affordable housing units in the plan area. Support development projects that offer former low-income tenants of demolished units with the first right of refusal on leases for the new housing units.

CULTURAL AND HISTORIC RESOURCES

The Harbor Gateway Community Plan Area has an important history as a result of its unique role in connecting the historic core of the City of Los Angeles to the Harbor region. The conservation of historic resources protects this built legacy, ensuring continuity of neighborhood identity and pride within the community.

Early residential development from the 1910s and 1920s can be found throughout Harbor Gateway, but primarily located in the northern portion of the plan area and immediately surrounding Gardena Boulevard. Single-family neighborhoods date back from the 1910s through the 1950s. Unique neighborhoods such as Athens on the Hill and the Merit Tract and Orchard Avenue are prime examples of pre and post-war residential development in the Harbor Gateway Community Plan Area.

(See Appendix B: Historical Development Patterns for more information on the development of the Community Plan Area.)

Harbor Gateway residents place great value in their community and embrace its historic foundation and notable past residents. The Plan seeks to protect and reinforce the character of many of Harbor Gateway's significant historic places by encouraging the conservation and restoration of identified historic resources and planning districts, while providing design guidance for new development to ensure that buildings are compatible with the visual character and architectural features of the Community Plan Area's distinct places.

LU GOAL 5

HARBOR GATEWAY'S CULTURAL HERITAGE ENDURES THROUGH CONSERVATION OF HISTORIC RESOURCES AND PLANNING DISTRICTS THAT PRESERVE THE CULTURAL CHARACTER OF THE COMMUNITY.

LU 5.1
Encourage and promote the utilization of incentive programs, such as the City Mills Act, Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and California Historical Building Code for owners of historic properties to conserve the integrity of historic-cultural resources.

LU 5.2
Protect and enhance community-identified places and features within the community as cultural resources for the City of Los Angeles.

LU 5.3
Support the conservation of cultural and social resources as an enduring source of cultural and civic pride.

LU 5.4
Support efforts to preserve the potential historic resources in Harbor Gateway identified through SurveyLA and future comprehensive historic survey efforts.

LU 5.5
Encourage the restoration and adaptive reuse of distinctive residential architecture dating from the first half of the 20th century.

LU 5.6
Protect residential character districts with a buffer or separation from commercial uses, such as locating parking areas and landscaping between commercial and residential areas, and where appropriate, providing a buffer by means of a solid wall and/or landscaped setback.

LU GOAL 6

RESIDENTIAL AND COMMERCIAL DISTRICTS THAT PRESERVE THE LEGACY BUSINESSES, AND VARIED COMMERCIAL AND CULTURAL CHARACTER OF THE COMMUNITY.

LU 6.1
Explore the application of character districts to support efforts to conserve architecturally distinctive residential neighborhoods such as Athens on the Hill, and the Chacksfield-Merit Tract.

LU 6.2
Retain, support, and reinforce the various historic and architectural elements of Athens on the Hill, including the development patterns, tree canopies, and the landscaped medians along Athens Boulevard and Laconia Boulevard.

LU 6.3
Support and strengthen the historic and cultural legacy of African-American residents of Athens on the Hill.

LU 6.4
Maintain and strengthen the integrity of post-war architectural styles such as Traditional Ranch and distinguished Japanese-style landscaping in areas such as the Chacksfield Tract Survey LA Planning District.

LU 6.5
Support the restoration of the historic homes on Orchard Avenue in a manner that preserves the craftsman and cottage architectural elements and integrity of existing structures.

LU 6.6
Retain, support, and reinforce the Japanese influenced cultural elements and design features along Western Boulevard between 182nd Street and the 405 Freeway, including architectural influences, artwork, legacy businesses, and institutions.

LU 6.7
Support the rehabilitation and reuse of buildings and materials with architectural character, such as existing early 20th Century brick commercial buildings, especially along Gardena Boulevard.

LU 6.8
Support residential character districts with buffers or separation from commercial uses, such examples include, but not limited to, locating parking areas and landscaping between commercial and residential areas, and where feasible apply buffers such as solid walls and/or landscaped setback.

COMMUNITY CENTERS, VILLAGES AND CORRIDORS

Harbor Gateway's unique shape provides several commercial areas that serve both the Plan Area residents and the surrounding region. Most corridors are shared with neighboring cities and adjoining plan areas. A guiding principle for the community is to foster vibrant commercial districts and corridors, which include regional centers, that are currently underutilized and are not providing adequate goods and services to community residents and stakeholders. In addition to encouraging well-designed, environmentally sustainable commercial development, the Community Plan aims to balance good urban design with the growth of small and medium-sized businesses that provide local employment opportunities, generate economic activity and enhance the sense of community.

Primarily, commercial centers and corridors include Sepulveda Boulevard, Gardena Boulevard, Rosecrans Street, El Segundo, 190th Street, Normandie Avenue, Vermont Avenue, Redondo Beach Boulevard, Western Avenue, and Carson Street. They currently serve as focal points for shopping, civic, social and recreation activities and provide space for professional offices, small department stores, restaurants, neighborhood services, and entertainment facilities.

The Plan encourages robust mixed-use development along commercial corridors and at targeted locations and within the Regional Center. Mixed-use development combines multi-family residential dwelling units with commercial ground floor spaces designed to accommodate small and mid-sized tenants and enhance the pedestrian experience along the street. By encouraging mixed-use development, the Plan reinforces the importance of additional housing and a variety of housing types. The Plan also emphasizes the importance of a diverse and equitable distribution of goods and services which contribute to a community's well-being. Plan policies also support appropriate transitions between new development along corridors and abutting lower-scale residential areas. Policies in this section identify the priorities for mixed-use and commercial development along commercial corridors

to create a place where residents and businesses come together and community life develops and prospers. The following goals and policies are applicable to all commercial land uses, including the regional center.

LU GOAL 7

STRONG AND COMPETITIVE COMMERCIAL DISTRICTS THAT BEST SERVE THE NEEDS OF THE COMMUNITY.

LU 7.1
Encourage investment and new commercial uses in established commercial areas, existing shopping centers, and the regional center.

LU 7.2
Attract a variety of uses that strengthen the economic base; expand market opportunities for existing and new businesses; and provide an equitable distribution of desirable uses and amenities throughout the community, including full-service grocery stores, sit-down restaurants and entertainment venues.

LU 7.3
Encourage the use of private and public resources designed to stimulate commercial rehabilitation and new development.

LU 7.4
Encourage lot consolidation in commercial areas, as appropriate, to provide adequate sites for quality commercial and mixed-use development and facilitate optimal programmatic function, design and amenities that promote access to healthy open spaces.

LU 7.5
Encourage neighborhood-oriented shopping and services to be developed within walking distance to residential areas.

LU 7.6
Encourage the commercial expansion along Gardena Boulevard, Vermont Avenue, 190th Street, and Carson Boulevard to increase the variety of goods and services, improve shopping convenience, and stimulate business and investment.

LU 7.7
Promote a broad range of uses and streetscape improvements, including an urban tree canopy, that support and enhance El Segundo Boulevard, Rosecrans Boulevard, Redondo Beach Boulevard, Gardena Boulevard, 182nd Street, Vermont Avenue, Normandie Avenue, Western Avenue, 190th Street, Carson Boulevard, and Sepulveda Boulevard.

LU 7.8
Support commercial development in and around the Harbor Gateway Transit Center, Dominguez Channel, and the entire Regional Center providing access to transit shopping, civic, social and recreational activities.

LU 7.9
Support increases to the residential unit density of future development located at strategic points along commercial corridors such as Gardena Boulevard and Carson Boulevard, activity centers, and the Regional Center.

LU 7.10
Support the retention of compatible, legal non-conforming uses that are a recognized and helpful contributors to the well-being of a neighborhood (e.g., small-scale and independently-owned neighborhood stores, corner grocery stores).

LU GOAL 8

AN ADEQUATE LEVEL OF COMMERCIAL AREAS THAT PROVIDE EQUITABLE ACCESS TO HOUSING, OPEN SPACE, GOODS AND SERVICES.

LU 8.1
Support efforts to protect commercially planned and zoned areas from excessive encroachment by very low intensity residential-only development.

LU 8.2
Support an adequate level of neighborhood commercial services (e.g., grocery stores, sit-down restaurants, and fitness facilities) by prioritizing and increasing ground floor commercial uses over residential-only development in Community Center, Neighborhood Center, Villages and the Regional Center designations. (Also See LU 7.4)

LU 8.3
Encourage the retention of existing and the development of new commercial uses that serve the needs of the residents of adjacent neighborhoods and promote community services (e.g., healthcare, childcare and community meeting rooms) in neighborhood commercial centers.

LU 8.4
Encourage a range of uses to support healthy living, provide vital goods and services, facilitate convenient shopping, and foster a variety of job opportunities and career pathway training.

LU GOAL 9

MEDIUM AND HIGHER DENSITY MIXED-USE DEVELOPMENT THAT IS LOCATED APPROPRIATELY WITHIN THE COMMUNITY.

LU 9.1
Encourage mixed-use districts near transit and at other key nodes that combine a variety of uses to achieve a community where people can shop, live, and work, and enjoy access to healthy open spaces with reduced reliance on the automobile.

LU 9.2
Ensure that mixed-use projects and development in pedestrian-oriented areas are well-designed and developed to achieve the highest level of quality and compatibility with existing uses and maintain the character of the surrounding residential neighborhoods.

LU 9.3
Promote mixed-use projects in proximity to transit corridors and in commercial centers.

LU 9.4
Develop incentives for higher density, mixed-use projects that incorporate desired ground floor uses, such as sit-down restaurants, full-service grocery stores, community facilities or pharmacies.

LU 9.5
Encourage mixed-income neighborhoods that provide a variety of housing types and a range of housing affordability.

LU GOAL 10

COMMERCIAL AREAS WITH CONVENIENT ACCESS VIA ALL MODES OF TRAVEL AND PARKING SOLUTIONS THAT MEET BUSINESS, CUSTOMER AND RESIDENT NEEDS.

LU 10.1
Preserve, enhance and expand existing pedestrian orientation along commercial streets through design standards, such as maintaining a uniform street frontage and locating parking at the rear of lots.

LU 10.2
Accommodate the needs of employee and public parking for all commercial facilities and ensure that they are well-designed and screened from public view by landscaping, berms and/or walls, in order to discourage parking from commercial areas from spilling over onto residential streets.

LU 10.3
Provide public parking near commercial centers to help protect residential neighborhoods from parking encroachment.

LU 10.4
Improve safety and aesthetics of parking lots in commercial areas using features such as additional lighting, landscaping, pedestrian pathways and improved visibility.

REGIONAL CENTER

Regional Centers are designed to allow a wide range of uses, which co-exist to form a self-sustaining and livable community. The Harbor Gateway Regional Center is a focal point for employment, housing, community-serving, and entertainment uses served by various transit options. In particular, the Plan seeks to strengthen the viability of the Regional Center through the Commercial, Hybrid Industrial, and Light Industrial provisions of this chapter with the intent to maintain the industrial base in and around the Regional Center and overall Harbor Gateway geography. Policies in this section identify the priorities for higher density mixed-use and

commercial development along commercial corridors within the Regional Center. In addition to the policies in the section above the following are regional center specific policies.

LU GOAL 11

A REGIONAL CENTER VITAL TO THE ECONOMY OF THE REGION AND THAT SERVES AS THE HEART OF THE HARBOR GATEWAY COMMUNITY PLAN AREA.

LU 11.1
Provide opportunities for mid-scale to high-rise commercial and residential development within the Regional Center.

LU 11.2
Encourage complete neighborhoods that produce new employment and housing opportunities in the Regional Center by producing a variety of uses to create complete, pedestrian-oriented, bicycle-friendly districts.

LU 11.3
Consider commercial and hybrid industrial zones in the Regional Center to support a variety of uses, including civic and government-related services and regional-serving uses for community stakeholders.

LU 11.4
Support hotel tourist-serving land uses in the Regional Center which address the needs of visitors arriving to the Harbor Gateway area for business, tourism, conventions, entertainment and trade shows.

LU 11.5
Encourage the redevelopment of underutilized buildings and properties to accommodate the demand for housing and jobs that contribute to a vibrant Regional Center.

LU 11.6
Foster improved cohesiveness between the entire Regional Center, the Dominguez Channel, and the Gardena Willows Wetlands through opportunities for well-designed development on parcels between Artesia Boulevard and 190th Street that provides desired commercial-residential mix of uses with public viewing of the Dominguez Channel (e.g. restaurants, promenades, observation decks, etc) and easy access to the Gardena Willows Wetlands.

LU 11.7
Pursue a comprehensive way finding system in the Regional Center that facilitates legible and consistent guidance for pedestrians to connect to commercial destinations and transit portals, such as the Harbor Gateway Transit Center and the Dominguez Channel bike path.

LU 11.8
Support the development of major projects within the Regional Center that create livable communities with access to open space, hubs for employment, housing, community-serving facilities, and entertainment uses served by various transit options.

LU 11.9
Support the implementation of new mid-block crossings that provide access to a safe pedestrian network in locations with large blocks and high foot traffic.

JOBS AND ECONOMIC DEVELOPMENT

The Community Plan recognizes the wide array of jobs and industries located in Harbor Gateway as a major economic asset to the local community and region. The Community Plan Area's commercial, institutional and industrial businesses provide an abundance of employment opportunities. Existing industrial land has the potential to become a hub for new and emerging businesses, as well as attract green technology industries. The area's commercial corridors present an opportunity for the creation of attractive, mixed-use streets that foster diverse retail and service providers. The regional center will continue to serve as a job center for companies that operate on the local to international levels.

COMMERCIAL AREAS

The Community Plan recognizes the potential to revitalize, strengthen and restore the area's key commercial corridors. The Community Plan seeks to increase job opportunities along commercial corridors and to serve as a major asset for the local community and the City of Los Angeles.

LU GOAL 12

A COMPLETE NEIGHBORHOOD THAT PROVIDES COMMERCIAL SERVICES AND EMPLOYMENT NEEDS FOR ALL RESIDENTS.

LU 12.1
Support existing neighborhood stores (i.e. mom-and-pop shops) that support the needs of local residents, are compatible with the neighborhood and create a stable economic environment.

LU 12.2
Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving small businesses and business incubation.

LU 12.3
Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and training.

LU 12.4
Support public-private partnerships and utilization of incentive programs (such as Opportunity Zones) that help revitalize commercial businesses and attract new businesses in the Plan's commercial centers.

REGIONAL CENTER

The Community Plan recognizes the potential to strengthen and enhance the area's regional center. The Plan seeks to increase employment, government and civic services, and business opportunities proximate to regional public transit and three freeways. The regional center includes a large percentage of parcels designated for corporate headquarters, hospitality uses, and flagship offices and serves as a major asset for the local community, the South Bay region, and the entire City of Los Angeles. The following policies are applicable to the Regional Center only.

LU 12.5
Promote a "pluralistic economy" by supporting dynamic partnerships among local academic institutions, government, businesses, and nonprofit organizations.

LU 12.6
Cultivate a prosperous and complete Regional Center that provides an opportunity for local employees in all sectors to live and work in close proximity.

LU 12.7
Encourage mixed-use and commercial development to provide retail spaces conducive to community-serving small businesses and business incubation.

INDUSTRIAL AREAS

The Community Plan seeks to preserve a strong industrial base to provide jobs for residents and promote economic vitality. The Plan's goals and policies are aimed at protecting the viability of industrial land, revitalizing and repurposing established industrial districts into more environmentally sensitive employment centers. The Plan encourages new land use policies to improve the development of its established industrial districts and to attract new employment-generating industries. The industrial sector in Harbor Gateway represents an important resource in terms of City tax revenues, facilities for production, distribution of goods, major employment centers for skilled and semi-skilled workers throughout the region.

Plan policies will support the preservation of established industrial districts to promote equitable jobs/housing balance and help ensure appropriately located land accommodates existing, new and relocating industrial firms, including small-scale or niche manufacturing and emerging industries. Additionally, Plan policies address the compatibility of industrial uses and design of projects in order to minimize potential impacts, ensure adequate screening and landscaping and promote high-quality architectural character. Light industrial and hybrid industrial areas will typically serve as improved transition zones between heavy industrial land and residential or commercial areas. These areas will allow for flexibility in accommodating a variety of uses such as commercial or light manufacturing while limiting and prohibiting noxious uses. Strategically designated hybrid industrial areas are intended to include limited live-work uses while providing job-generating light industrial uses that are more compatible with sensitive uses. Chapter 3 provides additional goals and policies related to environmental justice that are applicable to industrial areas.

LU GOAL 13

LAND IS DESIGNATED FOR A VARIETY OF INDUSTRIAL USES WITH MAXIMUM EMPLOYMENT OPPORTUNITIES.

LU 13.1
Retain viable industrially-designated lands for the continuation of existing industry and development of new clean industries, research and development uses, light manufacturing, and similar uses which provide employment opportunities for community residents.

LU 13.2
Protect established industrial districts from encroachment by unrelated commercial and other non-industrial uses, which do not support the industrial base of the City and community.

LU 13.3
Incentivize safe, job-rich industries that provide new employment opportunities for the residents of the community, while discouraging businesses that do not generate significant employment opportunities.

LU 13.4
Promote job training, living wage provisions and local hiring for community residents and develop partnerships between major employers and local educational institutions to create career pathways that connect local residents and students with green job opportunities and occupational and professional service jobs.

LU 13.5
Encourage efforts to upgrade the appearance, infrastructure and built environment of the industrial areas to improve economic activity and viability of those areas.

LU 13.6
Promote efforts that ensure businesses in Harbor Gateway have access to benefits and incentives similar to those in City's Clean-Up Green-Up and other implementation programs, such as financial incentives and technical support programs, as well as Opportunity Zone incentives. Additional land use goals and policies specific to Environmental Justice are found in Chapter 3.

LU GOAL 14

LIGHT AND HYBRID INDUSTRIAL DISTRICTS THAT FEATURE DEVELOPMENT AND BUSINESSES OF ALL SIZES ENGAGED IN GREEN, EMERGING INDUSTRIES THAT PROVIDE SERVICES AND EMPLOYMENT OPPORTUNITIES.

LU 14.1
Create light industrial and hybrid industrial areas that foster clean and emerging industries that are compatible with adjacent residential areas.

LU 14.2
Encourage a range of light industrial and productive activities that bolster the employment base and provide skilled employment opportunities to local residents.

LU 14.3
Prioritize jobs and employment activities in hybrid industrial areas and support limited live/work or residential uses within selected hybrid industrial areas, where deemed appropriate.

LU GOAL 15

EXISTING AND FUTURE INDUSTRIAL DEVELOPMENT AND EMPLOYMENT ARE LOCATED CONVENIENT TO TRANSPORTATION FACILITIES AND SUPPORTIVE OF THE SURROUNDING LAND USES.

LU 15.1
Ensure an efficient goods movement system that accommodates the needs of local industry and businesses without impacting quality of life.

LU 15.2
Ensure that industrial uses, including cargo container storage facilities, have direct access from major thoroughfares or through industrial areas, not through residential areas.

LU 15.3
Encourage better containment of new and/or expanded industrial uses from other uses by siting them along flood control channels, arterial streets and other physical barriers to the extent feasible.

LU 15.4
Encourage efforts to restore environmental integrity, upgrade the appearance, infrastructure and the built environment of the industrial areas to improve economic activity and viability of those areas.

URBAN FORM

Urban form plays an integral role in shaping how people experience and relate to the built environment. The design of the built environment guides the way that pedestrians and users experience and interact with their communities and each other. Additionally, urban form and design strategies can positively support well-being and improve health outcomes for a community. The placement, form, and orientation of buildings throughout the neighborhoods and streets of Harbor Gateway help shape the daily experiences and social lives of all members of the community.

Harbor Gateway is made up of unique neighborhoods and commercial centers with historic and distinctive characteristics. Commercial corridors, such as Rosecrans Street, El Segundo Boulevard, Carson Boulevard, and Redondo Beach Boulevard, consist of wide thoroughfares with retail businesses and community services that serve the local community. The Plan recognizes these distinct characteristics and encourages all architectural and site design projects to contribute to the local context by providing features that enable both active interior spaces and street frontages to engage with neighborhood and community life.

RESIDENTIAL AREAS

LU GOAL 16

RESIDENTIAL NEIGHBORHOODS WITH VARIED AND DISTINCT CHARACTER AND INTEGRITY.

LU 16.1
Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

LU 16.2
Protect existing lower density residential neighborhoods from new construction that is out-of-scale by introducing frontage standards and building envelope requirements that achieve compatibility with the existing built form.

LU 16.3
Protect existing characteristics of the residential neighborhoods through attention to the building orientation, site design, and outdoor amenity space.

LU 16.4
Support the contextual rear infill of new additions and accessory structures in established neighborhoods that contribute to the overall existing development patterns and property values, and do not disrupt the integrity of the historic or building era they represent.

LU 16.5
Encourage the retention of established plantings, including edible landscaping, in residential neighborhoods

by supporting front yard landscapes and by limiting paving to that required for driveways.

LU 16.6
Provide a separation between commercial and residential uses, where appropriate, by means of a buffer, such as locating parking areas between commercial and residential areas or a landscaped setback and/or a solid wall.

COMMERCIAL AREAS

LU GOAL 17
ENHANCED AND ATTRACTIVE COMMERCIAL CORRIDORS THROUGH PUBLIC IMPROVEMENTS AND PRIVATE DEVELOPMENT PROJECTS THAT REFLECT THE COMMUNITY IDENTITY OF HARBOR GATEWAY.

LU 17.1
Support new development along commercial corridors and ensure development is of high quality building materials, with well-designed signature architecture that invites and welcomes people to Harbor Gateway.

LU 17.2
Support improvements to existing buildings along commercial and mixed-use corridors through targeted programs, such as façade improvement programs.

LU 17.3
Encourage new development to have prominent pedestrian-oriented design at the ground floor with a variety of commercial uses, and, where permitted, individual entrances for limited ground floor residential with abundant landscaping.

LU 17.4
Encourage new infill multi-family residential development that is consistent with the existing neighborhood character.

LU 17.5
Encourage appropriate and contextual building articulation in order to break down the scale of large buildings and to allow for natural light infiltration while incorporating design that allows for optional natural ventilation and cooling features.

LU 17.6
Promote varied and engaging building façades by providing design features, such as layering that adds texture and visual interest and an architectural accent signifying the main entry.

LU GOAL 18
COMMERCIAL DEVELOPMENTS WITH ENHANCED AESTHETIC QUALITY AND PEDESTRIAN ORIENTATION.

LU 18.1
Encourage the design of commercial development, including infill development, redevelopment, rehabilitation, and reuse efforts, to produce a high-quality built environment that is compatible with adjacent development, and reflects the community's unique historic, cultural and architectural context and overall enhances community identity.

LU 18.2
Ensure that commercial infill projects achieve harmony in design consistent with the exemplary development and draws upon community identity.

LU 18.3
Support efforts to enhance community identity, scale and architectural variety, by promoting quality site and landscape design for new commercial uses.

LU 18.4
Enhance the public realm in commercial areas by promoting quality and functional site orientation, architectural and landscape design, as well as vibrant streetscapes and public outdoor plazas.

LU 18.5
Foster development with new buildings that are oriented to and actively engage the public realm through such features as 360 Degree Design, Climate-Adapted Design, build-to and setback lines, façade articulation, ground-floor transparency, and the location of parking and drop-off/pick-up areas.

LU 18.6
Encourage an active street environment along commercial corridors by incorporating commercial or other active public uses along the street frontages.

LU 18.7
Encourage the integration of pedestrian amenities that support the concepts of place-making people streets and connectivity such as lighting, shade trees, rest areas, and universally accessible wayfinding signs that guide pedestrians to other destinations.

LU 18.8
Support the connection of outdoor integrated spaces for area residents to shopping and gathering spaces such as outdoor dining, public plazas and other outdoor amenities that are universally accessible.

LU 18.9
Promote new development with ground floor transparency and entries along the sidewalk to sustain street level interest and enhance pedestrian activity and safety.

LU 18.10
Encourage architectural features that reinforce the pedestrian character of the ground floor street wall and help define the pedestrian environment along the sidewalk, such as canopies, awnings, and overhangs, as integral to the architecture of the building.

LU 18.11
Ensure primary building entrances are highly visible, easily accessible, well lit, and include cohesive architectural accent elements.

LU 18.12
Promote pedestrian activity in commercial areas and in particular retail districts through streetscape improvements, such as traffic-calming features, and the maintenance and planting of street trees.

LU 18.13
Prioritize the installation and maintenance of street furniture (such as ADA designed bus shelters, benches, trash receptacles, and drinking fountains), including signage, public art, and other amenities that support both pedestrians and users with varying physical abilities.

LU 18.14
Encourage the installation of local community art murals that cultivate artistic expression and foster a sense of community pride and neighborhood identity.

LU 18.15
Support architectural innovation, building creativity, and roof forms while maintaining safety and engineering integrity.

LU 18.16
Strategically locate, orient, and design tall buildings to provide access to sunlight, sky view, waterways, and open spaces.

LU 18.17
Focus building massing and orientation along major streets, sidewalks, open spaces and public spaces in order to establish a well-defined setting for pedestrian activity and public life.

LU 18.18
Encourage building design and orientation that eliminates negative space between buildings in favor of establishing a strong, seamless, and active streetwall.

LU 18.19
Encourage building edges that add visual interest by creating depth and shelter in the form of building features such as recessed entrances, open shop front bays, arcades, columns, niches, seating, canopies, and awnings.

LU 18.20
Configure buildings around interior courtyards, outdoor passages (paseos), and arcades that can be seamlessly integrated with the public realm and open spaces.

LU GOAL 19
STRONG COMMERCIAL DISTRICTS WITH IMPROVED DESIGN THAT ARE COMPATIBLE WITH SURROUNDING LAND USES.

LU 19.1
Ensure that projects are designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

LU 19.2
Encourage urban design techniques, such as appropriate building orientation and scale, transitional building heights, landscaping, buffering and increased setbacks in the development of commercial properties to improve land use compatibility with adjacent uses and to enhance the physical environment.

LU 19.3
Ensure primary building entrances are highly visible, easily accessible, well lit, and include cohesive architectural accent elements.

LU 19.4
Encourage overall site improvements as part of expansions and modifications of existing auto-related facilities, including improved landscaping, buffering and architectural character in order to minimize environmental impacts.

LU 19.5
Support the screening of open storage, recycling centers and auto uses, and limit visibility of automobile parts storage and other related products from public view.

INDUSTRIAL AREAS

LU GOAL 20

INDUSTRIAL AREAS WITH SUSTAINABLE INDUSTRIAL DEVELOPMENT, IMPROVED DESIGN AND AESTHETIC QUALITY.

LU 20.1
Create and maintain a clean and viable industrial park environment that reflects a high level of regard for contemporary architectural and urban design principles, which help guide decision-makers' review of projects that enhance the built environment.

LU 20.2
Upgrade industrial areas by promoting high quality industrial development that is compatible with adjacent land uses and incorporates sustainable design and practical landscaping features that support drought tolerant, native planting, and low maintenance landscaping.

LU 20.3
Encourage building facade treatments that provide visual interest, articulation such as climbing plants, vegetation and green walls. All of which discourage vandalism and promote a healthy and visual aesthetic that enhances the built environment.

LU 20.4
Encourage upgrades to parcels in industrial areas to include features that help capture, infiltrate and treat contaminated runoff through the application of Best Management Practices for stormwater treatment.

LU 20.5
Encourage paved areas such as driveways, walkways, and outdoor spaces to be designed with permeable surfaces in order to increase infiltration and reduce runoff.

PUBLIC REALM AND OPEN SPACE

LU GOAL 21

A HEALTHY COMMUNITY WITH ACCESS TO A DIVERSITY OF PUBLIC AND OPEN SPACES THAT INCLUDES GREEN OPEN SPACES, RECREATIONAL AND PARK FACILITIES FOR THE COMMUNITY TO GATHER, SOCIALIZE, AND CELEBRATE.*

LU 21.1
Encourage innovative design strategies that help to improve physical connections to parks and promote the use of open spaces.

LU 21.2
Carefully review the design and implementation of unique buffering such as natural landscape setbacks that provide enough distance to protect Significant Ecological Areas (SEAs) including trails, waterways, and wildlife habitats for the overall protection of plant and animal species.

*Also see more goals and policies in Chapter 5 Public Realm and Open Space.



Chapter 3

ENVIRONMENTAL JUSTICE

Environmental justice is of prime importance in the Harbor Gateway Community Plan Area and is especially crucial because its residents have historically experienced the disproportionate and long-term effects of pollution and exposure. Environmental Justice Communities are those communities that have historically experienced health and environmental disparities and have socioeconomic factors that make them more vulnerable to pollution. The Harbor Gateway community continues to confront various environmental and air quality challenges stemming from a number of industries including auto-related uses, former chemical manufacturing facilities, open container storage, as well as from mobile sources such as freeway traffic and freight truck traffic along city streets. Additionally, the plan area is home to two U.S. EPA Superfund sites that have long-term negative impacts on the soil and local groundwater below the sites. The community has endured long-standing industrial-residential land use conflicts which have caused adverse environmental and visual impacts and contributed to negative effects on general health and wellness.

The Del Amo and Montrose Superfund sites have contributed to soil and groundwater contamination onsite and within surrounding neighborhoods and jurisdictions. The community has actively worked with local and federal regulators to reduce the risks to human health in the environment through a combination of remedial cleanup, engineered controls such as slurry walls and ventilation systems, and site restrictions such as groundwater use restrictions. The US. EPA oversees a soil cleanup plan and a groundwater treatment system to remove contaminants from the groundwater. The EPA has created a Community Involvement Plan (CIP) to address community involvement

and outreach at both sites. The Community Plan seeks to support the EPA efforts and to prevent any additional public health and environmental issues caused by the superfund sites through the following environmental justice goals and policies.

ENVIRONMENTAL JUSTICE:

"The fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation and enforcement of environmental laws, regulations, and policies."

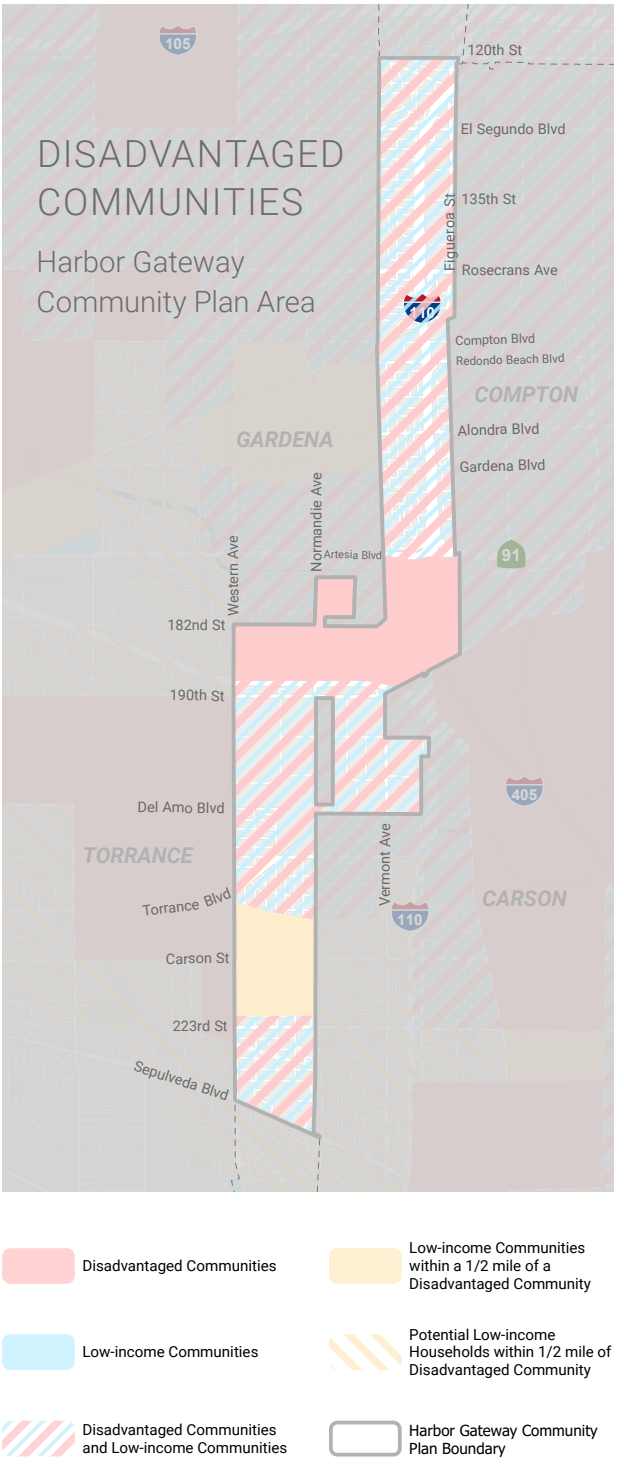
Government Code Section 65040.12

Despite the challenges presented by the interface of residential and industrial land uses there have been various planning efforts citywide that help ameliorate the impacts from industrial uses by improving physical siting and reducing environmental impacts. Prime examples are programs such as the 2017 Clean-Up Green-Up Ordinance and the adoption of regulations that prohibit some open storage uses, reduce run-off and limit cargo container stacking near residential neighborhoods. These efforts are the result of collaboration between city agencies, engaged community members and organizations that work tirelessly to bring about improvements to their community.

Building upon the City's Health Element - the Plan for a Healthy LA, the purpose of this chapter is to further contextualize policy guidance that addresses the intersection between land use, public health, and the environment from an equity lens. The goals and policies of this chapter consider both existing land use conflicts and evolving land use planning priorities for the Harbor Gateway community.

The Community Plan envisions a safer and cleaner environment for the Harbor Gateway community where industrial uses and residential neighborhoods are improved and mutually co-exist. While many of the existing industrial businesses may have environmental challenges, they also contribute to the local economy and job base. The Community Plan reinforces ongoing efforts to address past land use planning that enabled heavy/polluting industrial uses to operate in close proximity to residential areas through sensitive zoning, the creation of buffer zones, transitions of heavier industrial land uses and more robust industrial development standards. The intent is to enable industrial businesses to continue to thrive, but also operate in a way that minimizes adverse impacts to the community and the environment. In addition, the Plan seeks to transition underutilized heavy industrial land to hybrid industrial and commercial land use designations to encourage clean-tech job creation and to expand the commercial and residential development opportunities in the Plan Area. The Community Plan also seeks to protect communities from noxious uses, encourage cleaner industrial uses, support community revitalization and beautification, promote access to public and recreational facilities, and improve the overall quality of life. Additionally, the Community Plan fosters a community where equitable public and community investments and services are provided that improve the health and welfare of the local community.

As discussed in Chapter One, Senate Bill 1000 (SB 1000) requires cities to identify environmental justice communities, referred to as "disadvantaged communities," and address them in their general plans. This chapter discusses the environmental conditions in Harbor Gateway and provides goals and policies that guide land use decision making



and programming priorities that can potentially reduce the exposure to pollution experienced by these communities.

The California Environmental Protection Agency (CalEPA) and the Office of Environmental Health Hazard Assessment (OEHHA) identify communities that are most affected by pollution through an online screening tool called CalEnviroScreen. This tool ranks census tracts based on environmental, health, and socioeconomic data from state and federal government sources. Areas referred to as disadvantaged communities represent the 25% most impacted census tracts with multiple sources of pollution and with population characteristics that make them more sensitive to pollution. Identifying these areas is important for purposes of SB 1000 and also due to recently enacted laws that direct funding to these disadvantaged communities (SB 535 and AB 1550).

In April 2021, according to CalEnviroScreen 4.0, 9 out of 9 of the census tracts in the Harbor Gateway Community Plan Area met the criteria as disadvantaged communities. According to the Office of Environmental Health Hazard Assessment's CalEnviroScreen, data indicated that Harbor Gateway has worse public health factors and more social and economic disadvantages compared to California as a whole. The CalEnviroScreen 4.0 rankings for Harbor Gateway ranged from 86% to 100%. Figure 3.1 below shows the areas identified as disadvantaged communities in Harbor Gateway.

WILMINGTON-CARSON-WEST LONG BEACH (WCWLB) AB617 COMMUNITY

In response to Assembly Bill (AB) 617, the California Air Resources Board (CARB) established the Community Air Protection Program (CAPP) and selects high priority communities to participate

in the program. The CAPP deploys community air monitoring and/or emissions reduction programs intended to improve air quality in the selected communities. Designated in 2018, Wilmington, is part of the Wilmington-Carson-West Long Beach (WCWLB) AB617 Community. A Community Air Monitoring Plan (CAMP) and Community Emissions Reduction Plan (CERP) have been developed for the WCWLB Community and are in the implementation phase.

https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/communities/wilmington-carson-west-long-beach

GOALS AND POLICIES

COMMUNITY PARTNERSHIP AND ENGAGEMENT

EJ GOAL 1

A COMMUNITY WHERE ALL PERSONS HAVE THE OPPORTUNITY TO PARTICIPATE IN THE DECISION-MAKING PROCESS THAT AFFECTS THEIR ENVIRONMENT.

EJ 1.1
Ensure appropriate opportunities are in place for all persons to participate in the land use decision-making process.

EJ 1.2
Proactively and meaningfully engage the community in planning decisions that affect their health and wellbeing.

EJ 1.3
Promote capacity-building and educational efforts to train planning staff to "meet people where they are" and empower traditionally underrepresented populations to participate in the land use decision-making process.

EJ 1.4
Assist in connecting and supporting tribal relationships among other partner agencies, non-profits and community groups to increase coordination and collaboration with tribes. Pursuant to Assembly Bil 52, ensure consultation with tribes occurs early in project development and throughout project implementation to help support a respectful process. Promote capacity-building and educational efforts to train planning staff to "meet people where they are" by collaborating with community-based organizations, community centers and traditionally underrepresented populations to ensure authentic and meaningful participation in the land us decision-making process.

EJ 1.5
Coordinate pragmatic outreach efforts between City departments and agencies to capitalize on existing communication methods, such as utility bill mailers and public schools' parent notification systems in order to reach as many community members as possible.

EJ 1.6
Partner with local community-based organizations and other local groups, such as block clubs, parent centers, interfaith groups or recreation centers to help increase public awareness and engagement in the planning process, particularly in communities with low public participation. Prioritize the health, safety and needs of residents over special interests.

EJ GOAL 2

CITY PROVIDED IMPROVEMENTS AND PROGRAMS ARE PRIORITIZED FOR LOW-INCOME AND ENVIRONMENTAL JUSTICE COMMUNITIES.

EJ 2.1
The City's departments, including City Planning, should prioritize the needs of those in environmental justice communities when developing their work plans wherein they allocate staff time and sustainable financial resources.

EJ 2.2
Encourage the development of initiatives that incentivize and promote greater access to essential goods and services, such as healthy food, mental health, self-care,

and wellness programs (also see Health, Wellness and Sustainability subsection within this chapter).

EJ 2.3
Foster effective collaboration and coordination between City departments to more effectively respond to the needs of environmental justice communities with adequate resources and combined/focused efforts and strategies.

HEALTH, WELLNESS AND SUSTAINABILITY

Wellness and sustainability are interrelated with land use planning and the built environment. Crafting a health-friendly, climate resilient and sustainable Community Plan is critical to the overall health of a community. Land use, urban form, and building design should be considered from the perspective of the environment to conserve our air, water and energy resources and of the health of residents.

The Community Plan establishes a careful direction and guidance for sustainable urban development to minimize impacts to the environment, improve the resilience of our built environment and enhance the health and well-being of residents. By directing new housing and commercial development around transit and commercial centers, the Community Plan will enable more residents to access businesses, fresh food, jobs, and schools as pedestrians, transit riders, bicyclists, users of all physical abilities and users of other modes of transportation such as: electric and portable wheelchairs, electric scooters, skateboarding and ridesharing. In addition, the Community Plan promotes a wide variety of uses that are distributed in an equitable manner that contributes to the overall well-being of the community. The Community Plan also includes policies based on the local environment, sustainable and accessible design elements and green building technologies.

EJ GOAL 3

NEW DEVELOPMENT IS ENVIRONMENTALLY SUSTAINABLE AND EMBODIES SOCIAL AND EQUITABLE RESPONSIVENESS, RESOURCE EFFICIENCY AND COMMUNITY SENSITIVITY.

EJ 3.1
Promote public health and environmental sustainability outcomes that reduce greenhouse gas emissions, expand access to green and healthy spaces, improve air quality and encourage physical activity, and provide all residents with the opportunity to access good jobs. Promote new development that integrates sustainable design, green building practices, technologies, green roofs, tree planting, low Volatile Organic Compound (VOC) materials and other features that minimize impacts on the environment, including the reduction of heat island effect and greenhouse gases.

EJ 3.2
Encourage the creation of landscaped corridors and enhancements through the planting of street trees along commercial corridor segments and through median plantings.

EJ 3.3
Encourage the sensible use of native and drought-tolerant plants and permeable surfaces in all new development.

EJ 3.4
Promote the integration of sustainable design features in new development, such as photovoltaic panels and renewable materials, where possible.

EJ 3.5
Based on specific site yard drainage, and street block storm drainage conditions, facilitate on-site stormwater capture, retention and infiltration to minimize runoff through natural, landscaped detention areas and/or raised planters.

EJ 3.6
Situate new buildings so they are oriented to maximize daylight opportunities and to harvest natural light within interior working spaces, utilizing design features, such as skylights, operable clerestory windows and integrated shading systems where possible.

EJ 3.7
Incorporate amenities that facilitate outdoor activities such as sitting, strolling, conversing, window-shopping and dining, including seating for comfort and landscaping for shade and aesthetics.

EJ 3.8
Foster a walkable community that is universally accessible, safe and convenient, and that contains an integrated pedestrian system to promote active living, reduce vehicular conflicts and provide links within the community and to surrounding communities.

EJ GOAL 4

NEW DEVELOPMENT IN INDUSTRIAL AREAS IS ENVIRONMENTALLY SUSTAINABLE, INCLUSIVE AND HARNESSES EMERGING GREEN INDUSTRIES.

EJ 4.1
Encourage green, sustainable industries that bolster the economic base and provide high-skill and high-wage job opportunities for local residents.

EJ 4.2
Incentivize development opportunities for environmentally sustainable businesses that employ green building practices and processes and involve clean technologies.

EJ 4.3
Encourage the use of xeriscape and low maintenance landscaping, such as native and drought-tolerant plants, as well as trees and plants that are known to effectively remove air pollutants.

EJ 4.4
Limit the development, use, and construction of sensitives uses in super fund parcels and adjacent industrial areas.

CLEAN-UP AND REMEDIATION

EJ GOAL 5

A COMMUNITY WHERE LAND USE PATTERNS SUPPORT HEALTHY AND THRIVING NEIGHBORHOODS WHILE PROVIDING SPACES FOR INDUSTRY AND ECONOMIC DEVELOPMENT IN APPROPRIATE LOCATIONS.

EJ 5.1
Support the transition of industrial land uses from heavier industrial uses to lighter industrial uses, in close proximity to residential neighborhoods to minimize the negative environmental and visual impacts to the community.

EJ 5.2
Minimize residential-industrial land use incompatibilities and discourage the introduction of heavy industrial uses adjacent to residential neighborhoods.

EJ 5.3
Restrict uses that are over-concentrated and have a negative impact on the built environment, reduce walkability and contain incompatible operations that spill over into residential neighborhoods.

EJ 5.4
Prevent the enlargement of nonconforming, incompatible commercial and industrial uses within residential uses and support their removal on a scheduled basis.

EJ 5.5
Develop a program that provides relocation assistance and/or a phasing out strategy for incompatible, nonconforming commercial and industrial businesses located on residentially-zoned land.

EJ 5.6
Support the relocation of residential households within stable industrial districts to more appropriate locations and the relocation of intense industrial uses away from residential uses.

EJ 5.7
Improve land use compatibility through compliance with environmental protection standards and health and safety requirements in the design and operation of industrial facilities, including the Wilmington Clean-Up Green-Up requirements.

EJ 5.8
Support the creation of green buffers next to freeways to help reduce the amount of particulate matter (PM2.5) spillover into residential areas.

EJ 5.9
Avoid siting new residential and other sensitive land uses in close proximity to existing industrial areas, including Production and Industrial Land Uses.

EJ GOAL 6

BROWNFIELDS AND CONTAMINATED INDUSTRIAL SITES ARE REMEDIATED AND TRANSFORMED INTO NEW JOB CENTERS OR OTHER PRODUCTIVE USES.

EJ 6.1
Support the removal and management of environmental toxins in accordance with existing local, regional and federal policies and avoid future environmental contamination.

EJ 6.2
Promote the clean-up and reuse of contaminated sites and prioritize remediation of brownfields adjacent to residential and commercial areas.

EJ 6.3
Coordinate with property owners, public sector and non-profit organizations that work in land recycling to help secure grants and other funding available for brownfield remediation.

EJ 6.4
Encourage appropriate site assessment of industrial properties located near residential and commercial areas prior to grading and redevelopment activities to prevent the unintended release of contaminants.

EJ 6.5
Collaborate with residents and public, private, and nonprofit partners to explore opportunities for continued remediation and redevelopment of brownfield sites in order to spur economic development and expand natural open spaces and parks, community gardens, and other similar health-promoting community revitalization activities.

LAND USE AND URBAN FORM

EJ GOAL 7

INDUSTRIAL USES WHICH ARE SAFE FOR THE ENVIRONMENT AND THE WORKFORCE, AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT RESIDENTIAL USES.

EJ 7.1
Encourage existing industrial businesses to improve the physical appearance of their properties with adequate screening and landscaping when adjacent to residential or other sensitive uses and require such improvements for the establishment of new businesses in order to reduce environmental impacts.

EJ 7.2
Support the implementation of prevention measures and design features that proactively safeguard the community from exposure to noxious activities (e.g., oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and other hazardous nuisances.

EJ 7.3
Provide reasonable and cost effective measures that assist the industrial business community improve outdoor air quality through efficient operations and sustainable best practices.

EJ 7.4
Expand the enforcement of existing regulations that prohibit cargo container storage yards and warehousing near residential zones.

EJ 7.5
Prevent the expansion of existing or new cargo container storage yards in close proximity to sensitive uses, including residential areas.

EJ 7.6
Ensure that new warehouses and distribution centers incorporate Best Practices (e.g. on-site queuing and check-in to prevent truck idling outside the facility), including City Environmental Protection Measures (EPMs), if applicable, to prevent land use conflicts and protect residents and other sensitive receptors from environmental hazards, consistent with the State Bureau of Environmental Justice.

EJ 7.7
Encourage warehouse and distribution center operators to appoint a community relations liaison with regard to on-site construction activity and operations, and provide their contact information to the surrounding community.

EJ 7.8
Promote the installation of on-site electric vehicle charging stations to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use, as well as parking stalls with electric outlets where transport refrigeration units (TRUs) are proposed to be used.

EJ 7.9
Ensure that warehouse and distribution centers inform drivers about appropriate truck routes to/from the facility, locate site ingress/egress at the furthest point away from residential uses or other sensitive receptors, adhere to limited hours of operation (daytime hours, preferably on weekdays) when located near residential areas, and provide adequate on-site queuing and daytime/overnight parking to prevent trucks and other vehicles from parking or idling on public streets.

EJ 7.10
Discourage the intensification of existing industrial and auto-related businesses/uses through the co-location or addition of supplementary uses, particularly near sensitive uses.

EJ GOAL 8

INDUSTRIAL AREAS WITH QUALITY INDUSTRIAL AND COMMERCIAL DEVELOPMENT THAT DOES NOT CREATE DETRIMENTAL VISUAL IMPACTS ON ADJACENT RESIDENTIAL AND COMMERCIAL AREAS.

EJ 8.1
Support urban design techniques, such as appropriate building orientation and scale, landscaping, screening, buffering and adequate setbacks in the development of new and expanding industrial businesses to improve land use compatibility with adjacent uses that enhance the physical environment.

EJ 8.2
Encourage the use of xeriscape and low maintenance landscaping, such as native and drought-tolerant plants, as well as trees and plants that are known to effectively remove air pollutants.

EJ 8.3
Ensure that cargo container storage yards and other open storage facilities provide landscaped buffering, height limitations, noise and view mitigation measures designed to protect nearby residential areas.

EJ 8.4
Collaborate with City Departments to ensure that all zoning, building, health and safety codes are strictly enforced within Harbor Gateway industrial areas, including site maintenance and removal of junk, trash, abandoned vehicles, overgrown weeds and debris, to maintain a safe and clean environment for the benefit of all industrial businesses, property owners, employees, and the overall community

EJ GOAL 9

HYBRID INDUSTRIAL AREAS WITH CREATIVE, OFFICE, AND LIGHT INDUSTRIAL USES AND COMMERCIAL BUSINESSES THAT SERVE AS A BUFFER BETWEEN INDUSTRIAL AREAS AND RESIDENTIAL NEIGHBORHOODS.

EJ 9.1

Create Hybrid Industrial areas with landscaped buffers, trails, pedestrian walkways, and bikeways that facilitate transitions from traditional industrial districts to residential neighborhoods and commercial areas and phase out existing non-compatible uses.

PETROLEUM RELATED ACTIVITIES

The Harbor Gateway Community Plan Area contains two of the City of Los Angeles' active oil fields, as well as many active and vacant oil wells within its boundaries. Many of the oil industries established in the 1920s remain in the area to this day. The majority of oil sites are dispersed along Figueroa Street, north of Redondo Beach Boulevard and south of 190th Street. However, many vacant oil sites are located within residential neighborhoods in the northern and southern portions of the plan area. The Community Plan seeks a balance between the provision of this resource and the health of the community.

EJ GOAL 10

OIL AND GAS EXTRACTION AND REFINERY ACTIVITIES THAT ARE PERFORMED WITH THE GREATEST REGARD FOR PUBLIC AND ENVIRONMENTAL HEALTH, SAFETY AND WELFARE, WHILE PROVIDING FOR REASONABLE UTILIZATION OF THE AREA'S OIL AND GAS RESOURCES.

EJ 10.1

Ensure that existing oil well sites within residential areas provide appropriate screening, fencing and landscaping and have well-maintained equipment until such time as they are phased out.

EJ 10.2

Consistent with existing zoning review practices, seek a high level but practical discretionary review for any changes to, or expansion of, existing oil extraction sites, surface production facilities and related activities so that the public may be properly notified and consulted, and so that appropriate environmental review may take place pursuant to the California Environmental Quality Act.

EJ 10.3

Ensure that all existing uses that employ extraction technology, including fracking, acidizing, drilling or other technologies that involve potentially hazardous materials, create no negative impacts on public health or the environment.

EJ 10.4

Support the requirement of detailed plans, which strive to stop the release of chemicals into the groundwater or surrounding environment.

EJ 10.5

Support periodic review and reassessment of conditions and improvements to operations at existing oil-related sites, such as the installation of leak detection technology, installation of enclosures or other technologies that trap fugitive emissions and restricting hours of operation to reduce noise impacts, particularly near sensitive uses sites located within or near residential uses.

EJ 10.6
Recommend that emergency responders, including LAPD and LAFD, review any plans involving the storage, transportation, or use of hazardous materials, and that comprehensive abatement, fire prevention protocol and emergency response plans exist prior to the issuance of any decision to approve any change to oil or gas extraction activities.

EJ 10.7
In coordination with the City's Petroleum Administrator, Climate Emergency Mobilization Office, and other city departments, collaborate to oversee the administration and assessment of existing oil extraction activities and facilities in such a manner to enhance their compatibility with the surrounding community.

EJ 10.8
Evaluate best practices and data analysis that help determine the consolidation of surface oil extraction operations, the landscaping or improvement of existing oil well sites, and elimination of inactive and/or unneeded wells, to free land for other uses, increase compatibility between oil operations and other land uses, and improve the aesthetics and environment within the community.

EJ GOAL 11

A HEALTHY AND LIVABLE COMMUNITY WHERE COLLABORATIVE EFFORTS TO REDUCE THE FOOTPRINT OF THE PETROLEUM INDUSTRY WITHIN RESIDENTIAL NEIGHBORHOODS ARE ADVANCED.

EJ 11.1
Support the expedited preparation of plans and programs for the abandonment, proper plugging and remediation of all oil-related sites, prioritizing sites in residential areas, consistent with State, County and City efforts to phase-out oil drilling and ensure that all existing oil well sites adhere to adopted amortization programs and prohibitions.

EJ 11.2
Encourage efforts for the reduction of existing oil and gas wells within and adjacent to residential neighborhoods and the relocation of other oil-related facilities to non-residential areas.

EJ 11.3
Collaborate with local oil operators, the California Geological Energy Management Division (CalGEM), and other relevant agencies to identify priority well sites for amortization, well abandonment and site remediation.

EJ 11.4
Support meaningful community engagement to identify and encourage the clean-up and reuse of abandoned oil well sites as neighborhood uses, such as community gardens or other neighborhood serving uses.

EJ 11.5
Provide a program for the abandonment of drilling sites that are low-producing or idle, especially sites located within or near residential uses.

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Chapter 4

MOBILITY & CONNECTIVITY

The Harbor Gateway is envisioned as a thriving community with complete streets and an enhanced transit network providing safe and convenient multimodal options that are easily accessible to all. The Plan supports a community that is well connected to residential neighborhoods, commercial centers, jobs, open space, and recreational facilities.

Harbor Gateway has a unique and slender geography and shares many of its major thoroughfares with other cities and jurisdictions. Laid out along a regular grid pattern, the majority of the east-west streets are approximately less than one mile in length as a result of the Plan Area's unique north-south orientation. The Plan Area is encompassed and shaped by human-made features, including freeways, flood control channels, utility easements, and wide regional serving boulevards that traverse much of the Community Plan Area and neighboring jurisdictions. Most residential areas have convenient access to the major corridors of the Community Plan Area and to several major arterials such as Figueroa Street that connect to the central region of Los Angeles, the Pacific Ocean, nearby commercial and industrial areas, and the Port of Los Angeles. Vermont Avenue, the longest north-south corridor in the Plan Area, is designated a Scenic Highway between 120th Street and the Southern Pacific right-of-way located just north of Redondo Beach Boulevard.

Although the Community Plan Area does not have an extensive public transit network, several local bus lines operated by neighboring cities provide transit services, primarily along segments of Western Avenue, Normandie Avenue, Vermont Avenue, and Gardena Boulevard. In addition, Metro offers local bus service along Vermont Avenue,

the neighboring Metro C Line (Green) light rail transit, and the Metro J Line (Silver) bus rapid transit which travels along the 110 Freeway with stations at Rosecrans Boulevard and the Harbor Gateway Transit Center.

This chapter provides goals and policies aimed at enhancing mobility and connectivity and improving the pedestrian and cyclist's experiences near the transit center, along the Dominguez Channel, and in commercial centers. The goals and policies are intended to enhance multimodal transit systems, maximizing public transit ridership, and reducing noise and pollution from vehicular traffic.

The Plan includes important policies that address goods movement as a result of the placement of three freeways intersecting the Plan Area, vehicular travel between jurisdictions, proximity to Port of Los Angeles related industries, and large industrial districts. All of which contribute to the unfavorable environmental impacts on the residents of the Plan Area. A key goal is ensuring that goods movement and automobile parking safely and efficiently serves the needs of residents and businesses without compromising mobility for pedestrians, bicyclists and transit users. Furthermore, the Plan encourages investment in transit, bicycle and pedestrian infrastructure to improve air quality, public health and quality of life.

GOALS AND POLICIES

MC GOAL 1

AN EFFICIENT CIRCULATION SYSTEM WITH SAFE, CLEAN, AND WELL-MAINTAINED STREETS THAT PROVIDE ENHANCED ACCESS AND CONNECTIVITY AND BALANCE THE NEEDS OF MULTIPLE INTERESTS AND FUNCTIONS.

MC 1.1
Ensure the community is served by a complete street system that is safe, attractive, and that balances the needs of all users including pedestrians, bicyclists, transit users, mobility-challenged persons and vehicles.

MC 1.2
Support additional resources to ensure clean neighborhoods through increased trash pick-up and cleaning of the streets, sidewalks and alleys, as well as the creation of a program to address illegal dumping in the Community Plan Area.

MC 1.3
Encourage the installation and enhancement of existing sidewalks and roadways in areas where the streets are unimproved, are too narrow, or experience frequent seasonal and stormwater flooding.

MC 1.4
Efficiently use curb space to facilitate ridesharing and connections to other modes of transportation in new development projects.

MC GOAL 2

AN EXPANDED AND EFFICIENT TRANSIT NETWORK THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

MC 2.1
Encourage improved local and express bus service in Harbor Gateway through coordination with regional and local transit agencies (e.g., the Metropolitan Transit Authority (Metro), LADOT, Long Beach Transit, Torrance Transit and Gardena Transit), and with community input.

MC 2.2
Enhance the development of park-and-ride facilities that are strategically designed to integrate with freeways, high occupancy vehicle (HOV) facilities and transit routes.

MC 2.3
Encourage the provision of safe, attractive and clearly identifiable transit stops with user-friendly design amenities that include universal infographics understandable to all, including persons with varying hearing or visual abilities.

MC 2.4
Support the expansion, wherever feasible, of transportation programs and services aimed at enhancing the mobility of senior citizens, disabled persons, young people and other transit-dependent populations.

MC 2.5
Improve the travel experience for bus riders by ensuring bus stops are appropriately designed to provide sufficient shaded shelter, seating, and public trash receptacles, and are equipped with bus arrival time display systems (e.g. real-time passenger information display systems).

MC 2.6
Support the efforts to coordinate bus routes to connect to local schools and support safe routes to schools programs.

MC GOAL 3

A SYSTEM WITH ALTERNATIVE MODES OF TRANSPORTATION THAT REDUCES VEHICULAR TRIPS AND SINGLE OCCUPANT VEHICLES (SOV) IN ORDER TO IMPROVE AIR QUALITY AND THE HEALTH OF RESIDENTS.

MC 3.1
Encourage mixed-use residential developments that include units at low, very low and deeply low affordability levels in transit-served areas in order to maximize transit ridership, reduce vehicle trips and minimize Vehicle Miles Traveled (VMT).

MC 3.2
Encourage employers and institutions to provide employee incentives, such as subsidized transit passes, for utilizing alternatives to the automobile (e.g., carpools, vanpools, buses, flex time, bicycles and walking, etc).

MC 3.3
Reduce automobile dependency by providing a safe and convenient transit system accessible to all, pedestrian linkages and a network of safe and accessible bikeways and by encouraging alternatives, including reduced emissions vehicles, such as electric and neighborhood electric vehicles (NEVs).

MC 3.4
Pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

MC 3.5
Encourage improvements to transit and public facilities that promote alternate power sources such as electricity, solar, alternative fuels or that meet the Super Ultra Low Emissions Vehicle (SULEVs) emission standards.

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MC GOAL 4

A SAFE, COMPREHENSIVE, AND INTEGRATED BIKEWAY NETWORK THAT IS ACCESSIBLE TO ALL, AND ENCOURAGES BICYCLING FOR RECREATION AND TRANSPORTATION AND PROVIDES ACCESS TO TRANSIT AND KEY DESTINATIONS.

MC 4.1
Provide bicycle access for open space areas, commercial and mixed-use boulevards, community centers and neighborhood districts in order to allow easy connections between residential neighborhoods, schools and employment centers, as well as important non-work designations.

MC 4.2
Incorporate bicycle amenities (e.g. bicycle parking stations, lockers, changing rooms and showers) accessible to the public at low or no cost in public facilities, parks, commercial and multi-family residential developments, employment and transit centers, as well as park- and-ride facilities.

MC 4.3
Encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, the transit center, the Dominguez Channel, other open space areas, recreational facilities, and employment centers.

MC 4.4
Support the creation of a bike share program as a means to connect areas that are less served by transit.

MC 4.5
Promote the implementation of dedicated bicycle signals at key intersections as a component of a comprehensive bicycle path and lane network.

MC GOAL 5

PEDESTRIAN-ORIENTED ACCESS AND ROUTES THAT ARE SAFE, EFFICIENT AND ATTRACTIVE FOR A VARIETY OF USES INCLUDING COMMUTER, SCHOOL, RECREATION AND ECONOMIC ACTIVITY.

MC 5.1
Encourage the safe utilization of easements and/ or rights-of-way along flood control channels, public utilities, railroad rights-of-way and streets wherever feasible for the use of bicycles and/or pedestrians.

MC 5.2
Support the installation of sidewalks, where needed, with new roadway construction and significant reconstruction of existing roadways, particularly in areas with recurrent flooding.

MC 5.3
Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments.

MC 5.4
Maintain sidewalks, streets and rights-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians and be ADA accessible through adequate sidewalks, curb cuts, parkway landscaping that provides shade, and street lighting that provides safety during the night.

MC 5.5
Minimize conflicts between cars, buses, big rig trucks, cyclists and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe, enhancing and extending non-vehicular crossing signals at key intersections, as well as by creating well-marked crossings at intersections and select mid-block locations, preferably within Commercial Centers and Neighborhood Districts.

MC 5.6
Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycles or transit.

MC 5.7
Reduce cut-through traffic and "street racing" with traffic calming measures such as roundabouts.

MC 5.8
Encourage the improvement of unimproved "paper streets" to pedestrian streets where practical.

MC 5.9
Support efforts to provide a pedestrian bridge at 184th Street over the Dominguez Channel and the extension of 184th Street west of the Dominguez Channel.

MC 5.10
Encourage street improvements to serve as opportunities for capturing, filtering and infiltrating stormwater, creating visual , and physical connections to the Dominguez Channel.

MC 5.11
Promote pedestrian-oriented ground floors on Gardena Boulevard for remodels, tenant improvements, and re-use efforts that remain consistent with existing shopfront features such as horizontal and vertical articulation around windows and shop front entrances that reflect this historic pattern.

MC 5.12
Discourage new driveways along pedestrian-oriented streets when access to a site can be reasonably accommodated from an alley or cross-access easement.

MC 5.13
Pursue opportunities to integrate underutilized alleys into the pedestrian network of Harbor Gateway by orienting active frontages and courtyards along alleyways, where practical, and providing passageways that establish safe pedestrian connections to parallel streets.

MC GOAL 6

A COMMUNITY WHERE GOODS AND SERVICES CAN BE DELIVERED TO ITS RESIDENTS AND BUSINESSES SAFELY AND EFFICIENTLY, WHILE MAINTAINING THE COMMUNITY'S CHARACTER AND QUALITY OF LIFE.

MC 6.1
Site regional distribution centers and other industrial uses proximate to the freeway system and regional truck routes, maintaining an adequate buffer between such uses and residential neighborhoods.

MC 6.2
Provide appropriately designed and maintained roadways along designated truck routes to safely accommodate truck travel.

MC 6.3
Ensure that all commercial and industrial development has adequate off-street accommodations for temporary or prolonged loading and unloading of commercial vehicles, while maintaining and enforcing idling restrictions in both industrial and residential areas.

MC 6.4
Prevent the intrusion of freight trucks into residential neighborhoods by employing design measures (e.g., diverters) at heavily impacted locations, as well as proactive enforcement. (see also MC 7.7)

MC 6.5
Support mitigation measures environmental protection measures that can be implemented to reduce air quality impacts from adjacent freeways, and truck routes.

MC GOAL 7

ENCOURAGE NEW CONSTRUCTION AND INSTALLATION OF ZERO EMISSION VEHICLE (ZEVS) INFRASTRUCTURE FOR FREIGHT TRUCKS WITHIN INDUSTRIAL AREAS TO SUPPORT THE REDUCTION OF GREENHOUSE GAS EMISSIONS AND IMPROVE AIR QUALITY.

MC 7.1
A parking supply that is efficient, serves economic development and facilitates all modes of transportation.

MC 7.2
Reduce or consolidate parking, where appropriate to eliminate the number of ingress and egress points onto arterials.

MC 7.3
Support parking management through Transportation Demand Management (TDM) strategies in areas of high demand to facilitate within a group of shared facilities.

MC 7.4
Support the development of City-owned or other parking structures with sustainable design (i.e. solar panels and LID features), where appropriate, that are accessible to all and discourage surface parking lots.

MC 7.5
Encourage alternative parking proximate to transit centers, such as underutilized commercial parking lots (e.g., church parking lots).

MC 7.6
Auto-related uses should accommodate all vehicle parking on-site to prevent spill-over impacts on adjacent residential areas.

MC 7.7
Support the enforcement of parking restrictions on large commercial vehicles along commercial and neighborhood streets.

MC 7.8
Encourage new construction projects to include charging stations to accommodate zero emissions vehicles (ZEVs) and/or plug-in electric hybrids in all new public and private development.

MC 7.9
Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels.

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Chapter 5

PUBLIC REALM & OPEN SPACE

The public realm is a vital part of a livable, sustainable community. It provides opportunities for passive and active recreation, social and cultural events, important gathering places for the community, health benefits and a higher quality of life. Although new opportunities for traditional parkland and open space are rare, there are ample opportunities for the provision of shared public spaces, such as plazas, greenways, community gardens, joint-uses and enhanced pedestrian paths. One of the most important components of the public realm is the street, which not only facilitates the movement of vehicles, cyclists, and pedestrians, but also supports residents' daily social lives. Streets can be used to host special community events, such as the Japanese festival that takes place annually on a segment of 186th Street.

Through the community outreach process the need for additional open space was identified in the Harbor Gateway Community Plan Area. The Plan Area is home to two recreation centers, Rosecrans Recreation Center and Normandale Recreation Center. Both parks feature playgrounds, picnic areas, fitness areas, senior facilities and indoor recreation spaces. There is a skatepark located at the Normandale Recreation Center. The most recent addition of open space in the Plan Area is the Denker and Torrance Pocket Park. Additionally, the Plan Area is home to a small remnant of the Dominguez Wetlands located near the east side of the intersection of Vermont Avenue and Artesia Boulevard. The historic Dominguez Wetlands serves as an important ecological area that provides essential habitat for flora and fauna such as Arroyo Willows, Pacific tree frogs, and a multitude of bird species. Another prominent open space amenity in Harbor Gateway is the Dominguez Channel with its adjacent bike path. The 1.4 mile Class-1 bike path allows cyclists and pedestrians

to travel unobstructed between Gardena (near Main Street) and Harbor Gateway (near Artesia Boulevard). In addition, the Roosevelt Memorial Park Cemetery is a designated open space area that is privately owned.

The Community Plan provides policies that seek to improve and expand the public realm in order to support an accessible, pedestrian friendly, high quality and distinctive built environment contributing to the vibrancy and resiliency of Harbor Gateway. The Plan promotes a system of safe, well maintained and connected parks, open space, and recreational facilities and identifies opportunities through design and landscaping to expand the amount of high-quality public spaces. It also supports efforts to identify areas for potential open space that have not traditionally been considered as resources, such as vacated railroad lines, drainage channels, vacant lots, pedestrian-oriented streets and alleyways. By broadening the application of public realm and open space strategies to include major streets, privately-owned property in the Regional Center, and the Dominguez Channel; the Plan envisions a diverse and integrated network of pedestrian pathways, bike paths, paseos, viewing decks, public plazas, green spaces, and landscaped streets that foster social life and support community identity.

GOALS AND POLICIES

PO GOAL 1

A COMMUNITY WITH ADEQUATE OPEN SPACE, RECREATIONAL AND PARK FACILITIES THAT SERVE EVERY NEIGHBORHOOD IN HARBOR GATEWAY

PO 1.1
Develop new community, neighborhood and pocket parks to increase parks and open space that are equitably distributed throughout Harbor Gateway, engaging the community and surrounding residents.

PO 1.2
Prioritize the provisions of new parks, including skateparks and recreation facilities in areas with the greatest needs.

PO 1.3
Pursue opportunities to establish new public parks, cooling centers, and resilience hubs through partnerships involving state and local agencies, and community-based organizations.

PO 1.4
Pursue opportunities to establish open space accessible to the public within new private development projects adjacent to the Dominguez Channel through design and landscaping and in other areas of the Regional Center.

PO 1.5
Advance opportunities to repurpose vacant or underutilized lots, including decommissioned railroad rights-of-way and properly plugged oil well sites for parks and open space and ensure that each site is properly cleaned up.

PO 1.6
Identify opportunities to increase recreational areas through the use of existing public lands, such as flood control channels, utility easements, Department of Water and Power properties, decommissioned

railroad rights-of-way, discontinued streets, and select alleyways to accommodate greenways, pedestrian paths and bicycle trails.

PO 1.7
Encourage the retention of passive and visual open space which provides a balance to the urban development of the Community Plan Area.

PO 1.8
Foster a high-quality recreational experience at all parks and recreation facilities through quality design, landscaping, and maintenance and the provision of public amenities such as shade structures, drinking fountains, and restrooms that are maintained in good condition.

PO 1.9
Encourage parks to incorporate active and passive recreational features, including landscaped circuit paths for walking and exercise, play areas for children, open fields for sports, dedicated skateboarding areas, shaded tree groves for relaxation, picnic areas for gathering and cultural programming, such as festivities and events.

PO 1.10
Support funding for recreational programming and ensure the accessibility, security, and safety of parks by their users, particularly families with children and senior citizens.

PO 1.11
Ensure that parks, bike paths, and pedestrian trials are adequately illuminated and secured for safe use in the evenings.

PO 1.12
Ensure that small neighborhood parks are designed to prevent potential negative impacts on adjacent residents and provide high visibility to prevent nuisance activities and support healthy recreation, community gatherings and festivities.

PO 1.13
Pursue joint-use agreements to share facilities with schools, especially in neighborhoods that suffer a disproportionate lack of park space and recreational facilities.

PO 1.14
Promote an integrated system of bicycle trails in Harbor Gateway that connects park and open space facilities with the local and regional system.

PO 1.15
Support improved access and connectivity to the Roosevelt Memorial Park Cemetery as part of the community's open space network where the public can visit and appreciate a peaceful park-like setting and support the enhancement of the cemetery with walking paths.

PO 1.16
Support the expansion of existing recreational facilities and the acquisition of new sites that are planned and designed to minimize the displacement of housing and the relocation of residents.

PO 1.17
Encourage the design of cul-de-sacs, street ends, vacated streets and remnant street widths to provide pocket parks which can serve as gateways to the Dominguez Channel to reinforce efforts to establish open space accessible to the public.

PO 1.18
Strengthen the physical connections between the transit center and the heart of the Regional Center along 190th Street between Vermont Avenue and Normandie Avenue by incorporating design features such as, street trees, landscaping, lighting, paving, wayfinding signage and gateway signage.

PO GOAL 2

DIVERSE PUBLIC SPACES AND IMPROVED STREETSCAPES PROVIDE SAFE AND PLEASANT PLACES FOR THE COMMUNITY TO GATHER AND SOCIALIZE.

PO 2.1
Enhance the pedestrian experience along corridors by installing sidewalks, expanding sidewalk space and incorporating seating, lighting, greenstreets program

improvements, landscaping, wayfinding, and other desirable features that create walkable, pleasant environments.

PO 2.2
Provide more opportunities for accessible public spaces along streets in the form of plazas and paseos that are designed to encourage social activity, especially along Rosecrans, Boulevard, Gardena Boulevard, Carson Boulevard, and Sepulveda Boulevard.

PO 2.3
Encourage new large-scale development to provide public, open space that includes community input to inform the design of amenities, including shaded areas, and a seamless transition into the public realm.

PO 2.4
Design plazas and other open spaces as communal gathering places that provide opportunities for markets, music, art and community events as well as a range of active and passive activities for users of all ages.

PO 2.5
Facilitate the integration of public art projects and cultural programming into public spaces to reinforce community history and cultural identity.

PO 2.6
Enhance tree planting and sustainable landscaping in parkways, medians, and neighborhood gateways as a placemaking strategy.

PO GOAL 3

UNIQUE WILDLIFE HABITATS AND ECOLOGICALLY IMPORTANT AREAS WITHIN PARKS AND RECREATION AREAS THAT ARE PRESERVE

PO 3.1
Identify and preserve wildlife habitats and ecologically improved areas in a natural state, consistent with the public need, health and safety.

PO 3.2
Promote urban trails and paths that maximize water recapture and include watershed-friendly landscaping to encourage biodiversity through design features, such as pervious paving and the use of California native, drought-tolerant plants.

PO 3.3
Protect and preserve the habitat of threatened and/or endangered species of animals and plants that reside in the Dominguez Channel and in the marshland that is near the Gardena Willows Wetland Preserve.

PO 3.4
Promote open spaces to maximize water recapture, promote biodiversity, reuse and recycling, as well as to facilitate natural collection, filtration and treatment of stormwater to reduce stormwater runoff, recharge aquifers, remove pollutants and reinforce the Dominguez Channel district as a resilient riparian corridor.

PO GOAL 4

A COMMUNITY WITH AN AMPLE URBAN FOREST THAT IMPROVES THE ENVIRONMENT, ENHANCES AESTHETICS AND CREATES A SUSTAINABLE MICROCLIMATE.

PO 4.1
Facilitate the planting and maintenance of appropriate street trees, which provide shade and scale to residential and commercial streets in all neighborhoods.

PO 4.2
Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City's infrastructure and green urban forestry goals.

PO 4.3
Identify protecting and developing tree cover that improves air quality and groundwater filtration as a priority, and encourage setting a target for street tree canopy cover in new developments and/or in areas identified as tree-deficient.

PO 4.4
Increase planting of thick canopy trees and dense vegetation near and along freeways and other sources of air pollution using species proven to filter particulate matter pollution.

PO 4.5
Preserve and frequently maintain open space in the spaces provided by the Vermont Avenue median between 120th Street and Redondo Beach Boulevard, the Athens Boulevard median, and the Laconia Boulevard median.

PO 4.6
Ensure new open spaces and amenities provide publicly-accessible shade in a manner that persons of all abilities can be comfortable resting and relaxing.

PO GOAL 5

AMPLE OPPORTUNITIES EXIST FOR URBAN FARMING AND COMMUNITY GARDENS THAT PROVIDE FRESH FOOD.

PO 5.1
Identify and inventory potential garden/urban farm sites within existing parks, vacant lots, public easements, rights-of-way and schoolyards in appropriate locations.

PO 5.2
Encourage new building construction to incorporate green roofs, when practical, and promote conversions of existing roof space to green roofs in order to maximize opportunities for gardening and reduce heat island effect.

PO 5.3
Encourage and allow the use of residential parkways, or other appropriate underutilized public rights-of-way in residential neighborhoods, to be used for the cultivation of community gardens.

PO 5.4
Encourage the use of residential front yards as well-maintained gardens for growing fruits and vegetables.



DOMINGUEZ WATERSHED INCLUDING THE CHANNEL AND BIKE PATH

Harbor Gateway is home to a portion of the Dominguez Watershed. The portion of the watershed in the Plan Area includes a small remnant of the Dominguez Wetlands located near the east side of the intersection of Vermont Avenue and Artesia Boulevard and the Dominguez Channel and Bike Path.

The Dominguez Channel was fully channelized to provide flood protection for much of the South Bay Area. The area of the watershed in Harbor Gateway was channelized in the 1900s. The Channel captures runoff from over 43,000 acres and drains into the Port of Los Angeles.

The Dominguez Channel along with the adjacent bike path are valuable open space amenities for the Plan Area. The 1.4 mile Class-1 bike path allows cyclists and pedestrians to travel unobstructed between Gardena (near Main Street) and Harbor Gateway (near Artesia Boulevard).

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Chapter 6

IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for the future of the communities of Harbor Gateway. The goals and policies presented by the Plan express this vision and guide its implementation, which occurs through both private developments and public investments. The Community Plan generally identifies policies that are limited to the authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe the actions of other agencies such as the City's school districts.

The Community Plan is implemented through a variety of tools and methods, which include: zoning and other City ordinances; and Community Plan programs. The zoning ordinances adopted along with the Community Plan represent implementation tools that go into effect upon adoption of the Plan and can be implemented directly by the City. Community Plan Programs are programs that identify strategic actions that the City and other public agencies can take to implement the Plan. Implementation of programs tends to rely on coordination among City Departments and between the City and external agencies, often requires approval and allocation of funding by the City Council and other decision-makers, and are expected to occur over the life of the Plan. This chapter discusses how the Community Plan policies and programs are implemented in land use decision-making. In particular, this chapter details existing and aspirational future programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

THE IMPLEMENTATION PROCESS

The goals and policies in the Harbor Gateway Community Plan are implemented through a variety of actions, including regulation and development review; financing and budgeting; and interdepartmental and interagency coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's authority to protect the public health, safety, and welfare of its citizens. Some zoning ordinances may also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Other programs are implemented at the time of Community Plan adoption, such as zone changes to regulations, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays. Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making.

Among others, the Plan is implemented in the following ways: goals and policies used are used as guidance for discretionary decisions requiring land use consistency findings; zoning of land to apply the desired land use regulations to property throughout Harbor Gateway; and adoption of development incentives that are intended to generate affordable housing and other public benefits in exchange for greater development rights. The following section provides a description of each of the Community Plan's implementation features, followed by a brief explanation of the process for amending the Community Plan.

GOALS AND POLICIES

The Community Plan's goals and policies play an important role in shaping decisions around land use and public infrastructure.

The Community Plan can be used by the public, staff, and ultimately decision makers to guide and inform the land use decision-making process. City actions on discretionary projects involving land use may require a finding that the action is consistent or in conformance with the General Plan. Department of City Planning staff and City Planning Department decision-makers, such as the Director of Planning, Area and City Planning Commissions, and zoning administrators, among others, refer to and cite policies from the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions. The goals and policies of the Community Plan are particularly important when development projects are proposed that are beyond the scope of the underlying zoning regulations, requiring variances or zone changes.

GENERAL PLAN LAND USE DESIGNATIONS

Regulating the use and development of land is an important means by which the City exercises its authority to protect the public health, safety, and welfare of its citizens, and implements the Community Plan. Land

Use Designations are designated on the General Plan Land Use Map and establish the permitted range of intensities, uses, and densities, where applicable in the Community Plan Area. Each General Plan Land Use Designation corresponds to a set of form and use districts in the City's Zoning Ordinances. The Land Use Designations are implemented through these form and use districts applied at the parcel level.

ZONING REGULATIONS

The Community Plan's primary implementation tool is the comprehensive package of zoning regulations that govern how land can be used and developed throughout Harbor Gateway. The zone assigned to each property prescribes the physical parameters new structures must adhere to, the types of uses that can occur, and the intensity at which each use can occur. The zones and supporting development standards adopted as part of the Community Plan are effectuated as ordinances in Los Angeles Municipal Code, or as specific plans, overlay districts adopted under LAMC procedures. The parameters of each zone assigned in Harbor Gateway have been strategically devised to ensure that they shape development in a manner that is compatible with the vision established by the Community Plan. The Plan's zoning regulations are implemented incrementally as each proposed building project and land use change within Harbor Gateway is evaluated by the City for approval. The City applies zoning regulations as one of the primary metrics for evaluating whether a project or proposal is appropriate for a particular location. Projects that do not require discretionary review under any zoning ordinance are ministerial if they comply with all zoning regulations. In most cases non-discretionary or "by-right" projects are reviewed solely by the Los Angeles Department of Building and Safety, where the majority of the development regulations enacted by the Community Plan are enforced. Generally, projects that surpass a specified size or scope require discretionary review under Project Review and will require adoption of the discretionary findings by the designated decision maker to ensure that the project is in conformance with the General and Community Plans and compatible with adjacent properties.

COMMUNITY BENEFITS SYSTEM

This Plan establishes allowable development ranges through base and maximum Floor Area Ratios (FAR) assigned to each zone, and base and maximum heights assigned to some zones. Maximum FAR and height may be achieved through participation in the various incentive systems described in Article 12 of the LAMC. Development exceeding base development rights may be permitted in accordance with these systems to meet the primary objectives of this Plan by producing a range of public benefits including affordable housing, publicly accessible open space, community facilities, and historic preservation.

COMMUNITY PLAN AMENDMENTS

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well-defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus, any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Amendments to the General Plan are subject to an established public review process.

IMPLEMENTATION PROGRAMS

Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While many Community Plan policies are implemented through land use regulations and incentives enforced by the City based on its mandate to protect the health, safety and welfare of its inhabitants, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making. This section provides a series of tables describing the future programs.

SOURCES OF FUNDING

It is important to note that program implementation is contingent, among other policy and resource considerations, on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. The programs should be reviewed periodically and prioritized, where and when necessary, to reflect funding limitations.

READER'S GUIDE TO THE FUTURE IMPLEMENTATION ACTIONS' TABLE

The table provided in this section organizes programs into two broad categories: established programs and proposed programs. Established Programs refer to existing resources that are currently in effect at the time of the adoption process, and may already be playing an important role in addressing one or more of the Plan's objectives. The list identifies opportunities to expand or continue established programs in the Community Plan Area. Proposed Programs refer to future programs that are included as an advisory resource directed at public agencies responsible for devising improvements or prioritizing projects within Harbor Gateway. Proposed Programs described in the table are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Community Plan.

The table identifies each program with a distinct reference number (i.e., P1), followed by a description of the intent and scope of the program, and a reference to the Community Plan policies that the program is expected to implement. Lastly, the table identifies the agency primarily responsible for implementing the program, as well as any agencies necessary for supporting in the program's implementation.

ACRONYMS FOR AGENCIES

BSL - Bureau of Street Lighting

BOE - Bureau of Engineering

BOS - Bureau of Sanitation

BSS - Bureau of Street Services

CalEPA - California Environmental Protection Agency

CalGEM - California Geologic Energy Management Division

CalHFA - California Housing Finance Agency

CalTrans - California Department of Transportation

CAO - City Administrative Officer

CARB - California Air Resources Board

CD - Council District

CDD - Community Development Department

CoDRP - County Department of Recreation and Parks

DCP - Department of City Planning

DOD - Department on Disability

DPW - Department of Public Works

DPSS - Department of Public Social Services

DTSC - Department of Toxic Substance Control

EMD - Emergency Management Department

EWDD - Employment and Workforce

LAHD - Los Angeles Housing Department

LA-DLA - Los Angeles Designated Local Authority

LADBS - Los Angeles Department of Building and Safety

LADOA - Los Angeles Department of Aging

LADOT - Los Angeles Department of Transportation

LADWP - Los Angeles Department of Water and Power

LAFCD - Los Angeles County Flood Control District

LAFD - Los Angeles Fire Department

LAFPC - Los Angeles Food Policy Council

LAHD - Los Angeles Housing Department

LAPD - Los Angeles Police Department

LAPL - Los Angeles Public Library Development Department

LAUSD - Los Angeles Unified School District

METRO - Metropolitan Transit Authority

NC - Neighborhood Council

OHR - Office of Historic Resources

OPA - Office of Petroleum Administrator

POLA - Port of Los Angeles (Harbor Department)

RAP - Recreation and Parks

SAN - Bureau of Sanitation

SCAG - Southern California Association of Governments

SCAQMD - South Coast Air Quality Management District

USACE - United States Army Corps of Engineers

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FUTURE IMPLEMENTATION ACTIONS

ESTABLISHED PROGRAMS

*(see explanation on p. 47)

Program Number	Description	Policy Reference	Coordinating Agency
Land Use and Urban Form			
P1.	**Affordable Unit Inventory-Measure JJJ**: The Los Angeles Housing Department (LAHD) will monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households during the effective term of Measure JJJ..	LU4.1, LU4.2	LAHD
P2.	**Neighborhood Services**: The new Zoning Code establishes new zones that allow for the establishment or continued maintenance of limited embedded neighborhood services, such as corner stores, that are compatible with adjacent properties.	LU3.5, LU7.5	DCP
P3.	**Survey LA Planning District**: The Los Angeles Historic Resources Survey (SurveyLA) identified numerous potential historic resources throughout Harbor Gateway including the Chackfield-Merit Tract, Gardena Boulevard commercial planning district, and numerous home in the Athens on the Hill neighborhood and Orchard Avenue. The Plan applies the Conservation District to the Athens on the Hill neighborhood and the Chacksfield-Merit Tract and encourages further study and possible historic designation of these and other resources in order to conserve and enhance the neighborhood character and unique buildings.	LU6.1	DCP
P4.	**Tenant Protection Programs**: The Los Angeles Housing Department manages housing units subject to the Rent Stabilization Ordinance, the Tenant Habitability Program and provides eviction and relocation assistance. LAHD will continue to develop greater tenant protections consistent with the City's Housing Element.	LU4.1, LU4.3	LAHD

Program Number	Description	Policy Reference	Coordinating Agency
Environmental Justice			
P5.	**Brownfields Identification**: The Los Angeles Department of Sanitation (LASAN) has partnered with the Department of City Planning in an effort to complete an environmental remediation needs assessment for targeted areas in Harbor Gateway that are proposed to transition from industrial to other specified land use designations. The assessment will provide Phase I environmental analysis for properties within the study area and identify the potential need for further environmental analysis and remediation.	EJ6.2, EJ6.3, EJ6.5	LASAN, DCP
P6.	**Clean Up Green Up Implementation**: The CUGU ordinance established standards and regulations to reduce cumulative health impacts resulting from incompatible land uses. It also established an ombudsperson position within LASAN to help local businesses access financial and technical support to improve their operations; assist small businesses navigate the permitting processes and comply with regulatory standards, and respond to community complaints about nuisance businesses.	LU13.6	LASAN, DCP
P7.	**LA's Green New Deal-Sustainable City pLAn**: Consistent with the City's Green New Deal, the Community Plan supports the pLAn's vision, goals and initiatives aimed at improving the environment, economy and health of communities, as well as by focusing development opportunities for affordable housing near transportation nodes.	LU9.3, LU19.2, EJ3.2	Mayor's Office, DCP
P8.	**Low Impact and Healthy Development**: The City's Low Impact Development (LID) ordinance is a stormwater management strategy that seeks to mitigate the impacts of increases in runoff and stormwater pollution. LID comprises a set of site design approaches and Best Management Practices (BMPs). The LID Handbook is a resource developed to assist developers in complying with LID requirements. In addition, the City's Healthy Buildings, Healthy Places program will provide site and landscaping standards that focus on making buildings safer and more comfortable places to live, work and recreate.	EJ3.4, EJ3.6	LADBS

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Program Number	Description	Policy Reference	Coordinating Agency
Mobility and Connectivity			
P9.	**Metro's Reduced Fare Programs**: The Low-Income Fare is Easy (LIFE) Program and other reduced fare programs offered by Metro provide fare discounts that can be applied toward the purchase of weekly and monthly transit passes on Metro and any LIFE participating transit agencies. Eligible participants include low-income riders, students, seniors and persons with disabilities.	MC2.4, MC3.2	METRO
P10.	**Freight Truck Network**: Ensure that the Countywide Strategic Truck Arterial Network (CSTAN) is adhered to by truck drivers through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.	LU15.1, MC6.4, MC7.7	METRO, LADOT, Caltrans, LAPD
P11.	**Safe Routes to School**: Prioritize additional Safe Routes to School interventions around schools located near the High Injury Network in Harbor Gateway.	MC5.6	LADOT, LAUSD, Caltrans, METRO
Public Realm and Open Space			
P12.	**People Street Pedestrian Plazas and Parklets**: Encourage partnerships between LADOT and community groups or businesses in Harbor Gateway to apply for Plaza or Parklet projects that enhance economic activity and social life and strengthen community identity.	LU18.4, PO2.2, PO2.4	LADOT

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FUTURE IMPLEMENTATION ACTIONS

PROPOSED PROGRAMS

*(see explanation on p. 47)

Program Number	Description	Policy Reference	Coordinating Agency
Land Use and Urban Form			
P13.	**Anti-Displacement Programs**: Coordinate with LAHD to develop anti-displacement strategies that further Citywide Housing Priorities through implementation of programs such as, local tenant/community opportunity to purchase (TOPA/COPA). Explore funding sources, including grants and loans, to assist tenant and community based organizations purchase multi-family buildings.	LU4.1, LU4.2, LU4.3	LAHD
P14.	**Business Incubators and Worker Cooperatives**: Provide incentives and identify potential funding sources for the development of community-based commissary kitchens and business incubators to help emerging small businesses, startups and individuals to develop and grow their business. Coordinate with agencies such as the EWDD and Mayor's Office of Sustainability to identify a role for worker cooperatives in an equitable and sustainable Los Angeles economy.	LU12.3, LU12.4, LU12.7	EWDD, Mayor's Office
P15.	**Business Outreach/Mentorship Programs**: Develop partnerships to create business outreach programs targeting local schools, local businesses, labor organizations and Harbor College for student participation in business apprenticeship and internship programs, as well as work with the LAUSD's Mentorship Programs.	LU13.1, LU13.4	EWDD, LAUSD
P16.	**Dominguez Channel Access and Connections**: Partner with LA County Flood Control District and the Unites States Army Corps of Engineers to revitalize and enhance the Dominguez Channel; and to enhance the pedestrian experience and business activity along the corridor, and foster connections to the regional center.	LU7.8, LU11.6, LU.11.7, MC4.3	LAFCD, USACE, DCP

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Program Number	Description	Policy Reference	Coordinating Agency
P17.	**Economic Development/Revitalization**: Partner with the City Council, Mayor's Office, EWDD and other relevant agencies to collectively offer a package of incentives (such as tax incentives) that focus investment and compliment the land use incentives for targeted commercial centers in Harbor Gateway in order to comprehensively attract desired uses and foster economic revitalization in the Community Plan Area.	LU7.2, LU7.3, LU12.4, LU13.3, LU13.6	EWDD, CDD, CD15
P18.	**Entertainment and Sit-Down Restaurant Attraction**: Coordinate with agencies such as the EWDD, CDD and Council Offices toward providing incentives that attract sit-down restaurants and other desired amenities to the CPA's commercial districts.	LU7.1, LU7.2, LU7.3, LU7.5, LU7.6, LU7.8.	EWDD, CDD, CD15
P19.	**Housing for Multigenerational Families and Households**: Coordinate with the City of Los Angeles Housing Department to create strategies for the provision of family size units (2–3 bedrooms) in new development to meet the needs of the community.	LU1.6, LU1.7, LU1.8	LAHD
P20.	**No Net Loss Program**: Explore the creation of a no net loss program to minimize the displacement of residents and ensure that there is no loss of affordable rental housing, covenanted or not, including affordable rent-stabilized units. This can be achieved through the preservation of existing affordable housing, covenanted or not, or the production of new affordable housing.	LU4.1, LU4.2, LU4.3	LAHD, CD15, City Attorney
P21.	**Revocation Process**: Continue application of the revocation process, pursue improved procedures for timely review and processing of cases, improve enforcement of nuisance sites and shut down chronic problem businesses.	LU3.1, EJ5.3	DCP
P22.	**Right of Return**: Explore the creation of a Citywide first right of refusal program to ensure that tenants of any residential unit subject to the Rent Stabilization Ordinance (RSO) or an On-Site Restricted Affordable Unit that is demolished or vacated for purposes of a proposed development project shall be granted First Right to Return for the replacement housing units.	LU4.3	LAHD
P23.	**Small Business Assistance Programs**: Continue to promote agency programs that assist small business owners and local entrepreneurs, such as low-interest loan programs, management assistance, business retention programs, and the establishment of incubation centers.	LU7.6, LU6.7, LU7.7, LU12.2, LU12.4	CAO, EWDD

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Program Number	Description	Policy Reference	Coordinating Agency
P24.	**Supportive Housing**: Support partnerships and continuous coordination with Los Angeles Homeless Services Authority (LAHSA), LA County Public Health and other social services programs to assess and evaluate how the city and county are tracking progress to alleviate homelessness and housing insecurity.	LU1.12, LU1.13, LU1.14	LAHSA
P25.	**SurveyLA Eligible Historic Resources**: Support local efforts to protect and restore historic resources, including efforts to establish Historic Preservation Overlay Zones (HPOZs) or other conservation district overlays for eligible areas of Harbor Gateway identified in the findings of the Los Angeles Historic Resources Survey	LU52, LU5.4, LU5.5	OHR
P26.	**Use of Vacant Lots**: Study the feasibility of an annual tax on the rental value of vacant residential and commercial land to encourage property owners to develop vacant lots with infill projects, community gardens, plazas or parks.	PO1.4, PO5.1	CAO, Mayor's Office
Environmental Justice			
P27.	**Brownfields Remediation**: Encourage the remediation and redevelopment of existing brownfields throughout the Community Plan Area through the City of Los Angeles' Brownfields Program and identify additional funding sources for site remediation activities such as the remediation programs under the RCRA (Resources Conservation and Recovery Act), the CERCLA/Superfund and nonprofit groups.	EJ6.1, EJ6.2, EJ6.3, EJ6.4, EJ6.5	LAPW, BOS
P28.	**Code Enforcement**: Identify funding sources for increased code enforcement activities in order to address code violations that create unsightly and unsafe conditions and impact the quality of life.	LU1.11, EJ7.4, EJ8.4, MC6.3, MC6.4, MC7.6	LADBS
P29.	**Cultural Historic Context**: As funding becomes available, support the Office of Historic Resources efforts to expand and continue to holistically broaden the multicultural approach to equitably encompass the diversity and richness of the experience of all groups in Los Angeles. Work with local communities and cultural institutions through robust community engagement programs and local partnerships to gather meaningful input and draw upon community-based knowledge in order to more fully recognize and understand the local experiences.	LU5.2, LU5.4, EJ1.3, EJ1.5	OHR

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Program Number	Description	Policy Reference	Coordinating Agency
P30.	**Emergency Preparedness**: Establish coordination between EMD, FIRE, LADOT, and LAPD regarding emergency preparedness, community awareness workshops and drills to supplement the City's RYLAN Program. The City's Ready Your LA Neighborhood (RYLAN) program was developed to help families and neighborhoods prepare for disasters. RYLAN provides the steps to take immediately after a disaster to help keep neighborhoods safe.	EJ11.6	EMD
P31.	**Incentives for Emissions-Reducing Uses**: Develop a set of incentives for projects that result in the reduction of emissions and air pollution, such as charging stations for Electric Freight Trucks.	EJ 3.2, EJ 4.2, EJ 7.3, MC 6.6	DCP, Mayor's Office
P32.	**Language Access Plan**: Pursuant to Executive Directive No. 32 (Dec. 2021), the City is in the process of preparing a language access plan, known as the Inaugural Plan, to set the foundation for a citywide language access program and serve as a model for City Departments. In advance of this plan, the City Planning Department has developed an internal language access guide for planning staff to ensure the public has equitable access to planning processes and information and will continue to evaluate language access needs across all communities.	EJ1.1	DCP
P33.	**Multicultural History Training**: Support funding for staff training that provides regular orientation on the multicultural history of all ethnic and racial groups in Los Angeles to City employees by working with the Office of Racial Justice, Equity, and Transformative Planning.	LU18.2, LU18.4, EJ1.3, EJ1.5	OHR
P34.	**Non-Conforming Industrial Uses**: Work with Council District 15 to create a relocation program and secure funding to assist non-conforming industrial businesses located within residential neighborhoods to relocate by facilitating the sale of the non-conforming property and the purchase of a site in an industrially zoned area. The program should include the remediation of the non-conforming property so that it can be redeveloped as an appropriate neighborhood use.	EJ5.1, EJ5.2, EJ5.5, EJ5.6	CD15, POLA

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Program Number	Description	Policy Reference	Coordinating Agency
P35.	**Oil District Amendments**: Consistent with state and federal law, explore the ability to amend the Oil Drilling District to include provisions that adequately regulate, limit and/or prohibit existing operators from using new extraction methods that utilize hazardous materials/chemicals to prevent the potential impact to human health and the environment (in addition to noise, water quality and geologic impacts) and to further address community concerns.	EJ11.3, EJ11.4, EJ11.5	OPA, DCP
P36.	**Phase-Out Plan for Oil Operations**: Ensure coordination between the City, petroleum operators, CalGEM and other applicable local government agencies to develop a program for the phase-out of oil and gas extraction and related operations and the scheduled abandonment of oil wells, in particular those located within residential neighborhoods.	EJ10.1, EJ10.2, EJ10.3	OPA, DCP, CalGem
P37.	**Service Planning Area 8**: Develop partnerships to ensure coordination with the Los Angeles County Department of Public Health's efforts to promote health and well-being through targeted population-based interventions and service operations that improve health and quality of life, and reduce health disparities for Service Planning Area 8, which serves the Harbor Gateway.	EJ2.2	LADPH
P38.	**Tribal Resources and Liaisons**: Crosstrain and collaborate with the County of Los Angeles Regional Planning Department to share tribal resources that help to build respectful relationships with Tribes. Request funding for staff training that can lead to the establishment of Tribal liaisons.	EJ1.3, EJ1.4, EJ1.5	DCP
P39.	**Trucking Industry Resource Guide**: Coordinate with POLA to explore the creation of a local resource guide that new and existing warehouse and industrial business operators can provide to truck drivers to limit truck intrusion into off-route areas. The resource guide can include information on the closest fueling and charging stations, truck repair facilities, as well as food and lodging.	EJ7.4, MC6.4	POLA
P40.	**Mapping**: Continue to collaborate with Cal-EPA and DTSC to update existing Zoning Information Files (ZI) for brownfields and superfund related ZI's with approatire state codes and contact information.	EJ 5.2, EJ 5.9	DCP, DTSC

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Program Number	Description	Policy Reference	Coordinating Agency
P41.	**Abandoned Oil Well Clean-up/ Transition**: Encourage abandoned oil well site clean-up to transition into a community serving uses such as community gardens, plazas or parks.	EJ 7.2	DCP, CD 15
Mobility and Connectivity			
P42.	**Alternative Fuel Vehicles**: Encourage tax incentives or other financial incentives to developers to provide priority parking spaces and connections for alternative fuel vehicles (i.e. Low Emissions and Electric Vehicles) as a means of improving both air quality and economic development.	MC3.3; MC3.5	Mayor's Office
P43.	**Clean and Safe Railroads**: Encourage coordination between public and private entities responsible for the safety and maintenance of the railroad rights-of-way, particularly along Alameda Street in order to improve safety, as well as beautification of the corridor.	MC1.2, PO1.5	LADOT
P44.	**Pedestrian and Transit Amenities**: Support the funding of well-designed amenities such as shelters, transit information kiosks, enhanced street lighting, improved crosswalks and benches as well as sidewalk maintenance and that are ADA accessible or compliant at all bus stops on arterial streets, as funding permits.	MC2.3, MC2.4, MC2.5	METRO, LADOT
P45.	**Safe School Routes**: Establish collaboration and agreement with other agencies to implement Caltrans' "Safe Routes to Schools" programs and ensure that LAUSD is included in the early review of proposed development projects that are near public schools.	MC5.6	LAUSD
P46.	**Traffic Calming**: Implement neighborhood preferential parking where appropriate and protect lower density residential areas from the intrusion of "through traffic" by implementing neighborhood traffic management programs. Include measures to reduce traffic volumes on neighborhood local streets. (Street closures, street gating, and street vacations are not supported.)	LU18.12, MC6.4	LADOT

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Program Number	Description	Policy Reference	Coordinating Agency
P47.	**Truck Traffic Control Measures**: Partner with the Los Angeles Department of Transportation and Council District 15 on a pilot program to install traffic control measures to prevent freight truck intrusion into residential neighborhoods and ensure that trucks utilize appropriate truck routes. In addition, collaborate on the implementation of feasible traffic control measures based on the recommendations of the SCAG Freight Mitigation Study and other transportation studies.	MC6.4	LADOT, DCP, CD15
Public Realm and Open Space			
P48.	**Clean Neighborhoods**: Identify funding sources for additional street clean-up and trash pick-up in order to keep streets, sidewalks, alleys and railroads clean and free of trash and debris.	MC1.2, MC5.4	BSS
P49.	**Great Streets Initiative**: Pursue the designation of Gardena Boulevard as a Great Street in order to implement the program's strategies aimed at energizing public spaces, providing economic revitalization, increasing public safety, enhancing local culture, and supporting great neighborhoods.	LU7.6, LU7.7, LU7.9, MC5.4, MC5.5, PO2.1, PO2.6, PO4.1	Mayor's Office
P50.	**Joint Use of Recreational Facilities**: Establish joint-use agreements with other public and private entities to increase recreational opportunities in Harbor Gateway, including shared use of land owned by public agencies. Co-locate park and recreation facilities with public and private entities in Harbor Gateway.	PO1.13	LAUSD, RAP
P51.	**Neighborhood Green Streets**: Implement a network of Great Streets along Harbor Gateway's neighborhood streets through LASAN's Green Street and Alley Program. Such a network would feature native landscaping, bioswales, water retention features, shade trees, streetscaping, and wayfinding that provides pedestrians with safe and attractive routes linking the community's open spaces, recreational centers, the Dominguez Channel, and the Regional Center.	MC1.1, MC5.1, PO2.1, PO2.6, PO4.1	LADOT, BSS, LASAN,

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Program Number	Description	Policy Reference	Coordinating Agency
P52.	**Streetscape Improvements**: Implement pedestrian friendly streetscape improvements at Harbor Gateway's Regional Center along 190th Street, Vermont Avenue, and Harbor Gateway's commercial corridors along Gardena Boulevard, Rosecrans Boulevard, Carson Street, and Sepulveda Boulevard. Consider improvements such as mid-block pedestrian crossings, curb extensions, seating, landscaping, shade trees, reverse angled parking and pedestrian lighting.	LU7.7, 18.4, LU18.12, MC5.4, MC5.5, PO2.1, PO2.6, PO4.1	LADOT
P53.	**Reclaimed Land for Bikeways/Pedestrian Paths/Green Spaces**: Pursue conversions of former CRA-owned and surplus City-owned property, abandoned rail lines, and other underutilized easements in Harbor Gateway for community uses incorporating bike and pedestrian paths, greenways, community gardens or park space.	MC4.1, MC5.1, PO1.4, PO1.5 PO1.6	RAP, DWP
P54.	**Access to the Dominguez Channel**: Establish entryways and access points to the Dominguez Channel and adjacent bike path by establishing Memorandums of Understandings and Operations and Maintenance Agreements between the LACFD, USACE, City of Los Angeles, and private third parties.	LU7.4, LU7.8, LU9.1, LU 11.6, MC3.3, MC4.1, PO1.4, PO1.10, PO1.17	LACFD, USACE, DCP

LOS ANGELES
CITY PLANNING
Community Planning

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Appendix A:

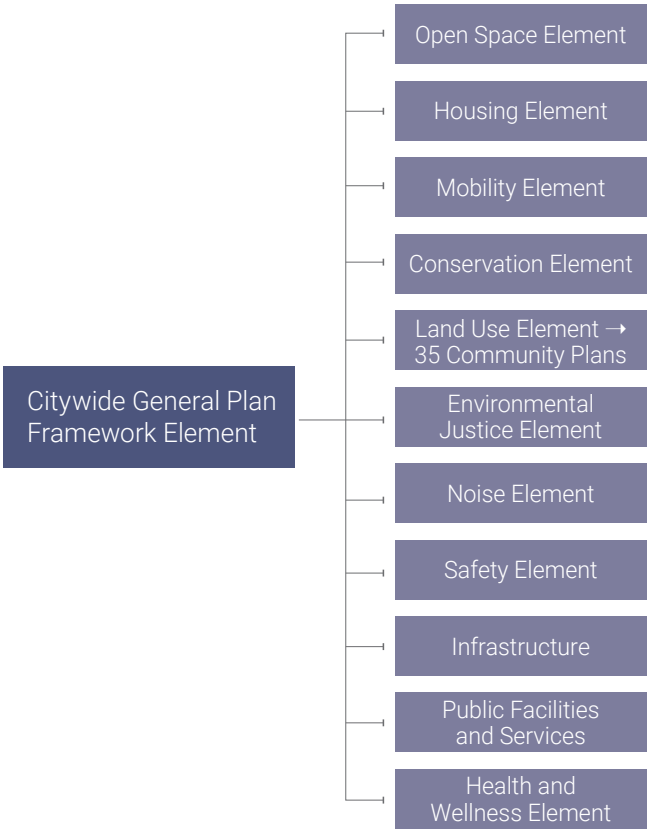
RELATIONSHIP TO OTHER PLANS

RELATIONSHIP TO THE GENERAL PLAN

California state law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and human-caused hazards are guided by the General Plan.

State law requires that the General Plan contain eight elements: land use, transportation, housing, conservation, open space, noise, safety and environmental justice. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-five Community Plans, comprise the City's land use element. In addition, the City has adopted additional non mandated elements in "Framework Element," discussed below.

CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT



The City's General Plan Framework Element is the citywide plan that established the guide for how Los Angeles will grow in the future. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. The Framework Element's key guiding principles, summarized below, are advanced at the community-level through the Community Plans.

The City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they contain residential and mixed use buildings as well.

FRAMEWORK ELEMENT GUIDING PRINCIPLES

Grow strategically. Should the City's population continue to grow, as is forecasted by the Southern California Association of Governments (SCAG), growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of smart, focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile, and minimize the need for new, costly infrastructure.

Conserve existing residential neighborhoods. By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

Balance the distribution of land uses. Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.

Enhance neighborhood character through better development standards. Better development standards are needed to both improve the maintenance and enhancement of existing neighborhood character, and ensure high quality design in new development. These standards are needed for all types of development; residential, commercial, and industrial uses.

Create more small parks, pedestrian districts, and public plazas. While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks as part of new developments, to enhance pedestrian orientation in key commercial areas, and to build well-designed public plazas.

Improve mobility and access. The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes and users of all ages and abilities, including walking, bicycling, public transit, and driving.

Identify a hierarchy of commercial districts and centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

RELATIONSHIP TO MOBILITY PLAN 2035

In 2008, the California State Legislature adopted AB1358, The Complete Streets Act, which requires local jurisdictions to "a plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways, defines to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context."

Mobility Plan 2035 provides the citywide policy foundation for achieving a transportation system that balances the needs of all road users. As a 2015 update to the City's General Plan Circulation Element, Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

The City's transportation system will continue to evolve to fit the context of the time and situation. Today we are faced with environmental constraints, public health issues, regional inequity, and some of the longest, traffic delays in the nation. The way Mobility Plan 2035 addresses these issues through policy initiatives today will set the stage for the way we move in the future.

Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities. Each of the goals and objectives (targets used to help measure the progress of the Mobility Plan 2035) and policies (broad strategies that guide the City's achievement of the Plan's five goals):

- Safety First
- World Class Infrastructure
- Access for All Angelenos
- Collaboration, Communication, and Informed Choices
- Clean Environments & Healthy Communities

These goals represent a confluence of transportation and public health policy that can create opportunities to address the historic inequities in the City that have starkly limited quality of life in low income communities. By placing a citywide emphasis on safety, access, and health, the City can begin to equalize the playing field and first address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.

While the Mobility Plan 2035 provides a citywide approach to enhancing safe, accessible transportation options, the Harbor Gateway Community Plan provides the opportunity for more focused and nuanced transportation discussion at the community level. Localized recommendations that complement the citywide policies and address community-specific transportation conditions are described in Chapter 4 of the Harbor Gateway Community Plan.

RELATIONSHIP TO OTHER AGENCY PLANS

There are a variety of non-City agencies and organizations that function within the Harbor Gateway Community Plan Area. In varying degrees, these agencies through research and advocacy, guide and

influence planning decisions across a wide spectrum of interests affecting land use within the Community Plan Area. In each case, the community plans and use of land by other agencies must be consistent with the Community Plan in which they are located.

This required consistency holds true for capital improvement programs, development entitlements, and other actions pertaining to the City's physical development. Relevant plans in the Harbor Gateway Community Plan are described below.

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro is the state-chartered regional transportation planning and public transportation operating agency for the County of Los Angeles, and is the successor agency to the former Southern California Rapid Transit District. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. The Harbor Gateway Community Plan Area is served by Metro's Silver Line with two stations located on the I-110 Freeway at Rosecrans Avenue and at The Harbor Gateway Transit Center. The Silver Line links Downtown Los Angeles to San Pedro.

Los Angeles Unified School District (LAUSD)

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD). The LAUSD provides public education for over 900,000 students at 557 schools in eight local districts. The LAUSD is subject to the overview of the State of California Legislature and is entirely independent of the City of Los Angeles' governance. Decision-making and budgeting are done by elected governing boards, and site and construction standards are established by the State Department of Education (Section 39000 of the Government Code).

The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, pursuant to State laws, the LAUSD is not required to obtain review of their public school projects from the Department of City Planning prior to obtaining any necessary permits. The LAUSD's estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each LAUSD school to accommodate the projected future population, and the analysis of school-by-school enrollment trends. In 2000, the LAUSD began a $20 billion building and modernization program. By 2008, the school district had completed 180 new schools.

The Los Angeles Unified School District currently operates 4 schools in the Harbor Gateway Community Plan Area. Of these schools, three are elementary and one is a high school. Additionally, since the Charter School legislation was established in 1992, one new charter school has opened in Harbor Gateway. While this is a privately operated school, it receives public funds and is considered to be under the jurisdiction of the LAUSD.

Los Angeles City Planning

WILMINGTON-HARBOR CITY Community Plan

Draft Plan - Adoption Pending

Preliminary Draft Plan - June 2023

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Appendix A: Relationship to Other Plans A-1

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Chapter 1

INTRODUCTION & COMMUNITY PROFILE

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READERS' GUIDE

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan Land Use Map are intended to guide decision-making. Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action. Ultimately, the Community Plan's goals, policies, and programs are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the land use General Plan Land Use Map is mandatory.

Goals

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (e.g., LU1).

Policies

A policy is a clear statement that guides a specific course of action for decision makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU1.1).

Programs

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 6 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

PLAN VISION

The communities of Wilmington and Harbor City are deeply rooted in the early history of the Los Angeles Harbor and contribute significantly to the City's economy through the activities connected to the adjacent harbor.

Building upon its relationship to the harbor and the Port of Los Angeles, the community envisions a health-friendly, climate resilient and sustainable community that will improve upon the quality of life for current and future community members by supporting green industries, improving land use patterns and making connections to existing open space amenities, such as the waterfront in order to increase economic vitality and create a healthy and active environment.

The community envisions stable multi-generational neighborhoods that provide options for various levels of affordable housing, high quality and pedestrian oriented development, safe streets and access to parks and recreational spaces.


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BACKGROUND AND RELATIONSHIP TO THE OTHER PLANS

The Wilmington-Harbor City Community Plan constitutes one of thirty-five plans that comprise the City's General Plan Land Use Element. Including a number of elements, such as Framework, Mobility, Open Space, and Safety, the General Plan is the City's fundamental policy document and defines how physical and economic resources are to be managed and utilized over time. Decisions by the City with regard to the use of land, the design and character of buildings and open spaces, the conservation of existing housing and contextual infill of new housing, and the provision of supporting infrastructure are guided by the General Plan Land Use Element.

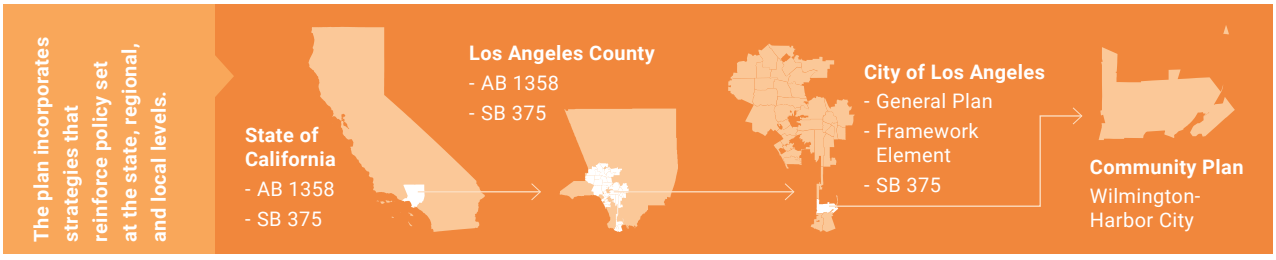
In addition to the Land Use Element, the City has adopted a Framework Element of the General Plan that establishes how Los Angeles will grow in the future, providing a citywide context for updates to Community Plans and the citywide elements.

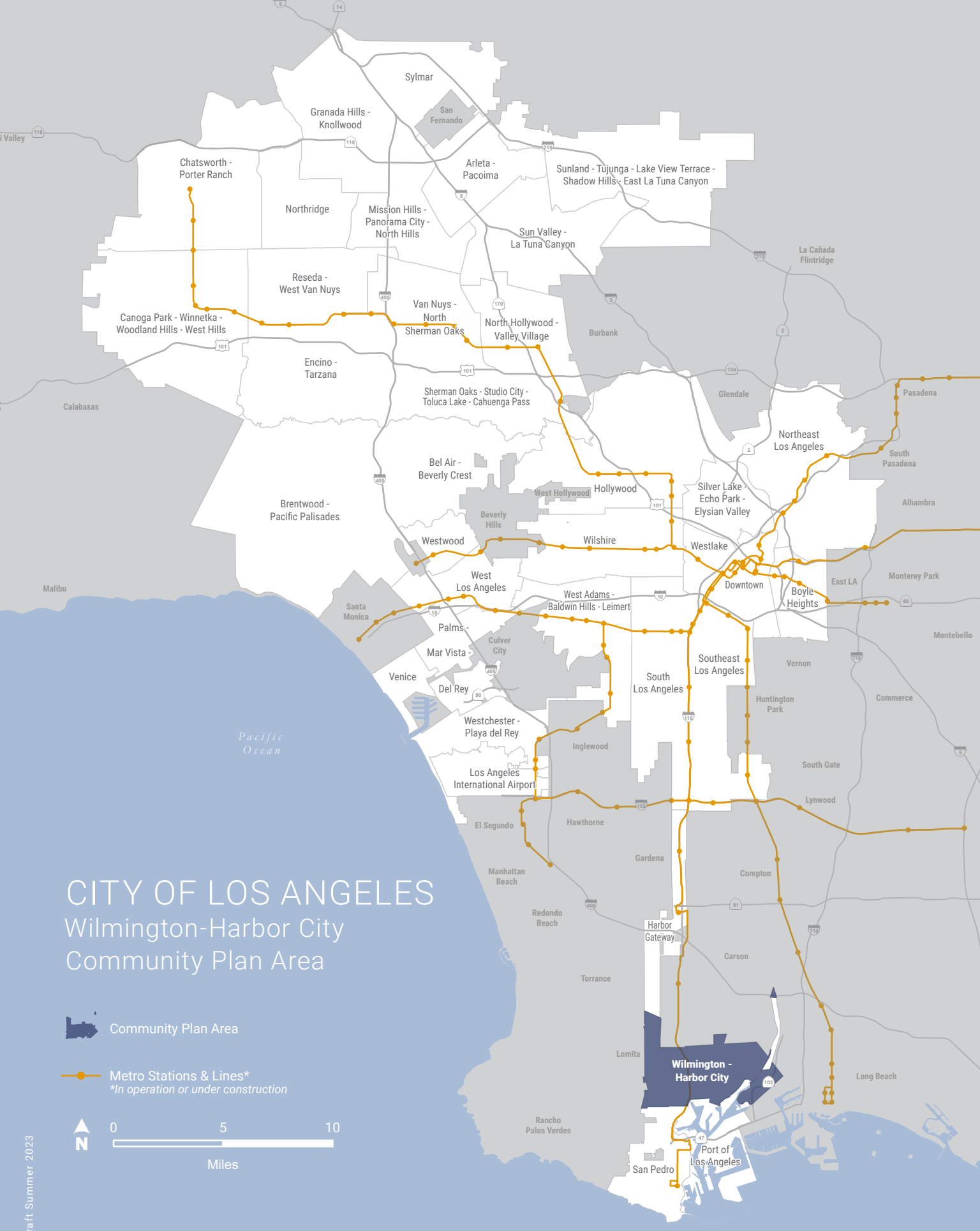
The Framework is focused around six guiding principles: Economic Opportunity, Equity, Environmental Quality, Strategic Investment, Clear and Consistent Rules, and Effective Implementation. Applying the intent of these Framework's guiding principles to this plan update will help guide the community to grow strategically; conserve and stabilize existing residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers.

The development pattern described in the Framework Element provides direction and guidance for the city as a whole, as well as for neighborhoods such as Wilmington and Harbor City. Framework's growth strategy for the Wilmington-Harbor City Community Plan is focused around commercial centers and mixed-use boulevards while maintaining the stability of residential neighborhoods. The Wilmington-Harbor City Community Plan includes large portions of the region's industrial core along its northern and southern borders. Established industrial districts will continue to be prioritized for jobs and industry, while targeted industrial land will be transitioned to other land uses to ensure compatibility with adjacent neighborhoods.

Appendix A is intended to include further discussion regarding the relationship between the Wilmington-Harbor City Community Plan and the City's General Plan. California State Legislation such as the Complete Streets Act of 2007 (Assembly Bill 1358) and Landmark Land Use and Greenhouse Gas State Law of 2008 (Senate Bill 375) established greenhouse gas reduction and better integration of multimodal transportation and land use planning as statewide priorities. This Community Plan provides strategies to promote targeted development for jobs, housing, and amenities in close proximity to transportation resources and each other.

The Community Plan's importance lies in its ability to shape positive community change, provide guidance and foster sustainable land use patterns while balancing the character and social urban fabric of the community with citywide policies and regional initiatives. The process of developing the Wilmington-Harbor City Community Plan was a multi-year collaborative effort in which broad public participation was obtained through a series of meetings and workshops where stakeholders provided input and recommendations.





CITY OF LOS ANGELES

Wilmington-Harbor City Community Plan Area

Community Plan Area

Metro Stations & Lines*
**In operation or under construction*

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California State Law - Environmental Justice California has enacted several state laws that are specific to environmental justice. These include Senate Bill 535 and Assembly Bill 1550 which direct funding to environmental justice communities; Assembly Bill 617 which created a community air quality protection program; and Senate Bill 1000 which requires environmental justice to be addressed in local government planning. The Wilmington-Harbor City Community Plan supports these important state laws and environmental justice goals which seek to correct the inequitable and disproportionate burden of pollution and associated health risks by reducing the pollution experienced by frontline communities and ensuring their input is considered in decisions that affect them.

Senate Bill 1000 (SB 1000) requires cities to identify environmental justice communities (called "disadvantaged communities") and address environmental justice in their general plans. The Wilmington-Harbor City Community Plan includes an Environmental Justice Chapter (Chapter 3). Environmental justice is especially relevant in this Community Plan Area which has experienced a disproportionate burden of pollution from exposure to multiple sources including numerous oil drilling sites, oil refineries, industrial and port-related activities, container stacking, and a high volume of truck traffic, among others. Past planning efforts have attempted to reduce some of these environmental conflicts such as Clean Up Green Up and the Wilmington Open Storage Ordinance. This Community Plan seeks to advance environmental justice goals and address the environmental and equity issues that are important to this community, while also preserving the area's established industrial districts which are vital to the City's economy. In addition to the Environmental Justice Chapter, Chapter Two of the Community Plan includes land use policy sections that cover other important topics such as the Port of Los Angeles. In addition, Chapter Four includes mobility-related policies related to environmental justice. (For more information on SB1000 - https://oag.ca.gov/environment/sb1000)

Overall, the Wilmington-Harbor City Community Plan guides future growth in a thoughtful manner toward the most transit-served areas, and addresses incompatible land use patterns which will be crucial to achieve and maintain equitable economic prosperity to help uplift businesses and generate jobs, and promote environmental justice to help address climate change, support environmental resiliency and improve community health.

COMMUNITY PROFILE

Wilmington and Harbor City each have their own unique identities, yet these neighboring communities share many common goals, as well as local community assets. Wilmington is one of the City's earliest port communities in the Harbor Region, while Harbor City developed primarily as a residential community. Together, they provide a vital link from the core of the City to the Port of Los Angeles. Historically, Wilmington and Harbor City have functioned as part of the City's main economic industries for heavier industrial uses such as: oil refineries and production, goods movement, and Port related uses. While Wilmington and Harbor City have a significant amount of industrial land, they are also home to many Angelenos. Aside from the industrial uses, Wilmington and Harbor City have an abundance of single family and multi-family residential neighborhoods.

The Wilmington-Harbor City Community Plan Area today is predominantly a residential community, supported by commercial corridors and large industrial districts.

WILMINGTON–HARBOR CITY TODAY:

IS RICH IN HISTORY

Wilmington - Dating back as early as the Civil War, Wilmington has 11 Historical Cultural Monuments (HCMs), 1 Historic Preservation Overlay Zone (HPOZ), and 68 SurveyLA identified Historic Resources.

Harbor City - Harbor City has 8 SurveyLA identified Historic Resources. Completed in 1957, Narbonne High School is known for its unique spiral design with school buildings fanning out from a central hub.

IS HOME TO UNIQUE RESIDENTIAL NEIGHBORHOODS

Early residential development in Wilmington dates back to the late 1890s through 1950s. Much of Harbor City's residential development dates to the late 19th and early 20th century**.** Distinctive residential neighborhoods include: Banning Park HPOZ in Wilmington and Harbor Pines in Harbor City.

HAS HISTORIC AND VIBRANT COMMUNITY CENTERS

Wilmington - Avalon Boulevard is Wilmington's main commercial center with a variety of local businesses. It has historically played a significant role as a tourist destination and as a connection to the Port of Los Angeles.

Harbor City - Pacific Coast Highway between Normandie Avenue and Vermont Avenue is Harbor City's main commercial center. Kaiser Permanente South Bay Medical Center is located in this commercial center; it is the largest regional medical center serving the South Bay Region.

IS HOME TO LABOR ORGANIZATIONS

Wilmington has a legacy of organized labor. Local labor unions include: ILWU Local 13 Dispatch Hall, United Industrial Workers, Longshoremen's & Warehousemen's Memorial Association, UFCW Local 770, and Seafarers International Union, among others.

HAS A PROMINENT REGIONAL PARK

The Ken Malloy Harbor Regional Park is a prominent green space with passive and active recreational areas that serves both the Wilmington and Harbor City communities.

Wilmington-Harbor City Community Plan Area



Draft Summer 2023

HISTORIC DEVELOPMENT PATTERNS

EARLY DEVELOPMENT
1780s – Mid 1880s



View of Drum Barracks, Historic Cultural Monument No. 21

- Pre-development: The region was home to native groups that predate the California mission system and other European settlements. Today, the groups maintain their tribal sovereignty and continue to protect their cultural resources and traditions.
- General Phineas Banning, founder of Wilmington, built a wharf and warehouses along the waterfront at Avalon Blvd and operated wagons that took cargo from the wharf to Los Angeles.
- Banning built the Banning Residence, designed in a Greek Revival architectural style.
- Wilmington became the Los Angeles terminus for the transcontinental telegraph line.
- Residential development was sparse, but industrial continued.
- Union Army built their headquarters at Fort Drum.
- Wilmington Cemetery built, 1857

RAILROAD EXPANSION
Late 1880s – Early 1900s



Union Pacific Railroad Co. in Wilmington [Security Pacific National Bank Collection/ Los Angeles Public Library]

- In 1890, Congress appropriated $4 million to build a breakwater for a port for the City of Los Angeles.
- The Los Angeles and San Pedro Railroad was the first railroad in Southern California; it opened after the war and continued the development of Wilmington as a shipping facility.
- The Southern Pacific Railroad gained control of the Los Angeles-San Pedro Railroad, it slowed and stagnated development.
- The Pacific Electric Interurban Railroad extended a streetcar line through Wilmington to San Pedro and included a stop in Wilmington on the new line.
- Harbor City (1906) and Wilmington (1909) are annexed into the City of Los Angeles.
- In Harbor City, South of Lomita Blvd, residential development began and increased in the following decades.

ECONOMIC DEVELOPMENT & POPULATION BOOM
1920s–1930s



Avalon Boulevard in Wilmington [Herald Examiner Collection/ Los Angeles Public Library]

- William Wrigley's purchase of Catalina Island boosted commercial development and tourism.
- The Catalina Company planted palm trees lining much of Avalon Blvd.
- Tourism peaked on Avalon Blvd with the development of historic theaters, hotels, banks, and 1-3 story commercial buildings.
- Oil discovery on nearby Rancho San Pedro and the Wilmington Oil Field (third largest oil field in the US) contributed to the development boom.
- Peak of development occurred during a population boom.
- Lots were divided and residential neighborhoods were constructed.

MID CENTURY/POSTWAR
1940s–1960s



View of Los Angeles Harbor College

- Los Angeles Harbor College was founded.
- The construction of the Harbor Regional Park began.
- Residential development boomed north of Lomita Blvd in Harbor City.
- Kaiser Permanente Medical Center was developed to serve longshoremen and their families.

CULTURAL DEVELOPMENT & INSTITUTIONS
1970s–1990s



"You Are Other Me" mural

- A coalition of unions held the first annual Labor Day Parade and March in Wilmington. (1979)
- City of Los Angeles dedicated Harbor Regional Park as a City park.
- "You Are Other Me" mural represents the Chicano movement displayed through public art in Wilmington. (SurveyLA- 435 Neptune Ave)
- Wilmington-Harbor City Community Plan Update. (1999)

COMMUNITY REVITALIZATION & EQUITY
2000s–2020s

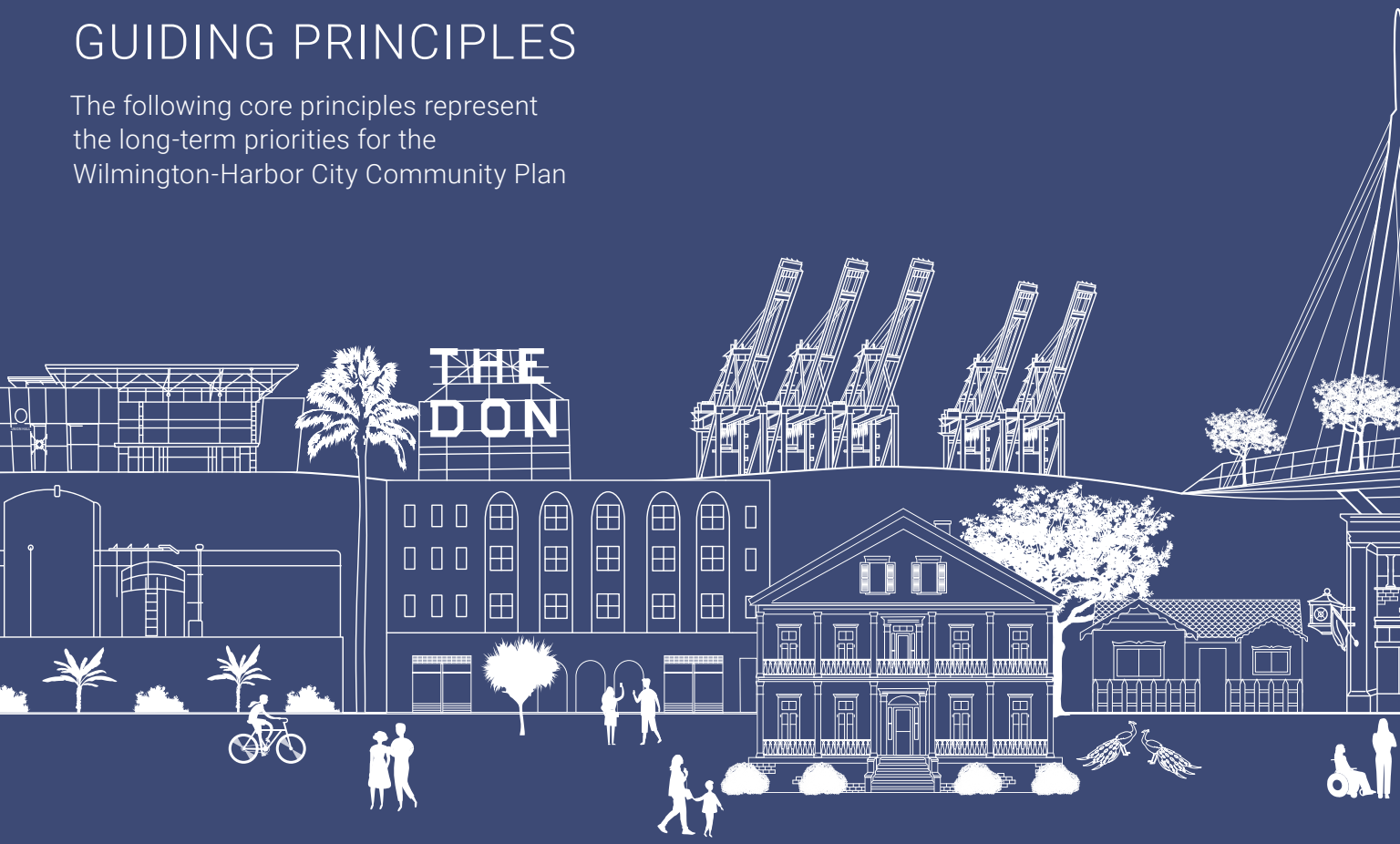


View of homes and one of the peacocks that live in the Banning Park HPOZ neighborhood

- Banning Park designated as a Historic Preservation Overlay Zone.
- Wilmington Waterfront Park completed creating a buffer between port activities and residential neighborhoods.
- Harbor City Greenway/Wilmington Drain restoration.
- Ken Malloy Harbor Regional Park restoration.
- Clean Up Green Up (CUGU) Ordinance, an environmental justice policy that established "green zones" in Boyle Heights, Pacoima, and Wilmington, is adopted.
- Wilmington identified as an Environmental Justice Community through AB617.

GUIDING PRINCIPLES

The following core principles represent the long-term priorities for the Wilmington-Harbor City Community Plan



IMPROVE COMMUNITY HEALTH AND FOSTER CLIMATE RESILIENCE AND REGIONAL EFFICIENCY

Address the history of contamination and advance environmental justice goals

Foster a harmonious and beneficial relationship between the community and the Port of Los Angeles

Support a clean harbor, improved air and water quality and remediation of brownfields

Support a climate-resilient built environment that reduces energy and water usage, carbon footprint, and greenhouse gas emissions and promote renewable energy and low/zero emission vehicles

PROMOTE EQUITABLE, SUSTAINABLE AND HEALTHY NEIGHBORHOODS

Reduce negative health impacts by restricting new uses detrimental to the health and welfare of the community

Encourage residential infill that contributes to the mixed-income and affordable housing supply

Promote strategies to increase home ownership opportunities

Improve land use compatibility between heavy uses and residential areas

Reduce the footprint of the oil and gas industry, prioritizing residential neighborhoods

FOSTER COMPLETE NEIGHBORHOODS AND VIBRANT COMMERCIAL DISTRICTS

Promote a diversity of uses that support healthy living and community needs

Concentrate growth near transportation corridors and commercial centers

Create opportunities for a mix of housing, jobs and services

Support the development of public realm and streetscape improvements including improvements that will have a cooling effect

SUPPORT JOB GROWTH AND INCREASED LOCAL EMPLOYMENT OPPORTUNITIES

Allow for more commercial opportunities along corridors and imbedded within select neighborhoods

Encourage innovative and green industries that provide a greater number of jobs for local youth and residents

Develop partnerships between local unions, employers, and educational institutions, such as LA Harbor College to create career pathways for local youth

Establish locations with a baseline of productive uses to support an increase in employment opportunities within the community



ADVANCE INDUSTRY AS A GOOD NEIGHBOR AND COMMUNITY ASSET

Foster the transition of industrial edges into clean, flexible, productive areas that provide a range of job opportunities

Ensure new industrial development is environmentally sustainable and well designed

Encourage improvements to existing businesses to upgrade the visual quality of industrial areas

Ensure that goods movement respects residential neighborhoods and follows appropriate routes

STRENGTHEN NEIGHBORHOOD CHARACTER

Preserve unique urban development patterns

Protect and restore historic cultural resources, neighborhoods, and landmarks

Develop design standards that strengthen the character and identity of the community's diverse neighborhoods

ENHANCE CONNECTIONS BETWEEN NEIGHBORHOODS, RECREATIONAL FACILITIES & OPEN SPACE AMENITIES

Improve access to, and connectivity between, parks, recreation centers, open spaces and neighborhoods

Encourage the creation of public spaces & nontraditional open spaces for people to gather and interact

Connect neighborhoods to amenities like the Waterfront and Harbor Regional Park

PROMOTE A TRANSIT, BICYCLE, AND PEDESTRIAN-FRIENDLY ENVIRONMENT

Encourage expansions to transit service along major corridors

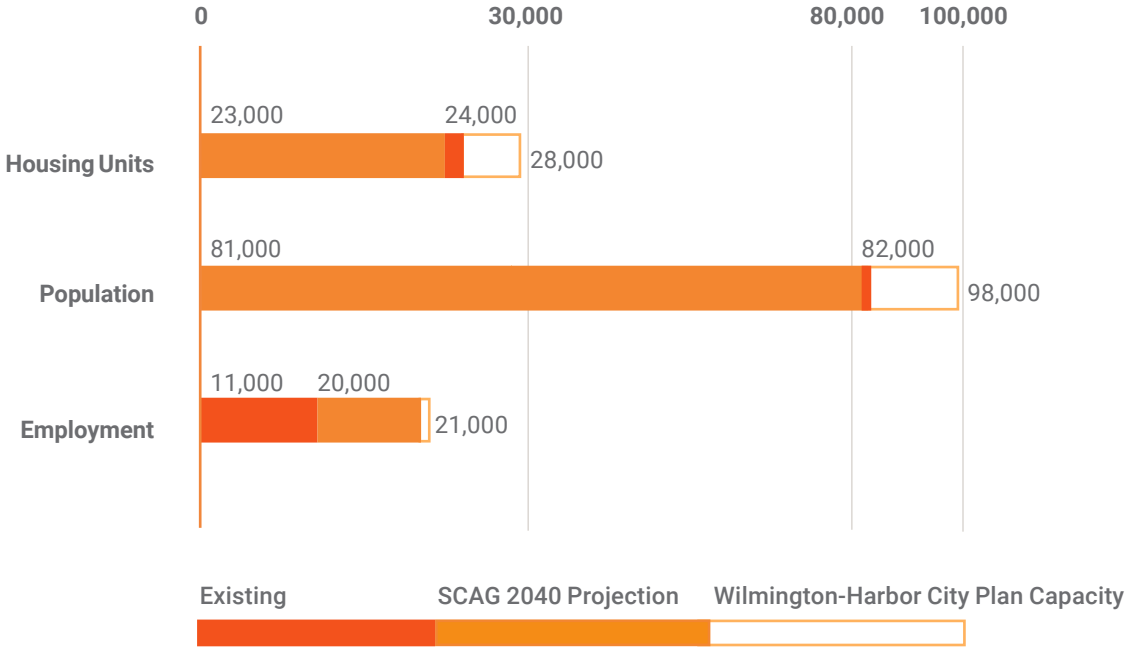
Prioritize pedestrian safety and comfort to encourage walking

Increase bicycle infrastructure including bicycle parking & storage facilities, where needed

TRENDS AND PROJECTIONS

The State of California requires that regions plan for changes in population, housing, and employment. If growth is projected, each City must accommodate a share of the region's anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region. The City must then accommodate, or create the "capacity" for these projected levels of population, housing, and employment through its Community Plans. SCAG's 2040 population and housing forecasts for Los Angeles' Community Plan Areas are based on a number of factors, including historic and recent growth trends. The Department of City Planning allocates the citywide population and housing forecasts, consistent with the Framework Element and other City policies.

TABLE 1.1: PROJECTIONS & PLAN CAPACITY*



*Plan capacity is the reasonable expected development anticipated to occur as a result of the proposed Plan by the Plan's horizon year.

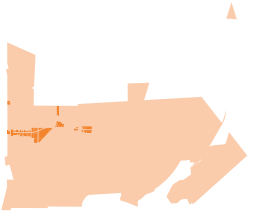
GENERAL PLAN LAND USE DESIGNATIONS

General Plan Land Use Designations express a variety of goals, policies, and zoning tools to support each condition. The General Plan Land Use Designations reflect the relationship between land use, physical built form, and functional aspects that differentiate one area from another. Each designation includes a description of the range of intensity, height, and typical uses that characterize an area, contributing to its identity and sense of place.

Description

104
Net Acres

2%
of Plan Area

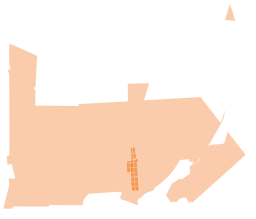


Community Center

Community Centers are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density generally ranges from 1 unit per 800 square feet of lot area to 1 unit per 200 square feet of lot area.

60
Net Acres

1%
of Plan Area

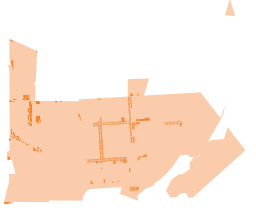


Villages

Villages are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. Commercial uses, such as restaurants, retail, services, and small offices may be interspersed with a range of housing types; commercial uses on the ground floor help promote a pedestrian atmosphere. Adaptive reuse of historic buildings and infill development is responsive to the historic and cultural legacy of these areas. The residential density generally ranges from 1 unit per 1,200 square feet of lot area to 1 unit per 200 square feet of lot area..

204
Net Acres

4%
of Plan Area



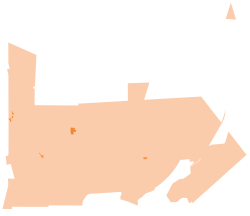
Neighborhood Center

Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees and are typically characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services. The residential density generally ranges from 1 unit per 1,200 square feet of lot area to 1 unit per 400 square feet of lot area.

Description

14
Net Acres

0.3%
of Plan Area

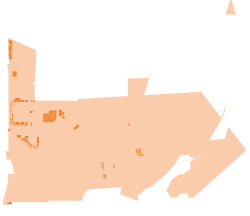


Medium Neighborhood Residential

Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. Buildings are typically oriented toward the street. The residential density generally ranges from 1 unit per 1,000 square feet of lot area to 1 unit per 200 square feet of lot area; the residential density of Medium Neighborhood Residential that are close to transportation hubs and/or Regional Centers may be limited by floor area.

135
Net Acres

2.4%
of Plan Area

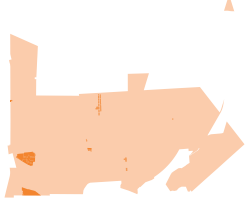


Medium Residential

Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. Supportive institutional uses may also be provided in certain areas. The residential density generally ranges from 1 unit per 1,000 square feet of lot area to 1 unit per 400 square feet of lot area.

384
Net Acres

7%
of Plan Area

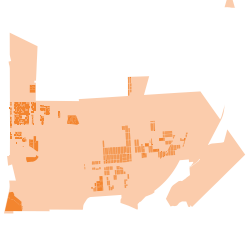


Low Neighborhood Residential

Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. Buildings are typically oriented toward the street. The residential density generally ranges from 2 to 4 units per lot, or 1 unit per 4,000 square feet of lot area to 1 unit per 1,000 square feet of lot area.

554
Net Acres

10%
of Plan Area



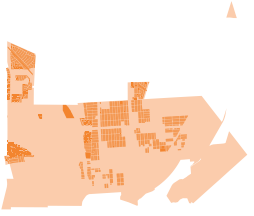
Low Medium Residential

Low Medium Residential areas provide multi-unit housing, ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The residential density generally ranges from 1 unit per 3,000 square feet of lot area to 1 unit per 1,000 square feet of lot area.

Description

1,000
Net Acres

18%
of Plan Area

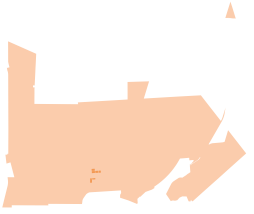


Low Residential

Low Residential areas provide housing ranging from single family to fourplexes in various contexts, typically set away from centers of activity. The minimum size of each lot typically ranges from 5,000 square feet to 7,500 square feet. The residential density generally ranges from 1 unit per 6,000 square feet of lot area to 1 unit per 4,000 square feet of lot area and residential density is limited to 1 unit per lot.

9
Net Acres

0.2%
of Plan Area

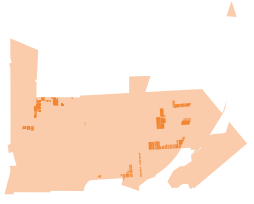


Compact Residential

Compact Residential areas are predominantly pedestrian-scale residential neighborhoods with compact lots and blocks, but corner lots may contain neighborhood-scaled shops and amenities that provide local services. The minimum size of each lot typically ranges from 3,000 square feet to 5,000 square feet. The residential density generally ranges from 1 unit per lot to 4 units per lot.

209
Net Acres

4%
of Plan Area

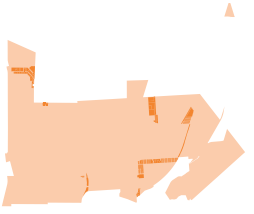


Hybrid Industrial

Hybrid Industrial areas preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. Uses include light industrial, commercial, and office, with selective live/work uses. The residential density generally ranges from 1 unit per 1,500 square feet of lot area to 1 unit per 200 square feet of lot area; the residential areas may also be limited by floor area.

205
Net Acres

4%
of Plan Area



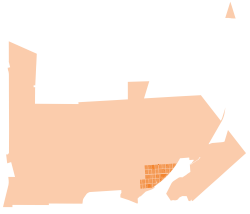
Light Industrial

Light Industrial areas preserve and sustain industrial activity while serving as a jobs base. The site layout typically varies to accommodate a range of industries. Uses include manufacturing, warehouse and distribution, research and development, office, and limited commercial. Housing is not permitted in Light Industrial areas.

Description

115
Net Acres

2%
of Plan Area

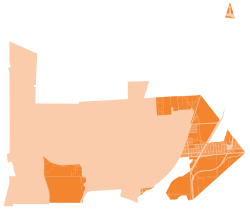


Production

Production areas preserve and sustain industrial activity while serving as a regional jobs base. Site layout and development in these areas are flexible to accommodate goods movement, loading, and distribution needs. Uses include heavy industrial and evolving and innovative industries, such as light assembly and manufacturing, clean technology, incubators, and research and development facilities, are accommodated. Housing is generally not permitted in Production areas but limited residential uses may be allowed, for example, through adaptive reuse of existing buildings.

1,472
Net Acres

26%
of Plan Area

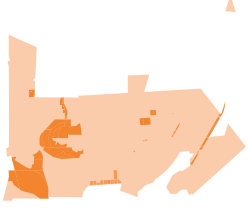


Industrial

Industrial areas are centers of industrial activity while serving as a regional jobs base. Site layout and development in these areas are flexible to accommodate a range of vehicles, equipment, and industries. Uses include office, warehouse, distribution, heavy manufacturing, recycling and waste transfer, utilities, and mining. The Industrial designation does not allow residential uses.

761
Net Acres

13%
of Plan Area

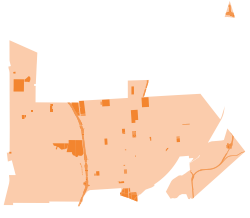


Open Space

Open Space areas primarily serve as public recreational sites or parks but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. Buildings or accessory structures on site typically facilitate recreational and/or communal activities, such as playground equipment, restrooms, and community centers. The Open Space designation does not allow residential uses.

445
Net Acres

8%
of Plan Area



Public Facility

Public Facilities areas serve as centers of civic life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies and feature a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses include government offices, libraries, schools, and service systems. Housing is not typically associated with Public Facilities but may be permitted on a limited basis.



Image: S. Singh

Chapter 2

LAND USE & URBAN FORM

The Wilmington-Harbor City Community Plan includes two separate communities, both with a broad spectrum of land uses ranging from distinctive residential neighborhoods served by vibrant commercial corridors, to intense industrial land along the Community Plan Area's northern and southern boundaries. Community life thrives amidst this complex and dynamic place where a range of uses has emerged within a building stock dating back at least a century. The Community Plan Area boasts several notable assets, including Los Angeles Harbor College, Ken Malloy Harbor Regional Park, Wilmington Waterfront Park, and the Kaiser Permanente South Bay Medical Center. Yet, these communities are also among the most challenged in the City with a host of land use and environmental issues affecting overall quality of life.

Wilmington and Harbor City each have their own history and distinct built environment. Their land uses consist primarily of low to medium density residential, with commercial uses concentrated along major corridors, such as Pacific Coast Highway, Anaheim Street, and Avalon Boulevard. Commonly referred to as the 'Heart of the Harbor,' Wilmington is directly adjacent to the Port of Los Angeles and has a large concentration of industrial land.

This chapter specifies land use goals and policies that support community-wide objectives while addressing issues unique to Wilmington and Harbor City. Plan policies promote land use planning that expands opportunities for housing in areas well served by transit, preserves land for industry and jobs while ensuring land use compatibility and reinforces the neighborhood qualities that contribute to a strong sense of community in Wilmington and Harbor City. Additional goals and policies specific to Environmental Justice are found in Chapter 3.

GOALS AND POLICIES

The primary purpose of a Community Plan document is to provide a long range vision for land use in each community of Los Angeles. Land use planning can address an expansive range of interrelated topics that shape the quality of life within a community, including housing, jobs, urban form, cultural resources, and environmental and economic sustainability.

The policies in the following chapter articulate a strategy for land use planning that will accommodate anticipated growth while embracing Wilmington's and Harbor City's unique histories and encourage a high-quality built environment with opportunities for mixed-income and affordable housing, robust commercial corridors, light industries and employment centers and creating connections to open space amenities and the waterfront to promote an equitable and viable future for generations to come.

HOUSING AND COMPLETE NEIGHBORHOODS

The Wilmington and Harbor City communities are comprised of many residential neighborhoods rich in cultural and historic character. This Community Plan envisions Wilmington and Harbor City as communities that can continue to be a source of various levels of affordable housing for existing residents and future generations, while also remaining connected to their rich history and strong sense of community.

Plan policies emphasize the importance of housing that is safe, livable, and affordable to a full range of income levels and suitable for various multigenerational household sizes. The Community Plan seeks to direct growth away from established residential neighborhoods and towards commercial corridors served by transit. The Community Plan's policies also seek to preserve and enhance the distinct character, scale and integrity of the established residential neighborhoods. In addition, they support the evolution of homeownership types and access to building generational wealth and upward social and economic mobility.

LU GOAL 1

SAFE, HEALTHY AND HIGH QUALITY RESIDENTIAL ENVIRONMENTS THAT PROVIDE HOUSING FOR ALL SEGMENTS OF THE COMMUNITY.

LU 1.1
Promote the provision and preservation of adequate housing for people of all income levels, races, ages, abilities and suitable for their various needs.

LU 1.2
Retain existing housing and provide for the development of new housing to meet the diverse economic and physical needs of current residents and the projected population of the Community Plan Area.

LU 1.3
Promote mixed-income neighborhoods with a range of housing affordability, with higher numbers of low, very low, extremely low and moderate income units.

LU 1.4
Promote development that provides greater individual choice in the type, size, price, and location of housing, and incorporates features that facilitate aging in place.

LU 1.5
Increase home ownership opportunities by encouraging the development of townhouses and other similar types of housing units and innovative homeownership opportunities that support community wealth building models and foster growth of community land trusts.

LU 1.6
Encourage new multi-family developments to provide amenities for residents such as on-site recreational facilities, community meeting spaces, as well as family-sized units that are suitable for larger families and families with children.

Family-sized housing units are typically two to three bedrooms and include features essential for families, such as: spaces where family members can gather for meals and other activities; spaces where children can play or do homework; and spaces for outdoor play and recreation.

LU 1.7
Support the homeowner's choice to implement reasonable accommodation of an Accessory Dwelling Unit (ADU) that is thoughtfully designed and located in a manner consistent with the established development patterns of the street block or neighborhood to accommodate their evolving multigenerational family needs. (Also see Urban Form policies that address ADUs).

LU 1.8
Promote multigenerational, family-friendly neighborhoods with convenient and safe access to schools, parks and community facilities, childcare services, libraries, grocery stores and other family-oriented retail.

LU 1.9
Develop senior housing in neighborhoods that are accessible to public transit, commercial services, recreational, health and community facilities, especially within or adjacent to designated Community Centers.

LU 1.10
Promote development that features universal design elements within various housing types that provide adequate housing units and outdoor amenity spaces for senior citizens and persons of all abilities in neighborhoods that are accessible to public transit, commercial services and health facilities.

LU 1.11
Promote improvements to the physical design, condition, resource efficiency, comfort, resilience and overall safety of all public housing units and mobile home parks, and conform with all applicable health and safety codes to ensure stronger climate resilience and quality of life for residents.

LU 1.12
Implement the City's continued efforts that address individuals and families experiencing homelessness and housing insecurity equitably across the City, in a manner that is balanced across all communities.

LU 1.13
Support the development of transitional housing, emergency shelters and resilience hubs that serve those experiencing homelessness, provide transitional/supportive services, and support special needs populations, in appropriate locations with community input.

LU 1.14
Consider the number, size, scale, and location of existing permanent and supportive housing sites within a community plan area, and evaluate strategic renovations or modifications at existing sites before adding new ground up permanent facilities.

LU 1.15
Promote more affordable ownership opportunities and ownership retention strategies, with an emphasis on stability and wealth building for underserved communities, consistent with the City's Housing Element.

LU 1.16
Protect communities, especially communities of color, from practices that undermine intergenerational wealth accumulation and housing stability (e.g., predatory lending) through outreach and education programs as outlined in the City's Housing Element.

LU 1.17
Foster greater stewardship and deeper affordability of housing by promoting public, non-profit, or community-focused housing through acquisition, rehabilitation, and construction of new social housing.

LU GOAL 2

NEW HOUSING THAT IS LOCATED IN A MANNER WHICH REDUCES VEHICULAR TRIPS AND MAKES IT ACCESSIBLE TO SERVICES AND FACILITIES.

LU 2.1
Locate higher residential densities near commercial centers and major transit routes, where public service

facilities, utilities, and topography will accommodate this development.

LU 2.2
Provide for livable family-sized housing at higher densities in appropriate locations.

LU 2.3
Promote new housing in mixed-use projects along major corridors supported by existing transportation infrastructure and in pedestrian- oriented areas, not in low density neighborhoods.

LU 2.4
Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and vehicle miles traveled (VMT) to analyze the transportation impacts when changes in residential densities are proposed.

LU GOAL 3

RESIDENTIAL NEIGHBORHOODS THAT ARE PROTECTED FROM INCOMPATIBLE AND NON-CONFORMING USES.

LU 3.1
Preserve the residential character and scale of neighborhoods and protect residents from adverse impacts caused by incompatible and non-conforming uses.

LU 3.2
Support the retention of compatible, legal non-conforming uses that are a recognized part of a neighborhood (e.g., "Mom and Pop" neighborhood stores).

LU 3.3
Ensure that existing oil well sites located in residential areas have well maintained landscaping and equipment and appropriate perimeter fencing (except for the front yard portions) until such time as they are phased-out. (also see Chapter 3 Environmental Justice - Petroleum Related Activities)

LU GOAL 4

NEW DEVELOPMENT THAT MINIMIZES THE DISPLACEMENT OF CURRENT RESIDENTS.

LU 4.1
Discourage the displacement of existing residents by implementing programs that include no-net-loss provisions and provide housing relocation assistance and services for persons displaced as a result of public or private actions.

LU 4.2
Encourage the replacement of demolished affordable housing stock with new, quality affordable housing opportunities and strive for a no net loss of affordable housing units in the plan area.

LU 4.3
Support development projects that offer former low-income tenants of demolished units with the first right of refusal on leases for the new housing units.

CENTERS, VILLAGES AND CORRIDORS

Wilmington and Harbor City contain several community centers and corridors that serve the local community, many of which have enduring character as unique pedestrian environments. A top priority for the community is revitalizing commercial corridors that are currently underutilized and are not providing essential goods and services to community residents. In addition to encouraging well-designed, environmentally sustainable commercial development, the Community Plan encourages the growth of small and medium-sized businesses that provide local employment opportunities, generate economic activity and reinforce the sense of community.

Downtown Wilmington, located on Avalon Boulevard, is the historic commercial center of the Wilmington community. It serves as a focal point for shopping, civic, social and recreation activities and provides professional offices, small department stores and restaurants. Avalon Boulevard is the most direct access to the waterfront

connecting Downtown Wilmington to the Banning's Landing area south of Harry Bridges Boulevard. It has potential to become a vibrant commercial, entertainment and recreational destination.

Central Harbor City is the community's commercial center located along Pacific Coast Highway, generally between Normandie Avenue and Western Avenue. It serves the needs of Harbor City's residents and is the site of the Kaiser Permanente South Bay Medical Center and several shopping centers.

The Community Plan encourages the revitalization of mixed-use commercial corridors and focuses additional housing opportunities along commercial corridors that are well served by transit. The Community Plan encourages mixed-use development that combines multi-family residential units with commercial ground floor spaces designed to accommodate small and mid-sized tenants and enhance the pedestrian experience along the street. The Community Plan also emphasizes the importance of an equitable distribution of goods and services, which contributes to a community's well-being. Plan policies also support adequate transitions between new development along the corridor and adjacent lower-scale residential areas. Policies in this section identify the priorities for mixed-use and commercial development along commercial corridors to create a place where residents and businesses come together and community life develops and prospers.

LU GOAL 5

STRONG AND COMPETITIVE COMMERCIAL DISTRICTS THAT BEST SERVE THE NEEDS OF THE COMMUNITY.

LU 5.1
Encourage investment and new commercial uses in established commercial areas and existing shopping centers.

LU 5.2
Attract a variety of uses that strengthen the economic base; expand market opportunities for existing and new businesses; and provide an equitable distribution of desirable uses and amenities throughout the community, including full service grocery stores, sit-down restaurants and entertainment venues.

LU 5.3
Encourage the use of private and public resources designed to stimulate commercial rehabilitation and new development.

LU 5.4
Encourage lot consolidation in commercial areas, as appropriate, to provide adequate sites for quality commercial and mixed-use development and facilitate optimal programmatic function, design and amenities that promote access to healthy open spaces.

LU 5.5
Encourage neighborhood-oriented shopping and services to be developed within walking distance to residential areas.

LU 5.6
Maximize opportunities for small and local businesses along corridors by providing a variety of sizes of new commercial spaces to help maintain affordabliity and promote diversity.

LU 5.7
Encourage mixed-use and commercial developments to provide commercial tenant spaces that are appropriately scaled for neighborhood-serving small businesses.

LU 5.8
Support sidewalk vendors that offer fresh food in convenient and appropriate locations and assist them with compliance with the City's Sidewalk Vending Program.

Harbor City Community

LU 5.9
Encourage the commercial expansion along Pacific Coast Highway, Vermont Avenue, and Belle Porte Avenue to increase the variety of goods and services, improve shopping convenience, and stimulate business and investment.

LU 5.10
Promote a broad range of uses and streetscape improvements, including an urban tree canopy, that support and enhance Harbor City's downtown area centered around Pacific Coast Highway and Normandie Avenue.

Wilmington Community

LU 5.11
Revitalize and strengthen the Wilmington Central Business District as the historic commercial center of the community providing shopping, civic, social and recreational activities.

LU 5.12
Support commercial and recreational development, including local and small businesses, at the foot of Avalon Boulevard as a focus for revitalization efforts, in coordination with the Port's waterfront development activities.

LU 5.13
Strengthen the connection between the heart of Wilmington and the Wilmington Waterfront through coordination with the Port of Los Angeles and Department of Public Works to implement streetscape improvements along Avalon Boulevard that provide physical design connections between the Waterfront and downtown Wilmington, such as street trees, landscaping, lighting, paving, wayfinding and gateway signage.

LU 5.14
Foster improved integration between Wilmington and the Port's waterfront improvements and activities through opportunities for well-designed development at the foot of Avalon Boulevard that provides desired commercial-residential mix of uses with public viewing of the harbor (e.g., restaurants and observation decks).

LU GOAL 6

AN ADEQUATE LEVEL OF COMMERCIAL AREAS THAT PROVIDE EQUITABLE ACCESS TO HOUSING, OPEN SPACE, GOODS AND SERVICES.

LU 6.1
Support efforts to protect commercially planned and zoned areas from excessive encroachment by very low intensity residential-only development.

LU 6.2
Discourage new stand-alone residential development in Community Center designated areas to support an adequate level of neighborhood commercial services (e.g., grocery stores, sit-down restaurants and fitness facilities).

LU 6.3
Encourage the retention of existing and the development of new commercial uses that serve the needs of the residents of adjacent neighborhoods and promote community services (e.g., healthcare, childcare and community meeting rooms) in neighborhood commercial centers.

LU 6.4
Encourage a range of uses to support healthy living, provide important goods and services, facilitate convenient shopping, and foster a variety of job opportunities and career pathway training.

LU GOAL 7

MEDIUM AND HIGHER DENSITY MIXED-USE DEVELOPMENT THAT IS LOCATED APPROPRIATELY WITHIN THE COMMUNITY.

LU 7.1
Encourage mixed-use districts near transit and at other key nodes that combine a variety of uses to achieve a community where people can shop, live, work and enjoy access to healthy spaces with reduced reliance on the automobile.

LU 7.2
Ensure that mixed-use projects and development in pedestrian-oriented areas are well-designed and developed to achieve the highest level of quality and compatibility with existing uses and maintain the character of the surrounding residential neighborhoods.

LU 7.3
Promote mixed-use projects with affordable units in proximity to transit nodes and corridors and in commercial centers.

LU 7.4
Develop incentives for higher density, mixed-use projects that incorporate desired ground floor uses, such as sit-down restaurants, full-service grocery stores or pharmacies.

LU 7.5
Encourage mixed-income neighborhoods by promoting a range of housing affordability.

LU GOAL 8

COMMERCIAL AREAS WITH CONVENIENT ACCESS VIA ALL MODES OF TRAVEL AND PARKING SOLUTIONS THAT MEET BUSINESS, CUSTOMER AND RESIDENT NEEDS.

LU 8.1
Preserve, enhance and expand existing pedestrian orientation along commercial streets through design standards, such as maintaining a uniform street frontage and locating parking at the rear of lots.

LU 8.2
Accommodate the needs of employee and public parking for all commercial facilities and ensure that they are well-designed and screened from public view by landscaping, berms and/or walls, in order to discourage parking from commercial areas from spilling over onto residential streets.

LU 8.3
Provide public parking near commercial centers to help protect residential neighborhoods from parking encroachment.

LU 8.4
Improve safety and aesthetics of parking lots in commercial areas using features such as additional lighting, landscaping, pedestrian pathways and improved visibility.

JOBS AND ECONOMIC DEVELOPMENT

The Community Plan recognizes the wide range of jobs and industries located in Wilmington and Harbor City as a major economic asset to the local community and region. The Community Plan Area's commercial, institutional and industrial businesses provide for an array of potential employment opportunities. Existing industrial land is underutilized and has the potential to become a hub for emerging business sectors and green technology industries; and the commercial corridors present the opportunity for the creation of attractive, mixed-use streets that foster diverse retail and service providers.

Wilmington has played an important and historic role in the development of the Port of Los Angeles. Commonly referred to as the "The Heart of the Harbor," Wilmington maintains a proud heritage which dates back to 1858 when the Wilmington township was founded by Phineas Banning. In addition, Wilmington has historically been an important place for the labor movement, particularly for port workers, and it remains the home of several labor organizations to this day.

COMMERCIAL AREAS

LU GOAL 9
A COMPLETE NEIGHBORHOOD THAT PROVIDES COMMERCIAL SERVICES AND EMPLOYMENT NEEDS FOR ALL RESIDENTS.

LU 9.1
Support existing neighborhood stores (i.e. mom-and-pop shops) that supports the needs of local residents, are compatible with the neighborhood and create a stable economic environment.

LU 9.2
Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving small businesses and business incubation.

LU 9.3
Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and training.

LU 9.4
Support incentive programs that help revitalize commercial businesses and attract new small businesses and local entrepreneurs in the Plan's commercial centers, such as Opportunity Zones and the Jobs and Economic Development Incentive (JEDI) Zones.

Wilmington Community

LU 9.5
Support efforts that ensure green and sustainable businesses in Wilmington have access to the City's Clean Up Green Up implementation programs, such as financial incentives and technical support programs.

INDUSTRIAL AREAS

The industrial sector represents an important resource in terms of facilities for production, handling and distribution of cargo, and industries providing employment for skilled and semi-skilled workers throughout the region. The Community Plan seeks to preserve a strong industrial base to provide jobs for residents and promote economic vitality. The Community Plan encourages the revitalization and repurposing of its established industrial districts into major employment centers by attracting new employment-generating industries that create jobs at all levels, including skilled and semi-skilled jobs in the local economy. These jobs producing areas are found in the industrial and production land use designated areas.

Light industrial and hybrid industrial areas typically serve as transition zones between heavy industrial land and residential or commercial areas. These areas have the flexibility to accommodate a mix of uses such as commercial or light manufacturing uses, while prohibiting noxious uses. However, certain hybrid industrial areas are intended to include limited live-work uses while accommodating job-generating manufacturing or light industrial uses that are compatible with neighboring sensitive uses.

Plan policies support the preservation of established industrial districts to promote a jobs/housing balance and help ensure appropriately located land suitable to accommodate existing, new and relocating industrial firms, including small-scale or niche manufacturing and emerging industries. Additionally, Plan policies address the compatibility of uses and design of projects in order to minimize potential impacts, ensure adequate screening and landscaping and promote high quality architectural character. Chapter 3 provides additional goals and policies related to environmental justice that are applicable to industrial areas.

LU GOAL 10
LAND IS DESIGNATED FOR A VARIETY OF INDUSTRIAL USES WITH MAXIMUM EMPLOYMENT OPPORTUNITIES.

LU 10.1
Retain viable industrially-designated lands for the continuation of existing industry and development of new clean industries, research and development uses,

light manufacturing, and similar uses which provide employment opportunities for community residents.

LU 10.2
Protect established industrial districts from encroachment by unrelated commercial and other non-industrial uses, which do not support the industrial base of the City and community.

LU 10.3
Incentivize safe, job-rich industries that provide new employment opportunities for the residents of the community, while discouraging businesses that do not generate significant employment opportunities.

LU 10.4
Promote job training, living wage provisions and local hiring for community residents and develop partnerships between major employers and educational institutions, such as the Los Angeles Harbor College and worksource centers to create career pathways that connect local residents and students with green job opportunities and occupational and professional service jobs.

Wilmington Community

LU 10.5
Support plans to develop and improve the Wilmington Industrial Park into a vital and thriving industrial center taking full advantage of its location near the Alameda Corridor and the Port of Los Angeles, providing a strong economic and employment base within the community.

LU 10.6
Encourage efforts to upgrade the appearance, infrastructure and built environment of the East Wilmington industrial areas to improve economic activity and viability of those areas.

LU 10.7
Promote efforts that ensure businesses in Wilmington have access to the City's Clean-Up Green-Up implementation programs, such as financial incentives and technical support programs, as well as Opportunity Zone incentives.

LU GOAL 11

LIGHT AND HYBRID INDUSTRIAL DISTRICTS THAT FEATURE DEVELOPMENT AND BUSINESSES OF ALL SIZES ENGAGED IN GREEN, EMERGING INDUSTRIES THAT PROVIDE SERVICES AND EMPLOYMENT OPPORTUNITIES.

LU 11.1
Create light industrial and hybrid industrial areas that foster clean and emerging industries that are compatible with adjacent residential areas.

LU 11.2
Encourage a range of light industrial and productive activities that bolster the employment base and provide skilled employment opportunities to local residents.

LU 11.3
Prioritize jobs and employment activities in hybrid industrial areas and support limited live/work or residential uses within selected hybrid industrial areas, where deemed appropriate.

LU 11.4
Promote light and hybrid industrial districts that feature clean, port-related services that capitalize on the competitive advantages of port adjacency and water, railroad and road transportation infrastructure.

LU GOAL 12

EXISTING AND FUTURE INDUSTRIAL DEVELOPMENT AND EMPLOYMENT ARE LOCATED CONVENIENT TO TRANSPORTATION FACILITIES AND SUPPORTIVE OF THE SURROUNDING LAND USES.

LU 12.1
Encourage an efficient goods movement system that accommodates the needs of local industry and businesses without impacting quality of life.

LU 12.2
Ensure that industrial uses, including cargo container storage facilities, have direct access from major

thoroughfares or through industrial areas, not through residential areas.

LU 12.3
Encourage better containment of new and/or expanded industrial uses from other uses by siting them along flood control channels, arterial streets and other physical barriers to the extent feasible.

URBAN FORM

Urban form plays an essential role in shaping how people experience and value the built environment. The design of the built environment guides the way that pedestrians and users experience and interact with their communities. Additionally, urban form and design strategies can positively support well-being and improve healthy outcomes for a community. The placement, form, and orientation of buildings throughout the neighborhoods and streets of Wilmington and Harbor City help shape the daily experiences and social lives of all members of the community.

The Wilmington-Harbor City Community Plan Area is made up of various neighborhoods and commercial centers, many with historic and distinctive characteristics. Commercial corridors, such as Avalon Boulevard, Pacific Coast Highway and Belle Porte Avenue, consist of wide thoroughfares with retail businesses and uses that serve the local community. The Community Plan recognizes these unique characteristics and encourages building design that contributes to the local context by providing features that enable both active interior spaces and street frontages to engage with neighborhood and community life.

RESIDENTIAL AREAS

LU GOAL 13
RESIDENTIAL NEIGHBORHOODS WITH VARIED AND DISTINCT CHARACTER AND INTEGRITY.

LU 13.1
Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

LU 13.2
Protect existing lower density residential neighborhoods from new construction that is out-of-scale by introducing frontage standards and building envelope requirements that achieve compatibility with the existing built form.

LU 13.3
Protect existing characteristics of the residential neighborhoods through attention to the building orientation, site design, and outdoor amenity space.

LU 13.4
Support the contextual rear infill of new additions and accessory structures in established neighborhoods that contribute to the overall existing development patterns and property values, and do not disrupt the integrity of the historic or building era they represent.

LU 13.5
Encourage the retention of established plantings, including edible landscaping, in residential neighborhoods by supporting front yard landscapes and by limiting paving to that required for driveways.

LU 13.6
Provide a separation between commercial and residential uses, where appropriate, by means of a buffer, such as locating parking areas between commercial and residential areas or a landscaped setback and/or a solid wall.

COMMERCIAL AREAS

LU GOAL 14

ENHANCED AND ATTRACTIVE COMMERCIAL CORRIDORS THROUGH PUBLIC IMPROVEMENTS AND PRIVATE DEVELOPMENT PROJECTS THAT REFLECT THE COMMUNITY IDENTITY OF WILMINGTON AND HARBOR CITY.

LU 14.1
Support new development along commercial corridors and ensure development is of high quality building materials, with well-designed signature architecture that invites and welcomes people to Wilmington-Harbor City.

LU 14.2
Support improvements to existing buildings along commercial and mixed-use corridors through targeted programs, such as façade improvement programs.

LU 14.3
Encourage new development to have prominent pedestrian-oriented design at the ground floor with a variety of commercial uses, and, where permitted, individual entrances for limited ground floor residential with abundant landscaping.

LU 14.4
Encourage new infill multi-family residential development that is consistent with the existing neighborhood character.

LU 14.5
Encourage appropriate and contextual building articulation in order to break down the scale of large buildings and to allow for natural light infiltration while incorporating design that allows for optional natural ventilation and cooling features.

LU 14.6
Promote varied and engaging building façades by providing design features, such as layering that adds texture and visual interest and an architectural accent signifying the main entry.

LU GOAL 15

COMMERCIAL DEVELOPMENTS WITH ENHANCED AESTHETIC QUALITY AND PEDESTRIAN ORIENTATION.

LU 15.1
Design commercial development, including infill development, redevelopment, rehabilitation, and reuse efforts, to produce a high-quality built environment that is compatible with adjacent development, and reflects the community's unique historic, cultural and architectural context.

LU 15.2
Ensure that commercial infill projects achieve harmony in design consistent with the exemplary development and draws upon community identity.

LU 15.3
Support efforts to enhance community identity, scale and architectural variety, by promoting quality site and landscape design for new commercial uses.

LU 15.4
Enhance the public realm in commercial areas by promoting quality and functional site orientation, architectural and landscape design, as well as vibrant streetscape and public outdoor plazas.

LU 15.5
Foster development with new buildings that are oriented to and actively engage the public realm through design interventions and strategies, such as 360 Degree Design, Climate-Adapted Design, build-to and setback lines, façade articulation, ground-floor transparency, and the location of parking.

LU 15.6
Encourage an active street environment along commercial corridors by incorporating commercial or other active public uses along the street frontages.

LU 15.7
Encourage the integration of pedestrian amenities, outdoor plazas and public areas, lighting, shade trees, outdoor dining and open spaces to create destinations areas for residents to shop and gather.

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LU 15.8
Promote new development with ground floor transparency and entries along the sidewalk to sustain street level interest and enhance pedestrian activity and safety.

LU 15.9
Encourage architectural features that reinforce the pedestrian character of the ground floor street wall and help define the pedestrian environment along the sidewalk, such as canopies, awnings, and overhangs, as integral to the architecture of the building.

LU 15.10
Promote pedestrian activity in commercial areas and in particular retail districts through streetscape improvements, such as traffic-calming features, and the maintenance and planting of street trees.

LU 15.11
Prioritize the installation and maintenance of street furniture, such as ADA designed bus shelters, benches, trash receptacles, and drinking fountains, including signage, public art, and other amenities that support both pedestrians and users with varying physical abilities.

LU 15.12
Encourage the installation of local community art murals that cultivate artistic expression and foster a sense of community pride and neighborhood identity.

LU GOAL 16

STRONG COMMERCIAL DISTRICTS WITH IMPROVED DESIGN THAT ARE COMPATIBLE WITH SURROUNDING LAND USES.

LU 16.1
Ensure that projects are designed and developed to achieve a high level of quality, retain the neighborhood's distinctive character, and compatibility with existing uses and development.

LU 16.2
Encourage urban design techniques, such as appropriate building orientation and scale, transitional building heights, landscaping, buffering and increased setbacks in the development of commercial properties to improve land use compatibility with adjacent uses and to enhance the physical environment.

LU 16.3
Ensure primary building entrances are highly visible, easily accessible, well lit, and include cohesive architectural accent elements.

LU 16.4
Encourage overall site improvements as part of expansions and modifications of existing auto-related facilities, including improved landscaping, buffering and architectural character in order to minimize environmental impacts.

LU 16.5
Support the screening of open storage, recycling centers and auto uses, and limit visibility of automobile parts storage and other related products from public view.

INDUSTRIAL AREAS

LU GOAL 17

INDUSTRIAL AREAS WITH SUSTAINABLE INDUSTRIAL DEVELOPMENT, IMPROVED DESIGN AND AESTHETIC QUALITY.

LU 17.1
Create and maintain a clean and viable industrial park environment that reflects a high level of regard for contemporary architectural and urban design principles, which help guide decision-makers review projects that enhance the built environment.

LU 17.2
Upgrade industrial areas by promoting high quality industrial development that is compatible with adjacent land uses and incorporates sustainable design and landscaping features that support drought tolerant, native planting and low maintenance landscaping.

LU 17.3
Encourage building facade treatments that provide visual interest and articulation, such as climbing plants, vegetation and green walls; all of which discourage

vandalism and promote a healthy and visual aesthetic that enhances the built environment.

CULTURAL AND HISTORIC RESOURCES

The Wilmington-Harbor City Community Plan has a rich history as a result of its proximity to the Los Angeles Harbor, with key buildings and places that have become significant for their notable architecture or association with the social and cultural history of the community. The preservation of historic resources protects this built environment and its legacy, ensuring continuity of neighborhood identity and pride within the community. Much of the development in the Community Plan Area dates back from the 1920s through the 1950s. Signature neighborhoods such as the Banning Park historic district in Wilmington (a locally designated Historic Preservation Overlay Zone (HPOZ)), and Harbor Pines in Harbor City are prime examples of pre- and post- war residential development.

Wilmington is one of Los Angeles' earliest communities with deep roots and a rich history tied to the Port of Los Angeles. Previously its own city, much of the area developed as a direct result of the establishment of the Port of Los Angeles. Early residential development in Wilmington occurred in the 1890s through the 1910s due to the close proximity of the port. Several historic buildings embody the area's history including the Banning Residence Museum, built by Phineas Banning - the founder of Wilmington and "Father of the Port" (1863) and the Drum Barracks Civil War Museum (1862). Wilmington was consolidated into the City of LA in 1909.

Harbor City's development is closely related to the development of the adjacent Harbor Gateway Community Plan Area. The western portion of Harbor City between Gaffey Street, Normandie Avenue and Western Avenue was part of the "shoestring" strip (now known as Harbor Gateway) when it was annexed by the City of Los Angeles in 1906. Harbor City developed primarily in the Post World War II period. Much of Harbor City's residential development dates to the late 19th and early 20th century.

Avalon Boulevard in Wilmington is a historic commercial corridor which has been identified as a Historic Planning District through SurveyLA. Development began along this neighborhood commercial district in the 19th century and the commercial center expanded in the 1910s and 1920s. A majority of the remaining buildings date between 1923 and 1931.

Wilmington and Harbor City residents take pride in the community and embrace their historic foundation. The Community Plan seeks to protect and reinforce the character of many of Wilmington and Harbor City's significant historic places by encouraging the preservation and restoration of identified historic resources, while providing design guidance for new development to ensure that buildings are compatible with the visual character and architectural features of the Community Plan Area's distinct places.

LU GOAL 18

COMMERCIAL DISTRICTS THAT PRESERVE THE VARIED COMMERCIAL AND CULTURAL CHARACTER OF THE COMMUNITY.

LU 18.1
Encourage and promote the utilization of incentive programs, such as the City Mills Act, Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and California Historical Building Code for owners of historic properties to conserve the integrity of historic-cultural resources.

LU 18.2
Protect and enhance community-identified places and features within the community as cultural resources for the City of Los Angeles.

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LU 18.3
Protect architecturally distinctive residential neighborhoods, such as the Banning Park historic preservation neighborhood.

LU 18.4
Support the preservation of cultural and social resources as an enduring source of cultural and civic pride.

Harbor City Community

LU 18.5
Support efforts to preserve the potential historic resources in Harbor City identified through SurveyLA and future comprehensive historic survey efforts.

Wilmington Community

LU 18.6
Revitalize and strengthen the Wilmington Central Business District as the historic commercial center of the community, to provide shopping, civic, social and recreational activities.

LU 18.7
Support the rehabilitation and reuse of buildings with architectural character, especially within SurveyLA's Avalon Boulevard Planning District.

PORT OF LOS ANGELES

The Port of Los Angeles has become heavily reliant upon Wilmington as a vital corridor for intermodal transportation of cargoes. Due to its location, Wilmington, and to a lesser extent Harbor City, are heavily dependent on the Port and port-related industries for their economic development and livelihood. Although the Port and related industries provide several economic benefits to these communities, it has also caused some environmental concerns. Residential areas in close proximity to the Port and port-related uses are impacted by air pollution and freight truck traffic.

The Community Plan seeks coordinated development, operations and vehicle circulation between Port-related uses and neighboring communities, and promotes the provision of adequate buffers and transitional uses between sensitive land uses, and the Port and port-related uses.

LU GOAL 19
FUTURE DEVELOPMENT OF THE PORT OF LOS ANGELES IS COORDINATED WITH SURROUNDING COMMUNITIES TO MINIMIZE ADVERSE ENVIRONMENTAL IMPACTS, TO ACHIEVE EFFICIENT AND IMPROVED OPERATIONS, AND TO SERVE THE ECONOMIC NEEDS OF LOS ANGELES AND THE REGION.

LU 19.1
Foster a safer, greener port neighbor for Wilmington and Harbor City that provides jobs, commerce, and coastal recreational access for residents.

LU 19.2
Continue to develop and operate the Port of Los Angeles to provide economic, employment, and recreational benefits to neighboring communities with employment and workforce training priority given to residents of the Wilmington and Harbor City communities.

LU 19.3
Strengthen governmental inter-agency coordination in the planning and implementation of Port projects for the purpose of facilitating greater efficiency in Port operations and better serving the interest of adjacent communities.

LU 19.4
Support continued efforts to commit Port resources toward providing public amenities (commercial, recreational and service-oriented) that will benefit the Wilmington community, consistent with the State Tidelands Grant, the California Coastal Act of 1976 and the City Charter.

LU 19.5
Ensure that Port-related activities, land acquisition programs and mobility improvements are compatible with and beneficial in reducing environmental impacts

to surrounding communities, as well as beneficial to the Port.

LU 19.6
Ensure that the Port's land acquisition and development programs in Wilmington include the development of adequate buffers, landscaping and transitional uses between the Port and the community.

LU 19.7
Support efforts to upgrade the vehicular and goods movement circulation system both internal and external to the Port to promote efficient transportation routes to employment, waterborne commerce, and commercial and recreational areas, and to divert port-related traffic away from adjacent residential and commercial areas.

LU 19.8
Ensure the Port's land acquisition and development efforts in Wilmington bring about the timely removal of undesirable activities and their replacement with uses consistent with Port development objectives and which enhance the physical, visual and economic environment of the community.

LU 19.9
Encourage the Port of Los Angeles to consider the relocation of port-related industrial uses to sites more remote from residential areas.

LU 19.10
Capitalize on improvements to the Wilmington Waterfront to support the creation of a "portside village" of commerce, recreation and tourism along Avalon Boulevard.

LU 19.11
Support efforts to "green the Ports," including measures that improve air and water quality, reduce vehicle emissions, and enhance coastal resources.

LU 19.12
Coordinate with the Port's waterfront redevelopment planning and recreational amenities to better serve the interests of the Wilmington Community, including waterfront access, jobs and quality of life.

COASTAL ZONE

Portions of Wilmington are located within the California Coastal Zone. Development in the Coastal Zone is subject to the provisions of the California Coastal Act of 1976, which declared the California Coastal Zone a distinct and valuable resource of vital and enduring interest to all people. The Coastal Act requires that local governments prepare a Local Coastal Program (LCP) for those parts of the Coastal Zone within its jurisdiction. This Community Plan provides policies that seek to guide development in a manner that achieves the goals of the Coastal Act.

The Coastal Zone area within Wilmington is predominantly industrial and contains port-related uses, oil-related sites, utility yards, and other industrial facilities. It also includes the Avalon Gateway and Promenade, which is an open space amenity that creates a direct link between the heart of Wilmington and the Wilmington Waterfront.

LU GOAL 20
A COASTAL ZONE AREA WITHIN WILMINGTON THAT IS ENVIRONMENTALLY SENSITIVE AND ALLOWS MAXIMUM USE FOR PUBLIC ACCESS AND RECREATIONAL ACTIVITIES, AS WELL AS OTHER COASTAL-DEPENDENT ACTIVITIES.

LU 20.1
Prioritize new development in the Coastal Zone that is coastal dependent or that provides for public recreation, outdoor educational programming and access to the coast.

LU 20.2
Discourage the development of new or expanded industrial facilities involved in the handling, transfer, or storage of commodities categorized by law as hazardous if it is found that such facilities would adversely affect the general welfare or community development.

LU 20.3
Support the development of new and/or expanded industrial facilities sited and designed to provide

maximum open space, landscaping and a well maintained buffer area to minimize adverse impacts on surrounding properties.

LU 20.4
Provide public access and viewing areas for the public enjoyment and education of the Coastal Zone environment, including access to and viewing of recreational and industrial activities in the Port of Los Angeles consistent with public safety, efficient Port operation and the California Coastal Act.

LU GOAL 21

WILMINGTON'S COASTAL ZONE IS A MODEL THAT EXEMPLIFIES THE BEST PRACTICES TO SUPPORT COASTAL RESILIENCY WHILE ADAPTING STRATEGIES TO SUPPORT A ROBUST CLEAN GREEN ECONOMY.

LU 21.1
Develop new building and design standards that support climate resilient development in Coastal Zone areas.

LU 21.2
Promote the clean-up of industrial land located within the Coastal Zone to improve water quality, remediate soil contamination and reduce air emissions.

LU 21.3
Evaluate sea-level rise assessment tools and implementation strategies that help support climate adaptation strategies.

LU 21.4
Consider public private and educational institution partnerships to continuously engage in research, modern technology tools, and best practices to support Coastal Zone areas.

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Chapter 3

ENVIRONMENTAL JUSTICE

Environmental justice is of prime importance in the Wilmington-Harbor City Community Plan Area and is especially salient because its residents have historically experienced disproportionate pollution exposure. Environmental Justice Communities are those communities that experience health and environmental disparities and have socioeconomic factors that make them more vulnerable to pollution. The Wilmington and Harbor City communities continue to confront various environmental and air quality challenges stemming from a number of industries including oil extraction, refineries, auto dismantling and open storage, as well as from mobile sources such as the use of railroads, freight truck traffic and port-related goods movement. The community has endured long-standing industrial-residential land use conflicts which have caused adverse environmental and visual impacts and contributed to negative effects on health and wellness.

ENVIRONMENTAL JUSTICE:

"The fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation and enforcement of environmental laws, regulations, and policies."

Government Code Section 65040.12

Building upon the City's Health Element - the Plan for a Healthy LA, the purpose of this chapter is to further contextualize policy guidance that addresses the intersection between land use, public health, and the environment from an equity lens. These goals and policies consider both existing land use conflicts and evolving land use planning priorities for the Wilmington and Harbor City communities.

Despite the challenges presented by residential and heavier industrial land use conflicts, primarily in Wilmington, there have been some important planning efforts such as the Clean Up Green Up Ordinance and the adoption of regulations that prohibit some open storage uses and limit cargo container stacking near residential neighborhoods. These efforts are the result of collaboration between city agencies and engaged community members and organizations that work tirelessly to bring about improvements to their community.

The Community Plan envisions a safer and cleaner environment for the Wilmington and Harbor City communities where industry and residential neighborhoods co-exist in a mutually beneficial way. While many of the existing industrial businesses may be sources of pollution, they also contribute to the local economy and job base. The Community Plan reinforces ongoing efforts to address past land use planning that enabled heavy/polluting industrial uses to operate in close proximity to residential areas through sensitive zoning, the creation of buffer zones, transition of heavier industrial land uses and more robust industrial development standards. The intent is to enable industrial businesses to continue to thrive in appropriate locations, but also operate in a way that minimizes adverse impacts to the community and the environment. The Community Plan also seeks to protect communities from noxious uses, encourage cleaner industrial uses, support community revitalization and beautification, and improve the overall quality of life. In addition, the Community Plan fosters a community where equitable public and community services are provided that contribute to and improve the health and welfare of the local community.

As discussed in Chapter One, Senate Bill 1000 (SB 1000) requires cities to identify environmental justice communities, referred to as "disadvantaged communities," and address them in their general plans. This chapter discusses the environmental conditions in Wilmington and Harbor City and provides goals and policies that guide land use decision making and programming priorities that can potentially reduce the exposure to pollution experienced by these communities.

The California Environmental Protection Agency (CalEPA) and the Office of Environmental Health Hazard Assessment (OEHHA) identify the communities that are most affected by pollution through an online screening tool called CalEnviroScreen. CalEnviroScreen ranks census tracts based on environmental, health, and socioeconomic data from state and federal government sources. Areas referred to as disadvantaged communities represent the 25% most impacted census tracts with multiple sources of pollution and with population characteristics that make them more sensitive to pollution. Identifying these areas is important for purposes of SB 1000, and also due to recently enacted laws that direct funding to these disadvantaged communities (SB 535 and AB 1550).

In April 2021, according to CalEnviroScreen, 19 out of 23 census tracts in the Wilmington-Harbor City Community Plan Area meet the criteria as disadvantaged communities. The CalEnviroScreen data indicates that Wilmington generally has worse public health factors and more social and economic disadvantages compared to California as a whole. The American Communities Survey indicates that in 2019, 91.6 percent of the Plan Area's population were people of color compared

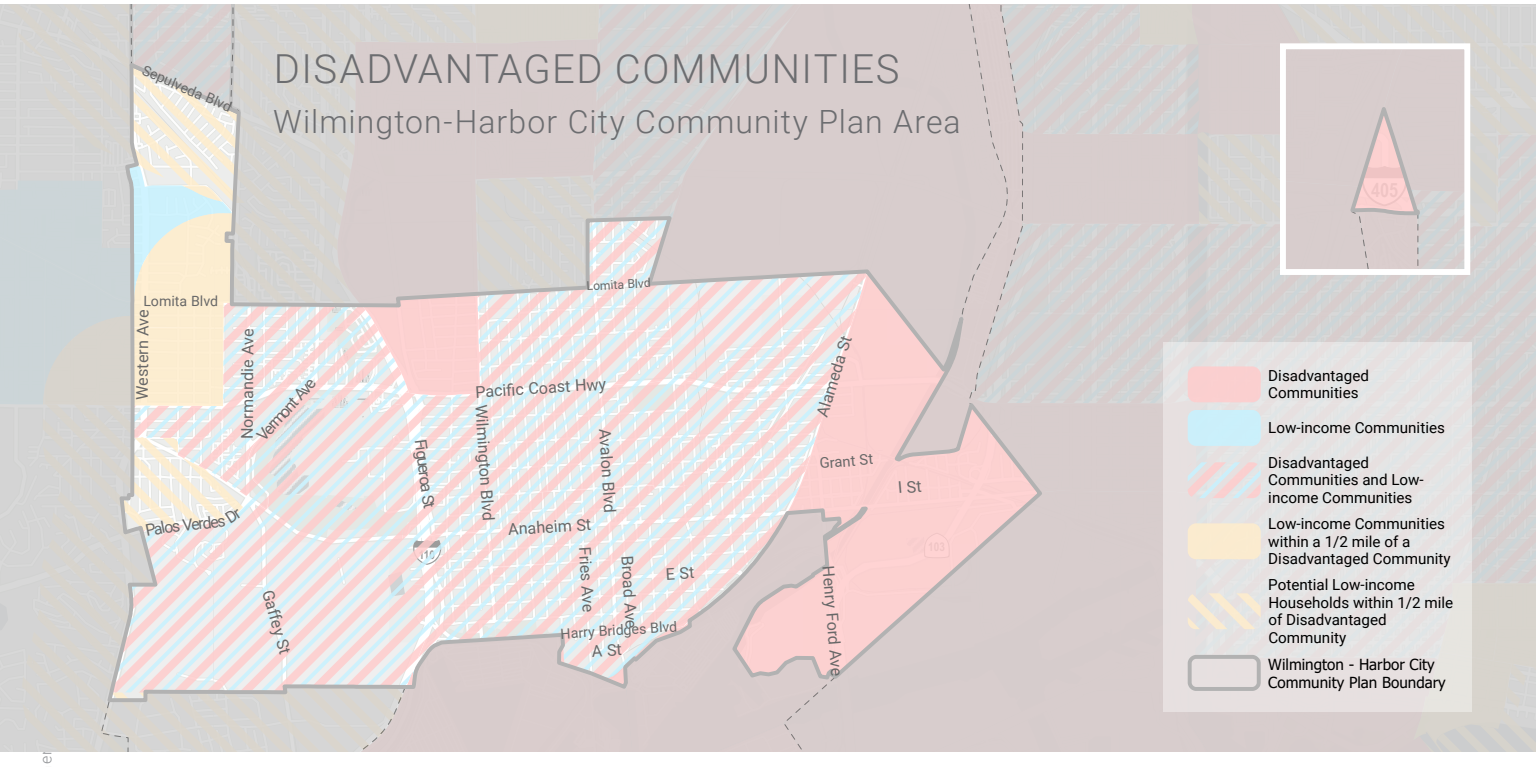
to 72 percent for the City. In addition, 18.9 percent were living below the poverty level compared to 18 percent for the City.

The CalEnviroScreen rankings for Wilmington range from 61% to 100%. Neighborhoods on the northern side of Harbor City ranked lower (0% to 60%) and are not considered disadvantaged communities, while areas in the middle and to the south ranked higher (61% to 80%). The map below shows the areas identified as disadvantaged communities in Wilmington and Harbor City.

WILMINGTON-CARSON-WEST LONG BEACH (WCWLB) AB617 COMMUNITY

In response to Assembly Bill (AB) 617, the California Air Resources Board (CARB) established the Community Air Protection Program (CAPP) and selects high priority communities to participate in the program. The CAPP deploys community air monitoring and/or emissions reduction programs intended to improve air quality in the selected communities. Designated in 2018, Wilmington, is part of the Wilmington-Carson-West Long Beach (WCWLB) AB617 Community. A Community Air Monitoring Plan (CAMP) and Community Emissions Reduction Plan (CERP) have been developed for the WCWLB Community and are in the implementation phase.

https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/communities/wilmington-carson-west-long-beach



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GOALS AND POLICIES

COMMUNITY PARTNERSHIP AND ENGAGEMENT

EJ GOAL 1

A COMMUNITY WHERE ALL PERSONS HAVE THE OPPORTUNITY TO PARTICIPATE IN THE DECISION-MAKING PROCESS THAT AFFECTS THEIR ENVIRONMENT.

EJ 1.1
Ensure appropriate opportunities are in place for all persons to participate in the land use decision-making process, including enhancing language access of planning informational materials to the extent possible.

EJ 1.2
Proactively and meaningfully engage the community in planning decisions that affect their health and wellbeing.

EJ 1.3
Foster opportunities for deep engagement, relationship building and collaboration with local Indigenous Peoples/Tribal Organizations to ensure planning efforts are responsive to the needs and aspirations of local Native American Communities.

EJ 1.4
Assist in connecting and supporting tribal relationships among other partner agencies, non-profits, and community groups to increase coordination and collaboration with tribes.

EJ 1.5
Pursuant to Assembly Bill 52, ensure consultation with tribes occurs early in project development and throughout project implementation to help support a respectful process.

EJ 1.6
Promote capacity-building and educational efforts to train planning staff to "meet people where they are" by collaborating with community-based organizations, community centers and traditionally underrepresented populations to ensure authentic and meaningful participation in the land use decision-making process.

EJ 1.7
Coordinate pragmatic outreach efforts between City departments and agencies to capitalize on existing communication methods, such as utility bill mailers and public schools' parent notification systems in order to reach as many community members as possible.

EJ 1.8
Partner with local community-based organizations and other local groups, such as block clubs, parent centers, interfaith groups or recreation centers to help increase public awareness and engagement in the planning process, particularly in communities with low public participation.

EJ 1.9
Prioritize the health, safety and needs of residents over special interests.

EJ GOAL 2

CITY PROVIDED IMPROVEMENTS AND PROGRAMS ARE PRIORITIZED FOR LOW-INCOME AND ENVIRONMENTAL JUSTICE COMMUNITIES.

EJ 2.1
Ensure that the City's departments, including City Planning, prioritize the needs of environmental justice communities when developing their work plans wherein they allocate staff time and sustainable financial resources.

EJ 2.2
Encourage the development of initiatives that incentivize and promote greater access to essential goods and services, such as healthy food, mental health, self-care, and wellness programs (also see Health, Wellness and Sustainability subsection within this chapter).

EJ 2.3
Foster effective collaboration and coordination between City departments to more effectively respond to the needs of environmental justice communities with adequate resources and focused efforts and strategies.

HEALTH, WELLNESS AND SUSTAINABILITY

Wellness and sustainability are interrelated with land use planning and the built environment. Crafting a health-friendly, climate resilient and sustainable Community Plan is critical to the overall health of a community. Land use, urban form, and building design should be considered from the perspective of the environment to conserve our air, water and energy resources and of the health of residents.

The Community Plan establishes a careful direction and guidance for sustainable urban development to minimize impacts to the environment, improve the resilience of our built environment and enhance the health and well-being of residents. By directing new housing and commercial development around transit and commercial centers, the Community Plan will enable more residents to access businesses, fresh food, jobs, and schools as pedestrians, transit riders, bicyclists, users of all physical abilities and users of other modes of transportation such as: electric and portable wheelchairs, electric scooters, skateboarding and ridesharing. In addition, the Community Plan promotes a wide variety of uses that are distributed in an equitable manner that contributes to the overall well-being of the community. The Community Plan also includes policies based on the local environment, sustainable and accessible design elements and green building technologies.

EJ GOAL 3

NEW DEVELOPMENT IS ENVIRONMENTALLY SUSTAINABLE AND EMBODIES SOCIAL AND EQUITABLE RESPONSIVENESS, RESOURCE EFFICIENCY AND COMMUNITY SENSITIVITY.

EJ 3.1
Promote public health and environmental sustainability outcomes that reduce greenhouse gas emissions, expand access to green and healthy spaces, improve air quality, encourage physical activity, and provide all residents with the opportunity to access good jobs.

EJ 3.2
Promote new development that integrates sustainable design, green building practices and technologies, green roofs, tree planting, photovoltaic panels, energy storage, low volatile organic compound (VOC) and renewable materials and other features that minimize health and environmental impacts and reduce the heat island effect and greenhouse gases.

EJ 3.3
Advance the creation of landscaped corridors and enhancements through median plantings and the planting of street trees along commercial and high volume pedestrian corridor segments.

EJ 3.4
Encourage the use of native and drought-tolerant plants and permeable surfaces in all new development.

EJ 3.5
Support upgrading the existing housing stock to reduce energy cost burden and make homes healthier through energy efficiency retrofits and improvements, such as insulation, reflective roofs, air sealing and upgrades to energy efficient appliances and heating equipment.

EJ 3.6
Based on specific site yard drainage, and street block storm drainage conditions, facilitate on-site stormwater capture, retention and infiltration to minimize runoff through natural, landscaped detention areas, bioswales and/or raised planters, and incorporate measures to prevent runoff of hazardous materials.

EJ 3.7
Situate new buildings so they are oriented to maximize daylight opportunities and to harvest natural light within interior working spaces, utilizing design features, such as skylights, operable clerestory windows and integrated shading systems where possible.

EJ 3.8
Expand green spaces that include improved public amenities that facilitate outdoor activities such as sitting, strolling, and conversing, including seating for comfort and landscaping for shade and aesthetics.

EJ 3.9
Foster a walkable community that is universally accessible, safe and convenient, and that contains an integrated pedestrian system to promote active living, reduce vehicular conflicts and provide links within the community and to surrounding communities.

EJ GOAL 4

NEW DEVELOPMENT IN INDUSTRIAL AREAS IS ENVIRONMENTALLY SUSTAINABLE, INCLUSIVE AND HARNESSES EMERGING GREEN INDUSTRIES.

EJ 4.1
Encourage green, sustainable industries that bolster the economic base and provide high-skill and high-wage job opportunities for local residents.

EJ 4.2
Incentivize development opportunities for environmentally sustainable businesses that employ green building practices and processes and involve clean technologies.

EJ 4.3
Encourage the use of xeriscape and low maintenance landscaping, such as native and drought-tolerant plants, as well as trees and plants that are known to effectively remove air pollutants.

CLEAN-UP AND REMEDIATION

EJ GOAL 5

A COMMUNITY WHERE LAND USE PATTERNS SUPPORT HEALTHY AND THRIVING NEIGHBORHOODS WHILE PROVIDING SPACES FOR INDUSTRY AND ECONOMIC DEVELOPMENT IN APPROPRIATE LOCATIONS.

EJ 5.1
Support the transition of industrial land uses from heavier industrial uses to lighter industrial uses, in close proximity to residential neighborhoods and sensitive uses to minimize the negative environmental and visual impacts to the community.

EJ 5.2
Minimize residential-industrial land use incompatibilities, prevent the introduction of new heavy industrial uses and phase out existing heavy industrial uses adjacent to residential neighborhoods.

EJ 5.3
Restrict uses that are over-concentrated and have a negative impact on air quality, water quality, the built environment and walkability and contain incompatible operations that spill over into residential neighborhoods.

EJ 5.4
Prevent the enlargement of nonconforming, incompatible commercial and industrial uses within residential areas and support their removal on a scheduled basis.

EJ 5.5
Develop a program that provides relocation assistance and/or a phasing out strategy for incompatible, non-conforming commercial and industrial businesses located on residentially-zoned land.

EJ 5.6
Support the relocation of residential households within heavy industrial districts to more appropriate locations and the relocation of intense industrial uses away from residential uses.

EJ 5.7
Improve land use compatibility through compliance with environmental protection standards and health and safety requirements in the design and operation of industrial facilities, including the Wilmington Clean-Up Green-Up requirements.

EJ 5.8
Support the creation of green buffers next to freeways to help reduce the amount of particulate matter (PM2.5) spillover into residential areas.

EJ 5.9
Avoid siting new residential and other sensitive land uses in close proximity to existing industrial areas, including Production and Industrial Land Uses.

EJ GOAL 6

BROWNFIELDS AND CONTAMINATED INDUSTRIAL SITES ARE REMEDIATED AND TRANSFORMED INTO NEW JOB CENTERS OR OTHER PRODUCTIVE USES.

EJ 6.1
Support the removal and management of environmental toxins in accordance with existing local, regional and federal policies and avoid future environmental contamination.

EJ 6.2
Promote the clean-up and reuse of contaminated sites and prioritize remediation of brownfields adjacent to residential and commercial areas.

EJ 6.3
Coordinate with property owners, public sector and non-profit organizations that work in land recycling to help secure grants and other funding available for brownfield remediation.

EJ 6.4
Encourage appropriate site assessment of industrial properties located near residential and commercial areas prior to grading and redevelopment activities to prevent the unintended release of contaminants.

EJ 6.5
Collaborate with residents, property owners, non-profit partners, local departments and state agencies to accelerate remediation and redevelopment of brownfield sites in order to spur economic development and expand natural open spaces and parks, community gardens, and other similar health-promoting community revitalization activities.

LAND USE AND URBAN FORM

EJ GOAL 7

INDUSTRIAL USES WHICH ARE SAFE FOR THE ENVIRONMENT AND THE WORKFORCE, AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT RESIDENTIAL USES.

EJ 7.1
Encourage existing industrial businesses to improve the physical appearance of their properties with adequate screening and landscaping when adjacent to residential or other sensitive uses and require such improvements for the establishment of new businesses in order to reduce environmental impacts.

EJ 7.2
Support the implementation of prevention measures and design features (e.g., sound walls) that proactively safeguard the community from exposure to noxious activities that emit odors, noise, dust, vapors and toxic or hazardous, substances and materials, and other hazardous nuisances.

EJ 7.3
Provide reasonable and cost effective measures that assist the industrial business community improve outdoor air quality through efficient operations and sustainable best practices.

EJ 7.4
Expand the enforcement of existing regulations that prohibit cargo container storage yards near residential zones.

EJ 7.5
Prevent the expansion of existing or new cargo container storage yards, open storage and warehousing in close proximity to sensitive uses, including residential areas.

EJ 7.6
Ensure that new warehouses and distribution centers incorporate Best Practices (e.g. on-site queuing and check-in to prevent truck idling outside the facility), including City Environmental Protection Measures (EPMs) to prevent land use conflicts and protect residents and other sensitive receptors from environmental hazards, consistent with the State Bureau of Environmental Justice.

EJ 7.7
Encourage warehouse and distribution center operators to appoint a community relations liaison with regard to on-site construction activity and operations, and provide their contact information to the surrounding community.

EJ 7.8.
Promote the installation of on-site electric vehicle charging stations to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use, as well as parking stalls with electric outlets where transport refrigeration units (TRUs) are proposed to be used.

EJ 7.9
Ensure that warehouse and distribution centers inform drivers about appropriate truck routes to/from the facility, locate site ingress/egress at the furthest point away from residential uses or other sensitive receptors, adhere to limited hours of operation (daytime hours, preferably on weekdays) when located near residential areas, and provide adequate on-site queuing and daytime/overnight parking to prevent trucks and other vehicles from parking or idling on public streets.

EJ GOAL 8

INDUSTRIAL AREAS WITH QUALITY INDUSTRIAL AND COMMERCIAL DEVELOPMENT THAT DOES NOT CREATE DETRIMENTAL VISUAL IMPACTS ON ADJACENT RESIDENTIAL AND COMMERCIAL AREAS.

EJ 8.1
Support urban design techniques, such as appropriate building orientation and scale, landscaping, screening, buffering and adequate setbacks in the development of new and expanding industrial businesses to improve land use compatibility with adjacent uses that enhance the physical environment.

EJ 8.2
Encourage the use of xeriscape and low maintenance landscaping, such as native and drought-tolerant plants, as well as trees and plants that are known to effectively remove air pollutants.

EJ 8.3
Ensure that cargo container storage yards and other open storage facilities provide landscaped buffering, height limitations, noise and view mitigation measures designed to protect nearby residential areas.

Wilmington Community

EJ 8.4
Collaborate with City Departments to ensure that all zoning, building, health and safety codes are strictly enforced within the Wilmington Industrial Park and Alameda Corridor industrial area, including site maintenance and removal of junk, trash, abandoned vehicles, overgrown weeds and debris, to maintain a safe and clean environment for the benefit of all industrial businesses, property owners, employees, and the overall community.

EJ GOAL 9

HYBRID INDUSTRIAL AREAS WITH CREATIVE, OFFICE, AND LIGHT INDUSTRIAL USES AND COMMERCIAL BUSINESSES THAT SERVE AS A BUFFER BETWEEN INDUSTRIAL AREAS AND RESIDENTIAL NEIGHBORHOODS.

EJ 9.1
Create Hybrid Industrial areas with landscaped buffers, trails, pedestrian walkways, and bikeways that facilitate transitions from traditional industrial districts to residential neighborhoods and commercial areas and phase out existing non-compatible uses.

EJ 9.2
Allow the introduction of limited residential uses in hybrid industrial areas that are not directly adjacent to heavy industrial and heavy commercial uses and where existing environmental conditions would not be detrimental to public health.

PETROLEUM RELATED ACTIVITIES

The Wilmington-Harbor City Community Plan Area has the highest number of oil well sites within the City of Los Angeles and surrounding region and the Wilmington Oil Field is the third largest oil field in the contiguous United States. Wilmington has historically been a local hub of the oil industry, and many of the oil industries established in the 1920s remain in the

area to this day. The three existing refineries in the Community Plan Area along with the area's oil extraction and related activities contribute to the region's supply of petroleum products. Many of these sites are within industrial areas; however, numerous sites are located within residential neighborhoods. The Community Plan seeks to provide guidance that recognizes the reality of existing conditions from multiple perspectives, including the economic perspective but also provides hope for an improved balance between the provision of this resource and the health of the community, while advancing the City's goal of reducing the footprint of the oil and gas industry.

EJ GOAL 10

A HEALTHY AND LIVABLE COMMUNITY WHERE COLLABORATIVE EFFORTS TO REDUCE THE FOOTPRINT OF THE PETROLEUM INDUSTRY WITHIN THE COMMUNITY PLAN AREA ARE ADVANCED.

EJ 10.1
Support the expedited preparation of plans and programs for the abandonment, proper plugging and remediation of all oil-related sites, prioritizing sites in residential areas, consistent with State, County and City efforts to phase-out oil drilling and ensure that all existing oil well sites adhere to adopted amortization programs and prohibitions.

EJ 10.2
Collaborate with local oil operators, the California Geological Energy Management Division (CalGEM), and other relevant agencies to identify priority well sites for abandonment and site remediation, in particular low-producing or idle/inactive wells.

EJ 10.3
As technology and research evolve in this field, develop reasonable criteria based on best practices that help inform a limit, modification, or prohibition of new and expanded oil and gas facilities and extraction technologies within and adjacent to residential neighborhoods as a reasonable means of protecting the health and welfare of residents, consistent with federal and state law.

EJ 10.4
Support meaningful community engagement to identify the appropriate reuse of properly abandoned and remediated oil well sites as neighborhood uses, such as community gardens or other neighborhood-serving uses.

EJ 10.5
Provide a program for the abandonment of drilling sites that are low-producing or idle, especially sites located within or near residential uses.

EJ GOAL 11

EXISTING OIL AND GAS EXTRACTION AND REFINERY ACTIVITIES THAT ARE PERFORMED WITH THE GREATEST REGARD FOR PUBLIC HEALTH, SAFETY AND WELFARE AND THE ENVIRONMENT.

EJ 11.1
Ensure that existing oil well sites within residential areas provide appropriate screening, fencing and landscaping and have well-maintained equipment until such time as they are phased out.

EJ 11.2
Consistent with existing zoning review practices, seek a high level discretionary review for any changes to existing oil and gas extraction sites, surface production facilities, refineries and related activities so that the public may be properly notified and consulted, and so that appropriate environmental review may take place pursuant to the California Environmental Quality Act.

EJ 11.3
Ensure that all existing uses that employ extraction technology, including fracking, acidizing, drilling or other technologies that involve potentially hazardous materials, create no negative impacts on public health or the environment.

EJ 11.4
Support the requirement of detailed plans, which strive to prevent the release of chemicals into the groundwater or surrounding environment.

EJ 11.5
Support periodic review and reassessment of conditions and improvements to operations at existing oil-related sites, such as the installation of leak detection technology, installation of enclosures or other technologies that trap fugitive emissions and restricting hours of operation to reduce noise impacts, particularly near sensitive uses.

EJ 11.6
Recommend that emergency responders, including LAPD and LAFD, review any plans involving the storage, transportation, or use of hazardous materials, and that comprehensive abatement, fire prevention protocol and emergency response plans exist prior to the issuance of any decision to approve any change to oil or gas extraction activities.

EJ 11.7
In coordination with the City's Petroleum Administrator, Climate Emergency Mobilization Office, and other city departments, collaborate to oversee the administration and assessment of existing oil extraction activities and facilities in such a manner to enhance their compatibility with the surrounding community.

EJ 11.8
Evaluate best practices and data analysis that help determine the consolidation of surface oil extraction operations, the landscaping or improvement of existing oil well sites, and elimination of inactive and/or unneeded wells, to free land for other uses, increase compatibility between oil operations and other land uses, and improve the aesthetics and environment within the community.

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Chapter 4

MOBILITY & CONNECTIVITY

The Wilmington and Harbor City communities are envisioned to thrive with complete streets and an enhanced transit network providing safe and convenient multimodal options that are easily and universally accessible to all. The Community Plan supports a community that is well connected to residential neighborhoods, commercial centers, jobs, open space, recreational facilities, and the Port of Los Angeles.

Wilmington and Harbor City are encompassed and shaped by human-made features, including freeways and wide boulevards that traverse much of the Community Plan Area. Generally, the streets are laid out along a north-south and east-west grid. Most residential areas have convenient access to the major corridors of the Community Plan Area and several major routes connect to nearby industrial areas and the Port of Los Angeles. Although the Community Plan Area does not benefit from an extensive public transit network, several Local Bus Lines provide transit service, primarily along segments of Pacific Coast Highway, Anaheim Street and Avalon Boulevard, as well the Metro Silver Line with a station at the I-110 and Pacific Coast Highway.

This chapter provides goals and policies aimed at enhancing mobility and connectivity, improving the pedestrian experience along commercial centers, enhancing a multimodal transit system, maximizing public transit ridership and reducing noise and pollution from vehicular traffic. Due to its proximity to the Port of Los Angeles and its large industrial districts, the Plan also includes important policies that address goods movement that supports a healthy regional economy. A key goal is ensuring that goods movement and automobile

parking efficiently serves the needs of residents and businesses without compromising safety and mobility for pedestrians, bicyclists and transit users. The Plan also encourages investment in transit, bicycle and pedestrian infrastructure to improve air quality, public health and the quality of life.

GOALS AND POLICIES

MC GOAL 1

AN EFFICIENT CIRCULATION SYSTEM WITH SAFE, CLEAN, AND WELL-MAINTAINED STREETS THAT PROVIDE ENHANCED ACCESS AND CONNECTIVITY AND BALANCE THE NEEDS OF MULTIPLE COMMUNITY INTERESTS AND FUNCTIONS.

MC 1.1
Ensure the community is served by a complete street system that is safe, attractive, and that balances the needs of all users including pedestrians, bicyclists, transit users, mobility-challenged persons or persons with various physical abilities and vehicles.

MC 1.2
Support additional resources to ensure clean neighborhoods through increased trash pick-up and cleaning of the streets, sidewalks, alleys and railroads, as well as the creation of a program to address illegal dumping in the Community Plan Area.

MC 1.3
Encourage the installation and enhancement of existing sidewalks and roadways in areas where the streets are unimproved, are too narrow, or experience frequent seasonal and stormwater flooding.

MC GOAL 2

AN EXPANDED AND EFFICIENT TRANSIT NETWORK THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

MC 2.1
Encourage improved local and express bus service in Wilmington-Harbor City through coordination with regional and local transit agencies (e.g., the Metropolitan Transit Authority (Metro), LADOT, Long Beach Transit, Torrance Transit and Gardena Transit) and with community input.

MC 2.2
Encourage the development of quality designed park-and-ride facilities that are strategically located near freeways, High Occupancy Vehicle (HOV) facilities and transit routes.

MC 2.3
Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities that include universal infographics understandable to all, including persons with varying hearing or visual abilities.

MC 2.4
Support the expansion, wherever feasible, of transportation programs and services aimed at enhancing the mobility of senior citizens, disabled persons, young people and the transit-dependent population, including subsidized transit passes.

MC 2.5
Improve the travel experience for bus riders by ensuring bus stops are appropriately designed to provide sufficient shaded shelter, seating and public trash receptacles and are equipped with bus arrival time display systems (e.g., real-time passenger information display systems).

MC GOAL 3

A SYSTEM WITH ALTERNATIVE MODES OF TRANSPORTATION THAT REDUCES VEHICULAR TRIPS AND SINGLE OCCUPANT VEHICLES (SOV) IN ORDER TO IMPROVE AIR QUALITY AND THE HEALTH OF RESIDENTS.

MC 3.1
Encourage mixed-use developments that include units at low, very low, and deeply low affordability levels in transit-served areas in order to maximize transit ridership, reduce vehicle trips and minimize Vehicle Miles Traveled (VMT).

MC 3.2
Encourage employers and institutions to provide employee incentives, such as subsidized transit passes, for utilizing alternatives to the automobile (e.g., carpools, vanpools, buses, flex time, bicycles and walking).

MC 3.3
Reduce automobile dependency by providing a safe and convenient transit system accessible to all, pedestrian linkages and a network of safe and accessible bikeways and by encouraging alternatives, including reduced emissions vehicles, such as electric and Neighborhood Electric vVehicles (NEVs).

MC 3.4
Pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

MC 3.5
Encourage improvements to transit and public facilities that promote alternate power sources that meet low emissions standards, such as electricity, solar or alternative fuels.

MC GOAL 4

A SAFE, COMPREHENSIVE, AND INTEGRATED BIKEWAY NETWORK THAT IS ACCESSIBLE TO ALL, AND ENCOURAGES BICYCLING FOR RECREATION AND TRANSPORTATION.

MC 4.1
Support the provision of bicycle access for open space areas, commercial and mixed-use boulevards, community centers and neighborhood districts in order to allow easy connections between residential neighborhoods and employment centers, as well as important non-work destinations.

MC 4.2
Incorporate bicycle amenities (e.g., bicycle parking stations, lockers, changing rooms and showers) accessible to the public at low or no cost in public facilities, parks, commercial and multi-family residential developments, employment and transit centers, as well as park-and-ride facilities.

MC 4.3
Encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space areas and employment centers.

MC GOAL 5

PEDESTRIAN-ORIENTED ACCESS AND ROUTES THAT ARE SAFE, EFFICIENT AND ATTRACTIVE FOR A VARIETY OF USES INCLUDING COMMUTER, SCHOOL, RECREATION AND ECONOMIC ACTIVITY.

MC 5.1
Encourage the safe utilization of easements and/ or rights-of-way along flood control channels, public utilities, railroad rights-of-way and streets wherever feasible for the use of bicycles and/or pedestrians.

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MC 5.2
Support the installation of sidewalks, where needed, with new roadway construction and significant reconstruction of existing roadways, particularly in areas with recurrent flooding.

MC 5.3
Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments.

MC 5.4
Maintain sidewalks, streets and rights-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians with secure and adequate sidewalks, parkway landscaping that provides shade, and street lighting that provides safety during the night.

MC 5.5
Minimize conflicts between cars, buses, freight trucks and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe, as well as by creating well-marked crossings at intersections and select mid-block locations, preferably within Commercial Centers and Neighborhood Center Districts.

MC 5.6
Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycles or transit.

MC GOAL 6

A COMMUNITY WHERE GOODS AND SERVICES CAN BE DELIVERED TO ITS RESIDENTS AND BUSINESSES SAFELY AND EFFICIENTLY, WHILE MAINTAINING THE COMMUNITY'S CHARACTER AND QUALITY OF LIFE.

MC 6.1
Site regional distribution centers and other industrial uses proximate to the freeway system and regional truck routes, maintaining an adequate buffer between such uses and residential neighborhoods.

MC 6.2
Provide appropriately designed and maintained roadways along designated truck routes to safely accommodate truck travel.

MC 6.3
Ensure that commercial and industrial development has adequate off-street accommodations for temporary or prolonged loading and unloading of commercial vehicles, while maintaining and enforcing idling restrictions in both industrial and residential areas.

MC 6.4
Prevent the intrusion of freight trucks into residential neighborhoods by employing design measures (e.g., diverters) at heavily impacted locations, as well as proactive enforcement.(see also MC 7.7)

MC 6.5
Support environmental protection measures that can be implemented to reduce air quality impacts from adjacent freeways and truck routes.

MC 6.6
Encourage new construction and installation of Zero Emission Vehicle (ZEVs) infrastructure for freight trucks within **Production and Industrial Land Uses** to support the reduction of Greenhouse Gas emissions and improve air quality.

MC 6.7
Prevent the over concentration and siting of new commercial (i.e. drayage trucks, freight trucks, etc.) fueling stations and electric charging facilities in close proximity to sensitive uses, including residential areas. An appropriate buffer should be maintained.

MC GOAL 7

A PARKING SUPPLY THAT IS EFFICIENT, SERVES ECONOMIC DEVELOPMENT AND FACILITATES ALL MODES OF TRANSPORTATION.

MC 7.1
Reduce or consolidate parking areas, where appropriate, to eliminate the number of ingress and egress points onto arterials.

MC 7.2
Support parking management through Transportation Demand Management (TDM) strategies in areas of high demand.

MC 7.3
Support the development of City-owned or other parking structures that are accessible to all and integrate sustainable design (i.e., solar panels and LID features), where appropriate, to accommodate commercial parking needs and prevent parking impacts to adjacent residential neighborhoods and discourage surface parking lots.

MC 7.4
Encourage alternative parking proximate to transit centers, such as underutilized commercial parking lots (e.g., church parking lots).

MC 7.5
Auto-related uses should accommodate all vehicle parking on-site to prevent spill-over impacts on adjacent residential areas.

MC 7.6
Support the enforcement of parking restrictions on large commercial vehicles along commercial and neighborhood streets.

MC 7.7
Support the implementation and continuous evaluation of the Los Angeles County Strategic Good Movement Arterial Plan (CSTAN) network that helps to assess and inform improved trucking routes and designated areas for truck traffic. (see Implementation Program #P27)

MC 7.8
Encourage new construction projects to include charging stations to accommodate Zero Emissions Vehicles (ZEVs) and/ or Plug-in Electric Hybrids Vehicles (PHEV) in new public and private development.

MC 7.9
Encourage new commercial and retail developments to provide prioritized parking for shared vehicles (i.e. carpooling), electric vehicles and vehicles using alternative fuels.



Image: S. Singh

Chapter 5

PUBLIC REALM & OPEN SPACE

The public realm is a vital part of a livable, sustainable community. It provides opportunities for passive and active recreation, social and cultural events, important gathering places for the community, health benefits and higher quality of life. Although new opportunities for traditional parkland and open space are rare, there are ample opportunities for the provision of shared public spaces, such as plazas, greenways, community gardens, and enhanced pedestrian paths. One of the most important components of the public realm is the street, which not only facilitates the movement of vehicles, cyclists, and pedestrians, but also supports residents' daily social lives. Streets can be used to host special community events, such as Wilmington's Annual Art Walk on Avalon Boulevard.

Through the community outreach process, the need for additional parkland was identified in the Wilmington-Harbor City Community Plan Area, despite the presence of several park and recreational areas throughout the community. The largest park that serves the community is the Ken Malloy Harbor Regional Park at approximately 231 acres. The park features Machado Lake, playgrounds, picnic areas, fitness area and walking paths and has important ecological areas that provide habitat for many native animals and plants. Two new public open spaces were developed by the Port of Los Angeles to connect the Wilmington community to the waterfront and enhance opportunities for public access and enjoyment of the Wilmington waterfront. Construction of these open spaces began in 2021. The project includes the nine-acre Wilmington Waterfront Promenade that transformed an underutilized industrial area adjacent to Banning's Landing Community Center into a park featuring a promenade, public pier and dock, restrooms, and a playground. The four-acre

Avalon Promenade and Gateway includes a pedestrian bridge over freight rail lines that links the two park spaces. Other important parks in the Community Plan Area include Banning Park, Wilmington Waterfront Park, Will Hall Park, Harbor City Park, Harbor Park Golf Course, Wilmington Town Square Park, and the East Wilmington GreenBelt Park. In the Wilmington-Harbor City Community Plan Area, there are also important open space areas separate from land under the control of the City of Los Angeles Department of Recreation and Parks. Such lands include a portion of the U.S. Naval Reservation, the Wilmington Athletic Complex and the historic Wilmington Cemetery.

The Community Plan provides policies that seek to improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment contributing to the vibrancy of Wilmington and Harbor City. The Plan also promotes a system of safe, well-maintained and connected parks, open space, and recreational facilities and identifies opportunities to expand the amount of high quality public spaces. It also supports efforts to identify areas for potential open space that have not traditionally been considered as resources, such as vacated railroad lines, drainage channels, vacant lots, pedestrian-oriented streets and alleyways. By broadening the application of public realm and open space strategies to include major streets, the Los Angeles River, and local cemeteries, the Plan envisions a diverse and integrated network of pedestrian pathways, paseos, plazas, green spaces, and landscaped streets that foster social life and support community identity.

GOALS AND POLICIES

PO GOAL 1

A COMMUNITY WITH ADEQUATE OPEN SPACE, RECREATIONAL AND PARK FACILITIES THAT SERVE EVERY NEIGHBORHOOD IN WILMINGTON AND HARBOR CITY.

PO 1.1
Develop new community, neighborhood and pocket parks to increase parks and open space that are equitably distributed throughout Wilmington and Harbor City, engaging the community and surrounding residents.

PO 1.2
Prioritize the provisions of new parks, including skateparks, and recreation facilities in areas with the greatest need.

PO 1.3
Pursue opportunities to establish new public parks, cooling centers and resilience hubs through partnerships involving state and local agencies, and community-based organizations.

PO 1.4
Repurpose vacant or underutilized lots, including decommissioned railroad rights-of-way and properly plugged oil well sites, for parks and open space and ensure that each site is properly cleaned up.

PO 1.5
Identify opportunities to increase recreational areas through the use of existing public lands, such as flood control channels, utility easements, Department of Water and Power properties and select alleyways to accommodate greenways, pedestrian paths and bicycle trails.

PO 1.6
Foster a high quality recreational experience at all parks and recreation facilities through quality design, landscaping, and maintenance and the provision of public amenities such as drinking fountains and restrooms that are maintained in good condition.

PO 1.7
Encourage parks to incorporate active and passive recreational features, including landscaped circuit paths for walking and exercise, play areas for children, open fields for sports, dedicated skateboarding areas, shaded tree groves for relaxation, picnic areas for gathering and cultural programming, such as festivities and events.

PO 1.8
Support funding for recreational programming and access to arts, culture and education and ensure the safety and accessibility of parks by their users, particularly families with children and senior citizens.

PO 1.9
Ensure that parks are safe and accessible for all users, particularly families with children and senior citizens, and are adequately illuminated and secured for safe use in the evenings.

PO 1.10
Ensure that small neighborhood parks are designed to prevent potential negative impacts on adjacent residents and provide high visibility to prevent nuisance activities and support healthy recreation, community gatherings and festivities.

PO 1.11
Pursue joint-use agreements to share facilities with schools, especially in neighborhoods that suffer a disproportionate lack of park space and recreational facilities.

PO 1.12
Promote an integrated system of bicycle trails in Wilmington and Harbor City that connects park and open space facilities with the local and regional system.

PO 1.13
Improve the accessibility of the Wilmington Cemetery and support the enhancement of the cemetery with walking paths for visitors.

PO 1.14
Support the expansion of existing facilities and the acquisition of new sites that are planned and designed to minimize the displacement of housing and the relocation of residents.

PO GOAL 2

DIVERSE PUBLIC SPACES AND IMPROVED STREETSCAPES PROVIDE SAFE AND PLEASANT PLACES FOR THE COMMUNITY TO GATHER AND SOCIALIZE.

PO 2.1
Enhance the pedestrian experience along corridors by expanding sidewalk space and incorporating seating, lighting, landscaping, wayfinding, and other desirable features that create walkable, pleasant environments.

PO 2.2
Provide more opportunities for accessible public spaces along streets in the form of plazas and paseos that are designed to encourage social activity.

PO 2.3
Encourage new large scale development to provide public open space that includes community input to inform the design of amenities, including shaded areas and a seamless transition into the public realm.

PO 2.4
Design plazas and other open spaces as communal gathering places that provide opportunities for markets, music, art and community events as well as a range of active and passive activities for users of all ages.

PO 2.5
Facilitate the integration of public art projects and cultural programming into public spaces to reinforce community character.

PO 2.6
Enhance tree planting and sustainable landscaping in parkways, medians, and neighborhood gateways as a placemaking strategy

PO GOAL 3

UNIQUE WILDLIFE HABITATS AND ECOLOGICALLY IMPORTANT AREAS WITHIN PARKS AND RECREATION AREAS THAT ARE PRESERVED

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IN A NATURAL STATE, FOR THE PROTECTION OF PLANT AND ANIMAL SPECIES, AND FOR PUBLIC ENJOYMENT.

PO 3.1
Identify and preserve wildlife habitats and ecologically improved areas in a natural state, consistent with the public need, health and safety.

PO 3.2
Promote urban trails and paths that maximize water recapture and include watershed-friendly landscaping to encourage biodiversity through design features, such as pervious paving and the use of California native, drought-tolerant plants.

PO 3.3
Protect and preserve the habitat of the unique and/or endangered species of animals and plants that reside in Harbor Regional Park and U.S. Defense Fuel Depot.

PO GOAL 4

A COMMUNITY WITH AN AMPLE URBAN FOREST THAT IMPROVES THE ENVIRONMENT, ENHANCES AESTHETICS AND CREATES A SUSTAINABLE MICROCLIMATE.

PO 4.1
Facilitate the planting and maintenance of appropriate street trees, which provide shade and scale to residential and commercial streets in all neighborhoods.

PO 4.2
Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City's infrastructure and green urban forestry goals.

PO 4.3
Identify protecting and developing tree cover that improves air quality and groundwater filtration as a priority, and encourage setting a target for street tree canopy cover in new developments and/or in areas identified as tree-deficient.

PO 4.4
Increase planting of thick canopy trees and dense vegetation near and along freeways and other sources of air pollution using species proven to filter particulate matter pollution.

PO GOAL 5

AMPLE OPPORTUNITIES EXIST FOR URBAN FARMING AND COMMUNITY GARDENS THAT PROVIDE FRESH FOOD.

PO 5.1
Identify and inventory potential garden/urban farm sites within existing parks, vacant lots, public easements, rights-of-way and schoolyards in appropriate locations.

PO 5.2
Encourage new building construction to incorporate green roofs, when practical, and promote conversions of existing roof space to green roofs in order to maximize opportunities for gardening and reduce heat island effect.

PO 5.3
Encourage and allow the use of residential parkways, or other appropriate underutilized public rights-of-way in residential neighborhoods, to be used for the cultivation of community gardens.

PO 5.4
Encourage the use of residential front yards as well-maintained gardens for growing fruits and vegetables.



KEN MALLOY HARBOR REGIONAL PARK & MACHADO LAKE

The Ken Malloy Harbor Regional Park has a fascinating history. In the early days it was home to Native American villages. Today, the park is a safe haven for over 300 species of migratory birds. At approximately 231 acres, Harbor Park, as it's commonly known, features expansive grassy areas, playgrounds, picnic areas, bike path, fitness area and walking paths. The park also contains important ecological areas that provide habitat for many native animals and plants. Many varieties of birds can be seen in the park including Snowy Egrets, Herons, Geese, and Ducks. The 45-acre Machado Lake is at the heart of the park and has several observation decks along its perimeter. The lake was home to Reggie the alligator - a local news sensation that evaded capture from 2005 to 2007. Since his capture, Reggie has been at the Los Angeles Zoo.

The natural land area that is now Harbor Park was acquired by the City of Los Angeles in the 1950s in order to preserve it as open space. The effort to preserve this natural open space was led by environmentalist Ken Malloy. Originally known as Harbor Park, the park was renamed for Malloy in 1992. After decades of deterioration, the park underwent a major restoration, which was completed in 2017. Though some of the park's natural areas and native trees are gone, it still retains a significant amount of natural habitat and wetlands.


JOE BUSCAINO
COUNCILMAN 15th DISTRICT
WILMINGTON
DISTRICT OFFICE
F St
100 E
Metro
246
DASH
COFFEE
PIZZA

Chapter 6

IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for Wilmington and Harbor City. The goals and policies presented by the Plan express this vision and guide its implementation, which occurs through both private developments and public investments. The Community Plan generally identifies policies that are limited to the authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe the actions of other agencies such as the City's school districts.

The Community Plan is implemented through a variety of tools and methods, which include: zoning and other City ordinances; and Community Plan programs. The zoning ordinances adopted along with the Community Plan represent implementation tools that go into effect upon adoption of the Plan and can be implemented directly by the City. Community Plan Programs are programs that identify strategic actions that the City and other public agencies can take to implement the Plan. Implementation of programs tends to rely on coordination among City Departments and between the City and external agencies, often requires approval and allocation of funding by the City Council and other decision-makers, and are expected to occur over the life of the Plan. This chapter discusses how the Community Plan policies and programs are implemented in land use decision-making. In particular, this chapter details existing and aspirational future programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

THE IMPLEMENTATION PROCESS

The goals and policies in the Wilmington-Harbor City Community Plan are implemented through a variety of actions, including regulation and development review; financing and budgeting; and interdepartmental and interagency coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's authority to protect the public health, safety, and welfare of its citizens. Some zoning ordinances may also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Other programs are implemented at the time of Community Plan adoption, such as zone changes to regulations, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays. Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District (LAUSD), water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making.

Among others, the Plan is implemented in the following ways: goals and policies used are used as guidance for discretionary decisions requiring land use consistency findings; zoning of land to apply the desired land use regulations to property throughout Wilmington and Harbor City; and adoption of development incentives that are intended to generate affordable housing and other public benefits in exchange for greater development rights. The following section provides a description of each of the Community Plan's implementation features, followed by a brief explanation of the process for amending the Community Plan.

GOALS AND POLICIES

The Community Plan's goals and policies play an important role in shaping decisions around land use and public infrastructure.

The Community Plan can be used by the public, staff, and ultimately decision makers to guide and inform the land use decision-making process. City actions on discretionary projects involving land use may require a finding that the action is consistent or in conformance with the General Plan. Department of City Planning staff and City Planning Department decision-makers, such as the Director of Planning, Area and City Planning Commissions, and zoning administrators, among others, refer to and cite policies from the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions. The goals and policies of the Community Plan are particularly important when development projects are proposed that are beyond the scope of the underlying zoning regulations, requiring variances or zone changes.

GENERAL PLAN LAND USE DESIGNATIONS

Regulating the use and development of land is an important means by which the City exercises its authority to protect the public health, safety, and welfare of its citizens, and implements the Community Plan. Land Use Designations are designated on the General Plan

Land Use Map and establish the permitted range of intensities, uses, and densities, where applicable in the Community Plan Area. Each General Plan Land Use Designation corresponds to a set of form and use districts in the City's Zoning Ordinances. The Land Use Designations are implemented through these form and use districts applied at the parcel level.

ZONING REGULATIONS

The Community Plan's primary implementation tool is the comprehensive package of zoning regulations that govern how land can be used and developed throughout Wilmington and Harbor City. The zone assigned to each property prescribes the physical parameters new structures must adhere to, the types of uses that can occur, and the intensity at which each use can occur. The zones and supporting development standards adopted as part of the Community Plan are effectuated as ordinances in Los Angeles Municipal Code, or as specific plans, overlay districts adopted under LAMC procedures. The parameters of each zone assigned in Wilmington and Harbor City have been strategically devised to ensure that they shape development in a manner that is compatible with the vision established by the Community Plan. The Plan's zoning regulations are implemented incrementally as each proposed building project and land use change within Wilmington and Harbor City is evaluated by the City for approval. The City applies zoning regulations as one of the primary metrics for evaluating whether a project or proposal is appropriate for a particular location. Projects that do not require discretionary review under any zoning ordinance are ministerial if they comply with all zoning regulations. In most cases non-discretionary or "by-right" projects are reviewed solely by the Los Angeles Department of Building and Safety, where the majority of the development regulations enacted by the Community Plan are enforced. Generally, projects that surpass a specified size or scope require discretionary review under Project Review and will require adoption of the discretionary findings by the designated decision maker to ensure that the project is in conformance with the General and Community Plans and compatible with adjacent properties.

COMMUNITY BENEFITS SYSTEM

This Plan establishes allowable development ranges through base and maximum Floor Area Ratios (FAR) assigned to each zone, and base and maximum heights assigned to some zones. Maximum FAR and height may be achieved through participation in the various incentive systems described in Article 12 of the Los Angeles Municipal Code (LAMC). Development exceeding base development rights may be permitted in accordance with these systems to meet the primary objectives of this Plan by producing a range of public benefits including affordable housing, publicly accessible open space, community facilities, and historic preservation.

COMMUNITY PLAN AMENDMENTS

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well-defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus, any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Amendments to the General Plan are subject to an established public review process.

IMPLEMENTATION PROGRAMS

Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While many Community Plan policies are implemented through land use regulations and incentives enforced by the City based on its mandate to protect the health, safety and welfare of its inhabitants, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making. This section provides a series of tables describing the future programs.

SOURCES OF FUNDING

It is important to note that program implementation is contingent, among other policy and resource considerations, on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. The programs should be reviewed periodically and prioritized, where and when necessary, to reflect funding limitations.

READER'S GUIDE TO THE FUTURE IMPLEMENTATION ACTIONS' TABLE

The table provided in this section organizes programs into two broad categories: established programs and proposed programs. Established Programs refer to existing resources that are currently in effect at the time of the adoption process, and may already be playing an important role in addressing one or more of the Plan's objectives. The list identifies opportunities to expand or continue established programs in the Community Plan Area. Proposed Programs refer to future programs that are included as an advisory resource directed at public agencies responsible for devising improvements or prioritizing projects within Wilmington and Harbor City. Proposed Programs described in the table are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Community Plan.

The table identifies each program with a distinct reference number (i.e., P1), followed by a description of the intent and scope of the program, and a reference to the Community Plan policies that the program is expected to implement. Lastly, the table identifies the agency primarily responsible for implementing the program, as well as any agencies necessary for supporting in the program's implementation.

ACRONYMS FOR AGENCIES

BSL - Bureau of Street Lighting

BOE - Bureau of Engineering

BOS - Bureau of Sanitation

BSS - Bureau of Street Services

CalEPA - California Environmental Protection Agency

CalGEM - California Geologic Energy Management Division

CalHFA - California Housing Finance Agency

CalTrans - California Department of Transportation

CAO - City Administrative Officer

CARB - California Air Resources Board

CD - Council District

CDD - Community Development Department

CoDRP - County Department of Recreation and Parks

DCP - Department of City Planning

DOD - Department on Disability

DPW - Department of Public Works

DPSS - Department of Public Social Services

DTSC - Department of Toxic Substance Control

EMD - Emergency Management Department

EWDD - Employment and Workforce

FHWA - Federal Highway Administration

LAHD - Los Angeles Housing Department

LA-DLA - Los Angeles Designated Local Authority

LADBS - Los Angeles Department of Building and Safety

LADOA - Los Angeles Department of Aging

LADOT - Los Angeles Department of Transportation

LADWP - Los Angeles Department of Water and Power

LAFD - Los Angeles Fire Department

LAFPC - Los Angeles Food Policy Council

LAHD - Los Angeles Housing Department

LAPD - Los Angeles Police Department

LAPL - Los Angeles Public Library Development Department

LAUSD - Los Angeles Unified School District

METRO - Metropolitan Transit Authority

NC - Neighborhood Council

OHR - Office of Historic Resources

OPA - Office of Petroleum Administrator

POLA - Port of Los Angeles (Harbor Department)

RAP - Recreation and Parks

SAN - Bureau of Sanitation

SCAG - Southern California Association of Governments

SCAQMD - South Coast Air Quality Management District

**Please visit www.lacity.org for the most recent and updated City departments.*

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FUTURE IMPLEMENTATION ACTIONS

ESTABLISHED PROGRAMS

*(see explanation on p. 47)

Program Number	Description	Policy Reference	Coordinating Agency
Land Use and Urban Form			
P1.	**Affordable Unit Inventory-Measure JJJ:** The Los Angeles Housing Department (LAHD) will monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households during the effective term of Measure JJJ.	LU4.1, LU4.2	LAHD
P2.	**Neighborhood Services:** The new Zoning Code establishes new zones that allow for the establishment or continued maintenance of limited embedded neighborhood services, such as corner stores, that are compatible with adjacent properties.	LU3.2, LU5.5	DCP
P3.	**Sidewalk and Park Vending Program:** Bilingual advisors at EWDD's BusinessSource Centers provide free assistance to prospective sidelwalk vendors to secure the StreetsLA and other required permits to sell food or merchandise on City of LA sidewalks and City parks.	LU5.8	EWDD, LADPH
P4.	**Survey LA Planning District:** The Los Angeles Historic Resources Survey (SurveyLA) identified numerous potential historic resources throughout Wilmington and Harbor City, including the Avalon Boulevard Commercial Planning District. The Plan applies the Character Frontage District of the new Zoning Code to the Avalon Boulevard Commercial Planning District in order to preserve and enhance the corridor's historic character and unique buildings.	LU18.7	DCP

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Program Number	Description	Policy Reference	Coordinating Agency
P5.	**Tenant Protection Programs:** The Los Angeles Housing Department (LAHD) manages housing units subject to the Rent Stabilization Ordinance, the Tenant Habitability Program and provides eviction and relocation assistance. LAHD will continue to develop greater tenant protections consistent with the City's Housing Element.	LU4.1, LU4.3	LAHD
Environmental Justice			
P6.	**Brownfields Identification:** The Los Angeles Department of Sanitation (LASAN) has partnered with the Department of City Planning in an effort to complete an environmental remediation needs assessment for targeted areas in Wilmington and Harbor City that are proposed to transition from industrial to other specified land use designations. The assessment will provide Phase I environmental analysis for properties within the study area and identify the potential need for further environmental analysis and remediation.	EJ6.2, EJ6.4, EJ6.5	LASAN, DCP
P7.	**Clean Up Green Up Implementation:** The CUGU ordinance established standards and regulations to reduce cumulative health impacts resulting from incompatible land uses. It also established an ombudsperson position within LASAN to help local businesses access financial and technical support to improve their operations; assist small businesses navigate the permitting processes and comply with regulatory standards, and respond to community complaints about nuisance businesses.	LU9.5, EJ5.7	LASAN, DCP
P8.	**LA's Green New Deal-Sustainable City pLAn:** Consistent with the City's Green New Deal, the Community Plan supports the pLAn's vision, goals and initiatives aimed at improving the environment, economy and health of communities, as well as by focusing development opportunities for affordable housing near transportation nodes.	LU7.3, LU17.2, EJ3.2	Mayor's Office, DCP
P9.	**Low Impact and Healthy Development:** The City's Low Impact Development (LID) ordinance is a stormwater management strategy that seeks to mitigate the impacts of increases in runoff and stormwater pollution. LID comprises a set of site design approaches and Best Management Practices (BMPs). The LID Handbook is a resource developed to assist developers in complying with LID requirements. In addition, the City's Healthy Buildings, Healthy Places program will provide site and landscaping standards that focus on making buildings safer and more comfortable places to live, work and recreate.	EJ3.4, EJ3.6	LADBS

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Program Number	Description	Policy Reference	Coordinating Agency
Mobility and Connectivity			
P10.	**Metro's Reduced Fare Programs:** The Low-Income Fare is Easy (LIFE) Program and other reduced fare programs offered by Metro provide fare discounts that can be applied toward the purchase of weekly and monthly transit passes on Metro and any LIFE participating transit agencies. Eligible participants include low-income riders, students, seniors and persons with disabilities.	MC2.4, MC3.2	METRO
P11.	**Freight Truck Network:** Ensure that the Countywide Strategic Truck Arterial Network (CSTAN) is adhered to by truck drivers through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.	LU19.7, MC6.4, MC7.7	METRO, LADOT, Caltrans, LAPD
P12.	**Safe Routes to School:** Prioritize additional Safe Routes to School interventions around schools located near the High Injury Network in Wilmington and Harbor City.	MC5.6	LADOT, LAUSD, Caltrans, METRO
Public Realm and Open Space			
P13.	**People Street Pedestrian Plazas and Parklets:** Encourage partnerships between LADOT and community groups or businesses in Wilmington-Harbor City to apply for Plaza or Parklet projects that enhance economic activity and social life and strengthen community identity.	LU15.4, PO2.2, PO2.4	LADOT

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FUTURE IMPLEMENTATION ACTIONS

PROPOSED PROGRAMS

*(see explanation on p. 47)

Program Number	Description	Policy Reference	Coordinating Agency
Land Use and Urban Form			
P14.	**Anti-Displacement Programs**: Coordinate with LAHD to develop anti-displacement strategies that further Citywide Housing Priorities through implementation of programs such as, local tenant/community opportunity to purchase (TOPA/COPA). Explore funding sources, including grants and loans, to assist tenant and community based organizations purchase multi-family buildings.	LU4.1, LU4.2, LU4.3	LAHD
P15.	**Business Incubators and Worker Cooperatives**: Provide incentives and identify potential funding sources for the development of community-based commissary kitchens and business incubators to help emerging small businesses, startups and individuals to develop and grow their business. Coordinate with agencies such as the EWDD and Mayor's Office of Sustainability to identify a role for worker cooperatives in an equitable and sustainable Los Angeles economy.	LU5.7, LU9.2, LU9.4	EWDD, Mayor's Office
P16.	**Business Outreach/Mentorship Programs**: Develop partnerships to create business outreach programs targeting local schools, local businesses, labor organizations and Harbor College for student participation in business apprenticeship and internship programs, as well as work with the LAUSD's Mentorship Programs.	LU6.4, LU10.4, LU19,2	EWDD, LAUSD
P17.	**Downtown Wilmington and Waterfront Connections**: Partner with the Port of Los Angeles and Wilmington Chamber of Commerce to shape and revitalize Avalon Boulevard; to enhance the pedestrian experience and business activity along the commercial corridor; and to foster a connection to the Wilmington Waterfront.	LU5.12, LU5.13, LU5.14, LU19.10	POLA, CDD, EWDD

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Program Number	Description	Policy Reference	Coordinating Agency
P18.	**Economic Development/Revitalization**: Partner with the City Council, Mayor's Office, EWDD and other relevant agencies to collectively offer a package of incentives (such as tax incentives) that focus investment and compliment the land use incentives for targeted commercial centers in Wilmington and Harbor City in order to comprehensively attract desired uses and foster economic revitalization in the Community Plan Area.	LU5.2, LU5.3, LU5.9, LU5.11, LU9.4, LU10.3, LU10.5	EWDD, CDD, CD15
P19.	**Entertainment and Sit-Down Restaurant Attraction**: Coordinate with agencies such as the EWDD, CDD and Council Offices toward providing incentives that attract sit-down restaurants and other desired amenities to the CPA's commercial districts.	LU5.1, LU5.2, LU5.3, LU5.7, LU5.9, LU5.11	EWDD, CDD, CD15
P20.	**Housing for Multigenerational Families and Households**: Coordinate with the City of Los Angeles Housing Department to create strategies for the provision of family size units (2-3 bedrooms) in new development to meet the needs of the community.	LU1.6, LU1.7, LU1.8	LAHD
P21.	**No Net Loss Program**: Explore the creation of a no net loss program to minimize the displacement of residents and ensure that there is no loss of affordable rental housing, covenanted or not, including affordable rent-stabilized units. This can be achieved through the preservation of existing affordable housing, covenanted or not, or the production of new affordable housing.	LU4.1, LU4.2, LU4.3	LAHD, CD15, City Attorney
P22.	**Revocation Process**: Continue application of the revocation process, pursue improved procedures for timely review and processing of cases, improve enforcement of nuisance sites and shut down chronic problem businesses.	LU3.1, EJ5.3	DCP
P23.	**Right of Return**: Explore the creation of a Citywide first right of refusal program to ensure that tenants of any residential unit subject to the Rent Stabilization Ordinance (RSO) or an On-Site Restricted Affordable Unit that is demolished or vacated for purposes of a proposed development project shall be granted First Right to Return for the replacement housing units.	LU4.3	LAHD

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Program Number	Description	Policy Reference	Coordinating Agency
P24.	**Small Business Assistance Programs**: Continue to promote agency programs that assist small business owners and local entrepreneurs, such as low-interest loan programs, management assistance, business retention programs, and the establishment of incubation centers.	LU5.6, LU5.7, LU5.12, LU9.2, LU9.4	CAO, EWDD
P25.	**Supportive Housing**: Support partnerships and continuous coordination with Los Angeles Homeless Services Authority (LAHSA), LA County Public Health and other social services programs to assess and evaluate how the city and county are tracking progress to alleviate homelessness and housing insecurity.	LU1.12, LU1.13, LU1.14	LAHSA
P26.	**SurveyLA Eligible Historic Resources**: Support local efforts to protect and restore historic resources, including efforts to establish Historic Preservation Overlay Zones (HPOZs) or other conservation district overlays for eligible areas of Wilmington and Harbor City identified in the findings of the Los Angeles Historic Resources Survey.	LU18.2, LU18.4, LU18.5, LU18.6	OHR
P27.	**Use of Vacant Lots**: Study the feasibility of an annual tax on the rental value of vacant residential and commercial land to encourage property owners to develop vacant lots with infill projects, community gardens, plazas or parks.	PO1.4, PO5.1	CAO, Mayor's Office
Environmental Justice			
P28.	**Brownfields Remediation**: Encourage the remediation and redevelopment of existing brownfields throughout the Community Plan Area through the City of Los Angeles' Brownfields Program and identify additional funding sources for site remediation activities such as the remediation programs under the RCRA (Resources Conservation and Recovery Act), the CERCLA/Superfund and non-profit groups.	EJ6.1, EJ6.2, EJ6.3, EJ6.4, EJ6.5	LAPW, BOS
P29.	**Code Enforcement**: Identify funding sources for increased code enforcement activities in order to address code violations that create unsightly and unsafe conditions and impact the quality of life.	LU1.11, EJ7.4, EJ8.4, MC6.3, MC6.4, MC7.6	LADBS

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Program Number	Description	Policy Reference	Coordinating Agency
P30.	**Cultural Historic Context:** As funding becomes available, support the Office of Historic Resources efforts to expand and continue to holistically broaden the multicultural approach to equitably encompass the diversity and richness of the experience of all groups in Los Angeles. Work with local communities and cultural institutions through robust community engagement programs and local partnerships to gather meaningful input and draw upon community-based knowledge in order to more fully recognize and understand the local experiences.	LU18.2, LU18.4, EJ1.3, EJ1.5	OHR
P31.	**Emergency Preparedness:** Establish coordination between EMD, FIRE, LADOT, and LAPD regarding emergency preparedness, community awareness workshops and drills to supplement the City's Ready Your LA Neighborhood (RYLAN) Program. The City's RYLAN program was developed to help families and neighborhoods prepare for disasters. RYLAN provides the steps to take immediately after a disaster to help keep neighborhoods safe.	EJ11.6	EMD
P32.	**Incentives for Emissions-Reducing Uses:** Develop a set of incentives for projects that result in the reduction of emissions and air pollution, such as charging stations for Electric Freight Trucks.	LU 21.2, EJ 3.2, EJ 4.2, EJ 7.3, MC 6.6	DCP, Mayor's Office
P33.	**Language Access Plan:** Pursuant to Executive Directive No. 32 (Dec. 2021), the City is in the process of preparing a language access plan, known as the Inaugural Plan, to set the foundation for a citywide language access program and serve as a model for City Departments. In advance of this plan, the City Planning Department has developed an internal language access guide for planning staff to ensure the public has equitable access to planning processes and information and will continue to evaluate language access needs across all communities.	EJ1.1	DCP
P34.	**Multicultural History Training:** Support funding for staff training that provides regular orientation on the multicultural history of all ethnic and racial groups in Los Angeles to City employees by working with the Office of Racial Justice, Equity, and Transformative Planning.	LU18.2, LU18.4, EJ1.3, EJ1.5	OHR

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Program Number	Description	Policy Reference	Coordinating Agency
P35.	**Non-Conforming Industrial Uses**: Work with Council District 15 to create a relocation program and secure funding to assist non-conforming industrial businesses located within residential neighborhoods to relocate by facilitating the sale of the non-conforming property and the purchase of a site in an industrially zoned area. The program should include the remediation of the non-conforming property so that it can be redeveloped as an appropriate neighborhood use.	LU19.9, EJ5.1, EJ5.2, EJ5.5, EJ5.6	CD15, POLA
P36.	**Oil District Amendments**: Consistent with state and federal law, explore the ability to amend the Oil Drilling District to include provisions that adequately regulate, limit and/or prohibit existing operators from using new extraction methods that utilize hazardous materials/chemicals to prevent the potential impact to human health and the environment (in addition to noise, water quality and geologic impacts) and to further address community concerns.	EJ11.3, EJ11.4, EJ11.5	OPA, DCP
P37.	**Phase-Out Plan for Oil Operations**: Ensure coordination between the City, petroleum operators, CalGEM and other applicable local government agencies to develop a program for the phase-out of oil and gas extraction and related operations and the scheduled abandonment of oil wells, in particular those located within residential neighborhoods.	EJ10.1, EJ10.2, EJ10.3	OPA, DCP, CalGem
P38.	**Service Planning Area 8**: Develop partnerships to ensure coordination with the Los Angeles County Department of Public Health's efforts to promote health and well-being through targeted population-based interventions and service operations that improve health and quality of life, and reduce health disparities for Service Planning Area 8, which serves the communities of Harbor City and Wilmington.	EJ2.2	LADPH
P39.	**Tribal Resources and Liaisons**: Crosstrain and collaborate with the County of Los Angeles Regional Planning Department to share tribal resources that help to build respectful relationships with Tribes. Request funding for staff training that can lead to the establishment of Tribal liaisons.	EJ1.3, EJ1.4, EJ1.5	DCP

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Program Number	Description	Policy Reference	Coordinating Agency
P40.	**Trucking Industry Resource Guide**: Coordinate with POLA to explore the creation of a local resource guide that new and existing warehouse and industrial business operators can provide to truck drivers to limit truck intrusion into off-route areas. The resource guide can include information on the closest fueling and charging stations, truck repair facilities, as well as food and lodging.	EJ7.4, MC6.4	POLA
P41.	**Mapping**: Continue to Collaborate with Cal-EPA and DTSC to update Zoning Information Files (ZI) for brownfields and hazaradous waste/ border zone property ZI's with appropriate state codes and contact information.	EJ6.2, EJ6.3 EJ6.4, EJ6.5	DCP, Cal-EPA, DTSC
P42.	**Abandoned Oil Well Clean-up/Transition**: Encourage abandoned oil well site clean-up to transition into a community serving uses such as community gardens, plazas or parks.	EJ10.4	DCP, CD15
Mobility and Connectivity			
P43.	**Alternative Fuel Vehicles**: Encourage tax incentives or other financial incentives to developers to provide priority parking spaces and connections for alternative fuel vehicles (i.e. Low Emissions and Electric Vehicles) as a means of improving both air quality and economic development.	MC1.5; MC1.6	Mayor's Office
P44.	**Clean and Safe Railroads**: Encourage coordination between public and private entities responsible for the safety and maintenance of the railroad rights-of-way, particularly along Alameda Street in order to improve safety, as well as beautification of the corridor.	MC1.2, PO1.4	LADOT
P45.	**Pedestrian and Transit Amenities**: Support the funding of well-designed amenities such as shelters, transit information kiosks, enhanced street lighting, improved crosswalks and benches as well as sidewalk maintenance and that are ADA accessible or compliant at all bus stops on arterial streets, as funding permits.	MC2.3, MC2.5	METRO, LADOT
P46.	**Safe School Routes**: Establish collaboration and agreement with other agencies to implement Caltrans' "Safe Routes to Schools" programs and ensure that LAUSD is included in the early review of proposed development projects that are near public schools.	MC5.6	LAUSD

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Program Number	Description	Policy Reference	Coordinating Agency
P47.	**Traffic Calming**: Implement neighborhood preferential parking where appropriate and protect lower density residential areas from the intrusion of "through traffic" by implementing neighborhood traffic management programs. Include measures to reduce traffic volumes on neighborhood local streets. (Street closures, street gating, and street vacations are not supported.)	LU15.10, MC6.4	LADOT
P48.	**Truck Traffic Control Measures**: Partner with the Los Angeles Department of Transportation and Council District 15 on a pilot program to install traffic control measures at key locations in Wilmington to prevent freight truck intrusion into residential neighborhoods and ensure that trucks utilize appropriate truck routes. In addition, collaborate on the implementation of feasible traffic control measures based on the recommendations of the SCAG Freight Mitigation Study and other transportation studies.	MC6.4	LADOT, DCP, CD15
P49.	**Major Street Improvements.** Partner with the Los Angeles Department of Transportation, Federal Highway Administation and elected officals to secure funding for major arterial street improvements through policy and programming along truck routes.	MC6.1, MC6.2, MC6.4	DOT, CD 15, FWHA
Public Realm and Open Space			
P50.	**Clean Neighborhoods**: Identify funding sources for additional street clean-up and trash pick-up in order to keep streets, sidewalks, alleys and railroads clean and free of trash and debris.	MC1.2, MC5.4	BSS
P51.	**Great Streets Initiative**: Pursue the designation of Avalon Boulevard as a Great Street in order to implement the program's strategies aimed at energizing public spaces, providing economic revitalization, increasing public safety, enhancing local culture, and supporting great neighborhoods.	LU5.12, LU5.13, LU19.10, MC5.4, MC5.5, PO2.1, PO2.6, PO4.1	Mayor's Office
P52.	**Joint Use of Recreational Facilities**: Establish joint-use agreements with other public and private entities to increase recreational opportunities in Wilmington and Harbor City, including shared use of land owned by public agencies. Co-locate park and recreation facilities with public and private entities in Wilmington and Harbor City.	PO1.12	LAUSD, RAP

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Program Number	Description	Policy Reference	Coordinating Agency
P53.	**Neighborhood Green Streets**: Prioritize funding to develop a network of well landscaped pedestrian routes along Wilmington and Harbor City's less trafficked neighborhood streets. Such a network would feature high quality landscaping, shade trees, streetscapint, and wayfinding that provides pedestrians with safe and attractive routes linking the community's open spaces, recreational centers, and the Wilmington Waterfront.	MC1.1, MC5.1, PO2.1, PO2.6, PO4.1	LADOT, BSS
P54.	**Streetscape Improvements**: Identify specific pedestrian friendly streetscape improvements at Wilmington's Central Business District along Avalon Blvd, Belle Porte Ave's neighborhood commercial area, and Harbor City's commercial center along Pacific Coast Highway. Consider improvements such as mid-block pedestrian crossings, curb extensions, seating, landscaping, shade trees, reverse angled parking and pedestrian lighting.	LU5.10, LU5.13, MC5.4, MC5.5, PO2.1, PO2.6, PO4.1	LADOT
P55.	**Reclaimed Land for Bikeways/Pedestrian Paths/Green Spaces**: Pursue conversions of former CRA-owned and suprlus City-owned property, abandoned rail lines, and other underutilized easements in Wilmington and Harbor City for community uses incorporating bike and pedestrian paths, greenways, community gardens or park space.	MC5.1, PO1.4, PO1.5	RAP

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CITY PLANNING
Community Planning

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Appendix A:

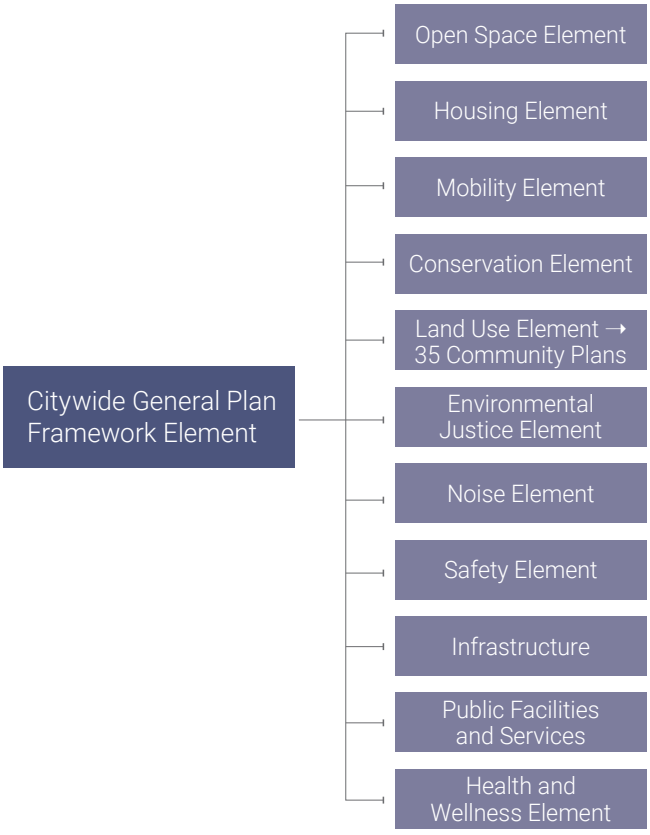
RELATIONSHIP TO OTHER PLANS

RELATIONSHIP TO THE GENERAL PLAN

California state law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and human-caused hazards are guided by the General Plan.

State law requires that the General Plan contain eight elements: land use, transportation, housing, conservation, open space, noise, safety and environmental justice. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-five Community Plans, comprise the City's land use element. In addition, the City has adopted additional non mandated elements in "Framework Element," discussed below.

CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT



The City's General Plan Framework Element is the citywide plan that established the guide for how Los Angeles will grow in the future. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. The Framework Element's key guiding principles, summarized below, are advanced at the community-level through the Community Plans.

The City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they contain residential and mixed use buildings as well.

FRAMEWORK ELEMENT GUIDING PRINCIPLES

Grow strategically. Should the City's population continue to grow, as is forecasted by the Southern California Association of Governments (SCAG), growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of smart, focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile, and minimize the need for new, costly infrastructure.

Conserve existing residential neighborhoods. By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

Balance the distribution of land uses. Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.

Enhance neighborhood character through better development standards. Better development standards are needed to both improve the maintenance and enhancement of existing neighborhood character, and ensure high quality design in new development. These standards are needed for all types of development; residential, commercial, and industrial uses.

Create more small parks, pedestrian districts, and public plazas. While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks as part of new developments, to enhance pedestrian orientation in key commercial areas, and to build well-designed public plazas.

Improve mobility and access. The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes and users of all ages and abilities, including walking, bicycling, public transit, and driving.

Identify a hierarchy of commercial districts and centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

RELATIONSHIP TO MOBILITY PLAN 2035

In 2008, the California State Legislature adopted AB1358, The Complete Streets Act, which requires local jurisdictions to "a plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways, defines to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context."

Mobility Plan 2035 provides the citywide policy foundation for achieving a transportation system that balances the needs of all road users. As a 2015 update to the City's General Plan Circulation Element, Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

The City's transportation system will continue to evolve to fit the context of the time and situation. Today we are faced with environmental constraints, public health issues, regional inequity, and some of the longest, traffic delays in the nation. The way Mobility Plan 2035 addresses these issues through policy initiatives today will set the stage for the way we move in the future.

Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities. Each of the goals and objectives (targets used to help measure the progress of the Mobility Plan 2035) and policies (broad strategies that guide the City's achievement of the Plan's five goals):

- Safety First
- World Class Infrastructure
- Access for All Angelenos
- Collaboration, Communication, and Informed Choices
- Clean Environments & Healthy Communities

These goals represent a confluence of transportation and public health policy that can create opportunities to address the historic inequities in the City that have starkly limited quality of life in low income communities. By placing a citywide emphasis on safety, access, and health, the City can begin to equalize the playing field and first address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.

While the Mobility Plan 2035 provides a citywide approach to enhancing safe, accessible transportation options, the Wilmington-Harbor City Community Plan provides the opportunity for more focused and nuanced transportation discussion at the community level. Localized recommendations that complement the citywide policies and address community-specific transportation conditions are described in Chapter 4 of the Wilmington-Harbor City Community Plan.

RELATIONSHIP TO OTHER AGENCY PLANS

There are a variety of non-City agencies and organizations that function within the Wilmington-Harbor City Community Plan Area. In varying degrees, these agencies through research and advocacy, guide and influence planning decisions across a wide spectrum of interests affecting land use within the Community Plan Area. In each case, the community plans and use of land by other agencies must be consistent with the Community Plan in which they are located.

This required consistency holds true for capital improvement programs, development entitlements, and other actions pertaining to the City's physical development. Relevant plans in the Wilmington-Harbor City Community Plan are described below.

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro is the state-chartered regional transportation planning and public transportation operating agency for the County of Los Angeles, and is the successor agency to the former Southern California Rapid Transit District. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. The Wilmington-Harbor City Community Plan Area is served by Metro's Silver Line with one station located on the I-110 Freeway at Pacific Coast Highway. The Silver Line connects El Monte, Downtown LA and San Pedro. It travels on the I-10 Freeway between El Monte and Downtown LA and travels on the I-110 Freeway between Downtown LA and San Pedro. Metro operates four additional bus lines in the Wilmington-Harbor City Community Plan Area.

Los Angeles Unified School District (LAUSD)

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD). The LAUSD provides public education for over 900,000 students at 557 schools in eight local districts. The LAUSD is subject to the overview of the State of California Legislature and is entirely independent of the City of Los Angeles' governance. Decision-making and budgeting are done by elected governing boards, and site and construction standards are established by the State Department of Education (Section 39000 of the Government Code).

The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, pursuant to State laws, the LAUSD is not required to obtain review of their public school projects from the Department of City Planning prior to obtaining any necessary permits. The LAUSD's estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each LAUSD school to accommodate the projected future population, and the analysis of school-by-school enrollment trends. In 2000, the LAUSD began a $20 billion building and modernization program. By 2008, the school district had completed 180 new schools.

The Los Angeles Unified School District currently operates 13 schools in the Wilmington-Harbor City Community Plan Area. Of these schools, 9 are elementary (K-5), one is middle (6-8), two are SPAN (K-8), and one is high school (9-12).

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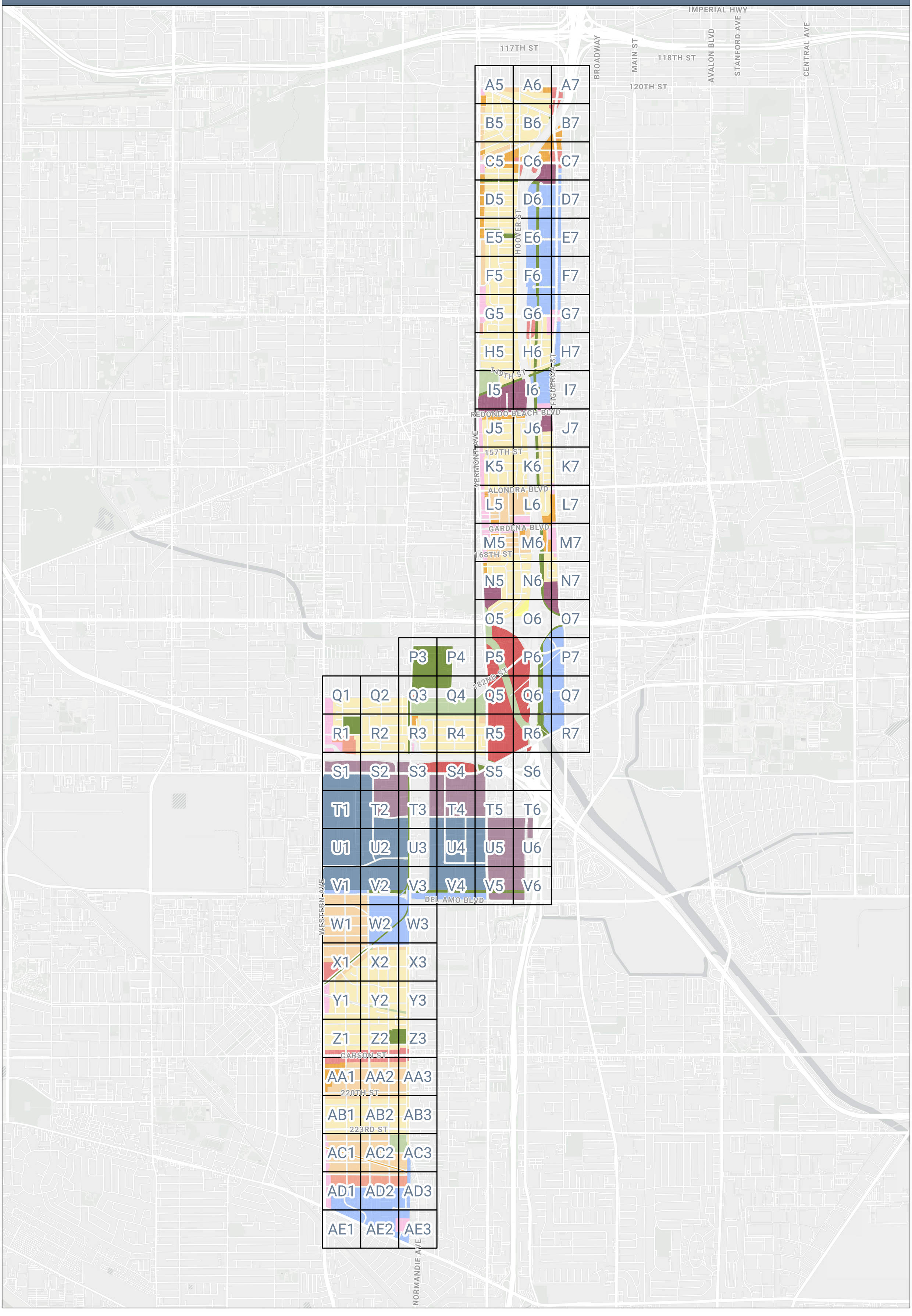
APPENDIX D

Plan Maps

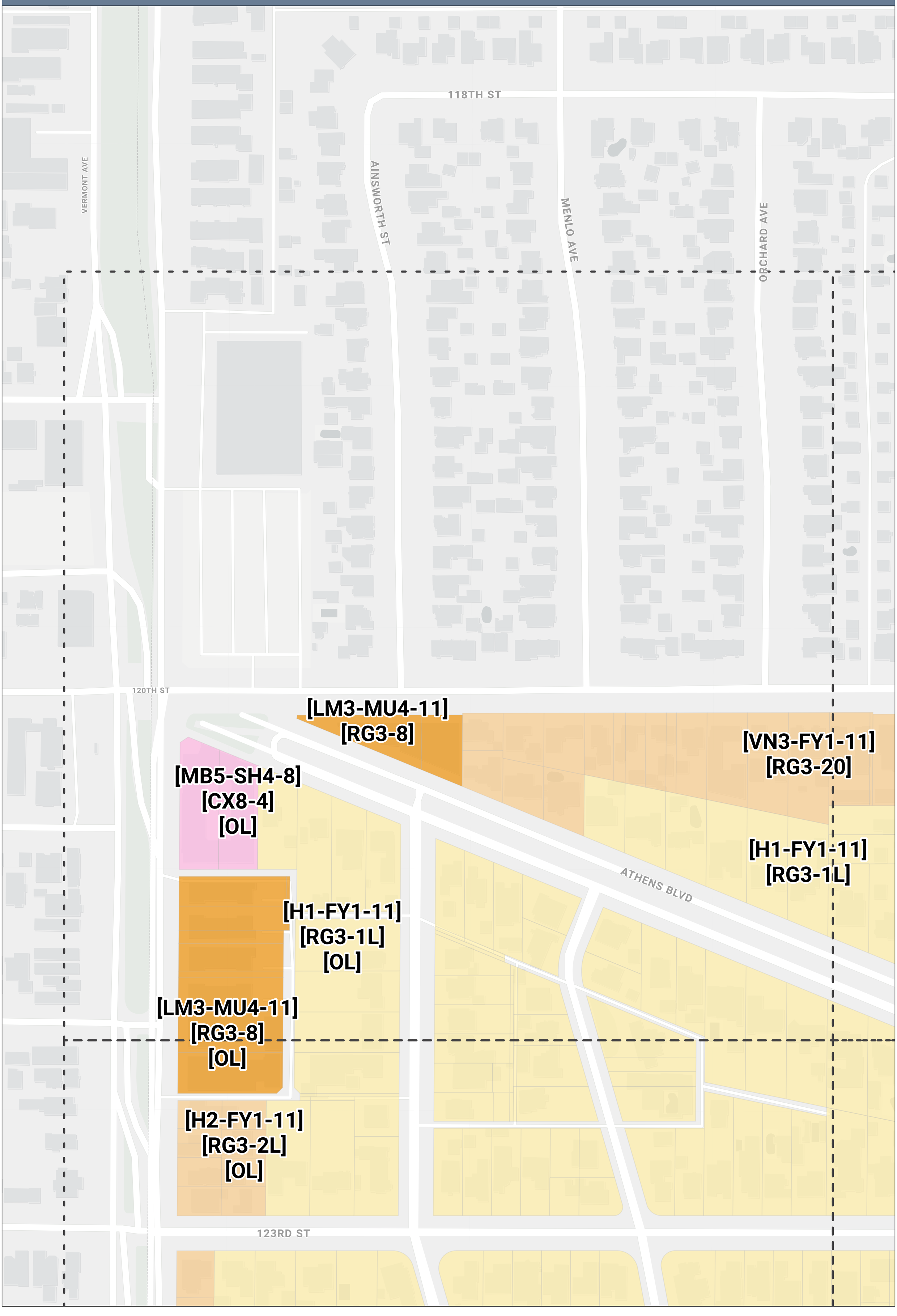
DRAFT ZONING MAP - OVERALL GRID

Harbor Gateway Community Plan



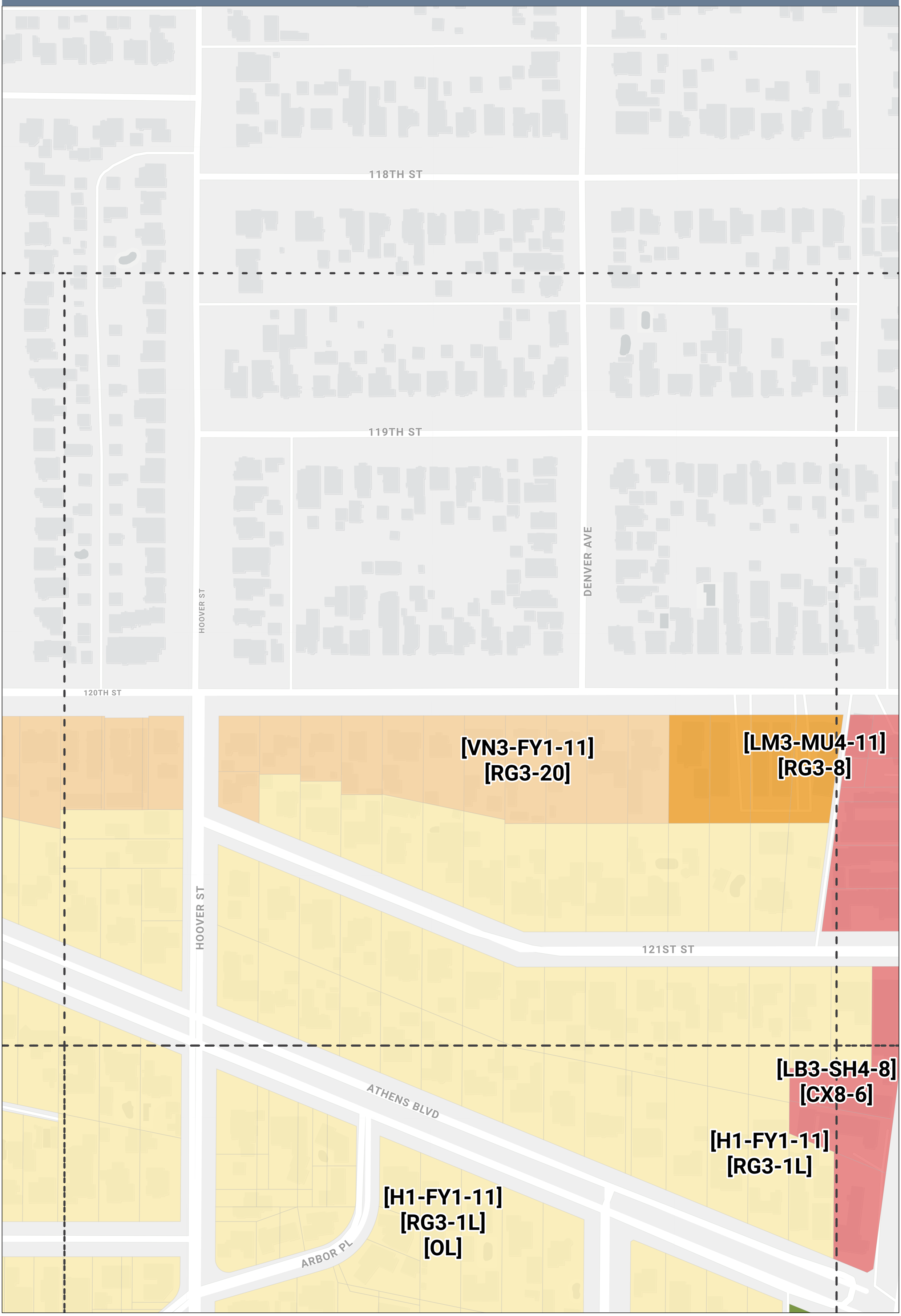
DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: A5



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: A6



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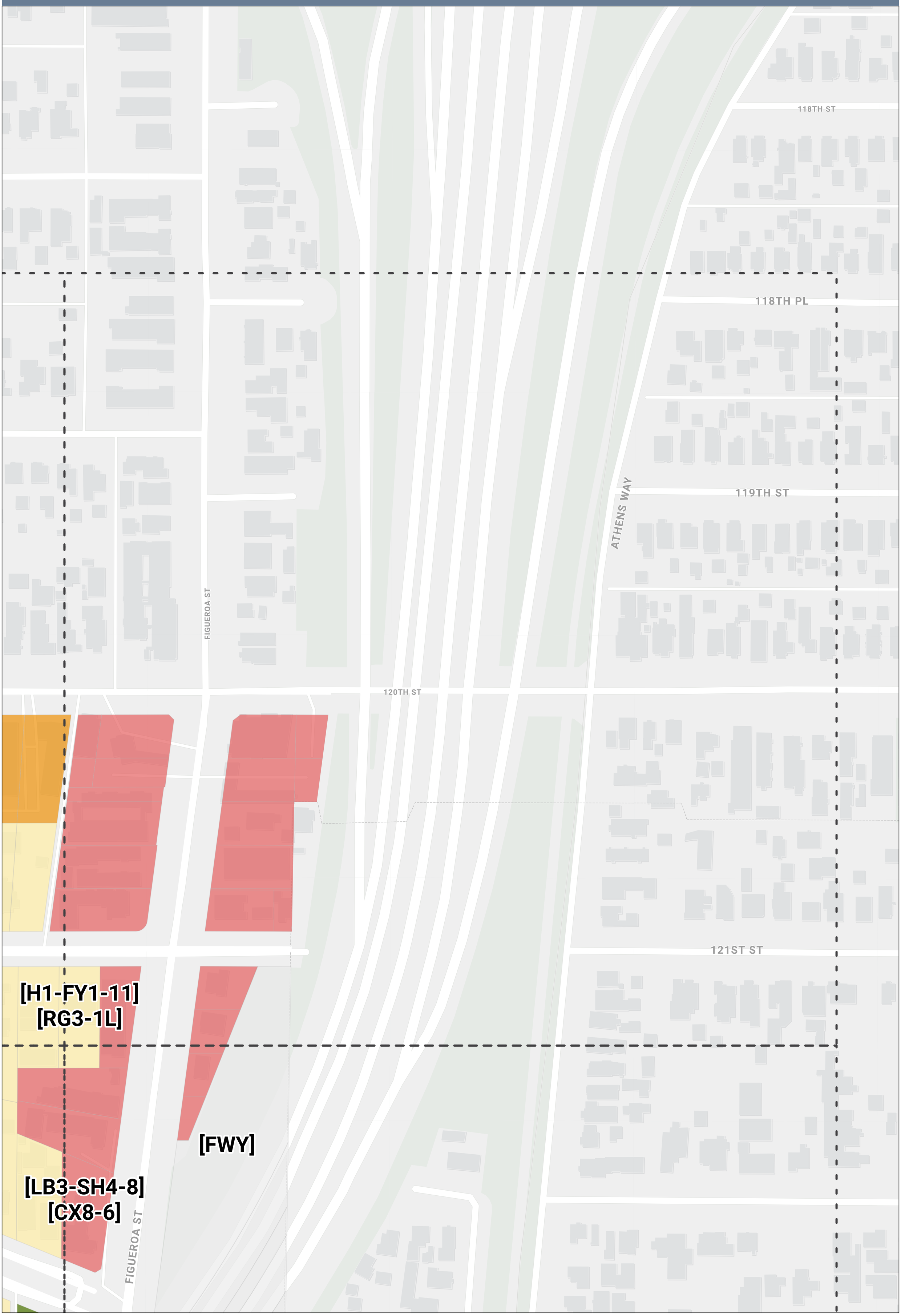
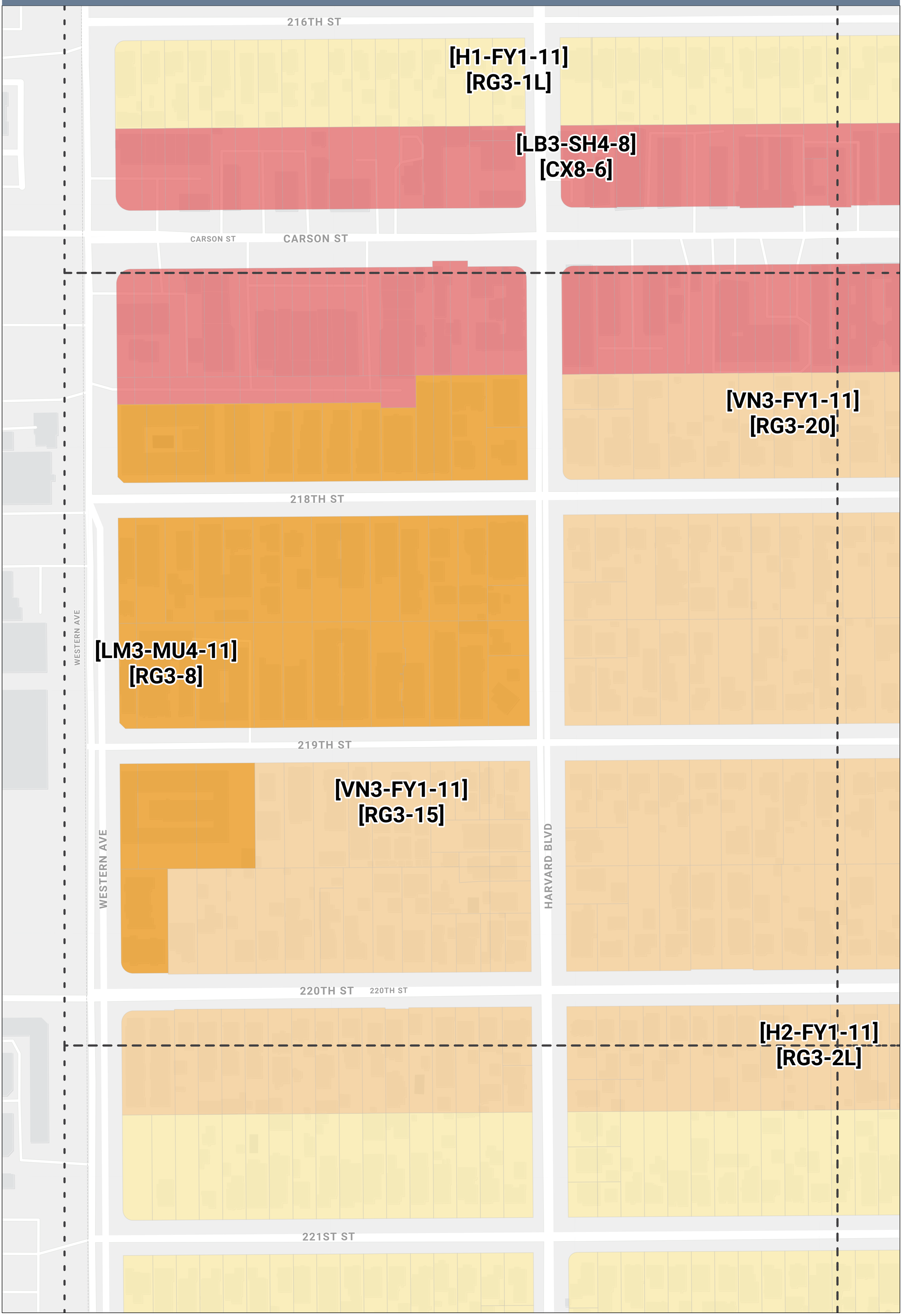
Harbor Gateway Community Plan

Grid: A7



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: AA1



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: AA2

216TH ST

CARSON ST

CARSON ST

[LB3-SH4-8]
[CX8-6]

218TH ST

[VN3-FY1-11]
[RG3-20]

DENKER AVE

DENKER AVE

219TH ST

HALLDALE AVE

220TH ST

220TH ST

[H2-FY1-11]
[RG3-2L]

[H1-FY1-11]
[RG3-1L]

221ST ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: AA3

[LB3-SH4-8]
[CX8-6]

[VN3-FY1-11]
[RG3-20]

[H2-FY1-11]
[RG3-2L]

[H1-FY1-11]
[RG3-1L]

CARSON ST CARSON ST

220TH ST 220TH ST

NORMANDIE AVE NORMANDIE AVE

MARIPOSA AVE

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: AB1

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: AB2

[VN3-FY1-11]
[RG3-20]

220TH ST

220TH ST

[H2-FY1-11]
[RG3-2L]

[H1-FY1-11]
[RG3-1L]

221ST ST

222ND ST

HALLDALE AVE

223RD ST

223RD ST

[VN3-FY1-11]
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DENKER AVE

DENKER AVE

224TH ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: AB3

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220TH ST 220TH ST

223RD ST 223RD ST

NORMANDIE AVE

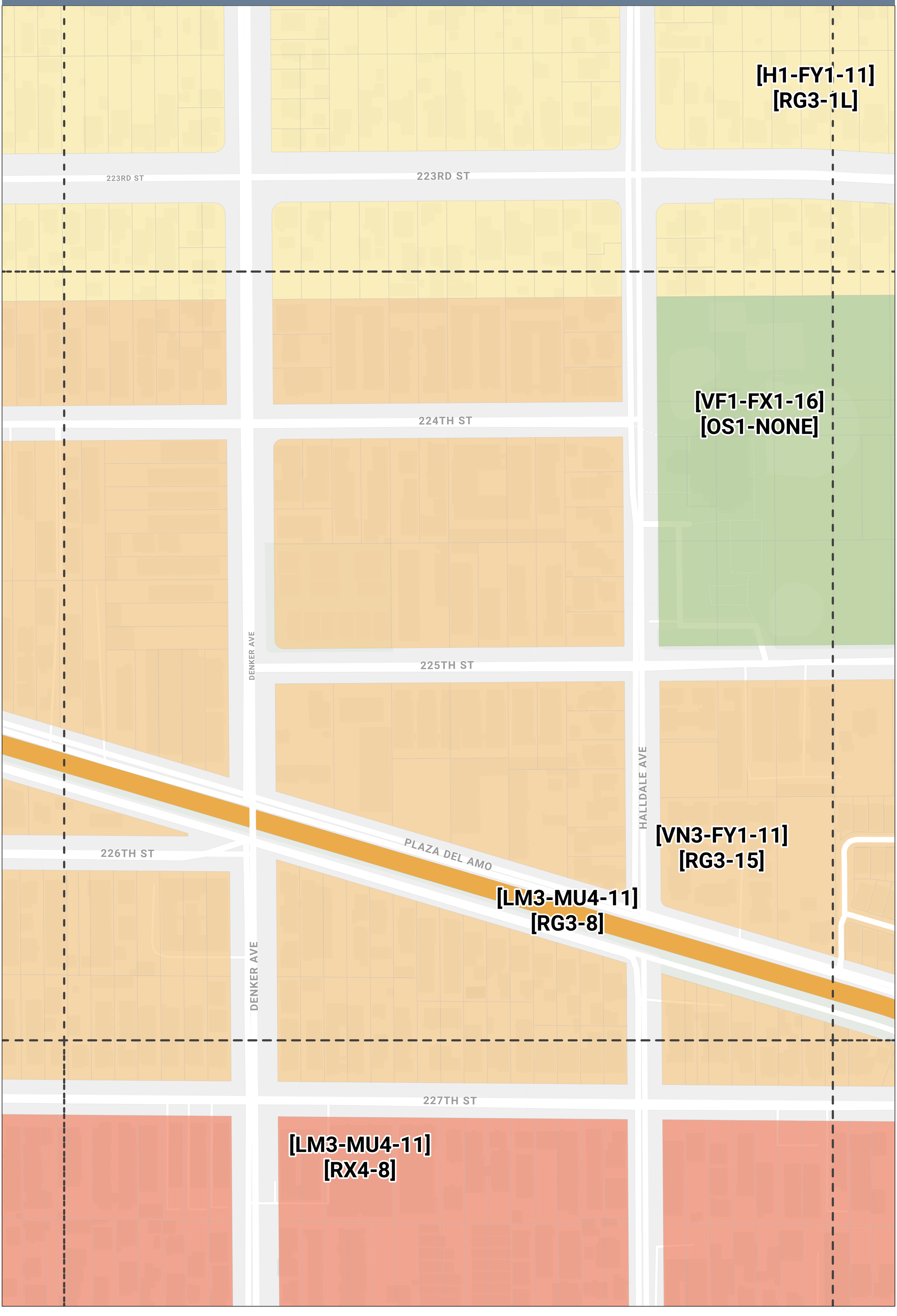
MARIPOSA AVE

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: AC1

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: AC2



DRAFT ZONING MAP
Harbor Gateway Community Plan

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NORMANDIE AVE

NORMANDIE AVE

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225TH ST

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[LM3-MU4-11]
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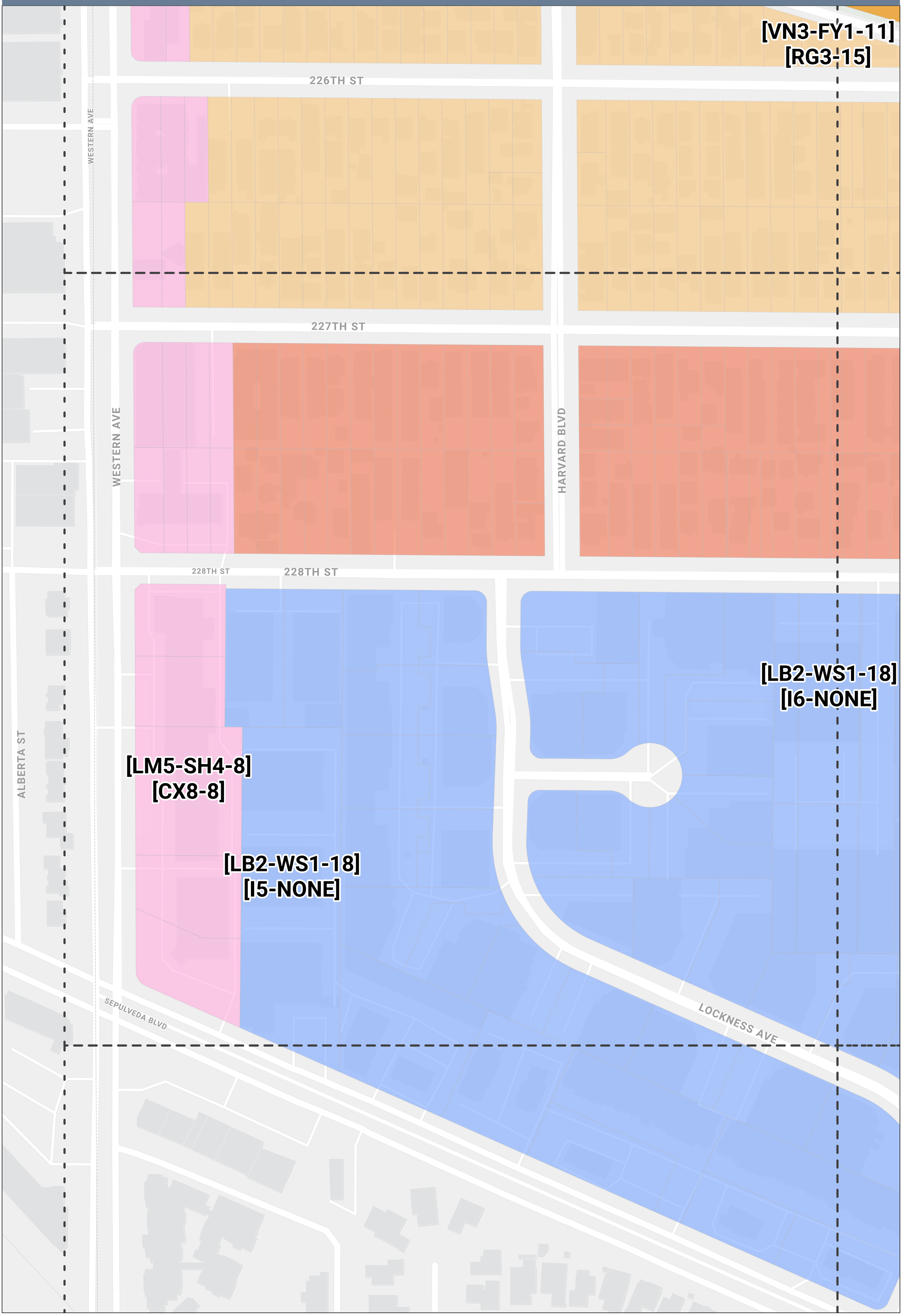
PLAZA DEL AMO

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: AD1



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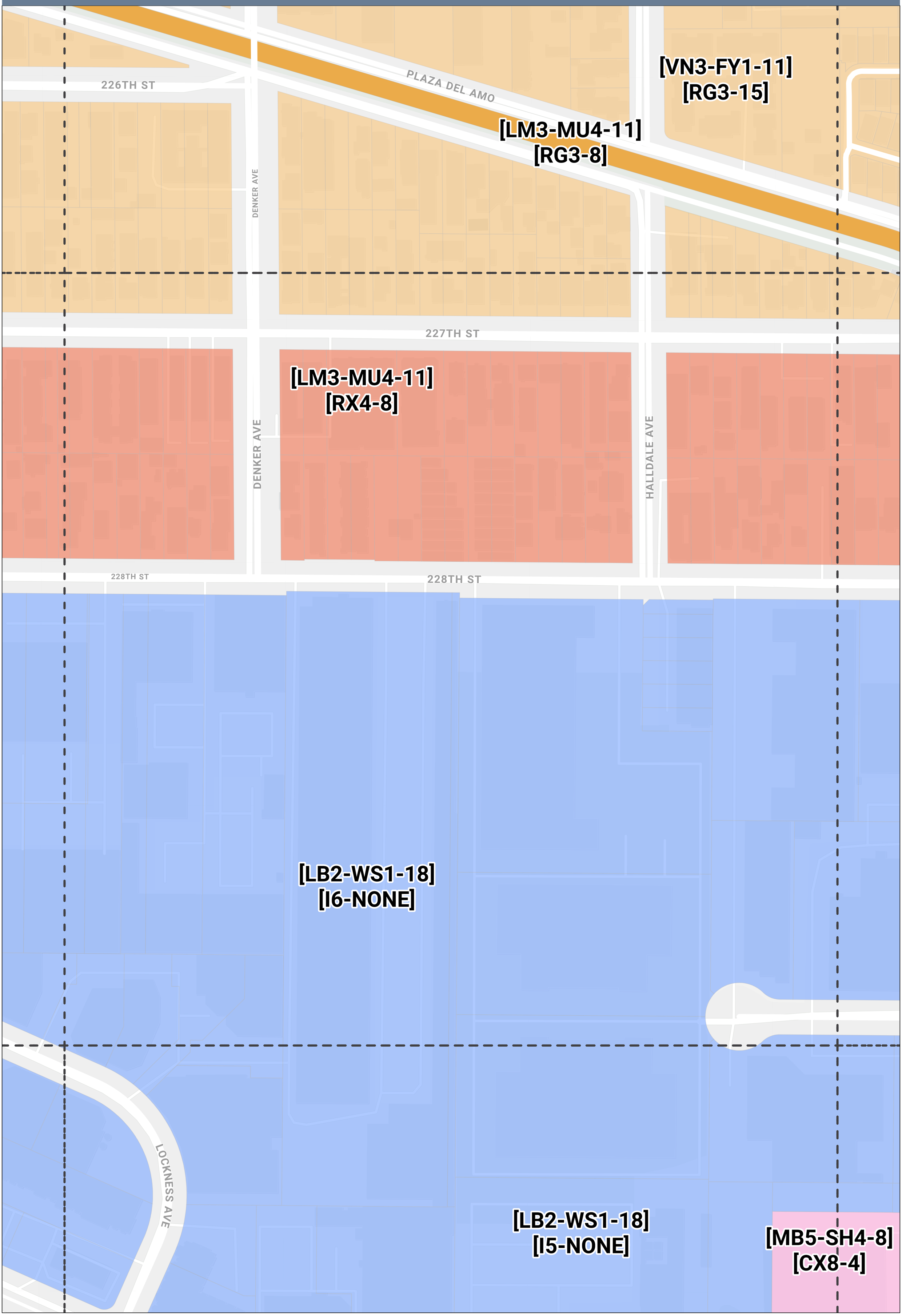
Harbor Gateway Community Plan

Grid: AD2



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: AD3

[VN3-FY1-11]
[RG3-15]

[LM3-MU4-11]
[RG3-8]

PLAZA DEL AMO

228TH ST 228TH ST

FRAMPTON AVE

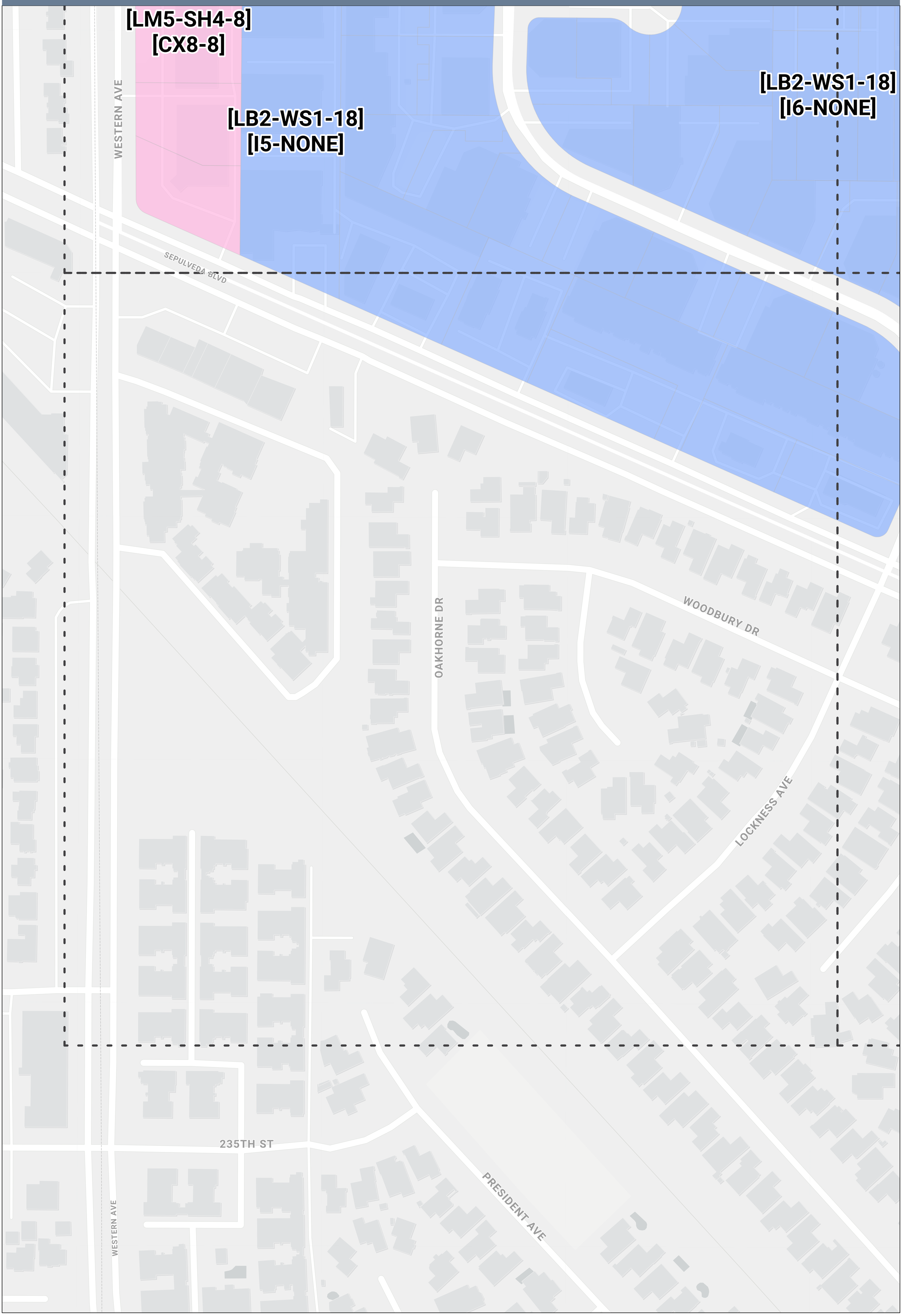
[LB2-WS1-18]
[I6-NONE]

NORMANDIE AVE

[MB5-SH4-8]
[CX8-4]

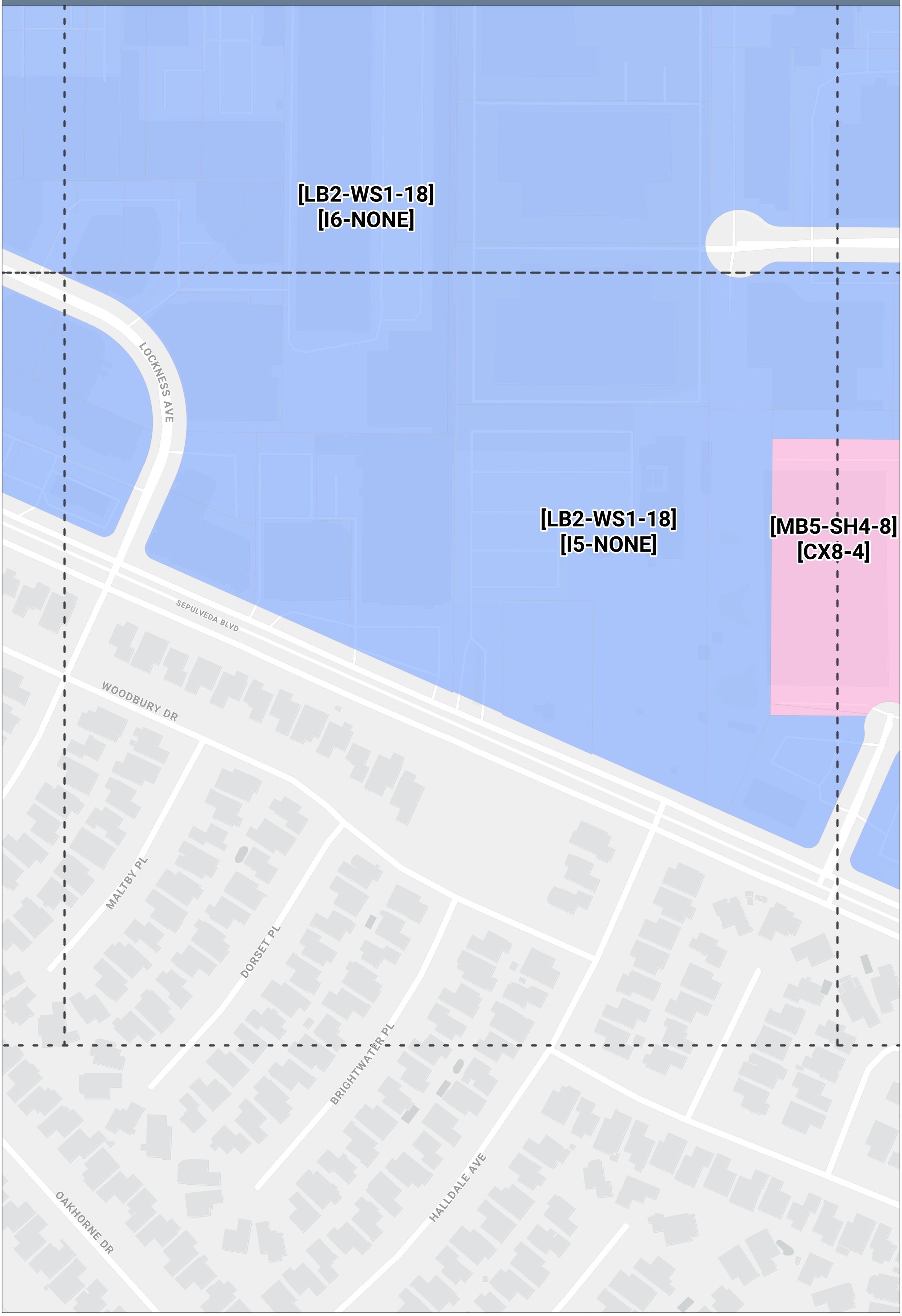
DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: AE1



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: AE2



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: AE3

[LB2-WS1-18]
[I6-NONE]

[MB5-SH4-8]
[CX8-4]

[LB2-WS1-18]
[I5-NONE]

FRAMPTON AVE

SEPULVEDA BLVD

MARIPOSA AVE

CLEARPOOL PL

WOODBURY DR

NORMANDIE AVE

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: B5

[MB5-SH4-8]
[CX8-4]
[OL]

[H1-FY1-11]
[RG3-1L]
[OL]

[LM3-MU4-11]
[RG3-8]
[OL]

[VN3-FY1-11]
[RG3-20]

[H1-FY1-11]
[RG3-1L]

[H2-FY1-11]
[RG3-2L]
[OL]

[VN3-FY1-11]
[RG3-15]
[OL]

ATHENS BLVD
AINSWORTH ST
MENLO AVE
123RD ST
124TH ST
125TH ST
126TH ST
VERMONT AVE
LACONIA BLVD

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: B6

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: B7

[H1-FY1-11]
[RG3-1L]

[LB3-SH4-8]
[CX8-6]

[FWY]

[LM3-MU4-11]
[RG3-8]
[OL]

[LB3-SH4-8]
[CX8-6]
[OL]

121ST ST

FIGUEROA ST

FIGUEROA ST

ATHENS WAY

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: C5

[H2-FY1-11]
[RG3-2L]
[OL]

[H1-FY1-11]
[RG3-1L]
[OL]

[VN3-FY1-11]
[RG3-15]
[OL]

[LM3-MU4-11]
[RG3-8]
[OL]

[LM5-SH4-8]
[CX8-8]
[OL]

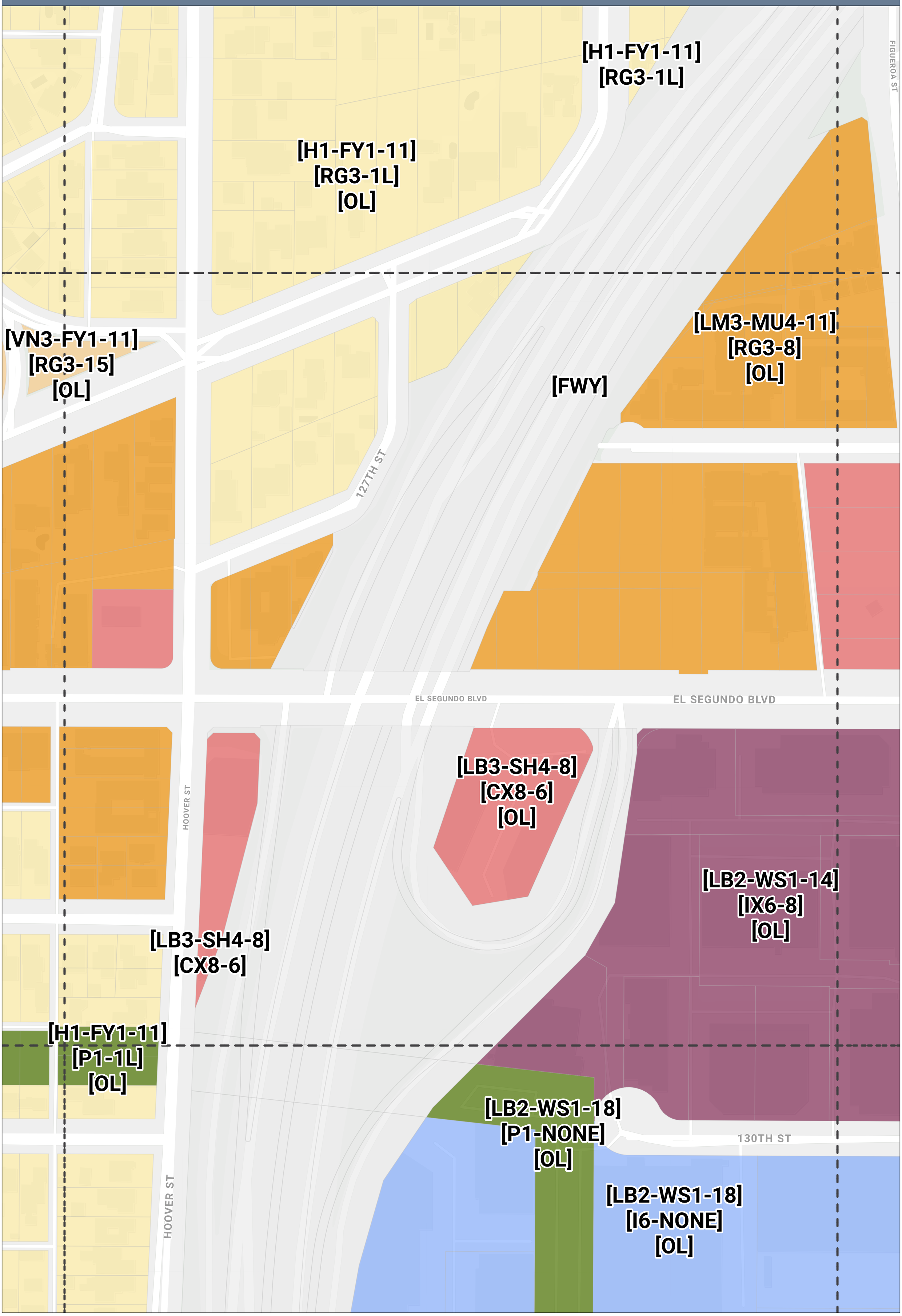
[LM3-MU4-11]
[P1-8]
[OL]

[H1-FY1-11]
[P1-1L]
[OL]

125TH ST
126TH ST
LACONIA BLVD
VERMONT AVE
EL SEGUNDO BLVD
EL SEGUNDO BLVD
129TH ST
130TH ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: C6



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: C7

[FWY]

[LM3-MU4-11]
[RG3-8]
[OL]

[LB3-SH4-8]
[CX8-6]
[OL]

[LB2-WS1-14]
[IX6-8]
[OL]

[LB2-WS1-18]
[I6-NONE]
[OL]

FIGUEROA ST

EL SEGUNDO BLVD

EL SEGUNDO BLVD

FIGUEROA ST

ATHENS WAY

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: D5

[LM5-SH4-8]
[CX8-8]
[OL]

[LM3-MU4-11]
[P1-8]
[OL]

[LM3-MU4-11]
[RG3-8]
[OL]

[H1-FY1-11]
[RG3-1L]
[OL]

[H1-FY1-11]
[P1-1L]
[OL]

129TH ST

130TH ST

131ST ST

132ND ST

133RD ST

134TH ST

VERMONT AVE

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: D6

[LM3-MU4-11]
[RG3-8]
[OL]

[LB3-SH4-8]
[CX8-6]
[OL]

[LB3-SH4-8]
[CX8-6]

[LB2-WS1-14]
[IX6-8]
[OL]

[H1-FY1-11]
[P1-1L]
[OL]

[LB2-WS1-18]
[P1-NONE]
[OL]

[H1-FY1-11]
[RG3-1L]
[OL]

130TH ST

HOOVER ST

[FWY]

ESTRELLA AVE

132ND ST

[LB2-WS1-18]
[I6-NONE]
[OL]

HOOVER ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: D7

[LB2-WS1-14]
[IX6-8]
[OL]

[LB2-WS1-18]
[I6-NONE]
[OL]

ATHENS WAY

FIGUEROA ST

FIGUEROA ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: E5

132ND ST

133RD ST

VERMONT AVE

134TH ST

[LM3-MU4-11]
[RG3-8]
[OL]

[H1-FY1-11]
[P1-1L]
[OL]

135TH ST

135TH ST

[VN3-FY1-11]
[RG3-30]
[OL]

136TH ST

137TH ST

AINSWORTH ST

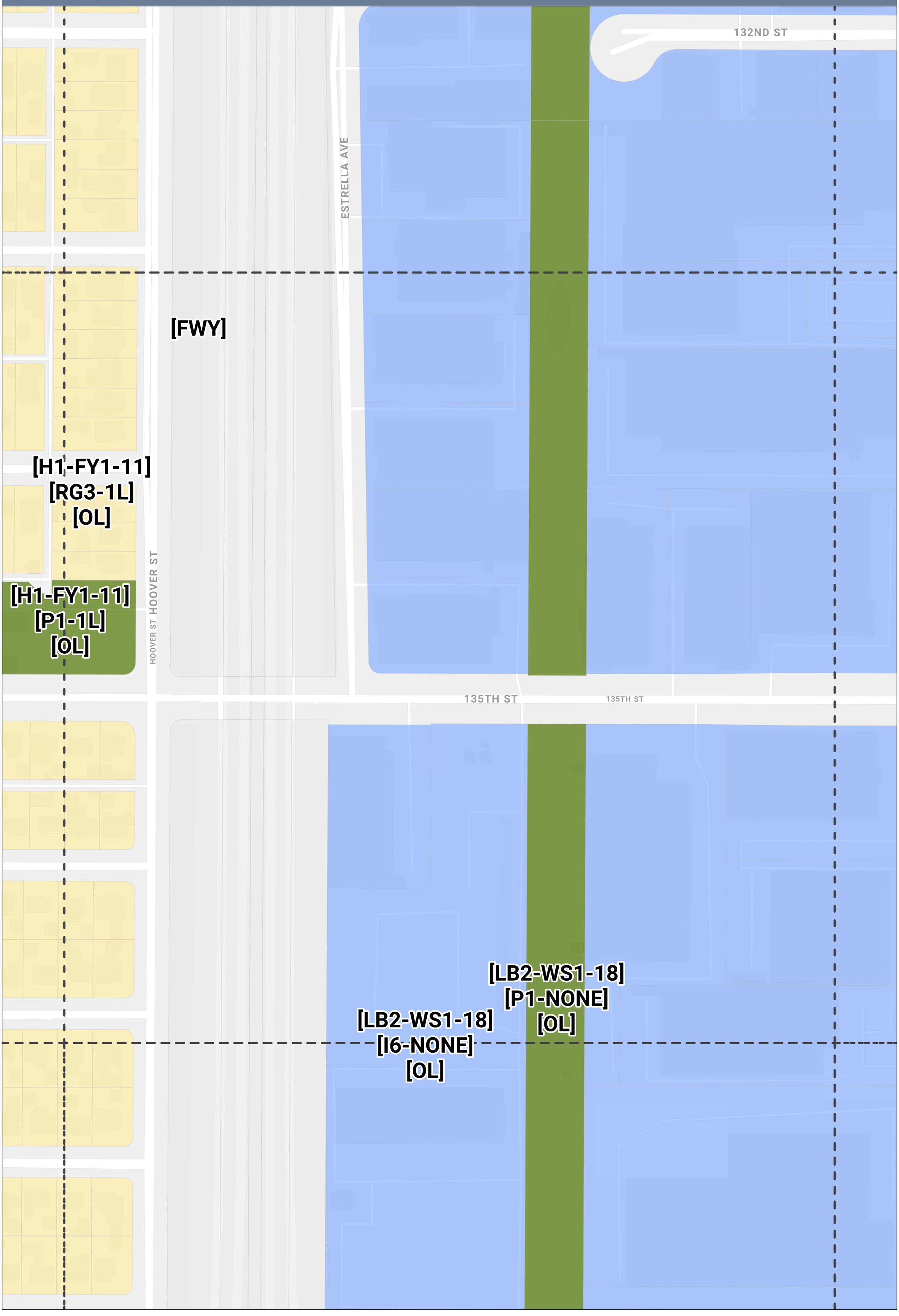
137TH PL

VERMONT AVE

[H1-FY1-11]
[RG3-1L]
[OL]

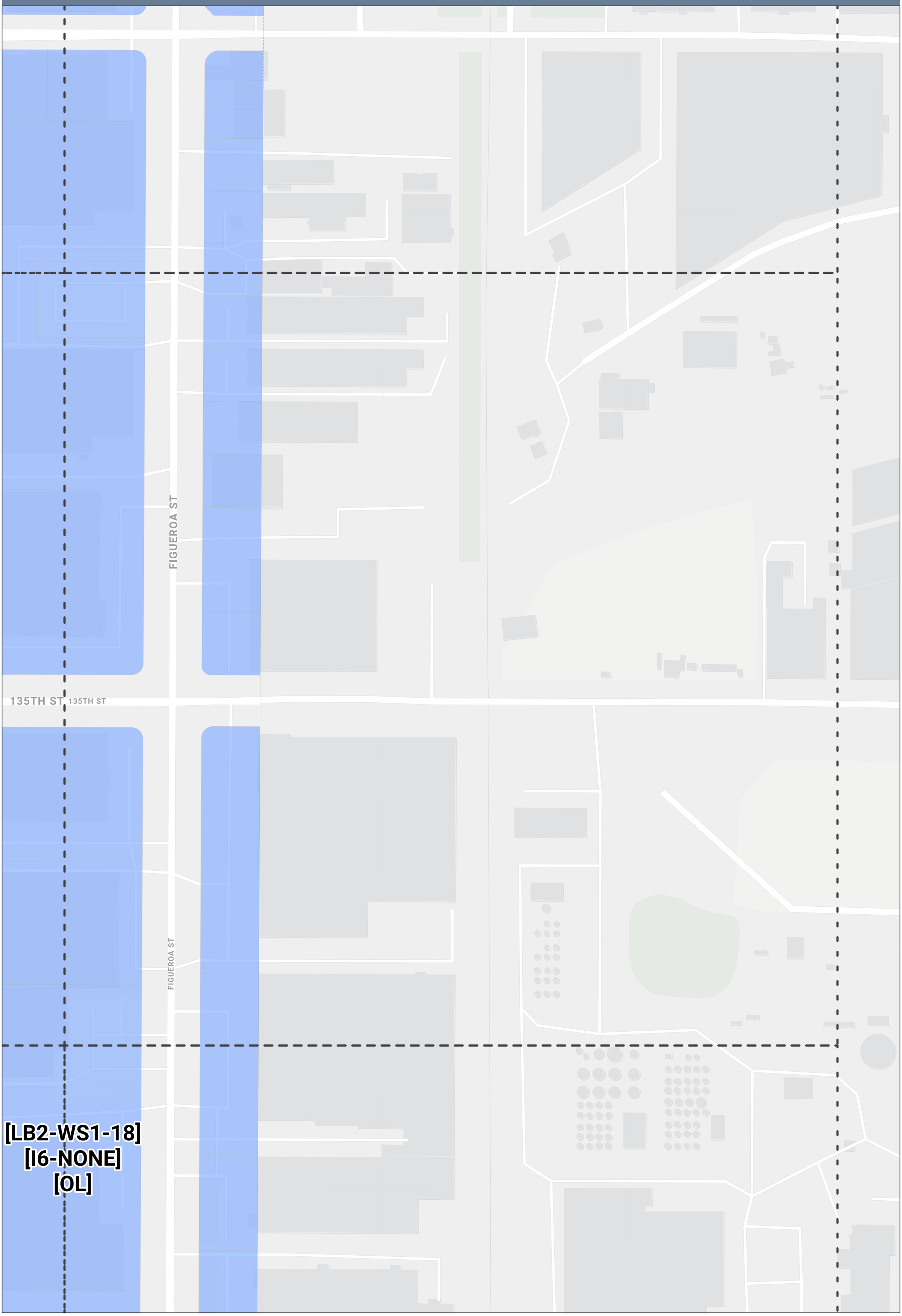
DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: E6



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: E7



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: F5

[VN3-FY1-11]
[RG3-30]
[OL]

[H1-FY1-11]
[RG3-1L]
[OL]

[LM5-SH4-8]
[CX8-8]
[OL]

136TH ST
137TH ST
137TH PL
138TH ST
139TH ST
140TH ST
141ST ST
142ND ST
VERMONT AVE
MENLO AVE
AINSWORTH ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: F6

[LB2-WS1-18]
[P1-NONE]
[OL]

[LB2-WS1-18]
[I6-NONE]
[OL]

[FWY]

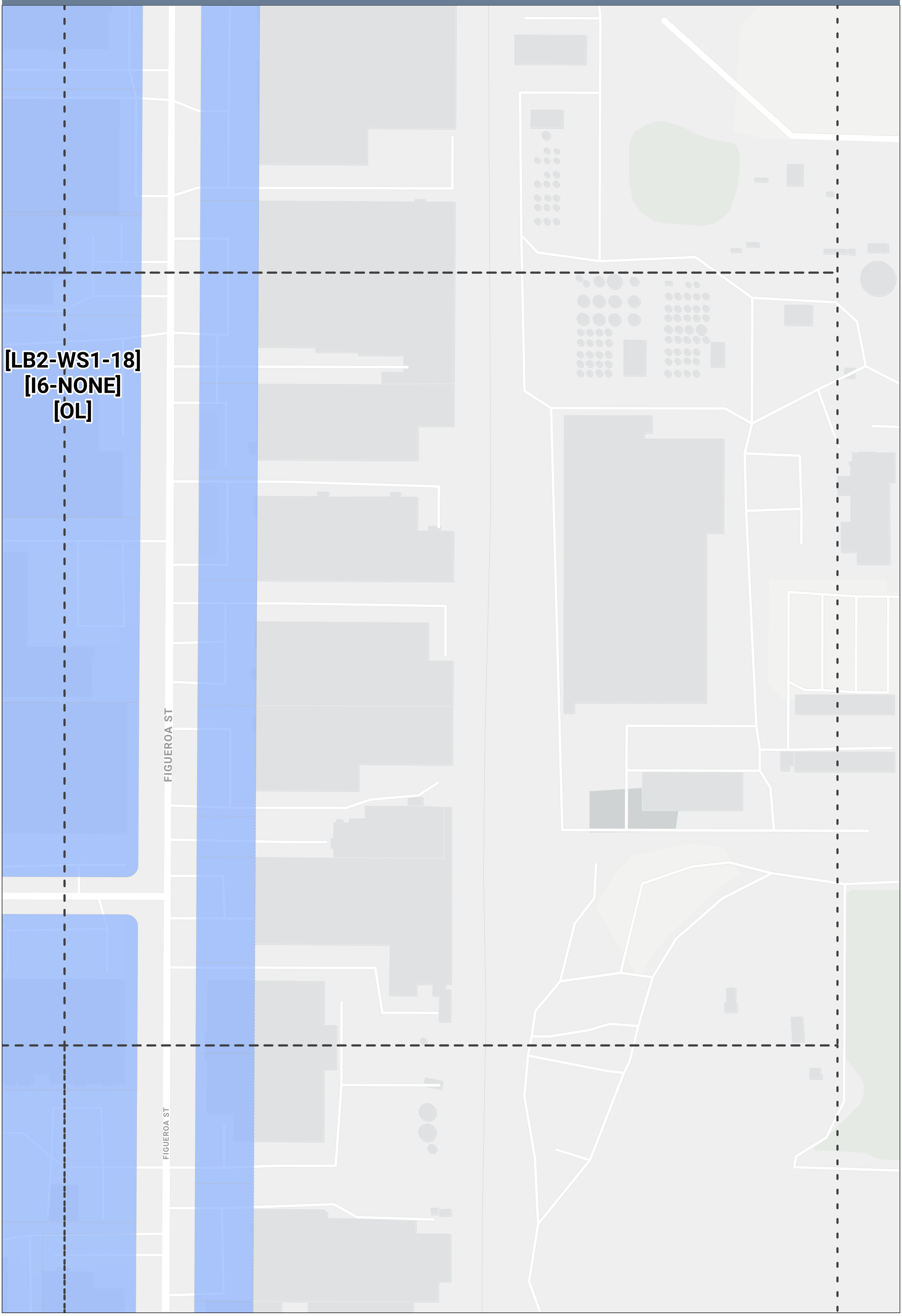
[H1-FY1-11]
[RG3-1L]
[OL]

HOOVER ST

140TH ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: F7

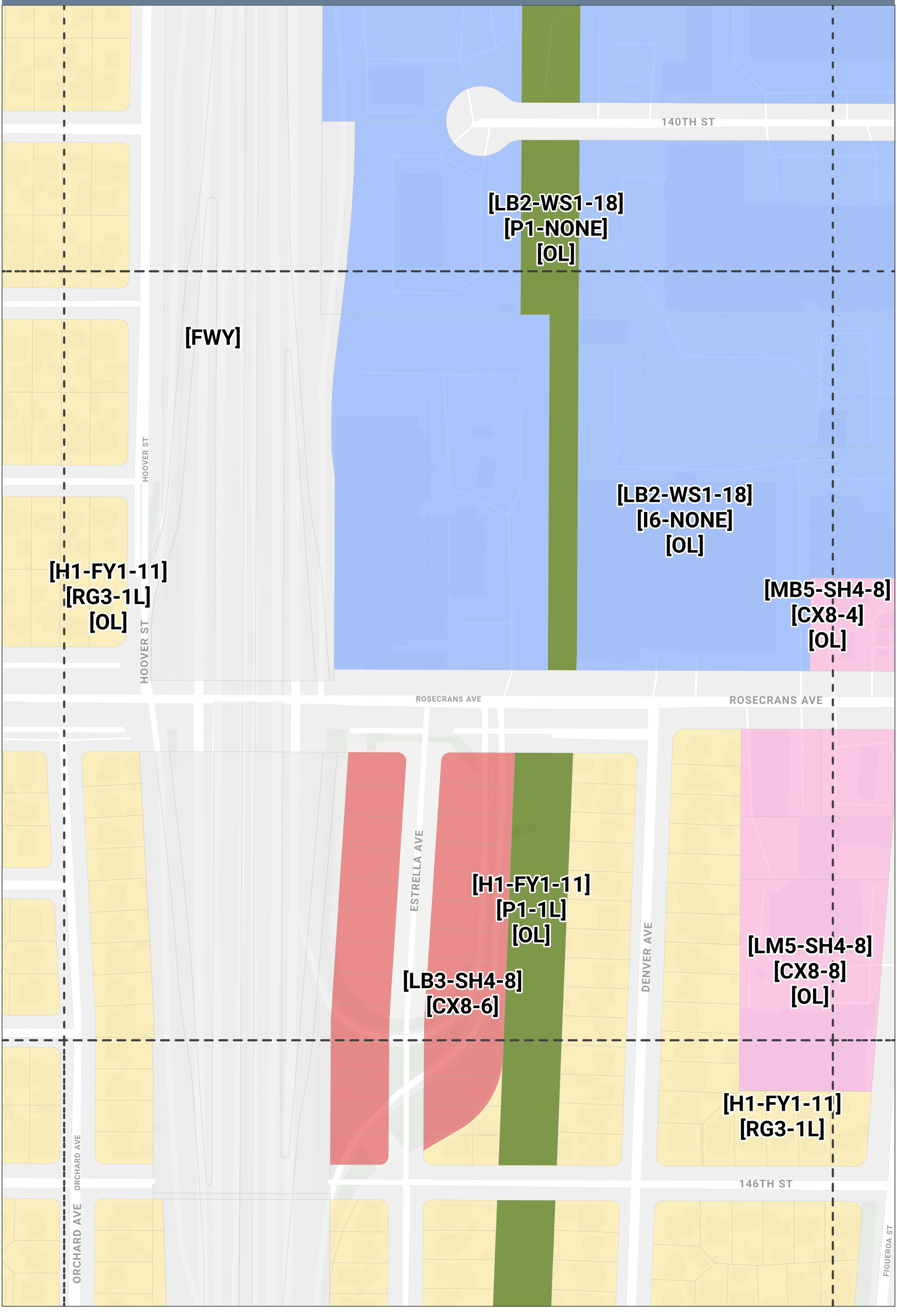


DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: G5

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: G6



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: G7

[LB2-WS1-18]
[I6-NONE]
[OL]

[MB5-SH4-8]
[CX8-4]
[OL]

[LM5-SH4-8]
[CX8-8]
[OL]

[H1-FY1-11]
[RG3-1L]

FIGUEROA ST

FIGUEROA ST

ROSECRANS AVE

ROSECRANS AVE

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: H5

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: H6

[LB3-SH4-8]
[CX8-6]

[LM5-SH4-8]
[CX8-8]
[OL]

[H1-FY1-11]
[RG3-1L]

[FWY]

[LB2-WS1-14]
[IX6-8]
[OL]

[H1-FY1-11]
[P1-1L]
[OL]

[LB2-WS1-18]
[P1-NONE]

[LB2-WS1-18]
[I6-NONE]
[OL]

DENVER AVE
ESTRELLA AVE
ORCHARD AVE
146TH ST
HOOVER ST
149TH ST
FIGUEROA ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: H7

[LM5-SH4-8]
[CX8-8]
[OL]

[H1-FY1-11]
[RG3-1L]

[LB2-WS1-18]
[I6-NONE]
[OL]

149TH ST

FIGUEROA ST

FIGUEROA ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: I5

148TH PL
149TH ST
149TH ST
148TH DR
ORCHARD AVE
VERMONT AVE
VERMONT AVE
ORCHARD AVE
REDONDO BEACH BLVD
REDONDO BEACH BLVD

[VF1-FX1-16]
[OS1-NONE]

[H1-FY1-11]
[RG3-1L]

[H1-FY1-11]
[P1-1L]
[OL]

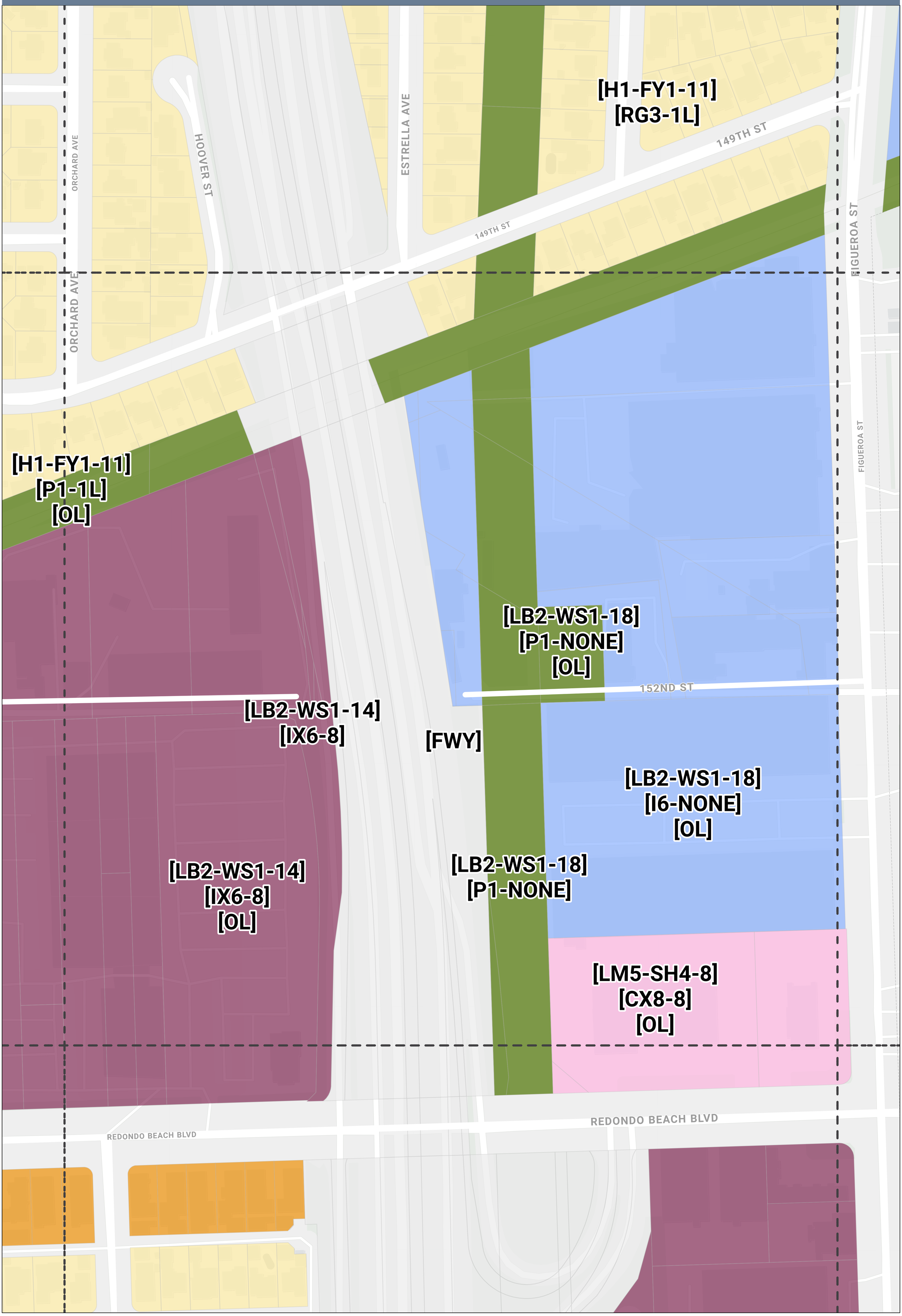
[LB2-WS1-14]
[IX6-8]
[OL]

[LM5-SH4-8]
[CX8-8]

[LM3-MU4-11]
[RG3-8]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: I6



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: I7

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: J5

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: J6

[LB2-WS1-14]
[IX6-8]
[OL]

[LB2-WS1-18]
[P1-NONE]

[LB2-WS1-18]
[I6-NONE]
[OL]

[LM5-SH4-8]
[CX8-8]
[OL]

REDONDO BEACH BLVD

REDONDO BEACH BLVD

FIGUEROA ST

FIGUEROA ST

[LB2-WS1-14]
[IX6-8]

[H1-FY1-11]
[P1-1L]

[FWY]

ORCHARD AVE

BONSALLO AVE

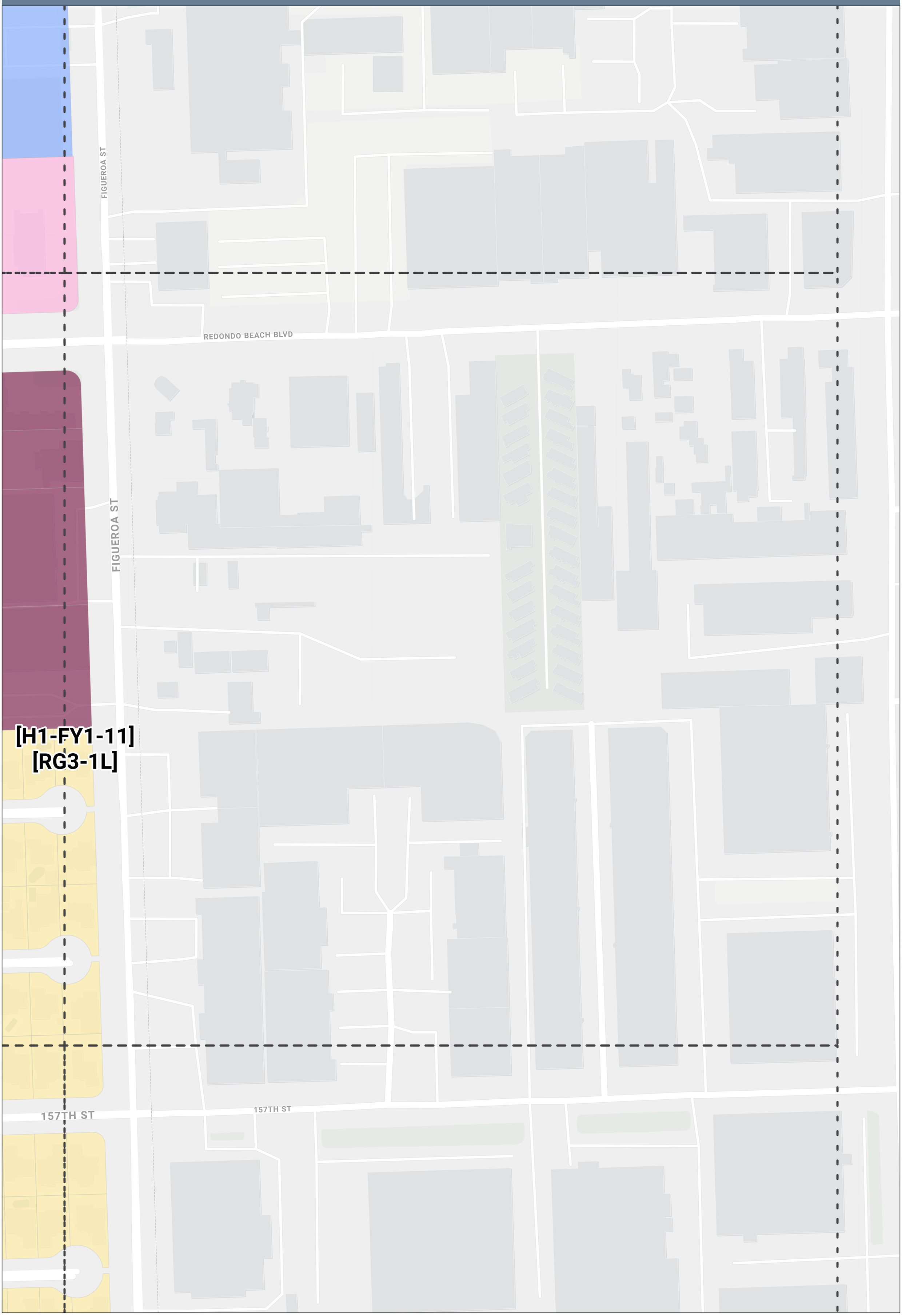
157TH ST

157TH ST

[H1-FY1-11]
[RG3-1L]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: J7



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: K5

VERMONT AVE
AINSWORTH ST
156TH ST
ORCHARD AVE
MAGNOLIA AVE
157TH ST
157TH ST
158TH ST
MENLO AVE
ALONDRA BLVD
ALONDRA BLVD
VERMONT AVE

[LM5-SH4-8]
[CX8-8]

[H1-FY1-11]
[RG3-1L]

[MB5-SH4-8]
[CX8-4]

[LM3-MU4-11]
[RG3-8]

[VN3-FY1-11]
[RG3-15]

[H2-FY1-11]
[RG3-2L]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: K6

[H1-FY1-11]
[P1-1L]

[H1-FY1-11]
[RG3-1L]

[FWY]

[H2-FY1-11]
[RG3-2L]

ORCHARD AVE
BONSALLO AVE
157TH ST
HOOVER ST
ALONDRA BLVD

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: K7

157TH ST

157TH ST

[H1-FY1-11]
[RG3-1L]

[MB5-SH4-8]
[CX8-4]

[LM3-MU4-11]
[RG3-8]

ALONDRA BLVD

ALONDRA BLVD

FIGUEROA ST

FIGUEROA ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: L5

[LM5-SH4-8]
[CX8-8]

[H1-FY1-11]
[RG3-1L]

[LM3-MU4-11]
[RG3-8]

[VN3-FY1-11]
[RG3-15]

[H2-FY1-11]
[RG3-2L]

[MB5-SH4-8]
[CX8-4]

[LM5-SH4-11]
[CX6-8]

VERMONT AVE
ALONDRA BLVD
ALONDRA BLVD
AINSWORTH ST
MENLO AVE
VERMONT AVE
ORCHARD AVE
GARDENA BLVD
GARDENA BLVD

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: L6

[H1-FY1-11]
[P1-1L]

HOOVER ST

ALONDRA BLVD

ALONDRA BLVD

DENVER AVE

[H2-FY1-11]
[RG3-2L]

BONSALLO AVE

[FWY]

[H1-FY1-11]
[RG3-1L]

[LM3-MU4-11]
[RG3-8]

164TH ST

[LM5-SH4-11]
[CX6-8]

ESTRELLA AVE

GARDENA BLVD

GARDENA BLVD

[MB5-SH4-11]
[CX8-4]

[LM3-MU4-11]
[P1-8]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: L7

[H1-FY1-11]
[RG3-1L]

[MB5-SH4-8]
[CX8-4]

[LM3-MU4-11]
[RG3-8]

[LM5-SH4-11]
[CX8-8]

[MB5-SH4-11]
[CX8-4]

ALONDRA BLVD

ALONDRA BLVD

FIGUEROA ST

FIGUEROA ST

GARDENA BLVD

GARDENA BLVD

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: M5

[VN3-FY1-11]
[RG3-15]

[MB5-SH4-8]
[CX8-4]

[LM5-SH4-11]
[CX6-8]

[LM3-MU4-11]
[RG3-8]

[H2-FY1-11]
[RG3-2L]

[H1-FY1-11]
[RG3-1L]

VERMONT AVE

VERMONT AVE

ORCHARD AVE

GARDENA BLVD

GARDENA BLVD

165TH PL

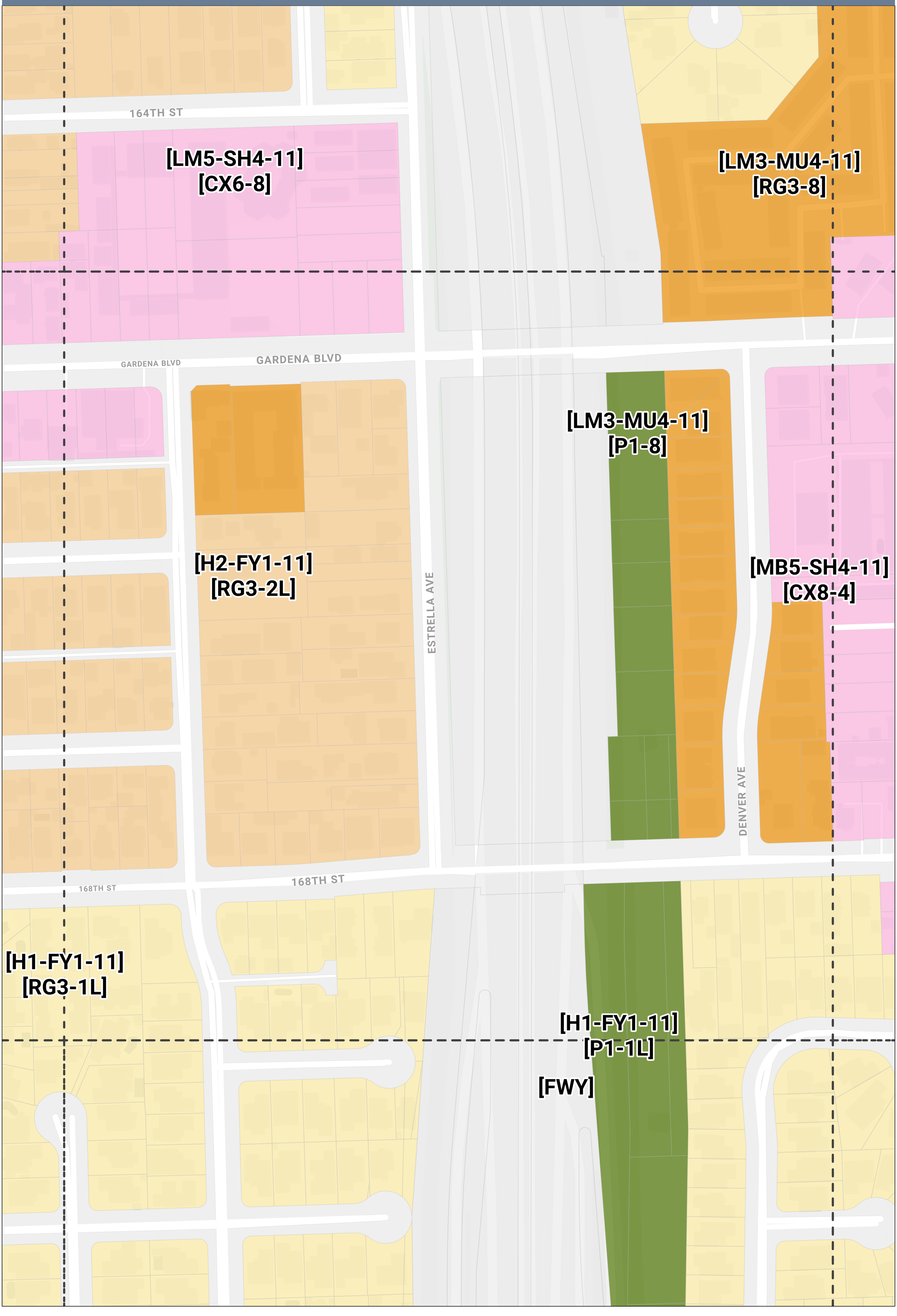
167TH ST

168TH ST

168TH ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: M6



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: M7

[LM3-MU4-11]
[RG3-8]

[LM5-SH4-11]
[CX8-8]

[MB5-SH4-11]
[CX8-4]

[H1-FY1-11]
[RG3-1L]

FIGUEROA ST

GARDENA BLVD

GARDENA BLVD

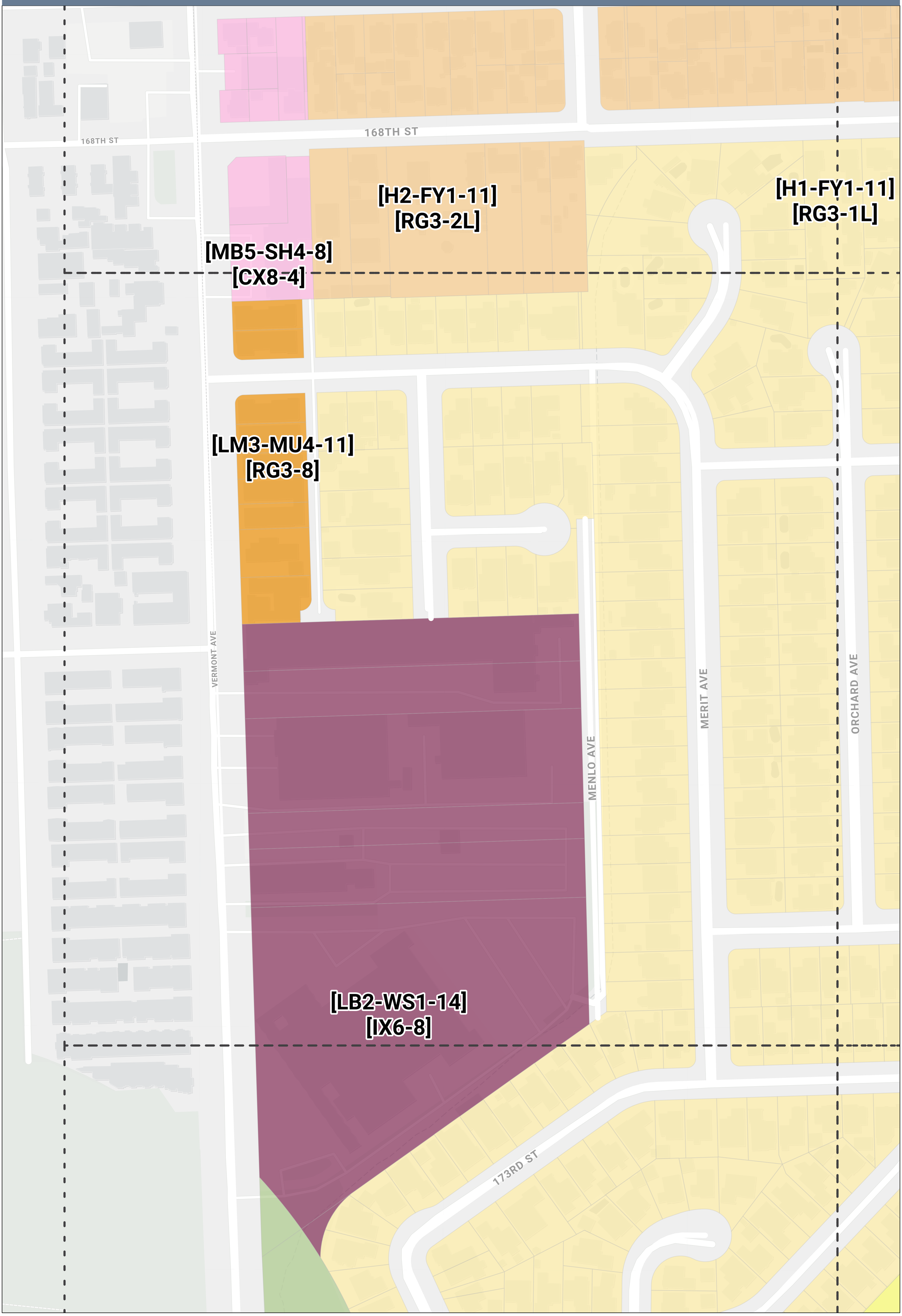
FIGUEROA ST

168TH ST

168TH ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: N5

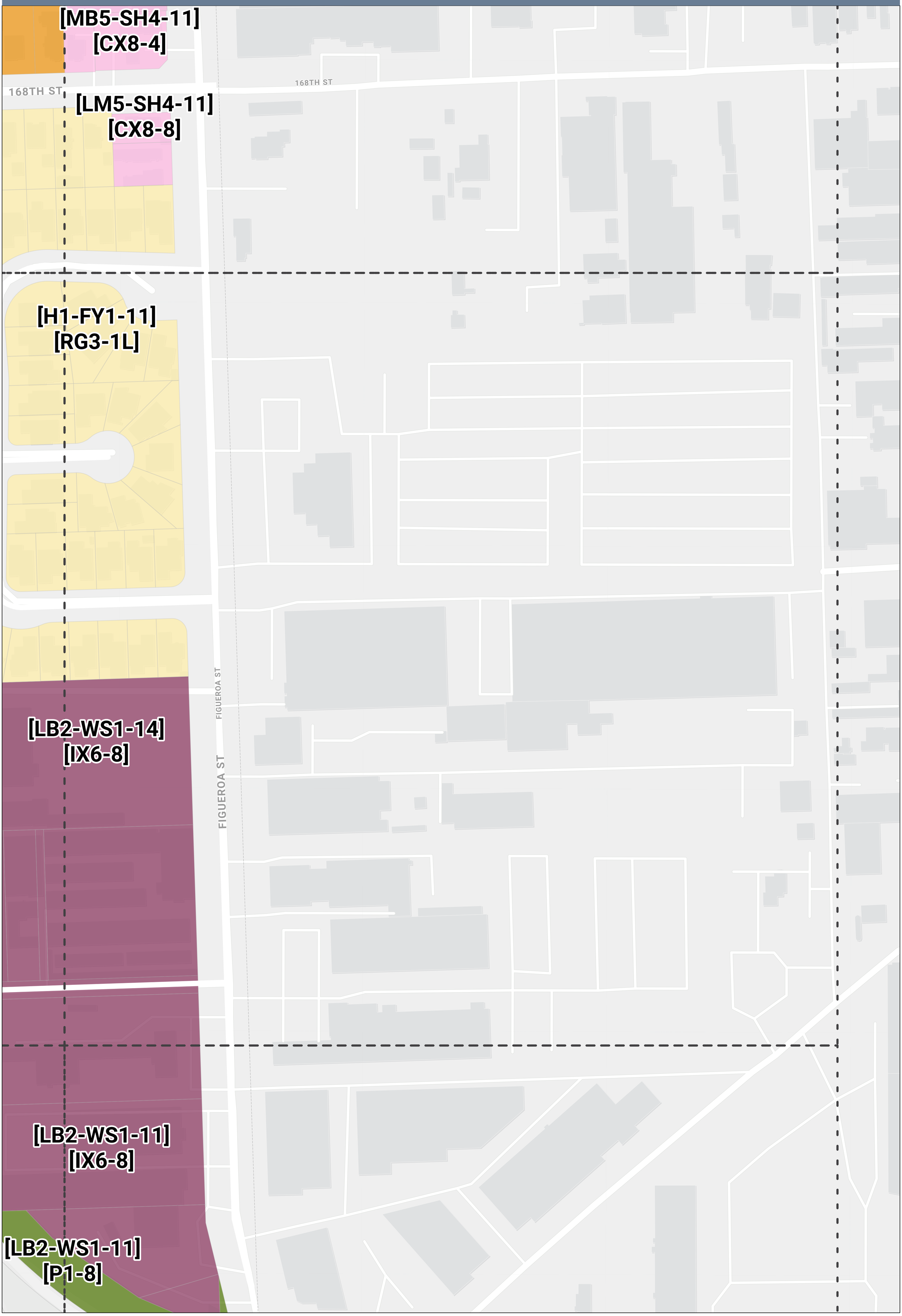


DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: N6

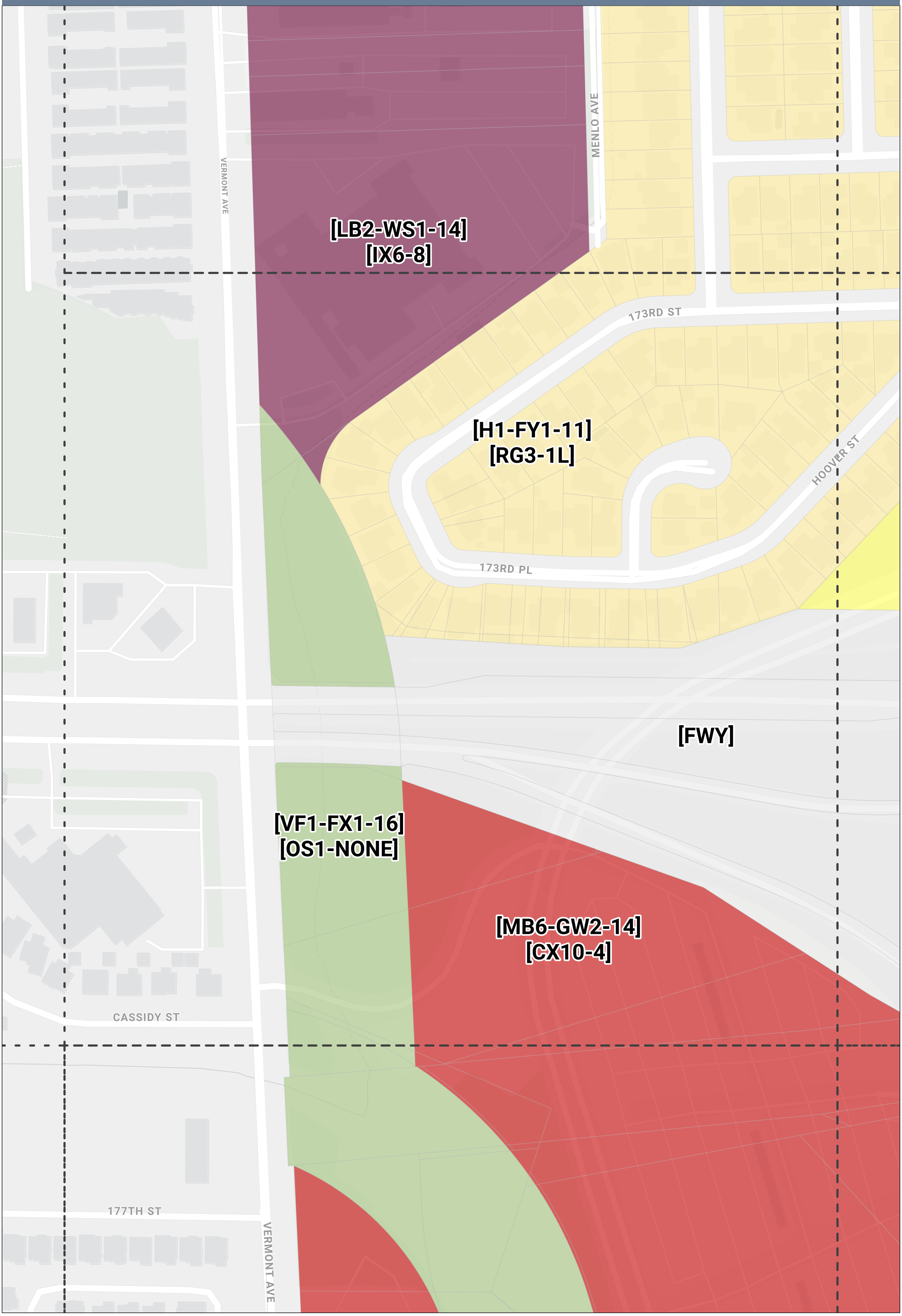
DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: N7



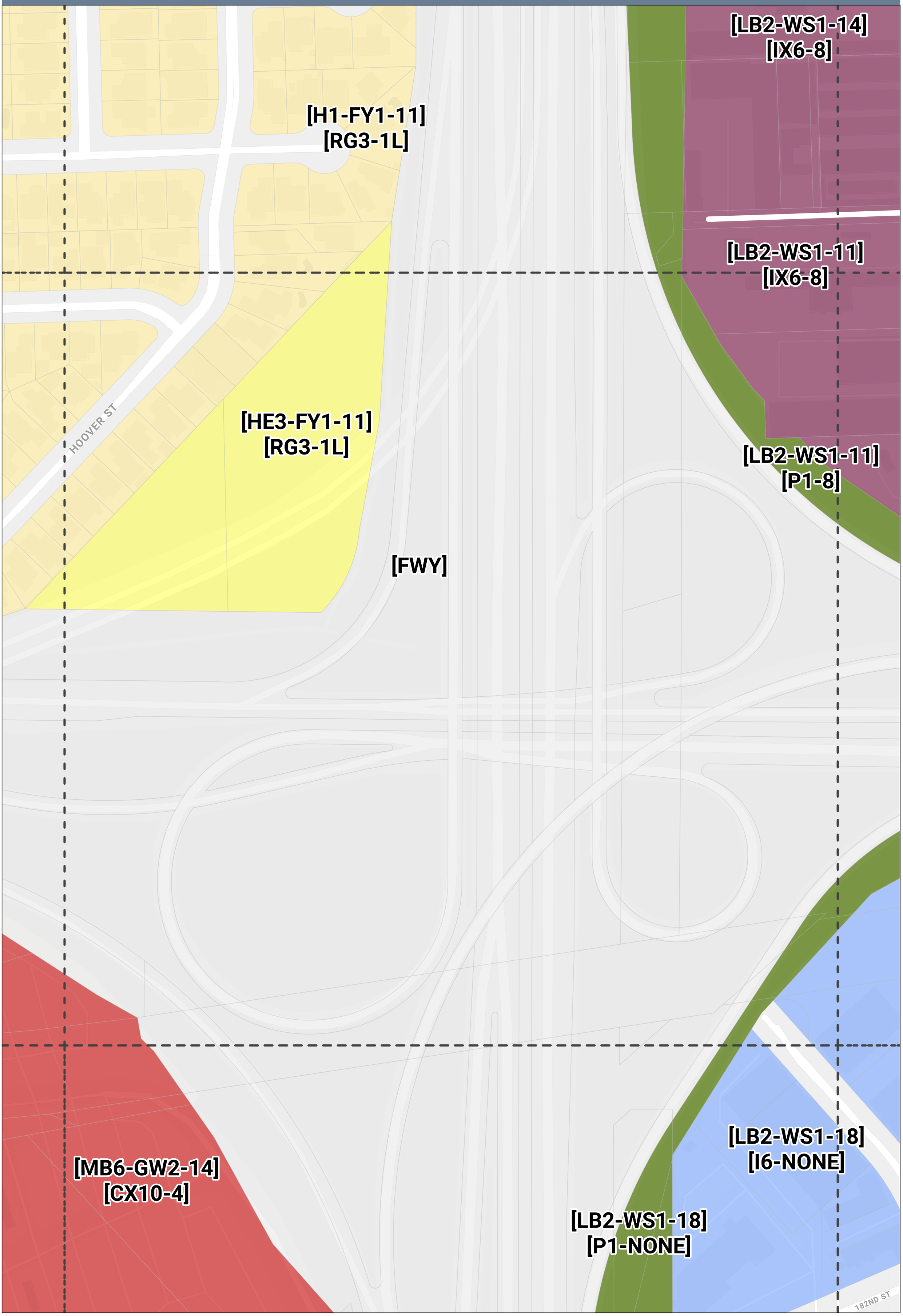
DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: O5



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: O6



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: O7

[LB2-WS1-14]
[IX6-8]

[LB2-WS1-11]
[IX6-8]

[LB2-WS1-11]
[P1-8]

[FWY]

[LB2-WS1-18]
[P1-NONE]

[LB2-WS1-18]
[I6-NONE]

FIGUEROA ST

WALNUT ST

FIGUEROA ST

DENVER AVE

182ND ST

182ND ST

ALBERTONI ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: P3

CASSIDY ST

177TH ST

[H1-FY1-11]
[P1-1L]

179TH ST

NORMANDIE AVE

NORMANDIE AVE

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: P4

CASSIDY ST

177TH ST

CITRINE CT

SAPPHIRE LANE

AMETHYST CIR

RUMBOLD ST

BUDLONG AVE

FELDER ST

182ND ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: P5



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: P6

[FWY]

182ND ST

[MB6-GW2-14]
[CX10-4]

182ND ST

184TH ST

[LB2-WS1-18]
[P1-NONE]

HOOVER ST

[LB2-WS1-18]
[I6-NONE]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: P7

[FWY]

[LB2-WS1-18]
[P1-NONE]

[LB2-WS1-18]
[I6-NONE]

FIGUEROA ST

DENVER AVE

182ND ST

182ND ST

184TH ST

ALBERTONI ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: Q1

182ND ST

182ND ST

DENKER AVE

WESTERN AVE

183RD ST

184TH ST

[LM5-SH4-8]
[CX8-8]

[H1-FY1-11]
[RG3-1L]

[H1-FY1-11]
[P1-1L]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: Q2

DENKER AVE
EVELYN AVE
180TH ST
182ND ST
182ND ST
183RD ST
184TH ST
185TH ST

[H1-FY1-11]
[RG3-1L]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: Q3

[H1-FY1-11]
[P1-1L]

[LM3-MU4-11]
[RX4-8]

[VF1-FX1-16]
[OS1-NONE]

[H1-FY1-11]
[RG3-1L]

[LM3-MU4-11]
[RG3-8]

179TH ST
182ND ST
ELECTRIC ST
NORMANDIE AVE
183RD ST
184TH ST
185TH ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: Q4

[H1-FY1-11]
[P1-1L]

AMETHYST CIR

BUDLONG AVE

RUMBOLD ST

FELDER ST

182ND ST

ELECTRIC ST

[VF1-FX1-16]
[OS1-NONE]

[H1-FY1-11]
[RG3-1L]

184TH ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: Q5

AMETHYST CIR
VERMONT AVE
182ND ST
ELECTRIC ST
182ND ST
VERMONT AVE

[VF1-FX1-16]
[OS1-NONE]

[MB6-GW2-14]
[CX10-4]

[VN3-FY1-11]
[RG3-15]

[H1-FY1-11]
[RG3-1L]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: Q6

182ND ST

182ND ST

[MB6-GW2-14]
[CX10-4]

[FWY]

HOOVER ST

[LB2-WS1-18]
[P1-NONE]

[VF1-FX1-16]
[OS1-NONE]

189TH ST

[LB2-WS1-18]
[I6-NONE]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: Q7



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: R1

[LM5-SH4-8]
[CX8-8]

183RD ST

184TH ST

[H1-FY1-11]
[P1-1L]

DENKER AVE

WESTERN AVE

186TH ST

186TH ST

[MB5-SH4-8]
[CX8-4]

[LM3-MU4-11]
[RX4-8]

[H1-FY1-11]
[RG3-1L]

WESTERN AVE

[FWY]

[LB2-WS1-18]
[I4-NONE]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: R2



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: R3

[VF1-FX1-16]
[OS1-NONE]

[LM3-MU4-11]
[RG3-8]

[H1-FY1-11]
[P1-1L]

[H1-FY1-11]
[RG3-1L]

[LM5-SH4-8]
[CX8-8]

[LB2-WS1-18]
[I4-NONE]

[MB6-WS1-14]
[CX10-4]

[FWY]

183RD ST
184TH ST
185TH ST
186TH ST
186TH ST
187TH ST
187TH PL
NORMANDIE AVE
NORMANDIE AVE

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: R4

[VF1-FX1-16]
[OS1-NONE]

184TH ST

185TH ST

186TH ST 186TH ST

[H1-FY1-11]
[RG3-1L]

187TH ST

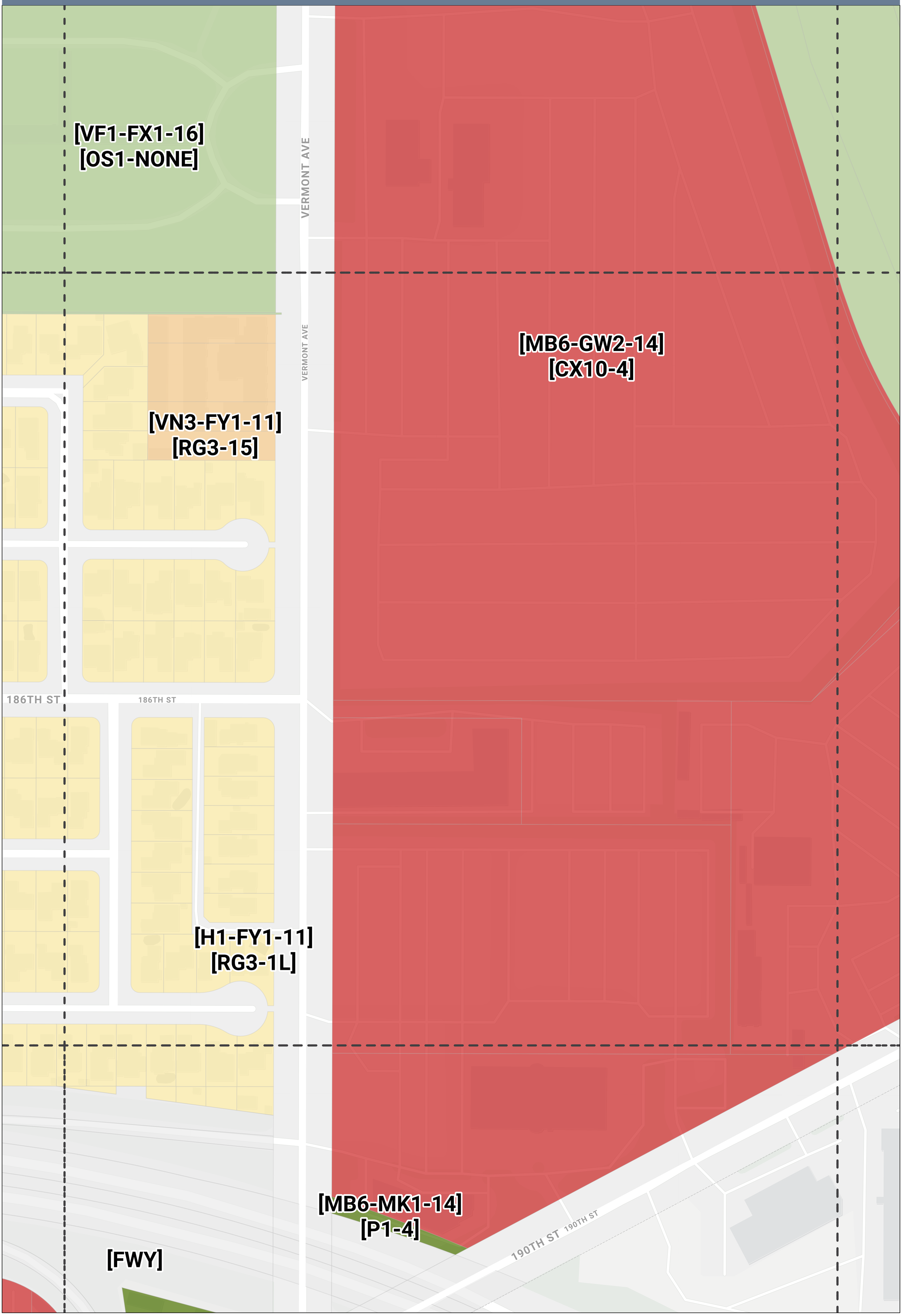
187TH PL

[FWY]

[MB6-WS1-14]
[CX10-4]

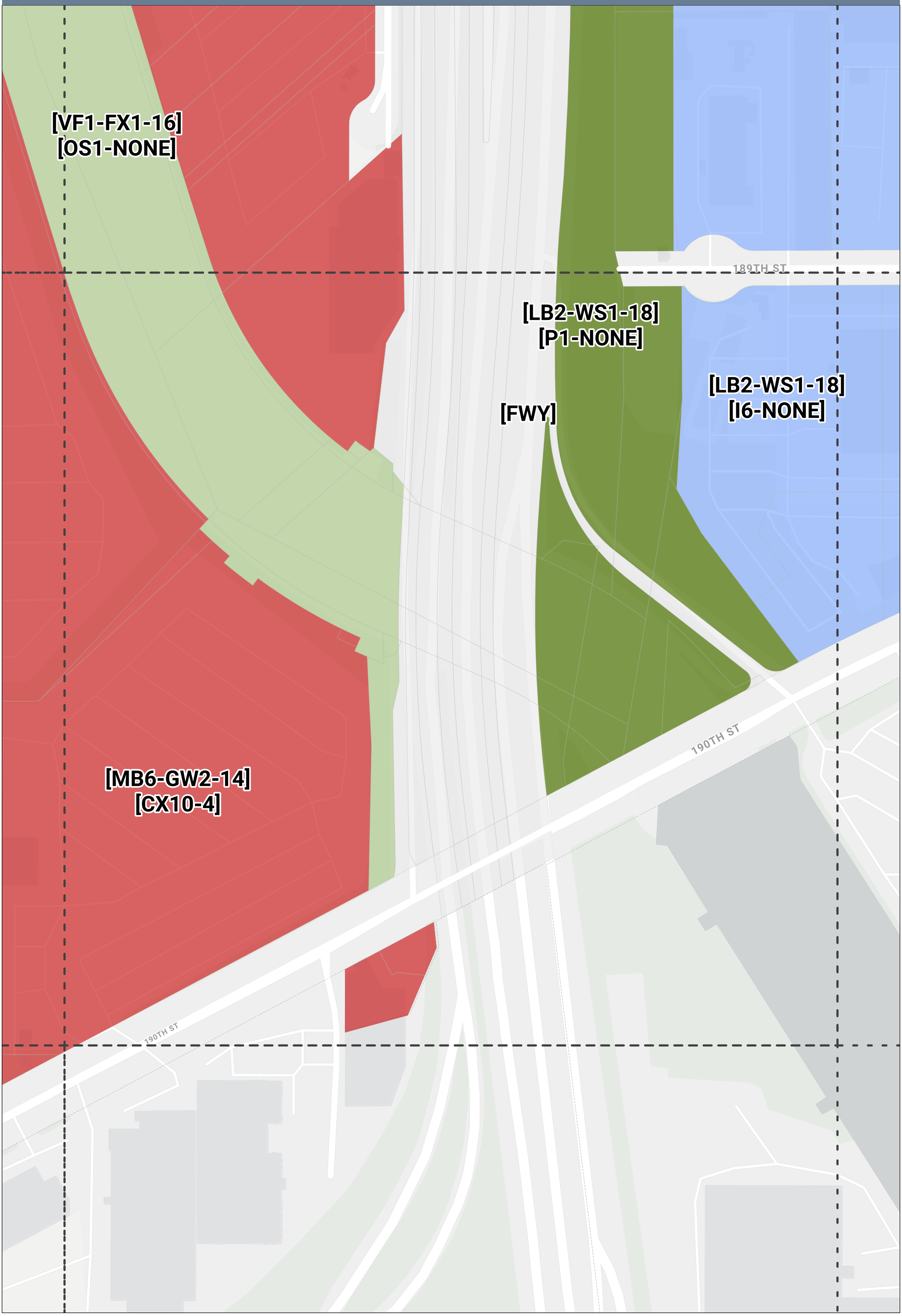
DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: R5



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: R6



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: R7

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: S1

[MB5-SH4-8]
[CX8-4]

[LM3-MU4-11]
[RX4-8]

[H1-FY1-11]
[RG3-1L]

WESTERN AVE

[FWY]

[LB2-WS1-18]
[I4-NONE]

WESTERN AVE

190TH ST

190TH ST

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: S2

187TH ST

187TH PL

[H1-FY1-11]
[RG3-1L]

[FWY]

190TH ST

190TH ST

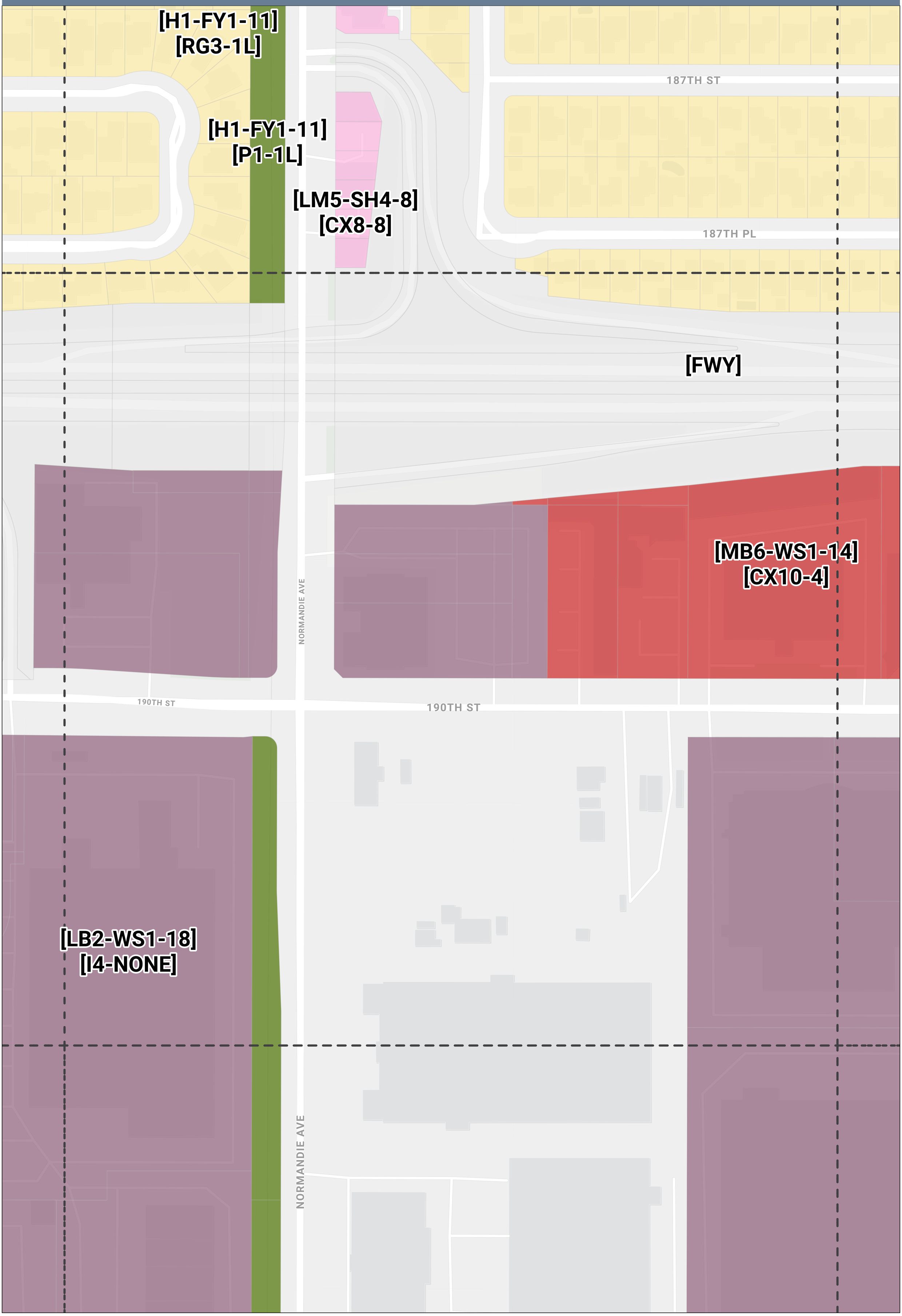
[LF3-FX3-18]
[I8-NONE]

[LB2-WS1-18]
[I4-NONE]

HARBORGATE WAY

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: S3



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: S4

187TH ST

[H1-FY1-11]
[RG3-1L]

187TH PL

[FWY]

[MB6-WS1-14]
[CX10-4]

190TH ST

190TH ST

GATEWAY TOWERS DR

[LB2-WS1-18]
[I4-NONE]

PACIFIC GATEWAY DR

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: S5

[MB6-GW2-14]
[CX10-4]

[H1-FY1-11]
[RG3-1L]

[FWY]

[MB6-MK1-14]
[P1-4]

[LB2-WS1-18]
[I4-NONE]

VERMONT AVE

190TH ST

190TH ST

VERMONT AVE

DRAFT ZONING MAP
Harbor Gateway Community Plan

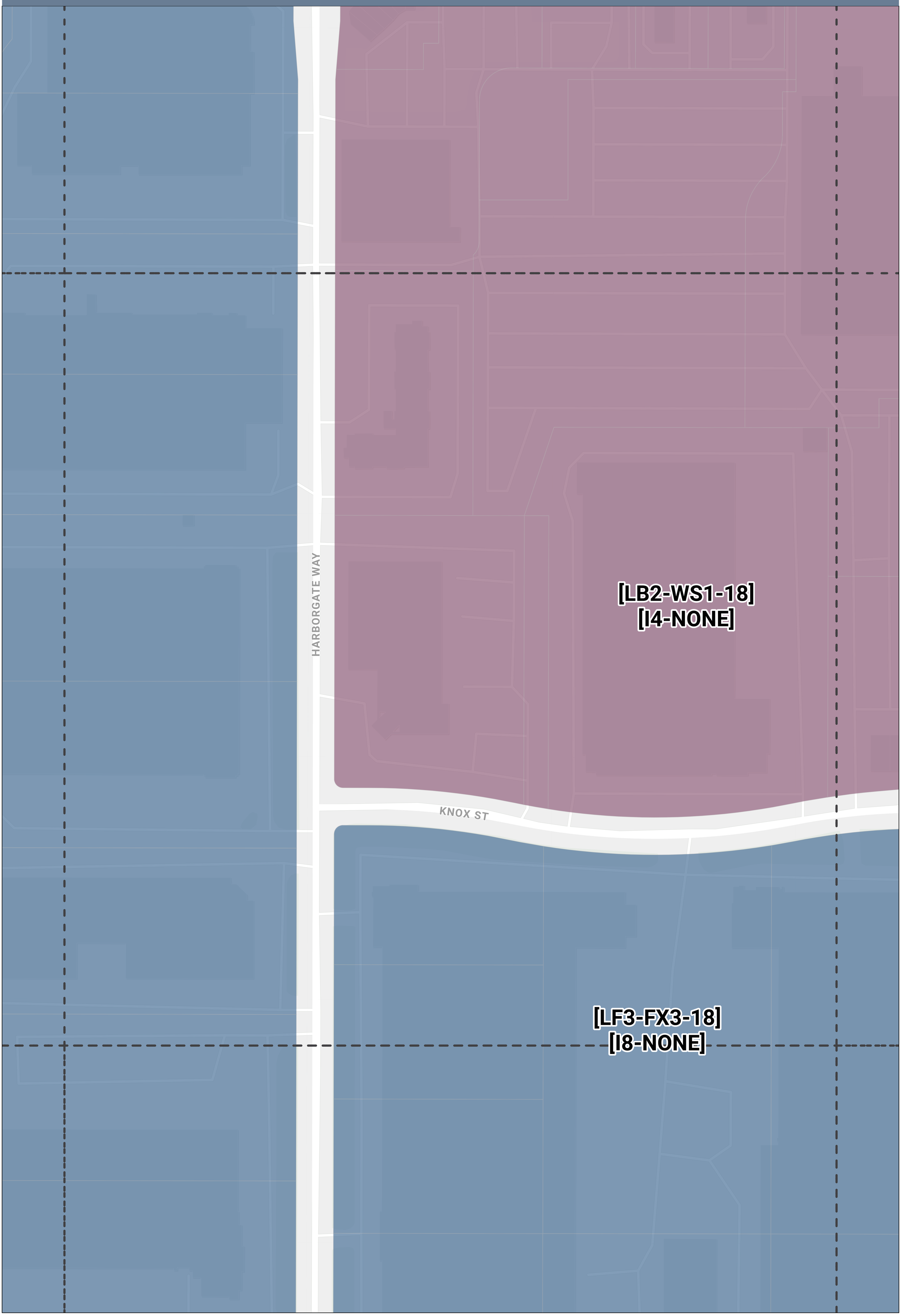
Grid: S6

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: T1

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: T2



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: T3

[LB2-WS1-18]
[I4-NONE]

NORMANDIE AVE

KNOX ST

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: T4

GATEWAY TOWERS DR

[LB2-WS1-18]
[I4-NONE]

PACIFIC GATEWAY DR

KNOX ST

MAGELLAN DR

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: T5

[LB2-WS1-18]
[I4-NONE]

KNOX ST

[LF3-FX3-18]
[I8-NONE]

VERMONT AVE

VERMONT AVE

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: T6

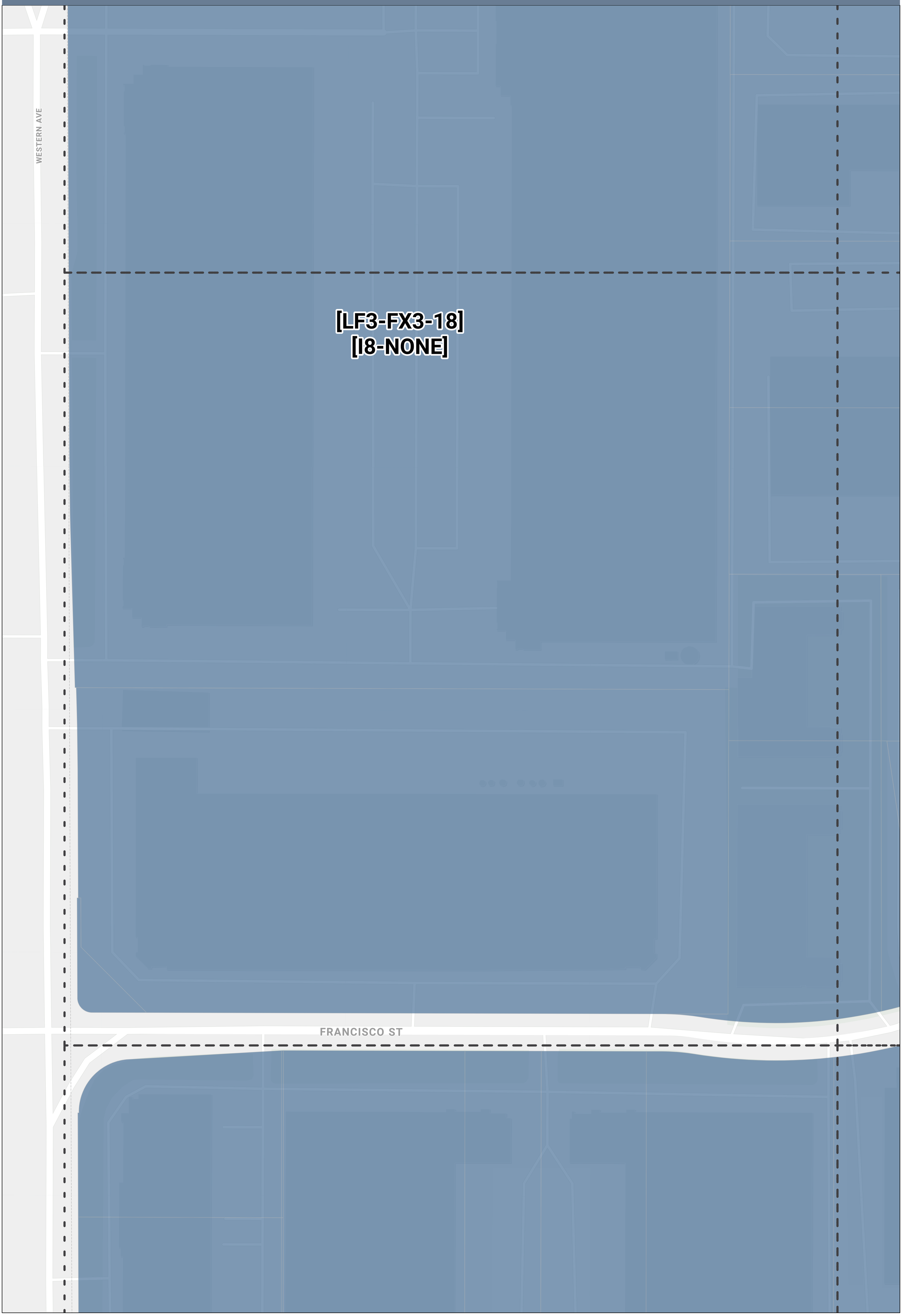
KNOX ST

HAMILTON AVE

[LB2-WS1-18]
[I4-NONE]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: U1



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: U2

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: U3

[LF3-FX3-18]
[I8-NONE]

KNOX ST

NORMANDIE AVE

FRANCISCO ST

NORMANDIE AVE

JON ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: U4

KNOX ST

PACIFIC GATEWAY DR

MAGELLAN DR

FRANCISCO ST

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: U5

KNOX ST

VERMONT AVE

FRANCISCO ST

[LF3-FX3-18]
[I8-NONE]

[LB2-WS1-18]
[I4-NONE]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: U6

KNOX ST

HAMILTON AVE

[LB2-WS1-18]
[I4-NONE]

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: V1

[LF3-FX3-18]
[I8-NONE]

WESTERN AVE

FRANCISCO ST

DEL AMO BLVD

DEL AMO BLVD

HARVARD BLVD

[VN3-FY1-11]
[RG3-15]

204TH ST

205TH ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: V2

FRANCISCO ST

[LF3-FX3-18]
[I8-NONE]

[LF3-FX3-18]
[P1-NONE]

DEL AMO BLVD

DEL AMO BLVD

[VN3-FY1-11]
[RG3-15]

DENKER AVE

DENKER AVE

[LB2-WS1-18]
[I6-NONE]

204TH ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: V3

FRANCISCO ST

NORMANDIE AVE

JON ST

[LF3-FX3-18]
[I8-NONE]

[LF3-FX3-18]
[P1-NONE]

[LB2-WS1-18]
[P1-NONE]

DEL AMO BLVD

DEL AMO BLVD

[LB2-WS1-18]
[I6-NONE]

204TH ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: V4

FRANCISCO ST

[LF3-FX3-18]
[I8-NONE]

[LB2-WS1-18]
[P1-NONE]

[LB2-WS1-18]
[I6-NONE]

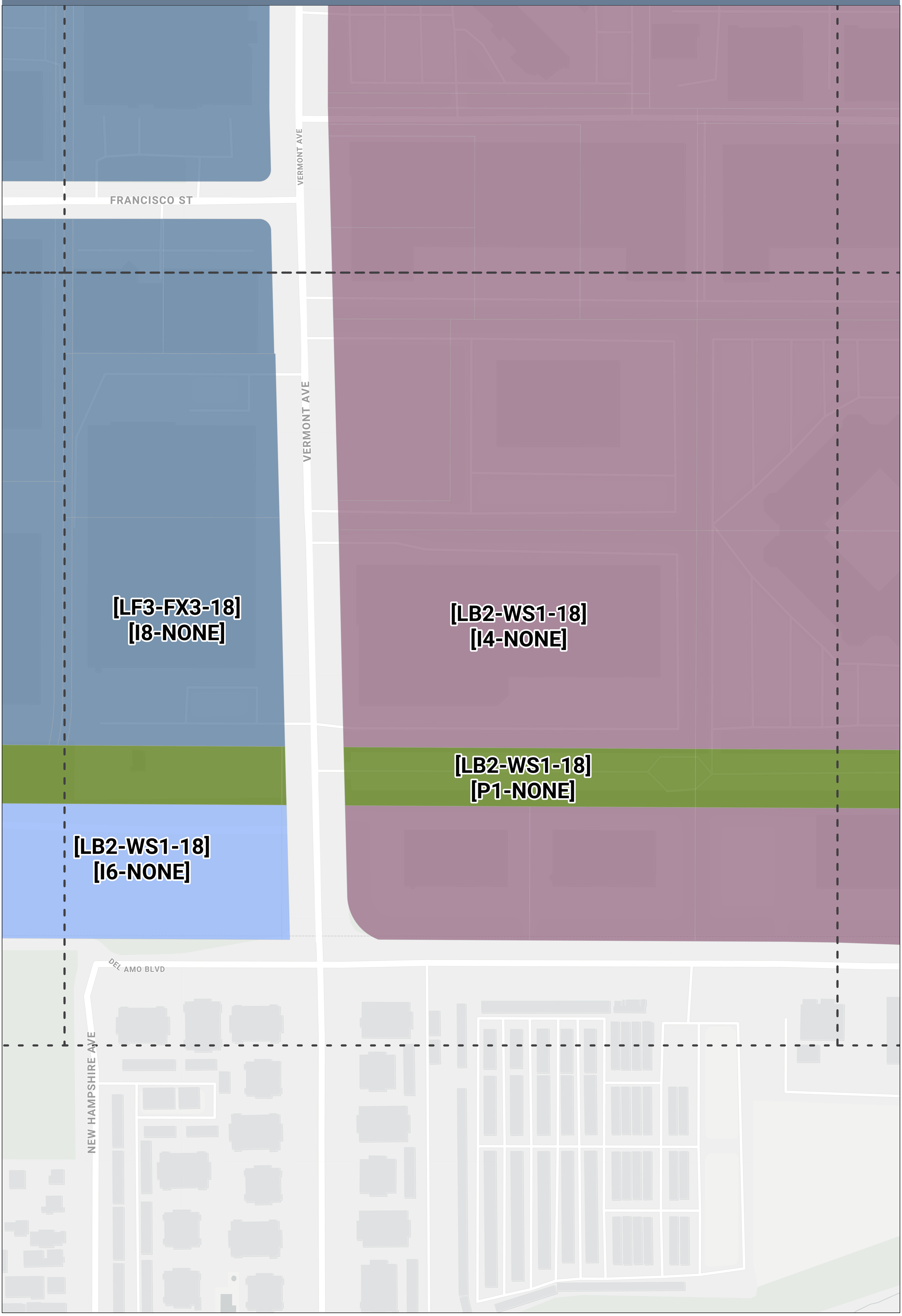
DEL AMO BLVD

204TH ST

NEW HAMPSHIRE AVE

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: V5



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: V6

HAMILTON AVE

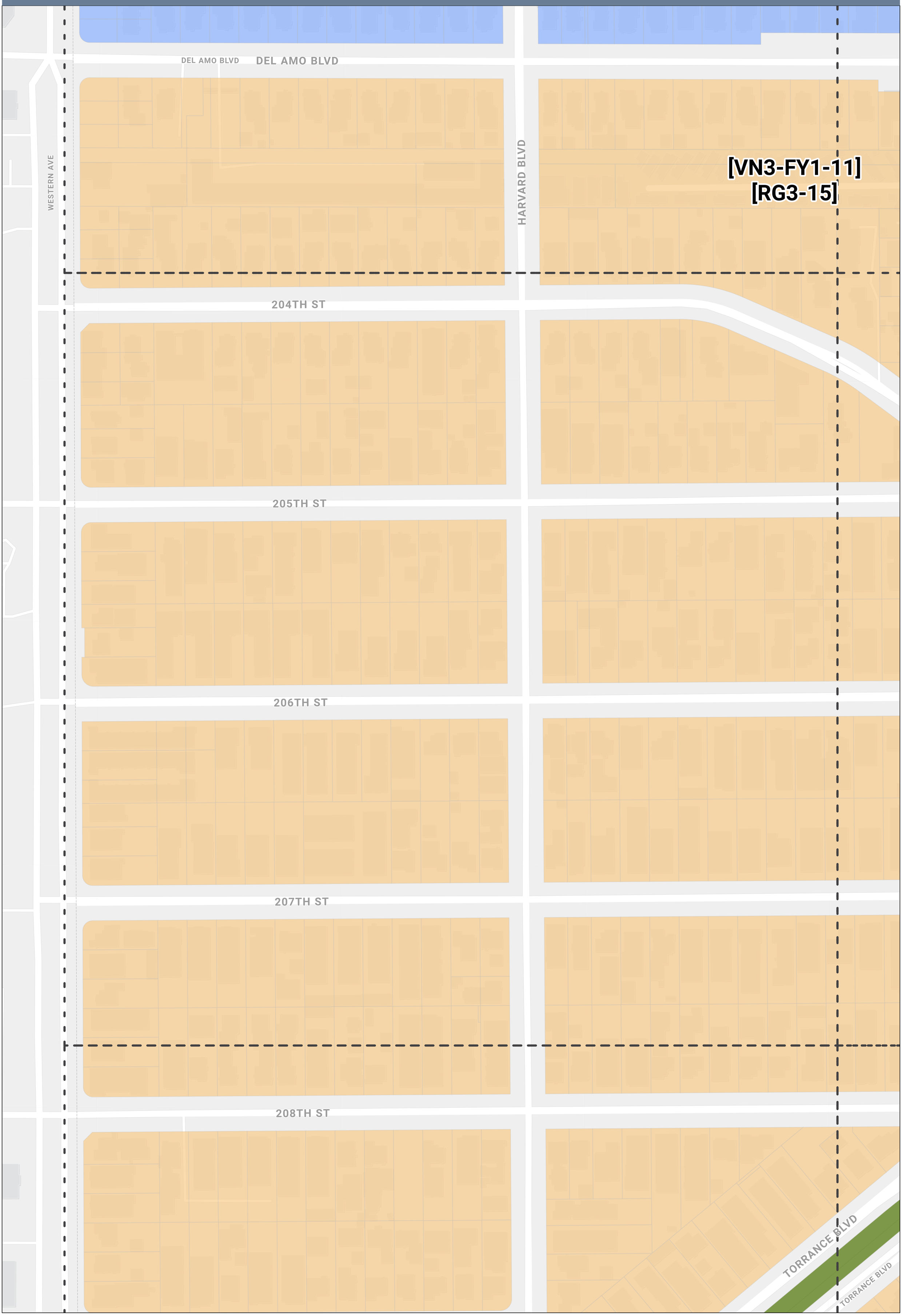
[LB2-WS1-18]
[I4-NONE]

[LB2-WS1-18]
[P1-NONE]

DEL AMO BLVD

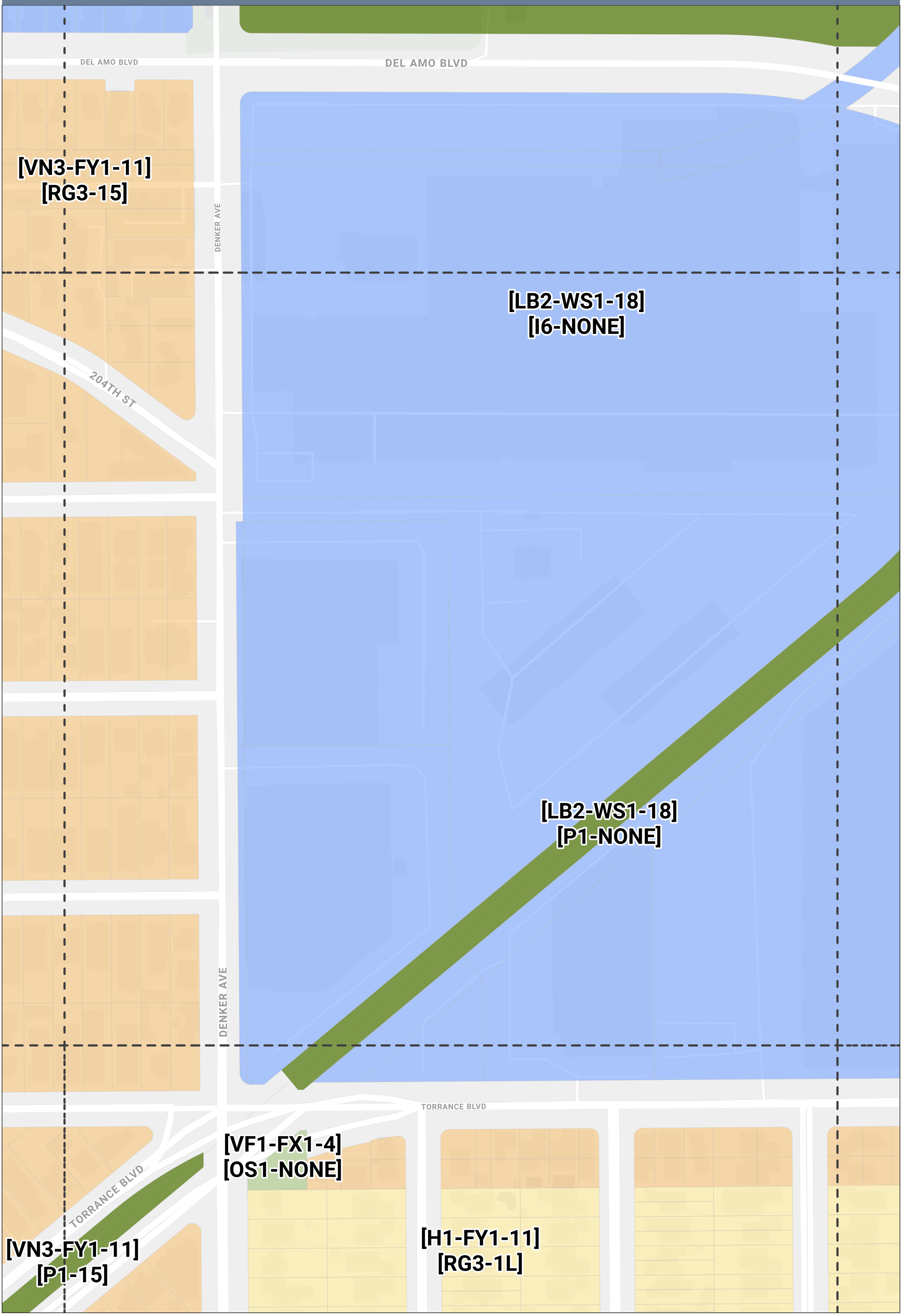
DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: W1



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: W2



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: W3

[LF3-FX3-18]
[P1-NONE]

[LB2-WS1-18]
[P1-NONE]

[LB2-WS1-18]
[I6-NONE]

[VN3-FY1-11]
[RG3-15]

[H1-FY1-11]
[RG3-1L]

DEL AMO BLVD

DEL AMO BLVD

204TH ST

NORMANDIE AVE

NORMANDIE AVE

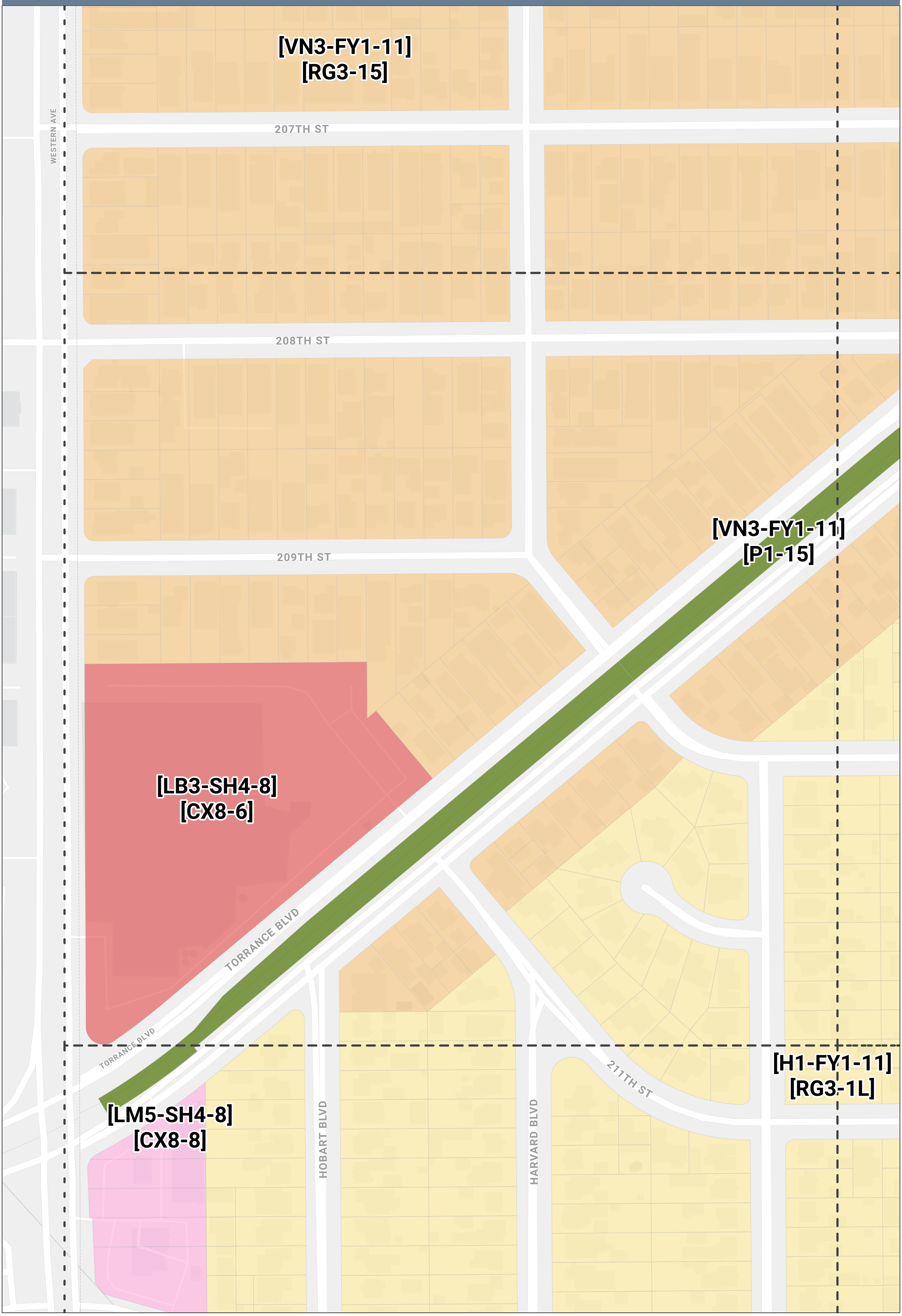
KENWOOD AVE

TORRANCE BLVD

TORRANCE BLVD

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: X1



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: X2

[VN3-FY1-11]
[RG3-15]

[LB2-WS1-18]
[P1-NONE]

[LB2-WS1-18]
[I6-NONE]

[VF1-FX1-4]
[OS1-NONE]

[VN3-FY1-11]
[P1-15]

[H1-FY1-11]
[RG3-1L]

DENKER AVE

TORRANCE BLVD

DALTON AVE

HALLDALE AVE

BRIGHTON AVE

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: X3

[LB2-WS1-18]
[I6-NONE]

TORRANCE BLVD

TORRANCE BLVD

[VN3-FY1-11]
[RG3-15]

NORMANDIE AVE

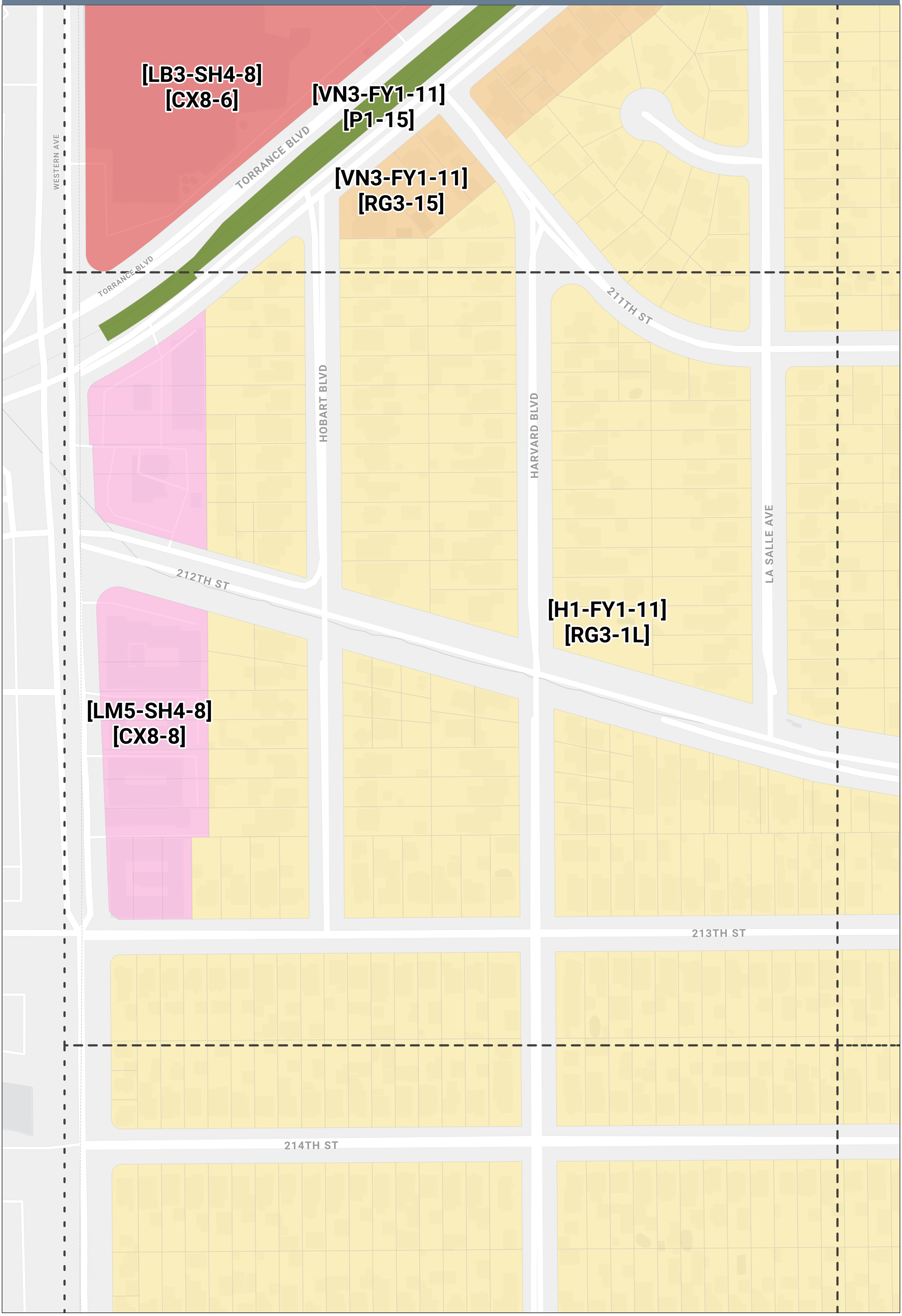
BRIGHTON AVE

[H1-FY1-11]
[RG3-1L]

NORMANDIE AVE

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: Y1



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: Y2

[H1-FY1-11]
[RG3-1L]

[VF1-FX1-4]
[OS1-NONE]

[H1-FY1-11]
[P1-1L]

DALTON AVE
DENKER AVE
HALLDALE AVE
BRIGHTON AVE
212TH ST
213TH ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: Y3

[H1-FY1-11]
[RG3-1L]

[VF1-FX1-4]
[OS1-NONE]

[H1-FY1-11]
[P1-1L]

NORMANDIE AVE

BRIGHTON AVE

212TH ST

LEVINSON ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: Z1

[LM5-SH4-8]
[CX8-8]

[H1-FY1-11]
[RG3-1L]

WESTERN AVE

213TH ST

214TH ST

215TH ST

216TH ST

[LB3-SH4-8]
[CX8-6]

CARSON ST

CARSON ST

HARVARD BLVD

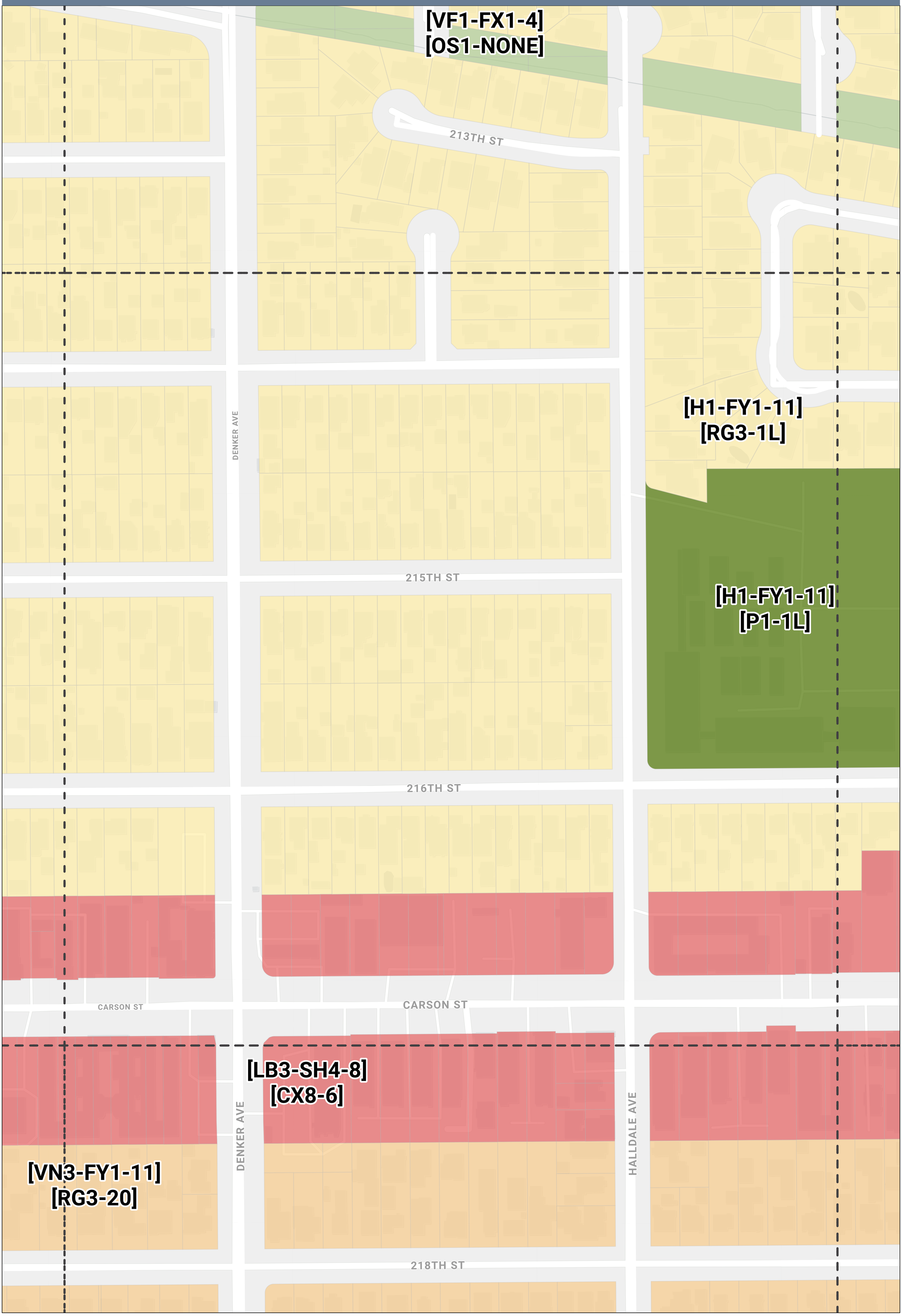
[LM3-MU4-11]
[RG3-8]

[VN3-FY1-11]
[RG3-20]

218TH ST

DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: Z2



DRAFT ZONING MAP
Harbor Gateway Community Plan

Grid: Z3

[VF1-FX1-4]
[OS1-NONE]

[H1-FY1-11]
[RG3-1L]

[H1-FY1-11]
[P1-1L]

[LB3-SH4-8]
[CX8-6]

[VN3-FY1-11]
[RG3-20]

LEVINSON ST

RITNER ST

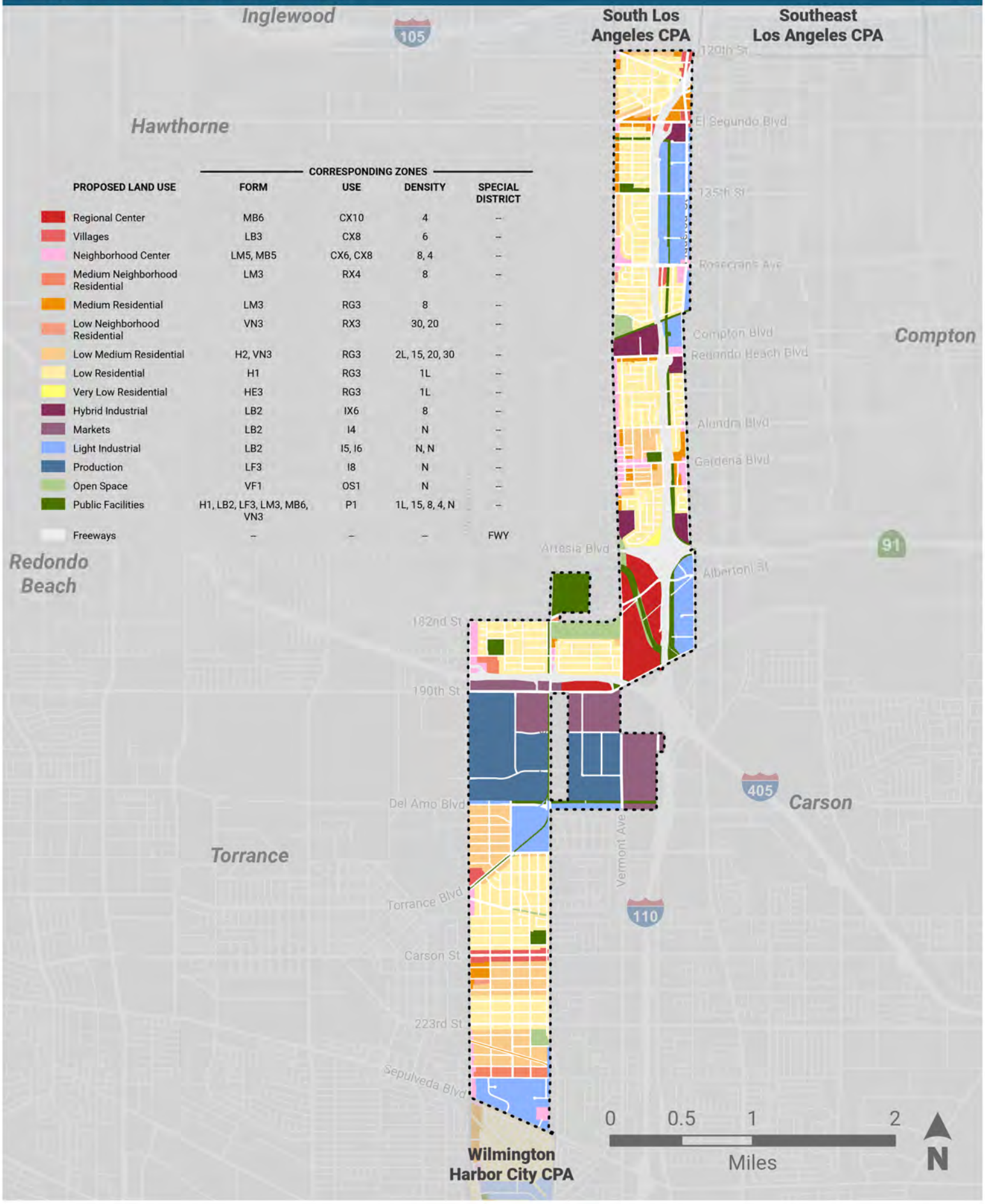
CARSON ST

NORMANDIE AVE

NORMANDIE AVE

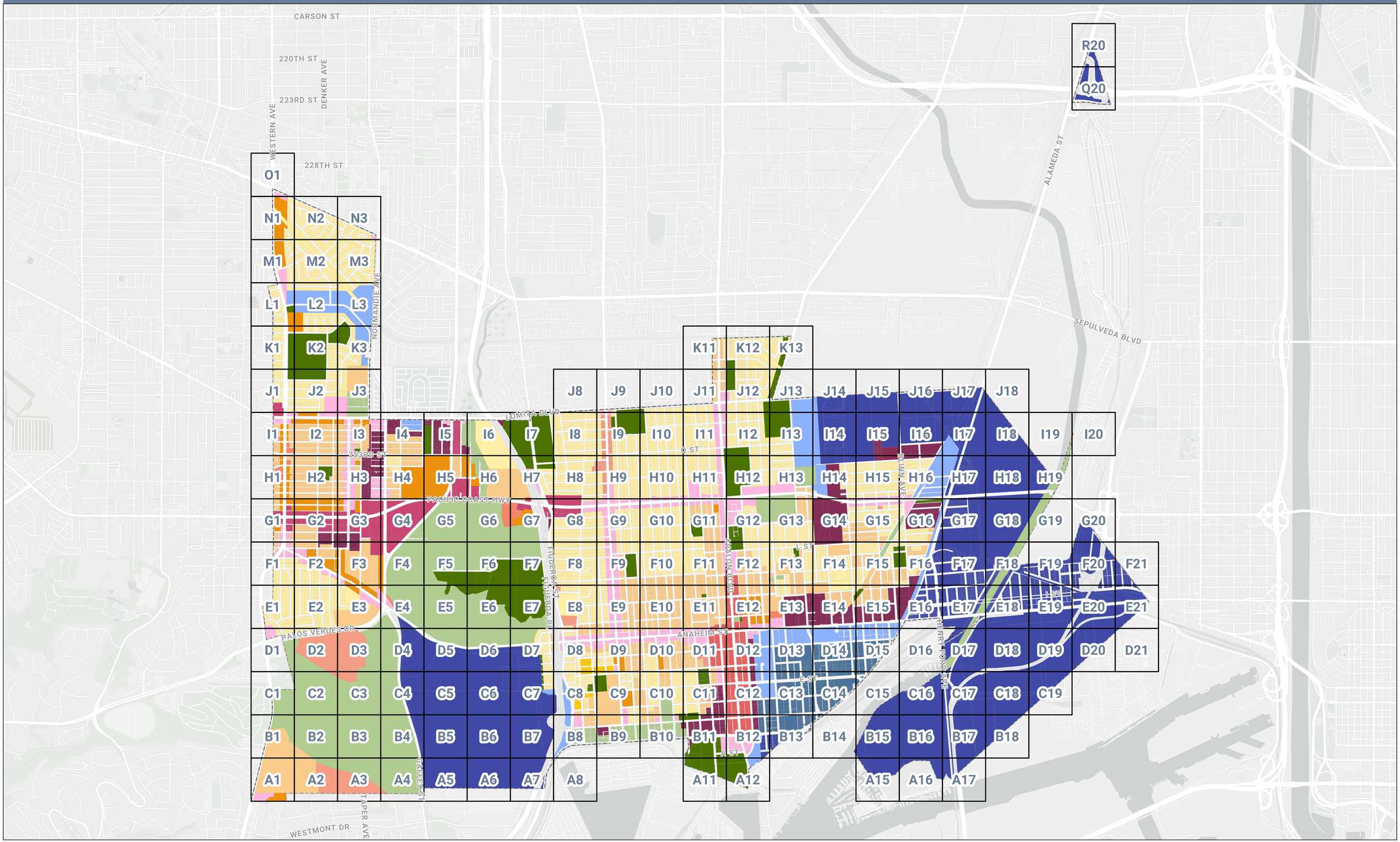
Harbor Gateway

Proposed General Plan Land Use Map



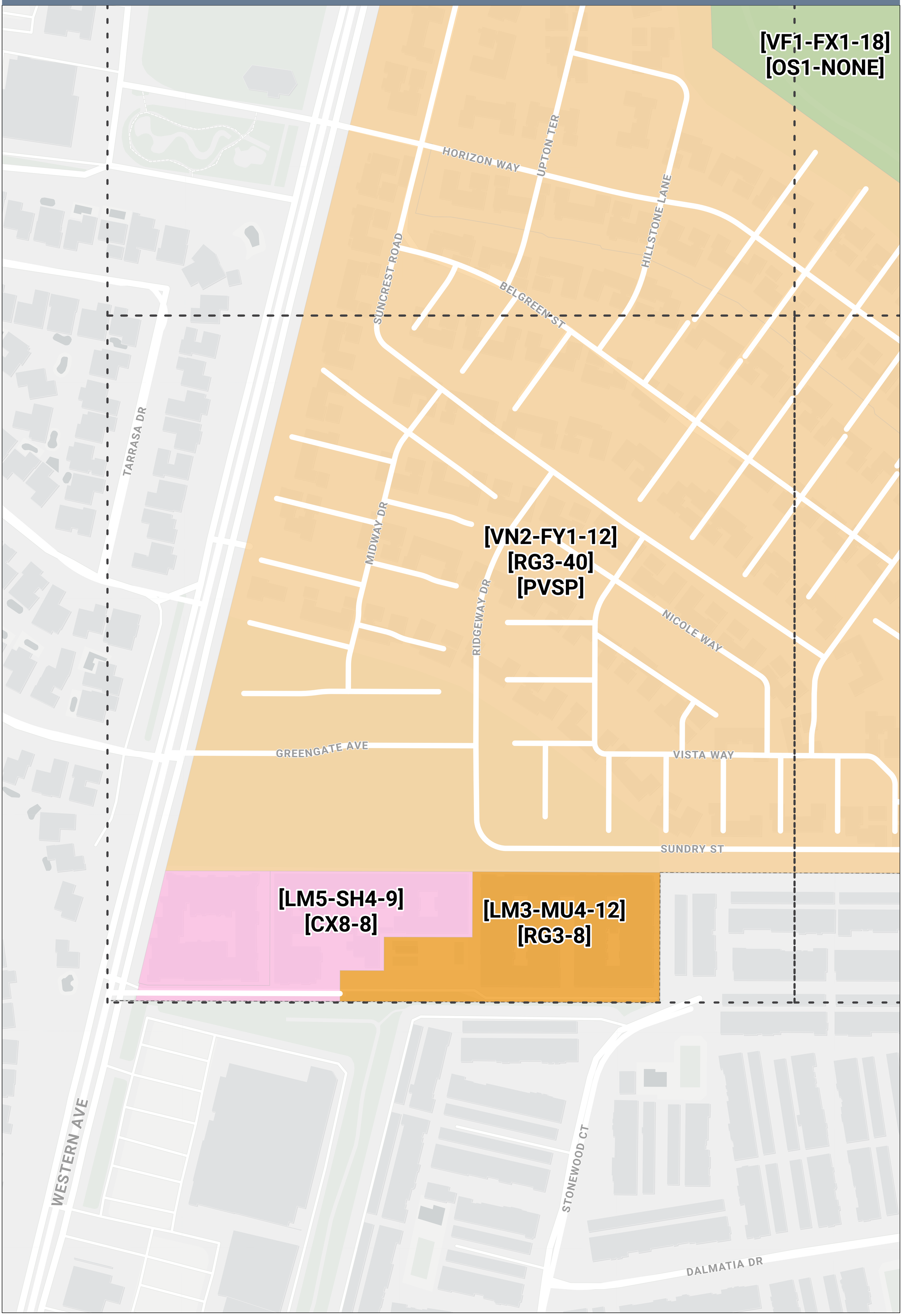
PROPOSED LAND USE	CORRESPONDING ZONES: FORM	USE	DENSITY	SPECIAL DISTRICT
Regional Center	MB6	CX10	4	–
Villages	LB3	CX8	6	–
Neighborhood Center	LM5, MB5	CX6, CX8	8, 4	–
Medium Neighborhood Residential	LM3	RX4	8	–
Medium Residential	LM3	RG3	8	–
Low Neighborhood Residential	VN3	RX3	30, 20	–
Low Medium Residential	H2, VN3	RG3	2L, 15, 20, 30	–
Low Residential	H1	RG3	1L	–
Very Low Residential	HE3	RG3	1L	–
Hybrid Industrial	LB2	IX6	8	–
Markets	LB2	I4	N	–
Light Industrial	LB2	I5, I6	N, N	–
Production	LF3	I8	N	–
Open Space	VF1	OS1	N	–
Public Facilities	H1, LB2, LF3, LM3, MB6, VN3	P1	1L, 15, 8, 4, N	–
Freeways	–	–	–	FWY

DRAFT ZONING MAP - OVERALL GRID
Wilmington-Harbor City Community Plan



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: A1



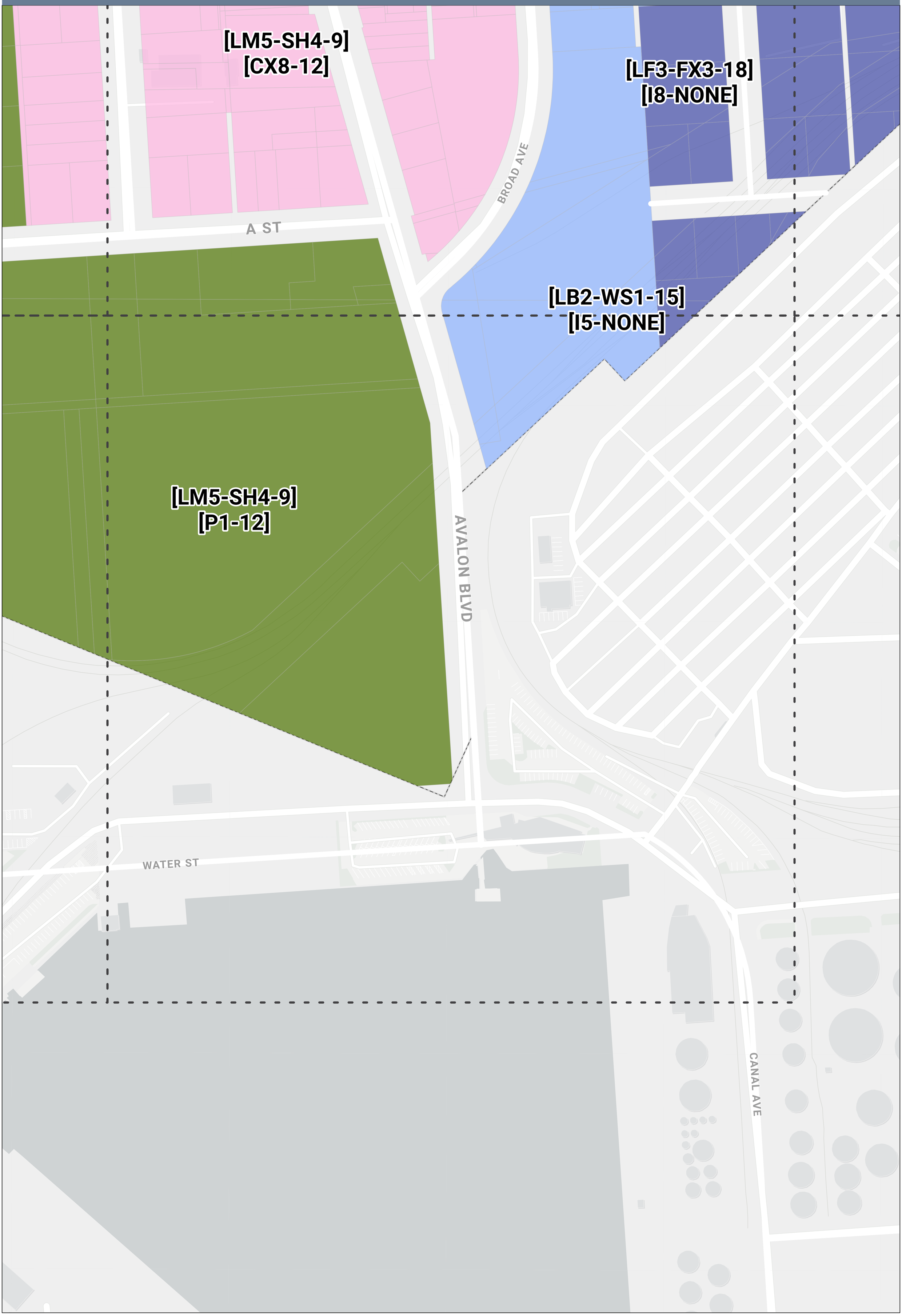
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: A11



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: A12



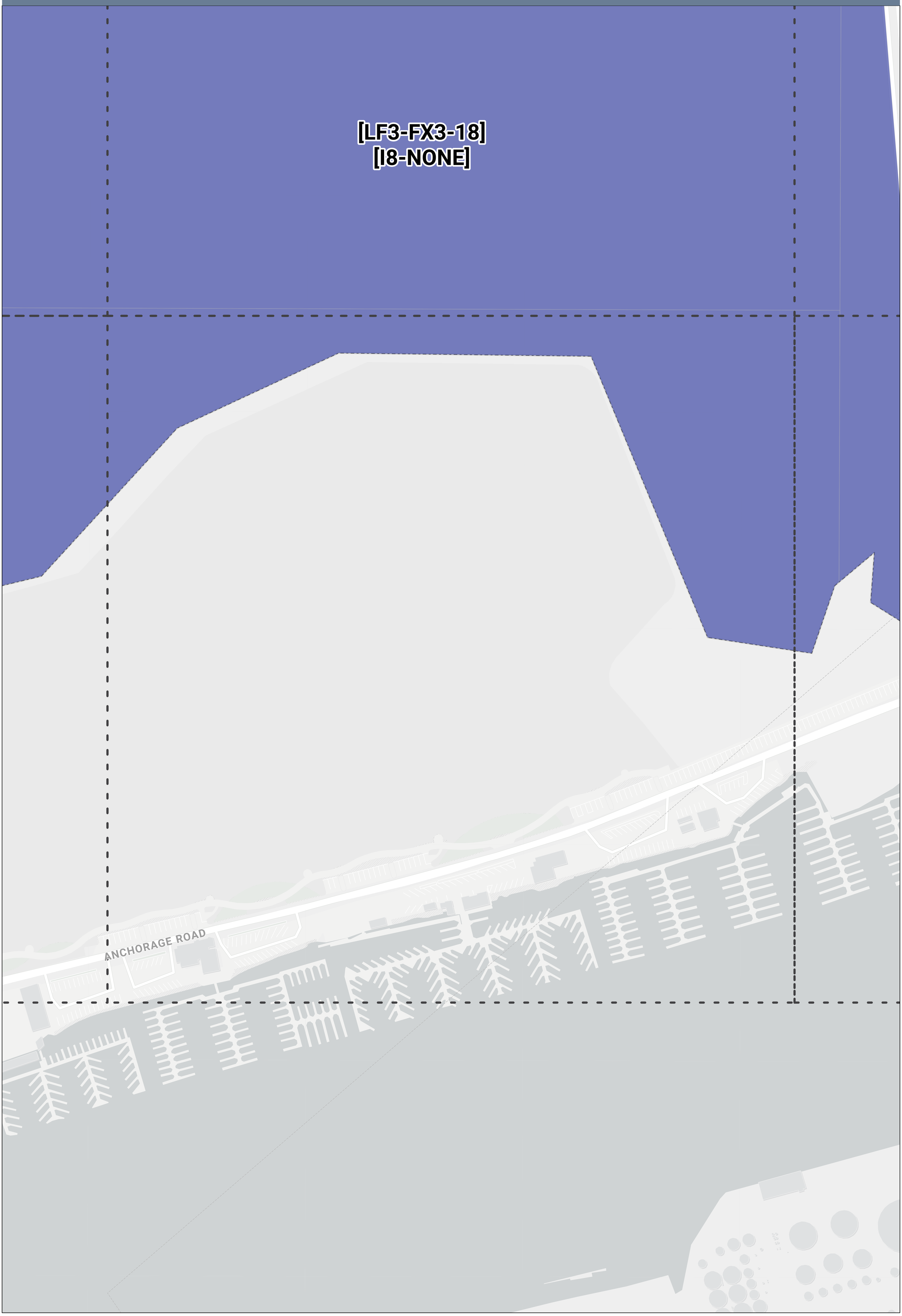
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: A15



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: A16



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: A17

[FWY]

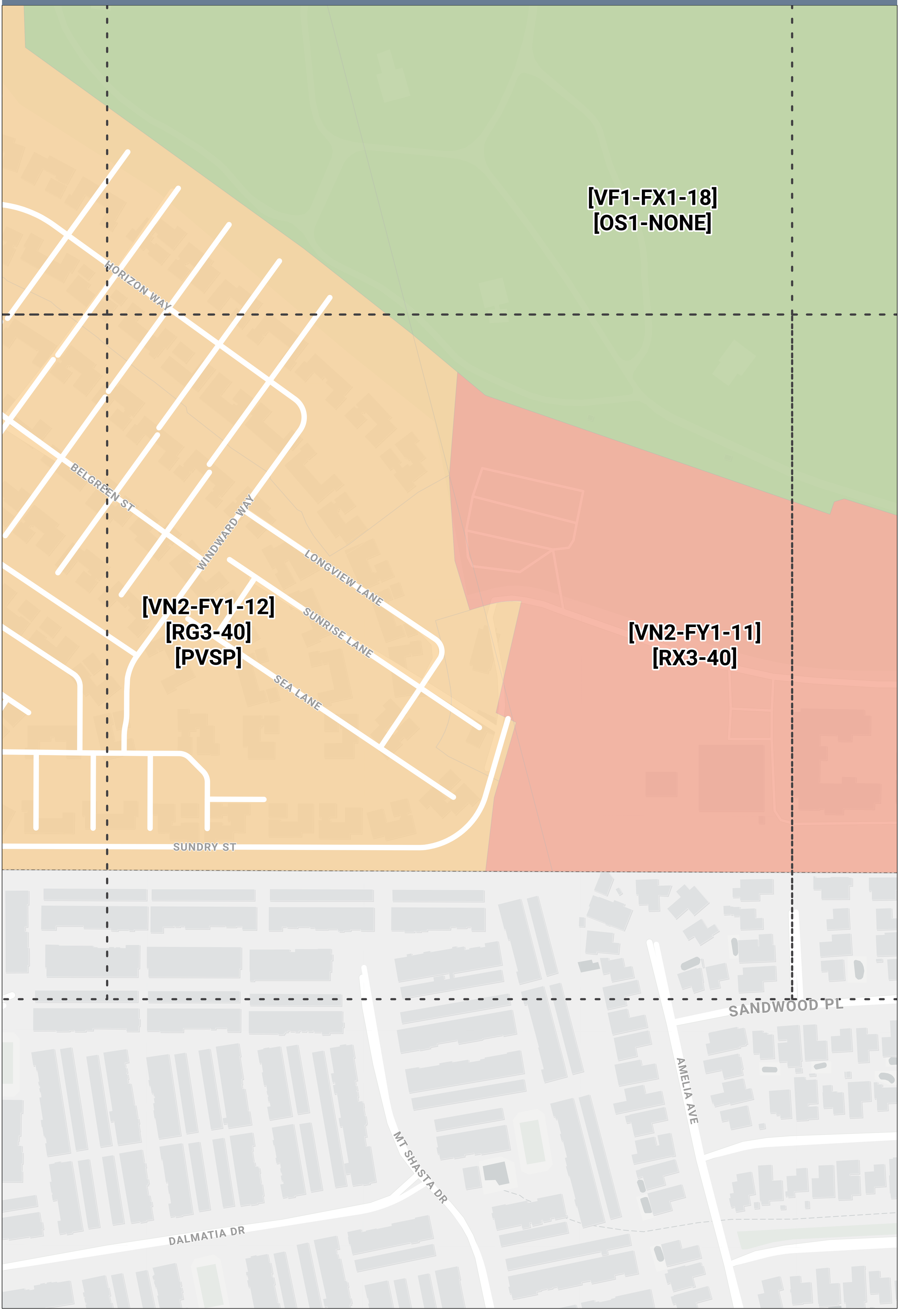
[LF3-FX3-18]
[I8-NONE]

HENRY FORD AVE

ANCHORAGE ROAD

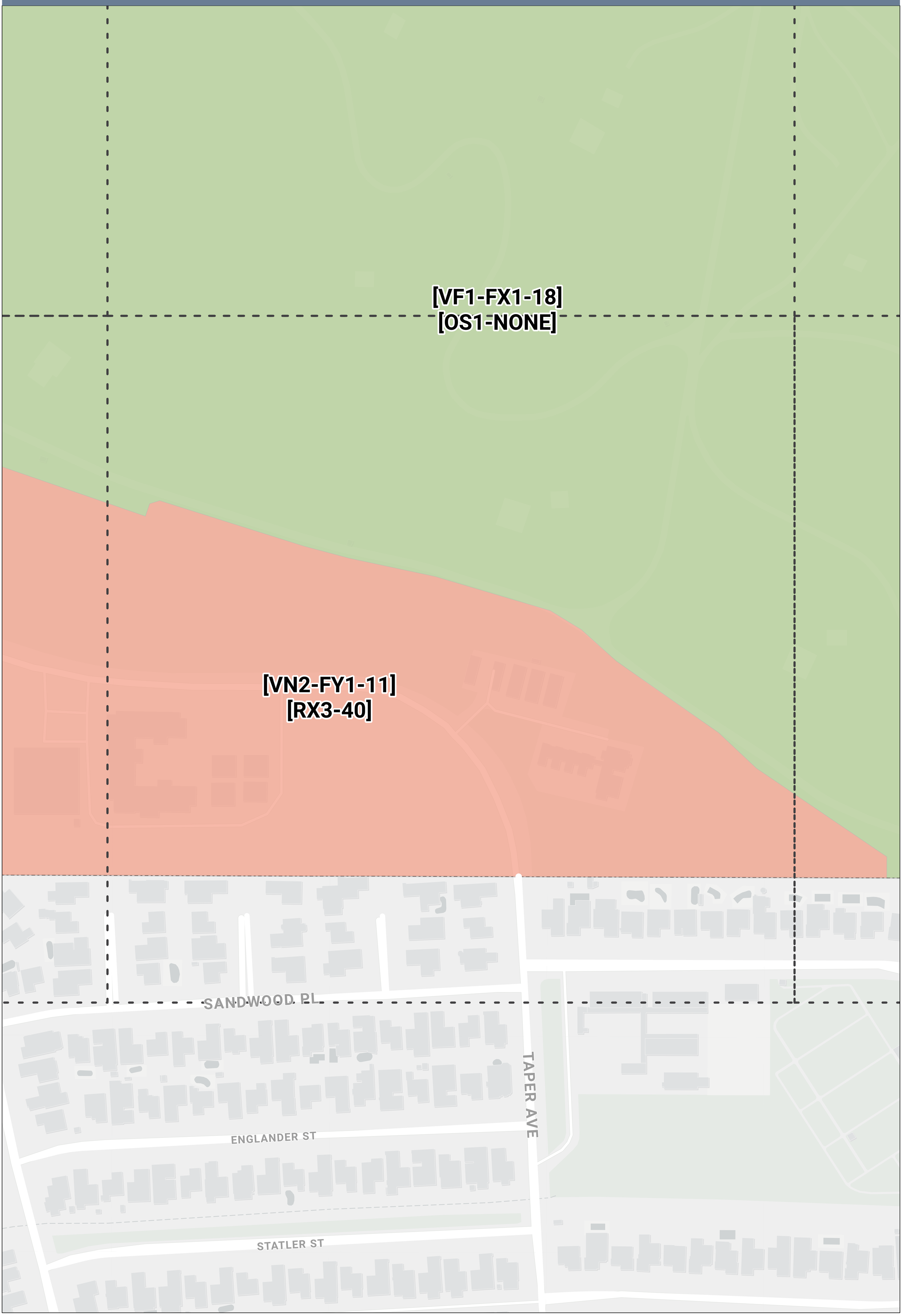
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: A2



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: A3



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: A4

[LF3-FX3-18]
[I8-NONE]

[VF1-FX1-18]
[OS1-NONE]

[VN2-FY1-11]
[RX3-40]

GAFFEY ST

SANDWOOD PL

BARRYWOOD AVE

STATLER ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: A5

GAFFEY ST

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: A6

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: A7

[LF3-FX3-18]
[I8-NONE]

[FWY]

JOHN S GIBSON BLVD

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: A8

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B1

[VF1-FX1-18]
[OS1-NONE]

[VN2-FY1-12]
[RG3-40]
[PVSP]

HORIZON WAY
UPTON TER
HILLSTONE LANE
SUNCREST ROAD
BELGREEN ST
MIDWAY DR
WESTERN AVE
TARRASA DR

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B10

[VN2-FY1-12]
[RG3-3L]
[OL]

[H2-FY1-12]
[RG3-2L]
[OL]

[VN2-FY1-12]
[RG3-4L]
[OL]

[VN3-FY1-12]
[RG3-15]
[OL]

[VF1-FX1-18]
[OS1-NONE]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

[LM5-SH4-8]
[CX6-12]
[OL]

[LM5-SH4-8]
[P1-12]
[OL]

[LB2-WS1-14]
[IX7-FA]
[OL]

GULF AVE
MCDONALD AVE
BAY VIEW AVE
D ST
NEPTUNE AVE
C ST
HARRY BRIDGES BLVD
LAGOON AVE
NEPTUNE AVE

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B11

[VN3-FY1-12]
[RG3-15]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

[LM5-SH4-8]
[P1-12]
[OL]

[LB2-WS1-14]
[IX5-15]
[OL]

[LM5-SH4-8]
[CX6-10]
[OL]

[LB2-WS1-14]
[IX7-FA]
[OL]

[VF1-FX1-18]
[OS1-NONE]
[OL]

[LB2-WS1-14]
[IX7-FA]

[LM5-SH4-9]
[P1-12]

[LM5-SH4-9]
[CX8-12]

D ST

C ST

HARRY BRIDGES BLVD

A ST

MARINE AVE

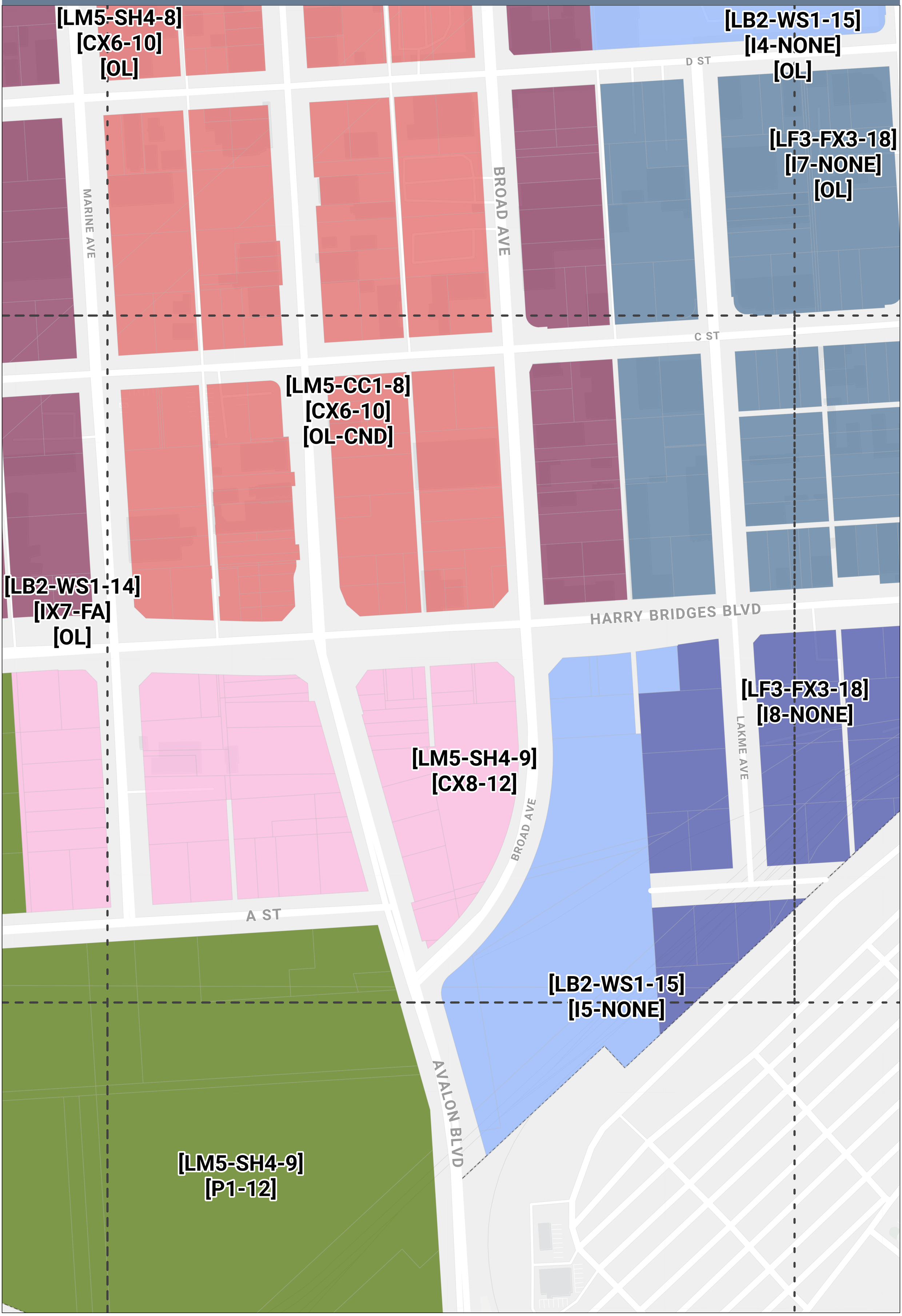
ISLAND AVE

LAGOON AVE

FRIES AVE

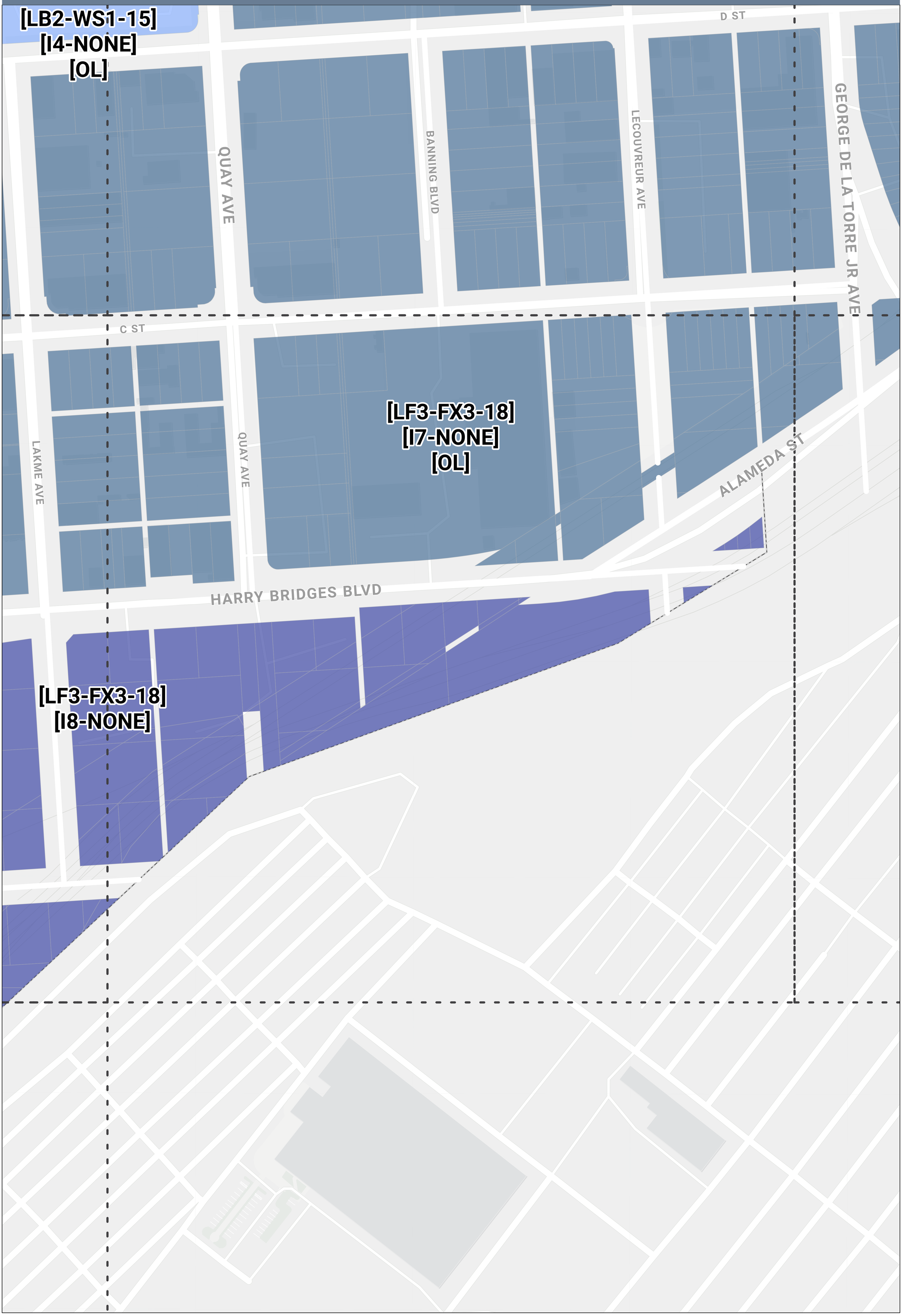
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B12



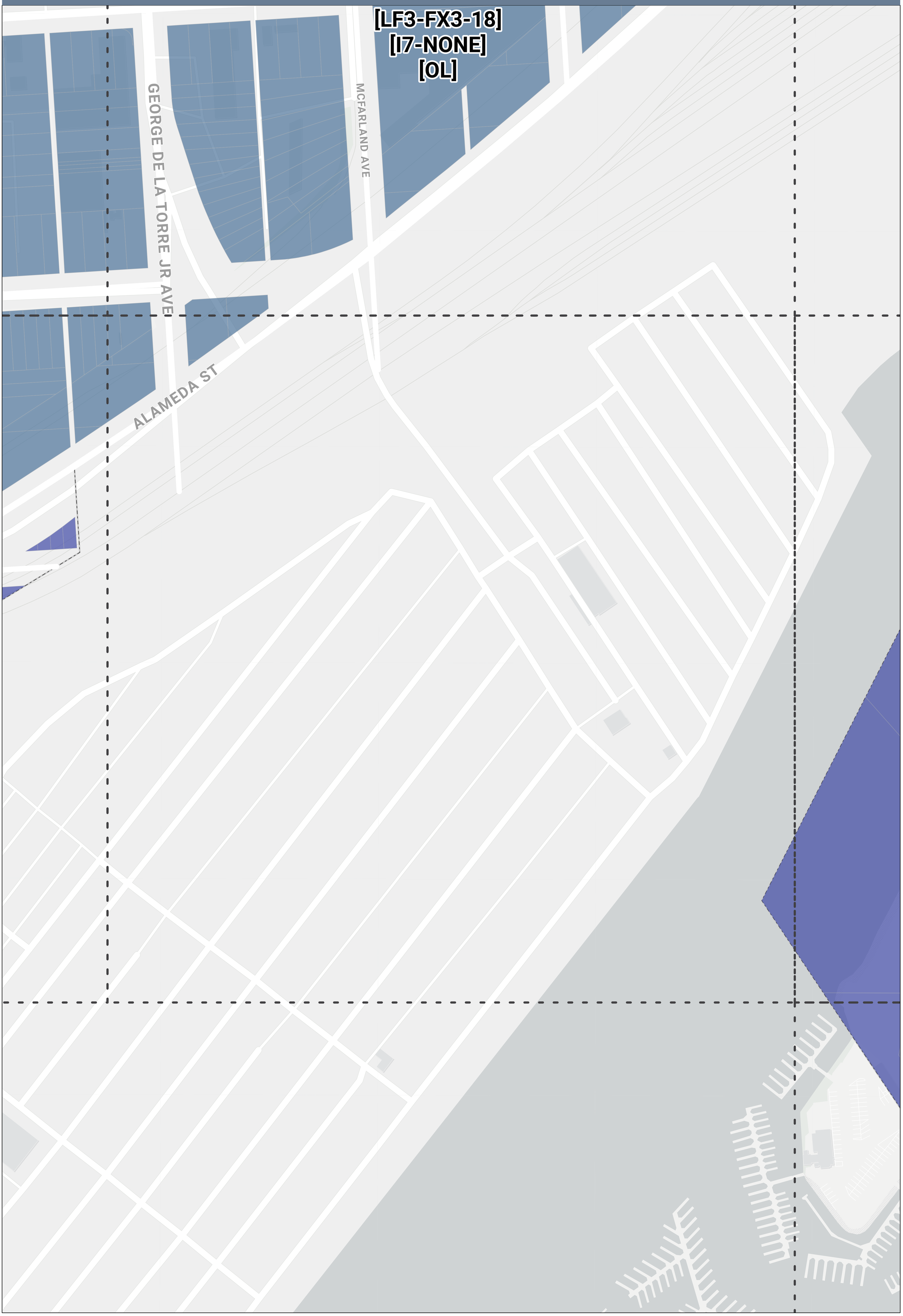
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B13



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B14



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

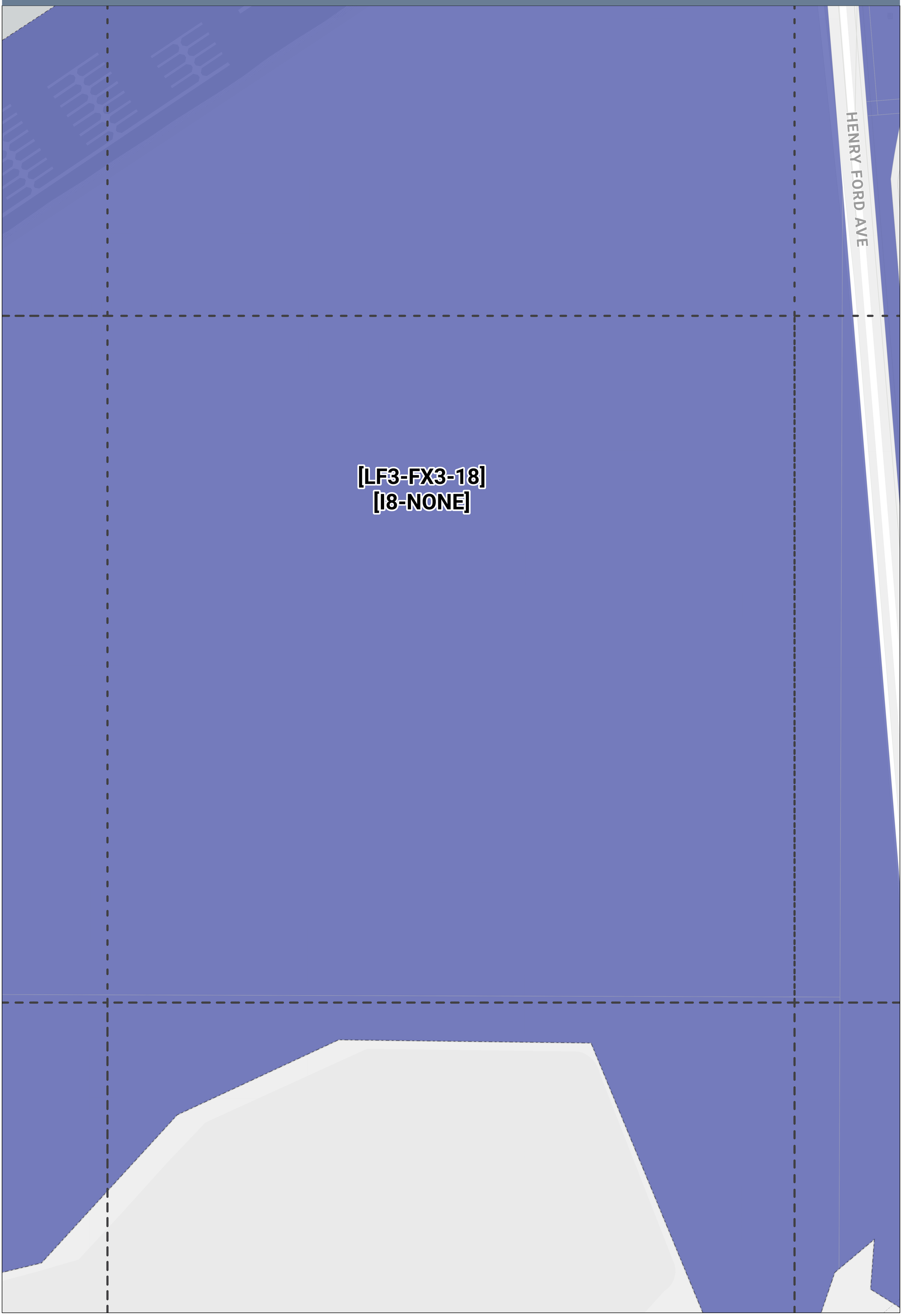
Grid: B15

[LF3-FX3-18]
[I8-NONE]

SHORE ROAD

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B16



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B17

[FWY]

HENRY FORD AVE

PIER A WAY

[LF3-FX3-18]
[I8-NONE]

HAN JIN WAY

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B18

PIER A WAY

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B2



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B3

[VF1-FX1-18]
[OS1-NONE]

[VN2-FY1-11]
[RX3-40]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B4

GAFFEY ST

[LF3-FX3-18]
[I8-NONE]

[VF1-FX1-18]
[OS1-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B5

[LF3-FX3-18]
[I8-NONE]

GAFFEY ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B6

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B7

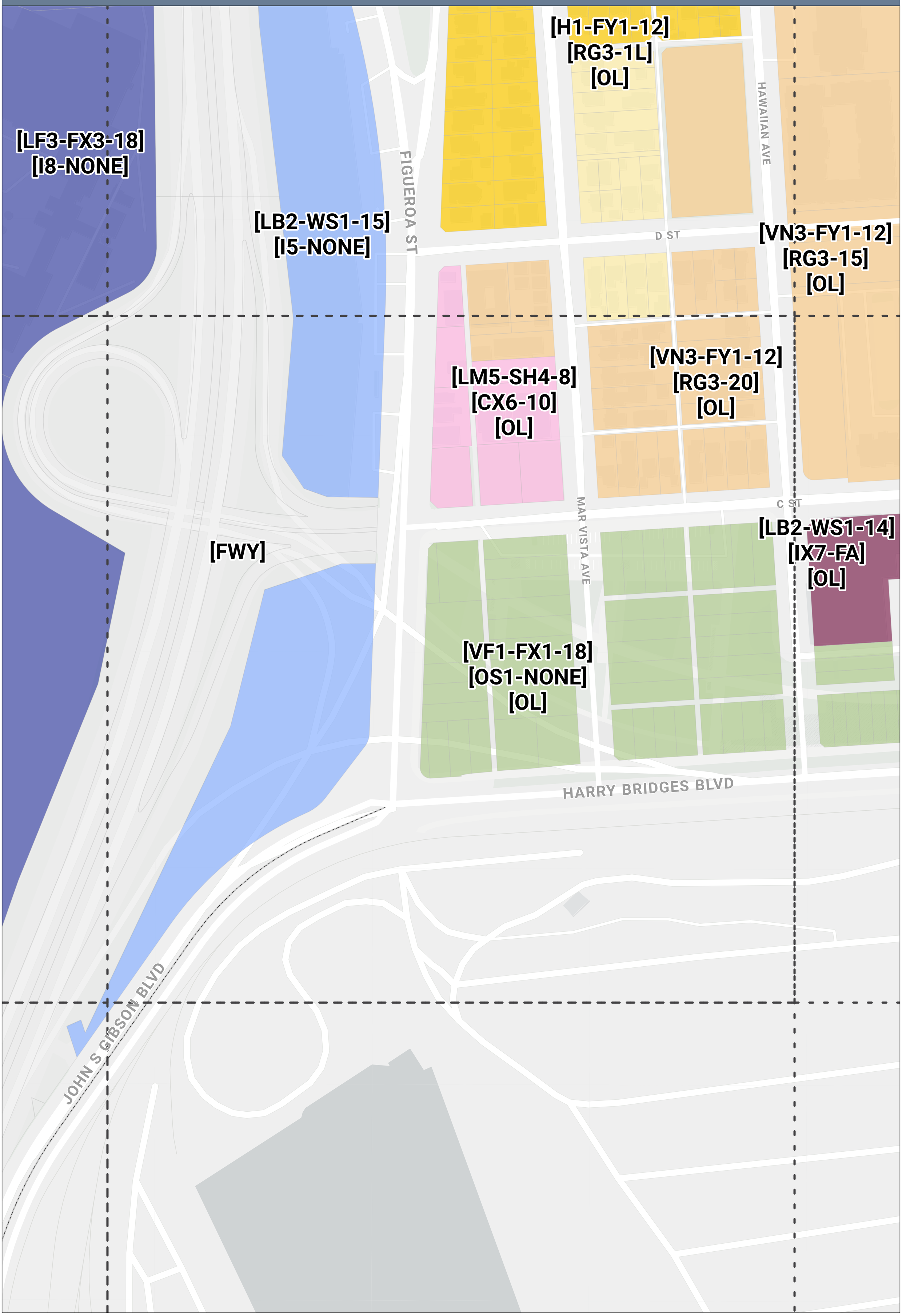
[FWY]

[LF3-FX3-18]
[I8-NONE]

JOHN S GIBSON BLVD

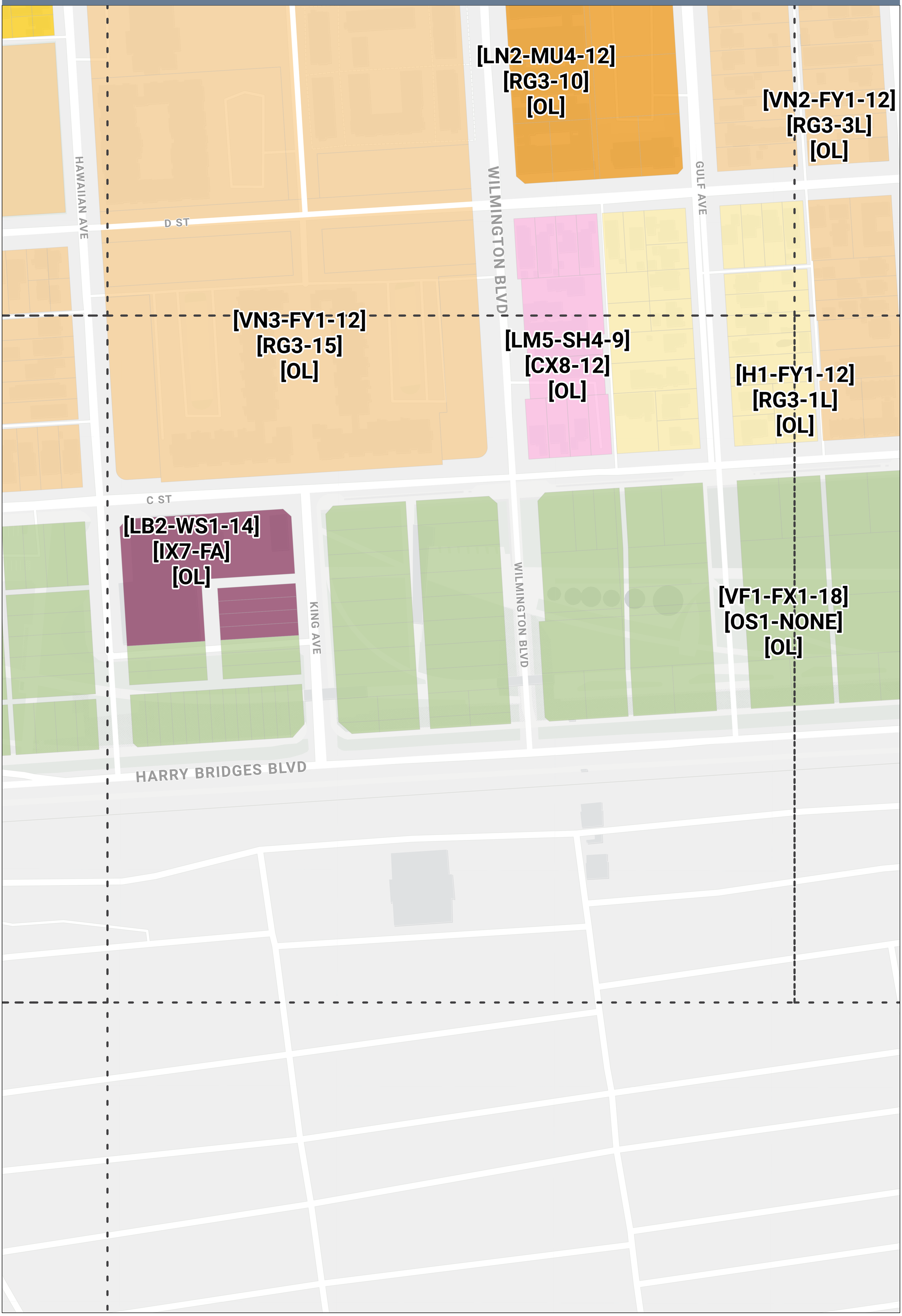
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B8



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: B9

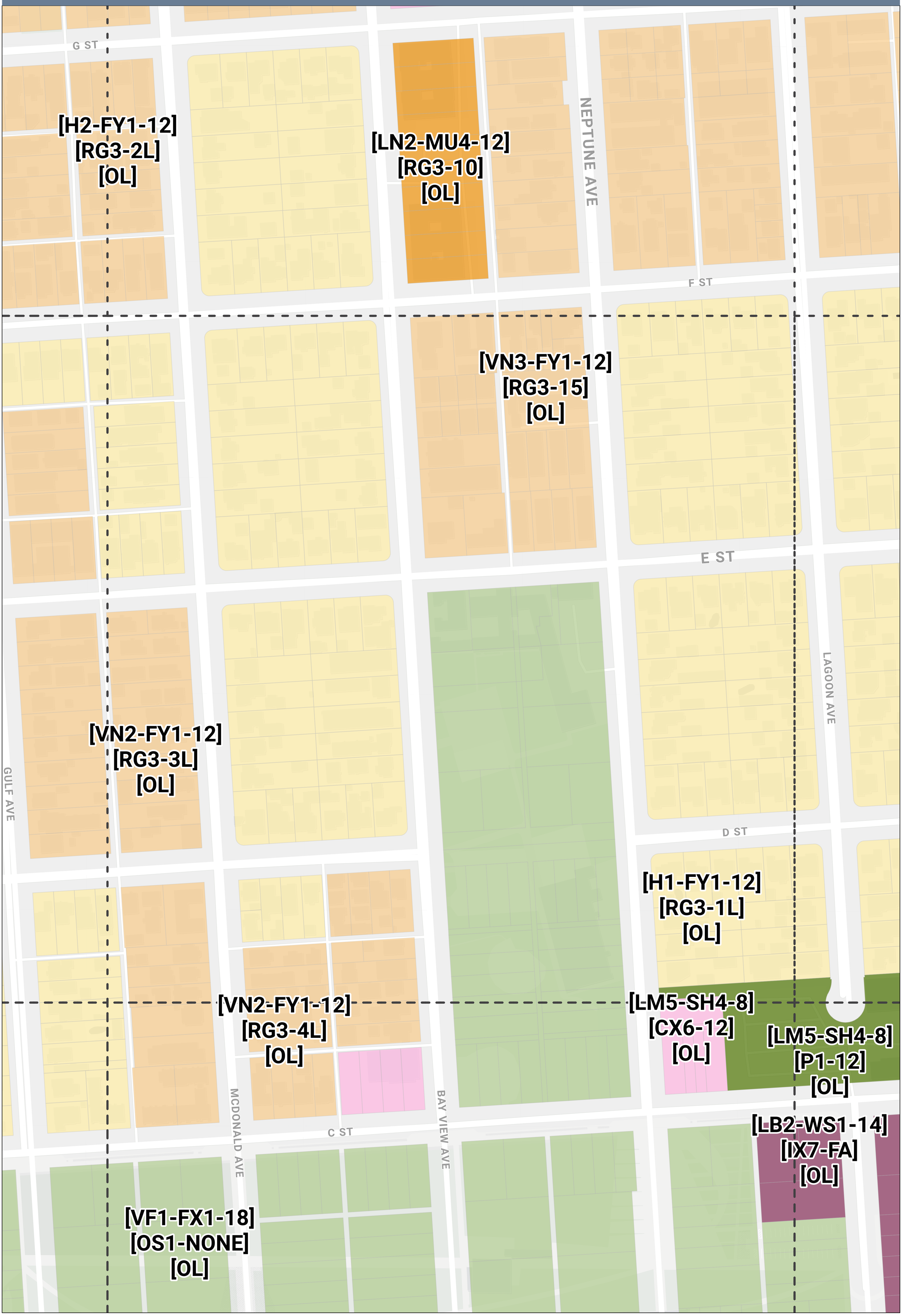


DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C1

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C10



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C11

[VN3-FY1-12]
[RG3-15]
[OL]

[VN3-FY1-11]
[P1-15]
[OL]

[VN3-FY1-11]
[RX3-15]
[OL]

F ST

MARINE AVE

[VN3-FY1-11]
[P1-NONE]
[OL]

[LM5-SH4-9]
[CX8-12]
[OL]

[LM5-SH4-8]
[CX6-10]

E ST

[LM5-SH4-8]
[CX6-10]
[OL]

LAGOON AVE

D ST

[H1-FY1-12]
[RG3-1L]
[OL]

[LM5-SH4-8]
[P1-12]
[OL]

[LB2-WS1-14]
[IX5-15]
[OL]

C ST

ISLAND AVE

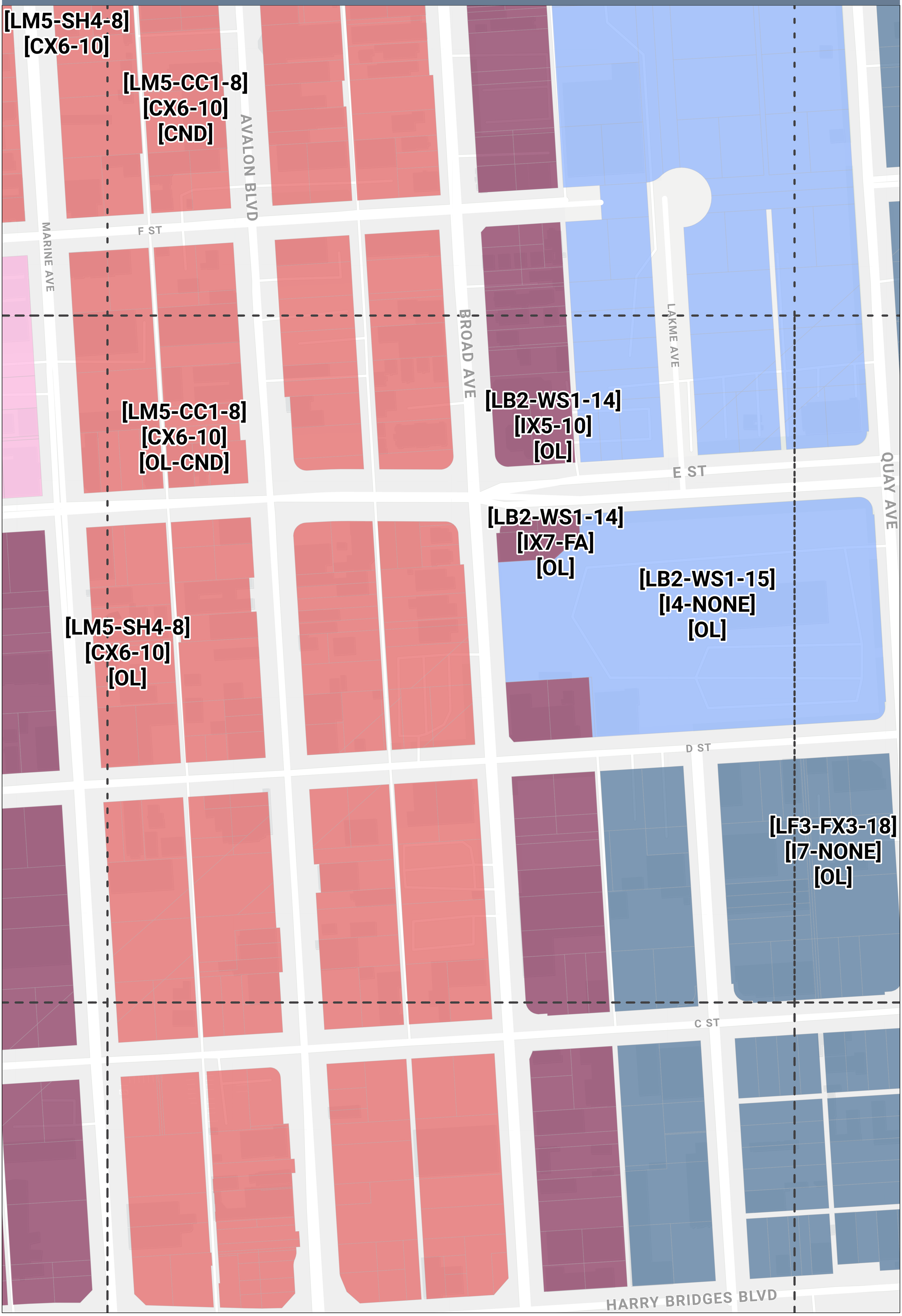
[LB2-WS1-14]
[IX7-FA]
[OL]

FRIES AVE

[VF1-FX1-18]
[OS1-NONE]
[OL]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C12



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C13

F ST

E ST

QUAY AVE

GEORGE DE LA TORRE JR AVE

[LB2-WS1-15]
[I4-NONE]
[OL]

D ST

BANNING BLVD

LECOUVREUR AVE

C ST

LAKME AVE

[LF3-FX3-18]
[I7-NONE]
[OL]

ALAMEDA ST

HARRY BRIDGES BLVD

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C14



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C15

F ST

SANFORD AVE

FLINT AVE

E ST

PIONEER AVE

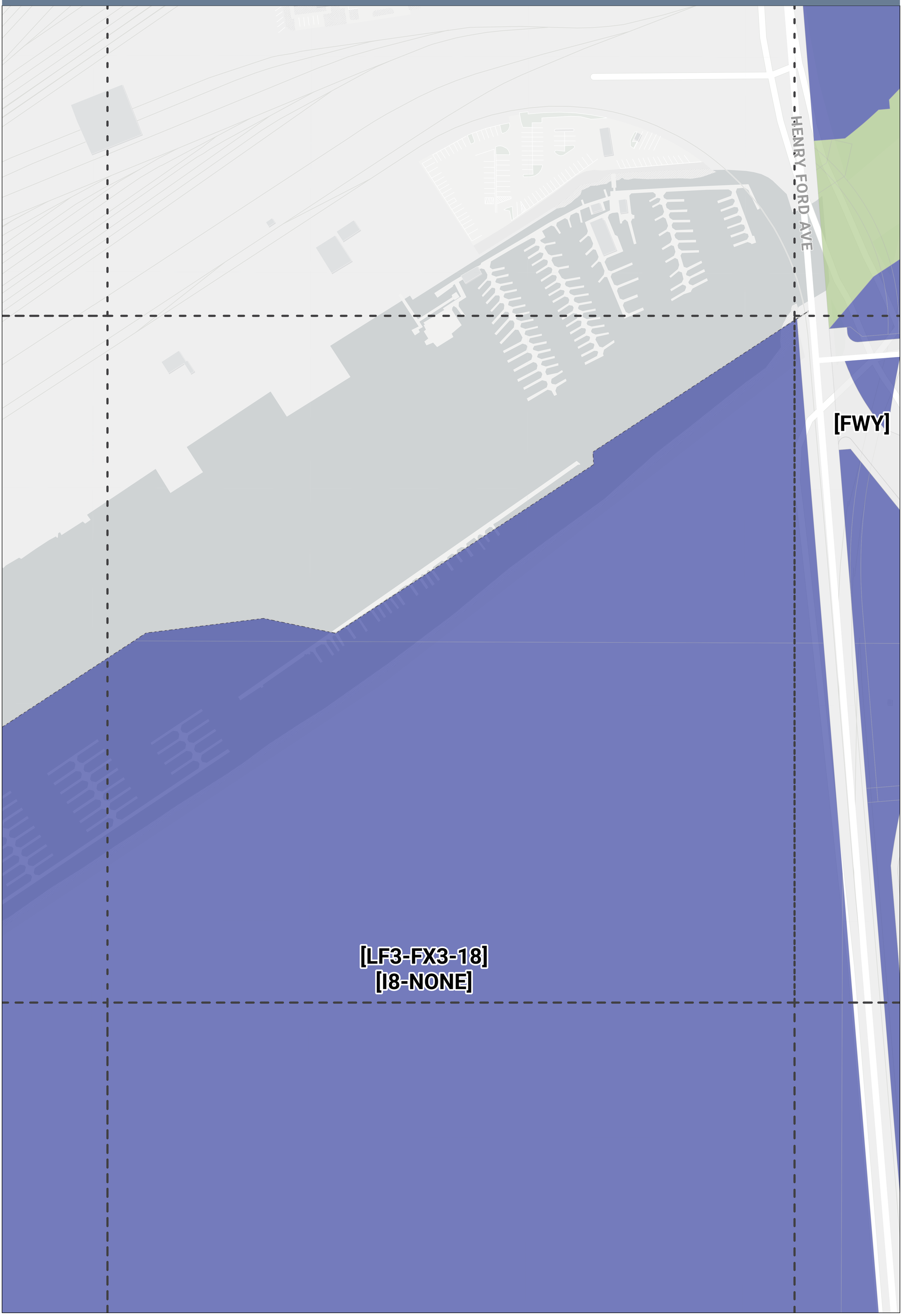
[LF3-FX3-18]
[I7-NONE]
[OL]

ALAMEDA ST

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C16

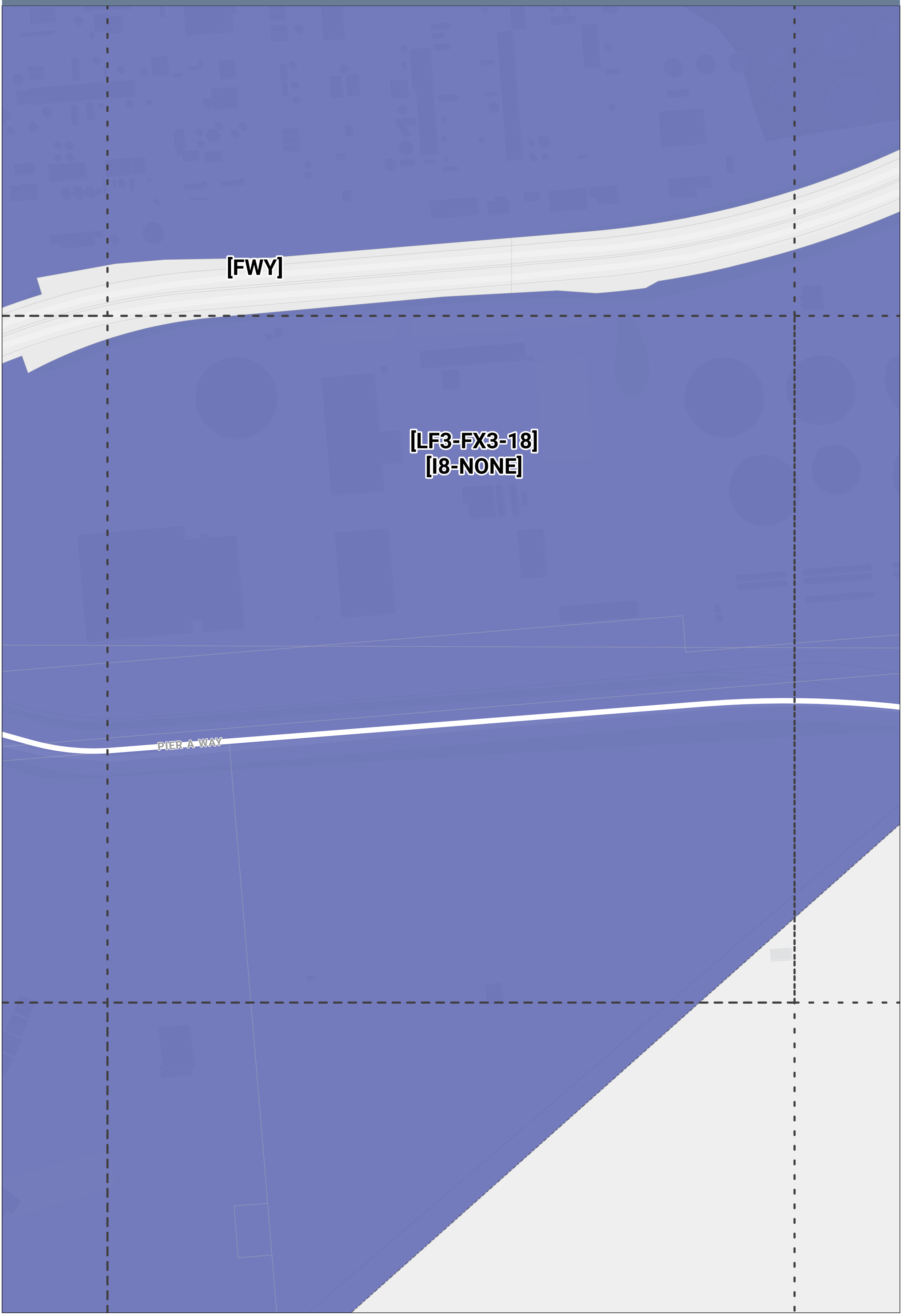


DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C17

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C18



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C19

[FWY]

[LF3-FX3-18]
[I8-NONE]

PIER A WAY

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C2



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C3

[VN2-FY1-11]
[RX3-40]

BLUE BUTTERFLY WAY

[VF1-FX1-18]
[OS1-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C4

GAFFEY ST

[LF3-FX3-18]
[I8-NONE]

[VF1-FX1-18]
[OS1-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C5

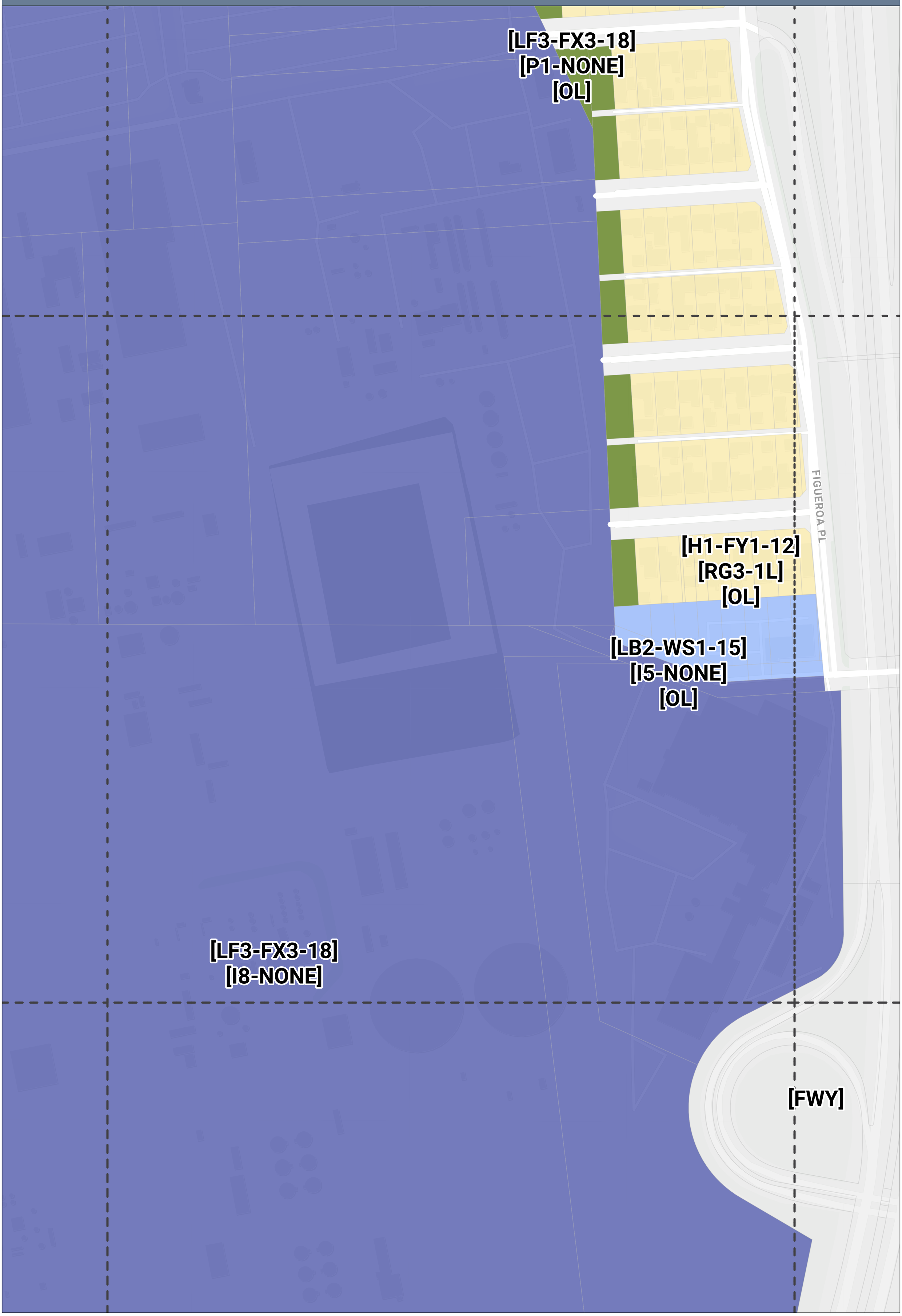
[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C6

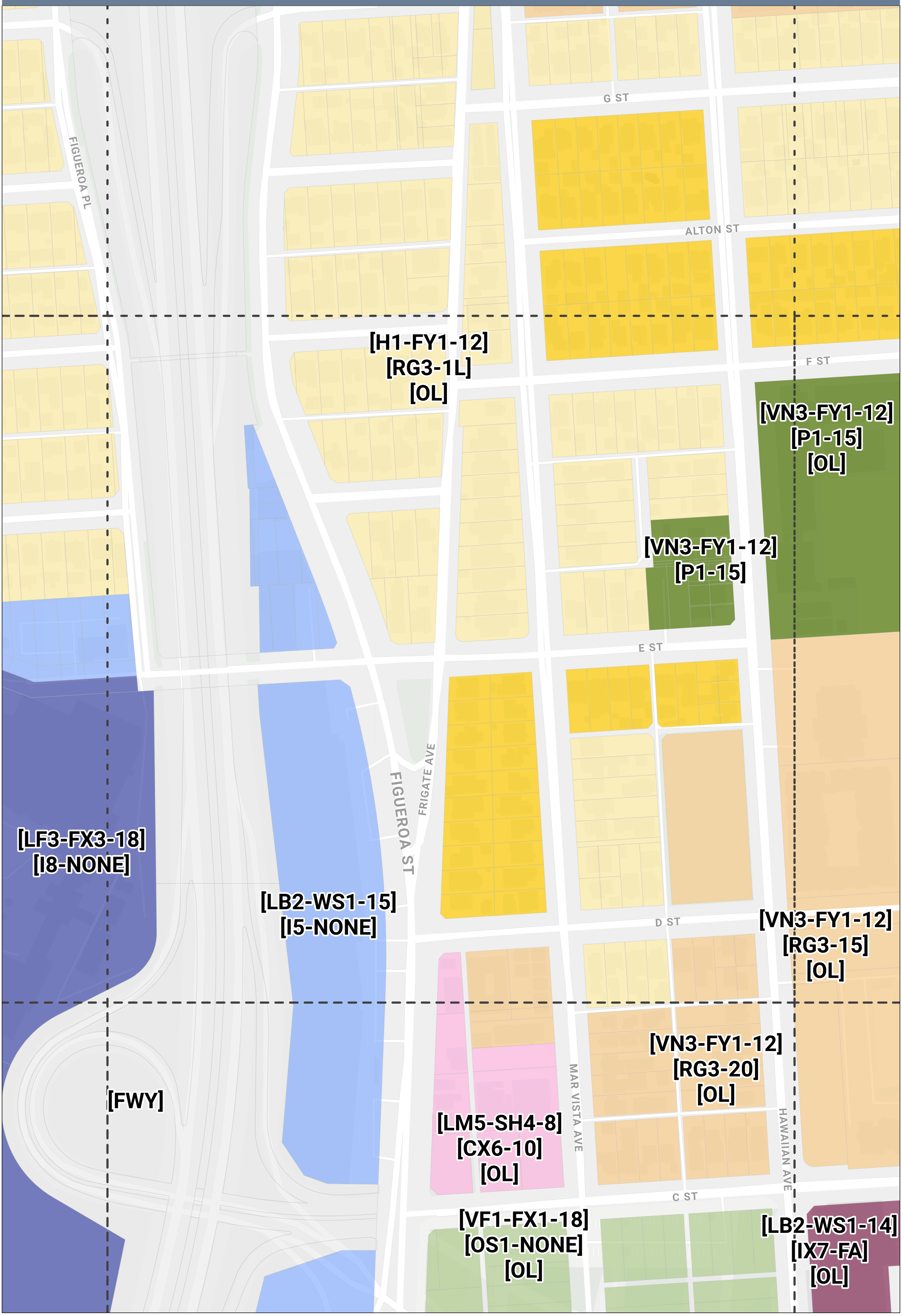
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C7



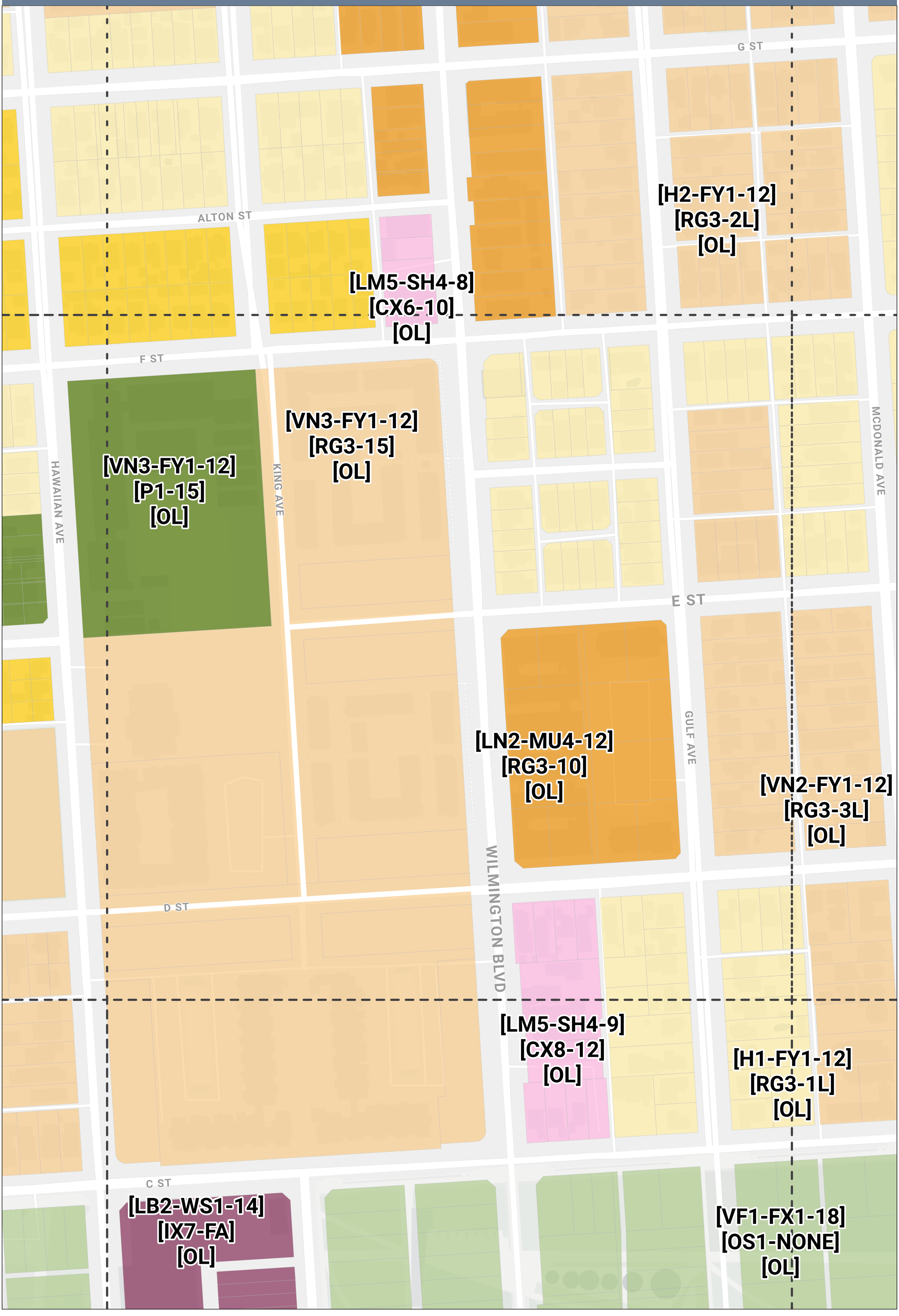
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C8



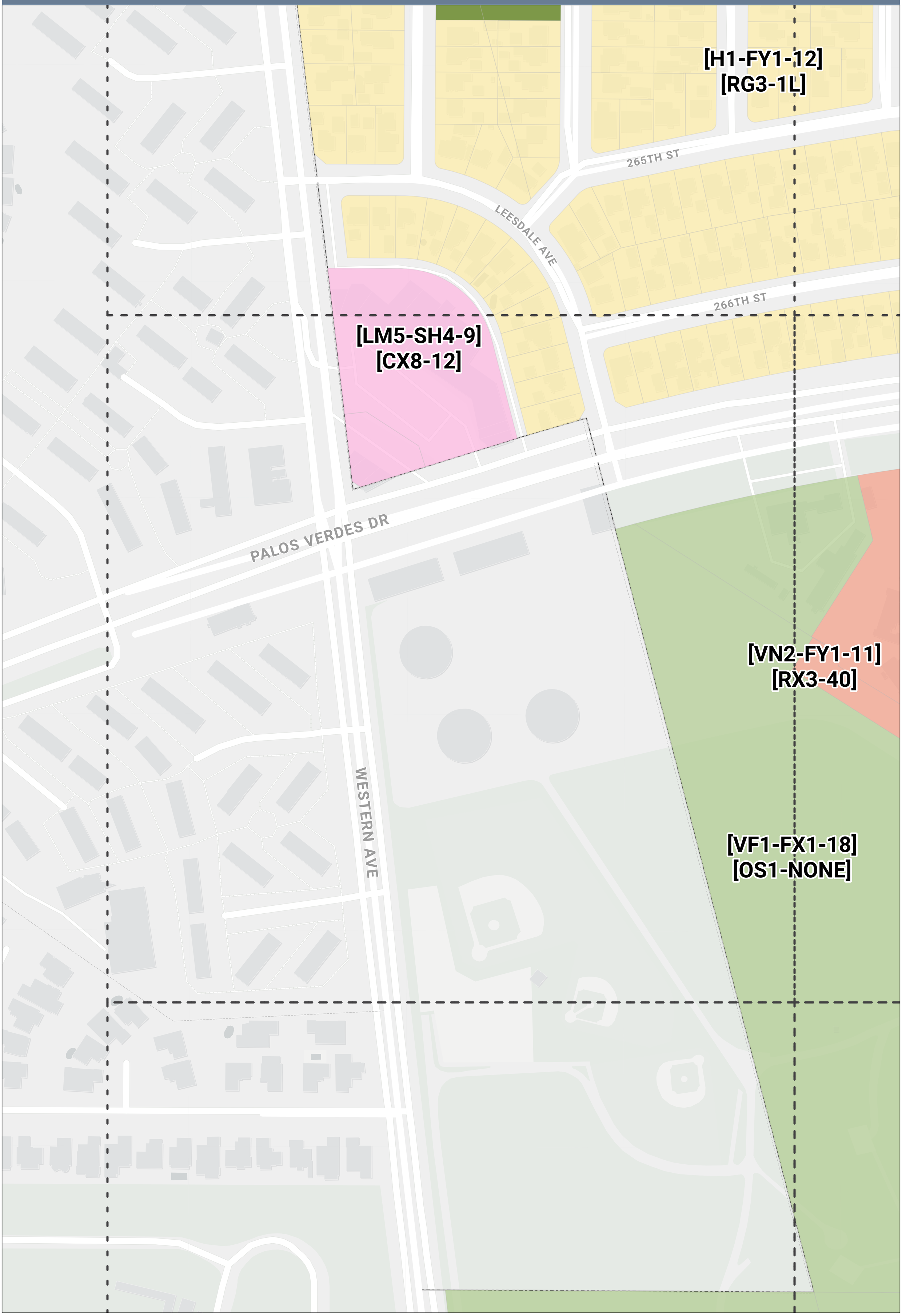
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: C9



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D1



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D10

[VN3-FY1-12]
[RG3-20]
[OL]

[VN3-FY1-12]
[RG3-10]
[OL]

I ST

RONAN AVE

ANAHEIM ST

MCDONALD AVE

BAY VIEW AVE

[LM5-SH4-9]
[CX8-12]
[OL]

[LN2-MU4-12]
[RG3-10]
[OL]

NEPTUNE AVE

LAGOON AVE

G ST

[H2-FY1-12]
[RG3-2L]
[OL]

F ST

[VN3-FY1-12]
[RG3-15]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

E ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D11

[VN3-FY1-12]
[RG3-20]
[OL]

ROSS PL

ISLAND AVE

I ST

FRIES AVE

AVALON BLVD

[LM5-SH4-8]
[CX6-10]
[OL]

ANAHEIM ST

LAGOON AVE

[LM5-SH4-9]
[CX8-12]
[OL]

FRIES AVE

MARINE AVE

[LM5-CC1-8]
[CX6-10]
[OL-CND]

G ST

[VN3-FY1-11]
[P1-15]
[OL]

[VN3-FY1-11]
[RX3-15]
[OL]

[VN3-FY1-12]
[RG3-15]
[OL]

F ST

[H1-FY1-12]
[RG3-1L]
[OL]

[VN3-FY1-11]
[P1-NONE]
[OL]

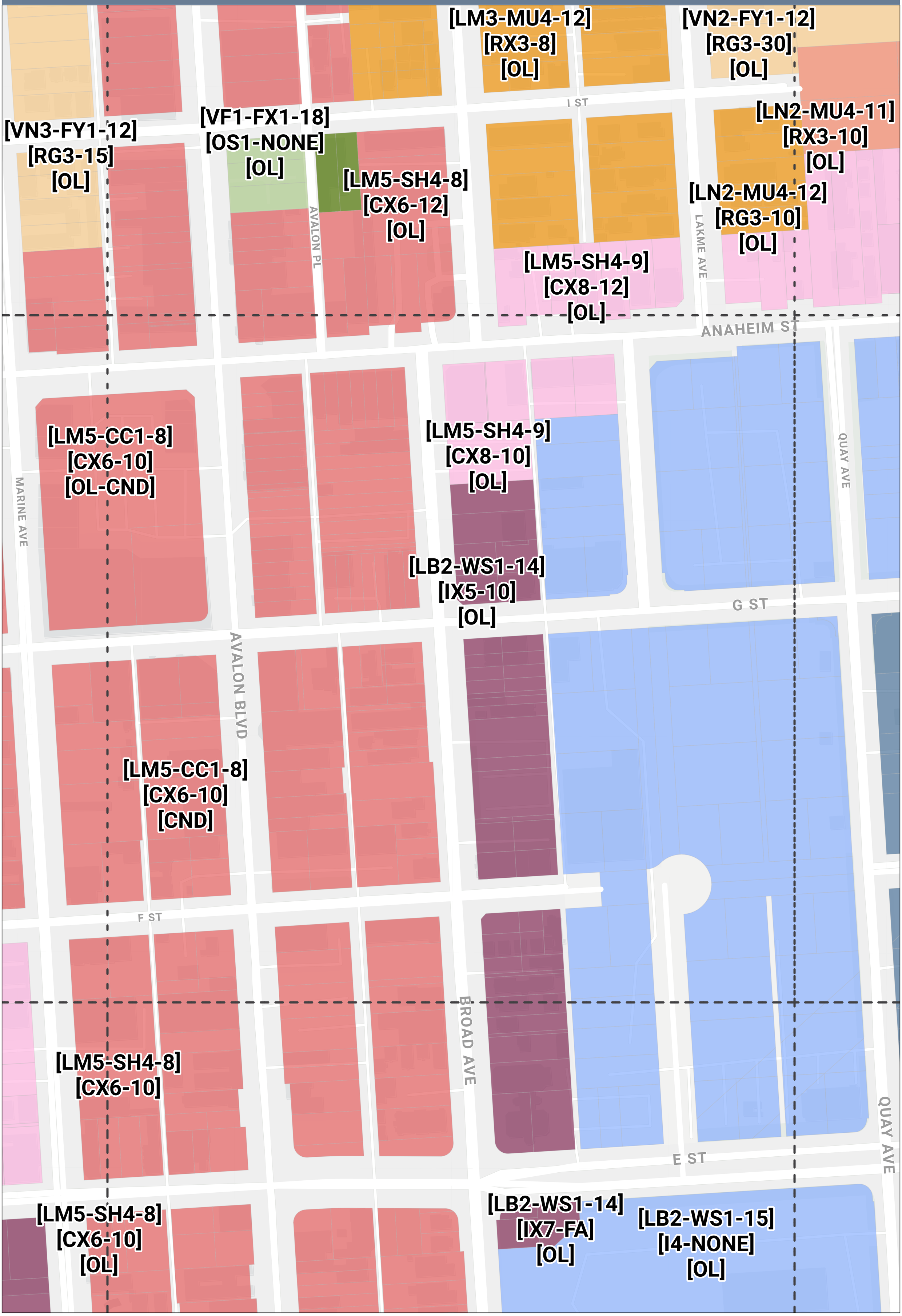
[LM5-SH4-8]
[CX6-10]

E ST

[LB2-WS1-14]
[IX5-15]
[OL]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D12



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D13

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D14

[H2-FY1-12]
[RG3-2L]
[OL]

[LB2-WS1-14]
[IX7-FA]
[OL]

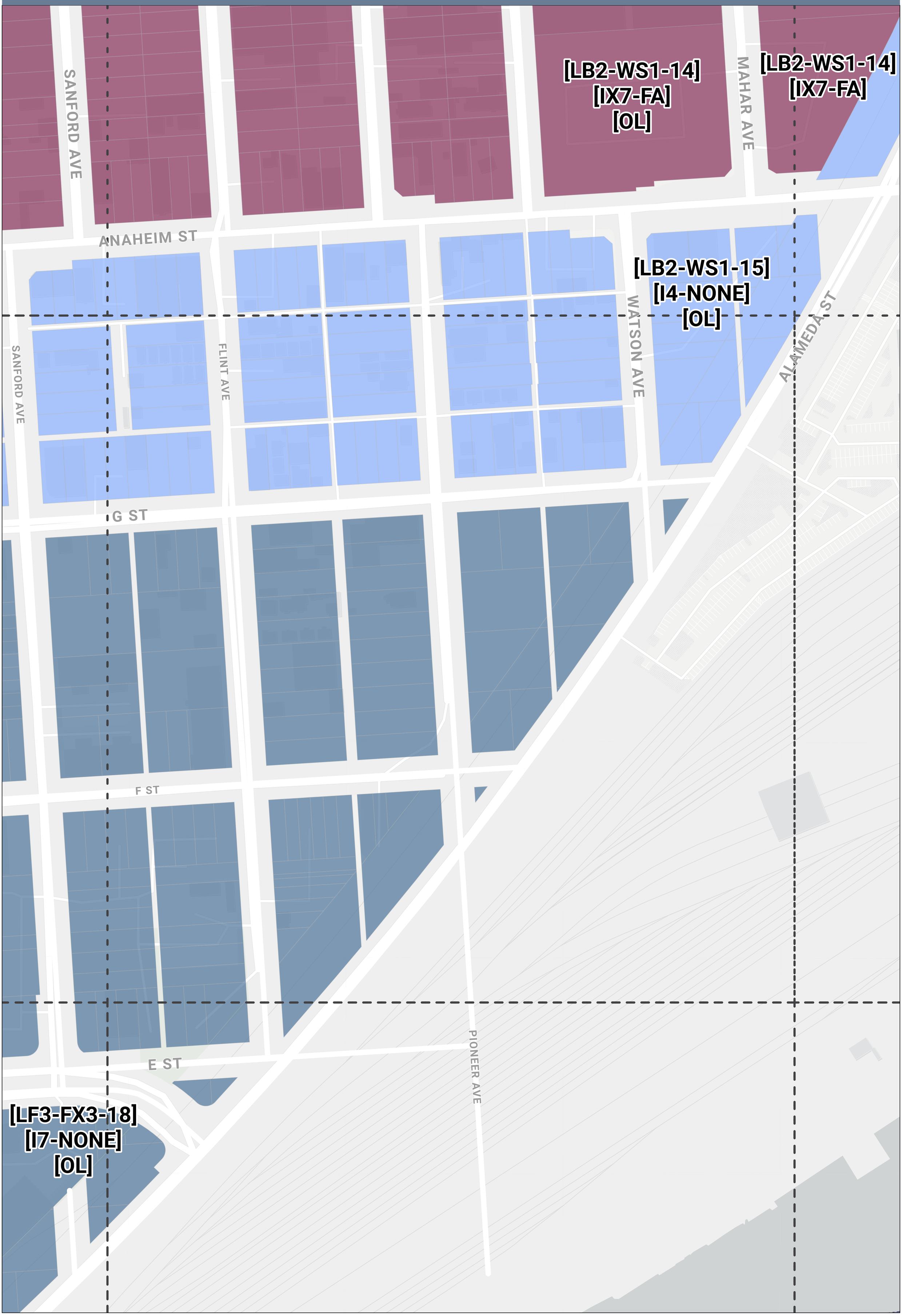
[LB2-WS1-15]
[I4-NONE]
[OL]

[LF3-FX3-18]
[I7-NONE]
[OL]

EUBANK AVE
ANAHEIM ST
SANFORD AVE
GEORGE DE LA TORRE JR AVE
DOMINGUEZ AVE
MCFARLAND AVE
F ST
G ST
E ST
ALAMEDA ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D15

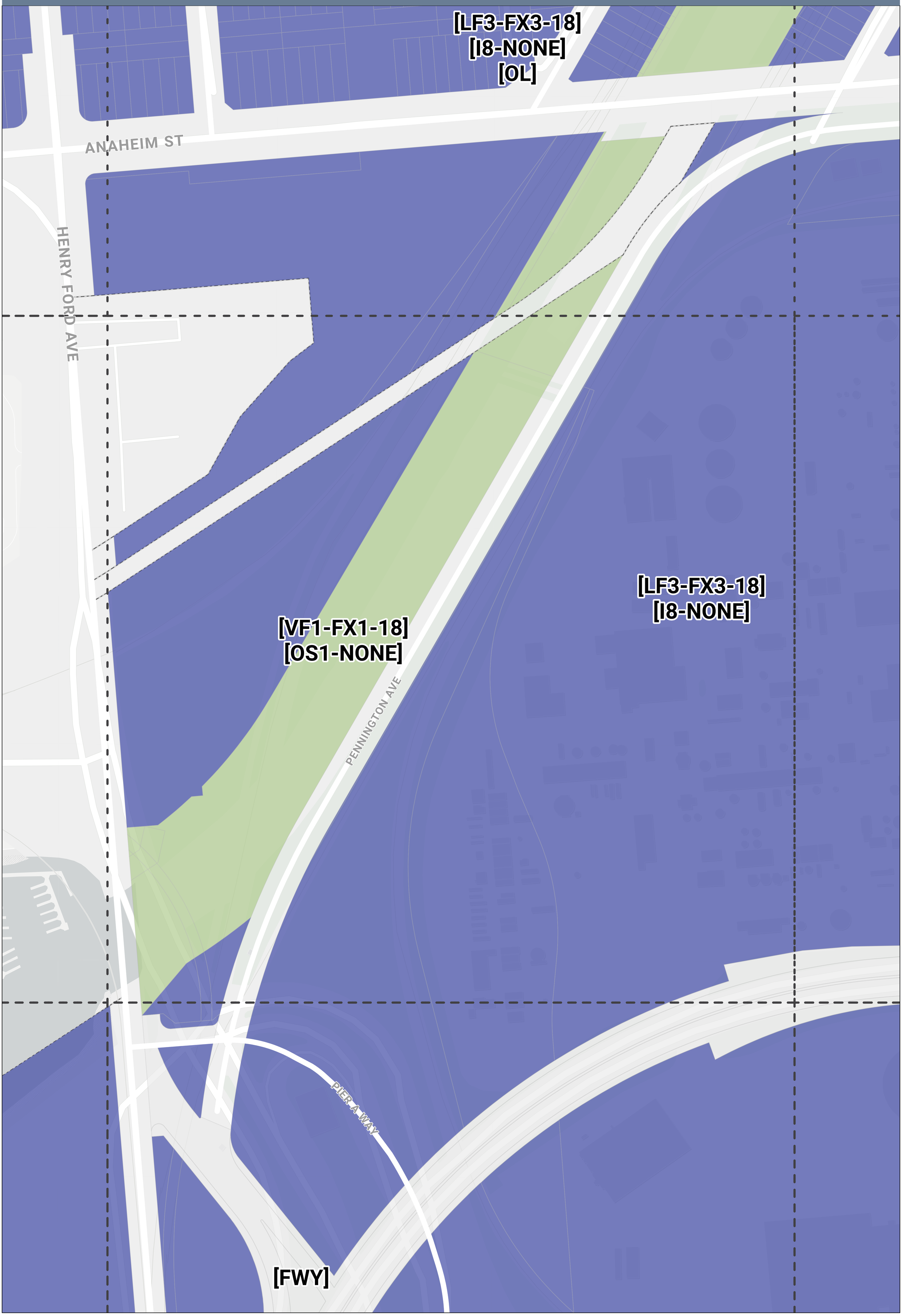


DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D16

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D17



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D18

[VF1-FX1-18]
[OS1-NONE]

ANAHEIM ST

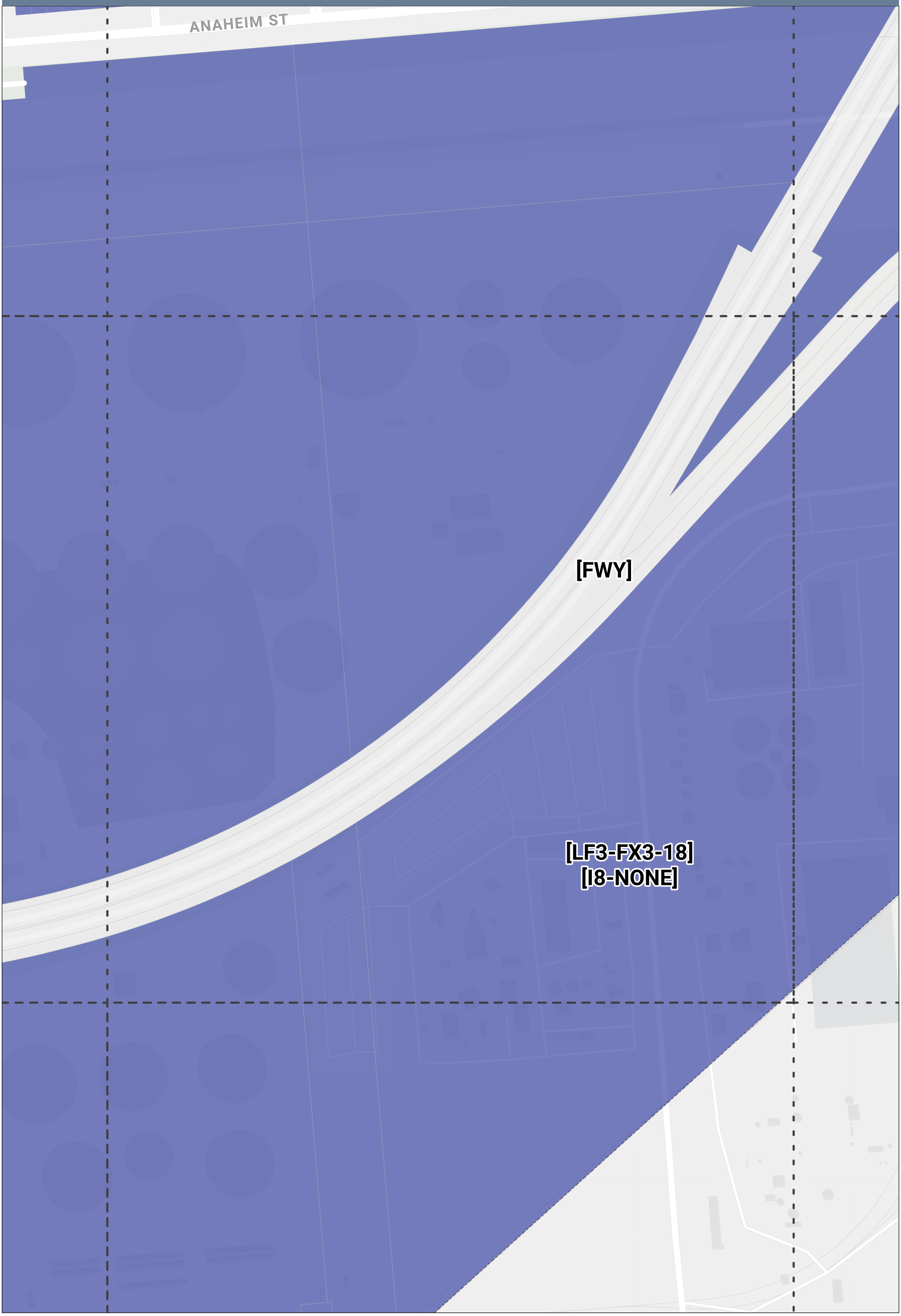
PENNINGTON AVE

[LF3-FX3-18]
[I8-NONE]

[FWY]

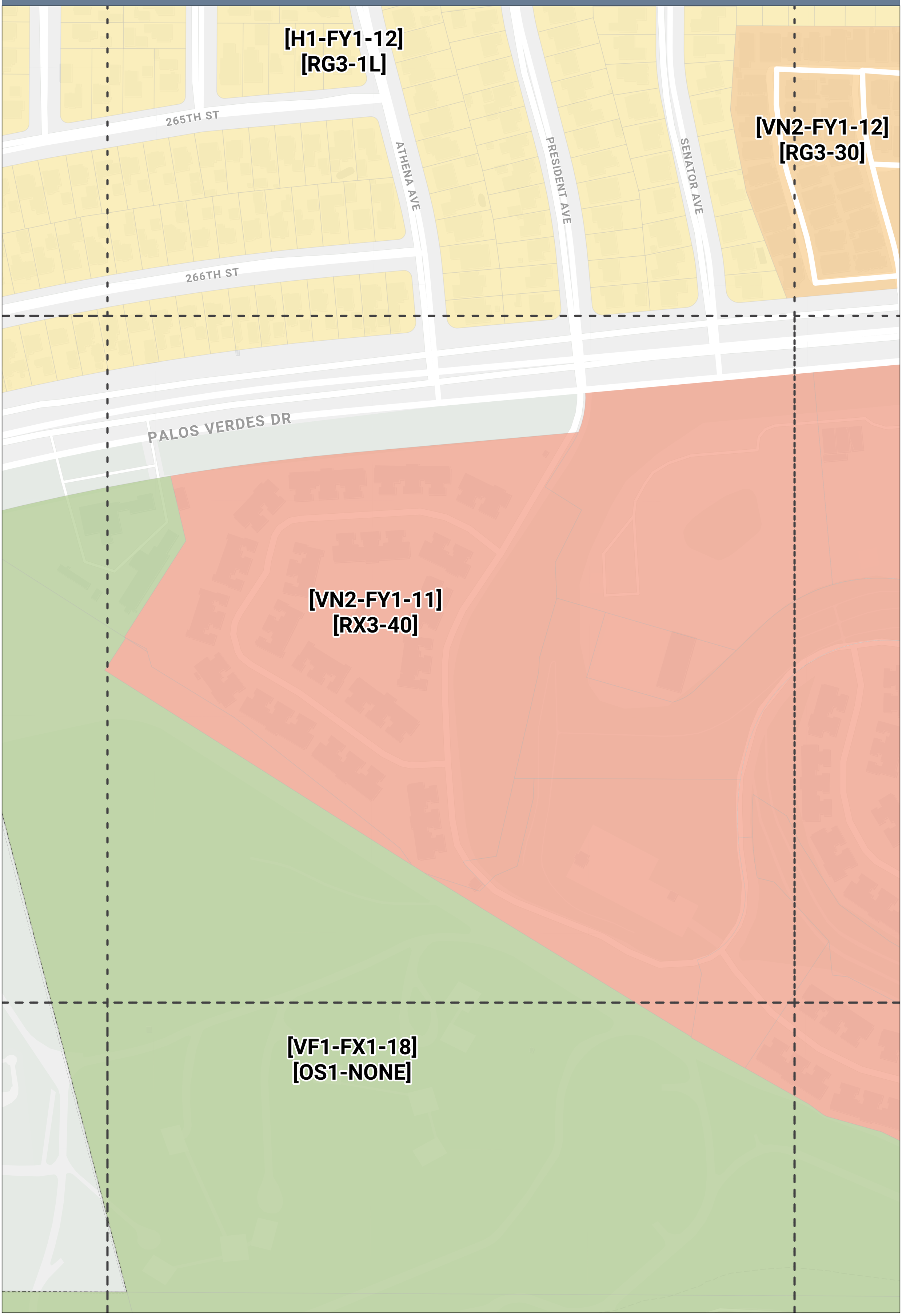
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D19



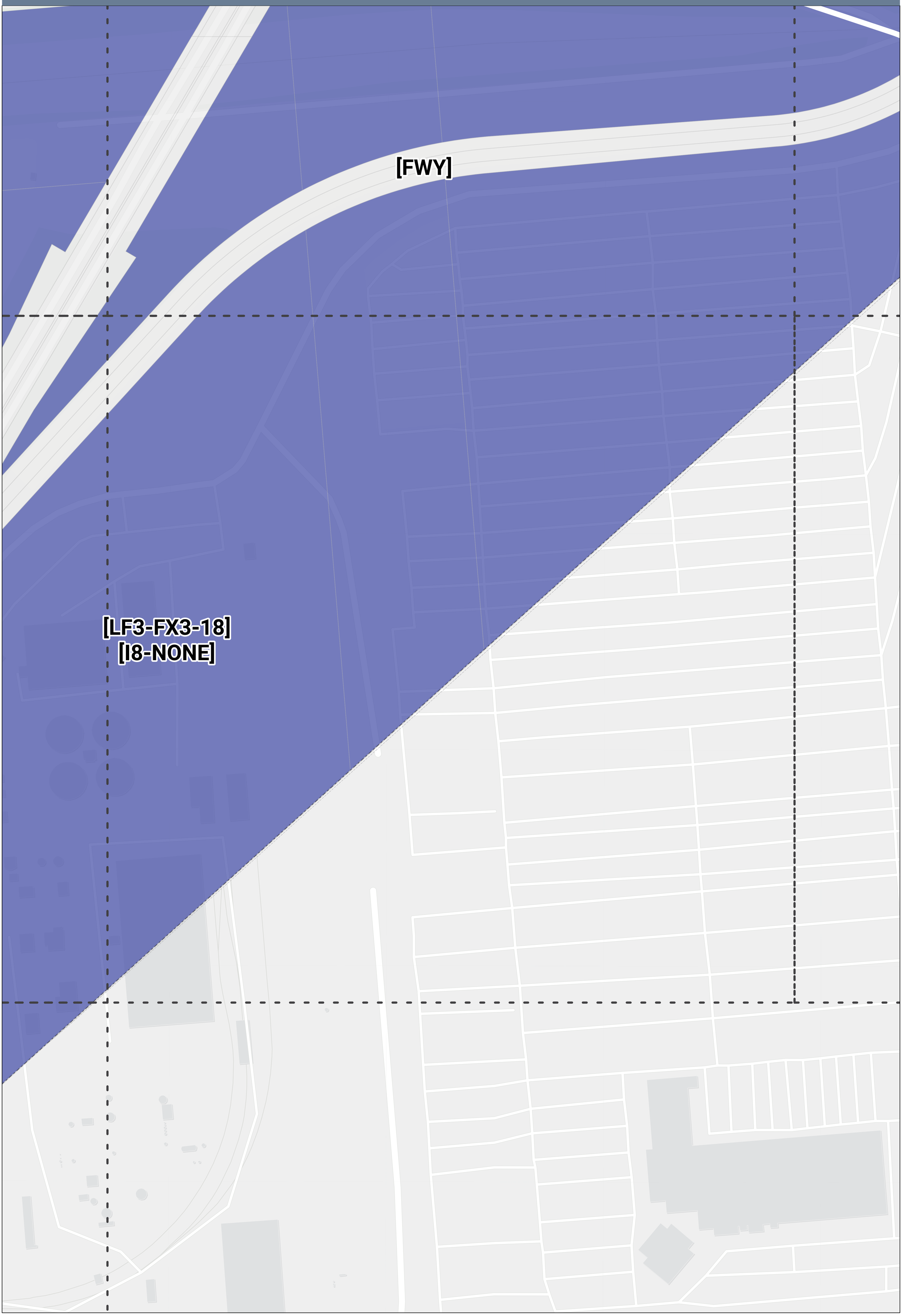
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D2



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D20



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D21

[FWY]

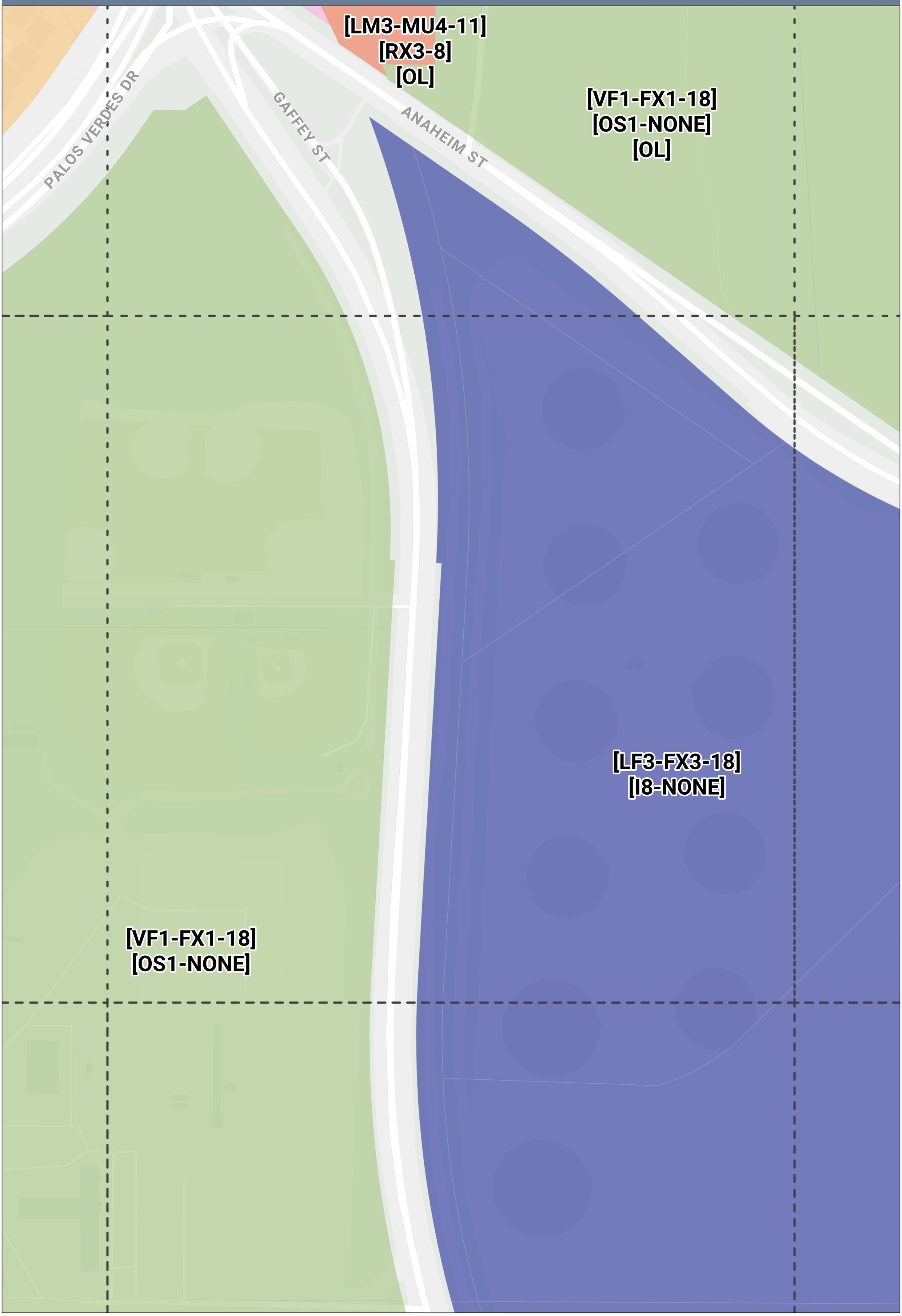
[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D3

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D4



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D5

[VF1-FX1-18]
[OS1-NONE]
[OL]

ANAHEIM ST

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D6

[VF1-FX1-18]
[P1-NONE]
[OL]

[VF1-FX1-18]
[OS1-NONE]
[OL]

ANAHEIM ST

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D7

[VF1-FX1-18]
[P1-NONE]
[OL]

[VF1-FX1-18]
[OS1-NONE]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

[FWY]

[LF3-FX3-18]
[P1-NONE]
[OL]

[LF3-FX3-18]
[I8-NONE]

FIGUEROA ST

FIGUEROA PL

I ST

ANAHEIM ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D8

[H1-FY1-12]
[RG3-1L]
[OL]

[H1-FY1-12]
[RG3-1L]

[VN3-FY1-11]
[RX3-15]
[OL]

[FWY]

[VN2-FY1-12]
[RG3-3L]

[VN2-FY1-12]
[RG3-4L]

[LM5-SH4-9]
[CX8-12]

[LM5-SH4-9]
[CX8-12]
[OL]

[VN3-FY1-12]
[RG3-15]
[OL]

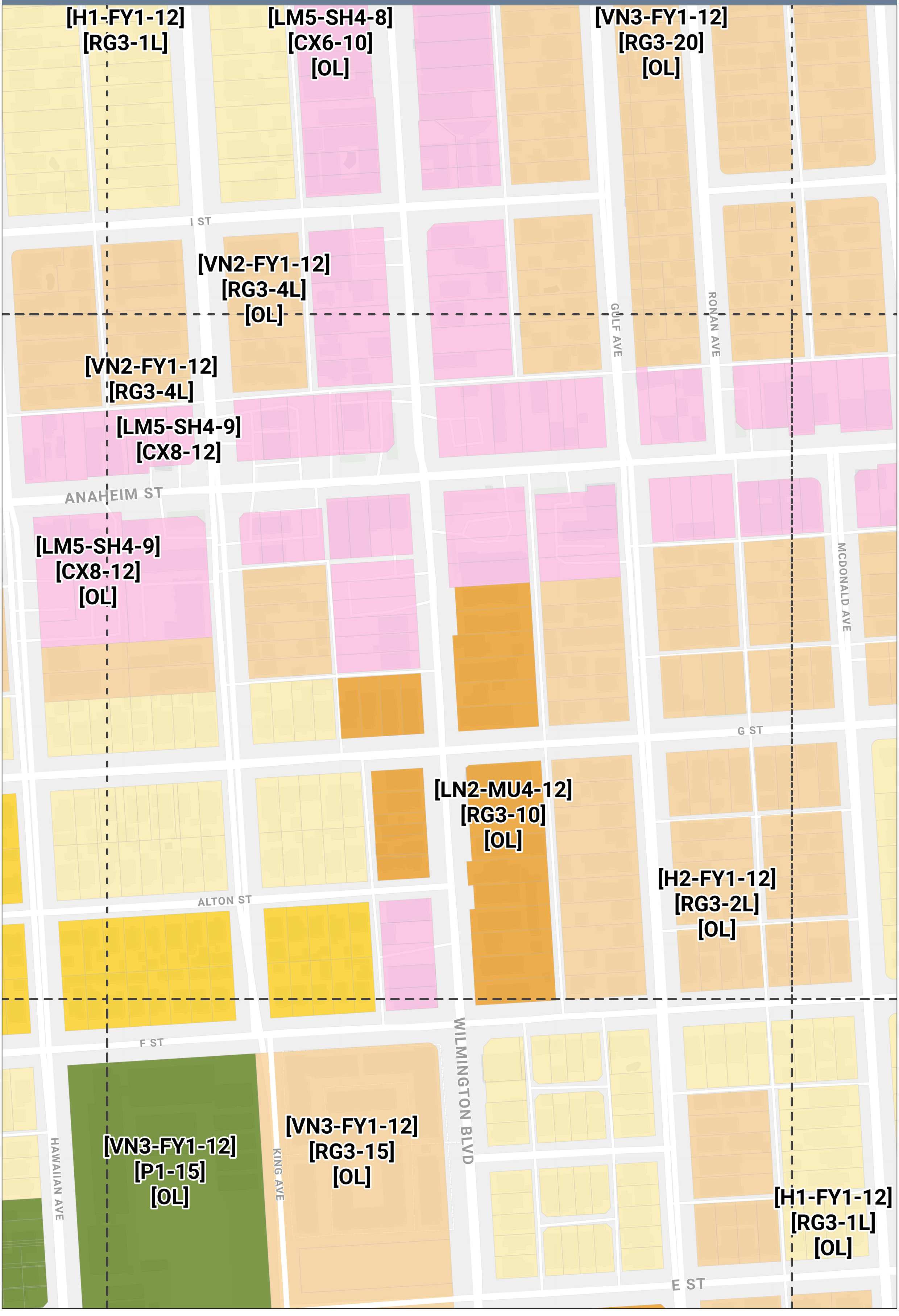
[VN3-FY1-12]
[P1-15]
[OL]

[VN3-FY1-12]
[P1-15]

FIGUEROA ST
FIGUEROA PL
HAWAIIAN AVE
KING AVE
I ST
ANAHEIM ST
FRIGATE AVE
MAR VISTA AVE
G ST
ALTON ST
F ST

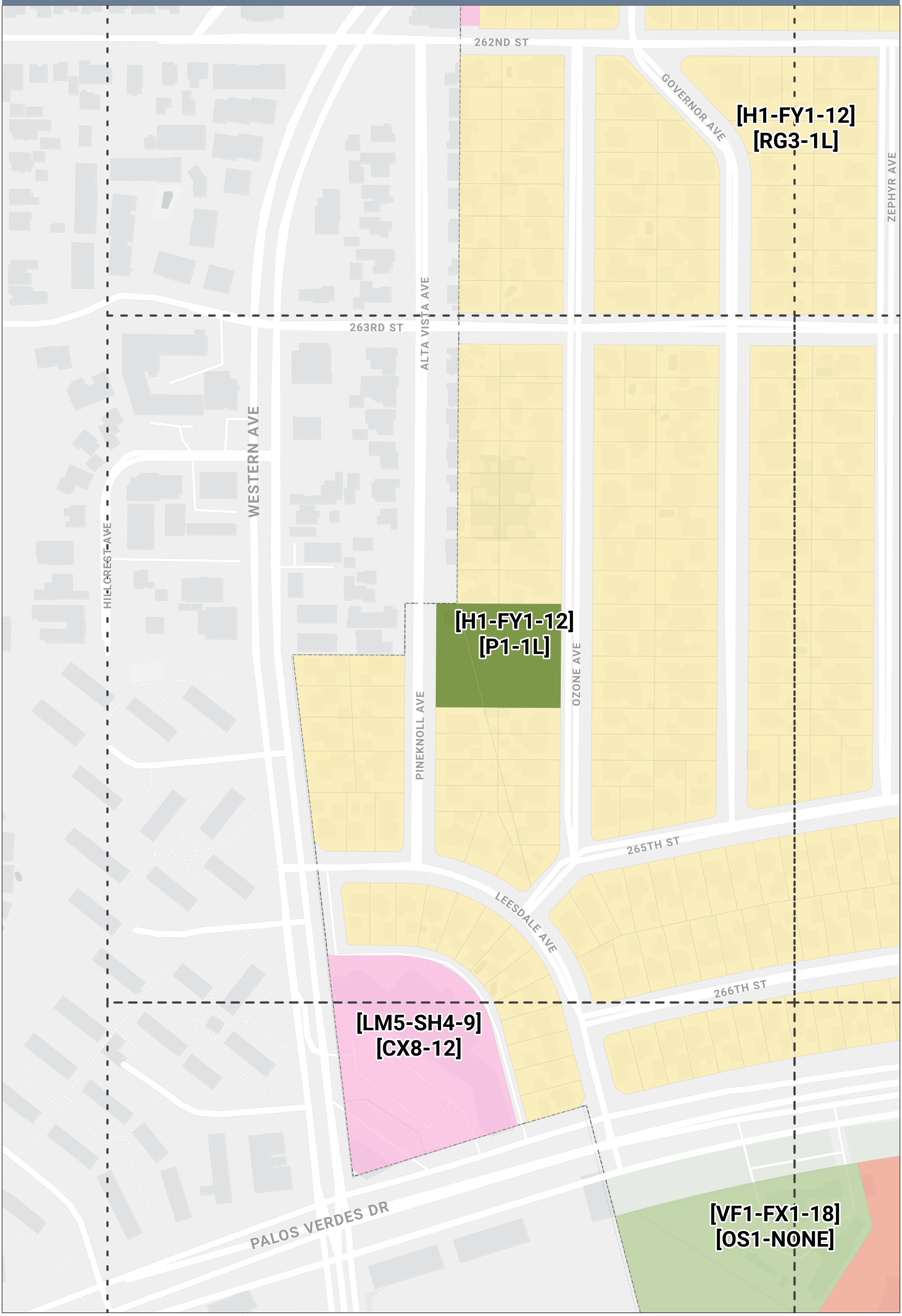
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: D9



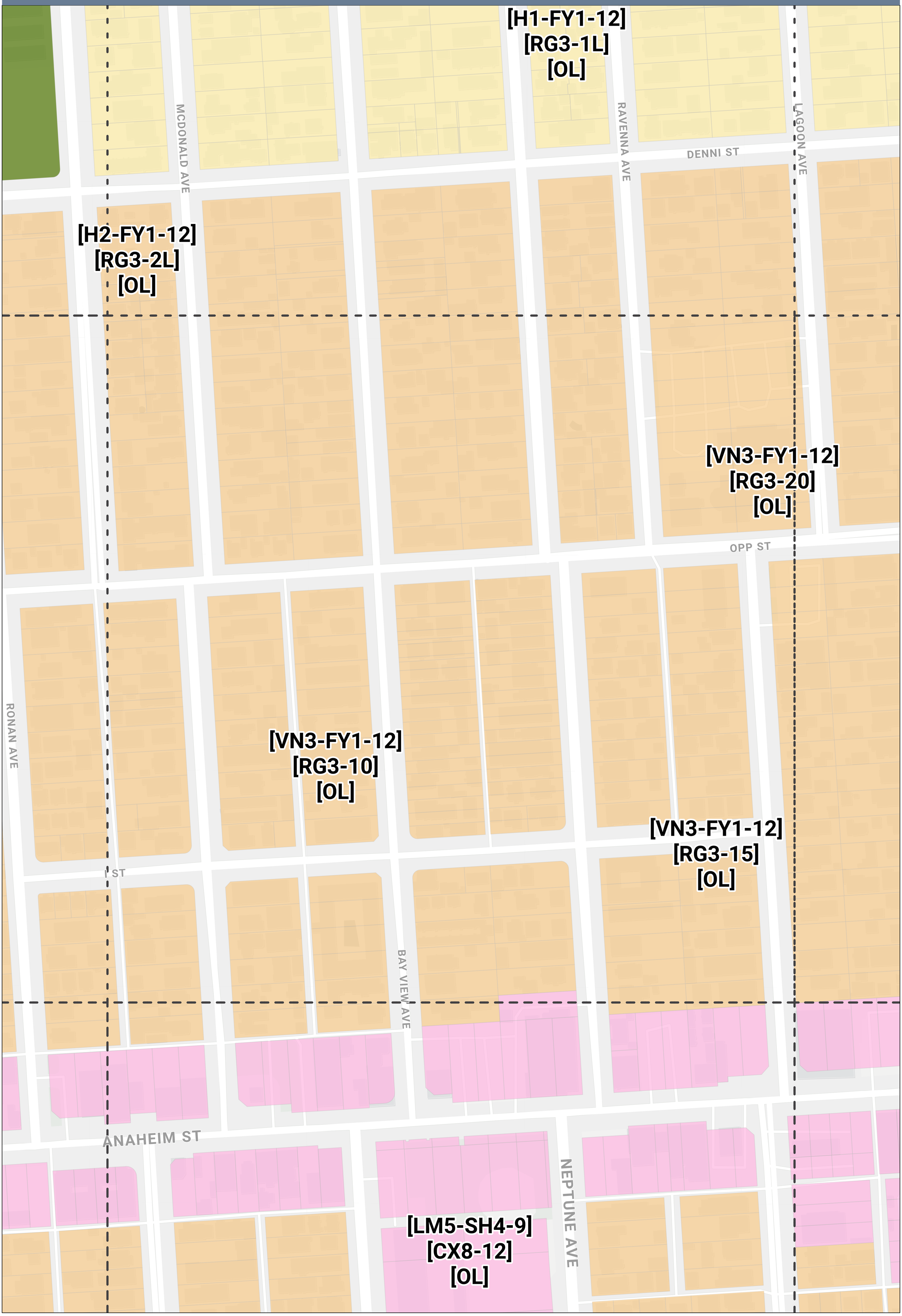
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E1



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E10



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E11

[H1-FY1-12]
[RG3-1L]
[OL]

[H2-FY1-12]
[RG3-2L]
[OL]

[VN3-FY1-12]
[P1-20]
[OL]

[VN3-FY1-12]
[RG3-20]
[OL]

[VN3-FY1-12]
[RG3-15]
[OL]

[LM5-SH4-8]
[CX6-10]
[OL]

[LM5-SH4-9]
[CX8-12]
[OL]

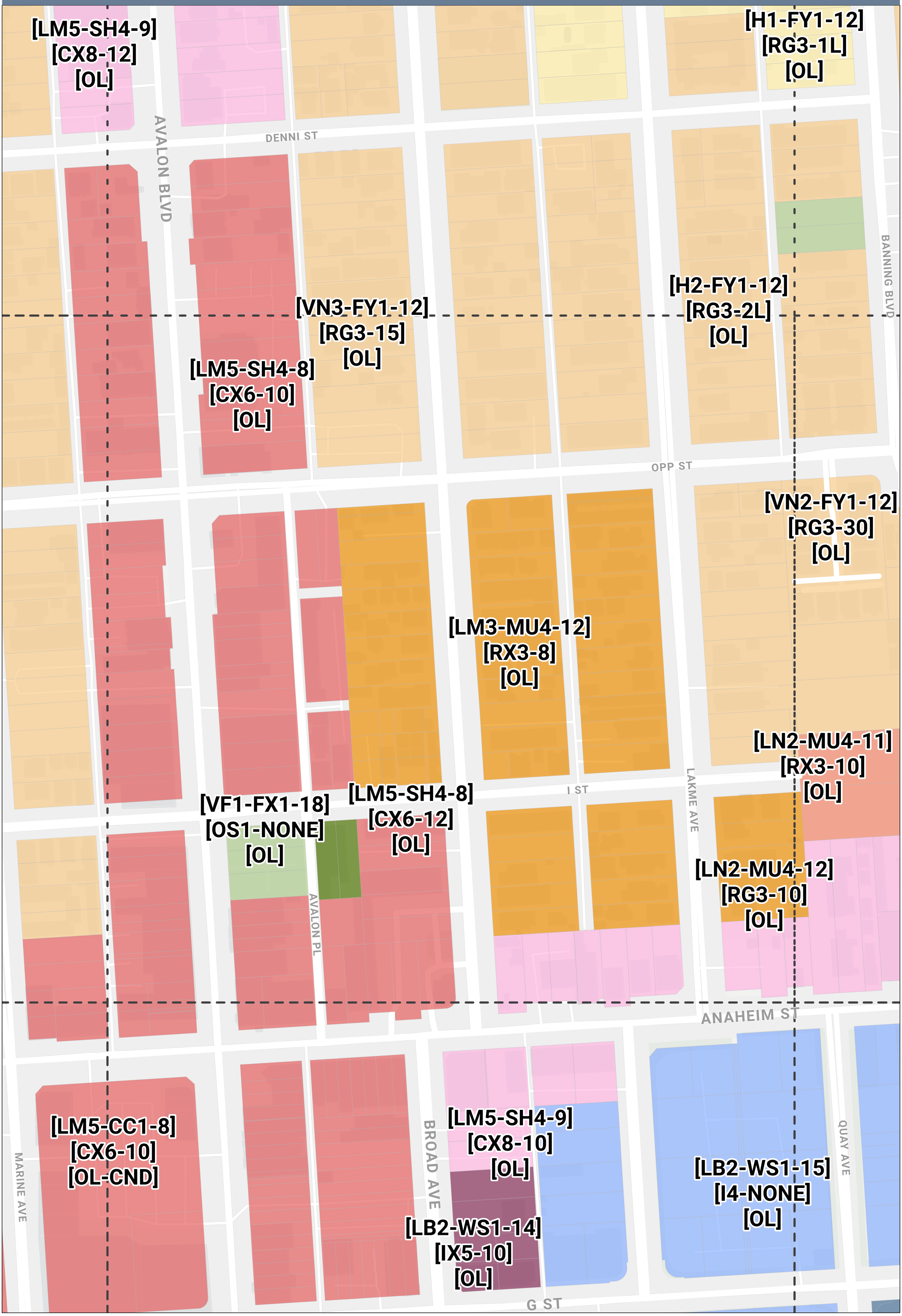
[LM5-SH4-8]
[CX6-10]

[LM5-CC1-8]
[CX6-10]
[OL-CND]

DENNI ST
FRIES AVE
AVALON BLVD
OPP ST
ROSS PL
I ST
LAGOON AVE
ISLAND AVE
ANAHEIM ST
FRIES AVE
MARINE AVE

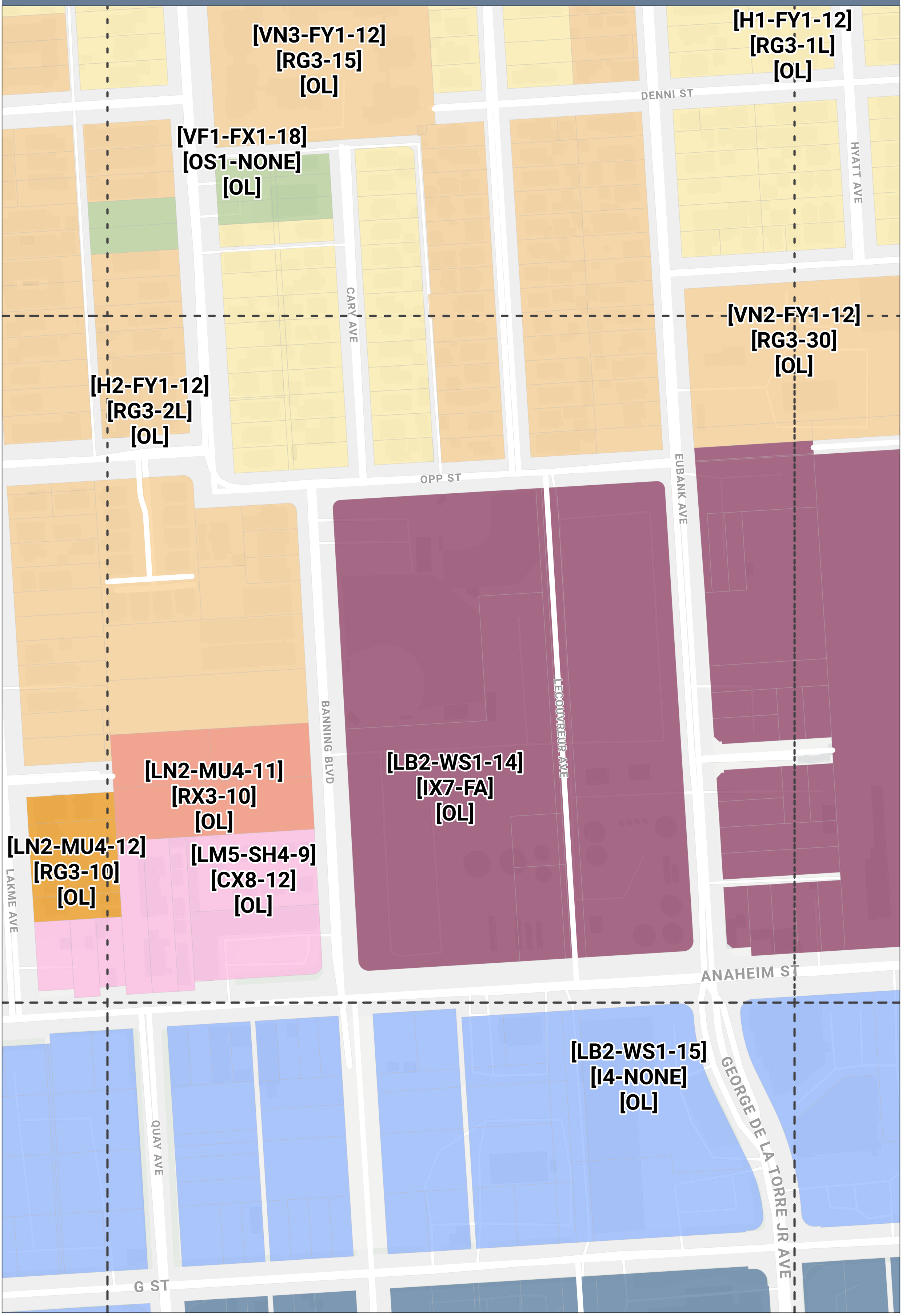
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E12



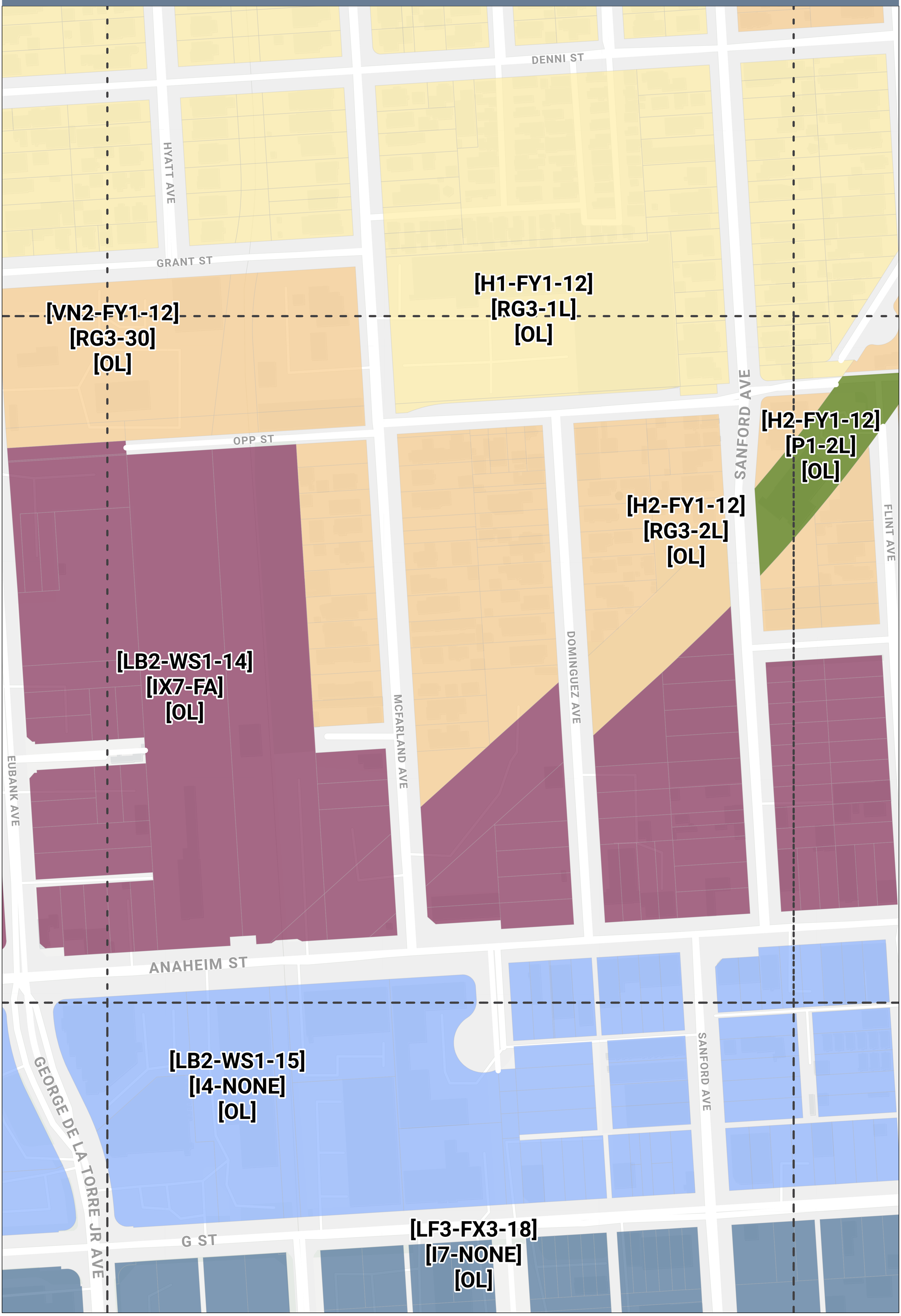
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E13



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E14



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E15

[H1-FY1-12]
[RG3-1L]
[OL]

[H2-FY1-12]
[RG3-2L]
[OL]

[VN2-FY1-12]
[RG3-4L]
[OL]

[H2-FY1-12]
[P1-2L]
[OL]

[LB2-WS1-14]
[IX7-FA]

[LB2-WS1-14]
[IX7-FA]
[OL]

[LB2-WS1-15]
[I4-NONE]
[OL]

[LF3-FX3-18]
[I7-NONE]
[OL]

DENNI ST
MAHAR AVE
OPP ST
SANFORD AVE
I ST
FLINT AVE
WATSON AVE
ANAHEIM ST
PIONEER AVE
ALAMEDA ST
G ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E16

[VN2-FY1-12]
[RG3-4L]
[OL]

[VN2-FY1-12]
[RG3-3L]
[OL]

[H2-FY1-12]
[RG3-2L]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

[LB2-WS1-15]
[I5-NONE]

[LF3-FX3-18]
[I8-NONE]

[LB2-WS1-14]
[IX7-FA]

[LB2-WS1-15]
[I4-NONE]
[OL]

DENNI ST
BLINN AVE
MAHAR AVE
OPP ST
CRISTOBAL AVE
PREBLE AVE
I ST
ANAHEIM ST
ALAMEDA ST
HENRY FORD AVE

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E17

GRANT ST
OPP ST
I ST
I ST
ANAHEIM ST
HENRY FORD AVE
PREBLE AVE
MURDOCK AVE
VREELAND AVE
GOODRICH AVE
SOUTHERLAND AVE
PENNINGTON AVE

[LF3-FX3-18]
[I8-NONE]
[OL]

[VF1-FX1-18]
[OS1-NONE]

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E18

GRANT ST

SOUTHERLAND AVE

SIGSBEE AVE

SAMPSON AVE

SCHLEY AVE

I ST

I ST

ANAHEIM ST

PENNINGTON AVE

[VF1-FX1-18]
[OS1-NONE]

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E19

GRANT ST

CUSHING AVE

SOUTHERN PACIFIC DR

FARRAGUT AVE

SCHLEY AVE

MACDONOUGH AVE

I ST

I ST

FOOTE AVE

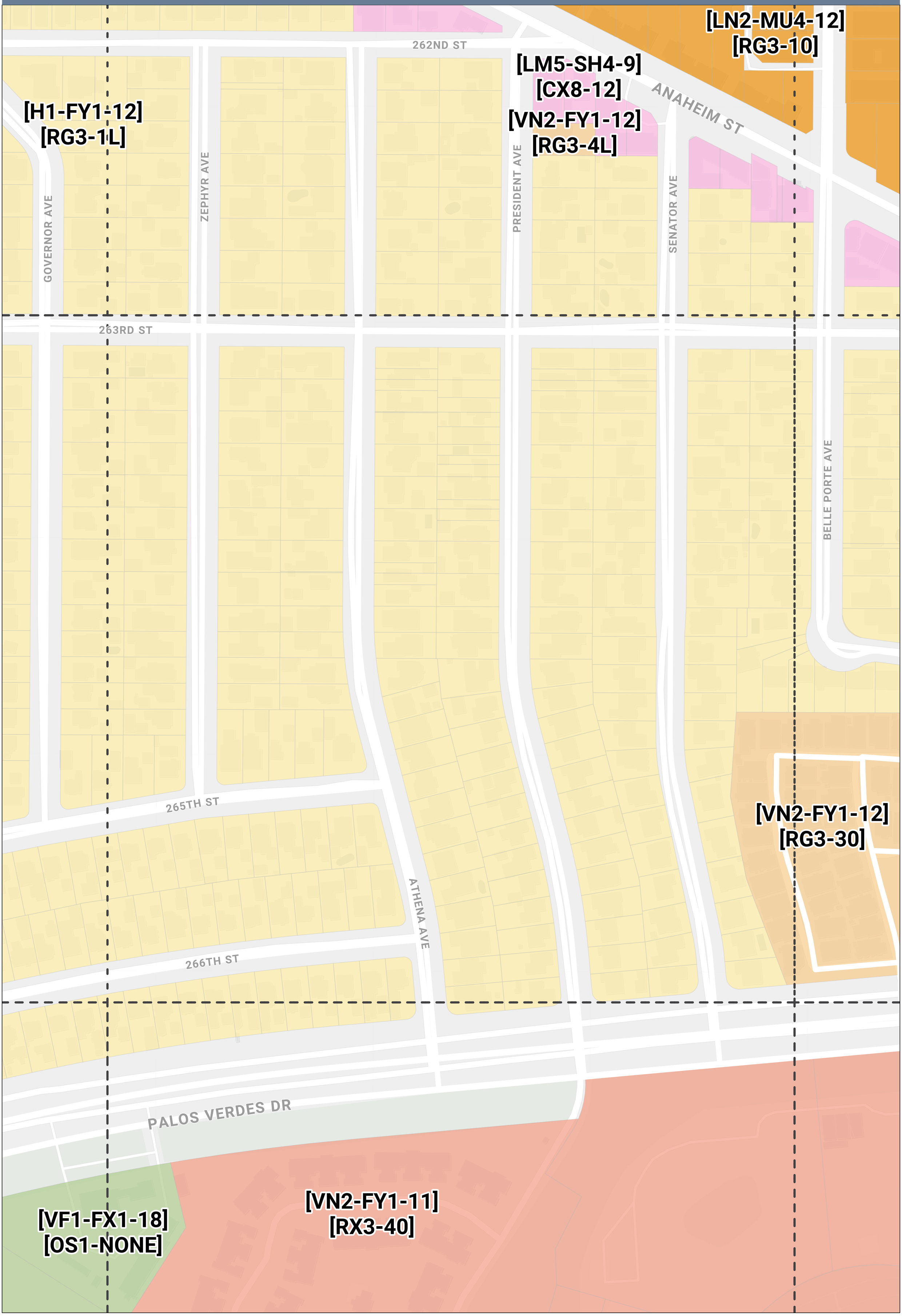
ANAHEIM ST

[LF3-FX3-18]
[I8-NONE]

[FWY]

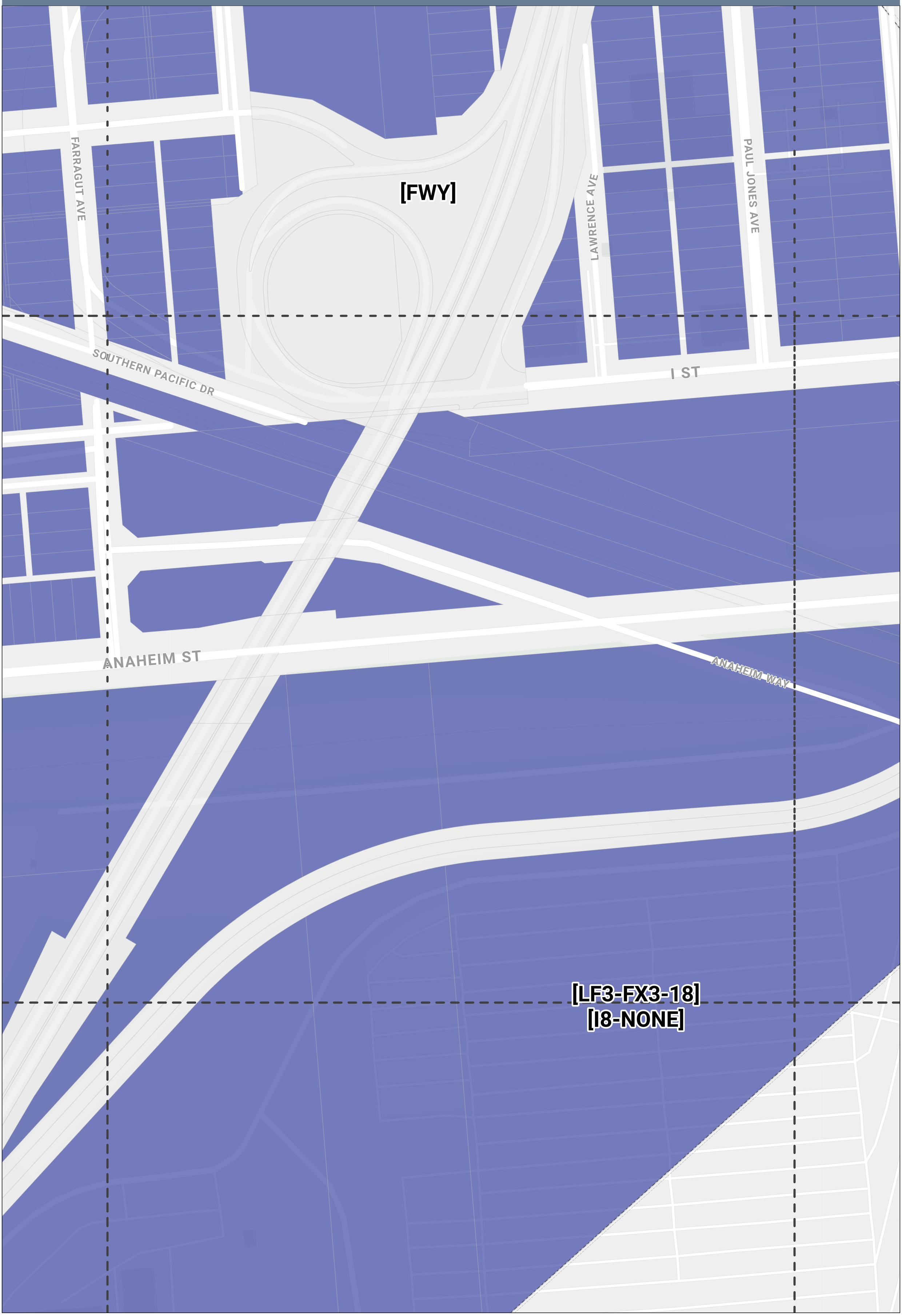
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E2



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E20



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E21

PAUL JONES AVE

CERVERA AVE

I ST

ANAHEIM ST

ANAHEIM WAY

[FWY]

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E3

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E4

VERMONT AVE

[LN2-MU4-12]
[RG3-10]

[VF1-FX1-18]
[OS1-NONE]
[OL]

[LM5-SH4-9]
[CX8-12]

[LM5-SH4-9]
[CX8-12]
[OL]

[LM3-MU4-11]
[RX3-8]
[OL]

[VN2-FY1-12]
[RG3-30]

PALOS VERDES DR

GAFFEY ST

ANAHEIM ST

[VF1-FX1-18]
[OS1-NONE]

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E5

L ST

[VF1-FX1-18]
[P1-NONE]
[OL]

[VF1-FX1-18]
[OS1-NONE]
[OL]

[LF3-FX3-18]
[I8-NONE]

ANAHEIM ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E6

L ST

[VF1-FX1-18]
[P1-NONE]
[OL]

[VF1-FX1-18]
[OS1-NONE]
[OL]

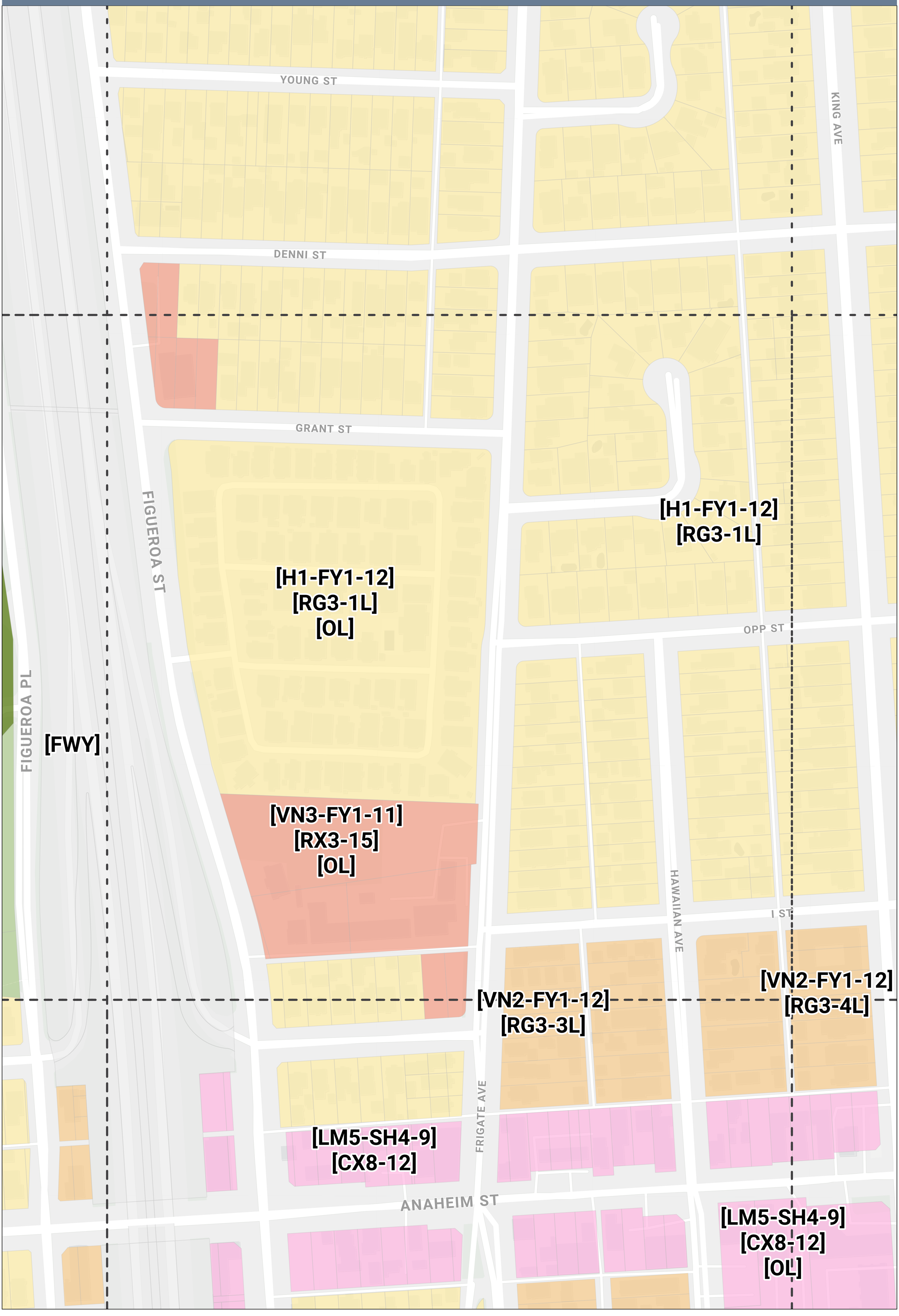
ANAHEIM ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E7

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E8



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: E9

[H1-FY1-12]
[RG3-1L]

[VN3-FY1-12]
[P1-20]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

[H2-FY1-12]
[RG3-2L]
[OL]

[LM5-SH4-8]
[CX6-10]

[LM5-SH4-8]
[CX6-10]
[OL]

[VN3-FY1-12]
[RG3-20]
[OL]

[VN3-FY1-12]
[RG3-15]
[OL]

[VN2-FY1-12]
[RG3-4L]
[OL]

[VN2-FY1-12]
[RG3-4L]

[LM5-SH4-9]
[CX8-12]

[LM5-SH4-9]
[CX8-12]
[OL]

KING AVE
GULF AVE
RONAN AVE
DENNI ST
OPP ST
MCDONALD AVE
I ST
WILMINGTON BLVD
ANAHEIM ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F1

[LN2-MU4-12]
[RG3-10]

[LM5-SH4-8]
[CX6-8]

[H2-FY1-12]
[RG3-2L]

[LM5-SH4-9]
[CX8-12]

[H1-FY1-12]
[RG3-1L]

259TH ST
259TH PL
260TH ST
261ST ST
262ND ST
263RD ST
MARKET PL
CAYUGA AVE
GOVERNOR AVE
ANAHEIM ST
OZONE AVE
ZEPHYR AVE
ALTA VISTA AVE
WESTERN AVE
HILLCREST AVE

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F10

M ST

MCDONALD AVE

[H1-FY1-12]
[RG3-1L]
[OL]

L ST

RAVENNA AVE

RONAN AVE

DENNI ST

NEPTUNE AVE

LAGOON AVE

BAY VIEW AVE

[VN3-FY1-12]
[RG3-20]
[OL]

[H2-FY1-12]
[RG3-2L]
[OL]

OPP ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F11

[H2-FY1-12]
[P1-2L]
[OL]

[LM5-SH4-9]
[CX8-12]
[OL]

M ST

LAGOON AVE

[H1-FY1-12]
[RG3-1L]
[OL]

L ST

[H2-FY1-12]
[RG3-2L]
[OL]

[LM5-SH4-8]
[CX6-10]
[OL]

AVALON BLVD

DENNI ST

ISLAND AVE

FRIES AVE

MARINE AVE

OPP ST

[VN3-FY1-12]
[RG3-20]
[OL]

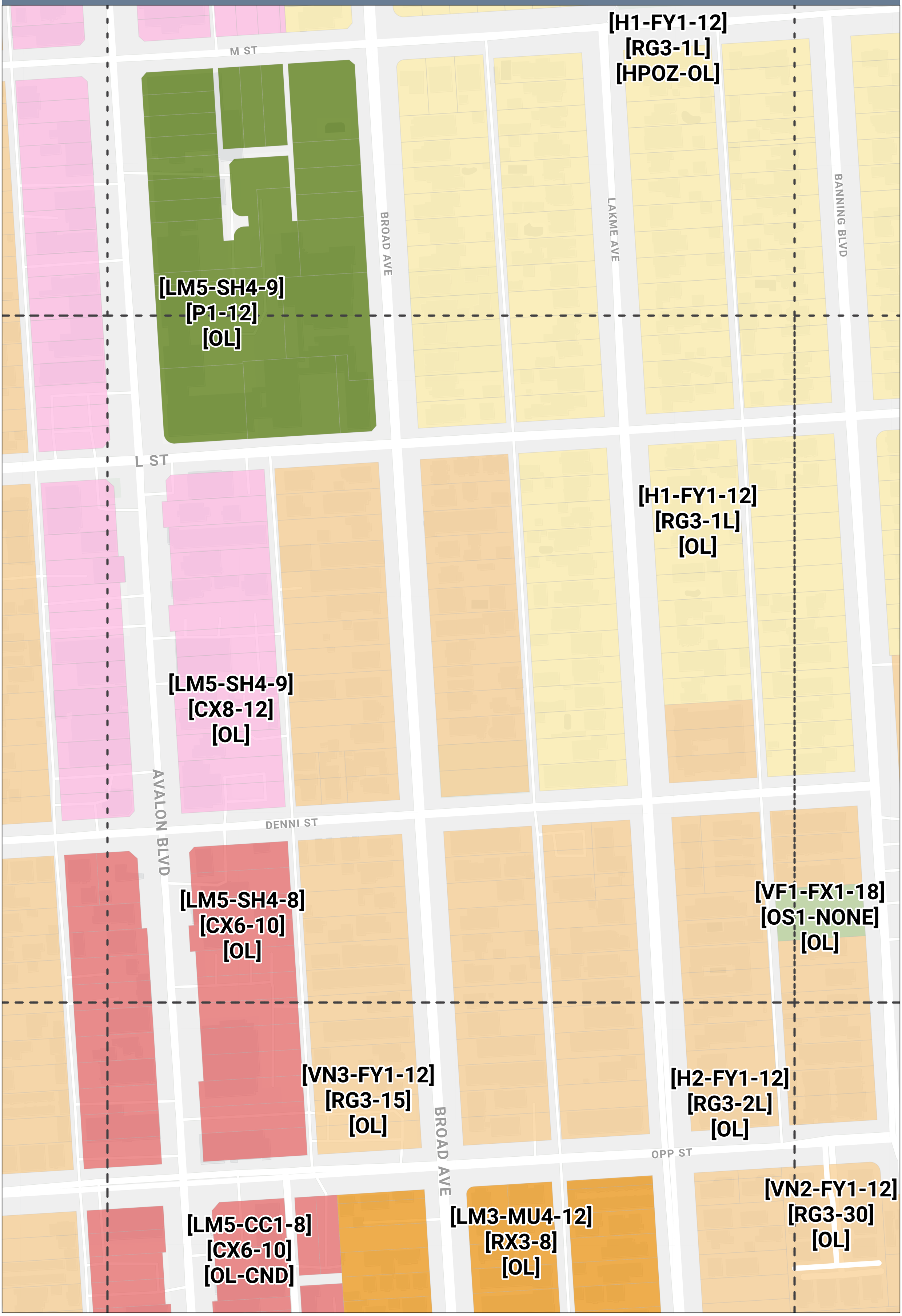
[VN3-FY1-12]
[P1-20]
[OL]

[VN3-FY1-12]
[RG3-15]
[OL]

[LM5-CC1-8]
[CX6-10]
[OL-CND]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F12



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F13

M ST
CARY AVE
EUBANK AVE
L ST
YOUNG ST
HYATT AVE
BANNING BLVD
LECOUVREUR AVE
DENNI ST
OPP ST
EUBANK AVE

[H1-FY1-12]
[RG3-1L]
[HPOZ-OL]

[H1-FY1-12]
[RG3-1L]
[OL]

[VN2-FY1-12]
[P1-4L]
[OL]

[VN3-FY1-12]
[RG3-15]
[OL]

[VF1-FX1-18]
[OS1-NONE]
[OL]

[VN2-FY1-12]
[RG3-30]
[OL]

[H2-FY1-12]
[RG3-2L]
[OL]

[LB2-WS1-14]
[IX7-FA]
[OL]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F14

[LB2-WS1-14]
[IX7-FA]
[OL]

[LB2-WS1-14]
[IX5-15]
[OL]

[VN3-FY1-12]
[RG3-20]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

[VN2-FY1-12]
[RG3-30]
[OL]

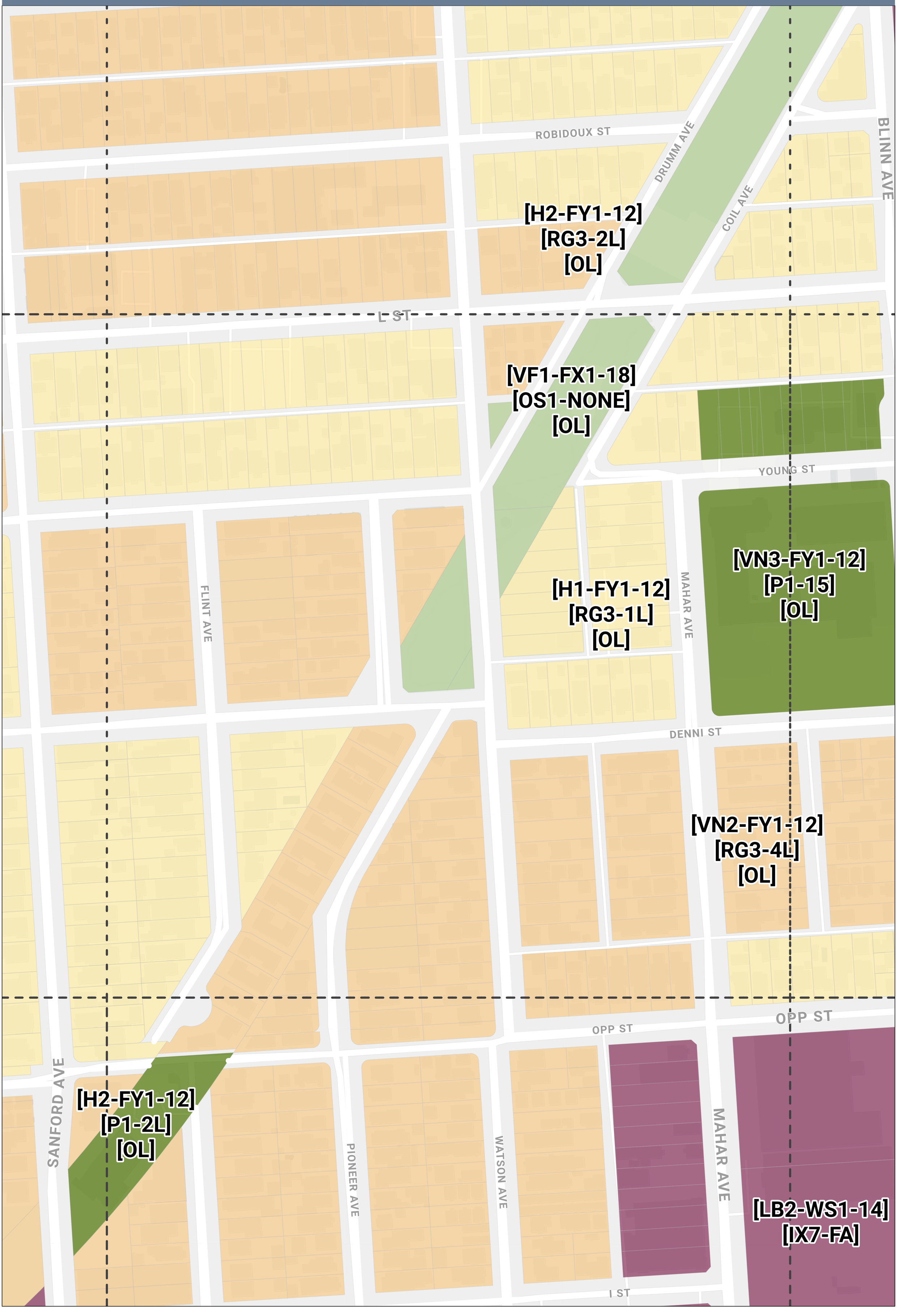
[H2-FY1-12]
[RG3-2L]
[OL]

[H2-FY1-12]
[P1-2L]
[OL]

HYATT AVE
L ST
YOUNG ST
DENNI ST
MCFARLAND AVE
GRANT ST
SANFORD AVE
OPP ST

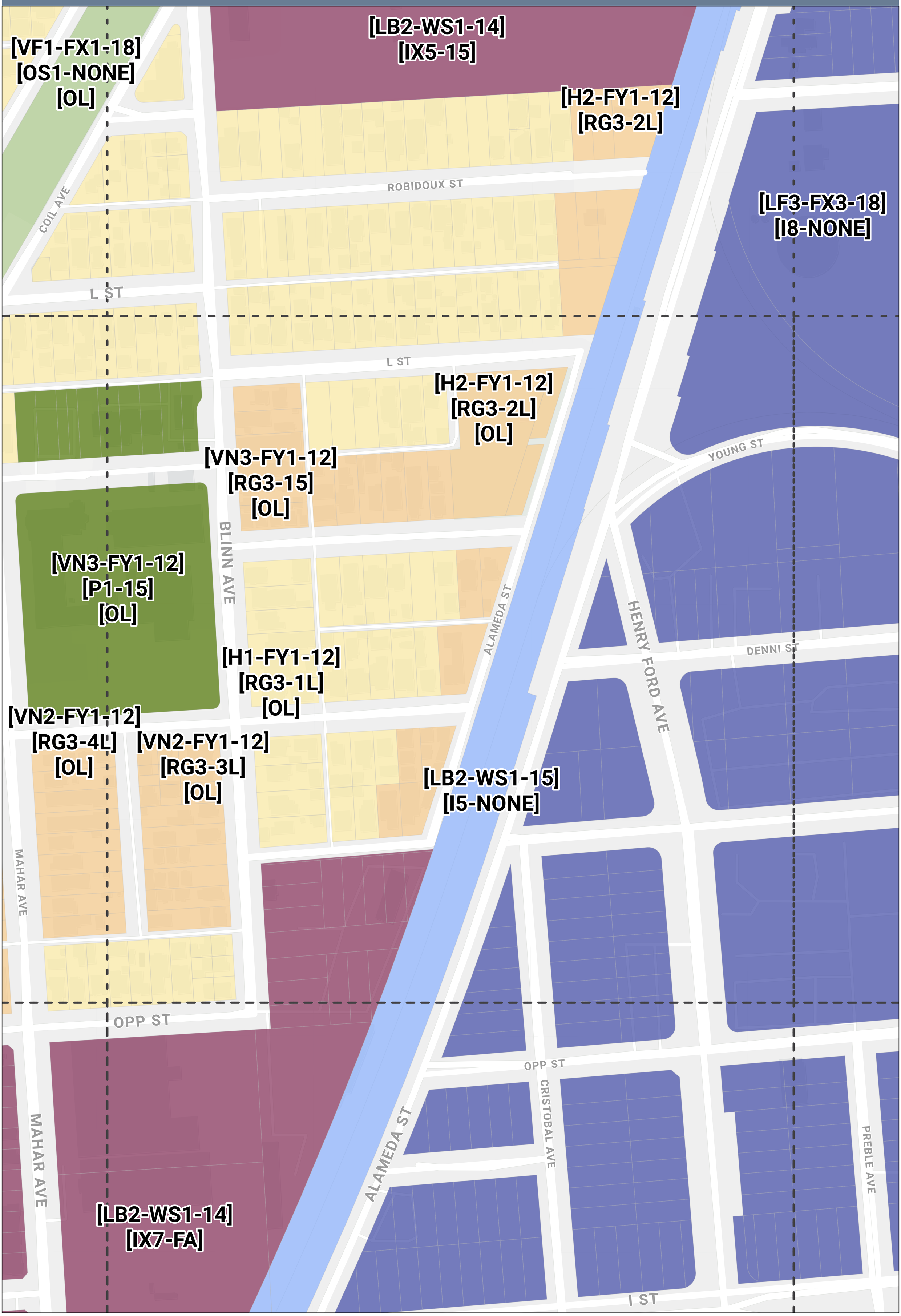
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F15



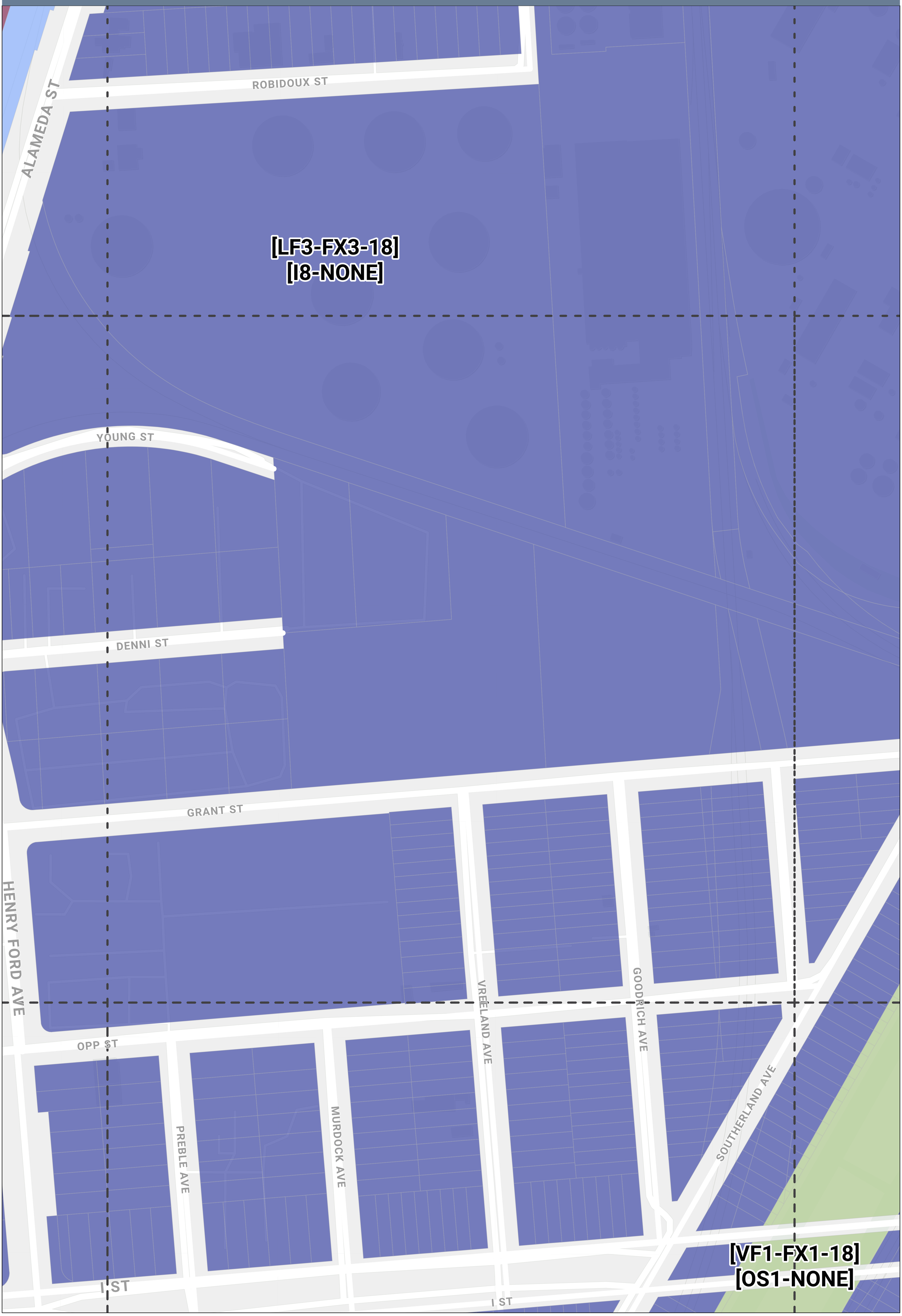
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F16



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F17



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F18

[LF3-FX3-18]
[I8-NONE]

[VF1-FX1-18]
[OS1-NONE]

GRANT ST

SOUTHERLAND AVE

PENNINGTON AVE

SIGSBEE AVE

SAMPSON AVE

SCHLEY AVE

I ST

I ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F19

[VF1-FX1-18]
[OS1-NONE]

[LF3-FX3-18]
[I8-NONE]

GRANT ST
CUSHING AVE
FARRAGUT AVE
SOUTHERN PACIFIC DR
SCHLEY AVE
MACDONOUGH AVE
I ST
I ST
FOOTE AVE

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F2

[H2-FY1-12]
[RG3-2L]

[LM5-SH4-8]
[CX6-8]

[LB2-WS1-14]
[IX5-10]

[LM5-SH4-9]
[CX8-12]

[VN3-FY1-12]
[RG3-15]

[LN2-MU4-12]
[RG3-10]

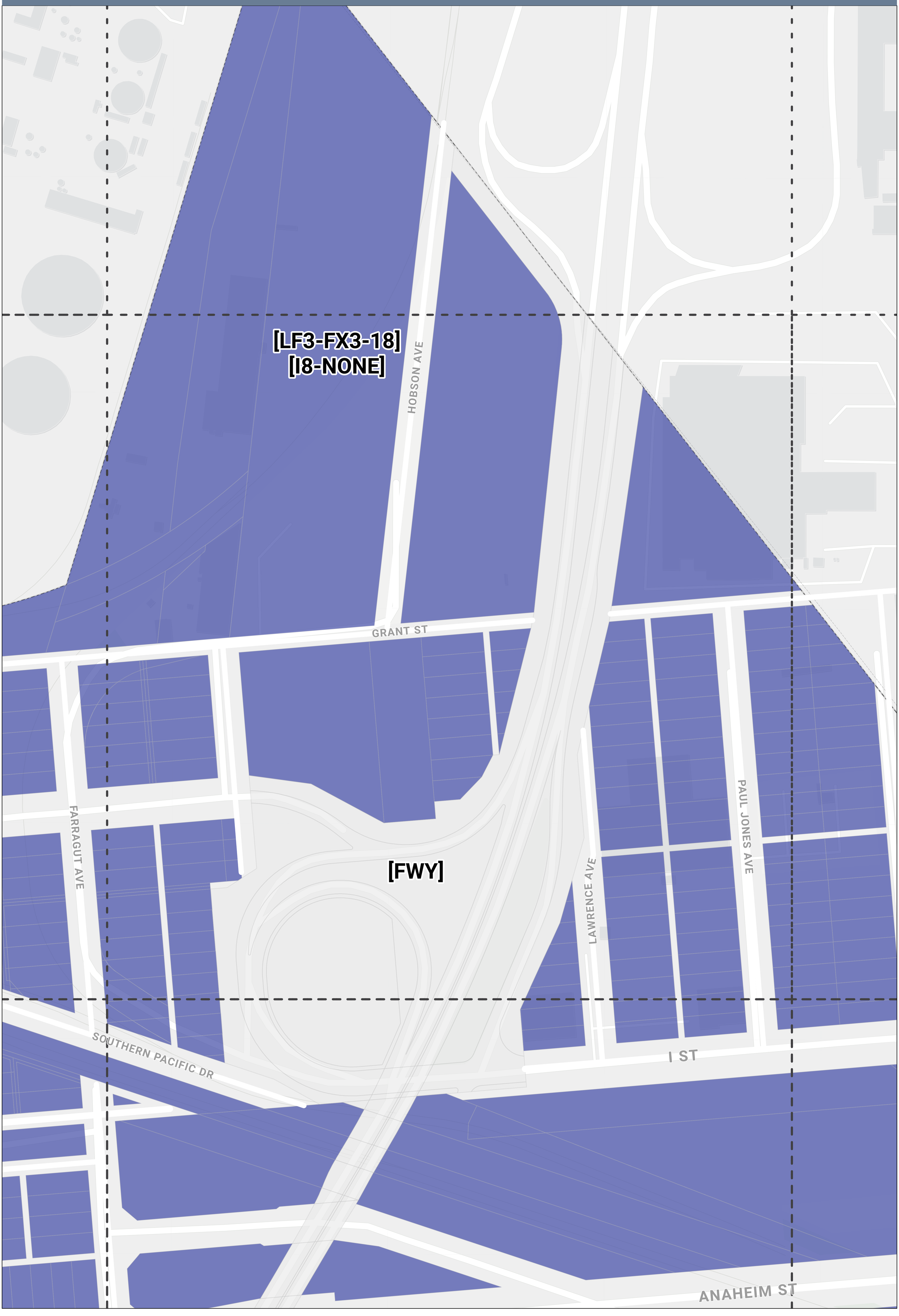
[H1-FY1-12]
[RG3-1L]

[VN2-FY1-12]
[RG3-4L]

PRESIDENT AVE
259TH ST
SENATOR AVE
259TH PL
260TH ST
261ST ST
BELLE PORTE AVE
262ND ST
ATHENA AVE
PRESIDENT AVE
ANAHEIM ST
GOVERNOR AVE
263RD ST
ZEPHYR AVE
BELLE PORTE AVE

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F20



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F21



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F3

259TH ST
SENATOR AVE
BELLE PORTE AVE
260TH ST
FRAMPTON AVE
STONEHAVEN DR
NORMANDIE AVE
ANAHEIM ST
PINES ESTATES DR
VERMONT AVE

[LB2-WS1-14]
[IX5-10]

[LM5-SH4-8]
[CX6-8]

[LN2-MU4-12]
[RG3-10]

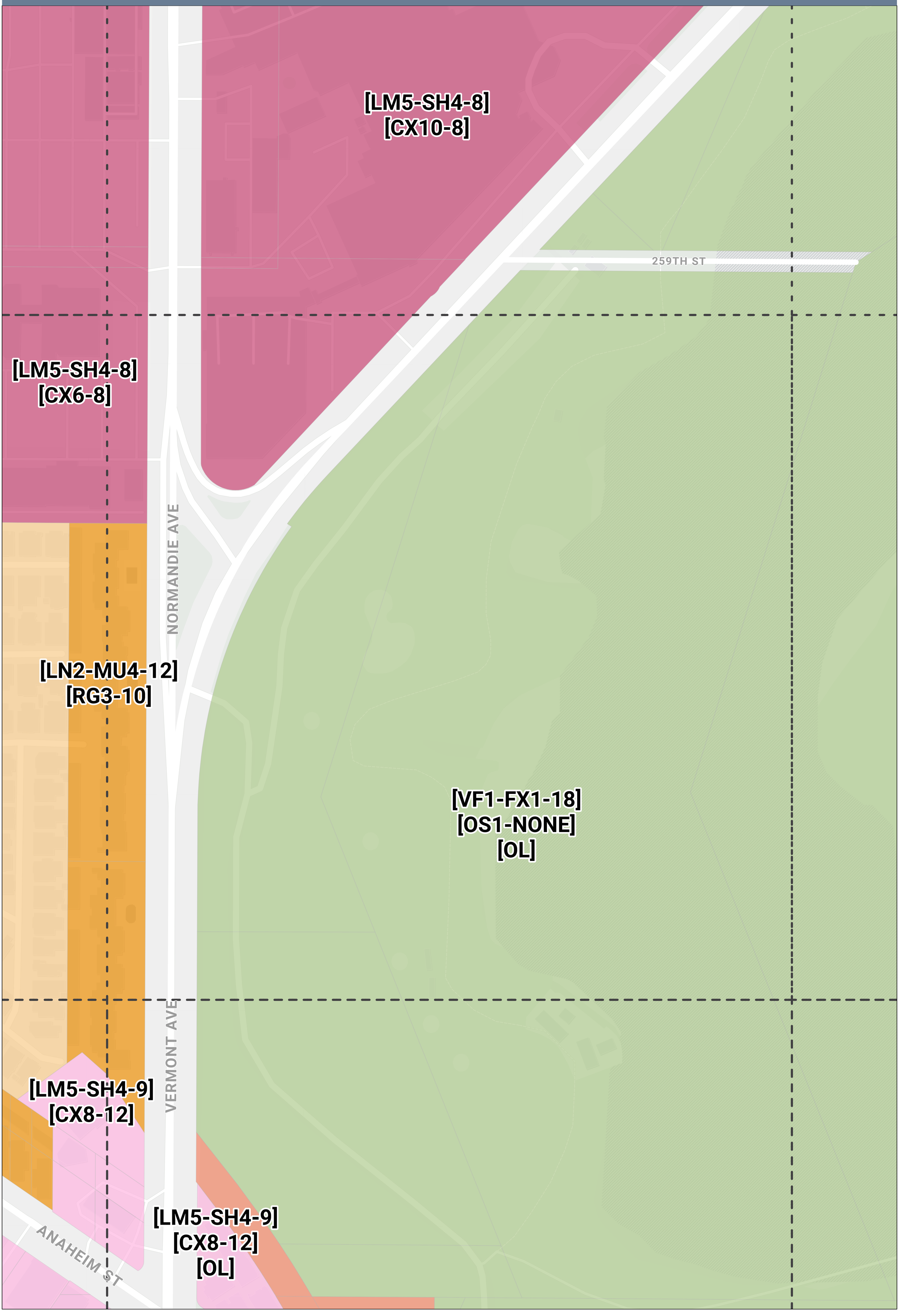
[VN3-FY1-12]
[RG3-15]

[H1-FY1-12]
[RG3-1L]

[LM5-SH4-9]
[CX8-12]

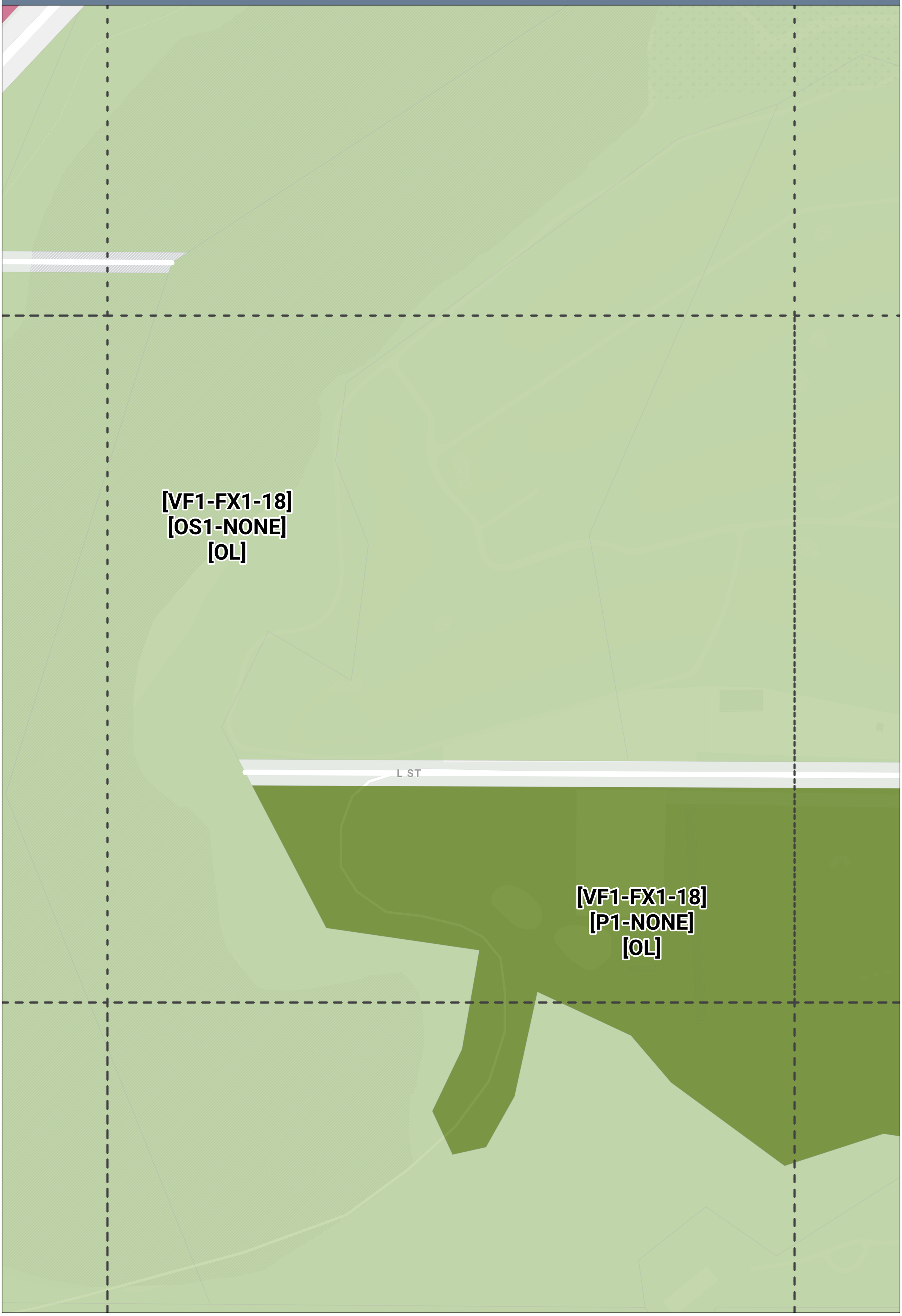
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F4



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F5



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F6

[LM3-MU4-11]
[RX3-8]
[OL]

[VF1-FX1-18]
[OS1-NONE]
[OL]

L ST

[VF1-FX1-18]
[P1-NONE]
[OL]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F7

[LM3-MU4-11]
[RX3-8]
[OL]

[LB2-WS1-14]
[IX7-FA]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

[VF1-FX1-18]
[OS1-NONE]
[OL]

FIGUEROA PL

L ST

L ST

[H1-FY1-12]
[RG3-1L]

[FWY]

[VF1-FX1-18]
[P1-NONE]
[OL]

FIGUEROA ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F8

M ST

ROBIDOUX ST

PAPEETE ST

L ST

YOUNG ST

[FWY]

DENNI ST

KING AVE

GRANT ST

FRIGATE AVE

FIGUEROA ST

FIGUEROA PL

[H1-FY1-12]
[RG3-1L]
[OL]

[H1-FY1-12]
[RG3-1L]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: F9

M ST
ROBIDOUX ST
PAPEETE ST
L ST
DENNI ST
KING AVE
GULF AVE
RONAN AVE
WILMINGTON BLVD
MCDONALD AVE
OPP ST

[VN3-FY1-12]
[RG3-20]
[OL]

[VN3-FY1-12]
[P1-20]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

[LM5-SH4-8]
[CX6-10]
[OL]

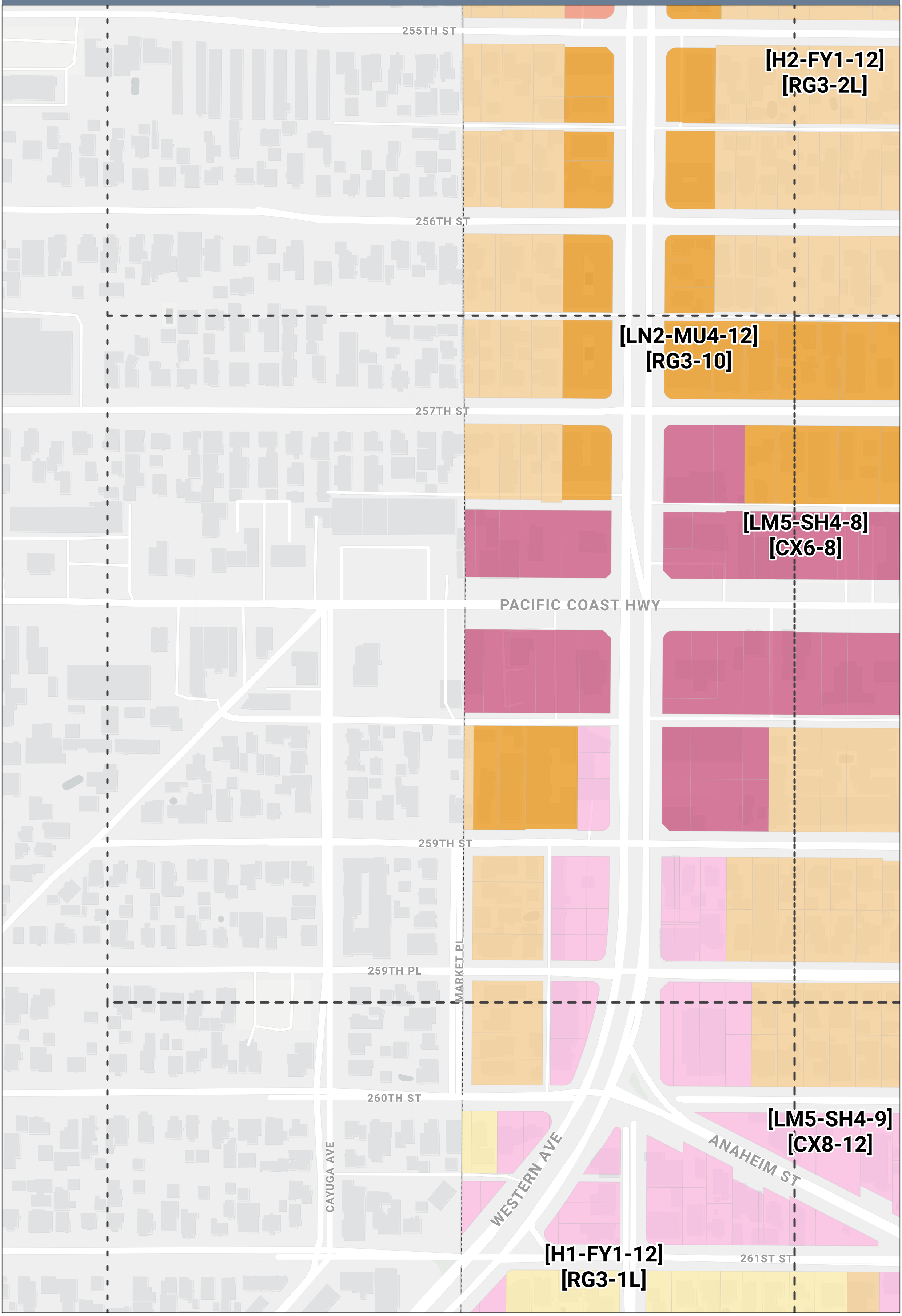
[H1-FY1-12]
[RG3-1L]

[H2-FY1-12]
[RG3-2L]
[OL]

[LM5-SH4-8]
[CX6-10]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G1



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G10

MCDONALD AVE

BAY VIEW AVE

RAVENNA AVE

LAGOON AVE

[LM5-SH4-8]
[CX6-10]
[OL]

PACIFIC COAST HWY

ISLAND AVE

M ST

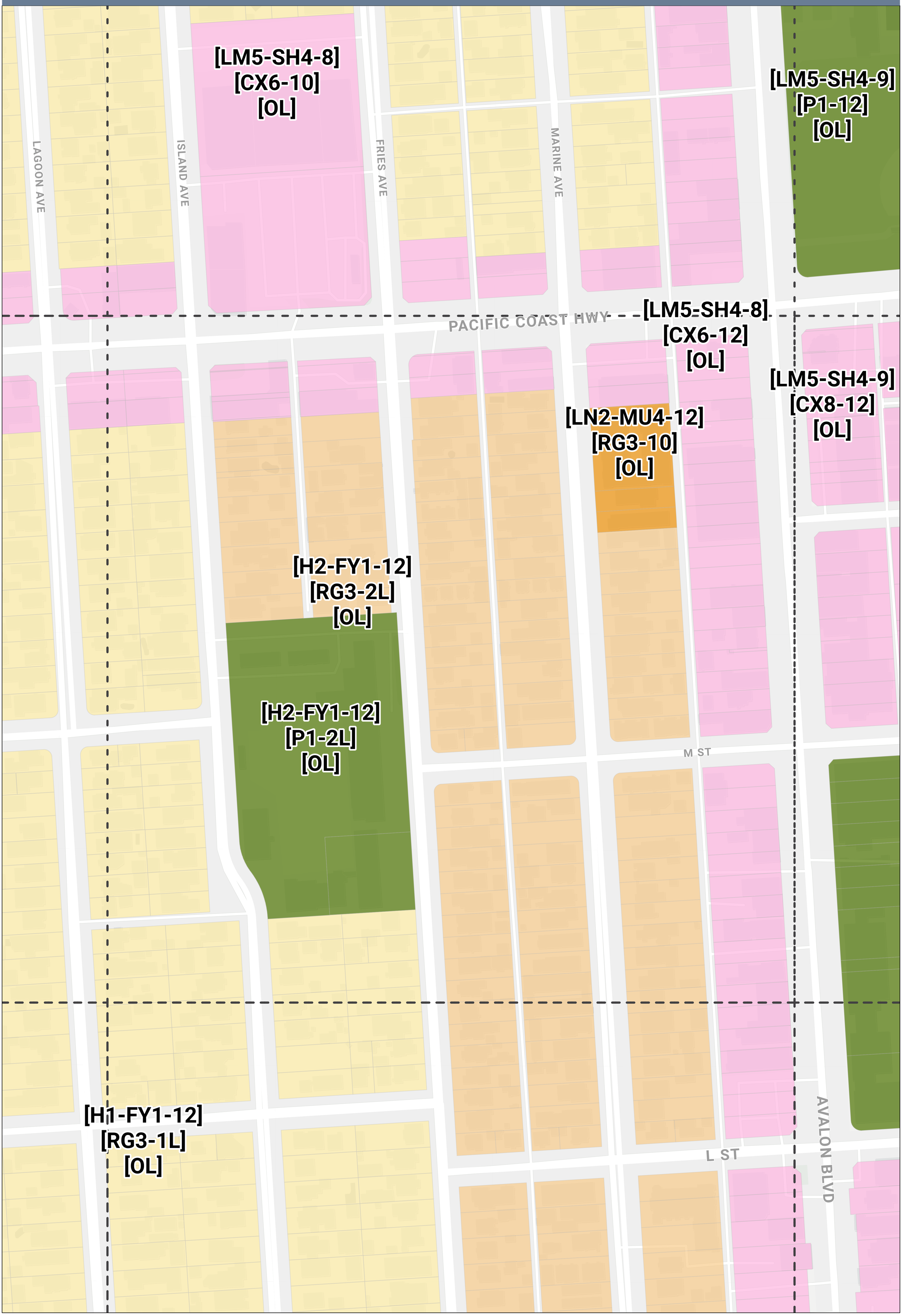
NEPTUNE AVE

L ST

[H1-FY1-12]
[RG3-1L]
[OL]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G11



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G12

[LM5-SH4-9]
[P1-12]
[OL]

[LM5-SH4-8]
[CX6-10]
[OL]

[LM5-SH4-9]
[CX8-12]
[OL]

[VF1-FX1-18]
[OS1-NONE]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

[H1-FY1-12]
[RG3-1L]
[HPOZ-OL]

[VN2-FY1-12]
[RG3-30]
[OL]

AVALON BLVD
PACIFIC COAST HWY
BROAD AVE
N ST
M ST
L ST
LAKME AVE
BANNING BLVD

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G13

[LM5-SH4-9]
[CX8-10]
[OL]

[LM5-SH4-8]
[CX6-10]
[OL]

[VF1-FX1-18]
[OS1-NONE]

[LB2-WS1-15]
[I5-NONE]

[VF1-FX1-18]
[OS1-NONE]
[OL]

[LB2-WS1-14]
[IX7-FA]
[OL]

[H2-FY1-12]
[RG3-2L]
[OL]

[H1-FY1-12]
[RG3-1L]
[HPOZ-OL]

[H1-FY1-12]
[RG3-1L]
[OL]

[VN2-FY1-12]
[P1-4L]
[OL]

PACIFIC COAST HWY
O ST
EUBANK AVE
M ST
BANNING BLVD
CARY AVE
L ST
YOUNG ST
EUBANK AVE
HYATT AVE

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G14

[VF1-FX1-18]
[OS1-NONE]

[LB2-WS1-15]
[I5-NONE]

[LB2-WS1-15]
[I5-NONE]
[OL]

[LB2-WS1-14]
[IX7-FA]
[OL]

[LB2-WS1-14]
[IX5-15]
[OL]

[LM5-SH4-9]
[CX8-12]
[OL]

[H2-FY1-12]
[RG3-2L]
[OL]

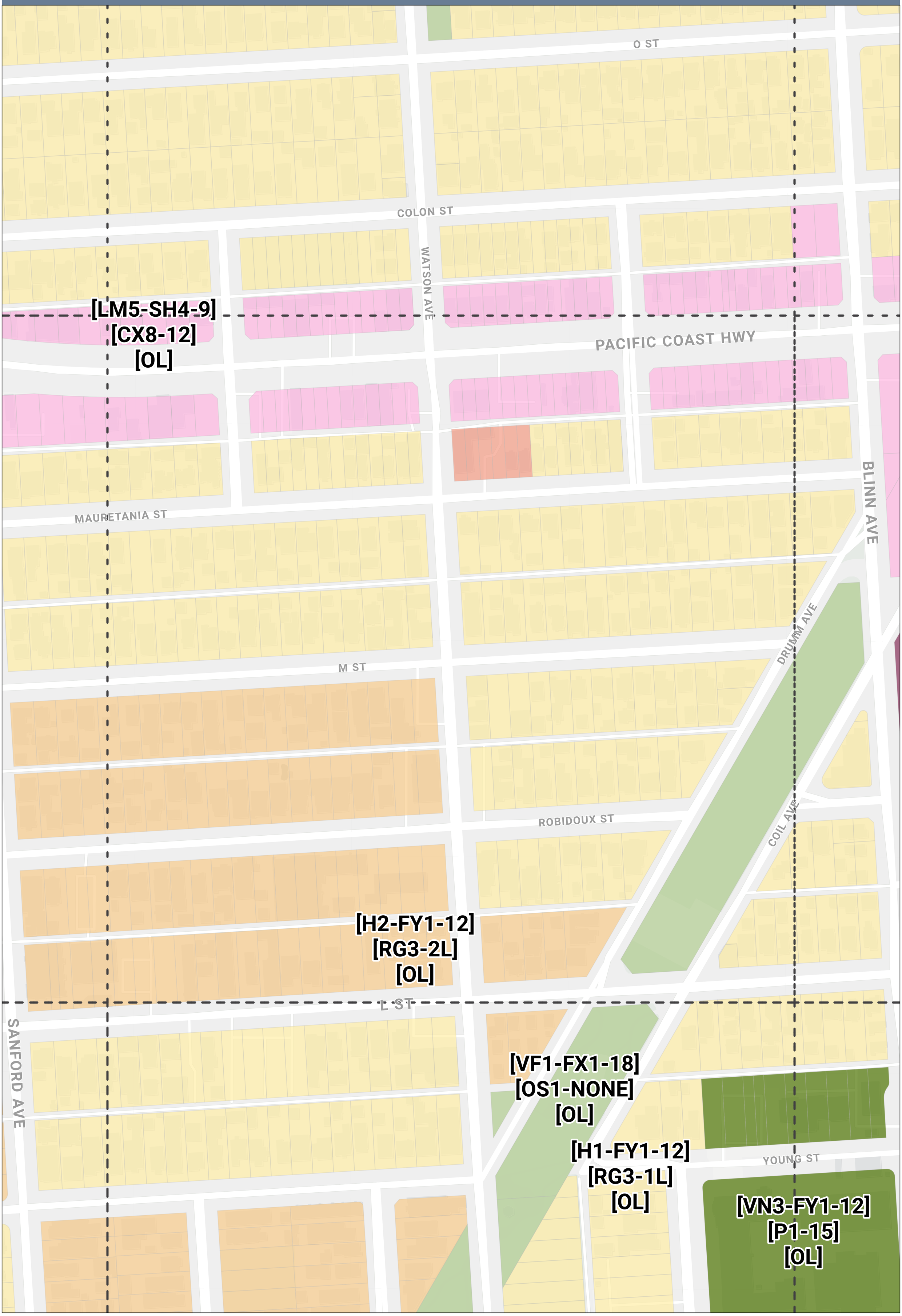
[VN3-FY1-12]
[RG3-20]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

O ST
COLON ST
SANFORD AVE
PACIFIC COAST HWY
HYATT AVE
L ST
YOUNG ST
MCFARLAND AVE

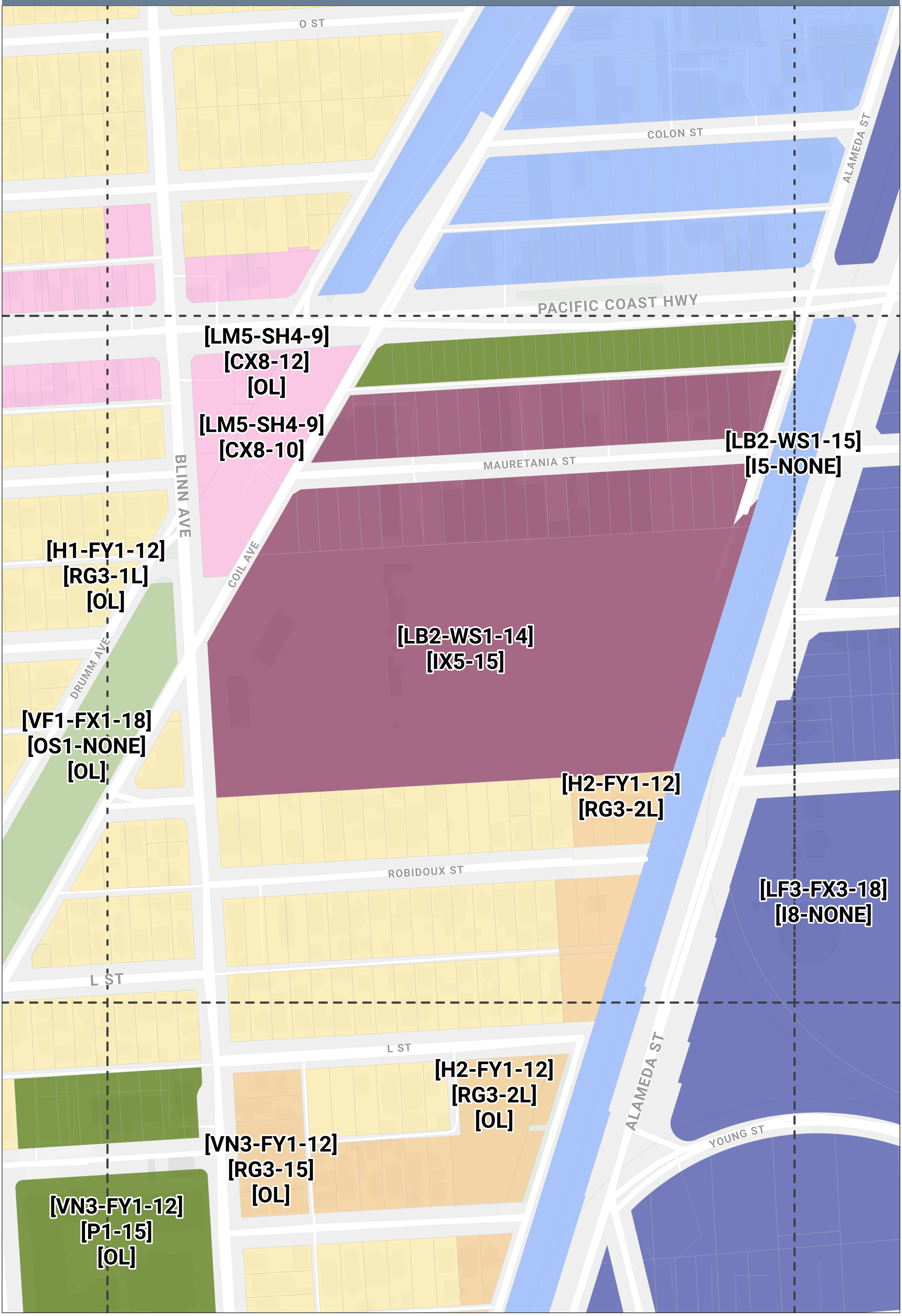
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G15



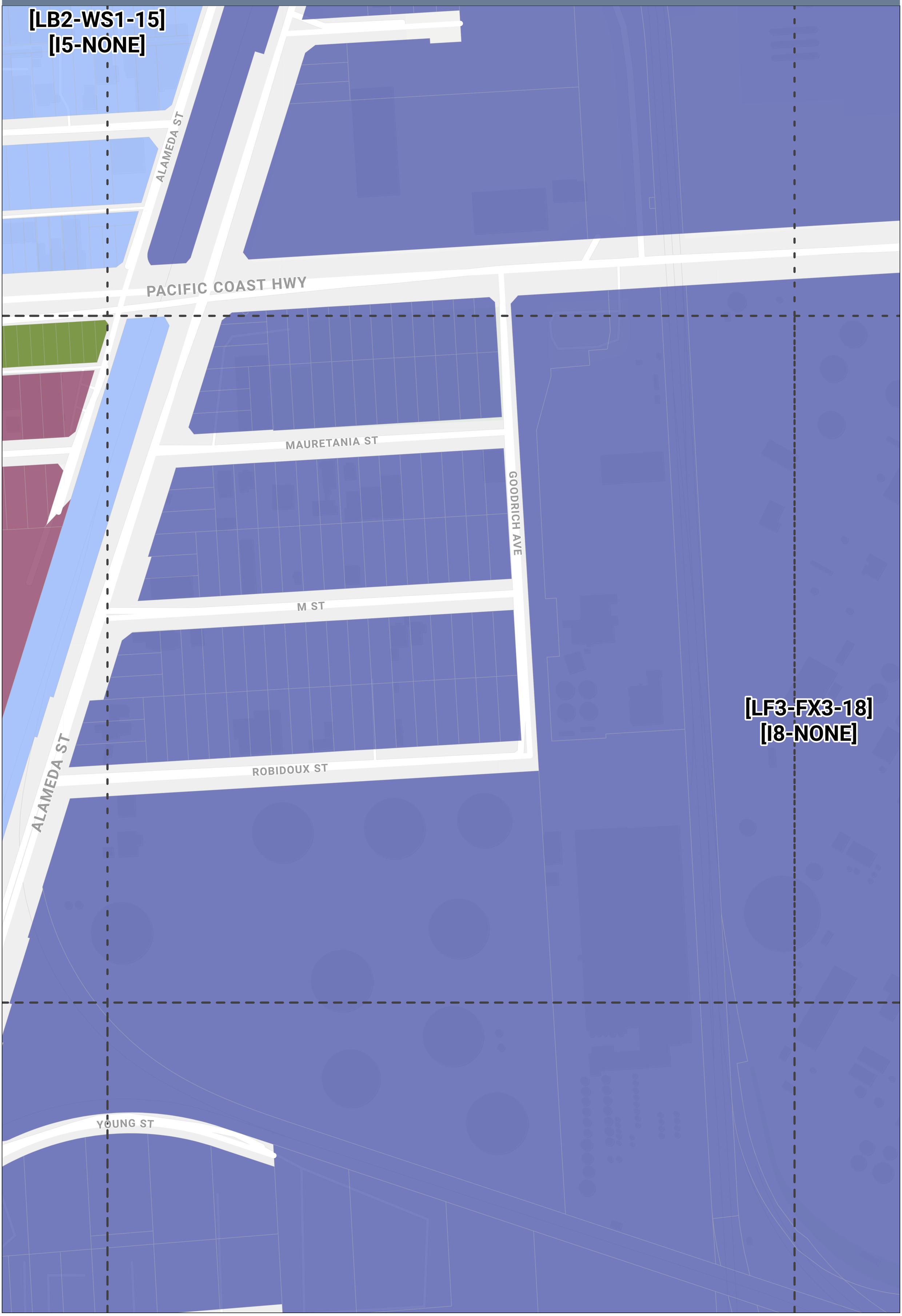
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G16



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G17



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G18

PACIFIC COAST HWY

[LF3-FX3-18]
[I8-NONE]

[VF1-FX1-18]
[OS1-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G19



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G2

255TH ST

[H2-FY1-12]
[RG3-2L]

256TH ST

257TH ST

[LN2-MU4-12]
[RG3-10]

PRESIDENT AVE

PACIFIC COAST HWY

[LM5-SH4-8]
[CX6-8]

259TH ST

SENATOR AVE

[LB2-WS1-14]
[IX5-10]

259TH PL

[LM5-SH4-9]
[CX8-12]

260TH ST

[VN3-FY1-12]
[RG3-15]

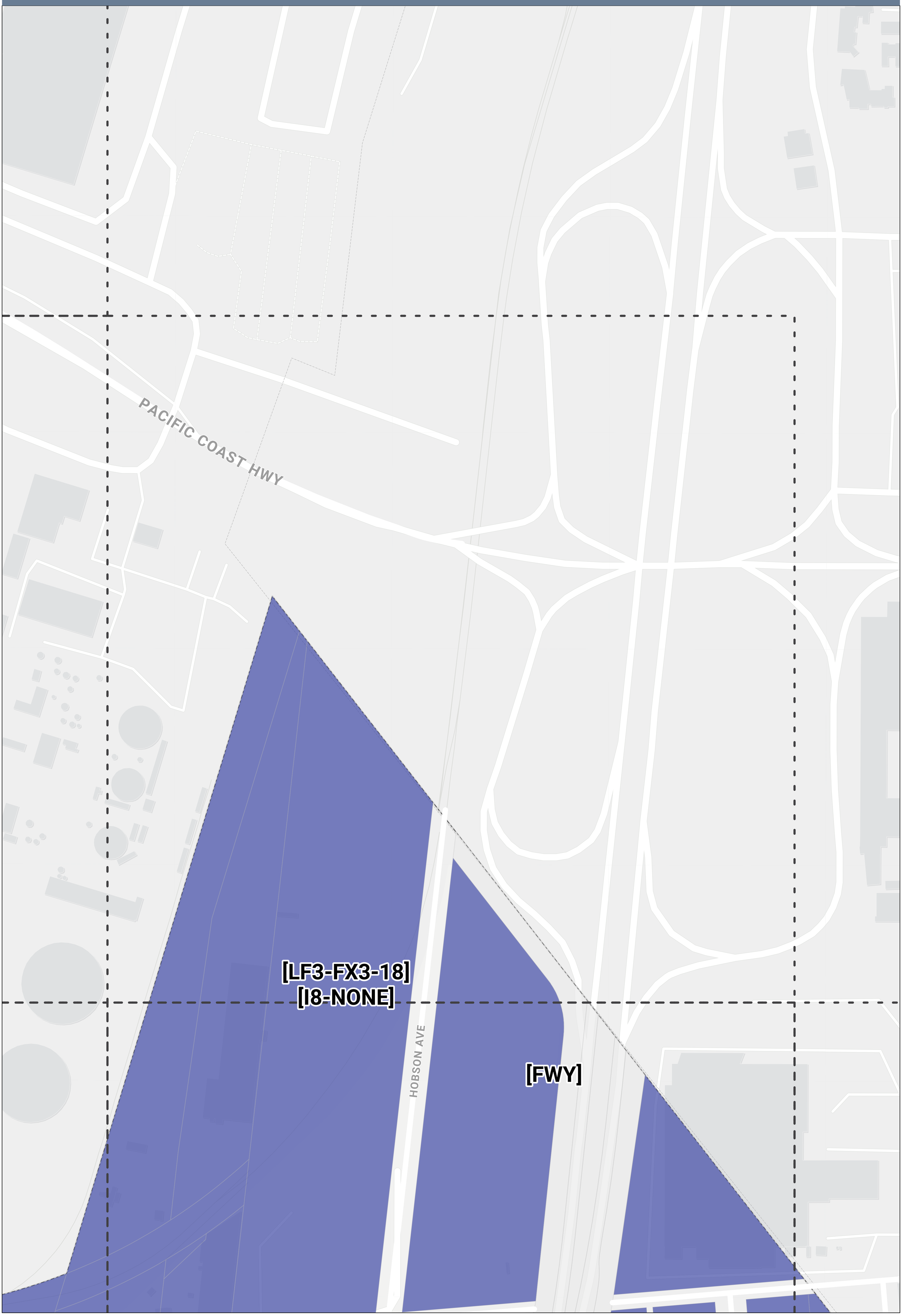
ANAHEIM ST

261ST ST

BELLE PORTE AVE

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G20



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G3

[VN3-FY1-12]
[RG3-20]

255TH ST

256TH ST

[H2-FY1-12]
[RG3-2L]

[LM5-SH4-8]
[CX6-12]

257TH ST

[LM5-SH4-8]
[CX6-10]

PACIFIC COAST HWY

[LM5-SH4-8]
[CX6-8]

SENATOR AVE

259TH ST

BELLE PORTE AVE

[LB2-WS1-14]
[IX5-10]

[VN3-FY1-12]
[RG3-15]

FRAMPTON AVE

STONEHAVEN DR

NORMANDIE AVE

260TH ST

[LN2-MU4-12]
[RG3-10]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G4

[VN3-FY1-12]
[RG3-15]

[H2-FY1-12]
[RG3-2L]

256TH ST

MARIGOLD AVE

HARBOR VILLAGE DR

[LN2-MU4-12]
[RG3-10]

[LM5-SH4-8]
[CX6-12]

257TH ST

PACIFIC COAST HWY

[LM5-SH4-8]
[CX10-8]

VERMONT AVE

[LM5-SH4-8]
[CX6-8]

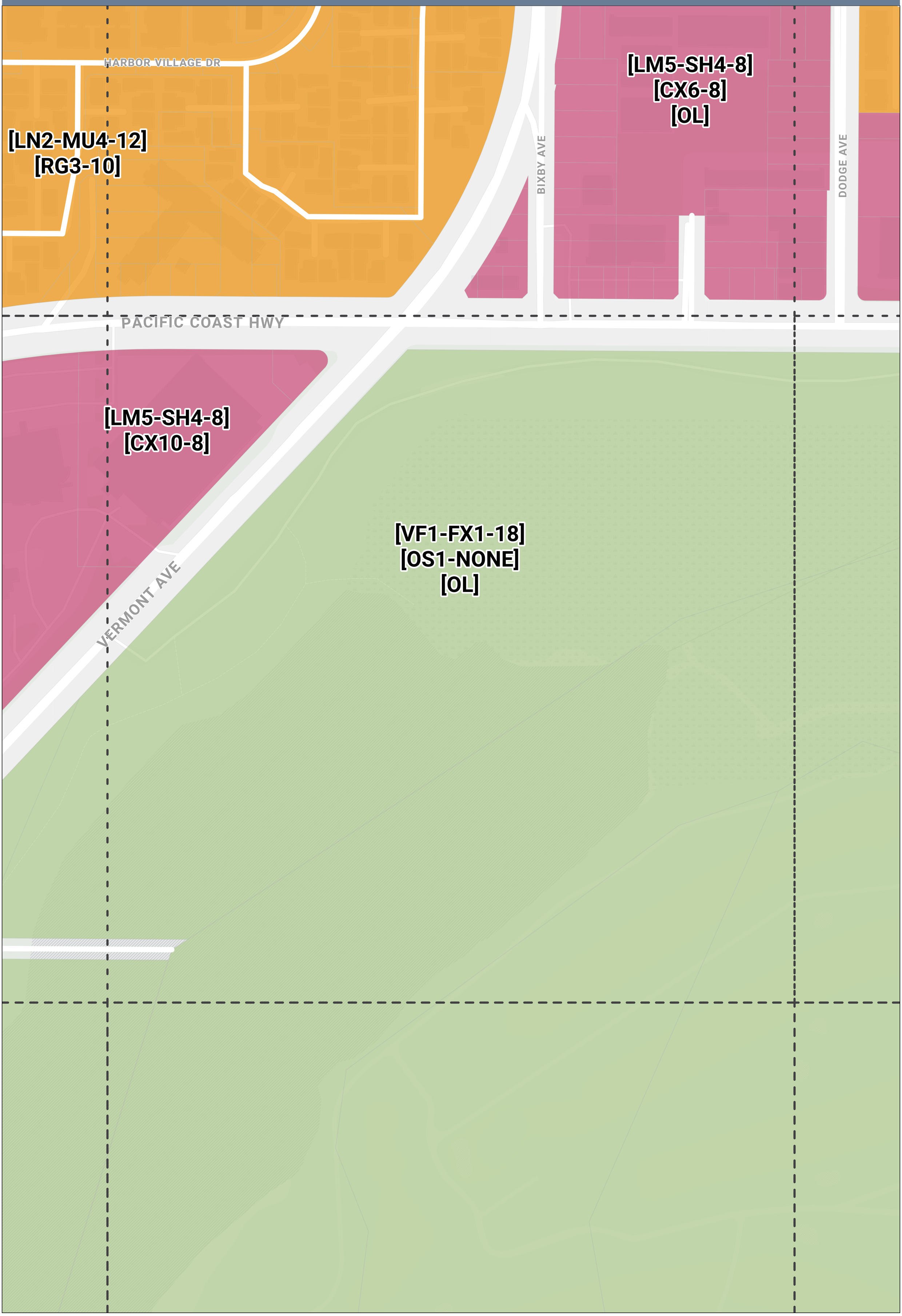
259TH ST

NORMANDIE AVE

[VF1-FX1-18]
[OS1-NONE]
[OL]

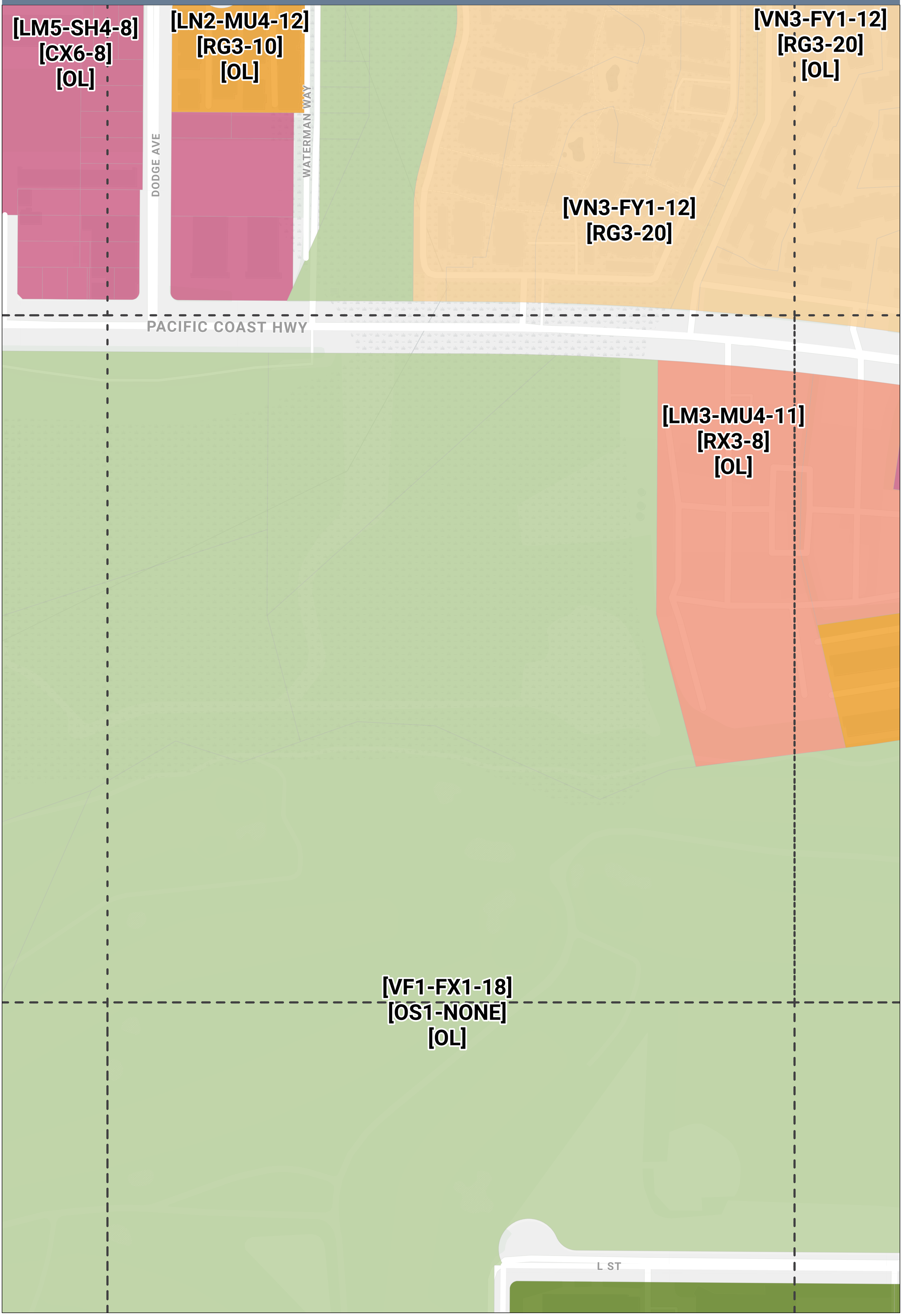
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G5



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G6



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G7

[LM5-SH4-9]
[CX8-12]
[OL]

[VN3-FY1-12]
[RG3-20]
[OL]

[LM5-SH4-8]
[CX6-8]
[OL]

PACIFIC COAST HWY

[LM5-SH4-9]
[CX8-8]
[OL]

[FWY]

FIGUEROA ST

FIGUEROA PL

[LM3-MU4-12]
[RG3-8]
[OL]

[LM3-MU4-11]
[RX3-8]
[OL]

[LB2-WS1-14]
[IX7-FA]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

[VF1-FX1-18]
[OS1-NONE]
[OL]

L ST

L ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G8

[H1-FY1-12]
[RG3-1L]
[OL]

SANDISON ST

FRIGATE AVE

CRUCES ST

[LM5-SH4-8]
[CX6-8]
[OL]

PACIFIC COAST HWY

[LM5-SH4-8]
[CX6-10]
[OL]

FIGUEROA ST

MAURETANIA ST

M ST

ROBIDOUX ST

PAPEETE ST

[FWY]

L ST

[H1-FY1-12]
[RG3-1L]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: G9

[H1-FY1-12]
[RG3-1L]
[OL]

[VN3-FY1-11]
[RX3-15]
[OL]

[LM5-SH4-8]
[CX6-10]
[OL]

[H1-FY1-12]
[RG3-1L]

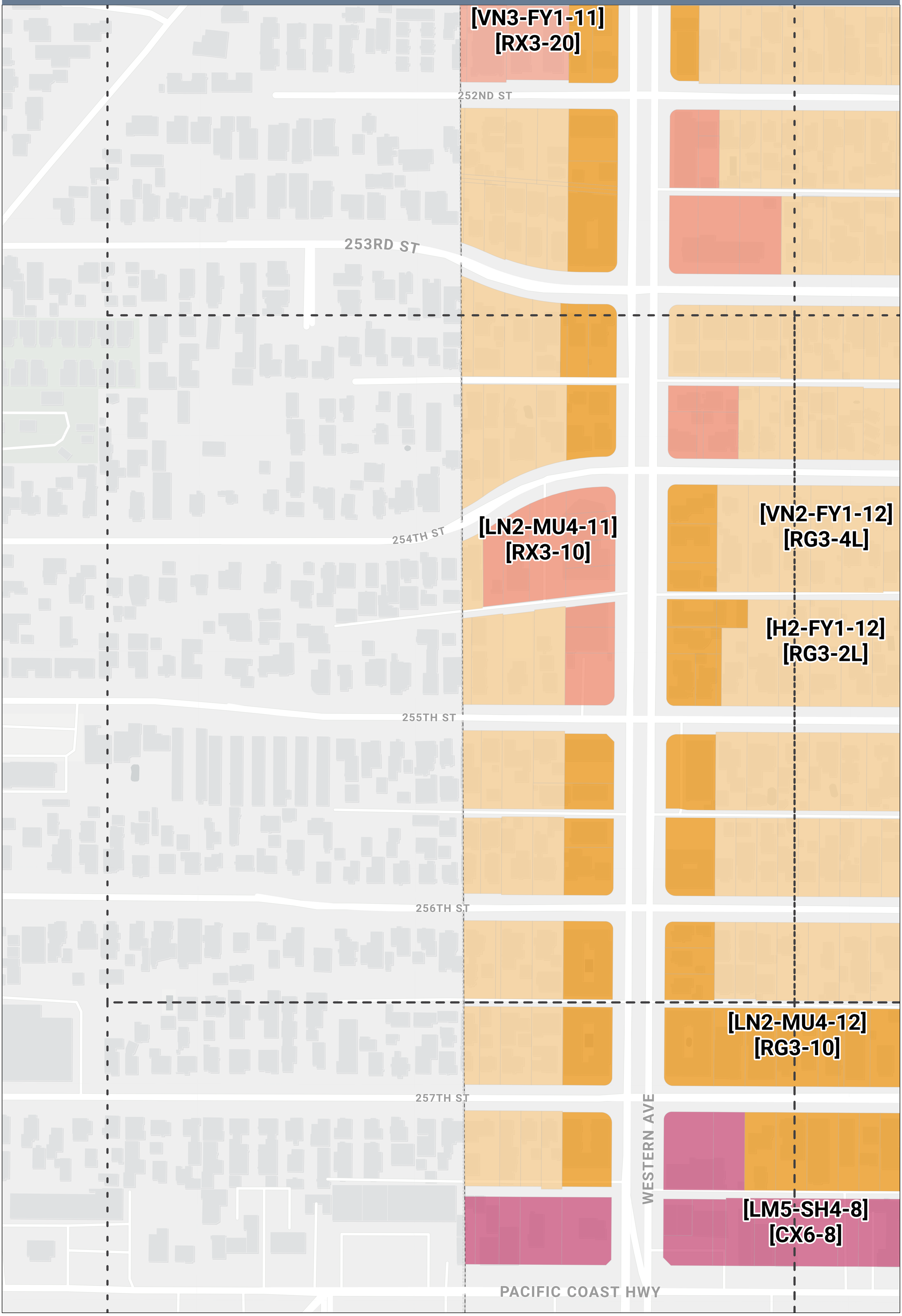
[VN3-FY1-12]
[RG3-20]
[OL]

[VN3-FY1-12]
[P1-20]
[OL]

SANDISON ST
CRUCES ST
PACIFIC COAST HWY
MAURETANIA ST
M ST
ROBIDOUX ST
PAPEETE ST
L ST
GULF AVE
RONAN AVE
WILMINGTON BLVD
MCDONALD AVE

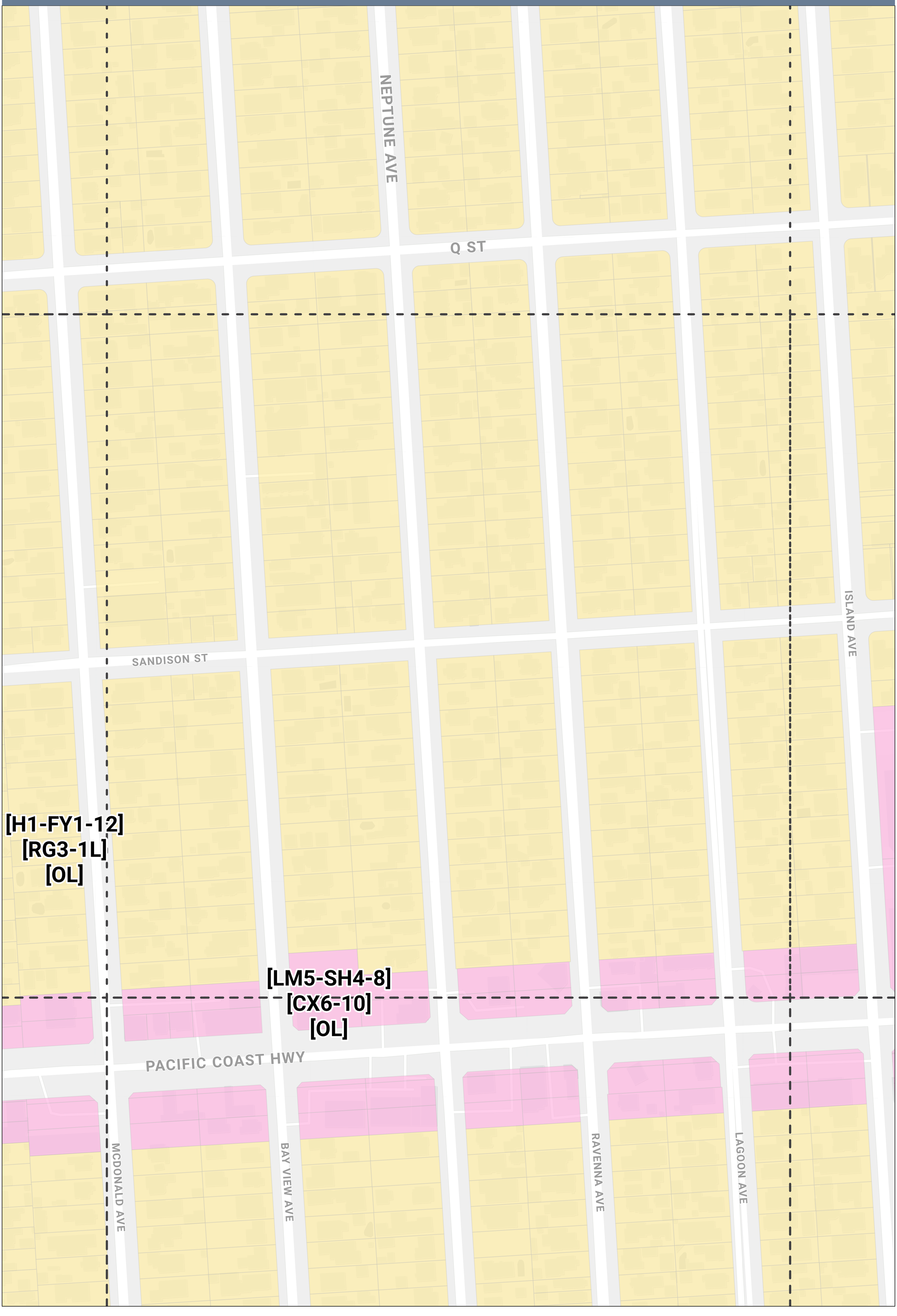
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H1



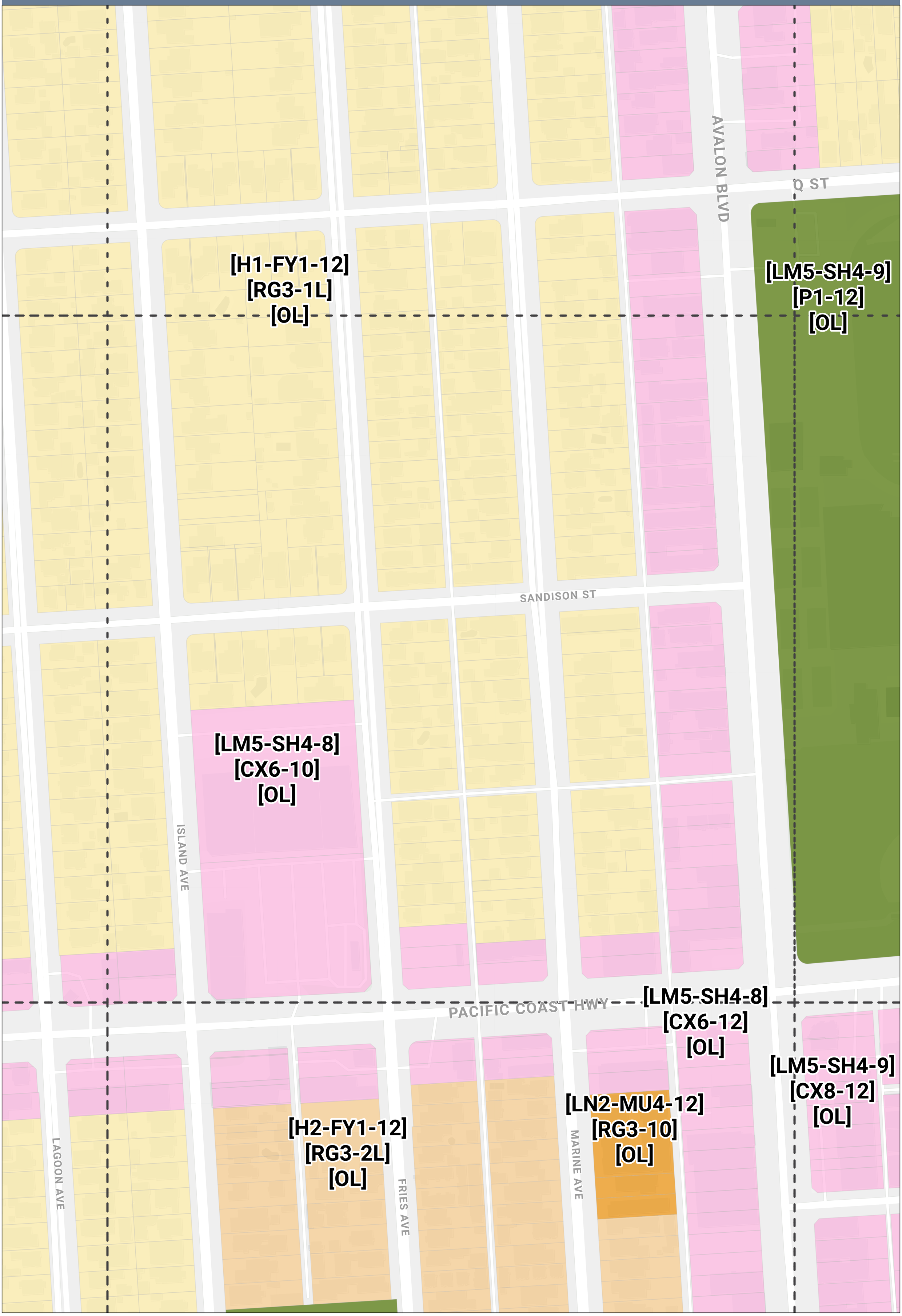
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H10



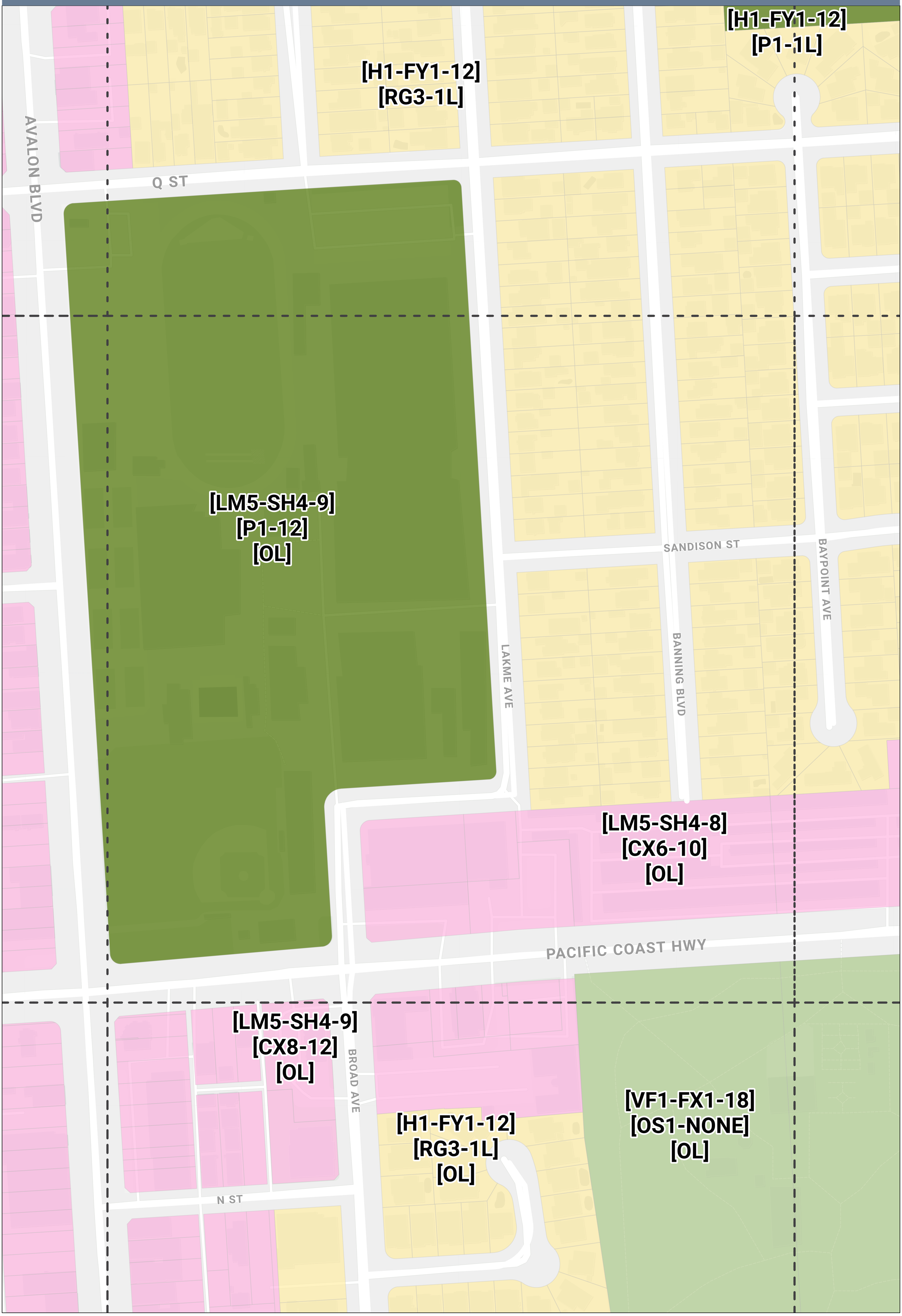
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H11



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H12



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H13

[H1-FY1-12]
[P1-1L]

[H1-FY1-12]
[RG3-1L]
[OL]

[LB2-WS1-15]
[I5-NONE]

[H1-FY1-12]
[RG3-1L]

[VF1-FX1-18]
[OS1-NONE]

[LM5-SH4-9]
[CX8-10]
[OL]

[LM5-SH4-8]
[CX6-10]
[OL]

[VF1-FX1-18]
[OS1-NONE]
[OL]

[LB2-WS1-14]
[IX7-FA]
[OL]

[H2-FY1-12]
[RG3-2L]
[OL]

Q ST
PROCTOR ST
DOLORES ST
SANDISON ST
O ST
PACIFIC COAST HWY
BAYPOINT AVE
EUBANK AVE
HYATT AVE

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H14

[LF3-FX3-18]
[I8-NONE]

[LB2-WS1-15]
[I5-NONE]

SANDISON ST

[VF1-FX1-18]
[OS1-NONE]

[LB2-WS1-15]
[I5-NONE]
[OL]

[LB2-WS1-14]
[IX7-FA]
[OL]

CRUCES ST

[H1-FY1-12]
[RG3-1L]
[OL]

O ST

SANFORD AVE

COLON ST

PACIFIC COAST HWY

HYATT AVE

[H2-FY1-12]
[RG3-2L]
[OL]

[LB2-WS1-14]
[IX5-15]
[OL]

[LM5-SH4-9]
[CX8-12]
[OL]

SANFORD AVE

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H15

[LF3-FX3-18]
[I8-NONE]

[LB2-WS1-14]
[IX7-FA]

[VF2-FX1-4]
[OS1-NONE]
[OL]

[LM5-SH4-9]
[CX8-12]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

BLINN AVE
SANDISON ST
CRUCES ST
O ST
COLON ST
PACIFIC COAST HWY
WATSON AVE
MAURETANIA ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H16

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H17

[LB2-WS1-14]
[IX7-FA]

[LB2-WS1-15]
[I5-NONE]

[LF3-FX3-18]
[I8-NONE]

DRUMM AVE

ALAMEDA ST

ALAMEDA ST

PACIFIC COAST HWY

MAURETANIA ST

GOODRICH AVE

M ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H18

[LF3-FX3-18]
[I8-NONE]

PACIFIC COAST HWY

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H19

[LF3-FX3-18]
[I8-NONE]

PACIFIC COAST HWY

[VF1-FX1-18]
[OS1-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H2

252ND ST

[LN2-MU4-11]
[RX3-10]

253RD ST

254TH ST

[VN2-FY1-12]
[RG3-4L]

[VN2-FY1-12]
[P1-30]

[VN3-FY1-12]
[RG3-15]

[H2-FY1-12]
[RG3-2L]

255TH ST

256TH ST

257TH ST

PRESIDENT AVE

SENATOR AVE

[LN2-MU4-12]
[RG3-10]

[LM5-SH4-8]
[CX6-8]

PACIFIC COAST HWY

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H3

[H2-FY1-12]
[RG3-2L]

[LM5-SH4-8]
[CX6-10]

[LB2-WS1-14]
[IX5-10]

[VN3-FY1-12]
[RG3-15]

[VN3-FY1-12]
[RG3-20]

[LM5-SH4-8]
[CX6-12]

[LN2-MU4-12]
[RG3-10]

[LM5-SH4-8]
[CX6-8]

252ND ST
253RD ST
254TH ST
255TH ST
256TH ST
257TH ST
PACIFIC COAST HWY
SENATOR AVE
BELLE PORTE AVE
FRAMPTON AVE
NORMANDIE AVE

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H4

[VN3-FY1-12]
[RG3-12]

[VN3-FY1-12]
[RG3-15]

252ND ST

PETROLEUM AVE

[VN3-FY1-12]
[P1-10]

[VN2-FY1-12]
[RG3-3L]

253RD ST

[H1-FY1-12]
[RG3-1L]

254TH ST

HARBOR HEIGHTS DR

255TH ST

HARBOR VILLAGE PL

HARBOR VILLAGE DR

[H2-FY1-12]
[RG3-2L]

MARIGOLD AVE

256TH ST

[LM5-SH4-8]
[CX6-12]

[LN2-MU4-12]
[RG3-10]

257TH ST

PACIFIC COAST HWY

[LM5-SH4-8]
[CX6-8]

NORMANDIE AVE

[LM5-SH4-8]
[CX10-8]

VERMONT AVE

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H5

[VN3-FY1-12]
[P1-10]

[LB2-WS1-14]
[IX7-FA]

[LB2-WS1-14]
[IX5-10]
[OL]

[LN2-MU4-12]
[RG3-10]

[LN2-MU4-12]
[RG3-10]
[OL]

[VN3-FY1-12]
[RG3-15]
[OL]

[LM3-MU4-12]
[RG3-8]
[OL]

[LM5-SH4-8]
[CX6-8]
[OL]

[LM5-SH4-8]
[CX10-8]

[VF1-FX1-18]
[OS1-NONE]
[OL]

PETROLEUM AVE
BROADWELL AVE
DOBLE AVE
DODGE AVE
253RD ST
HARBOR HEIGHTS DR
BAYSIDE PL
255TH ST
HARBOR VILLAGE DR
MCCOY AVE
BIXBY AVE
PACIFIC COAST HWY
VERMONT AVE

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H6

[LB2-WS1-14]
[IX5-10]
[OL]

[LM5-SH4-9]
[P1-12]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

[FWY]

[LM3-MU4-12]
[RG3-8]
[OL]

[VN3-FY1-12]
[RG3-20]

[VN3-FY1-12]
[RG3-20]
[OL]

[LM5-SH4-8]
[CX6-8]
[OL]

[LN2-MU4-12]
[RG3-10]
[OL]

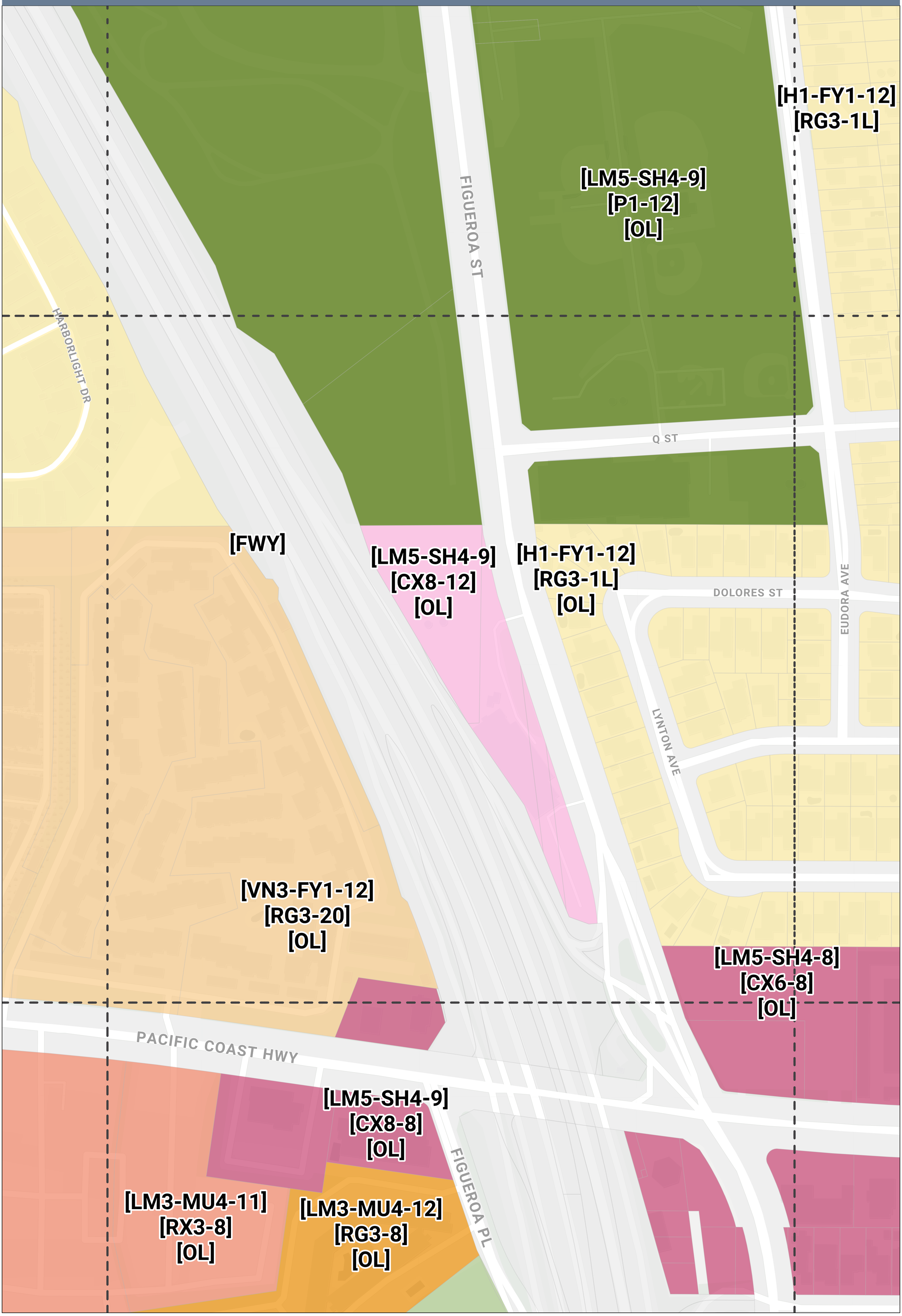
[LM3-MU4-11]
[RX3-8]
[OL]

[VF1-FX1-18]
[OS1-NONE]
[OL]

DODGE AVE
253RD ST
ROCKY POINT ROAD
HARBORLIGHT DR
PALM BREEZE LANE
LIGHTHOUSE DR
MCCOY AVE
255TH ST
WATERMAN WAY
PACIFIC COAST HWY

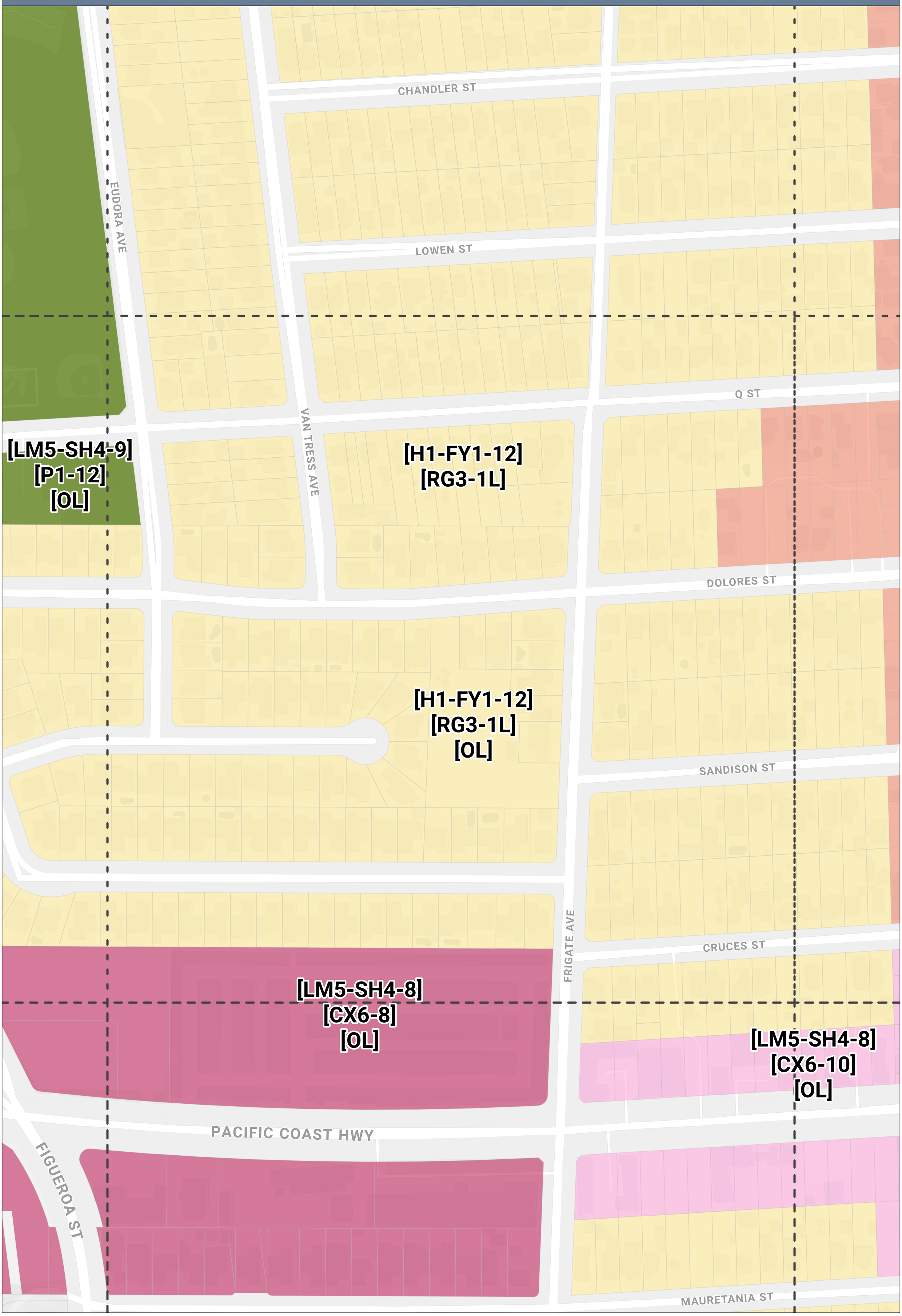
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H7



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H8



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: H9

CHANDLER ST
LOWEN ST
Q ST
DOLORES ST
WILMINGTON BLVD
SANDISON ST
GULF AVE
RONAN AVE
Q ST
CRUCES ST
PACIFIC COAST HWY
MAURETANIA ST
MCDONALD AVE

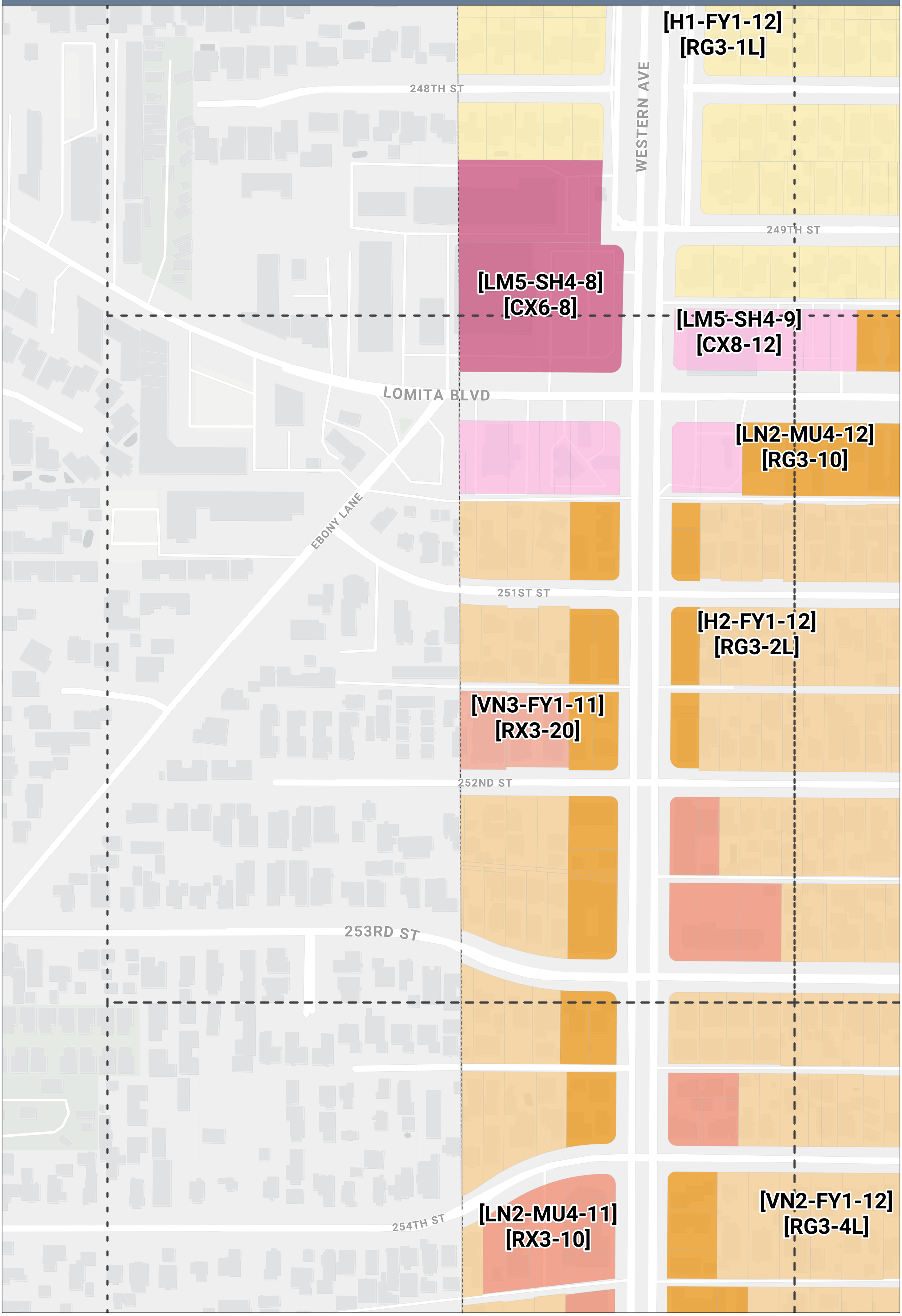
[VN3-FY1-11]
[RX3-15]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

[LM5-SH4-8]
[CX6-10]
[OL]

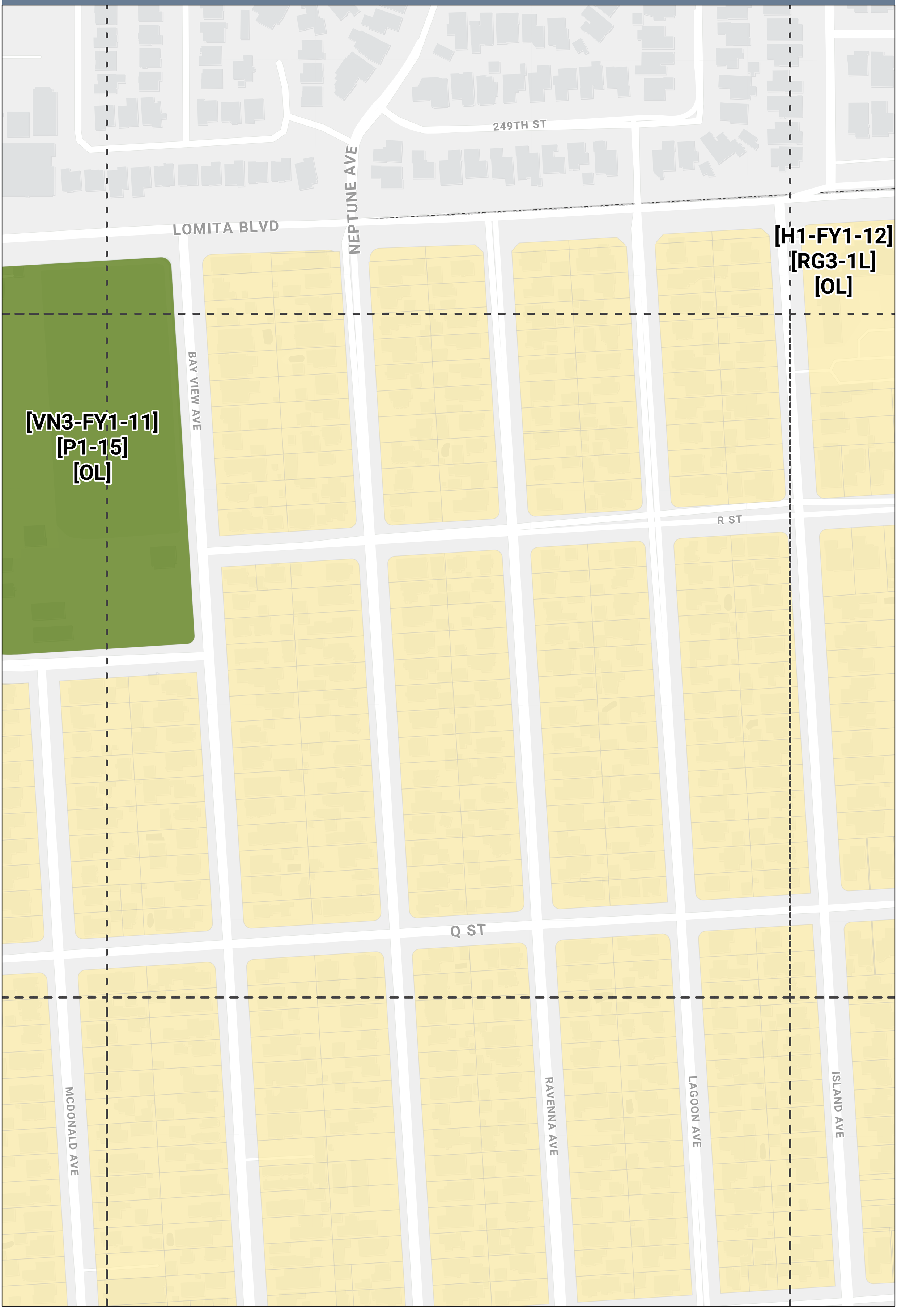
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I1



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I10



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I11

[LM5-SH4-9]
[CX8-12]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

[LM5-SH4-9]
[P1-12]
[OL]

LOMITA BLVD
R ST
Q ST
LAGOON AVE
ISLAND AVE
FRIES AVE
MARINE AVE
AVALON BLVD
SANDISON ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I12

[LM5-SH4-9]
[CX8-12]
[OL]

[H1-FY1-12]
[P1-1L]
[OL]

LOMITA BLVD

DON ST

BROAD AVE

[H1-FY1-12]
[P1-1L]

R ST

[H1-FY1-12]
[RG3-1L]

[H1-FY1-12]
[RG3-1L]
[OL]

CHANDLER ST

Q ST

[LM5-SH4-9]
[P1-12]
[OL]

AVALON BLVD

LAKME AVE

BANNING BLVD

BAYPOINT AVE

SANDISON ST

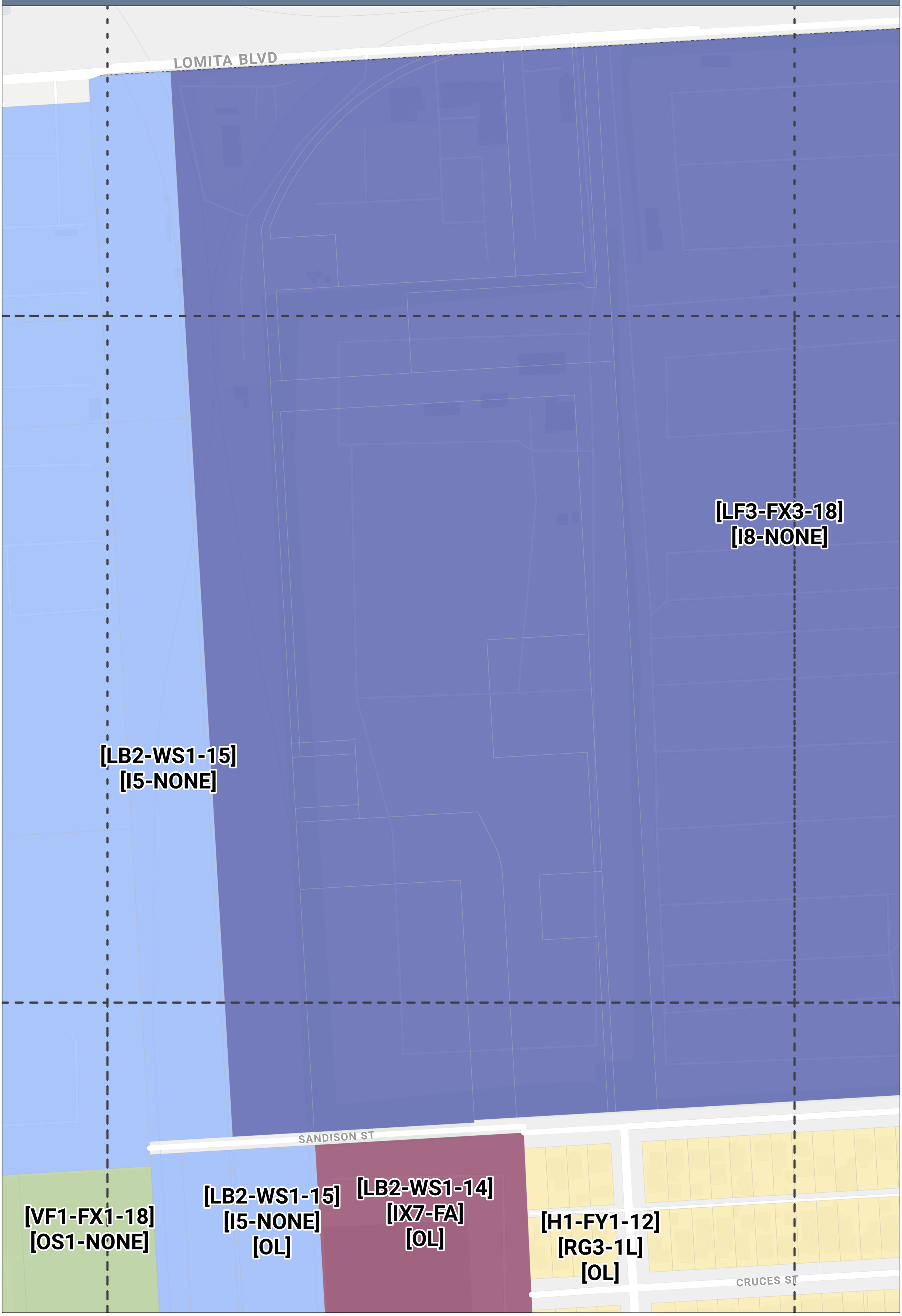
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I13



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I14



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I15

LOMITA BLVD

BLINN AVE

[LF3-FX3-18]
[I8-NONE]

[LB2-WS1-14]
[IX7-FA]

[H1-FY1-12]
[RG3-1L]
[OL]

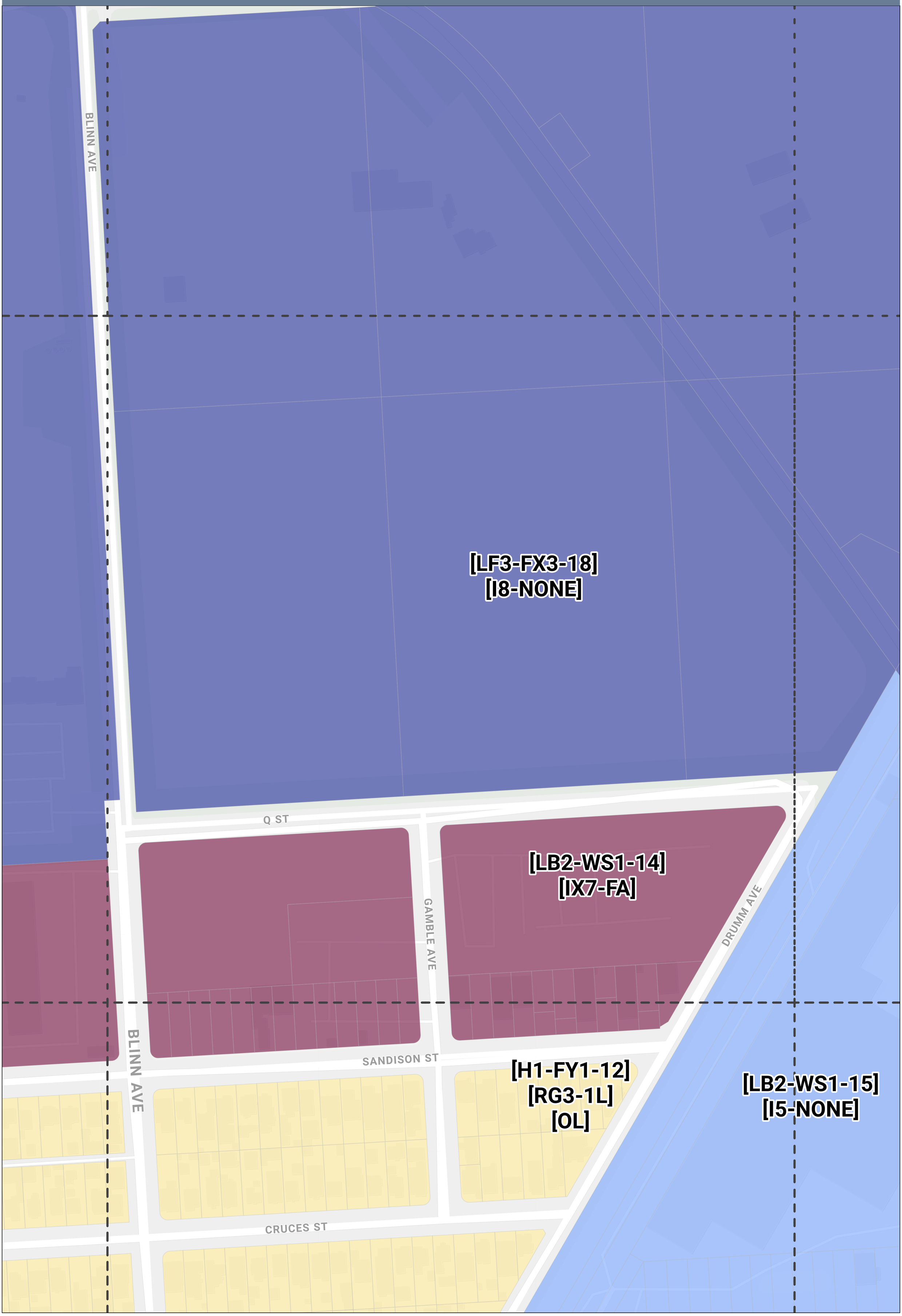
SANDISON ST

CRUCES ST

BLINN AVE

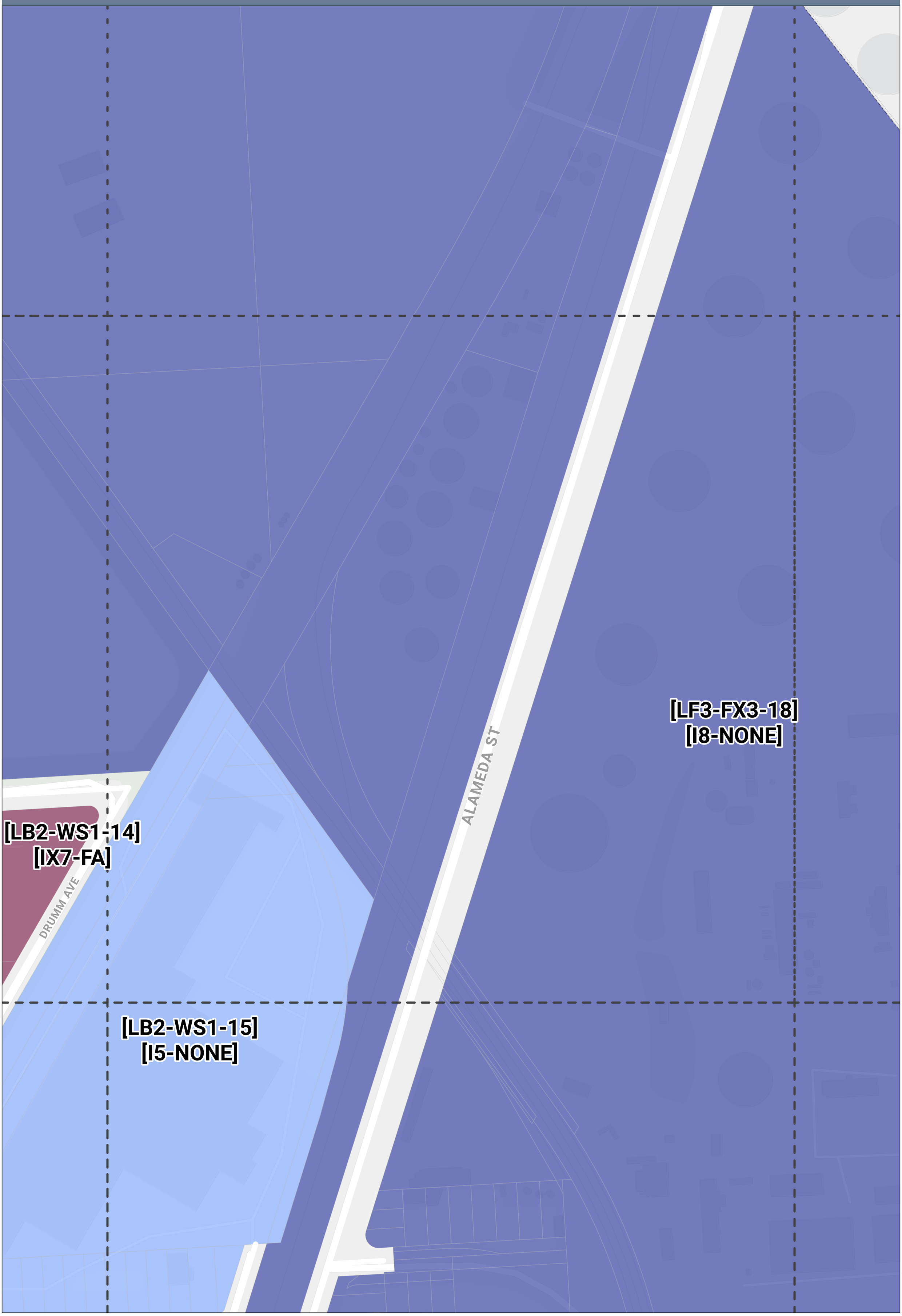
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I16



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I17

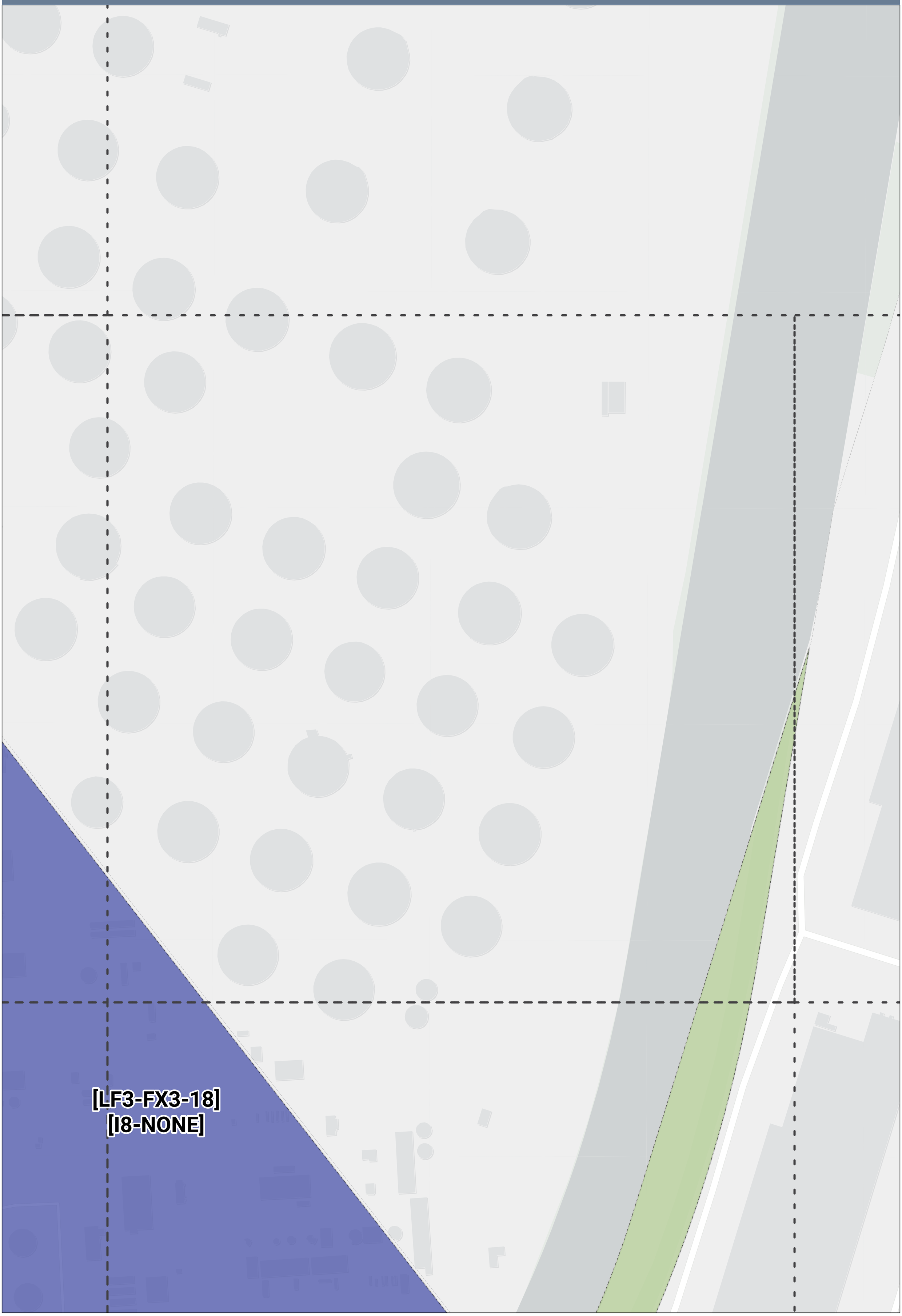


DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I18

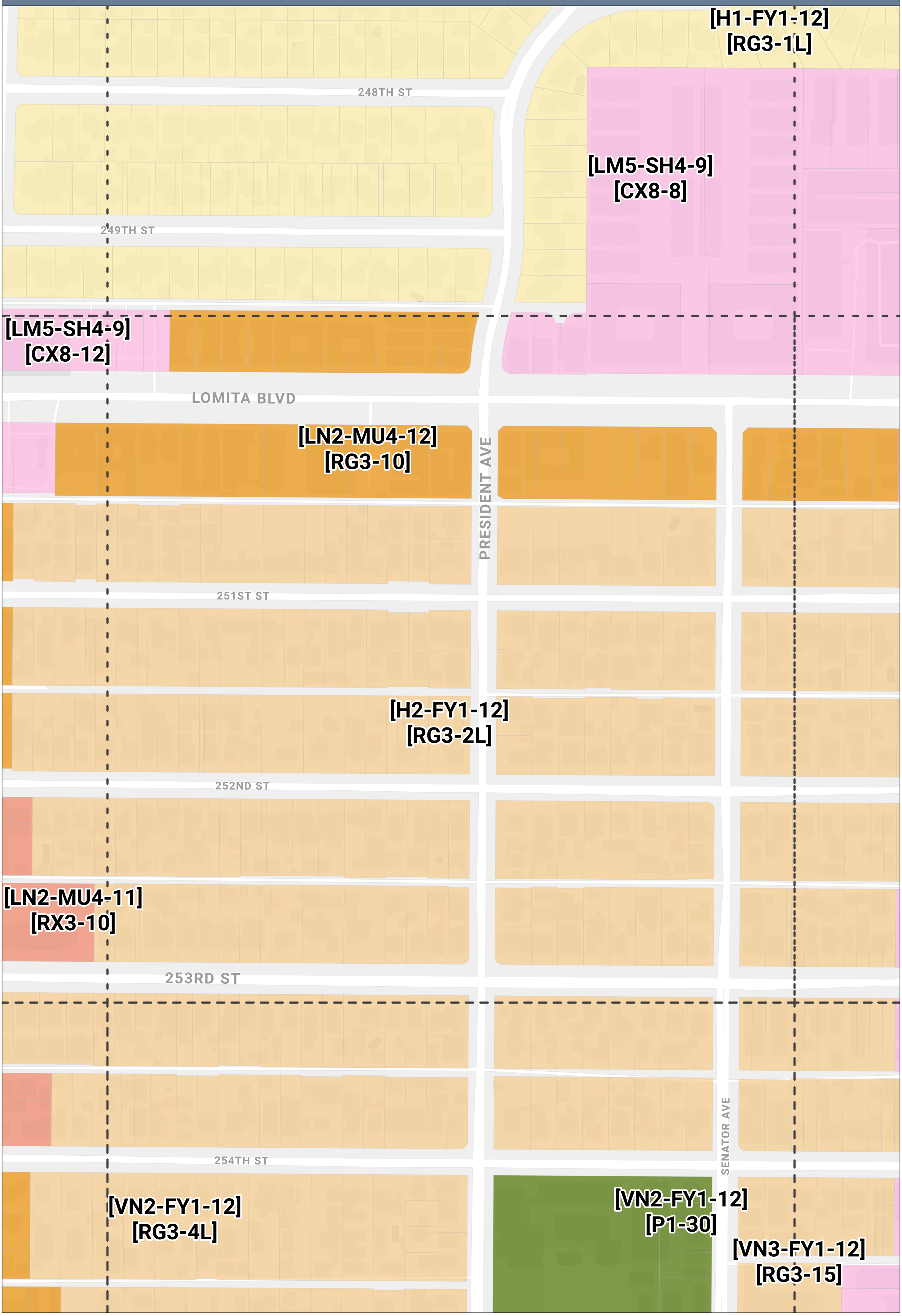
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I19



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I2



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I20

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I3

[H1-FY1-12]
[RG3-1L]

[VF1-FX1-18]
[OS1-NONE]

LEONARDO AVE

[LM5-SH4-9]
[CX8-8]

ARMAND AVE

FRAMPTON AVE

LOMITA BLVD

[LN2-MU4-12]
[RG3-10]

[LM5-SH4-9]
[CX8-10]

251ST ST

[VN3-FY1-12]
[RG3-15]

252ND ST

[H2-FY1-12]
[RG3-2L]

[LM5-SH4-8]
[CX6-10]

[LB2-WS1-14]
[IX5-10]

253RD ST

BELLE PORTE AVE

SENATOR AVE

254TH ST

NORMANDIE AVE

[VN3-FY1-12]
[RG3-20]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

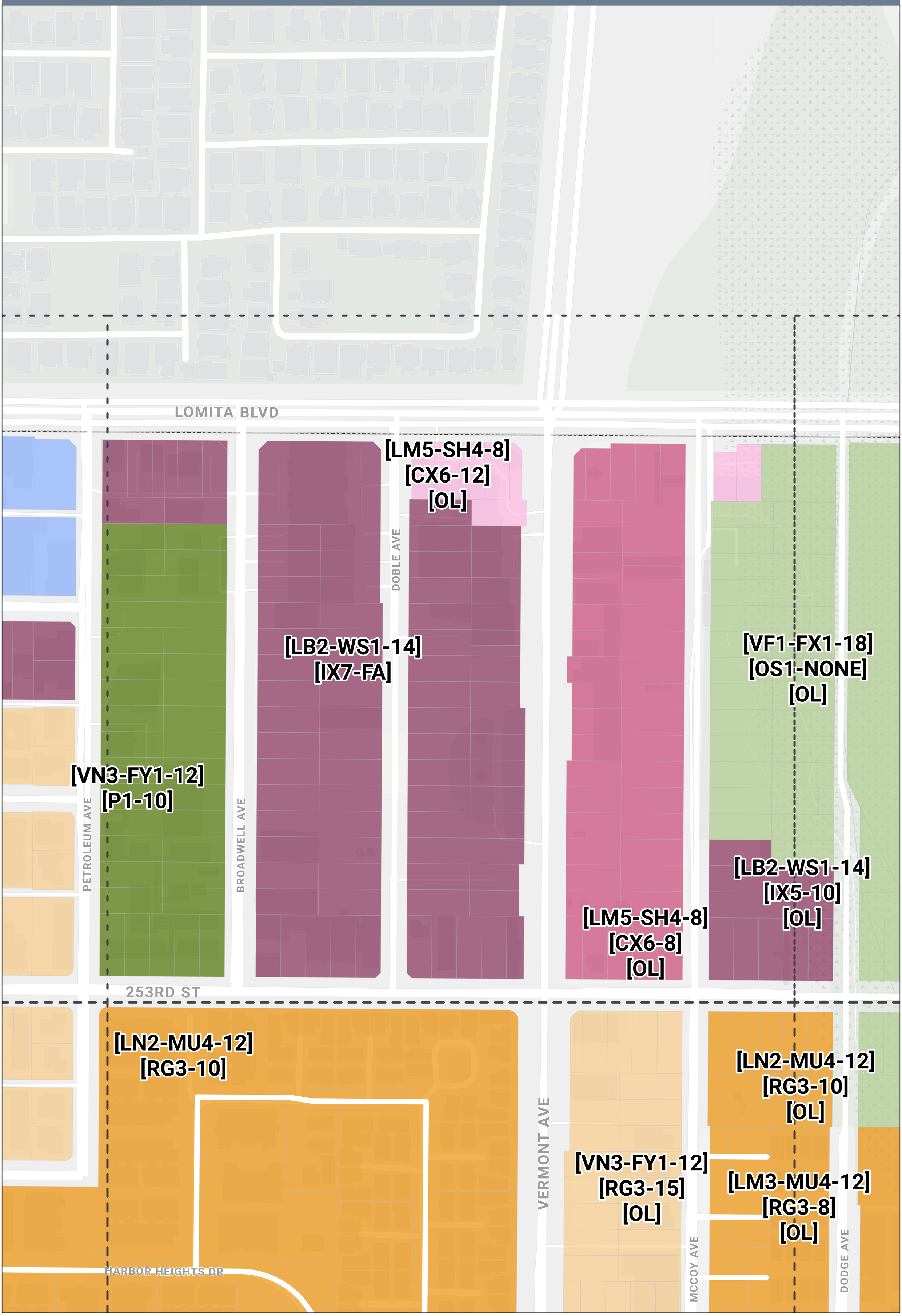
Grid: I4

NORMANDIE AVE
WHALER WAY
LOMITA BLVD
MARIGOLD AVE
251ST ST
PETROLEUM AVE
252ND ST
253RD ST
254TH ST
HARBOR HEIGHTS DR

[LM5-SH4-8]
[CX6-10]
[LM5-SH4-9]
[CX8-10]
[LB2-WS1-14]
[IX7-FA]
[LB2-WS1-15]
[I5-NONE]
[VN3-FY1-12]
[P1-10]
[VN3-FY1-12]
[RG3-12]
[VN3-FY1-12]
[RG3-15]
[VN2-FY1-12]
[RG3-3L]
[H1-FY1-12]
[RG3-1L]
[LN2-MU4-12]
[RG3-10]

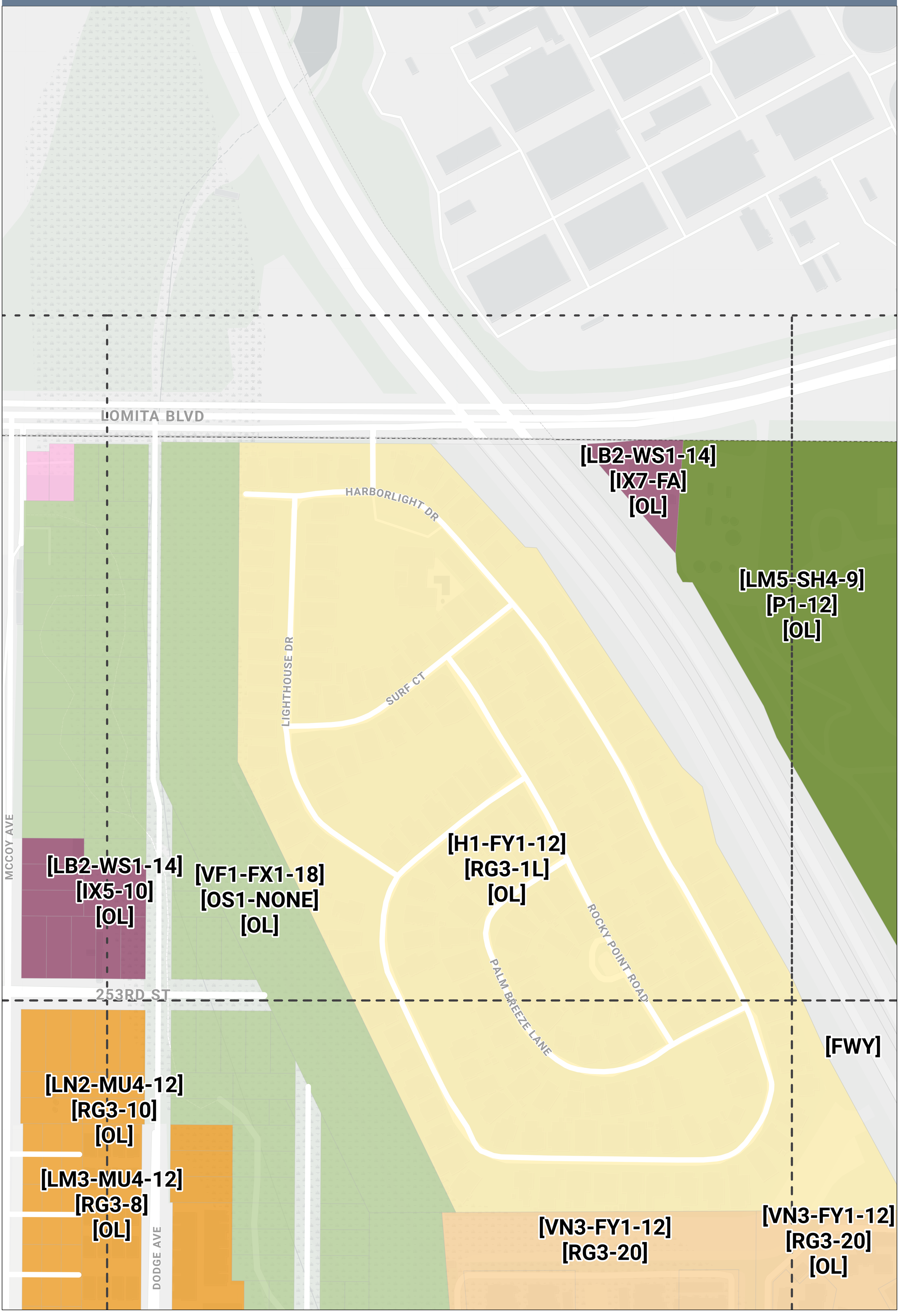
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I5



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I6



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I7

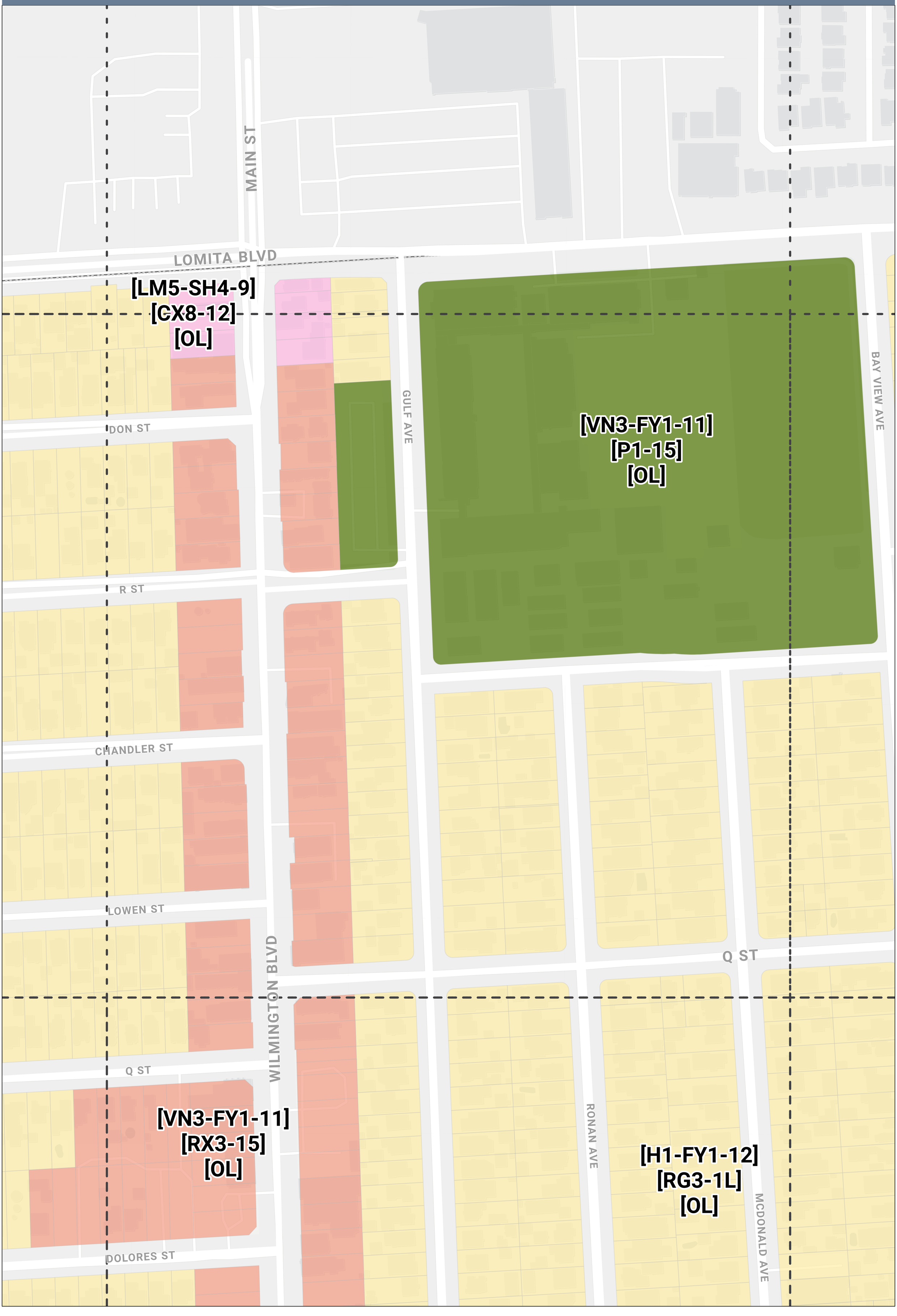


DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I8

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: I9



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: J1

244TH ST
245TH ST
246TH ST
247TH ST
247TH PL
248TH ST
249TH ST
251ST ST
WESTERN AVE
WESTERN AVE
LOMITA BLVD
EBONY LANE

[LN2-MU4-12]
[P1-10]
[OL]

[H1-FY1-12]
[RG3-1L]

[LM5-SH4-8]
[CX6-8]

[LM5-SH4-9]
[CX8-12]

[LN2-MU4-12]
[RG3-10]

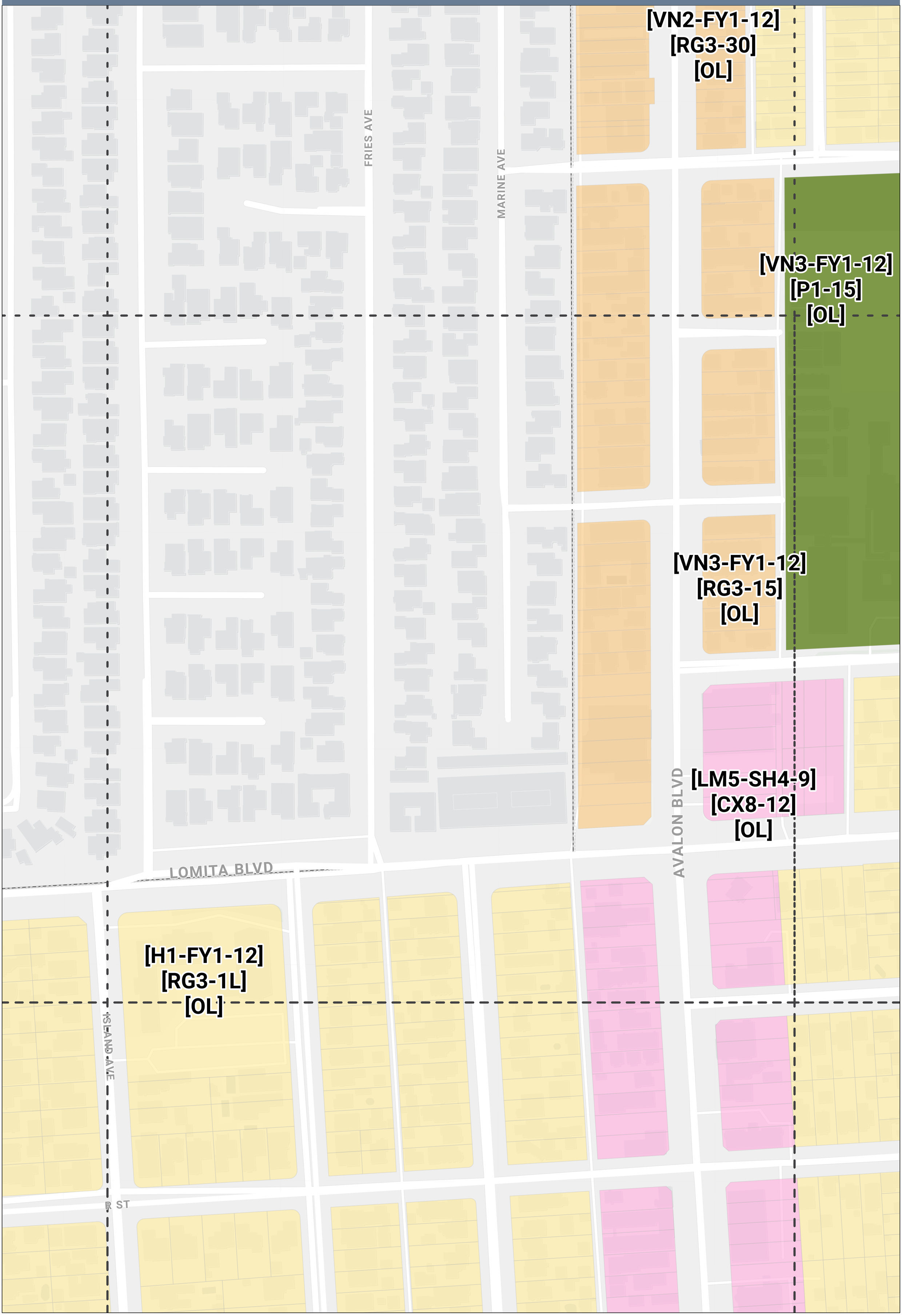
[H2-FY1-12]
[RG3-2L]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: J10

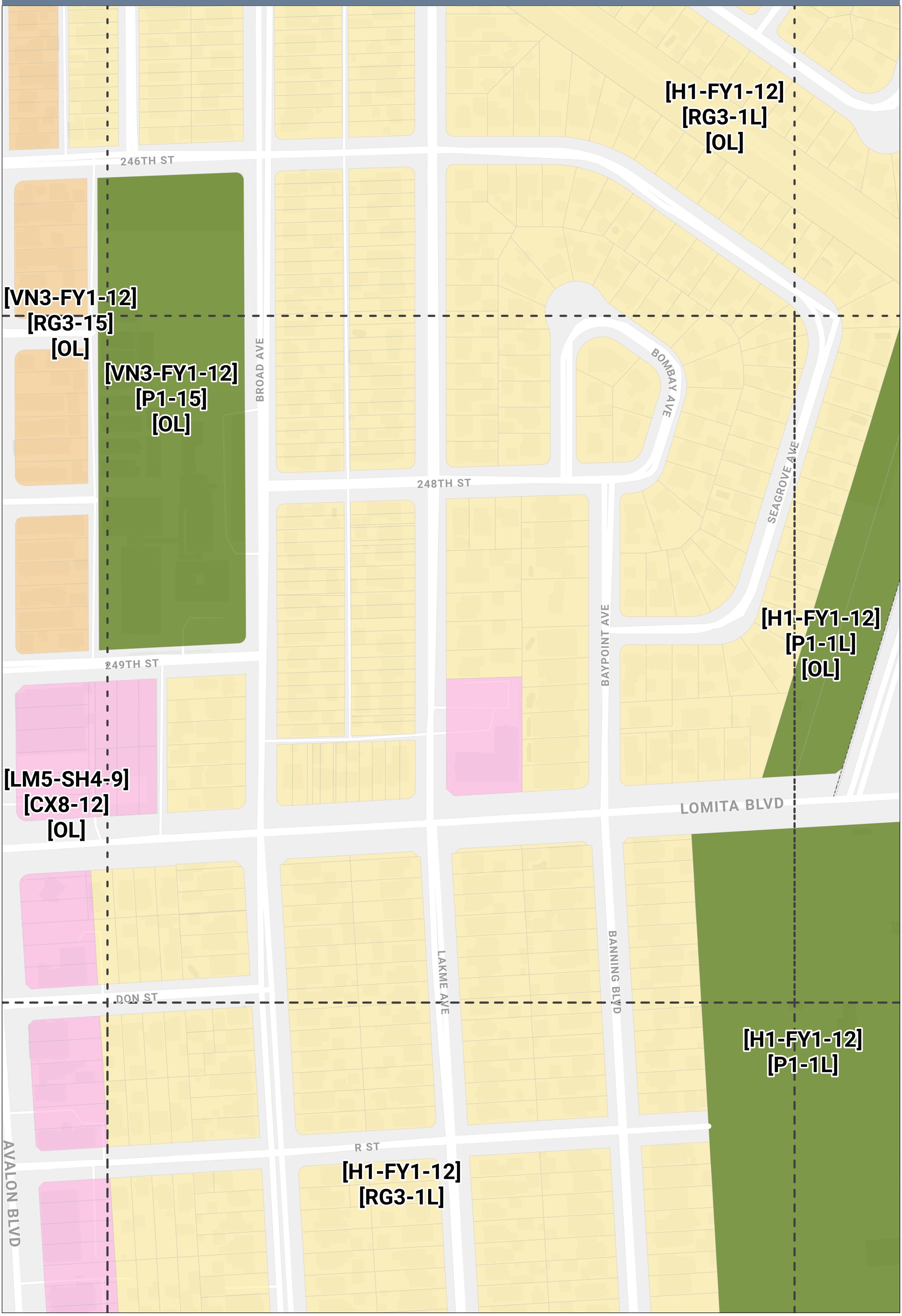
DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: J11



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: J12



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: J13

[H1-FY1-12]
[P1-1L]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

SEAGROVE AVE

WILMINGTON AVE

LOMITA BLVD

[LB2-WS1-15]
[I5-NONE]

[H1-FY1-12]
[P1-1L]

EUBANK AVE

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: J14

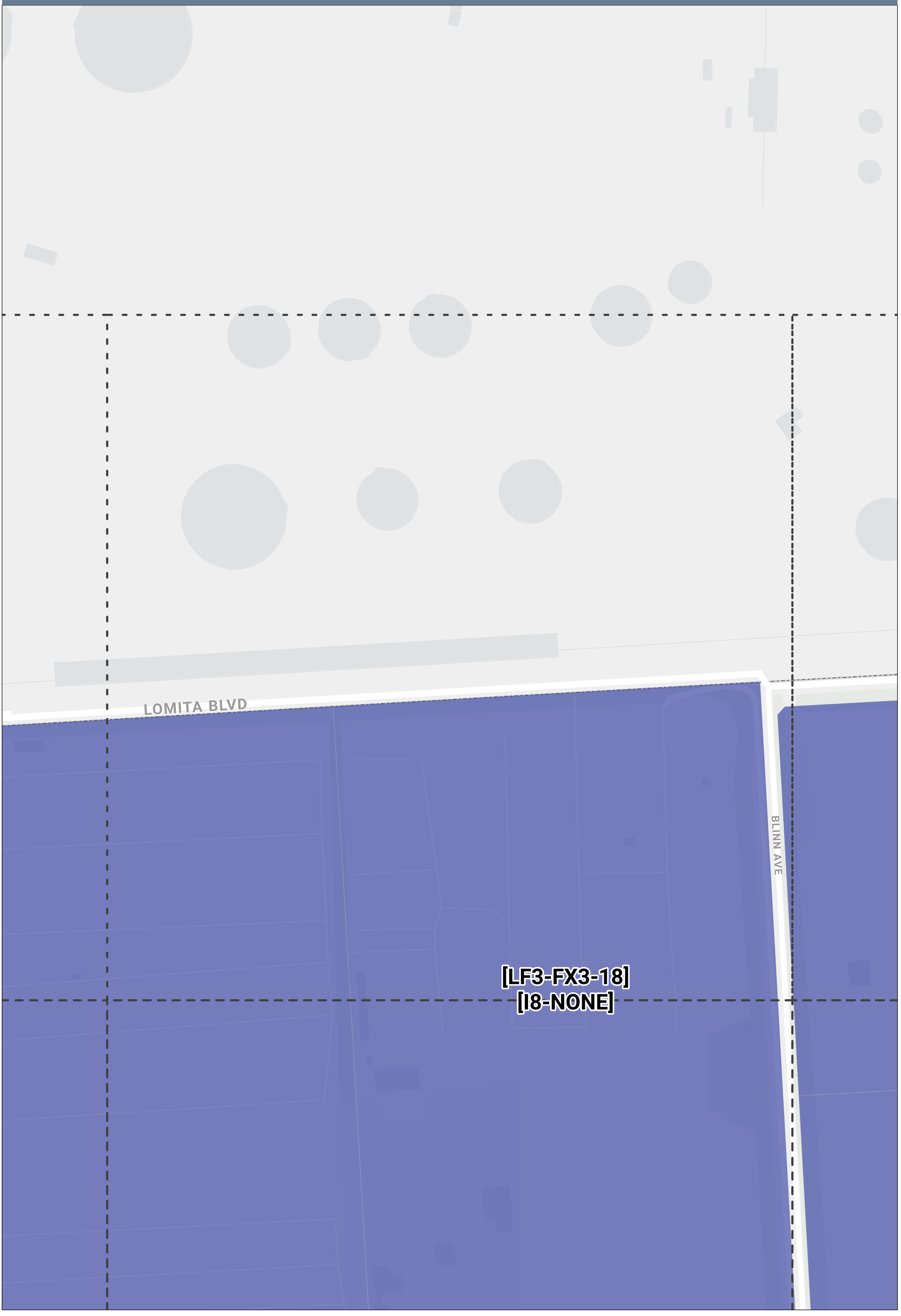
LOMITA BLVD

[LB2-WS1-15]
[I5-NONE]

[LF3-FX3-18]
[I8-NONE]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: J15



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

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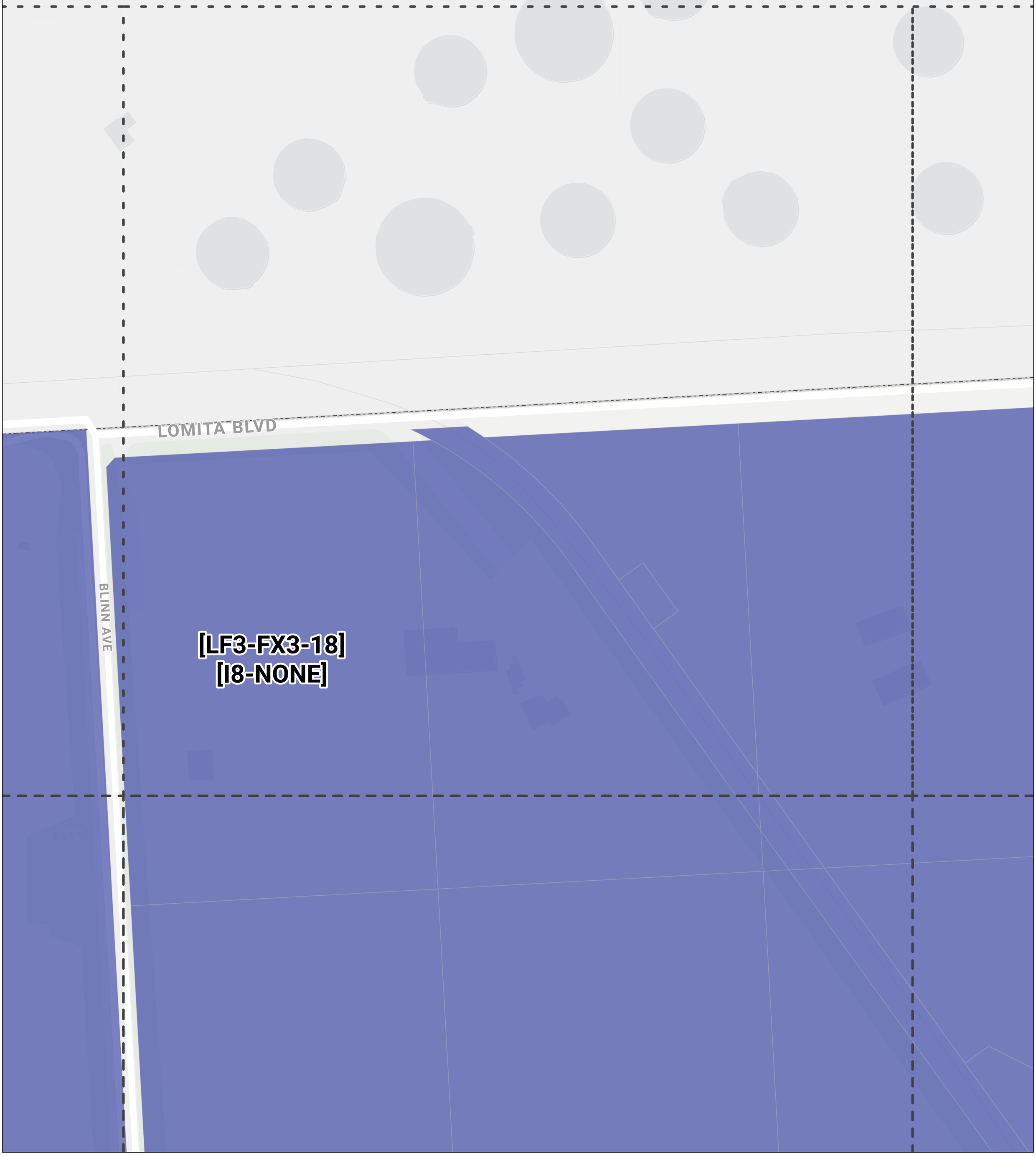

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Wilmington-Harbor City Community Plan

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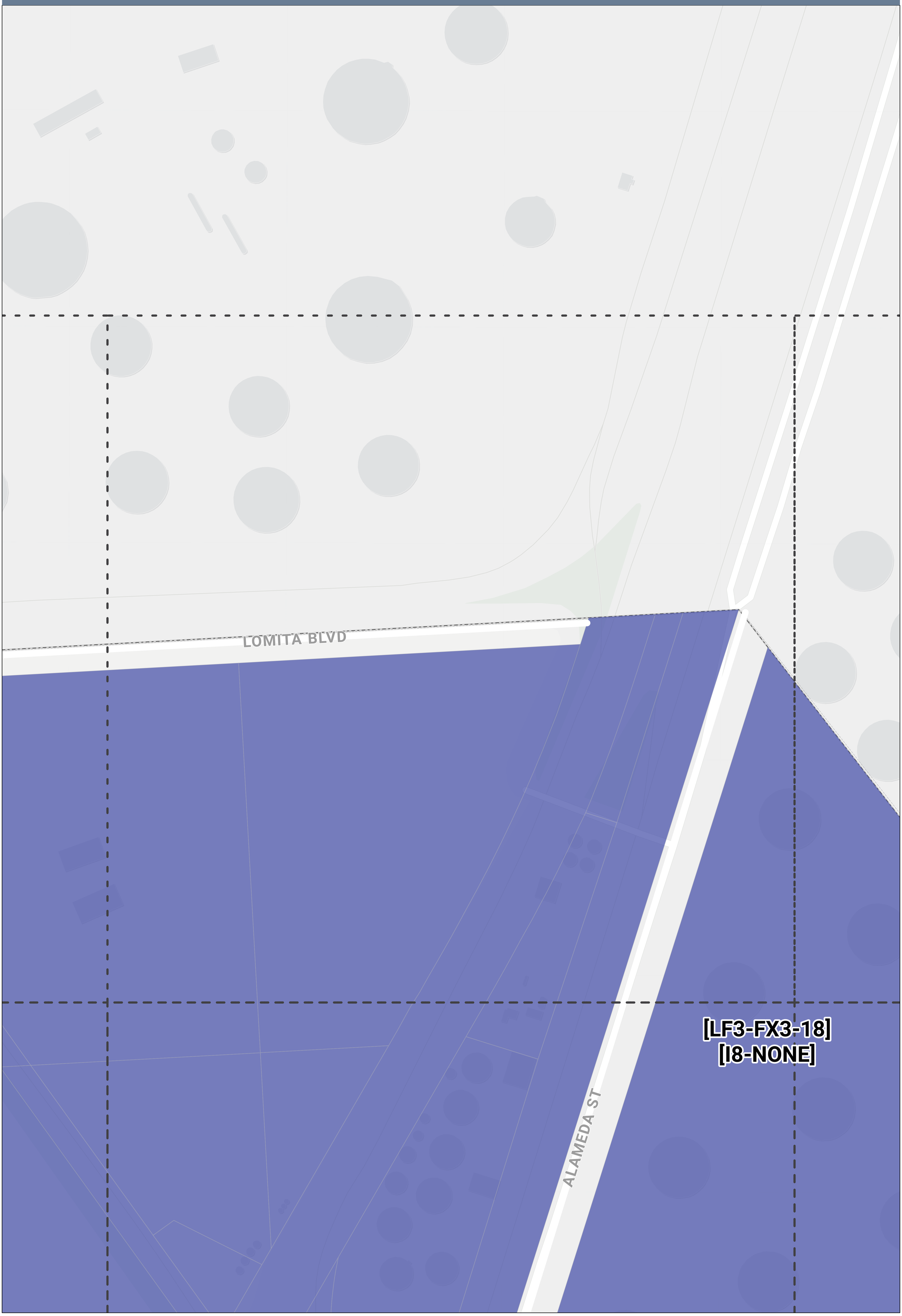

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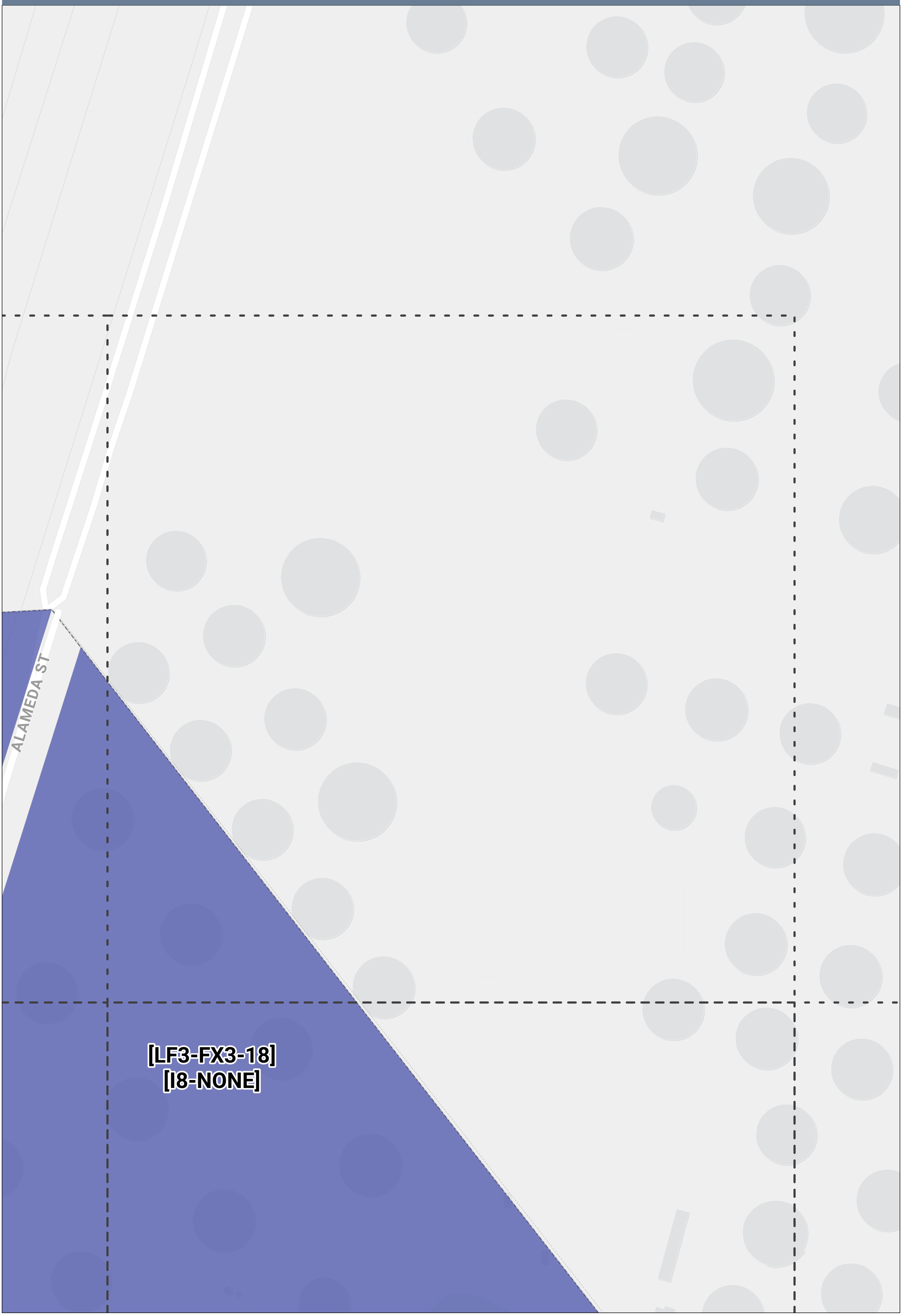


DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: J2

[LN2-MU4-12]
[P1-10]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

246TH ST

SENATOR AVE

247TH ST

WESTERN AVE

247TH PL

[H1-FY1-12]
[RG3-1L]

248TH ST

[LM5-SH4-9]
[CX8-8]

249TH ST

[LM5-SH4-9]
[CX8-12]

LOMITA BLVD

[LN2-MU4-12]
[RG3-10]

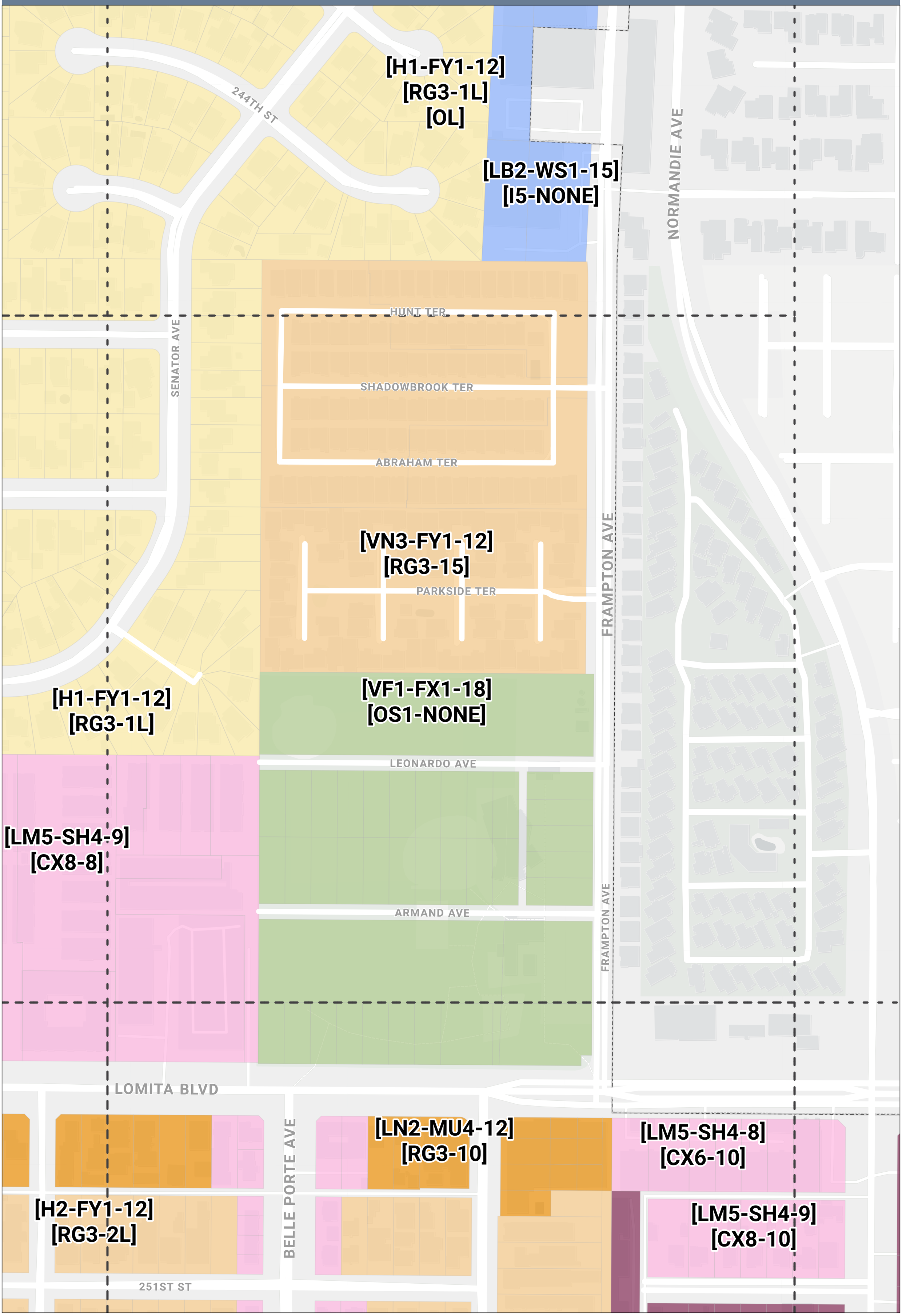
PRESIDENT AVE

[H2-FY1-12]
[RG3-2L]

251ST ST

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: J3



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Wilmington-Harbor City Community Plan

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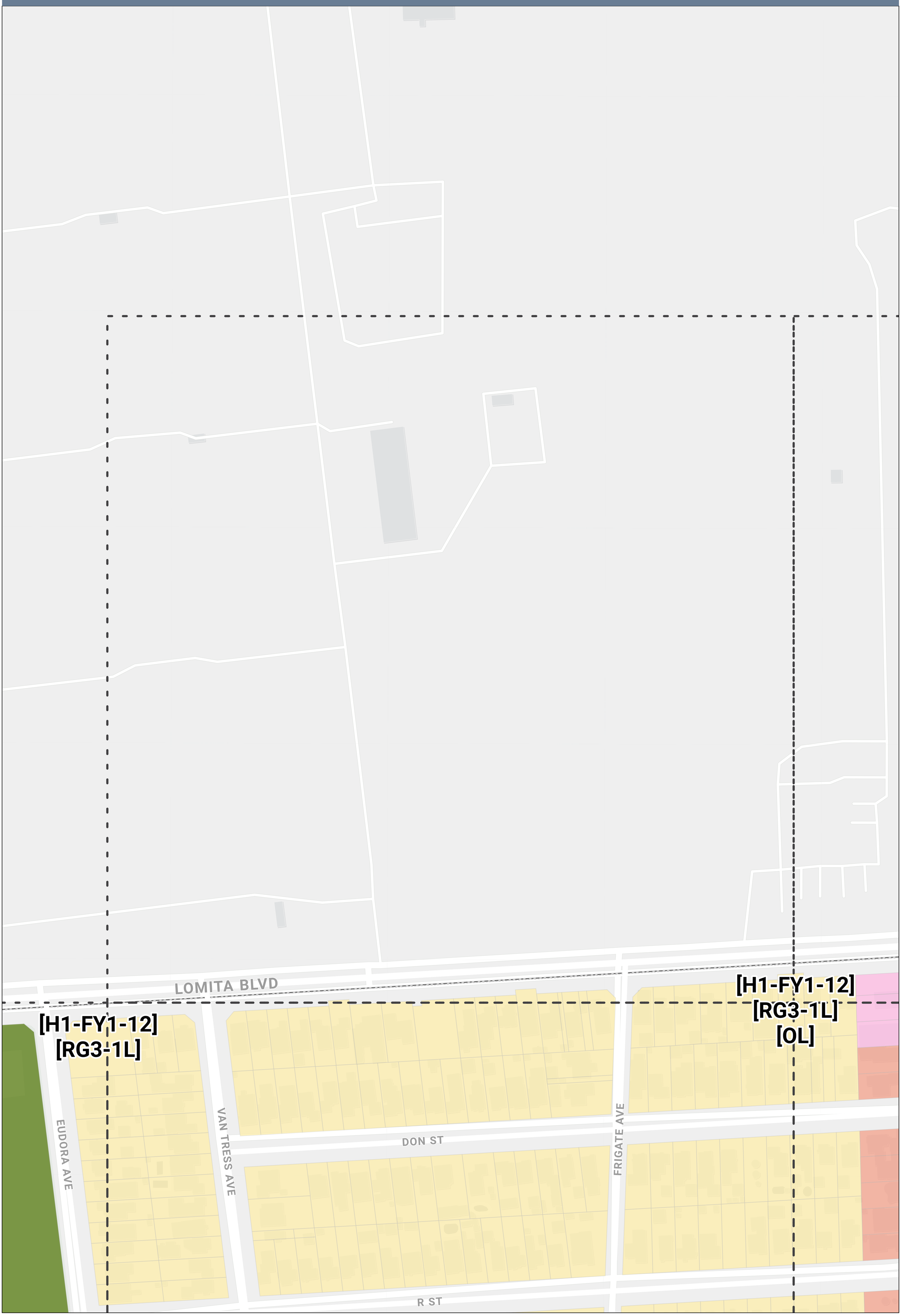

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Wilmington-Harbor City Community Plan

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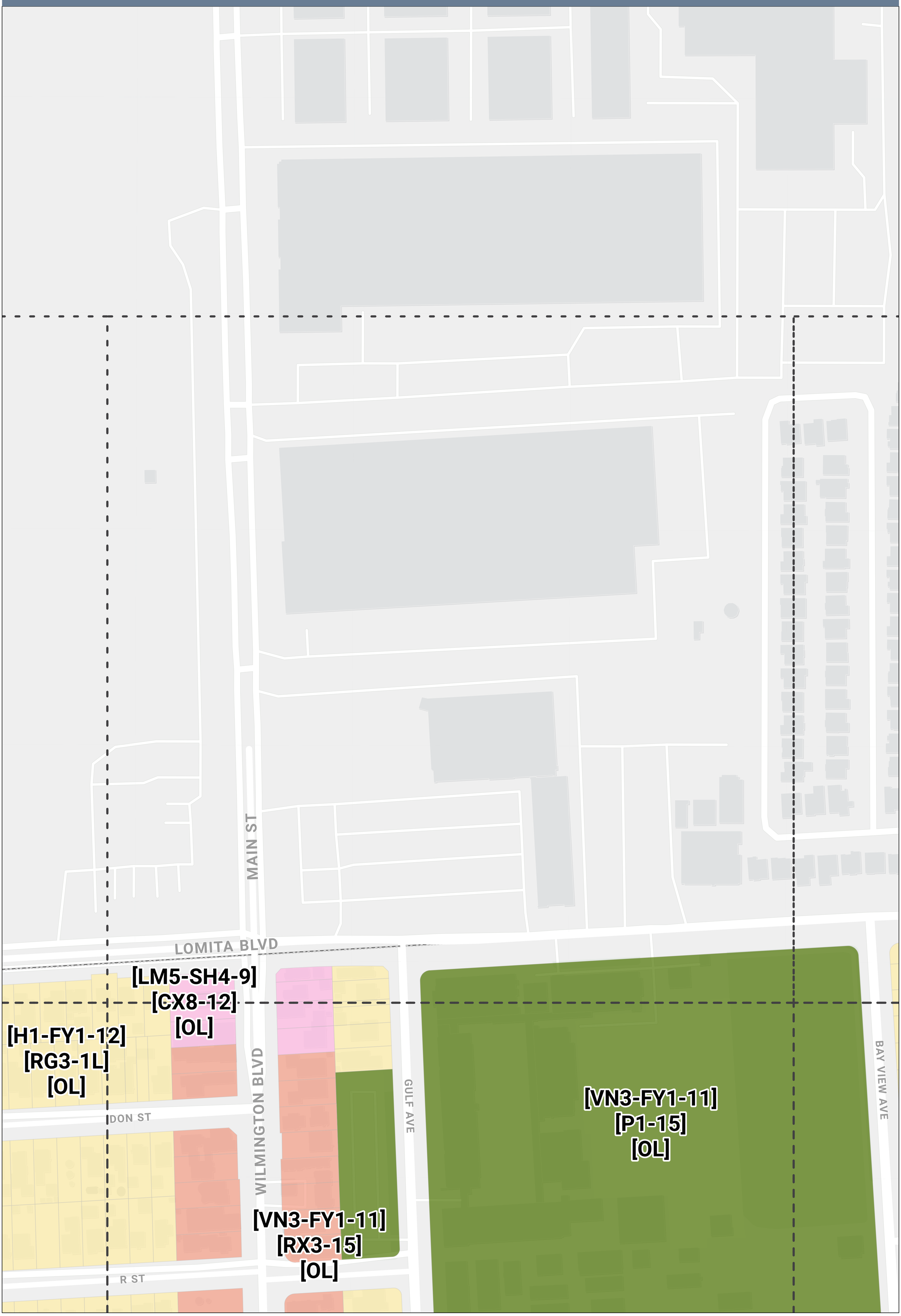
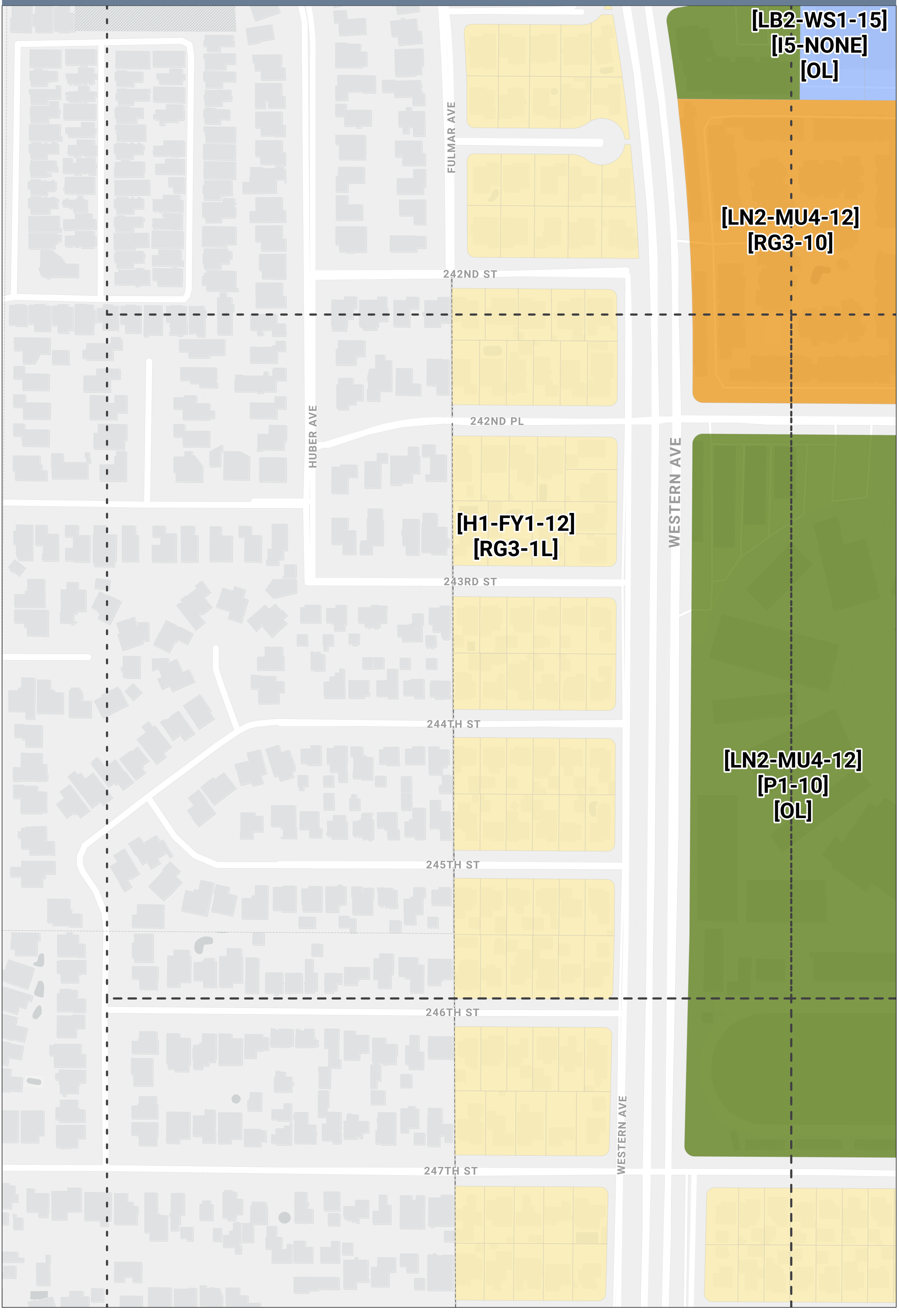


DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: K1



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: K11

REALTY ST

BONDS ST

FRIES AVE

MARINE AVE

ALBATROSS AVE

AVALON BLVD

[H1-FY1-12]
[RG3-1L]
[OL]

[VN2-FY1-12]
[RG3-30]
[OL]

[VN3-FY1-12]
[P1-15]
[OL]

[VN3-FY1-12]
[RG3-15]
[OL]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: K12

REALTY ST
BANNING BLVD
BROAD AVE
EAST ST
BONDS ST
DELORAS DR
DEEPWATER AVE
OCEANSIDE ST
ALBATROSS AVE
246TH ST
BOMBAY AVE
LAKME AVE
248TH ST
SEAGROVE AVE

[H1-FY1-12]
[RG3-1L]
[OL]

[VN3-FY1-12]
[RG3-15]
[OL]

[VN3-FY1-12]
[P1-15]
[OL]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: K13

REALTY ST

DELORAS DR

DEEPWATER AVE

SEAGROVE AVE

WILMINGTON AVE

WILMINGTON AVE

[H1-FY1-12]
[P1-1L]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: K2

[LB2-WS1-15]
[I5-NONE]
[OL]

[H1-FY1-12]
[RG3-1L]
[OL]

[LN2-MU4-12]
[RG3-10]

[LN2-MU4-12]
[P1-10]
[OL]

[H1-FY1-12]
[RG3-1L]

POSTMASTER AVE
GOVERNOR AVE
PRESIDENT AVE
242ND PL
243RD ST
246TH ST
247TH ST
PRESIDENT AVE
SENATOR AVE

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: K3

[H1-FY1-12]
[RG3-1L]
[OL]

[LN2-MU4-12]
[P1-10]
[OL]

[LB2-WS1-15]
[I5-NONE]

[LB2-WS1-15]
[I5-NONE]
[OL]

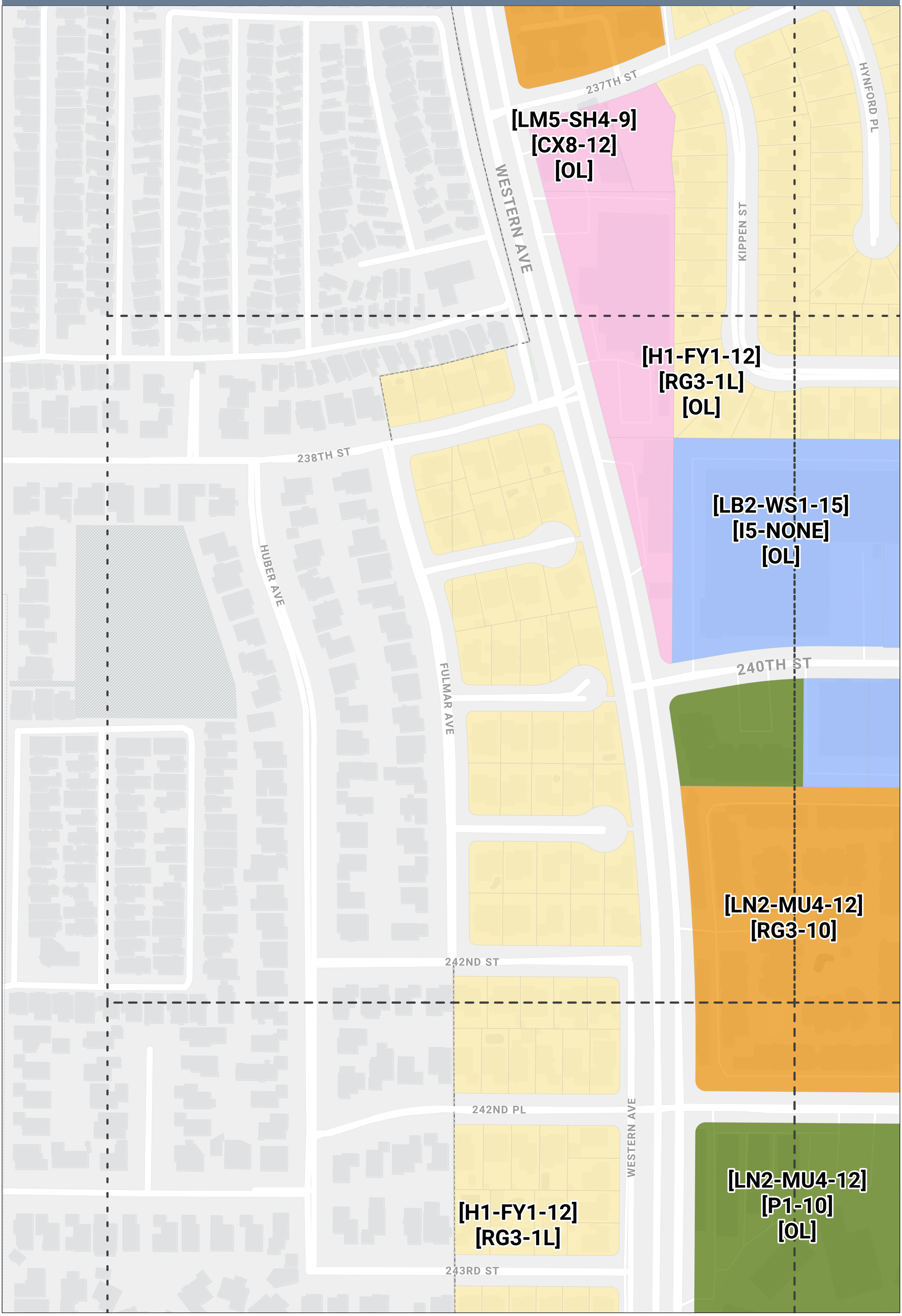
[H1-FY1-12]
[RG3-1L]

[VN3-FY1-12]
[RG3-15]

242ND PL
CENSOR AVE
243RD ST
244TH ST
NORMANDIE AVE
HUNT TER
SHADOWBROOK TER
ABRAHAM TER
PARKSIDE TER
SENATOR AVE
FRAMPTON AVE

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: L1



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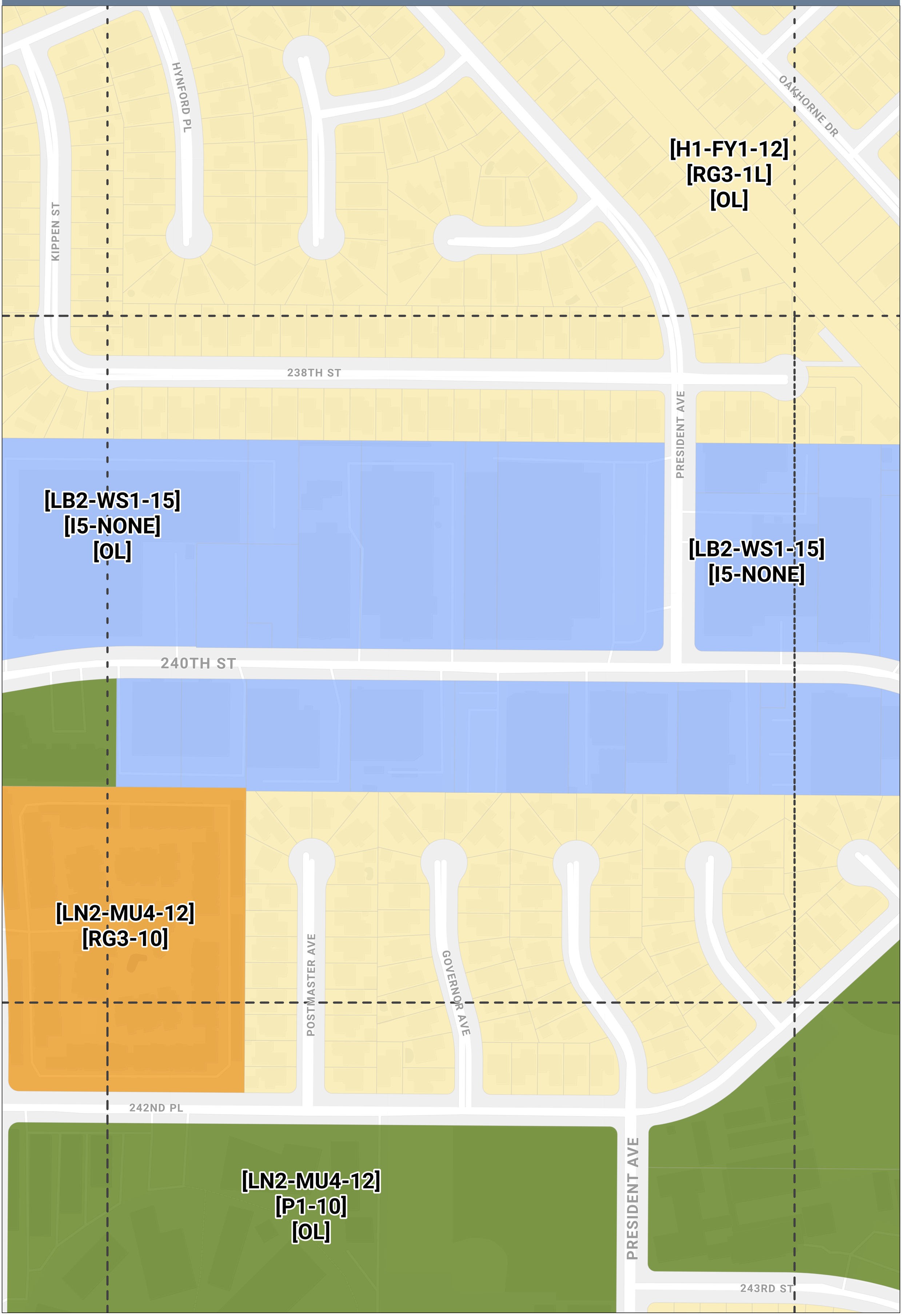
Wilmington-Harbor City Community Plan

Grid: L2



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

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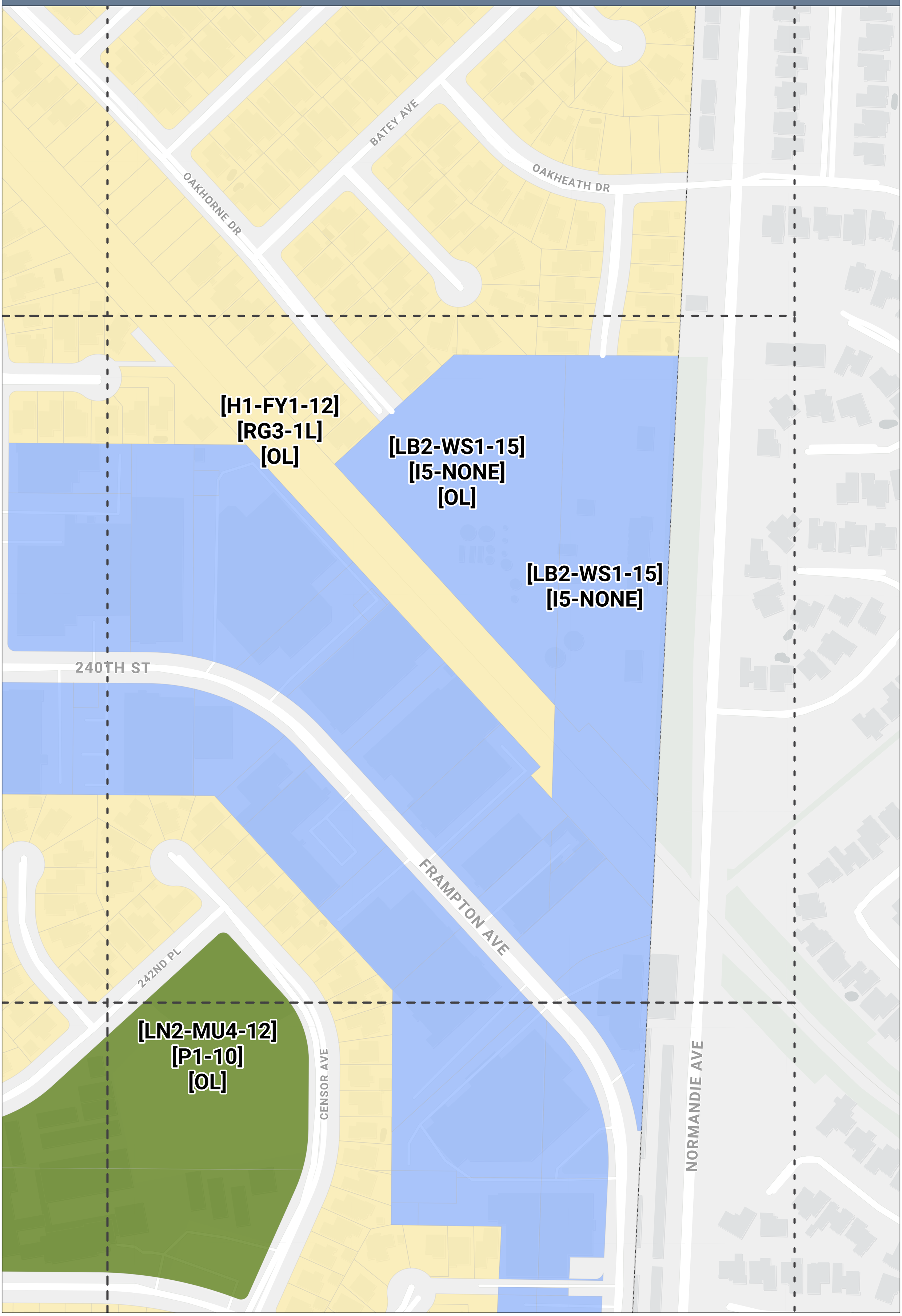

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Wilmington-Harbor City Community Plan

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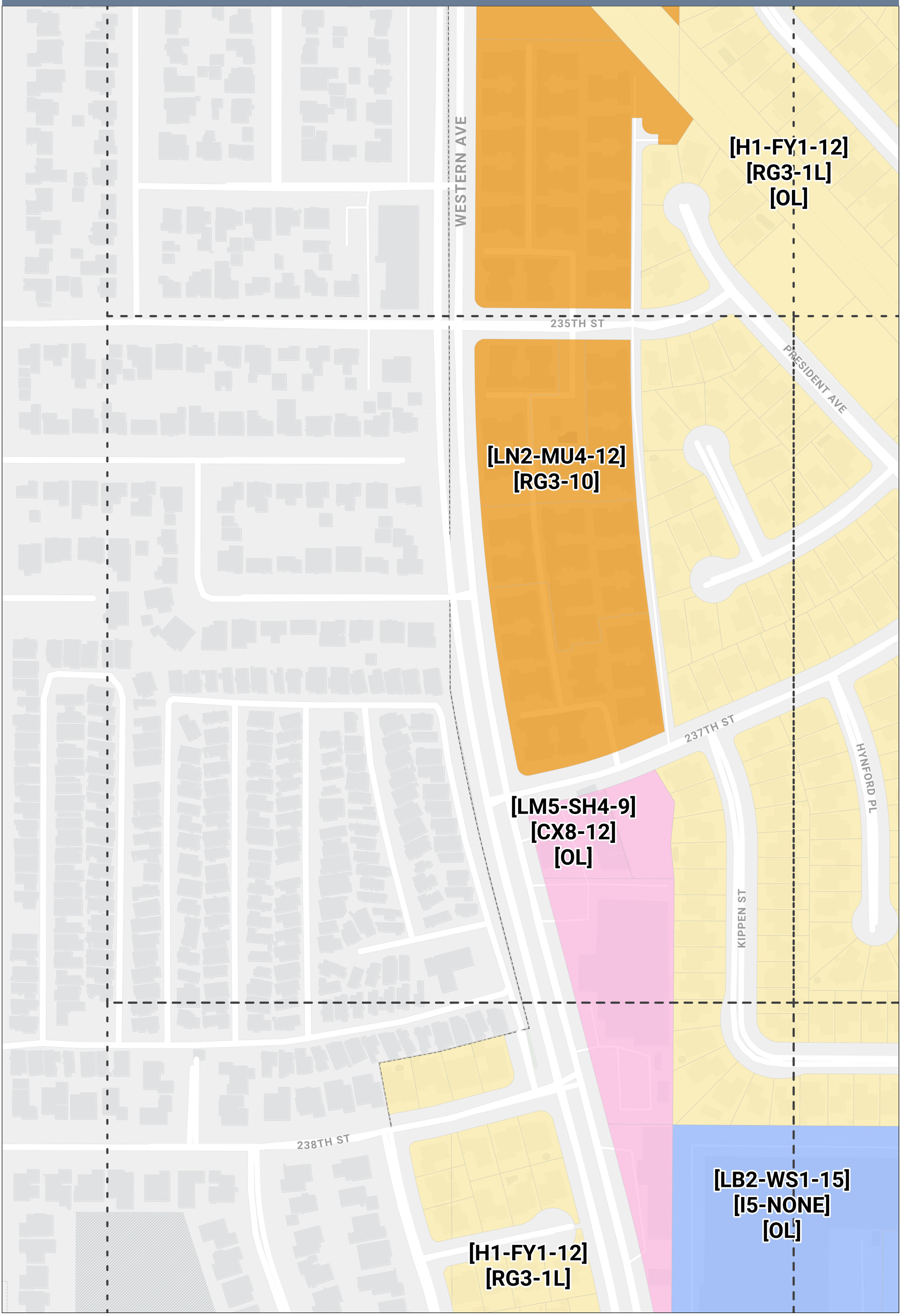

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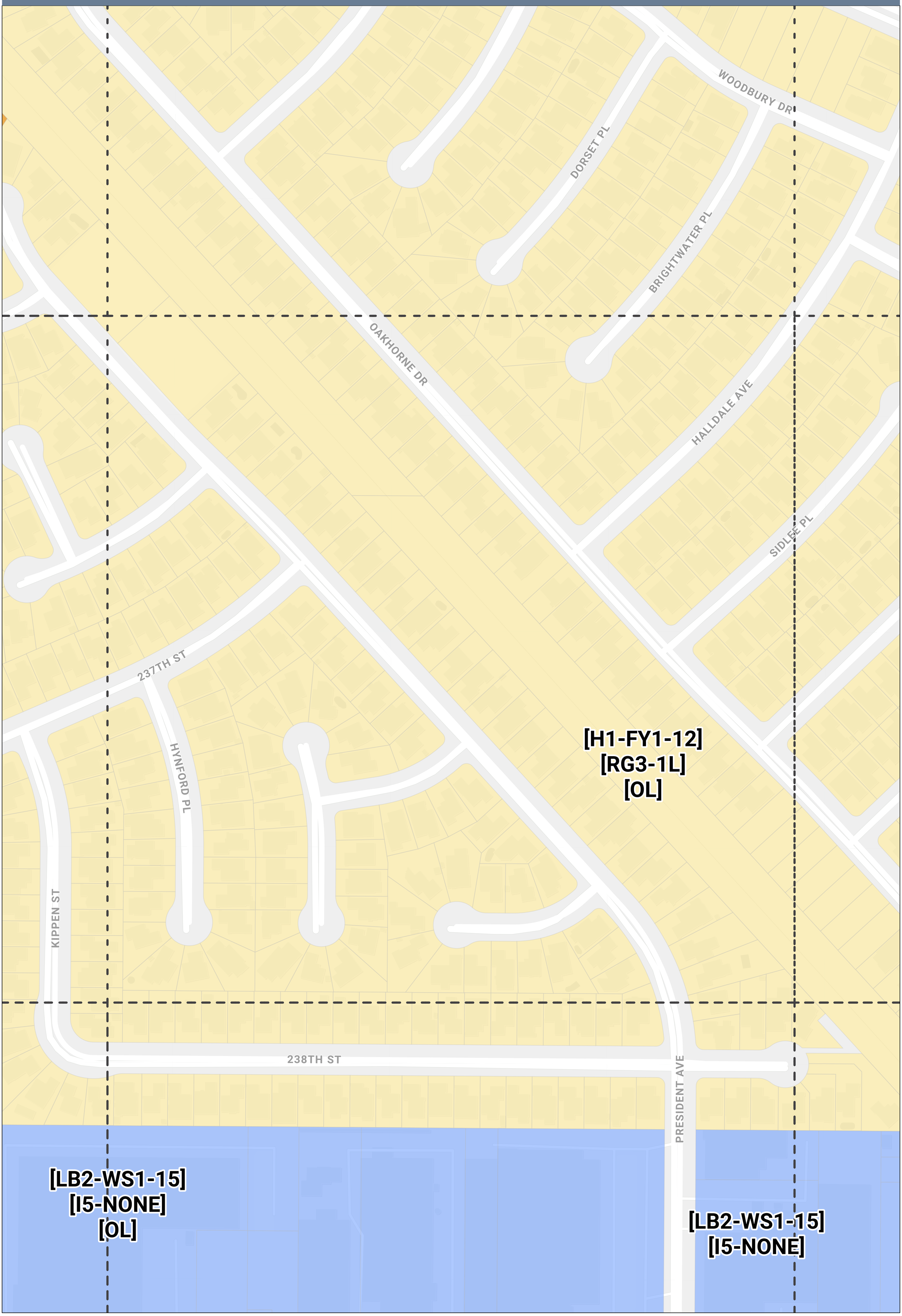
Wilmington-Harbor City Community Plan

Grid: M2



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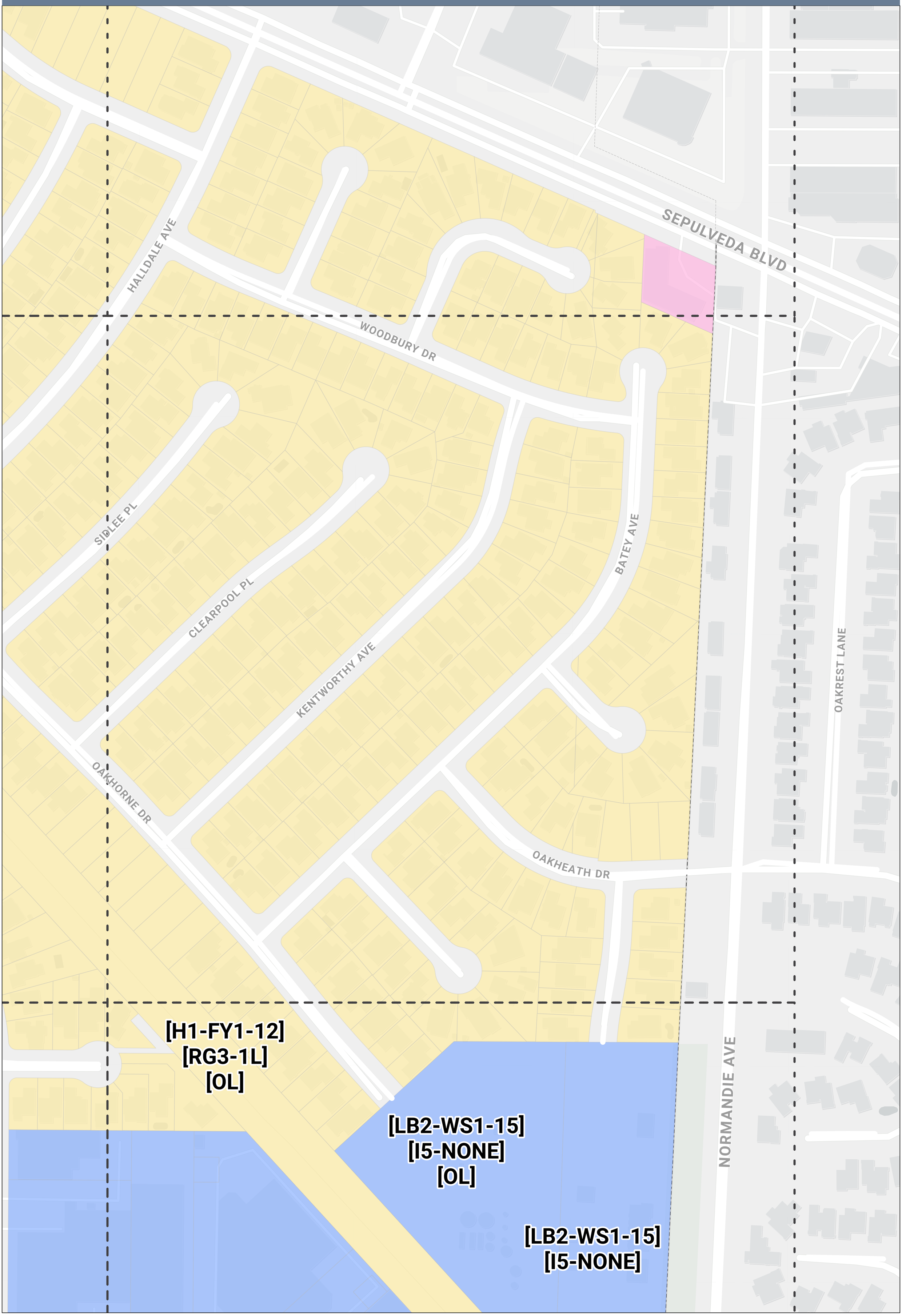
Wilmington-Harbor City Community Plan

Grid: M3



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Wilmington-Harbor City Community Plan

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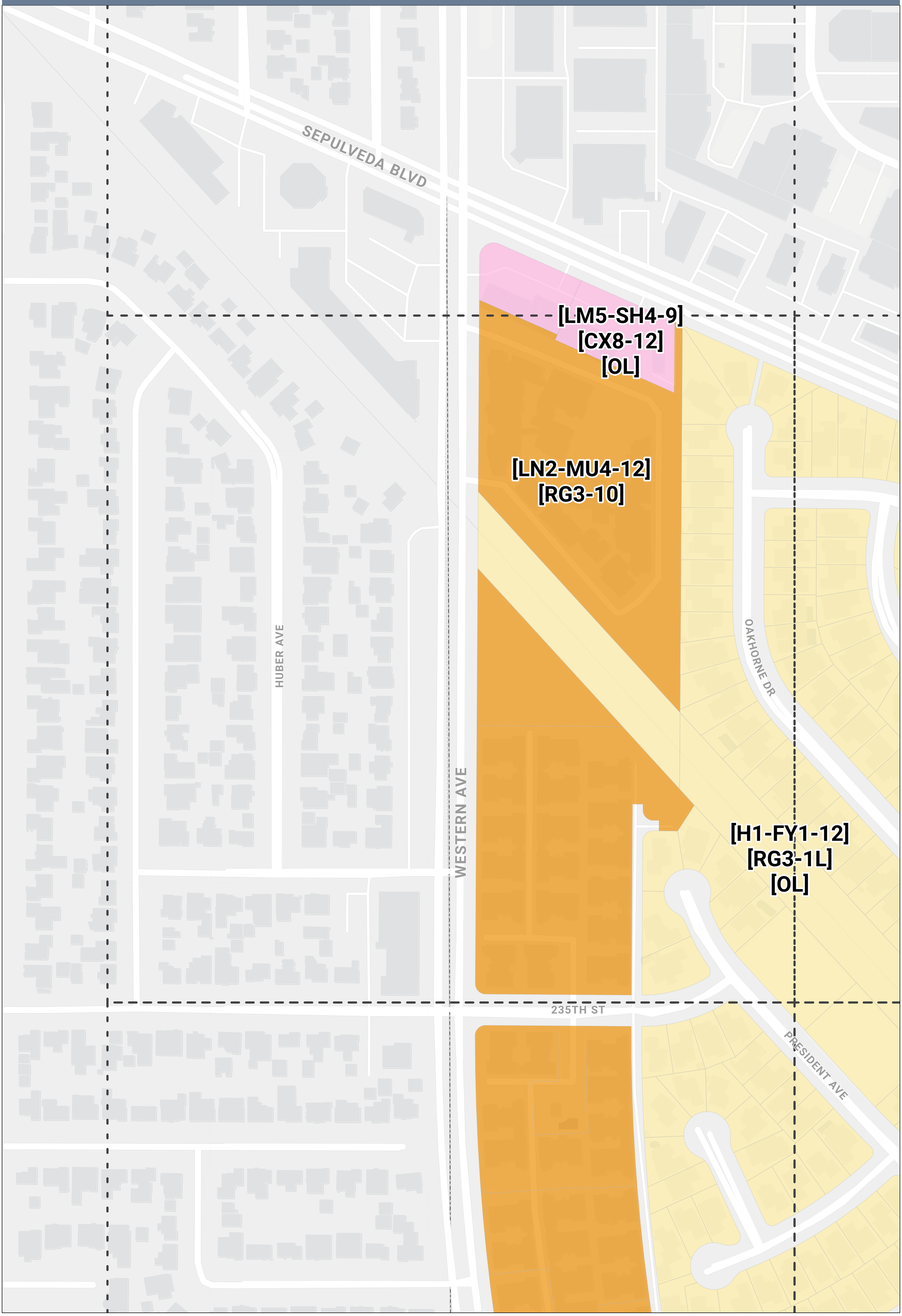

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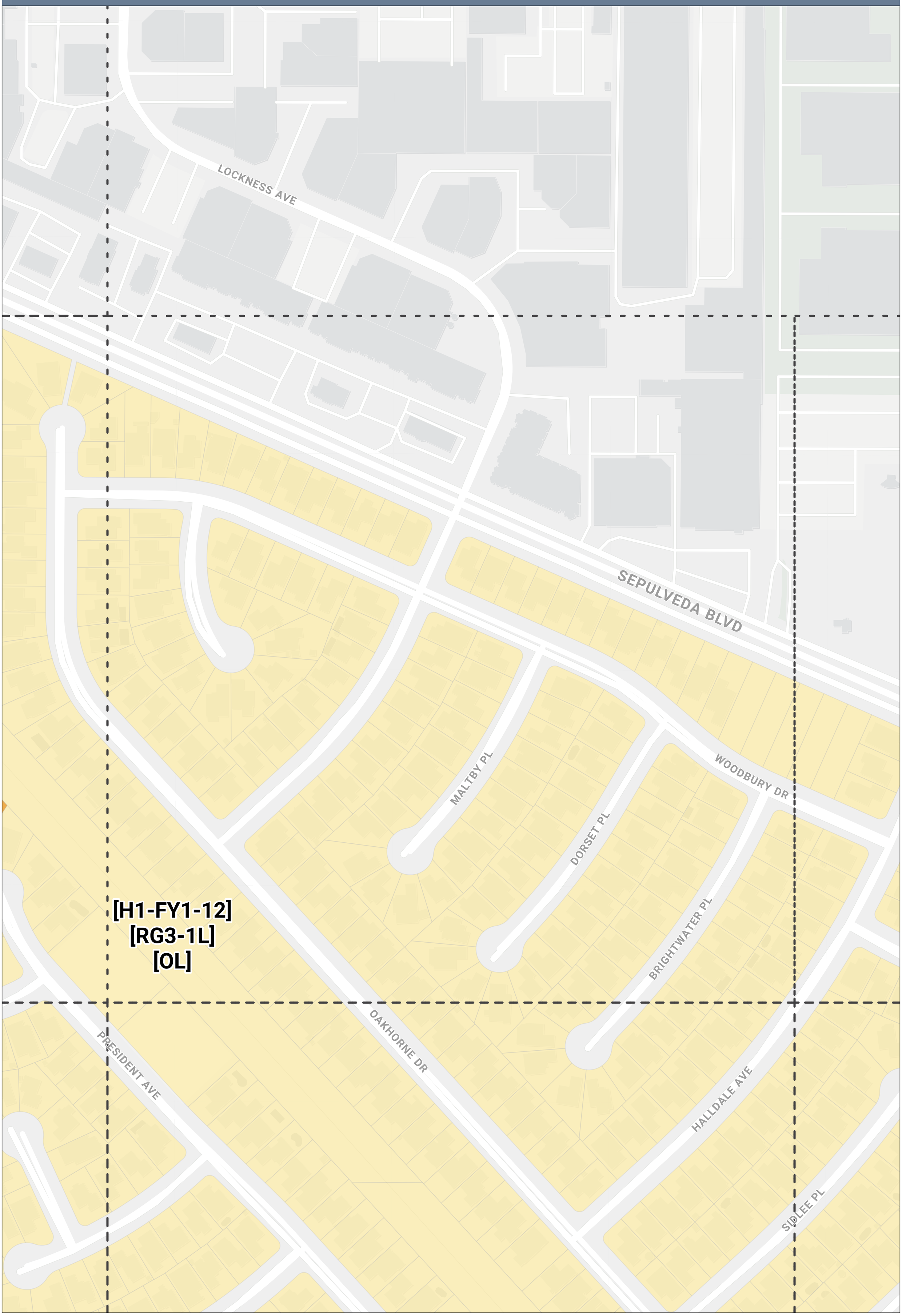
Wilmington-Harbor City Community Plan

Grid: N2



DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: N3

STORM PKWY

SEPULVEDA BLVD

HALLDALE AVE

WOODBURY DR

SIDLEE PL

KENTWORTHY AVE

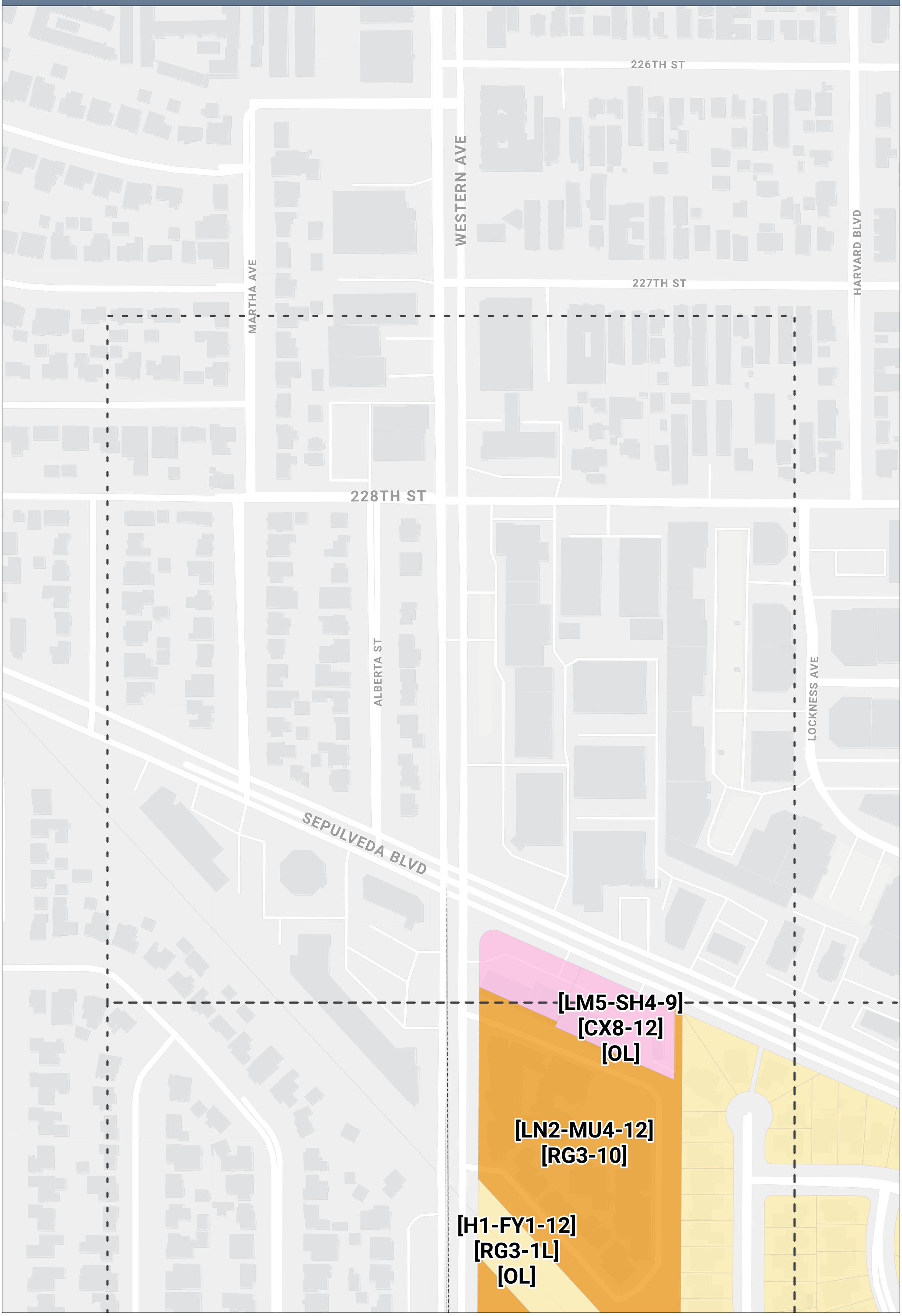
BATEY AVE

NORMANDIE AVE

[H1-FY1-12]
[RG3-1L]
[OL]

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

Grid: O1



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Wilmington-Harbor City Community Plan

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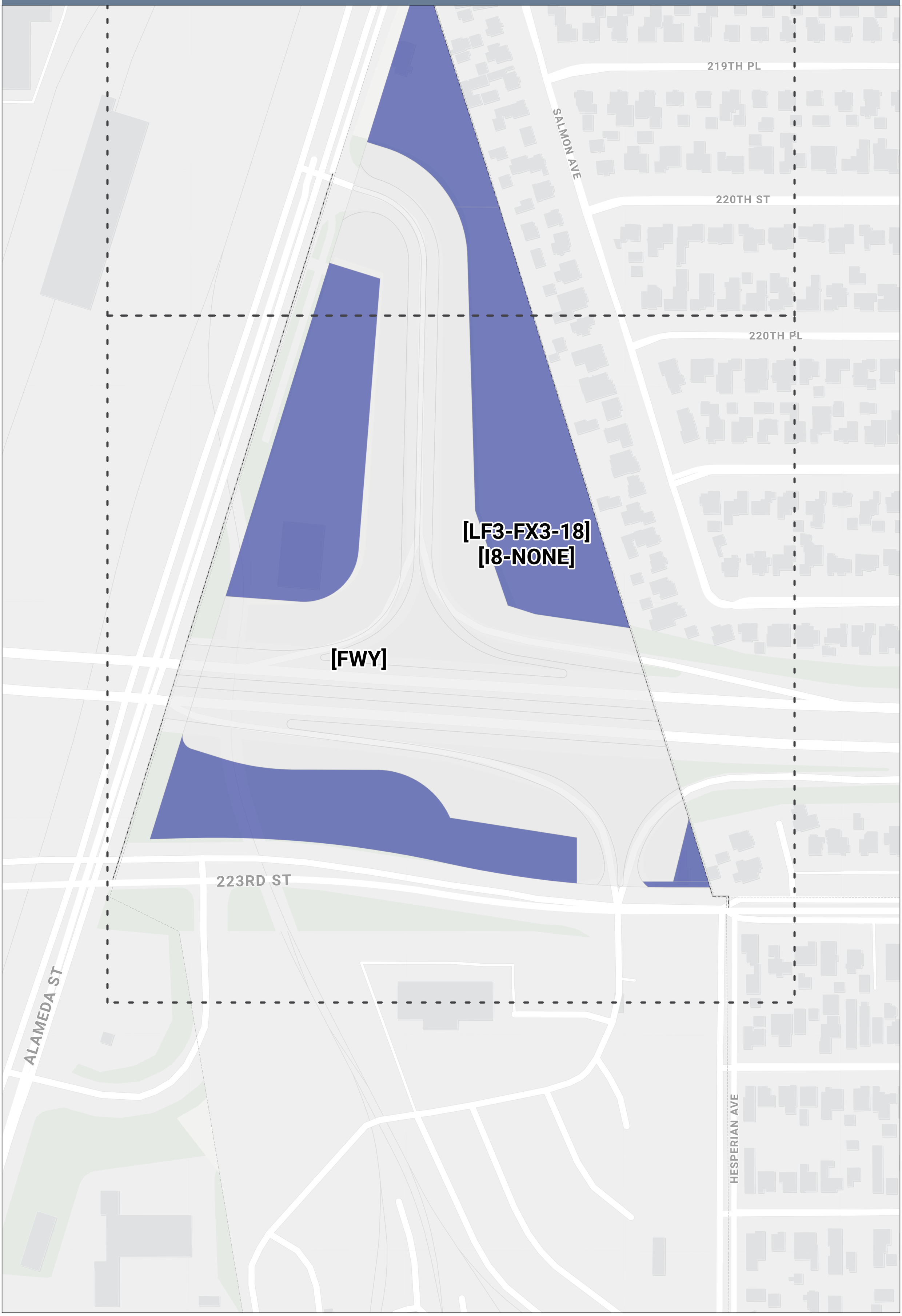

DRAFT ZONING MAP
Wilmington-Harbor City Community Plan

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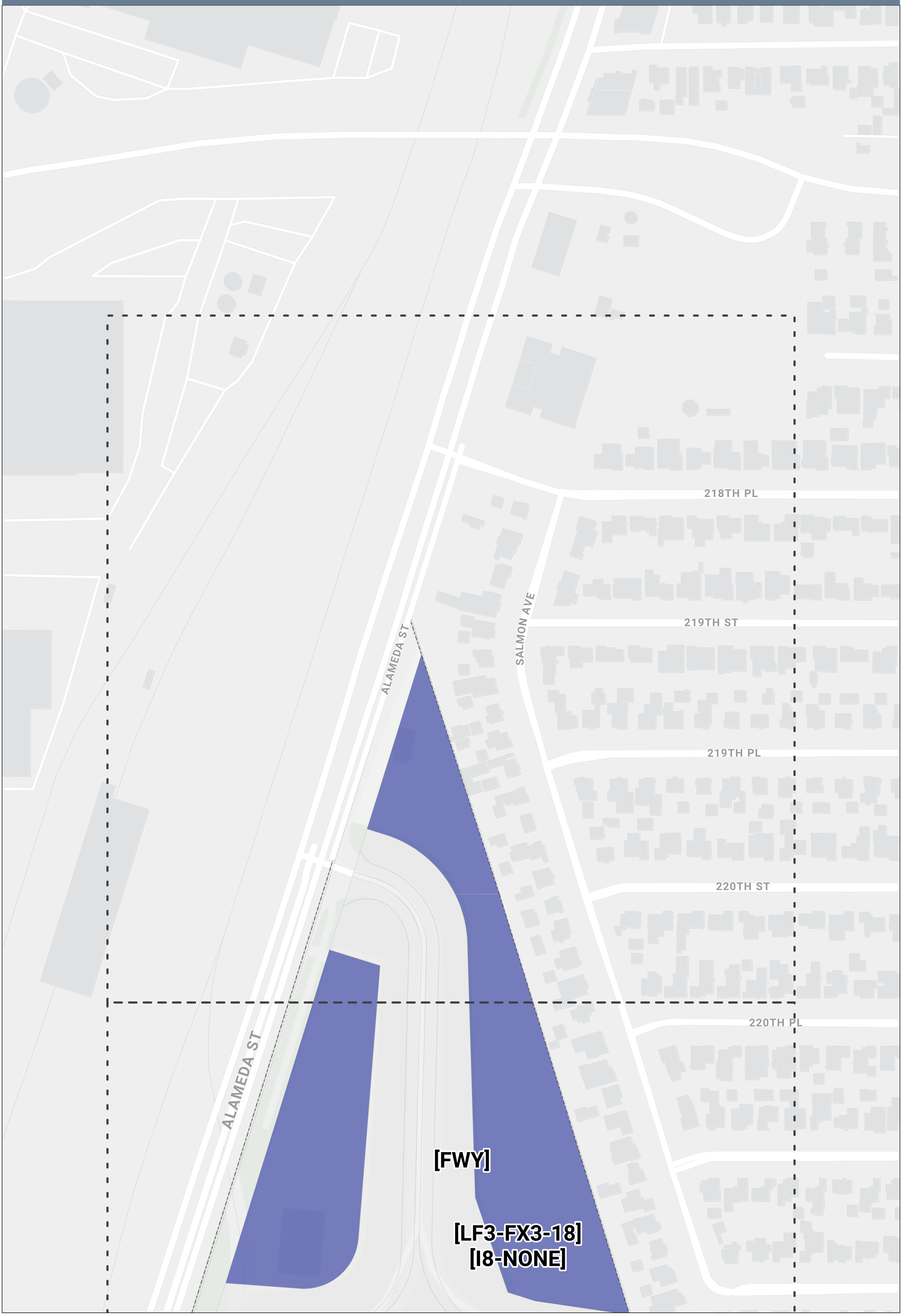
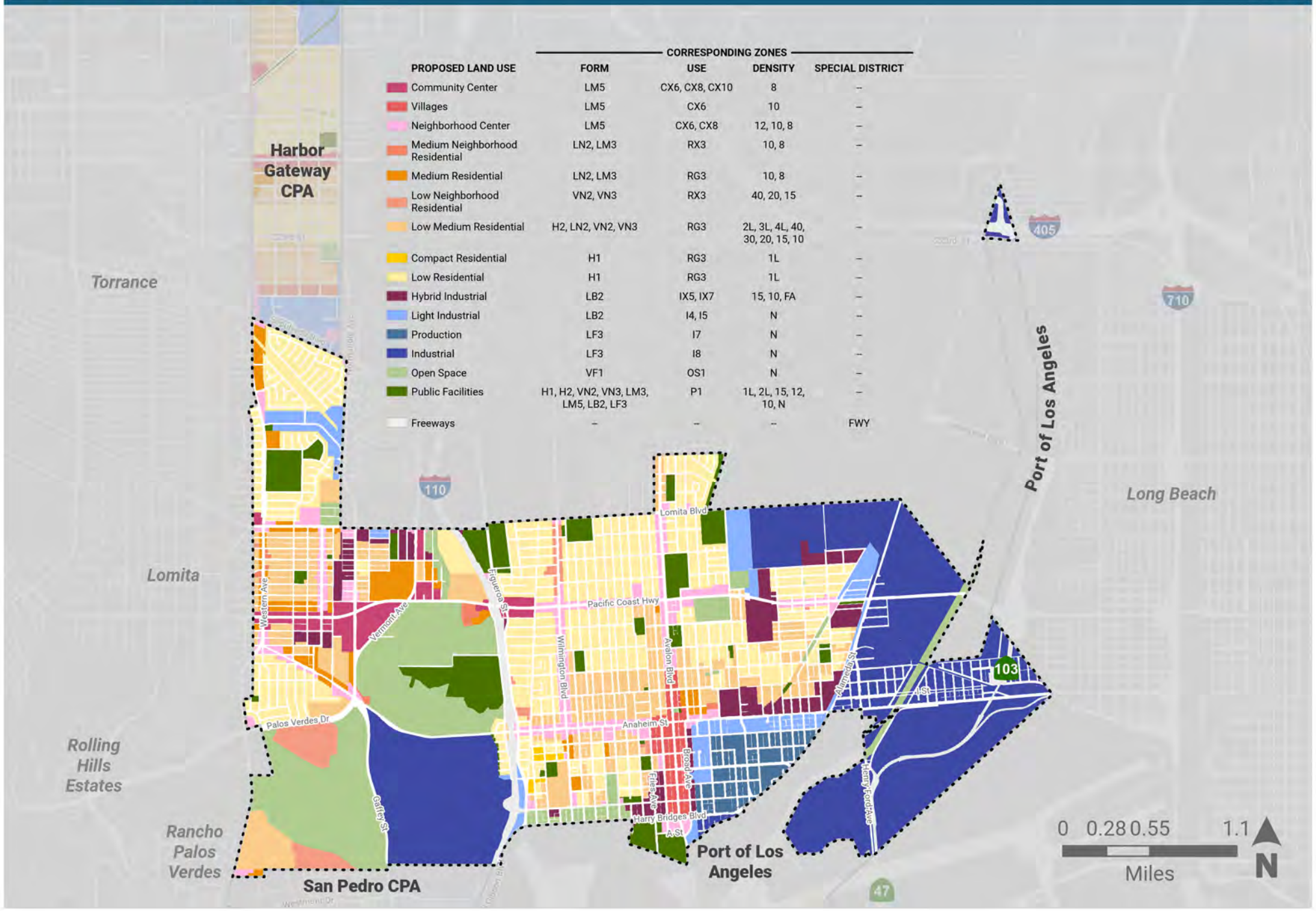


Wilmington - Harbor City

Proposed General Plan Land Use Map

LOS ANGELES CITY PLANNING

PROPOSED LAND USE	CORRESPONDING ZONES			
	FORM	USE	DENSITY	SPECIAL DISTRICT
Community Center	LM5	CX6, CX8, CX10	8	–
Villages	LM5	CX6	10	–
Neighborhood Center	LM5	CX6, CX8	12, 10, 8	–
Medium Neighborhood Residential	LN2, LM3	RX3	10, 8	–
Medium Residential	LN2, LM3	RG3	10, 8	–
Low Neighborhood Residential	VN2, VN3	RX3	40, 20, 15	–
Low Medium Residential	H2, LN2, VN2, VN3	RG3	2L, 3L, 4L, 40, 30, 20, 15, 10	–
Compact Residential	H1	RG3	1L	–
Low Residential	H1	RG3	1L	–
Hybrid Industrial	LB2	IX5, IX7	15, 10, FA	–
Light Industrial	LB2	I4, I5	N	–
Production	LF3	I7	N	–
Industrial	LF3	I8	N	–
Open Space	VF1	OS1	N	–
Public Facilities	H1, H2, VN2, VN3, LM3, LM5, LB2, LF3	P1	1L, 2L, 15, 12, 10, N	–
Freeways	–	–	–	FWY



APPENDIX E

Community Benefits Program

ARTICLE 9.

PUBLIC BENEFIT SYSTEMS

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DIV. 9.1. INTRODUCTORY PROVISIONS

SEC. 9.1.1. PURPOSE

The purpose of this Article is to establish procedures for implementing State Density Bonus provisions, as set forth in *California Government Code Sections 65915-65918*, local incentives to increase the production of affordable housing, as well as other programs to facilitate the provision of public benefits to communities in the vicinity of new development in the City consistent with the General Plan and other housing-related City policies. Incentives include, but are not limited to, relief from a variety of regulations and requirements, or the granting of additional allowances beyond what would is normally allowed. In addition, it is also the purpose of this Article to provide mechanisms to use the maximum bonus FAR, bonus height, and bonus stories as allowed in the applied Form District.

SEC. 9.1.2. GENERAL PROVISIONS

A. Summary

This Article consists of affordable housing incentive programs established in *Div. 9.2. (Affordable Housing Programs)*, the community benefits program established in *Div. 9.3. (Community Benefits Program)*, a variety of other incentive programs established in *Div. 9.4. (General Incentive Programs)*, and accessory dwelling unit incentive programs established in *Div. 9.5. (Accessory Dwelling Unit Incentive Programs)*.

B. Eligibility

Any project containing 5 or more dwelling units, including projects with subdivisions of land, may use an affordable housing program as outlined in *Div. 9.2. (Affordable Housing Incentive Programs)* or *Div. 9.3. (Community Benefits Program)*, pursuant to the eligibility requirements for the specific program being used. The programs outlined in *Div. 9.4. (General Incentive Programs)* can be used, as applicable, and in conjunction with any other incentive program established in this Article.

C. Incentives

This Article may grant relief from a variety of regulations and requirements, or the granting of additional allowances beyond what is normally allowed by this Zoning Code (Chapter 1A) in order to incentivize and facilitate the provision of public benefits as part of the development or use of property in the City.

DIV. 9.2. AFFORDABLE HOUSING INCENTIVE PROGRAMS

SEC. 9.2.1. DENSITY BONUS

A. Purpose

The purpose of this Section is to establish procedures for implementing the State Density Bonus provisions in *California Government Code Sections 65915-65918*, as well as to increase the production of affordable housing in the City of Los Angeles, consistent with the General Plan and other City policies related to housing.

B. Eligibility

1. Base Incentives

A housing development project will be granted a density bonus, including incentives, concessions, and waivers of development standards, in exchange for the required percentage of restricted affordable units established in *Sec. .9.2.1.C. (Base Incentives - Density and Parking)*, only where the project has not used any other Affordable Housing Incentive Program.

2. Additional Incentives

a. General Eligibility

To be eligible for any incentives in this *Sec. 9.2.1.D. (Additional Incentives)*, a housing development project (other than an adaptive reuse project) shall comply with all of the following:

i. The housing development project shall not be a contributing element in a designated Historic Preservation District and shall not be on the City of Los Angeles list of Historical-Cultural Monuments.

ii. The housing development project shall not be located on a substandard hillside limited street in a hillside area or in a very high fire hazard severity zone as established in *LAMC Chapter 5 (Public Safety and Protection), Article 7 (Fire Code)*.

b. Number of Additional Incentives

i. A housing development project that is in compliance with the eligibility criteria in *Sec. 9.2.1.E.1. (Eligibility for Certain Incentives)*, shall be granted the number of additional incentives set forth in the table below.

ii.

NUMBER OF ADDITIONAL INCENTIVES			
Level of Affordability	Required Percentage of Restricted Units (excluding density bonus units)		
	1 INCENTIVE	2 INCENTIVES	3 INCENTIVES
Very Low Income	5%	10%	15%
Low Income	10%	20%	30%
Moderate Income	10%	20%	30%

iii. A housing development project that consists of 100% on-site restricted affordable units, exclusive of a manager's unit or units, that is in compliance with the eligibility criteria in *Sec. 9.2.1.E.1. (Eligibility for Certain Incentives)*, shall be granted 4 additional incentives.

3. General Standards

a. Calculating Density

The bonus dwelling units are not counted when calculating the total number of units.

b. Fractional Units

For the purposes of this Section, regardless of *Sec. 6C.1.2. (Lot Area Per Household Dwelling Unit)* or *Sec. 6C.1.3. (Lot Area Per Efficiency Dwelling Unit)*, in calculating base density and restricted affordable units, any number resulting in a fraction is rounded up to the next whole number.

c. Other Discretionary Approvals

Approval of density bonus units does not, in and of itself, trigger other discretionary review actions required by this Zoning Code (Chapter 1A) that are applicable based on the number of dwelling unit.

C. Base Incentives – Density & Parking

Any housing development project that meets the criteria established in *Sec. 9.2.1.B.1. (Base Incentives)* will receive the base incentives outlined below.

1. Density

a. Very Low Income Restricted Affordable Units - For-Sale or Rental

i. A housing development project that includes 5% of the total units for very low income households, either in rental units or for-sale units, will be granted a minimum density bonus of 20% that may be applied to any part of the housing development project.

ii. The density bonus may be increased according to the table below, up to a maximum of 35%.

VERY LOW INCOME UNITS	
% of Total Units	% Density Bonus
5%	20.0%
6%	22.5%
7%	25.0%
8%	27.5%
9%	30.0%
10%	32.5%
11%	35.0%

iii. Projects seeking a Density Bonus of greater than 35% may do so pursuant to *Sec. 9.2.1.F. (Housing Development Project Exceeding 35% Density Bonus)* or *Sec. 9.2.1.H. (Projects Exceeding 35% Density Bonus That Do Not Comply With Subsection F.)*

b. Low Income Restricted Affordable Units - For-Sale or Rental

i. A housing development project that includes 10% of the total units for low income households, either in rental units or for-sale units, will be granted a minimum density bonus of 20% that may be applied to any part of the housing development project.

ii. The density bonus may be increased according to the table below, up to a maximum of 35%.

LOW INCOME UNITS	
% of Total Units	% Density Bonus
10%	20.0%
11%	21.5%
12%	23.0%
13%	24.5%
14%	26.0%
15%	27.5%
16%	29.0%
17%	30.5%
18%	32.0%
19%	33.5%
20%	35.0%

iii. Projects seeking a Density Bonus of greater than 35% may do so pursuant to *Sec. 9.2.1.F. (Housing Development Project Exceeding 35% Density Bonus)* or *Sec. 9.2.1.H. (Projects Exceeding 35% Density Bonus That Do Not Comply With Subsection F.)*

c. Common Interest Development with Low Income or Very Low Income Restricted Affordable Units

In a common interest development (such as a condominium), as defined in *California Civil Code Section 4100*, with low income or very low income restricted affordable units, restricted affordable units may be for sale or for rent.

d. Common Interest Development with Moderate Income Restricted Affordable Units

i. A common interest development (such as a condominium), as defined in *California Civil Code Section 4100*, that includes at least 10% of its units for moderate income households will be granted a minimum density bonus of 5%. The density bonus may be increased according to the table below, up to a maximum of 35%.

MODERATE INCOME UNITS	
% of Total Units	% Density Bonus
10%	5%
11%	6%
12%	7%
13%	8%
14%	9%
15%	10%
16%	11%
17%	12%
18%	13%
19%	14%
20%	15%
21%	16%
22%	17%
23%	18%
24%	19%
25%	20%
26%	21%
27%	22%
28%	23%
29%	24%
30%	25%
31%	26%
32%	27%
33%	28%
34%	29%
35%	30%

MODERATE INCOME UNITS	
% of Total Units	% Density Bonus
36%	31%
37%	32%
38%	33%
39%	34%
40%	35%

ii. Projects seeking a Density Bonus of greater than 35% may do so pursuant to *Sec. 9.2.1.F. (Housing Development Project Exceeding 35% Density Bonus)* or *Sec. 9.2.1.H. (Projects Exceeding 35% Density Bonus That Do Not Comply With Subsection F.)*

e. Senior Citizen Housing - For-Sale or Rental at Market-Rate

A senior citizen housing development, as defined in *California Civil Code Sections 51.3 and 51.12*, or a mobilehome park that limits residency based on age requirements for housing for older persons pursuant to *California Civil Code Section 798.76* or *California Civil Code Section 799.5* shall be granted a density bonus of 20%.

f. Preschool/Daycare Facility

A housing development project that conforms to one of the sets of requirements of Paragraphs a. through d. above and includes a preschool/daycare facility located on the premises of, as part of, or adjacent to the project, will be granted either of the following:

i. An additional density bonus that is, for purposes of calculating residential density, an increase in the floor area of the project equal to the floor area of the preschool/daycare facility included in the project.

ii. One additional incentive, as provided in *Sec. 9.2.1.E. (Additional Incentives)*.

g. Land Donation

An applicant for a subdivision, or other residential development approval, that donates land for housing to the City of Los Angeles satisfying the criteria of *California Government Code Section 65915(h)(2)*, as verified by the Department of City Planning, will be granted a density bonus of 15%.

h. Restricted Affordable Units Located Near Transit Stop/Major Employment Center

In a housing development project located in or within 1,500 feet of a transit stop/major employment center, an applicant may opt to provide a greater number of smaller restricted affordable units in lieu of providing the requisite number of restricted affordable units that would otherwise be required under this Section, provided that:

i. The smaller restricted affordable units meet the minimum unit size requirements established by the Low Income Housing Tax Credit Program as administered by the California Tax Credit Allocation Committee (TCAC);

ii. The total number of dwelling units in the housing development project, including density bonus units, does not exceed the maximum permitted by this Section;

iii. The smaller restricted affordable units are distributed throughout the building and have proportionally the same number of bedrooms as the market rate units; and

iv. The area of the aggregate smaller restricted affordable units is equal to or greater than the square footage of the aggregate restricted affordable units that would otherwise be required under this Section.

i. Condominium Conversion

A housing development project that involves the conversion of apartments into condominiums and that includes 33% of its units restricted to households of low income or moderate income, or 15% of its dwelling units restricted to households of very low income, will be granted a density bonus of 25% or up to three additional incentives as provided in *Sec. 9.2.1.E. (Additional Incentives)*.

2. Automobile Parking

A housing development project that qualifies for a density bonus and complies with this Section may provide parking in compliance with the applicable parking provisions of *Div. 4C.4. (Automobile Parking)*, or with one of the applicable parking options below.

a. Parking Option 1

Required parking for all dwelling units in the housing development project (not just the restricted affordable units), inclusive of accessible parking and guest parking, shall be reduced to the following requirements:

i. For each dwelling unit of 0-1 bedroom: 1 on-site parking space.

ii. For each dwelling unit of 2-3 bedrooms: 1.5 on-site parking spaces.

iii. For each dwelling unit of 4 or more bedrooms: 2.5 on-site parking spaces.

b. Parking Option 2

Required parking for all other non-restricted units must comply with the applicable provisions of *Div. 4C.4. (Automobile Parking)*. Required parking for any restricted affordable units may be reduced as set forth below.

i. One parking space per restricted affordable unit, except that restricted affordable units for low income or very low income senior citizens or disabled persons require 0.5 parking spaces for each unit; and/or

ii. Up to 40% of the required parking for restricted affordable units may be provided in compact parking stalls.

D. Additional Incentives

Any housing development project that meets the criteria established in *Sec. 9.2.1.B.2. (Additional Incentives)* will receive the base incentives outlined below.

1. Yard Incentive

Up to 20% decrease in the required width or depth of any individual yard, except along any property line that abuts a property zoned with a Residential Limited, Agriculture, or Open Space Use District.

2. Building Coverage Incentive

Up to 20% increase in building coverage limits.

3. Lot Width Incentive

Up to 20% decrease in the required lot width.

4. Floor Area Ratio Incentive

A housing development project shall be granted one of the following incentives:

a. An allotment of additional floor area equal to the percentage of density bonus for which the housing development project is eligible, not to exceed 35%. This additional floor area shall be calculated based on the maximum floor area of the Base FAR of the applied Form District.

b. Regardless of the applied Form District, a housing development project shall receive a floor area ratio not to exceed 2.5:1, provided:

i. The housing development project contains the requisite number of restricted affordable units to qualify for a 35% Density Bonus;

ii. The project site is zoned with a Commercial-Mixed or Commercial Use District;

iii. The project site fronts on a street designated as a boulevard or avenue in the General Plan Mobility Element; and

iv. 50% or more of the project site is located within 1,500 feet of a transit stop/major employment center.

c. Regradless of the applied Form District, a housing development project shall receive a floor area ratio not to exceed 2.5:1, provided:

i. At least 80% of the units in a rental project are restricted affordable units or 45% of units in a for-sale project are restricted affordable units;

ii. The project site is zoned with a Commercial-Mixed or Commercial Use District; and

iii. 50% or more of the project site is located within 1,500 feet of a transit stop/major employment center.

5. Height Incentive

A percentage increase in the height in feet limit equal to the percentage of density bonus for which the housing development project is eligible, except:

a. In any zone in which the height or number of stories is limited, this incentive permits a maximum of 11 additional feet or one additional story, whichever is lower.

i. No additional height is permitted for that portion of a building in a housing development project that is located within 15 feet of a lot zoned with a 2L Density District.

ii. For each foot of additional height, the building must be set back one horizontal foot.

b. No additional height is permitted for any portion of a building in a housing development project located on a lot sharing a common lot line with or across an alley from a lot with a 1L Density District.

c. No additional height shall be permitted for any portion of a building in a housing development project located on a lot sharing a common lot line with or across an alley from a lot with an 1L Density District. This prohibition shall not apply if the lot on which the housing development project is located is within 1,500 feet of a transit stop but no additional height shall be permitted for that portion of a building in the housing development project that is located within 50 feet of a lot with an 1L Density District.

6. Lot & ResidentialAmenity Space Incentive

Up to 20% decrease from lot amenity space and residential amenity space requirements.

7. Density Calculation Incentive

The area of any land required to be dedicated for street or alley purposes may be included as lot area for purposes of calculating the maximum density permitted by the applied Density District in which the housing development project is located.

8. Averaging of Floor Area Ratio, Density, Parking or Lot Amenity Space

A housing development project that is located on two or more contiguous lots may average the floor area, density, lot amenity space, and parking over the project site, provided that:

a. The housing development project includes 11% or more of the dwelling units as restricted affordable units for very low income households, or 20% or more of the units for low income households, or 30% or more of the units for moderate income households;

b. The proposed use is permitted by the applied Use District of each parcel; and

c. No further lot line adjustment or any other action that may cause the housing development project site to be subdivided subsequent to this grant is permitted.

E. Housing Development Project Exceeding 35% Density Bonus

1. A housing development project may be granted additional density increases beyond 35% by providing additional restricted affordable units in the following manner:

a. For every additional 1% of the total dwelling units set aside for very low income units for sale or rental, the project is granted an additional 2.5% density increase;

b. For every additional 1% of the total dwelling units set aside for low income units for sale or rental, the project is granted an additional 1.5% density increase; and

c. For every additional 1% set aside of the total dwelling units for moderate income units in for-sale projects, the project is granted an additional 1% density increase.

2. A housing development project receiving additional density increases beyond 35% is eligible to request the incentives in *Sec. 9.2.1.D. (Base Incentives – Density & Parking)* and *Sec. 9.2.1.E. (Additional Incentives)* in this Section.

F. Procedures

1. Projects with No Additional Incentives

Housing development projects requesting only the incentives outlined in *Sec. 9.2.1.D. (Base Incentives – Density & Parking)*, without any incentives outlined in *Sec. 9.2.1.E. (Additional Incentives)*, are ministerial.

2. Projects Requesting Additional Incentives

a. Housing development projects that qualify for base incentives, request up to three additional incentives, and require no other discretionary actions, must file an application pursuant to *Sec. 13B.2.5. (Director Determination)*. Regardless of the findings established in *Sec. 13B.2.5. (Director Determination)*, the Director of Planning must approve a density bonus and requested additional incentives unless the Director of Planning finds that:

i. The incentive is not required in order to provide for affordable housing costs as defined in *California Health and Safety Code Sec. 50052.5.*, or affordable housing rents as defined in *California Health and Safety Code Sec. 50053.*; or

ii. The incentive will have a specific adverse impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to very low income, low income, and moderate income households. Inconsistency with the zoning or General Plan designation of a lot does not constitute a specific adverse impact upon the public health or safety.

b. For housing development projects that request up to three additional incentives and that require other discretionary actions, the applicable procedures set forth in *Sec. 13A.2.10. (Multiple Approvals)* apply.

i. The decision must include a separate section clearly labeled "Density Bonus/Affordable Housing Incentives Determination."

ii. Regardless of any other findings that may be applicable, the decision-maker must approve base incentives and requested additional incentives unless the decision-maker, based upon substantial evidence, makes either of the findings in *Sec. 9.2.1.G.2.a.*

3. Projects with Requests for Waiver or Modification

a. Application

Housing development projects that qualify for incentives by meeting the minimum required percentage of restricted affordable units, as outlined in *Sec. 9.2.1.D.1. (Density)*, and for which the applicant requests a waiver or modification of any Form District standard or Development Standards District standard that is not included in the incentives outlined in *Sec. 9.2.1.E. (Additional Incentives)* must file an application pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*.

b. Decision

i. The decision of the City Planning Commission on a Conditional Use Permit under this Section is final.

ii. Regardless of any other findings that may be applicable, the decision-maker must approve base incentives and requested waiver or modification of any Form District standard or Development Standards District standard unless the decision-maker, based upon substantial evidence, makes either of the findings in *Sec. 9.2.1.G.2.a.*

iii. For housing development projects requesting waiver or modification of any Form District standard or Development Standards District standard not included in the incentives outlined in *Sec. 9.2.1.E. (Additional Incentives)* that include other discretionary applications, the procedures of *Sec. 13A.2.10. (Multiple Approvals)* apply. The decision must include a separate section clearly labeled "Density Bonus/Affordable Housing Incentives Determination."

4. Projects Exceeding a 35% Density Bonus

a. Application

The City Planning Commission may grant additional density increases beyond 35%, pursuant to *Sec. 9.2.1.F. (Housing Development Project Exceeding 35% Density Bonus)*. Applicants must file an application pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*.

b. Supplemental Findings

In addition to the findings of *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, the City Planning Commission must also find that:

i. The project is consistent with and implements the affordable housing provisions of the General Plan;

ii. The project contains the requisite number of restricted affordable units to qualify for a full 35% density incentive based on the maximum allowable density of the project site;

iii. The housing development project meets any applicable dwelling unit replacement requirements of *California Government Code Section 65915(c)(3)*, with the requirement that units occupied by persons or families above low-income be replaced according to Sec. 65915(c)(3)(C)(i) if the income level is not known or if the income is above low-income, or by persons or families of the same restricted affordable income level as existing tenants if the income is known;

iv. The housing development project's restricted affordable units are subject to a recorded affordability restriction of 99 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Housing and Community Investment Department, and subject to fees as set forth in *Chapter 1, Sec. 19.14. (Fees for Enforcement of Housing Covenants)*; except for:

a) A housing development project in which one hundred percent of all dwelling units, exclusive of a manager's unit or units, are restricted affordable units, which are subject to a recorded affordability restriction of at least 55 years or utilize public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

b) A mixed-income housing development project utilizing public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

v. The project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.

G. Projects Exceeding 35% Density Bonus That Do Not Comply With Subsection F

An applicant may request additional density increases beyond 35% when the project does not comply with the requirements of *Sec. 9.2.1.F. (Housing Development Project Exceeding 35% Density Bonus)* pursuant to *Sec. 13B.3.1. (Administrative Review)*.

1. Performance Standards

a. Purpose

The purpose of these performance standards is to provide for landscaping, lot amenity space, scale, bulk, height, and yards, particularly with regard to the main buildings, which are similar to those in the adjacent properties in the neighborhood, and to reduce the impacts to neighboring properties of projects utilizing this Section. In addition, it is the purpose of these performance standards to encourage the availability of affordable housing.

b. Standards

i. The project shall contain the requisite number of restricted affordable units to qualify for a full 35% density bonus based on the maximum allowable density of the project site.

ii. The housing development project shall comply with the standards contained in the Affordable Housing Incentives Guidelines approved by the City Planning Commission pursuant to *Sec. 13B.1.5. (Policy Action)*.

iii. No buildings are higher than any main building on adjoining property.

iv. The development meets the lot amenity space requirements of the zone.

v. Yards, at a minimum, shall meet the requirements for the zone or those which apply on adjoining or abutting properties, whichever is the most restrictive.

2. Housing Development Projects Not Meeting Performance Standards

a. Application

If a proposed housing development project does not comply with the performance standards delineated in *Sec. 9.2.1.H.1.b (Standards)*, the applicant may apply for approval pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*.

b. Supplemental Finding

In addition to the findings of *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, the City Planning Commission must also find that the proposed project substantially meets the purpose of the performance standards established in *Sec. 9.2.1.H.1.a (Purpose)*.

H. Records and Agreements

Prior to the issuance of a building permit, the following requirements shall be met.

1. Housing Development Projects with Senior Citizen Households

For any housing development project qualifying for a Density Bonus and that contains housing for senior citizens, a covenant acceptable to the Housing and Community Investment

Department, shall be recorded with the Los Angeles County Recorder, guaranteeing that the occupancy restriction to senior citizens will be observed for at least 99 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program; except for:

a. A housing development project in which one hundred percent of all dwelling units, exclusive of a manager's unit or units, are restricted affordable units, which are subject to a recorded affordability restriction of at least 55 years or utilize public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

b. A mixed-income housing development project utilizing public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

A copy of the covenant shall be filed with the Department of City Planning and the Department of Building and Safety.

2. Housing Development Projects with Low or Very Low, or Extremely Low Income Households

For any housing development project qualifying for a Density Bonus and that contains housing for low income, very low income, or extremely low income households, a covenant acceptable to the Housing and Community Investment Department must be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 99 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program; except for:

a. A housing development project in which one hundred percent of all dwelling units, exclusive of a manager's unit or units, are restricted affordable units, which are subject to a recorded affordability restriction of at least 55 years or utilize public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

b. A mixed-income housing development project utilizing public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

A copy of the covenant shall be filed with the Department of City Planning and the Department of Building and Safety.

3. Housing Development Projects with Moderate Income Households - For Sale

For any housing development project qualifying for a Density Bonus and that contains housing for moderate income households for sale, a covenant acceptable to the Housing and

Community Investment Department and consistent with the for sale requirements of *California Government Code Section 65915(c)(2)* must be recorded with the Los Angeles County Recorder guaranteeing that the affordability criteria will be observed for at least 10 years from the issuance of the Certificate of Occupancy. A copy of the covenant shall be filed with the Department of City Planning and the Department of Building and Safety.

4. Conflicts of Duration of Affordability Covenants

If the duration of affordability covenants provided in this Section conflicts with the duration for any other government requirement, the longest duration controls.

5. Private Right of Enforcement

Any covenant described in this Section must provide for a private right of enforcement by the City, any tenant, and the owner of any building to which a covenant and agreement applies.

SEC. 9.2.2. TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM

A. Purpose

The purpose of this Section is to establish procedures that implement the provisions established by Measure JJJ, as well as to increase the production of affordable housing in the City of Los Angeles, consistent with the General Plan and other City policies related to housing.

B. Applicability

This Transit Oriented Communities Affordable Housing Incentive Program (TOC Incentive Program), and the provisions contained in the TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines), shall apply to all eligible housing developments that are located within a ½-mile radius of a major transit stop. Each ½-mile radius around a major transit stop shall constitute a unique Transit Oriented Communities Affordable Housing Incentive Area (TOC Area).

C. Preparation and Content of TOC Guidelines

The Director of Planning shall establish and maintain TOC Guidelines that provide the eligibility standards, TOC Incentives, and other necessary components of this TOC Incentive Program outlined in this Section. Nothing in the TOC Guidelines shall restrict any right authorized by the zone of a property. The TOC Guidelines shall be consistent with the purposes of this Section and shall include the following:

1. Eligibility for TOC Incentives

An eligible housing development located within a TOC Area shall be eligible for TOC Incentives if it:

a. Provides the minimum required percentages of on-site restricted affordable units;

b. Meets any applicable replacement requirements of *California Government Code Section 65915(c)(3)*, with the requirement that units occupied by persons or families above low-income be replaced according to Sec. 65915(c)(3)(C)(i) if the income level is not known or if the income is above low-income, or by persons or families of the same restricted affordable income level as existing tenants if the income is known; and

c. Is not utilizing a Density Bonus or Incentives pursuant to *Sec. 9.2.1. (Density Bonus)* or *Sec. 9.3.2. (Local Affordable Housing Incentive Program)*, other development bonuses pursuant to *California Government Code Section 65915*, or any other State or local program.

2. Minimum Required Percentages of On-Site Restricted Affordable Units

a. Minimum required percentages of on-site restricted affordable units shall be determined by the Department of City Planning and set forth in the TOC Guidelines at rates that meet or exceed 11% of the total number of dwelling units affordable to very-low income households; or 20% of the total number of dwelling units affordable to lower income households.

b. The Department of City Planning shall also establish an option for an eligible housing development to qualify for the TOC Incentives by providing a minimum percentage of dwelling units for extremely low income households, which shall be set at no less than 7%. In calculating the required on-site restricted affordable units, the percentage shall be based on the total final project dwelling unit count, and any number resulting in a fraction shall be rounded up to the next whole number, and not as specified in *Sec. 6C.1.2.D.3. (Measurement)*.

3. Labor Standards

In creating the TOC Guidelines, the Department of City Planning shall identify incentives for projects that adhere to the labor standards required in Ordinance No. 184745, Section 5, provided that no such incentives will be created that have the effect of undermining the affordable housing incentives contained this Section or in *California Government Code Section 65915*.

4. TOC Incentives

An eligible housing development shall be granted TOC Incentives, as determined by the Department of City Planning consistent with the following:

a. Residential Density Increase

An eligible housing development shall be granted increased residential density at rates that shall meet or exceed a 35% increase. In establishing the density allowances, the Department of City Planning may allow adjustments to lot area per dwelling unit requirements, floor area ratio, or both, and may allow different levels of density increase, depending on the project site's Density District.

b. Parking

An eligible housing development shall be granted parking reductions consistent with *California Government Code Section 65915(p)*.

c. Incentives and Concessions

An eligible housing development may be granted up to two or three incentives or concessions based upon the requirements set forth in *California Government Code Section 65915(d)(2)*.

D. Approval of TOC Guidelines and Incentives

The City Planning Commission shall review the TOC Guidelines and shall by vote make a recommendation to the Director of Planning to adopt or reject the TOC Guidelines.

E. Process for Changing TOC Incentives and Eligibility

The TOC Incentives and the required percentages for on-site restricted affordable units may be adjusted for an individual TOC Area through a Community Plan update, Transit Neighborhood Plan, or Specific Plan, provided that the required percentages for on-site restricted affordable units may not be reduced below the percentages set forth in *Sec. 9.2.3.C.2. (Minimum Required Percentages of On-Site Restricted Affordable Units)*.

F. Procedures

Application for the TOC Incentives shall be made on a form provided by the Department of City Planning, and shall follow the procedures outlined in *Sec. 9.2.1.G. (Procedures)*.

G. Records and Agreements

Prior to issuance of a building permit for an eligible housing development, the following shall apply:

1. Housing Development Containing Rental Housing

For any eligible housing development qualifying for a TOC Incentive that contains rental housing for extremely low income households, very-low income households, or lower income households, a covenant acceptable to the Los Angeles Housing and Community Investment Department, shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for 99 years or longer; except for:

a. A housing development project in which one hundred percent of all dwelling units, exclusive of a manager's unit or units, are restricted affordable units, which are subject to a recorded affordability restriction of at least 55 years or utilize public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

b. A mixed-income housing development project utilizing public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

2. Housing Development Containing For-Sale Housing

For any eligible housing development qualifying for a TOC Incentive that contains for-sale housing, a covenant acceptable to the Los Angeles Housing and Community Investment Department, and consistent with the for-sale requirements of *California Government Code Section 65915(c)(2)* shall be recorded with the Los Angeles County Recorder.

3. Duration of Covenants

If the duration of affordability covenants provided for in this Section conflicts with the duration for any other government requirement, the longest duration shall control.

DIV. 9.3. COMMUNITY BENEFITS PROGRAM

SEC. 9.3.1. COMMUNITY BENEFITS PROGRAM STRUCTURE

A. Purpose

The purpose of this Division is to promote the production of restricted affordable units and improvements, facilities, resources, and services for the benefit and enjoyment of the general public.

B. Applicability

This Section shall apply to any project using an incentive program as follows:

1. The project is eligible as established in this Section;

2. The project is also eligible due to the applicable CPIO or Specific Plan;

3. The project is providing the required percentage of restricted affordable units as established in *Sec. 9.3.2. (Local Affordable Housing Incentive Program)* or public benefits as established in *Div. 9.2. (Public Benefit Incentive Programs)*; and

4. The applied Form District provides for bonus FAR, bonus height, or bonus stories.

C. Eligibility

A project must meet the following criteria in order to obtain additional development incentives through the programs contained in this Division:

1. Residential Projects

a. Projects that involve the construction of dwelling units must first use the affordable housing program established in *Sec. 9.3.2. (Local Affordable Housing Incentive Program)*, to its fullest extent. Using the Local Affordable Housing Incentive Program to its fullest extent means providing at least the minimum number of restricted affordable units to qualify for the maximum density increase allowed by the applicable Local Incentive Program Set in *Sec. 9.3.2.B.1. (Local Incentive Program Sets)*.

b. If there is any unused floor area, height or stories based on the bonus FAR, bonus height, or bonus stories available for the project site according to the applied Form District, then a project may use the remaining development potential using one of the methods described in *Sec. 9.3.1.C.3. (Bonus Floor Area, Height or Stories)* up to the maximum allowed by the applied Form District.

c. Calculation of the maximum density increase allowed and number of restricted affordable units required shall be based on the maximum density allowed by the applied Density District.

2. Nonresidential Projects

Projects which do not involve the construction of dwelling units, including City-approved lodging and transient occupancy residential structures, may use any of the programs established in this Division. Bonus FAR, bonus height, or bonus stories may be awarded up to the maximum allowed by the applied Form District, as established in this Section and in the applicable CPIO or Specific Plan.

3. Bonus Floor Area, Height or Stories

A residential project that does not use all of the FAR, height, or stories granted by the bonus FAR, bonus height, or bonus stories of the applied Form District by providing the minimum amount of on-site restricted affordable units using the Local Affordable Housing Incentive Program may access the remaining Bonus FAR, Bonus Height, or Bonus Stories using one or more of the following methods.

a. Additional Restricted Affordable Units

Providing additional restricted affordable units above the minimum percentage required to qualify for the maximum density increase of the Local Affordable Housing Incentive Program. The amount of additional bonus FAR, bonus height, or bonus stories provided for additional percentages of restricted affordable units is based on the applicable CPIO or Specific Plan.

b. Public Benefits Incentive Programs

Using one or more of the programs established in this Division, provided that the programs are included as available incentive programs in the applicable CPIO or Specific Plan.

SEC. 9.3.2. LOCAL AFFORDABLE HOUSING INCENTIVE PROGRAM

A. Purpose

The purpose of the Local Affordable Housing Incentive Program is to encourage the creation and development of restricted affordable units citywide beyond the levels encouraged by the State Density Bonus program, and to increase the production of affordable housing units in specific areas identified in the applicable Community Plan.

B. Eligibility

A housing development project that includes the minimum percentage of on-site restricted affordable units required by *Sec. 9.3.2.B.1 (Local Incentive Program Sets)*, provides the required housing replacement units in *Sec. 9.3.2.B.2 (Housing Replacement)* or pursuant to *LAMC Chapter 15, Article 1 (Rent Stabilization Ordinance)*, and meets the additional eligibility requirements for the lot in the applicable CPIO or Specific Plan (if any), is entitled to receive all of the incentives in *Sec. 9.3.2.C. (Base Incentives)* and additional incentives as outlined in *Sec. 9.3.2.D. (Additional Incentives)*.

1. Local Incentive Program Sets

a. Established

Local Incentive Program Sets A through G are established below, and define the minimum percentage of on-site restricted affordable units required.

LOCAL INCENTIVE PROGRAM SETS

Set	Affordability Requirements				
	DEEPLY LOW INCOME	EXTREMELY LOW INCOME	VERY LOW INCOME	LOWER INCOME	MODERATE
A	n/a	11%	15%	25%	n/a
B	n/a	11%	15%	25%	n/a
C	n/a	10%	14%	23%	n/a
D	n/a	10%	14%	23%	n/a
E	n/a	9%	12%	21%	n/a
F	n/a	8%	11%	20%	n/a
G	7%	8%	11%	20%	40%

b. Local Incentive Program Set Designation

The applicable Local Incentive Program Set shall be determined based on the designation shown on the Local Affordable Housing Incentive Map established in *Sec. 1.4.4. (Local Affordable Housing Incentive Map)*, or in the applicable CPIO or Specific Plan.

c. Calculating Affordability Requirements

In calculating the minimum percentage of on-site restricted affordable units, the percentage of each affordability level shall be based on the total final project dwelling unit

count. Any number resulting in a fraction shall be rounded up to the next whole number, and not as specified in *Sec. 6C.1.2. (Lot Area Per Household Dwelling Unit)* or *Sec. 6C.1.3. (Lot Area Per Efficiency Dwelling Unit)*.

d. Ownership Requirement

Moderate income household restricted affordable units shall be for sale only. Restricted affordable units of all other affordability levels may be rental or for sale units.

e. Linkage Fee Calculation

For the purpose of the fee established in *Sec. 19.18. (Affordable Housing Linkage Fee) of Chapter 1 (General Provisions and Zoning) of the LAMC*, a minimum of 7% deeply low income households dwelling units shall be calculated in the same manner as a minimum of 8% extremely low income household dwelling units.

2. Housing Replacement

A housing development project must meet any applicable housing replacement requirements of *California Government Code Section 65915(c)(3)*, with the requirement that units occupied by persons or families above low-income be replaced according to Sec. 65915(c)(3)(C)(i) if the income level is not known or if the income is above low-income, or by persons or families of the same restricted affordable income level as existing tenants if the income is known, as verified by the Department of Housing and Community Investment prior to the issuance of any building permit. Replacement dwelling units required by this Section count towards the on-site restricted affordable units requirements in *Sec. 9.3.2.B.1. (Local Program Incentive Sets)*.

C. Base Incentives

A housing development project that includes the minimum amount of on-site restricted affordable units in *Sec. 9.3.2.B.1. (Local Program Incentive Sets)* shall be entitled to the following base incentives.

1. Residential Density

a. Housing development projects shall be granted an increase in the maximum allowable residential density as follows:

RESIDENTIAL DENSITY INCENTIVE							
Density District	Allowable Density Increase						
	SET A	SET B	SET C	SET D	SET E	SET F	SET G
2, 3, 4	80%	80%	70%	70%	60%	50%	40%
6, 8	80%	70%	70%	60%	60%	50%	40%
10, 12	60%	60%	50%	50%	45%	45%	35%
15, 20, 25, 30, 40, 50, 60	45%	40%	40%	40%	35%	35%	35%
1L, 2L, 3L, 4L, FA	n/a	n/a	n/a	n/a	n/a	n/a	n/a

b. Housing development projects that consist of 100% on-site restricted affordable units, exclusive of a building manager's unit or units, shall be permitted an additional increase in density of 10 percentage points more than listed in Paragraph a. For example, a 50% density increase will become a 60% density increase.

2. Floor Area Ratio

a. Housing development projects shall be entitled to the portion of bonus FAR granted in the applicable CPIO or Specific Plan, up to the maximum bonus FAR allowed by the applied Form District.

b. Housing development projects that consist of 100% on-site restricted affordable units, exclusive of a building manager's unit or units, shall be permitted an additional 10% more of maximum floor area than listed Paragraph a. above or in the applied Form District. However, in no instance shall the housing development project exceed an FAR of 13:1.

3. Height

Housing development projects shall be entitled to use the entire bonus height or bonus stories (if any) allowed by the applied Form District.

4. Automobile Parking

a. Housing development projects shall qualify for reduced residential parking according to the table below. The applicable Automobile Parking Incentive shall be determined based on the designation shown on the Local Affordable Housing Incentive Map established in *Sec. 1.4.4. (Local Affordable Housing Incentive Map)*, or in the applicable CPIO or Specific Plan.

AUTOMOBILE PARKING INCENTIVE
Parking Reduction
75% Decrease in required minimum
50% Decrease in required minimum

b. For a housing development project that consists of 100% on-site restricted affordable units, exclusive of a manager's unit or units, no parking is required for the project.

c. For a housing development project located 750 feet or less from a transit stop, as measured from the closest point on the lot to an entrance of the station or stop, no parking is required for the project.

d. A housing development project with nonresidential uses in any Local Incentive Program Set may reduce the minimum automobile parking requirement in *Div.4C.4. (Automobile Parking)* for any nonresidential use by 20%.

e. Where parking reductions greater than those in this Section are included in *California Government Code Section 65915(p)*, the greater reductions shall apply.

D. Additional Incentives

In addition to the applicable incentives established in *Sec. 9.3.2.C. (Base Incentives)*, a housing development project that includes the minimum amount of on-site restricted affordable units in *Sec. 9.3.2.B.1. (Local Program Incentive Sets)* shall be entitled to up to 3 of the following additional incentives. However, the number a housing development project is entitled to, and the type of additional incentives may be superseded by a CPIO or Specific Plan.

1. Density Calculation

Any area of any land required to be dedicated for street or alley purposes may be included as lot area for purposes of calculating the maximum density permitted by the applied Density District.

2. Building Coverage

Up to a 25% increase in building coverage limits.

3. Lot Width

Up to 25% decrease in the required lot width.

4. Averaging of Floor Area, Lot Amenity Space, Parking, and Density

A housing development project that is located on two or more contiguous parcels may average the maximum floor area, minimum lot amenity space, minimum parking, and maximum density over the housing development project site, provided that:

a. The proposed uses are permitted by the applied Use District of each parcel; and

b. A covenant running with the land is recorded with the Los Angeles County Recorder, and a copy is provided to the Department of Building and Safety prior to the issuance of any building permits, that specifies no further lot line adjustment or any other action may cause the housing development project site to be subdivided subsequent to this grant, is permitted for the life of the housing development project.

5. CPIO Additional Incentives

Additional incentives (if any), and eligibility requirements for additional incentives, shall be outlined in the applicable CPIO or Specific Plan.

E. Process

The following procedures apply to housing development projects, but may be superseded by a CPIO or Specific Plan:

1. Base Incetives

Housing development projects requesting only the incentives outlined in *Sec. 9.3.2.C. (Base Incentives)*, without requesting any additional incentives outlined in applicable CPIO or

Specific Plan, shall be considered ministerial and no application to the Department of City Planning is required.

Housing development projects shall comply with the records and agreements requirements of *Sec. 9.2.1.H. (Records and Agreements)*.

2. Additional Incetives

Housing development projects requesting additional incentives outlined in *Sec. 9.3.3.D. (Additional Incentives)* or in the applicable CPIO or Specific Plan shall follow the procedures in *Sec. 9.2.1.G.2. (Projects Requesting Additional Incentives)*.

3. "Off-Menu" Incentives

Housing development projects that qualify for incentives by meeting the minimum required percentage of restricted affordable units, as outlined in *Sec. 9.3.2.B.1. (Local Program Incentive Sets)*, and for which the applicant requests a waiver or modification of any Form District standard or Development Standards District standard that is not included in the incentives outlined in *Sec. 9.3.2.C. (Base Incentives)* or *Sec. 9.3.3.D. (Additional Incentives)* must file an application pursuant to *Sec. 9.2.1.G.3. (Projects with Requests for Waiver or Modification)*.

SEC. 9.3.3. PRIVATELY OWNED PUBLIC SPACE INCENTIVE PROGRAM

A. Purpose

The purpose of this Section is to encourage the development of privately owned public spaces such as outdoor plazas, parks, seating areas, and other similar types of outdoor amenity spaces on private land.

B. Eligibility

If the option to provide privately owned public space is available in the incentive program of the applicable CPIO or Specific Plan, the project shall be awarded additional floor area, up to the maximum bonus FAR allowed by the applied Form District, by providing privately owned public space in conformance with the requirements established below.

C. Standards

A project is considered to be providing privately owned public space where:

1. General

a. The entire privately owned public space is made permanently available to the general public in accordance with the requirements in *Sec. 2C.3.3.C.3. (Public Amenity Space)*.

b. The privately owned public space shall be, at minimum, equal to or greater than the size of the lot's minimum required lot amenity space area required by the applied Form District, including any pedestrian amenity exemption. This provision may not be used in conjunction with the 25% reduction for making outdoor amenity space publicly accessible in accordance with *Sec. 2C.3.1.D.3. (Measurement)*.

c. All portions of the privately owned public space shall be contiguous.

d. The privately owned public space complies with any additional requirements set forth in the applicable CPIO or Specific Plan.

2. Planting

In addition to the requirements in *Div. 4C.6. (Plants),* plant species with toxic fruit, thorns, noxious smells, dropping branches, or weakwood, or plant species which are prone to root encrouchment which damages building foundations are prohibited.

3. Seating

Regardless of the seating requirements in *Sec. 2C.3.3.C.3. (Public Amenity Space)*, the privately owned public space shall provide the following.

a. A minimum of 4 fixed seats, 8 linear feet of seating, or 5% of the total required seating, whichever is greater, must be located within 15 linear feet of a public sidewalk or public right-of-way. Of this seating, at least 50% should be oriented to the adjacent public sidewalk or public right-of-way.

b. If a privately owned public space is located along multiple public sidewalks or public right-of-way, it only needs to provide this seating along one public sidewalk or public right-of-way.

c. At least 25%, or a minimum of 4 of the required seating elements shall meet the following standards.

i. Outdoor bench seats shall be a minimum of 17-inches in height and a maximum 19-inches above ground, and shall have full back support and armrests to assist in sitting and standing.

ii. For picnic table seating, benches shall have one seat removed or one side of the bench made shorter to provide proper space for a person using a wheelchair or other assistive device to approach and comfortably sit at the table. There must be 36" clearance on all usable sides of the table, this measurement is taken from the back edge of the bench. There must also be knee and toe clearance beneath the table, measuring 27" in height, 30" in width, and 19" in depth to provide ample space in regards to maneuverability and comfort.

4. Access

a. At least 20% of the total perimeter of the publicly accessible outdoor amenity space shall be adjacent to a public sidewalk or public right-of-way.

b. Access walkways to the privately owned public space from the public sidewalk or public right-of-way shall be a minimum of 7 feet wide.

c. When a CPIO requires additional public facilities in conjunction with a privately owned public space, and are not provided within the open space, access to those facilities shall be provided from the adjacent building facades.

d. If a privately owned public space is located along multiple public sidewalks or public right-of-way, one entrance to the privately owned public space shall be provided from each public sidewalk or public right-of-way.

5. Visibility

The privately owned public space shall be unenclosed, as established in *Sec. 14.1.3. (Enclosure)*, along a public sidewalk or public right-of-way.

6. Way-Finding

When a CPIO requires additional public facilities in conjunction with a privately owned public space, way-finding signs shall be provided at each of the access points to guide people to the public facilities.

D. Incentives

A project may obtain additional floor area, up to the maximum bonus FAR for the applied Form District. The amount of additional floor area shall be awarded in accordance with the applicable CPIO or Specific Plan.

E. Process

The Department of City Planning shall approve additional floor area as outlined in the applicable CPIO or Specific Plan, up to the maximum bonus FAR for the applied Form District, for providing privately owned public space which meet the requirements established in Subsection C. (Standards) in accordance with*Sec. 13B.3.1. (Administrative Review)*.

1. Relief

The Director of Planning may approve additional floor area as outlined in the applicable CPIO or Specific Plan, up to the maximum bonus FAR for the applied Form District, for providing privately owned public space which does not meet the requirements established in Subdivision C. (Standards) in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.

F. Records and Agreements

A covenant acceptable to the Department of City Planning shall be recorded with the Los Angeles County Recorder, guaranteeing that the privately owned public space will be maintained and remain open to the public during all required hours.

SEC. 9.3.4. COMMUNITY FACILITIES

A. Purpose

The purpose of this Section is to encourage the development of facilities and services that are necessary to the community or are of benefit to the public and the community in which the facility or service is located.

B. Eligibility

If the option to provide community facilities is available in the incentive program of the applicable CPIO or Specific Plan, the project may be awarded additional floor area up to the maximum bonus FAR allowed by the applied Form District by providing one or more of the community facilities established in *Sec. 9.3.4.C. (Community Facility Options)*, or by providing an alternative community facility pursant to *Sec. 9.3.4.E.2. (Alternative Community Facilities)*.

C. Community Facility Options

1. Daycare Facility Incentive Area

A project within a Daycare Facility Incentive Area in an applicable CPIO or Specific Plan may obtain additional floor area for providing an on-site daycare facility, subject to the following standards:

a. The daycare facility shall be in compliance with all requirements of *California Code of Regulations, Title 22 (Social Security), Division 12 (Child Care Facility Licensing Regulations), Chapter 1 (Child Care Center General Licensing Requirements)*.

b. The daycare facility shall be appropriately licensed by the California Department of Social Services.

c. Floor area used as a daycare facility shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued. For the purposes of this provision, the time in which the daycare facility space is vacant does not count towards the required minimum.

d. A minimum 10-year lease with a licensed daycare provider, with 5 year renewal option, shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the licensed daycare provider is required to complete the term of the lease. If the lease is not completed prior to the 10-year term, the property owner or their representative shall find a new licensed daycare provider to complete the 10-year term. For the purposes of this provision, the time in which the daycare facility space is vacant does not count towards the required minimum.

e. The floor area devoted to a daycare facility shall be located on-site.

f. For a project which is obtaining additional floor area for providing a daycare facility, no other Certificate of Occupancy for the project shall be issued prior to a Certificate of Occupancy for the daycare facility required pursuant to this Section.

2. Full-Service Grocery Store Incentive Area

A project within a Full-Service Grocery Store Incentive Area in an applicable CPIO or Specific Plan may obtain additional floor area for providing a full-service grocery store subject to the following standards:

a. The full-service grocery store shall have at least 10,000 square feet of floor area.

b. At least 25% of the floor area of the full-service grocery store shall dedicate to perishable food items.

c. The full-service grocery store shall accept EBT or other forms of government assistance.

d. Floor area used as a full-service grocery store shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued. For the purposes of this provision, the time in which the full-service grocery store space is vacant does not count towards the required minimum.

e. A minimum 10-year lease with a full-service grocery store, with 5 year renewal option, shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the full-service grocery store is required to complete the term of the lease. If the lease is not completed prior to the 10-year term, the property owner or their representatives shall find a new full-service grocery store to complete the 10-year term. For the purposes of this provision, the time in which the full-service grocery store space is vacant does not count towards the required minimum.

f. The floor area devoted to a full-service grocery store shall be located on-site.

g. For a project which is obtaining additional floor area for providing a full-service grocery store, no other Certificate of Occupancy for the project shall be issued prior to a Certificate of Occupancy for the full-service grocery store required pursuant to this Section.

3. Health Center Incentive Area

A project within a Health Center Incentive Area in an applicable CPIO or Specific Plan may obtain additional floor area for providing a health center, subject to the following standards:

a. The health center shall be certified by the United States Department of Health and Human Services, Health resources and Services Administration (HRSA) as a Federally Qualified Health Center (FQHC), or FQHC Look-Alike as defined by the HRSA.

b. Floor area provided for a health center shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued. For the purposes of this provision, the time in which the health center space is vacant does not count towards the required minimum.

c. A minimum 10-year lease with a health service provider, with 5 year renewal option, shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the health service provider is required to complete the term of the lease. If the lease is not completed prior to the 10-year term, the property owner or their representatives shall find a new health service provider to complete the 10-year term. For the purposes of this provision, the time in which the health center space is vacant does not count towards the required minimum.

d. The floor area used as a health center shall be located on-site.

e. For a project which is obtaining additional floor area for providing a health center, no other Certificate of Occupancy for the project shall be issued prior to a Certificate of Occupancy for the health center required pursuant to this Section.

4. Employment Incentive Area

A project within an Employment Incentive Area in an applicable CPIO or Specific Plan may obtain additional floor area, subject to the following standards:

a. A minimum of 50% of the floor area permitted by the Base FAR must be used for nonresidential uses outlined in the applicable CPIO or Specific Plan (eligible uses).

b. The floor area for those eligible uses is maintained for a minimum of 55 years after the issuance of the Certificate of Occupancy. For the purposes of this provision, the time in which the spaces for eligible uses is vacant does not count towards the required minimum.

c. A minimum 10-year lease(s) with a tenant with an eligible use, with 5 year renewal option, shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the tenant with an eligible use is required to complete the term of the lease. If the lease is not completed prior to the 10-year term, the property owner or their representatives shall find a new tenant with an eligible use to complete the 10-year term. For the purposes of this provision, the time in which the floor area for those eligible uses is vacant does not count towards the required minimum.

d. The floor area devoted to eligible uses shall be located on-site.

5. School and Library Incentive Area

A project is wihin a School and Library Incentive Area in an applicable CPIO or Specific Plan may obtain additional floor area by providing a public school or public library, subject to the following standards:

a. Floor area used for a school shall be occupied by a school run by or approved by the Los Angeles Unified School District (LAUSD), and shall be properly accredited. Floor area used for a library shall be occupied by a library operated by the City of Los Angeles Library Department. The applicant must obtain a written agreement from either LAUSD or the City of Los Angeles Library Department confirming the space will be used for a school or library.

b. Floor area for a school or library shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued. For the purposes of this provision, the time in which the school or library space is vacant does not count towards the required minimum.

c. A minimum 55-year lease with a school run by or approved by LAUSD or the City of Los Angeles Library Department shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the school run by or approved by LAUSD or the City of Los Angeles Library Department is required to complete the term of the lease. If the lease is not completed by a school run by or approved by LAUSD prior to the 10-year term, the property owner or their representatives shall find a new school run by or approved by LAUSD to complete the 10-year term. For the purposes of this provision, the time in which the public school or public library space is vacant does not count towards the required minimum.

d. The floor area devoted to a school or library shall be located on-site.

e. For a project which is obtaining additional floor area for providing a school or library, no other Certificate of Occupancy for the project shall be issued prior to a Certificate of Occupancy for the school or library required pursuant to this Section.

6. Social Service Incentive Area

A project within a Social Service Incentive Area in an applicable CPIO or Specific Plan may obtain additional floor area, subject to the following standards:

a. The project provides floor area for employment services, job training, business incubation, youth development, educational services, medical care, mental health care, substance abuse treatment, or food aid(social service centers).

b. The social service center must be operated by a government agency or a 501(c)(3) non-profit organization.

c. Services shall be provided on a voluntary basis with an emphasis on employment services, job training, business incubation, youth development, educational services, medical care, mental health care, substance abuse treatment, food aid, or other services deemed appropriate by the Director of Planning pursuant to *Sec. 13B.2.5. (Director Determination)*.

d. Floor area used as a social service center shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued. For the purposes of this provision, the time in which the floor area for social service center is vacant does not count towards the required minimum.

e. A minimum 10-year lease(s) with a social service center, with 5 year renewal option, shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the social service center is required to complete the term of the lease. If the lease is not completed prior to the 10-year term, the property owner or their representatives shall find a new social service center to complete the 10-year term. For the purposes of this provision, the time in which the floor area for social service center is vacant does not count towards the required minimum.

f. The floor area devoted to a social service center shall be located on-site.

g. For a project which is obtaining additional floor area for providing a social service center, no other Certificate of Occupancy for the project shall be issued prior to a Certificate of Occupancy for the social service center required pursuant to this Section.

7. Civic Facility Incentive Area

A project is wihin a Civic Facility Incentive Area in an applicable CPIO or Specific Plan may obtain additional floor area by providing a civic facility, subject to the following standards:

a. Eligible facilities include: cultural centers, museums, police stations, fire stations, community centers, indoor recreation, or other public facilities deemed appropriate by the Director of Planning pursuant to *Sec. 13B.2.5. (Director Determination)*.

b. Floor area used for a civic facility shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued. For the purposes of this provision, the time in which the floor area for the civic facility is vacant does not count towards the required minimum.

c. A minimum 55-year lease with the City of Los Angeles, or an organization approved by the City of Los Angeles, shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the the City of Los Angeles, or the organization designated by the City of Los Angeles, is required to complete the term of the lease. If the lease is not completed by the City of Los Angeles, or an organization approved by the City of Los Angeles, prior to the 10-year term, the property owner or their representatives shall find a new organization approved by the City of Los Angeles to complete the 10-year term. For the purposes of this provision, the time in which the civic facility is vacant does not count towards the required minimum.

d. The floor area devoted to a civic facility shall be located on-site.

e. For a project which is obtaining additional floor area for providing a civic facility, no other Certificate of Occupancy for the project shall be issued prior to a Certificate of Occupancy for the civic facility required pursuant to this Section.

8. Community Benefits Fund

A project within any of the incentive areas listed above may obtain additional floor area by submitting payment to a Community Benefits Fund, in compliance with the provisions established in a CPIO or Specific Plan.

D. Incentives

1. Bonus Floor Area

A project may be awarded additional floor area up to the maximum bonus FAR allowed by the applied Form District by providing one or more of the community facilities established in *Sec. 9.3.4.C. (Community Facility Options)*. The amount of floor area shall be awarded as established in the applicable CPIO or Specific Plan.

2. Tenant Size Limitations

Community facilities are not required to conform tenant size limitations in applied Use Districts.

E. Process

1. Administrative Review

The Department of City Planning shall approve additional floor area as outlined in the applicable CPIO or Specific Plan, up to the maximum bonus FAR for the applied Form District for providing community facilities or contributions which meet the requirements established in Subection C. (Community Facility Options) pursuant to *Sec. 13B.3.1. (Administrative Review)*.

2. Alternative Community Facilities

The Director of Planning may approve additional floor area, as outlined in the applicable CPIO or Specific Plan, up to the maximum bonus FAR for the applied Form District for providing community facilities that are not listed in Subsection C. (Community Facility Options) pursuant to *Sec. 13B.2.5. (Director Determination)*.

a. Supplemental Findings

In addition to the findings required by *Sec. 13B.2.5. (Director Determination)*, the Director of Planning must also find that the alternative community facility will enhance the built environment or quality of life in the surrounding neighborhood and will perform a function or provide a service that is essential or beneficial to the community.

3. Change in Operator or Provider

The property owner shall notify the Department of City Planning in the event a change in operator or provider for community facilities occurs. the Department of City Planning shall approve any change in tenant pursuant to *Sec. 13B.3.1. (Administrative Review)*.

a. Exceptions

i. Projects, or those portions of a project, which provided contributions pursuant to *Sec. 9.3.4.C.8 (Community Benefits Fund)* shall not be subject to this notification and approval requirement.

ii. In the event that the Mayor declares a fiscal emergency, property owners will not be required to have an operator or provider for community facilities for the duration of the emergency.

4. Annual Reporting

Projects that provide community facilities shall demonstrate compliance with the terms required under *Sec. 9.3.4.C. (Community Facility Options)* by submitting an annual report to the Department of City Planning.

a. Annual Community Facilities Report

The Annual Community Facilities Report shall be provided by the property owner that delineates the following:

i. Occupancy status of the development.

ii. Occupancy status of the community facilities.

iii. Type of community facilities provided.

iv. Evidence as to compliance with the any requirements of *Sec. 9.3.4.C. (Community Facility Options)*.

b. Non-Compliance

Non-compliance with the applicable standards for the community facilities in *Sec. 9.3.4.C. (Community Facility Options)* shall result in either renewal of the 55-year term or legal action taken against the owner to comply with the contract.

c. Review

The Department of City Planning shall review the Annual Community Facilities Report pursuant to *Sec. 13B.3.1. (Administrative Review)*.

d. Exceptions

i. Projects, or those portions of a project, which provided contributions to pursuant to *Sec. 9.3.4.C.8 (Community Benefits Fund)* shall not be subject to this annual report requirement.

ii. In the event that the Mayor declares a fiscal emergency, projects will not be subject to annual report requirements during the duration of the emergency.

5. Fine

If a property owner is found in violation of any of the applicable standards for the community facilities in *Sec. 9.3.4.C. (Community Facility Options)*, they shall be subject to a fine equal to 10 times the value of the application fee and cumulative inspection fees paid. This fine shall be imposed for each day that the property is not in compliance with the applicable standards.

a. Exceptions

i. This fine shall not be imposed for public schools or public libraries after the first lease agreement has been filed with the Department of City Planning.

ii. This fine shall not be imposed in the event that the Mayor declares a fiscal emergency for the duration of the emergency.

b. Relief

This fine is appealable pursuant to *Sec. 11.2.09. (Administrative Hearing) or Chapter 1 (General Provisions and Zoning) of the LAMC*.

F. Records and Agreements

A covenant acceptable to the Department of City Planning must be recorded with the Los Angeles County Recorder, guaranteeing that the applicant, tenant, or property owner will dedicate floor area within the development for community facilities for the periods outlined in *Sec. 9.3.4.C. (Community Facility Options)*, and will submit annual reporting to the Department of City Planning in a manner consistent with *Sec. 9.3.4.E.4. (Annual Reporting)*.

SEC. 9.3.5. TRANSFER OF DEVELOPMENT RIGHTS PROGRAMS

A. Purpose

The purpose of this Section is to allow for a CPIO or Specific Plan to establish a Transfer of Development Rights program to facilitate the preservation of Historic Resources or to encourage the accumulation of land for use as public parks, while enabling development rights to be used on more appropriate sites.

B. Applicability

If the Transfer of Development Rights is listed as an available incentive program in the applicable CPIO or Specific Plan, the project can obtain additional floor area up to the maximum Bonus FAR for the applied Form District through a Transfer of Development Rights, subject to the eligibility requirements and other regulations established in the CPIO or Specific Plan.

C. Eligibility

A CPIO or Specific Plan shall establish donor sites (if any) that are eligible to transfer unused floor area, up to the maximum bonus FAR for the applied Form District, and receiver sites that may receive all available unused floor area from the donor sites. As part of the Transfer of Development Rights program, the applicable CPIO or Specific Plan shall establish the applicable rules of transfer needed to implement the program.

D. Process

To use a Transfer of Development Rights, an application must filed pursuant to *Sec. 13B.2.5. (Director Determination)*. The CPIO or Specific Plan shall establish additional supplemental procedures in order to facilitate the transfers and their successful implementation.

E. Records and Agreements

A CPIO or Specific Plan shall establish any requirements for required records, such as covenants or easements, and any other agreements necessary to implement the transfers.

SEC. 9.3.6. NONRESIDENTIAL PROJECT INCENTIVE PROGRAM

A. Purpose

The purpose of this Section is to encourage the development of nonresidential projects featuring community-oriented uses that serve to diversify land use patterns and provide job opportunities to communities previously lacking centers of employment.

B. Applicability

This Section shall apply to any project using an incentive program as follows:

1. The project is eligible as established in this Section;

2. The project is eligible due to the applicable CPIO or Specific Plan; and

3. The applied Form District provides for bonus FAR, bonus height, or bonus stories.

C. Eligibility

A project must meet the following criteria in order to obtain additional development incentives through the programs contained in this Division:

1. Nonresidential Project

Projects which do not involve the construction of dwelling units, including City-approved lodging and transient occupancy residential structures, may use any of the Public Benefits established in this Section. Bonus FAR, bonus height, or bonus stories may be awarded dependent upon the Public Benefits provided, and up to the maximum allowed by the applied Form District, as established in this Section.

D. Bonus

1. A maximum of two Public Benefits may be chosen and implemented into a Nonresidential Project for the purposes of pursuing a Bonus.

2. A Nonresidential Project may use the bonus FAR, bonus stories, and bonus building width altogether.

3. The total Bonus sought may not exceed the maximum bonus provided within the Nonresidential Project's Form district.

4. If a combination of Public Benefits results in a Bonus that is greater than what the Form District allows, then the maximum bonus shown in the Form District prevails.

5. When calculating the total Bonus of two Public Benefits, the FARs may be added together into a total FAR bonus, but the additional story/ies and additional building width shall default to the greatest number shown.

6. For example, when combining the Publicly Accessible Open Space with a Full-Service Grocery store, a 0.5 FAR bonus may be added to a 2.5 FAR bonus to create a 3.0 FAR bonus for a Nonresidential Project, but the bonus stories and bonus building widths may not be added together, and would default to 3 additional stories and 75 feet of additional building width.

NONRESIDENTIAL INCENTIVES	
Public Benefit	Bonus
Publicly Accessible Open Space, upper story	0.5 FAR, 1 additional story, 25' building width
Publicly Accessible Open Space, at grade	1 FAR, 1 additional story, 25' building width
Day Care Facility	1.5 FAR, 2 additional stories, 50' building width
Small Scale Tenant Spaces	2 FAR, 2 additional stories, 50' building width
Full-Service Grocery Store	2.5 FAR, 3 additional stories, 75' building width
Off-Site Affordable Housing	3 FAR, 3 additional stories, 75' building width

E. Public Benefits

A Nonresidential Project may obtain additional floor area, height, and/or building width for providing one or two of the following Public Benefits, subject to all ensuing standards.

1. Publicly Accessible Open Space

a. The entire publicly accessible open space shall be made permanently available to the general public in accordance with the requirements in *Sec. 2C.3.3.C.3. (Public Amenity Space)*.

b. The publicly accessible open space shall be, at minimum, equal to or greater than the size of the lot's minimum required lot amenity space area required by the applied Form District, including any pedestrian amenity exemption. This provision may not be used in conjunction with the 25% reduction for making outdoor amenity space publicly accessible in accordance with *Sec. 2C.3.1.D.3. (Measurement)*. If the applied Form District does not specify a lot amenity space requirement, the publicly accessible open space shall be, at minimum, equal to or greater than 15% of the total lot area.

c. All portions of the publicly accessible open space shall be contiguous, whether located at grade or at an upper story.

d. Any access walkways to the privately owned public space from the public sidewalk or public right-of-way shall be a minimum of 7 feet wide.

e. If a publicly accessible open space is located along a public sidewalk or public right-of-way, one entrance to the privately owned public space shall be provided from each public sidewalk or public right-of-way.

f. Required entrances shall be provided pursuant to *Sec. 2C.3.3.D.8*.

g. The publicly accessible open space shall be unenclosed, as established in *Sec. 14.1.3. (Enclosure)*, along a public sidewalk or public right-of-way.

h. When additional public facilities in conjunction with a publicly accessible open space are required, and are not provided within the open space, access to those facilities shall be provided from the adjacent building facades.

i. Way-finding signs shall be provided at each of the access points, whether externally or internally, located on or in the building, to guide people to the publicly accessible open space. Standards include the following:

i. Minimum sign dimension, no less than 16 inches by 20 inches;

ii. Required posting of the hours of operation; and

iii. Mandatory language regarding public access.

j. The publicly accessible open space complies with any additional requirements set forth in the applicable CPIO or Specific Plan.

2. Daycare Facility

a. The daycare facility shall be in compliance with all requirements of *California Code of Regulations, Title 22 (Social Security), Division 12 (Child Care Facility Licensing Regulations), Chapter 1 (Child Care Center General Licensing Requirements)*.

b. The daycare facility shall be appropriately licensed by the California Department of Social Services.

c. Floor area used as a daycare facility shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued. For the purposes of this provision, the time in which the daycare facility space is vacant does not count towards the required minimum.

d. A minimum 10-year lease with a licensed daycare provider, with 5 year renewal option, shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the licensed daycare provider is required to complete the term of the lease. If the lease is not completed prior to the 10-year term, the property owner or their representative shall find a new licensed daycare provider to complete the 10-year term. For the purposes of this provision, the time in which the daycare facility space is vacant does not count towards the required minimum.

e. The floor area devoted to a daycare facility shall be located on-site.

f. For a project which is obtaining additional floor area for providing a daycare facility, no other Certificate of Occupancy for the project shall be issued prior to a Certificate of Occupancy for the daycare facility required pursuant to this Section.

3. Small-Scale Tenant Spaces

a. A minimum of five small-scale tenant spaces shall be provided as a part of the Nonresidential Project to be eligible for the corresponding bonus.

b. Each individual small scale tenant space may not exceed 2,000 square feet in floor area.

c. Each individual small scale tenant space shall possess at least 800 square feet in floor area.

d. Each small scale tenant space shall be located at the ground floor of the building.

e. The pedestrian access requirements for each small scale tenant space shall defer to the corresponding Development Standards District of the property's zone string.

f. Each small scale tenant space shall feature a street-facing Storefront Bay entry feature, pursuant to *Sec. 3C.5.2.2.g*, regardless of the Frontage District of the property.

g. The facade treatment of each small scale tenant space shall abide by the Frontage District of the property's zone string.

h. All uses provided shall be consistent with the Use District of the property's zone string.

i. For a project which is obtaining additional floor area, height, and/or building width for providing a five small scale tenant spaces, no other Certificate of Occupancy for the project shall be issued prior to the Certificates of Occupancy for the five small scale tenant spaces required pursuant to this Section.

4. Full-Service Grocery Store

a. The full-service grocery store shall have at least 10,000 square feet of floor area.

b. At least 25% of the floor area of the full-service grocery store shall be dedicated to perishable food items.

c. The floor plans of a proposed full-service grocery store shall designate specific areas for the sale of produce (including fruits and vegetables), fresh meats (e.g. a deli), and dairy products (including refrigeration).

d. The full-service grocery store shall accept EBT or other forms of government assistance.

e. Floor area used as a full-service grocery store shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued. For the purposes of this provision, the time in which the full-service grocery store space is vacant does not count towards the required minimum.

f. A minimum 10-year lease with a full-service grocery store, with 5 year renewal option, shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the full-service grocery store is required to complete the term of the lease. If the lease is not completed prior to the 10-year term, the property owner or their representatives shall find a new full-service grocery store to complete the 10-year term. For the purposes of this provision, the time in which the full-service grocery store space is vacant does not count towards the required minimum.

g. The floor area devoted to a full-service grocery store shall be located on-site.

h. For a project which is obtaining additional floor area for providing a full-service grocery store, no other Certificate of Occupancy for the project shall be issued prior to a Certificate of Occupancy for the full-service grocery store required pursuant to this Section.

5. Off-Site Affordable Housing

a. The developer of the Nonresidential Project shall partner with an affordable housing developer that provides at least 30% of the total units for low-income households or at least 15% of the total units for very low-income households.

b. The developer of the Nonresidential Project shall submit to HCID information describing a commercial development bonus approved pursuant to this section, including the terms of the agreements between the Nonresidential developer and the affordable housing developer, and the developers and the local jurisdiction, and the number of affordable units to be constructed as part of the agreements.

c. The developer of the Nonresidential Project may not partner with themselves for the purposes of constructing affordable housing elsewhere. The Project will only qualify for the bonus when a separate, affordable housing developer is established for the purposes of developing the affordable housing.

DIV. 9.4. GENERAL INCENTIVE PROGRAMS

SEC. 9.4.1. PERMANENT SUPPORTIVE HOUSING INCENTIVE PROGRAM

A. Purpose

1. The purpose of this Section is to facilitate the expedient production of supportive housing, general units meeting the established definitions and regulations, or qualified permanent supportive housing projects, in order to provide high-quality, well-serviced and affordable housing units which are responsive to the needs of the target population.

2. This Section is intended to facilitate construction or maintenance of supportive housing, general units pursuant to a ministerial approval process in conformance with the State density bonus provisions in *California Government Code Section 65915*. Qualified permanent supportive housing projects are those that meet the following objectives:

a. Projects should be located at sites that are accessible by public transit, including paratransit.

b. Individual dwelling units should be provided with basic amenities that are sufficient to support independent living.

c. Sufficient nonresidential floor area, as determined in *Sec. 9.4.1.B.2. (Supportive Services)*, should be made available on the subject property to provide the appropriate level of supportive services to the resident target population.

B. Eligibility

In order for a qualified permanent supportive housing project to be eligible for this Permanent Supportive Housing Incentive Program, it must comply with the following requirements:

1. Use of Other Residential Incentive Programs

A qualified permanent supportive housing project applying for another incentive program established in *Div. 9.2. (Affordable Housing Incentive Programs)*, *Sec. 9.3.2. (Local Affordable Housing Incentive Program)*, or affordable housing incentive provisions in any other Specific Plan or Supplemental District at the same location, shall not be eligible for approval.

2. Affordable Housing Requirements

Rents or housing costs to the occupying residents do not exceed 30% of the maximum gross income of extremely low income households, very low income households, or low income households, as those income ranges are defined by the US Department of Housing and Urban Development (HUD), or any successor agency, as verified by the Housing & Community Investment Department. A minimum of 50% of the total combined dwelling units is occupied by the target population.

3. Supportive Services

Applicants shall provide documentation describing the supportive services that will be provided on-site and off-site. Prior to any approval of a qualified permanent supportive housing project, the applicant shall submit information demonstrating that supportive services will be provided to residents of the project. The applicant shall indicate the name of the entity or entities that will provide the supportive services, the local public agency funding source(s) for those services, and proposed staffing levels. If a preliminary funding commitment is needed, the applicant shall also submit a signed letter of intent from the local public agency verifying that it is providing a preliminary funding commitment for the supportive services. If no funding commitment is needed, the applicant shall demonstrate that the entity or entities that will provide the supportive services are service providers pre-qualified by a local public agency. Any floor area used for the delivery of supportive services shall be considered incidental to the residential use.

4. Housing Replacement

Projects shall meet any applicable dwelling unit replacement requirements of *California Government Code Section 65915(c)(3)*, with the requirement that units occupied by persons or families above low-income be replaced according to Sec. 65915(c)(3)(C)(i) if the income level is not known or if the income is above low-income, or by persons or families of the same restricted affordable income level as existing tenants if the income is known, as verified by the Los Angeles Housing and Community Investment Department, and all applicable monitoring fees in *LAMC Chapter 1 (General Provisions and Zoning), Article 9 (Fees)* shall be paid by the applicant prior to the issuance of any building permit.

5. Performance Standards

a. Location Requirement

The qualified permanent supportive housing project shall be located within a High Quality Transit Area for the horizon year in the current Regional Transportation Plan/Sustainable Communities Strategy for the Southern California Association of Governments region.

b. Supportive Services

Nonresidential floor area shall be provided for on-site supportive services in the following amounts:

i. For qualified permanent supportive housing projects with 20 or fewer total combined dwelling units, no less than 90 square feet of dedicated office space shall be provided; or

ii. For qualified permanent supportive housing projects with greater than 20 dwelling units, a minimum of 3% of the total residential floor area shall be dedicated for on-site supportive services provided solely to on-site residents, including but not limited to community rooms, case management offices, computer rooms, or a community kitchen.

c. Dwelling Unit Requirements

Each dwelling unit shall have a private bathroom and cooking facilities containing, at minimum, a sink, refrigerator, counter space, and a hotplate or microwave.

d. Historical Resources

The qualified permanent supportive housing project shall not involve a historical resource, as defined by *California Public Resources Code Section 21084.1.* as determined by the Director of Planning, in consultation with the Office of Historic Resources.

C. Incentives

The grant of any incentives under this Section shall not be considered an increase in density or other change which requires any corresponding zone change, General Plan amendment, project exception, or other discretionary action.

1. Base Incentives

A qualified permanent supportive housing project meeting the requirements in *Sec. 9.4.1.B. (Applicability)* is eligible for the following base incentives:

a. Minimum Lot Area per Dwelling Unit

In all Density Districts, except for 1L and 15, the number of allowable dwelling units shall not be subject to the otherwise maximum density under any applicable ordinance or Specific Plan. On any lot in Density District 15, the minimum lot area per dwelling unit shall be 500 square feet.

b. Parking

The following requirements shall apply to all qualified permanent supportive housing projects:

i. Up to 40% of the total required parking spaces may be provided by compact stalls.

ii. No parking spaces shall be required for dwelling units restricted to the target population.

iii. For projects located within ½-mile of a transit stop, or of a major transit stop, as defined in *California Public Resources Code, Section 21155(b)*, no more than 0.5 parking spaces shall be required for each income-restricted dwelling unit not occupied

by the target population. Otherwise, no more than 1 parking space shall be required for each restricted affordable unit or efficiency dwelling unit not occupied by the target population.

iv. One parking space for every 20 dwelling units shall be required for the purpose of accommodating guests, supportive services, and case management.

v. Parking reductions offered for qualified permanent supportive housing projects shall always be consistent or greater than those in *California Government Code Section 65915(p)*.

vi. If the parking requirements applicable to the project site pursuant to *Div. 4C.4. (Automobile Parking)* are less than the parking required by one of the applicable parking options in this Section, an applicant may use the parking requirements of *Div. 4C.4. (Automobile Parking)*.

c. Floor Area

Areas designated exclusively for supportive services use or public areas accessible to all residents, including those for residential or supportive services uses, shall not be considered as floor area of the building for the purposes of calculating the total allowable floor area. The floor area shall be measured to the center line of wall partitions between public and non-public areas.

d. Conversion or Replacement of Existing Residential Hotel Use

Despite the provisions of the applied Use District, a qualified permanent supportive housing project developed pursuant to this Section shall be permitted when the project is converted from, or is a replacement of a Residential Hotel as defined in *LAMC Chapter 4 (Public Welfare), Article 7.1. (Residential Hotel Unit Conversion and Demolition), Section 47.73.S. (Definitions)*, and is a continuation of an existing residential use. The replacement shall comply with the provisions of *LAMC Chapter 4 (Public Welfare), Article 7.1. (Residential Hotel Unit Conversion and Demolition)*, as approved by the Los Angeles Housing and Community Investment Department. The total number of dwelling units may be increased as part of the conversion or replacement. This paragraph shall not apply to a Residential Hotel located on a lot in Density District 20 or more restrictive.

2. Additional Incentives

A qualified permanent supportive housing project meeting the requirements in *Sec. 9.4.1.B. (Applicability)* is eligible for any combination of up to 5 additional incentives described below, as applicable.

a. Yard

A qualified permanent supportive housing project may obtain up to a 20% decrease in the any required yard, and all adjustments to individual yards may be combined to count as one incentive, except that:

i. The project must still provide landscaping sufficient in compliance with the landscape requirements in *Div. 4C.4. (Automobile Parking)*.

ii. No reduction is permitted along a property line that abuts a property in Density District 1L or any Open Space Use District.

iii. In Residential Use Districts, the resulting primary street setback may not be less than the average of the primary street setbacks, as measured to the main building, of adjoining lots along the same street face. If located on a corner lot or adjacent to a vacant lot, the primary street setback may align with the facade of the adjacent building along the same primary street lot line, and may result in more or less than a 20% decrease in the required yard. If there are no adjacent buildings, no reduction is permitted.

b. Building Coverage

Up to a 20% increase in building coverage limits, provided that the landscaping for the qualified permanent supportive housing project is sufficient to provide 10% more landscaping than otherwise required by *Div. 4C.4. (Automobile Parking)*.

c. Floor Area Ratio

i. Up to a 35% increase in the Base FAR.

ii. On lots in Density District 15, up to a 20% increase in the Base FAR.

iii. Regardless of the FAR established by the applied Form District, FAR not to exceed 3:1, provided the lot is in a Commercial or Commercial-Mixed Use District.

d. Height

Up to a 35% increase in the maximum allowable height in feet, applicable over the entire lot regardless of any of the lower underlying height limits. In any Form District in which the height in stories is limited, this provision shall permit a maximum height increase of one additional story of up to eleven feet. For the purposes of this height incentive, other transitional height requirements in this Zoning Code (Chapter 1A) shall not apply. In their place, the following transitional height requirements shall be applied:

i. When adjacent to or across an alley from lots within Density District 1L or 2L, the building's height shall be stepped back within a 45-degree angle as measured from a point 25 feet above grade at the property line.



ii. On lots in Density District 15, when adjacent to or across an alley from lots in Density District 1L or 2L, the building's height shall be stepped back within a 45-degree angle as measured from a point 20 feet above grade at the property line.



e. Lot Amenity Space and Residential Amenity Space

Up to a 20% decrease in the required lot amenity space and residential amenity space, provided that the landscaping for the qualified permanent supportive housing project is sufficient to provide 10% more landscaping than otherwise required by *Div. 4C.4. (Automobile Parking)*.

f. Averaging of Floor Area Ratio, Parking

A qualified permanent supportive housing project that is located on two or more contiguous parcels may average the floor area, lot amenity space, residential amenity space, and parking over the project site, provided that:

i. The proposed use is permitted by the applied zone for each lot; and

ii. No further lot line adjustment or any other action that may cause the qualified permanent supportive housing project site to be subdivided subsequent to this grant shall be permitted.

g. Ground Floor Use

Where nonresidential floor area is required by this Code, Specific Plan, Community Plan, or other set of standards, that requirement may be satisfied by any active ground floor use such as community rooms, resident amenities, supportive service areas, or lot amenity space.

h. Other Development Standard

Up to 20% relief may be provided from one other development standard not described in this Section, as that term is defined in *California Government Code Section 65915(o)(1)*.

D. Process

1. Qualified Permanent Supportive Housing Projects Meeting All Applicability Requirements

To use an incentive, as outlined is *Sec. 9.2.1.C. (Incentives)*, an applicant must file pursuant to *Sec. 13B.3.1. (Administrative Review)*.

a. Application Material

All applications shall be reviewed for compliance with the provisions in this Section, eligibility requirements in *Sec. 9.4.1.B. (Eligibility)*, and compliance with the applicable incentive standards in *Sec. 9.4.1.C. (Incentives)*. The application shall be approved by the Department of City Planning if the standards of this Section are met.

b. Notification of Application

Despite the provisions of *Sec. 13B.3.1. (Administrative Review)*, the following requirements shall be completed at least 30 days prior to the Department of City Planning's approval of the qualified permanent supportive housing project:

i. The Department of City Planning shall send written notices of the qualified permanent supportive housing project application by U.S. mail to the abutting property owners, applicable Neighborhood Council and the Council District Office of the site; and

ii. The applicant shall post, in a conspicuous place near the entrance of the property, a public notice of the qualified permanent supportive housing project application. The applicant shall submit proof of posting to the Department of City Planning, which includes submission of a completed public notice form provided by the Department of City Planning and photographs of the posted notice.

c. Additional Incentives

The City may not apply a development standard that will physically preclude the construction of the qualified permanent supportive housing project. Applicants may request additional incentives pursuant to the procedures described in *Sec. 9.2.1.G.3. (Projects with Requests for Waiver or Modification)*.

2. Deviations from Performance Standards

The Zoning Administrator may modify the requirements of *Sec. 9.4.1.B.5 (Performance Standards)* for qualified permanent support housing projects, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, when the applicant can demonstrate that the project remains consistent with the purpose of those standards.

E. Records and Agreements

Prior to the issuance of any building permit for a qualified permanent supportive housing project, the applicant shall record a covenant acceptable to the Los Angeles Housing and Community Investment Department that reserves and maintains the total combined number of dwelling units designated as restricted affordable for at least 55 years from the issuance of the Certificate of Occupancy.

SEC. 9.4.2. INTERIM CONVERSIONS OF LODGING UNITS PROGRAM

A. Purpose

The purpose of this Section is to facilitate the interim use of existing lodging units as supportive housing, general, or transitional housing for persons experiencing homelessness or those at risk of homelessness. Under this Section, the structure may return to its previous use, or any use consistent with the zoning of the lot, upon termination of the interim supportive housing, general or transitional housing use.

B. Eligibility

An interim lodging unit housing project is eligible for conversion to supportive housing, general or transitional housing for persons experiencing homelessness or those at risk of homelessness, as determined by the local public agency, if they meet the following requirements:

1. Certificate of Occupancy

The structure has a Certificate of Occupancy as a lodging structure.

2. Use of Dwelling Units

All household dwelling units and efficiency dwelling units, or a combination of both, in the structure must be used for supportive housing, general or transitional housing.

3. No Additions

The interim lodging unit housing project does not increase or add floor area or expand the building footprint or height.

4. No Expansion of Use

The interim lodging unit housing project does not increase the total combined number of household dwelling units or efficiency dwelling units shall not exceed the existing number of lodging units.

5. Permitted Use

Any floor area used for on-site supportive services shall be considered accessory to the residential use.

6. Supportive Service Area

For every 20 dwelling units, a minimum of one dedicated office space shall be provided for the provision of on-site supportive services, including case management. A minimum of one dedicated office space shall be provided for interim lodging unit housing projects with fewer than 20 total dwelling units. Any floor area dedicated to supportive services may be provided on-site within an existing building, but shall not exceed 10% of the total floor area of the building.

7. Supportive Services Contract

a. The applicant shall provide a copy of an executed contract agreement between the local public agency, the provider of the supportive housing, general, or transitional housing, and the interim lodging unit housing project applicant for the provision of on-site supportive housing, general, or transitional housing, or a combination of both.

b. The applicant shall provide proof that the applicant has received funding from a local public agency.

c. The applicant shall provide proof that the supportive housing, general, or transitional housing contract is in effect.

8. Residential Hotel Ordinance

If structures or units are subject to the provisions of *LAMC Chapter 4, Article 7.1. (Residential Hotel Unit Conversion and Demolition)* on the date of the interim lodging unit housing project application, they shall remain subject to all requirements and restrictions in *LAMC Chapter 4 (Public Welfare), Article 7.1. (Residential Hotel Unit Conversion and Demolition)* during the supportive housing, general, or transitional housing contract.

9. Designated Historic Resource

An Interim lodging unit housing project shall not involve alteration of an historic-character-defining feature of a designated historic resource, unless the Director of Planning, in consultation with the Office of Historic Resources, determines the proposed alteration will not adversely impact the property's historic eligibility.

C. Incentives

Interim lodging unit housing projects shall not be subject to any otherwise applicable zoning, Specific Plan, or Supplemental District regulations, including, but not limited to, the following:

1. Minimum Area per Household Dwelling Unit or Efficiency Dwelling Unit

Interim lodging unit housing projects shall not be considered an increase in density or other change which requires any corresponding discretionary action. A structure, regardless of any nonconforming status as to the regulations of the applied Form District and Density District, may be used for an interim lodging unit housing project.

2. Off-Street Automobile Parking

Interim lodging unit housing projects shall be exempt from the provisions of *Div. 4C.4. (Automobile Parking)* during the supportive housing, general, or transitional housing contract, however, the interim lodging unit housing project shall maintain and not reduce the number of on-site parking spaces existing on the date of the interim lodging unit housing project application.

3. Use Permission

Despite the provisions of the applied Use District or any nonconforming use provision to the contrary, an interim lodging unit housing project shall be permitted.

4. Minor Interior Alterations for Cooking Facilities

Approved interim lodging unit housing project applicants may make minor interior alterations adding cooking facilities, including a sink, a refrigerator not exceeding 10 cubic feet, counter space not exceeding 10 square feet, and a hotplate or microwave, to efficiency dwelling units. In the event a structure is returned to the motel or hotel use in accordance with *Sec. 9.4.1.D.3. (Termination of Supportive Housing or Transitional Housing Contract)*, the lodging may maintain any efficiency dwelling units with added cooking facilities.

5. Preservation of Nonconforming Rights

Upon termination of the supportive housing, general or transitional housing use, in accordance with *Sec. 9.4.1.D.3. (Termination of Supportive Housing or Transitional Housing Contract)*, any structure that is nonconforming as to area or use regulations or any other requirements in this Zoning Code (Chapter 1A) may return to the use and condition authorized by a Certificate of Occupancy existing on the date of the interim lodging unit housing project application, despite any physical alterations to the subject property. Any floor area used for supportive services may be returned to use as lodging units, or may be converted to accessory amenity spaces, so long as the total number of lodging units do not exceed the number approved on the Certificate of Occupancy existing at the time of the application for interim lodging unit housing project.

D. Process

1. Department of Building and Safety Review

Interim lodging unit housing projects shall be approved by the Department of Building and Safety if the eligibility requirements of *Sec. 9.4.2.B. (Eligibility)*, and the applicable standards described in *Sec. 9.4.2.C. (Incentives)* are met, and the incentives described in *Sec. 9.4.2.C. (Incentives)* shall be granted.

2. Residential Hotel Ordinance

Interim lodging unit housing project applicants seeking to convert structures subject to the Residential Hotel Ordinance pursuant to *LAMC Chapter 4 (Public Welfare), Article 7.1. (Residential Hotel Unit Conversion and Demolition)* must also submit an application using the process described in *LAMC Chapter 4 (Public Welfare), Section 47.78. (Application for Clearance)*.

3. Termination of Supportive Housing or Transitional Housing Contract

Upon any termination of the supportive housing, general, or transitional housing contract, the following shall apply:

a. The interim lodging unit housing project applicant shall be required, within 90 days, to notify the Department of Building and Safety and to complete one of the following:

i. Submit an application to the Department of Building and Safety to return to the use, authorized by a Certificate of Occupancy, existing on the date of the interim lodging unit housing project application, or to any use permitted by the current zoning regulations; or

ii. Provide a copy of a new executed contract agreement to the Department of Building and Safety in accordance with the requirements in *Sec. 9.4.2.B.7. (Supportive Services Contract)* to begin a new contract term for provision of supportive housing, general, or transitional housing.

b. The number of Residential Units, as defined in *LAMC Chapter 4 (Public Welfare), Section 47.73.T. (Definitions)*, at each participating structure of an interim lodging unit housing project which has been converted to structures subject to *LAMC Chapter 4 (Public Welfare), Article 7.1. (Residential Hotel Unit Conversion and Demolition)* shall be identical to the number of units originally determined by the Housing and Community Investment Department to be Residential Units pursuant to *LAMC Chapter 4 (Public Welfare), Section 47.76. (Residential Unit Status Determination)* or any subsequent number approved as part of an application using the process described in *LAMC Chapter 4 (Public Welfare), Section 47.78. (Application for Clearance)*.

4. Modifications to Interim Lodging Unit Housing Project Applicability Requirements

The Zoning Administrator may modify or exempt the applicability requirements for interim lodging unit housing projects in *Sec. 9.4.2.B.6 (Supportive Service Area)* and *Sec. 9.4.2.B.9 (Historic Building)*, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, when the applicant can demonstrate that the project remains consistent with the purpose of those standards.

SEC. 9.4.3. SENIOR CARE FACILITIES INCENTIVE PROGRAM

A. Purpose

The purpose of this Section is to provide development standards for supportive housing, medical care and supportive housing, non-medical for senior citizens, or "senior care facilities", and create a single process for approvals and facilitate the processing of applications for an eldercare facility. These facilities provide much needed services and housing for the growing senior population of the City of Los Angeles.

B. Applicability

A senior care facilities project located on a lot or lots in any Agricultural, Residential, Residential-Mixed, Commercial, or Commercial-Mixed Use District.

C. Incentives

1. Zoning District Requirements

The Zoning Administrator may permit a senior care facilities project that does not meet the requirements of the applied Use District or Density District, or height provisions of the applied Form District, or the requirements of any Specific Plan, Supplemental District, or Citywide regulation adopted or imposed by City action.

2. Development of Site

New buildings or structures may be erected, enlargements may be made to existing buildings, and the existing housing types within the senior care facilities project may be extended on the approved site, provided that development plans are submitted to and approved by the Zoning Administrator. The Zoning Administrator may disapprove the plans where it is found that the use does not conform to the purpose and intent of the findings required for senior care facilities under this Section, and may specify the conditions under which the plans may be approved.

D. Procedures

1. Review

The Zoning Administrator may permit a senior care facilities project utilizing the incentives outlined in *Sec. 9.4.3.C. (Incentives)* pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

a. Supplemental Findings

In addition to the findings set forth in *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall not grant the approval unless it is also found that:

i. The strict application of the land use regulations on the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations;

ii. The senior care facilities project shall provide support services to senior citizens to meet citywide demand; and

iii. The senior care facilities project shall not create an adverse impact on street access or circulation in the surrounding neighborhood.

2. Subsequent Change of Use

Residential uses, as established in *Sec. 5C.1.1. (Residential Uses)*, within a senior care facilities project may not be changed to a different residential use unless it has been subsequently approved. The Zoning Administrator may approve changes to the number of household dwelling units, efficiency dwelling units, beds, or floor area provided that a minimum of 75% of the floor area, exclusive of common areas, shall consist of supportive housing, medical care or supportive housing, non-medical for senior citizens.

SEC. 9.4.4. NON-PERMITTED DWELLING UNITS PROGRAM

A. Purpose

The purpose of this Section is to further health and safety standards in multi-unit buildings and preserve and create affordable housing units by establishing procedures to legalize certain pre-existing non-permitted dwelling units in conformance with the State Density Bonus provisions in *California Government Code Section 65915*.

B. Eligibility

A structure with a non-permitted dwelling unit located in all Density Districts, except for Density District 1L, is eligible for the provisions of this Section when the following criteria are met:

1. Pre-Existing Units

The units to be legalized have been occupied as a dwelling unit at any time between December 11, 2010 and December 10, 2015. Examples of the types of evidence to establish occupancy include, but are not limited to:

a. Apartment lease;

b. Utility bill;

c. Rent Stabilization Ordinance (RSO) Rent Registration Certificate;

d. Code enforcement case documentation (e.g., Orders to Comply); or

e. Other evidence identified on the application form and made available for public inspection in the case file.

2. Restricted Affordable Units

At least one additional restricted affordable unit is being provided on the project site. A restricted affordable unit. Affordable means that rents or housing expenses cannot exceed 30% of the maximum gross income of each respective household income group. Moderate income units may be used, provided the project is not located in a Low-Moderate Census Tract pursuant to the Community Reinvestment Act.

3. Performance Standards

The property shall meet the following performance standards:

a. Front Yard Landscaping

All portions of the required front yard not used for necessary driveways and walkways, including decorative walkways, are landscaped and maintained, and not otherwise paved.

b. Lighting

Security night lighting is shielded so that the light source cannot be seen from adjacent residential properties.

c. Parking Area

Any surface parking areas are landscaped pursuant to the requirements of *Div. 4C.4. (Automobile Parking)*.

d. Signs

Any illegal signs shall have been removed.

e. Code Violations

The project site must not have any outstanding code violations other than those being addressed by the application under this Section.

f. Unpermitted Building Footprint Expansion

The dwelling units to be legalized shall not result or have resulted in an unpermitted expansion of the building footprint or height, except that additions of less than 250 square feet, not resulting in any additional height, may be permitted, provided it is not located on the building frontage adjoining the front yard. The purpose of this standard is to limit exterior alterations to those that are minor and do not have a significant impact on the visual character of the building or neighborhood.

C. Incentives

A property meeting the eligibility criteria above must comply with all applicable zoning regulations, except:

1. The grant of permitted status to pre-existing unpermitted units under this Section shall not be considered an increase in density or other change which requires any corresponding Zone Change, General Plan Amendment, Project Exception, or other discretionary action.

2. The number of allowable dwelling units can be increased up to 35% over the otherwise maximum allowable density of the applied Density District or applicable Specific Plan, depending on the percentage of restricted affordable units provided in the building, pursuant to the Density Bonus charts in *California Government Code Section 65915(f)*. These charts can be extended proportionally to permit both a density increase and an affordable set-aside less than what is shown on the charts.

3. For properties which have more permitted dwelling units than are allowed under current maximum allowable density, an increase in current maximum allowable density beyond 35% may be authorized as long as the project offers sufficient restricted affordable units to achieve at least a 35% density bonus pursuant to the density bonus charts in *California Government Code Section 65915(f)* and the increase in number of dwelling units does not exceed 35% of

the number of permitted dwelling units on the property. Regardless of the actual number of permitted dwelling units on the property, the base number of dwelling units for calculating the percentage of restricted affordable units shall be the dwelling units allowed by the current maximum residential density.

4. A property containing one structure with two permitted dwelling units in all Density District except for Density District 1L may legalize a third unit as long as one of the dwelling units is a restricted affordable unit, even if the third dwelling unit increases the density by more than 35%.

5. An applicant may choose any one of the following methods of calculating required parking, if applicable, in conjunction with the bicycle parking provisions in *Div. 4C.4. (Automobile Parking)*. If the net new number of required parking spaces is other than a whole number, it shall be rounded up to the next whole number.

a. Parking may be recalculated for all units in the project (not just the restricted units) using Parking Option 1 in *Sec. 9.2.1. (Density Bonus)*.

b. Parking may be calculated by maintaining all existing parking and providing additional parking just for the newly legalized units in accordance with Parking Option 2 in *Sec. 9.2.1. (Density Bonus)*, as long as one restricted affordable unit or dwelling unit for low income individuals who are senior citizens, or who have a physical or mental impairment that limits one or more major life activities is provided for each legalized unit.

c. Parking may be calculated by maintaining all existing parking and providing additional parking at a ratio of 0.5 parking spaces per bedroom for the newly legalized dwelling units for a project located within one half mile of a major transit stop, which is a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute period or a major transit stop included in the applicable Regional Transportation Plan/Sustainable Community Strategy (RTP/STS).

6. The applicant shall be eligible for up to three concessions or incentives in accordance with *California Government Code Section 65915(d)(2)*, depending on the percentage of restricted affordable units provided. For the purposes of this Section, a concession or incentive means a reduction in a site development standard or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission, including, but not limited to, a reduction in lot amenity space requirements and in the ratio of vehicular parking spaces that would otherwise be required.

7. The City may not apply a development standard that will physically preclude the legalization of a project which meets the eligibility criteria of *Sec. 9.4.4.D.5.c. (Parking)* at the densities or with the concessions or incentives permitted by this Section. Development standards, include, but are not limited to: a site condition; a height limitation; a yard requirement; a floor

area ratio; an lot amenity space requirement; or a parking ratio that applies to a residential development pursuant to any ordinance, General Plan Element, Specific Plan, Charter, or other local condition, law, policy, resolution, or regulation. Development standards do not include conditions imposed through discretionary approvals. Incentives shall not be used to exempt compliance with performance standards.

8. The street dedication provisions of *Article 10. (Streets and Parks)* shall not apply when dwelling units are legalized under this Section.

9. The City's Affordable Housing Incentive Guidelines shall not apply to projects under this Section.

D. Process

1. Administrative Review

The applicant shall submit an application on a form developed by the Department of City Planning that contains basic information about the project, the owner or applicant, and conformance with this section. The Director of Planning shall review all applications for compliance with the eligibility criteria in *Sec. 9.4.4.C. (Eligibility)*. The application shall be approved by the Director of Planning if the eligibility criteria and performance standards of this Section are met pursuant to *Sec. 13B.3.1. (Administrative Review)*.

2. Relief

The Zoning Administrator may modify or exempt the performance standards in *Sec. 9.4.4.B.3. (Performance Standards)*, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, when the applicant can demonstrate that the project remains consistent with the purpose of those standards.

E. Records and Agreements

Prior to the issuance of any building permit, a covenant acceptable to the Los Angeles Housing and Community Investment Department, shall be recorded with the Los Angeles County Recorder, guaranteeing that each required restricted affordable unit shall be reserved and maintained for at least 99 years from the issuance of the Certificate of Occupancy; except for:

a. A housing development project in which one hundred percent of all dwelling units, exclusive of a manager's unit or units, are restricted affordable units, which are subject to a recorded affordability restriction of at least 55 years or utilize public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

b. A mixed-income housing development project utilizing public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

SEC. 9.4.5. DOWNTOWN ADAPTIVE REUSE PROGRAM

A. Purpose

The purpose of this Section is to facilitate the preservation and reuse of existing buildings in the Downtown Community Plan Area, and implement the General Plan by facilitating the conversion of older, economically distressed, or historically significant buildings to apartments, live/work units, offices, or visitor-serving facilities. This will help to reduce vacant space as well as preserve Downtown's architectural and cultural past and encourage the development of a live/work and residential community Downtown, thus creating a more balanced ratio between housing and jobs in the region's primary employment center. This revitalization will also facilitate the development of a "24-hour city" and encourage mixed commercial and residential uses in order to improve air quality and reduce vehicle trips and vehicle miles traveled by locating residents, jobs, hotels and transit services near each other.

B. Eligibility

The provisions of this Section shall apply to adaptive reuse projects in all or any portion of the following buildings and structures in the Downtown Community Plan Area:

1. Buildings That Are At Least 25 Years Old

Buildings constructed in accordance with building and zoning codes in effect at the time they were built and are at least 25 years old. A Certificate of Occupancy, building permit, or other suitable documentation may be submitted as evidence to verify the date of construction.

2. Buildings That Are At Least 10 Years Old

Buildings constructed in accordance with building and zoning codes in effect at the time they were built and are at least 10 years old. A Certificate of Occupancy, building permit, or other suitable documentation may be submitted as evidence to verify the date of construction.

3. Historic Buildings

Designated historic resources and surveyed historic resources are also eligible buildings.

4. Parking Structures

Any parking structure, or parking area within an existing building, with a Certificate of Occupancy which was issued at least 10 years prior to the date of application.

C. Standards

1. Loading Space

Loading spaces which are part of a street-facing facade on lots zoned with a Frontage District established in *Div 3B.9. (Character Frontage)* shall be maintained. Otherwise, it shall be allowed to be removed.

2. Affordable Housing Linkage Fee

The linkage fee, as established in *Sec. 19.18. (Affordable Housing Linkage Fee) of Chapter 1 (General Provisions and Zoning)* of this Code, shall continue to apply to any new floor area in the project devoted to the uses described in the linkage fee schedule, regardless of the exemptions in Subsection D. (Incentives) below.

D. Incentives

Despite any other provisions of this Zoning Code (Chapter 1A) to the contrary, Downtown adaptive reuse projects shall be entitled to the incentives set forth below. Despite any other provisions of this Zoning Code (Chapter 1A) to the contrary, adaptive reuse projects shall be entitled to the incentives set forth below. These incentives shall not apply to any new construction or additions located on the same lot as an adaptive reuse project unless otherwise stated below. The following incentives supersede the requirements established in *Div. 9.3. (Community Benefits Program)*.

1. Floor Area

a. Existing Floor Area

Existing floor area which exceeds the maximum floor area ratio of the applied Form District shall be considered allowed.

b. New Floor Area Within Existing Building Envelope

Any additional floor area, including mezzanines, as defined by *Chapter 9 (Building Regulations) of this Code*, created within an existing building shall not be counted towards the maximum floor area limit for the lot.

c. Changes of Use in Previously Exempted Floor Area

The following actions shall not be considered as adding new floor area that enlarges an existing building or structure:

i. The change of use of any area of an existing building that is exempt from floor area, to any use permitted in the applied Use District, including the renovation of any interior portion of an existing building for a permitted use. However, this shall not include new construction, and must be located within the building's existing exterior walls and below the existing roof.

ii. The change of use of any area of an existing building which is exempt from floor area to lot amenity spaces or residential amenity spaces.

iii. The change of use of any area of an existing basement or portions of an eligible building that are below grade.

iv. The conversion of existing parking areas or structures as long as the conversion remains within the exterior walls of the existing building.

d. New Rooftop Structures

The construction of new structures on the existing roof shall not be considered new floor area, as long as the new rooftop structures:

i. Do not exceed one story.

ii. Comply with the height requirements of the applied Form District.

e. Unified Development

i. For buildings listed as designated historic resources or surveyed historic resources that are incorporated as part of a unified development composed of two or more buildings, the existing floor area, up to a maximum of 50,000 square feet, shall be exempted from the maximum floor area limit for the lot. This incentive shall not be utilized if the unified development involves the demolition or facade alteration of any portion of a designated historic resource or surveyed historic resource which has not been approved by the Office of Historic Resources.

ii. The averaging of floor area ratios may be permitted even if buildings on each individual lot would exceed the permitted floor area ratio. However, the total floor area for the unified development, when calculated as a whole, may not exceed the maximum permitted floor area by the applied Form Districts.

2. Height

a. Existing Height

An existing building which is a part of an adaptive reuse project shall be allowed to maintain its existing height, regardless of whether it exceeds the maximum height in feet or height in stories, minimum height in stories of the applied Form District.

b. New Stories Within Existing Building Envelope

Any additional story created within an existing building which is a part of an adaptive reuse project shall not be counted as an additional story towards any height in stories limit.

3. Yards

Existing observed yards which do not meet the yards required by the applied Form District shall be allowed.

4. Lot Amenity Space & Residential Amenity Space Requirements

An adaptive reuse project shall not be required to provide any additional lot amenity space or residential amenity space as a result of a change of use.

5. Upper-Story Bulk

An existing building which is a part of an adaptive reuse project shall not be required to comply with any applicable upper-story provisions established in *Div. 2C.5. (Upper-Story Bulk)*.

6. Building Mass

An existing building which is a part of an adaptive reuse project shall not be required to comply with any applicable building mass provisions established in *Div. 2C.6. (Building Mass)*.

7. Frontage District Standards

Adaptive reuse projects shall not be required to bring eligible buildings or structures into conformance with the applied Frontage District. Where an eligible building or strucure is nonconforming as to the applied Frontage District an adaptive use project shall not further reduce compliance.

8. Project Review

Adaptive reuse projects shall be exempt from any requirements to go through the Project Review process as determined by the applied Development Standards District and set forth in *Div. 4C.14. (Project Review Threshold)*.

9. Loading Space

If no loading space is provided, then a loading space shall not be required.

10. Density

Dwelling units and joint living and work quarters shall not be subject to the lot area per dwelling unit or dwelling unit per lot requirements of the applied Density District.

E. Process

1. Department of Building and Safety Review

The following types of adaptive reuse projects shall be approved by the Department of Building and Safety if the requirements of *Sec. 9.4.5.B. (Eligibility)* and the criteria described in *Sec. 9.4.5.C. (Standards)* and *Sec. 9.4.5.C. (Incentives)* are met. If the adaptive reuse project is approved, and the incentives described in *Sec. 9.4.5.D. (Incentives)* for which the project qualifies shall be granted.

Adaptive reuse projects involving buildings constructed in accordance with building and zoning codes in effect at the time they were built and that are at least 25 years old and adaptive reuse projects involving parking structures or parking areas within an existing building with a Certificate of Occupancy which was issued at least 10 years prior to the date of application.

2. Zoning Administrator Review

Adaptive reuse projects involving buildings constructed in accordance with building and zoning codes in effect at the time they were built and that are at least 10 years old may be approved by the Zoning Administrator, pursuant to *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, if the adaptive reuse project complies with the requirements of *Sec. 9.4.5.B. (Eligibility)* and the criteria described in *Sec. 9.4.5.C. (Standards)* and *Sec. 9.4.5.D. (Incentives)* are met. If the adaptive reuse project is approved, the incentives described in *Sec. 9.4.5.D. (Incentives)* for which the project qualifies may be granted.

3. Relief

The Zoning Administrator may grant, modify or deny some or all of the incentives established in *Sec. 9.4.5.D. (Incentives)* pursuant to Sec. 13.B.2.1. (Class 1 Conditional Use Permit). Furthermore, the Zoning Administrator shall have the authority to grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects proposed pursuant to this Section, including but not limited to the authority to permit dwelling units and joint living and work quarters, regardless of the nonconforming provisions of *Article 12. (Nonconformities)*.

SEC. 9.4.6. CITYWIDE ADAPTIVE REUSE PROGRAM

A. Purpose

The purpose of this Section is to encourage and facilitate the conversion and retention of existing, or historically significant buildings, and conversion between uses permitted or conditionally permitted by the designated Use District of the property , and to create opportunities for new affordable housing units. The goal is to reduce vacant space, as well as preserve the City's architectural and cultural past, and encourage the sustainable practice of retaining the inherent energy that goes into the construction of existing buildings. This practice has demonstrated its effectiveness as a revitalization tool that encourages the use of underutilized buildings and the creation of new dwelling units.

B. Eligibility

The provisions of this Section shall apply to adaptive reuse projects outside the Downtown Community Plan Area, in any Commercial or Commercial-Mixed Use District, or on any lot in Density District 2 or FA, regardless of Use District, in the following buildings and structures:

1. Buildings That Are At Least 25 Years Old

Buildings constructed in accordance with building and zoning codes in effect at the time they were built and are at least 25 years old. A Certificate of Occupancy, building permit, or other suitable documentation may be submitted as evidence to verify the date of construction.

2. Buildings That Are At Least 10 Years Old

Buildings constructed in accordance with building and zoning codes in effect at the time they were built and are at least 10 years old. A Certificate of Occupancy, building permit, or other suitable documentation may be submitted as evidence to verify the date of construction.

3. Historic Buildings

Designated historic resources and surveyed historic resources are also eligible buildings.

4. Parking Structures

Any parking structure, or parking area within an existing building, with a Certificate of Occupancy which was issued at least 10 years prior to the date of application, in excess of the minimum parking required by this Zoning Code (Chapter 1A).

C. Standards

1. Affordable Housing Requirement

An adaptive reuse project that involves the creation of 10 or more new dwelling units shall provide the following restricted affordable housing units as established below.

a. 10 to 13 Dwelling Units

An adaptive reuse project that involves the creation of between 10 to 13 new dwelling units shall provide at least 1 unit affordable for very-low income households as a restricted affordable unit.

b. 14 to 17 Dwelling Units

An adaptive reuse project that involves the creation of between 14 to 17 new dwelling units shall provide at least 1 unit affordable for moderate income households and at least 1 unit affordable for very-low income households as restricted affordable units.

c. 18 or More Dwelling Units

An adaptive reuse project that involves the creation of 18 or more new dwelling units shall provide at least 10% of its units for moderate income households and at least 5% of its units affordable for very-low income households as restricted affordable units. For the purposes of this Section, in calculating the required number of restricted affordable units, any number resulting in a fraction is rounded up to the next whole number.

d. Affordable Housing Covenant

A covenant acceptable to the Los Angeles Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 99 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program; except for:

e. A housing development project in which one hundred percent of all dwelling units, exclusive of a manager's unit or units, are restricted affordable units, which are subject to a recorded affordability restriction of at least 55 years or utilize public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

f. A mixed-income housing development project utilizing public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

D. Incentives

The Department of City Planning may grant some or all of the incentives established when an adaptive reuse project qualifies for them as established below. Despite any other provisions of this Zoning Code (Chapter 1A) to the contrary, adaptive reuse projects shall be entitled to the incentives set forth below. These incentives shall not apply to any new construction or additions located on the same lot as an adaptive reuse project unless otherwise stated below.

1. Floor Area

a. Existing Floor Area

Existing floor area which exceeds the maximum floor area ratio of the applied Form District shall be considered allowed.

b. New Floor Area Within Existing Building Envelope

Any additional floor area, including mezzanines, as defined by *Chapter 9 (Building Regulations) of this Code*, created within an existing building shall not be counted towards the maximum floor area limit for the lot.

c. Changes of Use in Previously Exempted Floor Area

The following actions shall not be considered as adding new floor area that enlarges an existing building or structure:

i. The change of use of any area of an existing building that is exempt from floor area, to any use permitted in the applied Use District, including the renovation of any interior portion of an existing building for a permitted use. However, this shall not include new construction, and must be located within the building's existing exterior walls and below the existing roof.

ii. The change of use of any area of an existing building which is exempt from floor area to lot amenity spaces or residential amenity spaces.

iii. The change of use of any area of an existing basement or portions of an eligible building that are below grade.

iv. The conversion of existing parking areas or structures as long as the conversion remains within the exterior walls of the existing building.

d. New Rooftop Structures

The construction of new structures on the existing roof shall not be considered new floor area, as long as the new rooftop structures:

i. Do not exceed one story.

ii. Comply with the height requirements of the applied Form District.

e. Unified Development

i. For buildings listed as designated historic resources or surveyed historic resources that are incorporated as part of a unified development composed of two or more buildings, the existing floor area, up to a maximum of 50,000 square feet, shall be exempted from the maximum floor area limit for the lot. This incentive shall not be utilized if

the unified development involves the demolition or facade alteration of any portion of a designated historic resource or surveyed historic resource which has not been approved by the Office of Historic Resources.

ii. The averaging of floor area ratios may be permitted even if buildings on each individual lot would exceed the permitted floor area ratio. However, the total floor area for the unified development, when calculated as a whole, may not exceed the maximum permitted floor area by the applied Form Districts.

2. Height

a. Existing Height

An existing building which is a part of an adaptive reuse project shall be allowed to maintain its existing height, regardless of whether it exceeds the maximum height in feet or height in stories, minimum height in stories of the applied Form District.

b. New Stories Within Existing Building Envelope

Any additional story created within an existing building which is a part of an adaptive reuse project shall not be counted as an additional story towards any height in stories limit.

3. Yards

Existing observed yards which do not meet the yards required by the applied Form District shall be allowed.

4. Lot Amenity Space & Residential Amenity Space Requirements

An adaptive reuse project shall not be required to provide any additional lot amenity space or residential amenity space as a result of a change of use.

5. Upper-Story Bulk

An existing building which is a part of an adaptive reuse project shall not be required to comply with any applicable upper-story provisions established in *Div. 2C.5. (Upper-Story Bulk)*.

6. Building Mass

An existing building which is a part of an adaptive reuse project shall not be required to comply with any applicable building mass provisions established in *Div. 2C.6. (Building Mass)*.

7. Frontage District Standards

Adaptive reuse projects shall not be required to bring eligible buildings or structures into conformance with the applied Frontage District. Where an eligible building or strucure is nonconforming as to the applied Frontage District an adaptive use project shall not further reduce compliance.

8. Off-Street Automobile Parking

The required number of parking spaces shall be the same as the number of spaces that exist on the lot, and shall be maintained and not reduced. However, if the total parking required by *Div. 4C.4. (Automobile Parking)* for the new use is less than the number of parking spaces that exist on the lot, then the number of parking spaces may be reduced to the number of required parking spaces.

9. Loading Space

If no loading space is provided, then a loading space shall not be required.

10. Project Review

Adaptive reuse projects shall be exempt from any requirements to go through the Project Review process as determined by the applied Development Standards District and set forth in *Div. 4C.14. (Project Review Threshold)*.

11. Density

Dwelling units and joint living and work quarters shall not be subject to the lot area per dwelling unit or dwelling unit per lot requirements of the applied Density District.

12. Linkage Fee Waiver

Adaptive reuse projects with 10 or more restricted affordable housing units that satisfy the requirement in *Sec. 9.4.6.C.1. (Affordable Housing Requirements)* shall have Linkage Fees established in *Sec. 19.18. (Affordable Housing Linkage Fee) of Chapter 1 (General Provisions and Zoning)* of this *Code* waived.

E. Process

1. Department of Building and Safety Review

The following types of adaptive reuse projects shall be approved by the Department of Building and Safety if the requirements of *Sec. 9.4.6.B. (Eligibility)*, and the criteria described in *Sec. 9.4.6.C. (Standards)* and *Sec. 9.4.6.D. (Incentives)* are met. If the adaptive reuse project is approved, and the incentives described in *Sec. 9.4.6.D. (Incentives)* for which the project qualifies shall be granted.

Adaptive reuse projects involving buildings constructed in accordance with building and zoning codes in effect at the time they were built and that are at least 25 years old and adaptive reuse projects involving parking structures or parking areas within an existing building with a Certificate of Occupancy which was issued at least 10 years prior to the date of application.

2. Zoning Administrator Review

Adaptive reuse projects involving buildings constructed in accordance with building and zoning codes in effect at the time they were built and that are at least 10 years old may be approved by the Zoning Administrator, pursuant to *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, if the adaptive reuse project complies with the requirements of *Sec. 9.4.6.B. (Eligibility)* and the criteria described in *Sec. 9.4.6.C. (Standards)* and *Sec. 9.4.6.D. (Incentives)* are met. If the adaptive reuse project is approved, the incentives described in *Sec. 9.4.6.D. (Incentives)* for which the project qualifies may be granted.

a. Supplemental Findings.

In addition to the findings in *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, the Zoning Administrator shall also find that:

i. The eligible building is no longer economically viable in its current use or uses. In making this finding, the Zoning Administrator shall consider the building's past and current vacancy rate, existing and previous uses, and real estate market information. The Zoning Administrator may require the applicant to submit independently verified documentation.

ii. In approving a reduced parking incentive pursuant to *Sec. 9.4.6.D.5. (Off-Street Automobile Parking)*, the Zoning Administrator find that the surrounding area will not be adversely affected by overflow parking or traffic congestion originating or terminating at the site of the adaptive reuse project.

3. Relief

The Zoning Administrator may grant, modify or deny some or all of the incentives established in *Sec. 9.4.6.D. (Incentives)* pursuant to *Sec. 13.B.2.1. (Class 1 Conditional Use Permit)*. Furthermore, the Zoning Administrator shall have the authority to grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects proposed pursuant to this Section, including but not limited to the authority to permit dwelling units and joint living and work quarters in adaptive reuse projects, regardless of the nonconforming provisions of *Article 12. (Nonconformities)*.

SEC. 9.4.7. PUBLIC NUISANCE ABATEMENT PROGRAM

A. Purpose

The purpose of this Section is to facilitate the removal of graffiti, posters/handbills and any other illegal postings, as well as trash, debris, rubbish, and weeds on public property in exchange for the temporary placement of signs at construction sites and vacant lots.

B. Eligibility

Construction sites and vacant lots are eligible for the placement of temporary signs, including off-site signs, on temporary construction walls, and/or solid wood fences, if the lot has an applied Residential-Mixed, Commercial-Mixed, Commercial, Industrial-Mixed, or Industrial Use District and the project complies with the requirements of the public nuisance abatement program as outlined in this Section.

C. Program Requirements

Upon issuance of a building permit for a sign and installation of any signs on temporary construction walls, and/or solid wood or similar material fences surrounding vacant lots it shall be the sign company and property owner's responsibility to comply with the provisions of this Subsection, and as established in *Sec. 9.4.7.F.4. (Authorized Representative)* it shall be the responsibility of the Department of Public Works - Office of Community Beautification (Office of Community Beautification) to enforce them.

1. Notification

a. Within 10 days after the issuance of the building permit for a sign, provide written notification to the Office of Community Beautification and the Council District Office of the council district in which the construction site or vacant lot is located.

b. The notification shall contain the name and address of the sign company or property owner and the property address where the signs will be placed.

c. The notification to the Office of Community Beautification shall include a copy of the sign company's contract with the property owner to post signs at the specified location.

2. Reporting

a. Report the amount, type, and location of clean-ups within the abatement radius to the Office of Community Beautification every 30 days for the duration of the building permit for the sign.

b. Reporting shall be thorough and include before and after photo documentation, City of Los Angeles MyLA311 App request confirmation and/or other documentation stating date and time of clean up, as well as receipts for where materials were disposed.

3. Public Nuisance Abatement

a. Clean and maintain free from graffiti, posters/handbills and any other illegal postings, as well as trash, debris, rubbish, and weeds from public property and rights-of-way within the abatement radius. The removal of graffiti shall include, but not be limited to, spray paint on walls, poles, and fences on public property.

b. Remove any posters/handbills on light poles, utility poles, bus stops, and any other illegal postings on public property.

c. Patrol the abatement radius every 24 hours to search for and remove any graffiti within 24 hours of its discovery.

d. Report, through the City of Los Angeles MyLA311 program, bulky items within the abatement radius around the permitted lot.

e. Comply with the administrative policies and procedures set by the Office of Community Beautification.

4. Abatement Radius Calculation

The abatement radius will be measured as a horizontal extension of the perimeter of the entire lot at a distance determined by the Office of Community Beautification.

a. Initially, a 750-foot radius around the permitted lot, or

b. Also, a radius around the permitted lot expanded in 250-foot increments, up to a maximum of 1,500 feet per Sec. 9.4.7.E.3.d. (Review).

D. Incentives

Regardless of the provisions of Sec. 4C.11.2. (Temporary Signs), signs placed on temporary construction walls, and/or solid wood fences surrounding vacant lots shall comply with the following:

1. Placard

Install an 18" x 24" placard in a conspicuous location on the wall or fence. The placard shall be made of a durable laminated paper, vinyl or other weather resistant material with contrasting black letters on white background at least 1 inch in height and display the following information:

a. "This is an Official Notice of the City of Los Angeles and shall not be defaced."

b. Signs have been placed on this wall or fence pursuant to Los Angeles Municipal Code Sec. 9.4.7. (Public Nuisance Abatement Program).

c. Building permit number:_____ and expiration date:_____

d. Phone number of the Department of Public Works' Office of Community Beautification:_____

e. Name and phone number of the sign operator's representative for public reporting of graffiti, posters/handbills and any other illegal postings, as well as trash, debris, rubbish, and weeds for removal within the required abatement radius:_____

2. Individual Sign Area

Individual signs shall not exceed a sign area of 250 square feet.

3. Grouped Sign Area

Signs shall not be grouped to form a maximum sign area that exceeds 250 square feet.

4. Separation of Signs

Individual signs or groups of signs having an area of 250 square feet shall be separated from any other sign on temporary construction walls and/or solid wood fences surrounding vacant lots by at least 10 feet measured horizontally.

5. Combined Area

The combined sign area of temporary signs shall not exceed 8 square feet for each linear foot of street frontage.

6. Maximum Height

Signs may only be placed to a maximum height of 8 feet and shall not extend above the top of the wall or fence.

7. Time Limits

A building permit for a temporary sign is time limited by the following:

a. Temporary Construction Wall

i. A building permit for a temporary sign placed on a temporary construction wall shall remain valid for two years, or during the duration of the construction work, under a separate valid building permit, requiring a barrier, pursuant to *Sec. 91.3306. (Protection of Pedestrians) of Chapter 9 (Building Regulations) of the LAMC*, whichever is less.

ii. If the construction work authorized by the separate building permit has not commenced by the 180th day following the permit issuance date, or the 90th day when an operating business exists on the lot, or work has been suspended, discontinued or abandoned for a continuous period of 180 days, or 90 days when an operating business exists on the lot, the building permit for the temporary sign permitted pursuant to *Sec. 9.4.7.E. (Process)* shall be expired.

iii. If the separate building permit is revoked or expired, the building permit for the temporary sign permitted pursuant to *Sec. 9.4.7.E. (Process)* shall be expired.

iv. Subsequent building permits for a temporary sign at the same lot, issued in conjunction with the original separate construction permit, shall not be authorized.

b. Fence Around a Vacant Lot

i. A building permit for a temporary sign placed on a fence of solid wood or similar material surrounding a vacant lot shall remain valid for one year, or for as long as the lot remains vacant, whichever is less.

ii. Subsequent building permits for temporary signs on a fence of solid wood or similar material surrounding a vacant lot at the same lot shall be issued under the terms of *Sec. 9.4.7.E. (Process)*, not to exceed two additional permits, for a total of three years.

8. Sign Materials

Regardless of the provisions of *Sec. 4C.11.2.C.3.c. (Construction)*, Temporary Signs authorized by this Section shall be made of paper, vinyl, or other similar material.

9. Operating Business

When a business is operating on a construction site, temporary signs must also comply with the following:

a. Display Location

Temporary signs are limited to the portion of the temporary construction wall that is required pursuant to *Sec. 91.3306. (Protection of Pedestrians) of Chapter 9 (Building Regulations) of the LAMC*; and

b. Wall Minimum

A minimum 40 linear feet of required temporary construction wall, not exceeding the boundaries of the lot, may be installed and used for temporary signs; and

c. Sign Maximum

The total area of temporary signs on a lot authorized by this Section shall not exceed a maximum of 250 square feet.

E. Process

The Department of Building and Safety shall issue a building permit for a temporary sign, pursuant to this Section, after verifying that the plans comply with all applicable LAMC provisions, all permit clearances have been approved and the following requirements have been met.

1. Initial Permit Application - Temporary Construction Wall

a. Valid Building Permit

There is a separate valid building permit issued by the Department of Building and Safety authorizing construction work on the lot(s).

b. Required Wall

At least a portion of the temporary construction wall is required pursuant to *Sec. 91.3306. (Protection of Pedestrians) of Chapter 9 (Building Regulations) of the LAMC*.

c. Previous Permit

A previous building permit for a temporary sign was not issued in conjunction with the same building permit referenced in *Sec. 9.4.7.E.1.a. (Valid Building Permit)*.

d. Expiration and Revocation

A previous building permit for a temporary sign on the lot was not expired or revoked within the preceding 12 months pursuant to *Sec. 9.4.7.D.6.a. (Temporary Construction Wall)* or *Sec. 9.4.7.F.2. (Revocation)*.

e. Operating Business

When a business is operating on the lot, temporary signs must comply with *Sec. 9.4.7.D.8. (Operating Business)*.

2. Initial Permit Application - Fence Surrounding a Vacant Lot

a. Existing Use

There are no buildings or uses of land on the lot.

b. Expiration and Revocation

A previous building permit for a temporary sign on the lot was not expired or revoked within the preceding 12 months pursuant to *Sec. 9.4.7.D.6.a. (Temporary Construction Wall)* or *Sec. 9.4.7.F.2. (Revocation)*.

3. Subsequent Permit Application - Fence Surrounding a Vacant Lot

If Department of Building and Safety records indicate that a building permit for a temporary sign on a fence of solid wood or similar material surrounding a vacant lot on the lot was previously issued the following must be met.

a. Use

The sign complies with *Sec. 9.4.7.E.2. (Initial Permit Application)* as applicable.

b. Expiration and Revocation

A previous building permit for a temporary sign on the lot was not expired or revoked within the preceding 12 months pursuant to *Sec. 9.4.7.F.2. (Revocation)*.

c. Previous Permit

No more than one initial building permit for a temporary sign and one subsequent building permit for a temporary sign, for a total of two years, have been issued at the same lot.

d. Review

The Director of the Office of Community Beautification reviews and consents to the subsequent building permit in a written statement and determines an abatement radius pursuant to the following:

i. Response for consent shall be provided within 10 days of written request and based solely on the assessment as to whether a public nuisance exists within the abatement radius.

ii. Investigation and determination of the existence of a public nuisance within the abatement radius may occur for the purpose of determining whether to consent to a subsequent permit or at any time after the issuance of a building permit for a sign under *Sec. 9.4.7.E. (Process)*.

iii. Expansion of the abatement radius for the purpose of a subsequent building permit for a sign when a public nuisance cannot be found to exist within the initial abatement radius per *Sec. 9.4.7.D.6.b. (Fence Around a Vacant Lot)* and requiring the sign company or property owner to abate the public nuisance in the expanded abatement radius in accordance with *Sec. 9.4.7.C.4. (Nuisance Abatement)*.

F. Permit Termination

Permits that become invalid or are terminated by the Department of Building and Safety are subject to the following provisions.

1. Expiration

For all building permits for a sign expired due to failure to meet the notification and reporting requirements pursuant to *Sec. 9.4.7.C. (Program Requirements)*, the Department of Building and Safety shall issue a notification to the permit holder upon expiration of the permit, including information about the appeals process.

2. Revocation

Any building permit for a sign issued pursuant to this Section may be revoked by the Department of Building and Safety for any of the following reasons. However, for all building permits for a sign revoked for the reasons stated specifically in Subparagraphs (c), (d), (e), (f) or (g) of this Subdivision a written and signed notification of the sign company or property

owner's failure shall be sent to the Department of Building and Safety by the Director of the Office of Community Beautification prior to the revocation.

a. Failure by the sign company or property owner to comply with the terms of the permit.

b. Failure by the sign company or property owner to maintain the bond required in *Sec. 91.6201.2.2. (General Provisions) of Chapter 9 (Building Regulations) of the LAMC*.

c. Failure by the sign company or property owner to maintain the temporary construction wall and/or solid wood fences surrounding vacant lots free from graffiti.

d. Failure by the sign company or property owner to eliminate graffiti within an abatement radius within 24 hours of receiving notification of the presence of graffiti from the Office of Community Beautification or the City Council district office of the district in which the construction site or vacant lot is located.

e. Failure by the sign company or property owner to remove posters/handbills placed on light poles, utility poles, bus stops and any other illegal postings on public property within an abatement radius within 24 hours of receiving notification from the Office of Community Beautification or the City Council district office of the district in which the construction site or vacant lot is located.

f. Failure by the sign company or property owner, at the time of graffiti removal, to report bulky items and/or remove trash, debris, rubbish and weeds from public property within an abatement radius.

g. The Office of Community Beautification sends three or more notifications of failure to comply with Subparagraphs (c), (d), (e), (f) or (g) of this Subdivision to the sign company or property owner within a three-month period.

3. Removal of Signs

a. The sign company or property owner must remove the temporary signs authorized by this Section by the date the sign permit becomes invalid due to its time limit or no later than the permit expiration or revocation date.

b. Any signs remaining on temporary construction walls, and/or solid wood or similar material fences surrounding vacant lots after the building permit has expired or is revoked are deemed to be a public nuisance that can be abated by utilizing the procedure contained in *Sec. 91.8904., et seq., (Special Provisions for Vacant Property Graffiti Removal) of Chapter 9 (Building Regulations) of the LAMC*.

4. Authorized Representative

The Office of Community Beautification is hereby designated the authorized representative of the City for the purpose of enforcing and implementing the provisions of *Sec. 91.89041.2., et seq., (Special Provisions for Vacant Property Graffiti Removal) of Chapter 9 (Building Regulations) of the LAMC*. for compelling the removal of a sign which is a public nuisance under *Sec. 9.4.7.F.3.b. (Removal of Signs)*.

DIV. 9.5. ACCESSORY DWELLING UNIT INCENTIVE PROGRAMS

SEC. 9.5.1. ACCESSORY DWELLING UNIT INCENTIVE PROGRAM

A. Purpose

The purpose of this Section is to provide for the creation of accessory dwelling units (ADUs) and junior accessory dwelling units (JADUs) consistent with *California Government Code Sections 65852.2.* and *California Government Code Sections 65852.22.*, as amended from time to time, and movable tiny houses.

B. Eligibility

1. Zoning Administrator Authority

It is the intent of the City to retain all portions of this Section regarding ADUs, JADUs, and movable tiny houses not in conflict with State law. The Zoning Administrator shall have authority to clarify, amend, or revoke any provision of this Section as may be necessary to comply with any State law regarding ADUs, JADUs, or movable tiny houses.

2. Interpretation Consistent with State Law

This Section is not intended to conflict with State law. This Section shall be interpreted to be compatible with State enactments.

3. California Coastal Act

Nothing in this Section shall be construed to supersede or in any way alter or lessen the effect or application of the California Coastal Act, except that the Department of City Planning shall not be required to hold public hearings for coastal development permit applications for ADUs, JADUs, or movable tiny houses.

4. Reconciling Provisions

Except as otherwise stated in *Sec. 9.5.1.D. (Incentives)*, an ADU, JADU, or movable tiny houses shall comply with all applicable objective provisions required pursuant to this Zoning Code (Chapter 1A), including provisions stated in the applied zoning districts, Specific Plans, Supplemental Districts, and Special Districts. In the event that the provisions of this Section conflict with any provisions of zoning district, Specific Plan, Supplemental District, and Special District, the provisions of this Section will prevail.

C. Standards

1. Detached Accessory Dwelling Units

Except as otherwise provided in *Sec. 9.5.1.D.1. (Detached Accessory Dwelling Units)*, a detached accessory dwelling unit shall comply with the requirements of the applied zone and the following provisions.

a. ADUs may be rented but shall not be sold separate from the existing or proposed dwelling unit on the same lot.

b. The floor area for a detached ADU shall not exceed 1,200 square feet. Limits on floor area on a lot apply separately and may further limit allowable detached ADU square footage, except as otherwise provided by Subdivision D.1. (Incentives; Detached Accessory Dwelling Units).

c. In the event where an ADU would be created as a result of a conversion of an entire existing dwelling unit, any newly constructed dwelling unit located between the ADU, and the rear lot line, shall not exceed 1,200 square feet.

d. Buildings containing a detached ADU shall not be greater than two stories.

e. Detached ADUs shall not be located between a proposed or existing dwelling unit and the frontage lot line, except in the following cases:

i. On a through lot zoned with a Residential or Residential-Mixed Use District with no required rear setback that has a lot depth of 150 feet or more, an ADU shall not extend into either required primary street setback, except that it need not be more than 25 feet from both primary street lot lines.

ii. Where the ADU is being added to a lawfully existing garage or accessory building.

f. Except as otherwise permitted by this Section, only one ADU is permitted per lot.

g. An ADU may only be built on a lot that contains a proposed or existing dwelling unit.

h. In cases where additional dwelling units are added to a lot after the construction of the ADU, an ADU will be counted towards the overall number of dwelling units as permitted by the zone.

i. No ADU is permitted on any lot that is located in both a Very High Fire Hazard Severity Zone and a Hillside Area on the Hillside Area Map, unless:

i. The ADU is located within the boundaries of either the Northeast Los Angeles Community Plan Area or the Silver Lake-Echo Park-Elysian Valley Community Plan Area; or

ii. The ADU complies with all of the following requirements, regardless of *Sec. 9.5.1.D.1. (Detached Accessory Dwelling Units)*:

a) The ADU is protected throughout with an approved automatic fire sprinkler system, in compliance with the Los Angeles Plumbing Code;

b) One off-street parking space is provided for the ADU; and

c) The ADU is located on a lot fronting on a street that is improved with a roadway width of 20 feet or more in unobstructed width, as measured along the entire frontage of the subject property, after any associated dedication and improvement. In the event the ADU is located on a through lot or a corner lot, the lot must front on at least one street that is improved with a roadway width of 20 feet or more in unobstructed width after any associated dedication and improvement.

j. ADUs located where a private sewage disposal system is being used, shall require approval by the local health officer.

2. Attached Accessory Dwelling Units

Except as otherwise provided in *Sec. 9.5.1.D.2. (Attached Accessory Dwelling Units)*, an attached accessory dwelling unit shall comply with the requirements of the applied zone and the following provisions.

a. ADUs may be rented but shall not be sold separate from the existing or proposed dwelling unit on the same lot.

b. If there is an existing primary dwelling unit, the floor area of an attached ADU may not exceed 50 percent of the existing primary dwelling unit.

c. In the event where an ADU would be created as a result of a conversion of an entire existing dwelling unit, any newly constructed dwelling unit located between the ADU and the rear lot line, shall not exceed 1,200 square feet.

d. Limits on floor area on a lot apply separately and may further limit allowable attached ADU square footage, except as otherwise provided by *Sec. 9.5.1.D.2. (Attached Accessory Dwelling Units)*.

e. Except as otherwise permitted by this Section, only one ADU is permitted per lot.

f. An ADU may only be built on a lot that contains a proposed or existing dwelling unit.

g. In cases where additional dwelling units are added to a lot after the construction of the ADU, an ADU will be counted towards the overall number of dwelling units as permitted by the zone.

h. No ADU is permitted on any lot that is located in both a Very High Fire Hazard Severity Zone and a Hillside Area on the Hillside Area Map, unless:

i. The ADU is located within the boundaries of either the Northeast Los Angeles Community Plan Area or the Silver Lake-Echo Park-Elysian Valley Community Plan Area; or

ii. The ADU complies with all of the following requirements, regardless of *Sec. 9.5.1.D.2. (Attached Accessory Dwelling Units)*:

a) The ADU is protected throughout with an approved automatic fire sprinkler system, in compliance with the Los Angeles Plumbing Code;

b) One off-street parking space is provided for the ADU; and

c) The ADU is located on a lot fronting on a street that is improved with a roadway width of 20 feet or more in unobstructed width, as measured along the entire frontage of the subject property, after any associated dedication and improvement. In the event the ADU is located on a through lot or a corner lot, the lot must front on at least one street that is improved with a roadway width of 20 feet or more in unobstructed width after any associated dedication and improvement.

i. ADUs located where a private sewage disposal system is being used, shall require approval by the local health officer.

3. Movable Tiny Houses

Except as otherwise provided in *Sec. 9.5.1.D.3. (Movable Tiny Houses)*, a movable tiny house shall comply with the requirements of the applied zone and the following provisions.

a. Movable tiny houses may be sold when removed from the lot.

b. Movable tiny houses shall not be located between the proposed or existing single-unit dwelling and the frontage lot line. On a through lot zoned with a Residential or Residential-Mixed Use District with no required rear setback that has a lot depth of 150 feet or more, a movable tiny house shall not extend into either required primary street setback, except that it need not be more than 25 feet from both primary street lot lines.

c. Movable tiny houses shall not be greater than two stories.

d. Movable tiny houses shall include the following design elements:

i. Cladding and Trim

Materials used on the exterior of a moveable tiny house shall exclude single piece composite, laminates, or interlocked metal sheathing.

ii. Windows and Doors

Windows shall be at least double pane glass and labelled for building use, and shall include exterior trim. Windows and doors shall not have radius corners.

iii. Roofing

Roofs shall have a minimum of a 12:2 pitch for greater than 50 percent of the roof area, and shall not be composed of wooden shingles.

iv. Extensions

All exterior walls and roof of a moveable any tiny house used as an ADU shall be fixed with no slide-outs, tip-outs, nor other forms of mechanically articulating room area extensions.

e. Except as otherwise permitted by this Section, only one movable tiny house is permitted per lot.

f. A movable tiny house may only be created on a lot that contains a proposed or existing dwelling unit.

g. No movable tiny house is permitted on any lot that is located in both a Very High Fire Hazard Severity Zone and a Hillside Area on the Hillside Area Map, unless:

i. The movable tiny house is located within the boundaries of either the Northeast Los Angeles Community Plan Area or the Silver Lake-Echo Park-Elysian Valley Community Plan Area; or

ii. The movable tiny house complies with all of the following requirements, regardless of *Sec. 9.5.1.D.3. (Movable Tiny House)*:

a) One off-street parking space is provided for the movable tiny house; and

b) The movable tiny house is located on a lot fronting on a street that is improved with a roadway width of 20 feet or more in unobstructed width, as measured along the entire frontage of the subject property, after any associated dedication and improvement. In the event the movable tiny house is located on a through lot or a corner lot, the lot must front on at least one street that is improved with a roadway width of 20 feet or more in unobstructed width after any associated dedication and improvement.

h. Movable tiny houses located where a private sewage disposal system is being used, shall require approval by the local health officer.

i. When sited on a lot, the undercarriage (wheels, axles, tongue and hitch) shall be hidden from view.

j. The wheels and leveling or support jacks must sit on a paved surface compliant with *Sec. 4C.4.4.C.1. (Surfacing)*.

k. Mechanical equipment shall be incorporated into the structure and not located on the roof.

l. Movable tiny houses shall be connected to water, sewer, and electric utilities.

4. Junior Accessory Dwelling Units

Except as otherwise provided in Subdivision D.4. (Incentives; Junior Accessory Dwelling Units), a junior accessory dwelling unit shall comply with the requirements of the applied zone and the following provisions.

a. JADUs may be rented but shall not be sold separate from the existing or proposed dwelling unit on the same lot.

b. A JADU shall comply with all of the provisions provided in *California Government Code Sections 65852.2(e)(1)(A)* and *California Government Code Sections 65852.22.*

c. In the event where an JADU would be created as a result of a conversion of an entire existing dwelling unit, any newly constructed dwelling unit located between the JADU, and the rear lot line, shall not exceed 1,200 square feet.

d. In cases where additional dwelling units are added to a lot after the creation of the JADU, a JADU will be counted towards the overall number of dwelling units as permitted by the zone.

5. Accessory Dwelling Units in Compliance with California Government Code Section 65852.2(e)(1)(A) or (C)

An ADU described by *California Government Code, Section 65852.2.(e)(1)(A)* or *California Government Code, Section 65852.2.(e)(1)(C)* shall be approved if in compliance with the applicable provisions in *California Government Code, Section 65852.2.(e)*; and the provisions below:

a. ADUs may be rented but shall not be sold separate from the existing or proposed dwelling unit on the same lot.

b. In the event where an ADU would be built as a result of a conversion of an entire existing dwelling unit, any newly constructed dwelling unit located between the ADU and the rear lot line shall not exceed 1,200 square feet.

c. In cases where additional dwelling units are added to a lot after the creation of the ADU, an ADU will be counted towards the overall number of dwelling units as permitted by the zone.

6. Accessory Dwelling Units in Compliance with California Government Code Section 65852.2(e)(1)(B) or (D)

An ADU described by *California Government Code, Section 65852.2.(e)(1)(B)* or *California Government Code, Section 65852.2.(e)(1)(D)* shall be approved if in compliance with all of the applicable provisions in *California Government Code, Section 65852.2.(e)*; and all of the applicable provisions of *Sec. 9.5.1.C.6. (Accessory Dwelling Units in Compliance with California Government Code, Section 65852.2(e)(1)(B) or (D))*, except for those provisions which do

not allow such an ADU otherwise in compliance with all applicable provisions in *California Government Code, Section 65852.2(e)*; and all of the provisions provided below.

a. ADUs may be rented but shall not be sold separate from the existing or proposed dwelling unit on the same lot.

b. An ADU created pursuant to *California Government Code, Section 65852.2(e)(1)(B)* shall have a floor area of not more than 800 square feet and a height of no more than 16 feet.

c. In the event where an ADU would be created as a result of a conversion of an entire existing dwelling unit, any newly constructed dwelling unit located between the ADU, and the rear lot line, shall not exceed 1,200 square feet.

d. An ADU created pursuant to *California Government Code, Section 65852.2(e)(1)(B)* or *California Government Code, Section 65852.2(e)(1)(D)* shall not be located on any lot that is located in both a Very High Fire Hazard Severity Zone and a Hillside Area on the Hillside Area Map, unless:

i. The ADU is located within the boundaries of either the Northeast Los Angeles Community Plan Area or the Silver Lake-Echo Park-Elysian Valley Community Plan Area; or

ii. The ADU complies with all of the following requirements, regardless of *Sec. 9.5.1.D.2. (Attached Accessory Dwelling Units)*:

a) The ADU is protected throughout with an approved automatic fire sprinkler system, in compliance with the Los Angeles Plumbing Code;

b) One off-street parking space is provided for the ADU; and

c) The ADU is located on a lot fronting on a street that is improved with a roadway width of 20 feet or more in unobstructed width, as measured along the entire frontage of the subject property, after any associated dedication and improvement. In the event the ADU is located on a through lot or a corner lot, the lot must front on at least one street that is improved with a roadway width of 20 feet or more in unobstructed width after any associated dedication and improvement.

e. In cases where additional dwelling units are added to a lot after the creation of the ADU, an ADU will be counted towards the overall number of dwelling units as permitted by the zone.

D. Incentives

1. Detached Accessory Dwelling Units

Any detached ADUs that meet the criteria established in *Sec. 9.5.1.B. (Applicability)* and *Sec. 9.5.1.C.1. (Detached Accessory Dwelling Units)* will receive the incentives outlined below.

a. No lot area per dwelling unit or dwelling unit per lot requirement shall apply to an ADU.

b. No additional setbacks shall be required for an existing building, or a building constructed in the same location and to the same dimensions as an existing building, converted to an ADU or portion of an ADU. A setback of no more than 4 feet from the side lot lines and rear lot lines shall be required for an ADU that is not converted from an existing building or a new building constructed in the same location and to the same dimensions as an existing building.

c. Regardless of the requirements of the applied zone, the following parking requirements shall apply:

i. ADU Parking

One parking space is required for an ADU, except that no parking is required for an ADU that is:

a) Located within ½-mile walking distance of a public transit. For this purpose, public transit means a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public; or

b) Located within one block of a designated pick-up and drop-off location of a car share vehicle; or

c) Located in an architecturally and historically significant district listed in or formally determined eligible for listing in the National Register of Historic Places or California Register of Historical Resources or located in any City Historic Preservation District; or

d) Part of the proposed or existing primary dwelling unit or an accessory building.

ii. ADU Parking Location

ADU parking is allowed in any yard area. When located in a required primary street setback, the parking must be located on an existing driveway. Parking may be provided through tandem parking where two or more automobiles are parked on a driveway or in any other location on a lot, lined up behind one another. Driveway access areas located in the required primary street setback shall not be expanded to provide required parking. The screening requirements in *Sec. 4C.4.4.C.3. (Perimeter Screening)* shall not apply to parking required for an ADU.

iii. Replacement Parking

No replacement parking shall be required when a garage, carport or covered parking structure is demolished in conjunction with the construction of an ADU or converted to an ADU.

d. No minimum size requirement for a detached ADU shall apply that prohibits an efficiency unit.

e. No other minimum or maximum size for an ADU, including size based upon a percentage of the proposed or existing primary dwelling unit, or limits on building coverage, floor area ratio, outdoor amenity space, residential amenity space, and minimum lot area, shall apply for detached dwelling units that does not permit at least an 800 square foot ADU that is at least 16 feet in height with 4-foot side setbacks and rear setbacks to be constructed in compliance with all other local development standards.

f. Except where otherwise prohibited by this Section, an ADU is permitted in all zones where residential uses are permitted by right.

g. Regardless of the provisions of *Article 12. (Nonconformities)*, applicants for ministerial approval of a permit application for the creation of an ADU shall not be required to correct nonconforming zoning conditions. For this purpose, nonconforming zoning condition means a physical improvement on a property that does not conform to current zoning standards.

h. ADUs are not required to provide fire sprinklers if they are not required for the primary dwelling unit.

2. Attached Accessory Dwelling Units

Any attached ADUs that meet the criteria established in *Sec. 9.5.1.B. (Applicability)* and *Sec. 9.5.1.C.2. (Attached Accessory Dwelling Units)* will receive the incentives outlined below.

a. No lot area per dwelling unit or dwelling unit per lot requirement shall apply to an ADU.

b. No additional setbacks shall be required for an existing building, or a building constructed in the same location and to the same dimensions as an existing building, converted to an ADU or portion of an ADU. A setback of no more than 4 feet from the side lot lines and rear lot lines shall be required for an ADU that is not converted from an existing building or a new building constructed in the same location and to the same dimensions as an existing building.

c. Nothing in this Section shall prohibit an attached ADU with a floor area of less than 850 square feet, or less than 1,000 square feet for an attached ADU that provides for more than one bedroom.

d. Regardless of the requirements of the applied zone, the following parking requirements shall apply:

i. ADU Parking

One parking space is required for an ADU, except that no parking is required for an ADU that is:

a) Located within ½-mile walking distance of a public transit. For this purpose, public transit means a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public; or

b) Located within one block of a designated pick-up and drop-off location of a car share vehicle; or

c) Located in an architecturally and historically significant district listed in or formally determined eligible for listing in the National Register of Historic Places or California Register of Historical Resources or located in any City Historic Preservation District; or

d) Part of the proposed or existing primary dwelling unit or an accessory building.

ii. ADU Parking Location

ADU parking is allowed in any yard area. When located in a required primary street setback, the parking must be located on an existing driveway. Parking may be provided through tandem parking where two or more automobiles are parked on a driveway or in any other location on a lot, lined up behind one another. Driveway access areas located in the required primary street setback shall not be expanded to provide required parking. The screening requirements in *Sec. 4C.4.4.C.3. (Perimeter Screening)* shall not apply to parking required for an ADU.

iii. Replacement Parking

No replacement parking shall be required when a garage, carport, or covered parking structure is demolished in conjunction with the construction of an ADU or converted to an ADU.

e. No minimum size requirement for an attached ADU shall apply that prohibits an efficiency unit.

f. No other minimum or maximum size for an ADU, including size based upon a percentage of the proposed or existing primary dwelling unit, or limits on building coverage, floor area ratio, outdoor amenity space, residential amenity space, and minimum lot area, shall apply for detached dwellings that does not permit at least an 800 square foot ADU that is at least 16 feet in height with 4-foot side setbacks and rear setbacks to be constructed in compliance with all other local development standards.

g. Except where otherwise prohibited by this Section, an ADU is permitted in all zones where residential uses are permitted by right.

h. Regardless of the provisions of Article 12. (Nonconformities), applicants for ministerial approval of a permit application for the creation of an ADU shall not be required to correct nonconforming zoning conditions. For this purpose, nonconforming zoning condition means a physical improvement on a property that does not conform to current zoning standards.

i. ADUs are not required to provide fire sprinklers if they are not required for the primary dwelling unit.

3. Movable Tiny Houses

A movable tiny house shall be approved if in compliance with all of the following provisions.

a. No lot area per dwelling unit or dwelling unit per lot requirement shall apply to a movable tiny house.

b. No minimum size requirement for a movable tiny house shall apply that prohibits an efficiency unit.

c. No additional setbacks shall be required for a movable tiny house installed in the same location and to the same dimensions as an existing building. A setback of no more than 4 feet from the side lot lines and rear lot lines shall be required for a movable tiny house installed in the same location and to the same dimensions as an existing building.

d. Regardless of the requirements of the applied zone, the following parking requirements shall apply:

i. ADU Parking

One parking space is required for a movable tine house, except that no parking is required for a movable tine house that is:

a) Located within ½-mile walking distance of a public transit. For this purpose, public transit means a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public; or

b) Located within one block of a designated pick-up and drop-off location of a car share vehicle; or

c) Located in an architecturally and historically significant district listed in or formally determined eligible for listing in the National Register of Historic Places or California Register of Historical Resources or located in any City Historic Preservation District; or

d) Part of the proposed or existing primary dwelling unit or an accessory building.

ii. ADU Parking Location

Movable tiny house parking is allowed in any yard area. When located in a required primary street setback, the parking must be located on an existing driveway. Parking may be provided through tandem parking where two or more automobiles are parked on a driveway or in any other location on a lot, lined up behind one another. Driveway access areas located in the required primary street setback shall not be expanded to provide required parking. The screening requirements in *Sec. 4C.4.4.C.3. (Perimeter Screening)* shall not apply to parking required for an ADU.

iii. Replacement Parking

No replacement parking shall be required when a garage, carport, or covered parking structure is demolished in conjunction with the installation of a movable tine house.

e. Except where otherwise prohibited by this Section, a movable tiny house is permitted in all zones where residential uses are permitted by right.

f. No other minimum or maximum size for a movable tiny house, including size based upon a percentage of the proposed or existing primary dwelling unit, or limits on building coverage, floor area ratio, outdoor amenity space, residential amenity space, and minimum lot area, shall apply for either attached or detached dwelling units that does not permit at least a 150 square foot minimum or 430 square foot maximum movable tiny house that is at least 16 feet in height with 4-foot side setbacks and rear setbacks to be placed on a lot in compliance with all other local development standards.

g. Movable tiny houses are not required to comply with all applicable Building Codes for the proposed use.

h. Movable tiny houses are not required to have separate street addresses from the primary dwelling unit.

i. Movable tiny houses are not required to have sprinklers, but shall follow the ANSI A119.5 or NFPA 1192 standards relating to health, fire, and life-safety.

4. Junior Accessory Dwelling Units

Applicants for ministerial approval of a permit application for the creation of an JADU in compliance with all of the provisions provided in *California Government Code, Section 65852.2(e)(1)(A), California Government Code, Section 65852.22* and *Sec. 9.5.1.C.4. (Standards)*. Junior Accessory Dwelling Units shall not be required to correct nonconforming zoning conditions. For this purpose, nonconforming zoning condition means a physical improvement on a property that does not conform to current zoning standards.

5. Accessory Dwelling Units in Compliance with California Government Code Section 65852.2(e)(1)(A) or (C)

Applicants for ministerial approval of a permit application for the creation of an ADU as described by *California Government Code, Section 65852.2(e)(1)(A)* or *California Government Code, Section 65852.2(e)(1)(C)* shall not be required to correct nonconforming zoning conditions. For this purpose, nonconforming zoning condition means a physical improvement on a property that does not conform to current zoning standards.

6. Accessory Dwelling Units in Compliance with California Government Code Section 65852.2(e)(1)(B) or (D)

Applicants for ministerial approval of a permit application for the creation of an ADU as described by *California Government Code, Section 65852.2(e)(1)(B)* or *California Government Code, Section 65852.2(e)(1)(D)* shall not be required to correct nonconforming zoning conditions. For this purpose, nonconforming zoning condition means a physical improvement on a property that does not conform to current zoning standards.

E. Process

1. Ministerial Review

An ADU, JADU, or movable tiny house which complies with this Section shall not require a discretionary approval. The ADU, JADU, or movable tiny house project shall be reviewed in a ministerial and administrative manner, limited to only considering the project's compliance with the applicable objective standards. An application to create an ADU, JADU, or movable tiny house shall be acted upon within 60 days from the date the City receives a completed application if there is an existing single-unit or multi-unit dwelling on the lot.

a. Accessory Dwelling Units Otherwise Required By State Law

An application for a building permit shall be approved to create an ADU pursuant to *California Government Code, Section 65852.2(e)(1)(B)* or *California Government Code, Section 65852.2(e)(1)(D)* within a residential or mixed-use zone, in compliance with all of the applicable provisions in *California Government Code, Section 65852.2(e)*; and all of the applicable provisions *Sec. 9.5.1.B. (Applicability)* and *Sec. 9.5.1.C.6. (Accessory Dwelling Units in Compliance with California Government Code Section 65852.2(e)(1)(B) or (D)*, except for those provisions which do not allow such an ADU otherwise in compliance with all applicable provisions in *California Government Code Section 65852.2(e)*.

2. Sequencing of Permits

If the permit application to create an ADU, JADU, or movable tiny house is submitted with a permit application to build a new single-unit dwelling on the lot, the City may delay acting on the permit application for the ADU, JADU, or movable tiny house until the City acts on the permit application to create the new single-unit dwelling. If the applicant requests a delay, the 60-day time period shall be tolled for the period of the delay. A certificate of occupancy for

an ADU or JADU shall not be issued before a certificate of occupancy for the primary dwelling unit.

3. Enforcement

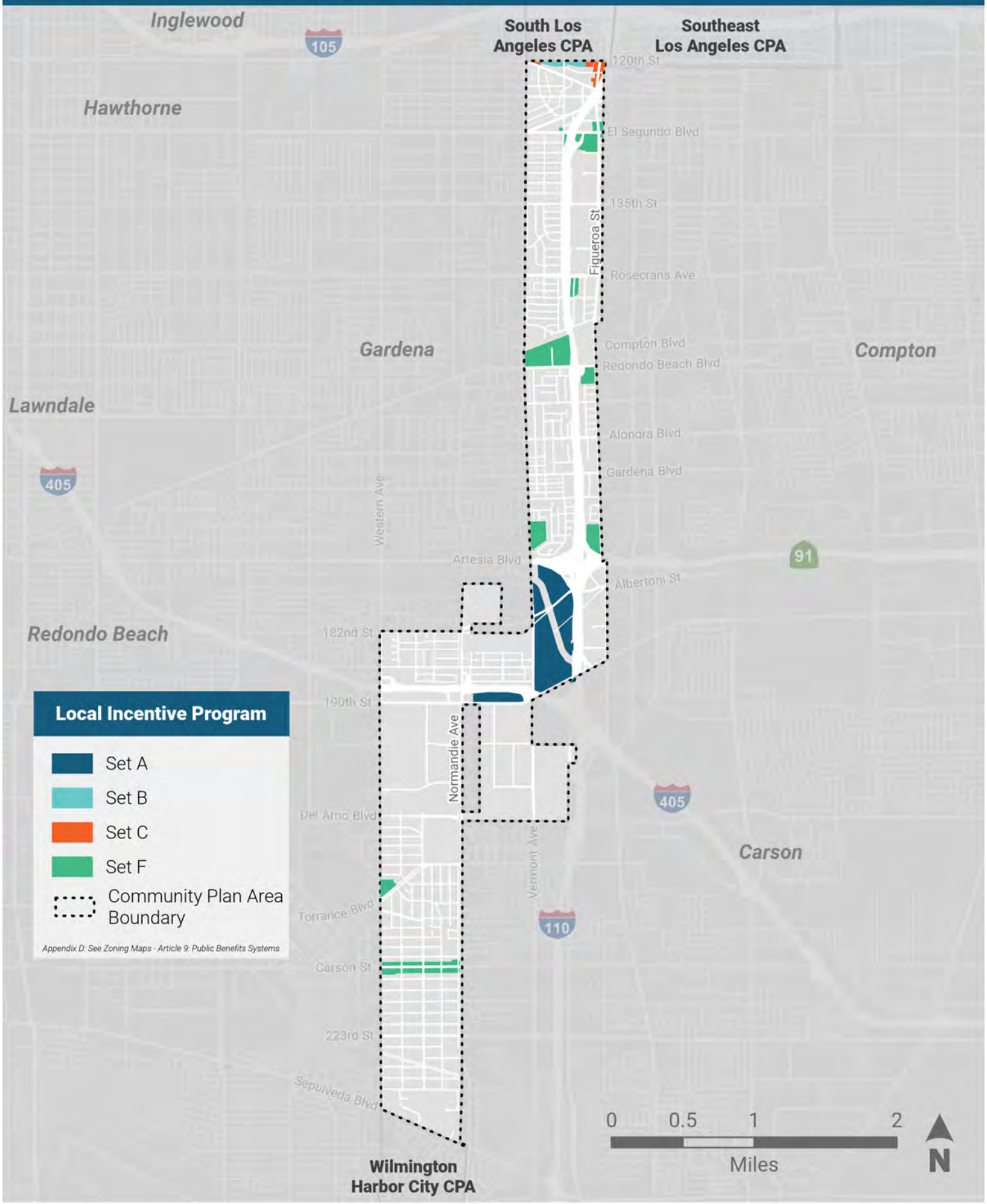
Enforcement of building standards pursuant to *Health and Safety Code Division 13 (Housing), Part 1.5. (Regulation of Buildings Used for Human Habitation), Chapter 5 (Administration and Enforcement), Article 1 (Enforcement Agencies)*, commencing with Section 17960, for an ADU described in a. or b. below, upon request of an owner of an ADU, shall be delayed subject to compliance with the *Health and Safety Code, Section 17980.12.*:

a. The ADU was built before January 1, 2020.

b. The ADU was built on or after January 1, 2020, in a local jurisdiction that, at the time the ADU was built, had a noncompliant ADU ordinance, but the ordinance is compliant at the time the request is made.

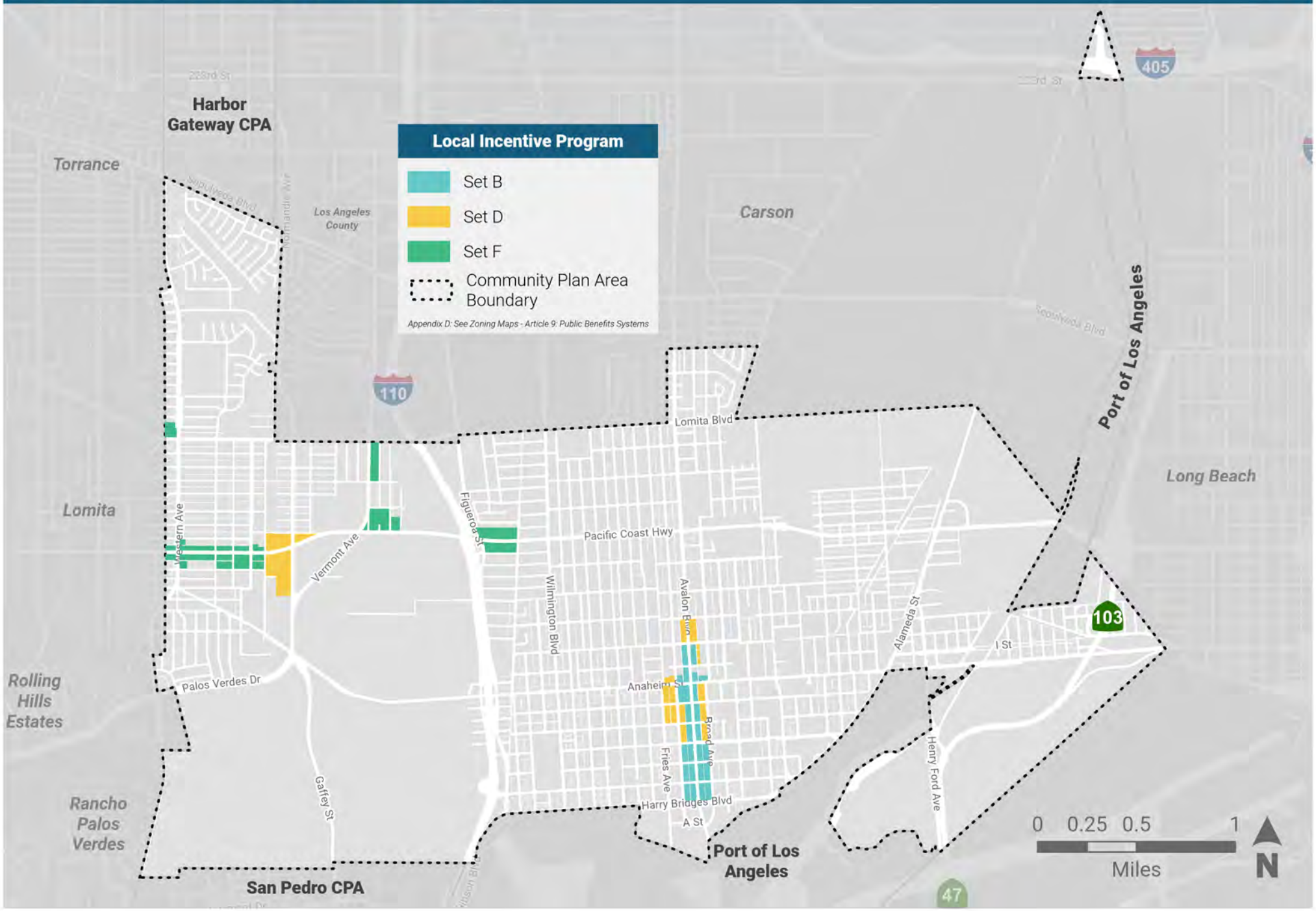
Harbor Gateway

LOCAL AFFORDABLE HOUSING INCENTIVE PROGRAM



Wilmington - Harbor City

LOCAL AFFORDABLE HOUSING INCENTIVE PROGRAM



APPENDIX F

General Plan Amendment and Zoning Information

ARTICLE 1.
INTRODUCTORY PROVISIONS

The Downtown Community Plan will bring forward for adoption the New Zoning Code, including this Article via CPC-2014-1582-CA and CPC-2017-432-CPU. The Harbor LA Community Plans will bring forward unique zones and additional standards or regulations needed to implement the Harbor LA Community Plans.

PREFACE

This Chapter 1A of the Los Angeles Municipal Code serves as the new Zoning Code, a comprehensive update of the City's zoning system. The new Zoning Code will be applied incrementally on a geographic basis through the update of the City's Community Plans. In drafting the revised plans, the new zoning tools provided in this Chapter 1A will be applied to properties within each Community Plan area.

Eventually, Chapter 1A will supercede and serve as the only Zoning Code for Los Angeles. However in the interim, until all the Community Plans have been updated and properties remapped using the new zoning system, properties in Community Plan areas not yet updated will be regulated by the provisions of the Zoning Code found in existing *LAMC Chapter 1 (General Provisions and Zoning)*. Only when the entire City has been rezoned using the new zoning in this Chapter 1A will *LAMC Chapter 1 (General Provisions and Zoning)* be removed from the Los Angeles Municipal Code.

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DIV. 1.1. GENERAL MUNICIPAL CODE PROVISIONS

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

DIV. 1.2. MUNICIPAL CODE ADMINISTRATIVE CITATIONS

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

DIV. 1.3. ORIENTATION

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.3.1. ZONE STRING

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.3.2. NON-ZONE STRING ARTICLES

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.3.3. HOW TO USE THIS ZONING CODE

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

DIV. 1.4. INTRODUCTORY PROVISIONS

SEC. 1.4.1. OPENING PROVISIONS

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.4.2. APPLICABILITY OF THIS ZONING CODE

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.4.3. SEVERABILITY

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.4.4. SUCCESSIONAL RIGHTS

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.4.5. VESTED RIGHTS

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.4.6. CONTINUANCE OF EXISTING DEVELOPMENT

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

DIV. 1.5. ZONING CODE MAPS

[Portions of this Division displayed in grayed out text are being introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU. Black text (not grayed out) is being introduced with the Boyle Heights Community Plan.]

SEC. 1.5.1. GENERAL

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.5.2. ZONING MAP

A. Applicability

1. Zoning Districts

In order to regulate the use and development of property, as provided for in this Zoning Code (Chapter 1A), land is designated with the following districts for zoning purposes. The zone of a lot is separated into two or more bracket sets [ ] in order to reinforce the separation of the built environment from the types of activities as two distinct and interchangeable permissions on a lot. The first bracket set contains the zoning districts that determine the built environment, and the second bracket set contains the zoning districts that determine the types of activities on a lot. Although the zoning districts may refer or have standards that are tied to other districts, each is independent and are combined in response to the variety of planning needs found throughout the City.

[Form – Frontage – Standards] [Use – Density]

a. Form Districts are outlined in *Article 2*.

b. Frontage Districts are outlined in *Article 3*.

c. Development Standards Districts are outlined in *Article 4*.

d. Use Districts are outlined in *Article 5*.

e. Density Districts are outlined in *Article 6*.

2. Alternate Typologies

The zoning districts established in this Zoning Code (Chapter 1A) recognize that, in general, the physical form of development need not be determined by its use. There are certain cases, however, in which the physical form that development takes is directly tied to a specific use or activity. In those cases, *Article 7 (Alternate Typologies)* outlines a series of regulatory solutions that overrides specific regulations otherwise addressed by zoning districts applied to a lot. Each Alternate Typology establishes eligibility parameters for each option, and what metrics it supersedes from the applicable zoning districts.

3. Specific Plans & Supplemental Districts

In addition to the provisions of *Sec. 1.4.2.A.1. (Zoning Districts)* above, additional regulations may be applied as outlined in *Div. 8.1. (Specific Plans)* and *Div. 8.2. (Supplemental Districts)*. These are represented in a third bracket set of the zoning using the acronym "SP" for Specific Plans or the acronyms established for the respective Supplemental District. The third bracket set may include multiple Specific Plans or Supplemental Districts separated by a hyphen (-).

4. Special Districts

a. In order to achieve Specific Planning objectives in designated areas having unique characteristics, Special Districts may replace the zoning in *Sec. 1.4.2.A.1. (Zoning Districts)* and Supplemental Districts in *Sec. 1.4.2.A.3. (Specific Plans & Supplemental Districts)* established above. Special Districts respond to unique conditions and stipulate land use and development requirements or incentives tailored to distinctive qualities that may not lend themselves to the regulations established in this Zoning Code (Chapter 1A), except as outlined within each Special District.

b. The Special Districts outlined *Div. 8.3. (Special Districts)* shall serve as the designated zone, in lieu of zoning districts, Specific Plans, and Supplemental Districts, where applied.

5. Zoning of Annexed or Unzoned Land

a. All land or territory annexed to the City after the effective date of this Zoning Code (Chapter 1A) is automatically classified [VN1-MU3-3][RG2-1L] unless the City Council specifically determines otherwise.

b. The City Council may establish specific zoning by ordinance for land or territory to be annexed. The zoning ordinance may be adopted concurrently with the annexation. Unless the specific zoning is established by ordinance, the Zoning Map shall be amended to indicate the land or territory annexed as [VN1-MU3-3][RG2-1L] without additional proceedings.

c. Any land or territory in the City not indicated on the Zoning Map as being in any zone will be construed as being classified in the most restrictive zone that exists on an adjacent lot on the same side of the street, or a lot on the opposite side of the street or highway of the subject land or territory, and the Zoning Map shall be amended to indicate that zone without additional proceedings.

B. Boundaries

1. Street, Alley or Lot Lines

Zone boundaries occur at street, alley, or lot lines unless otherwise shown on the Zoning Map, using the land base dataset, and where the indicated boundaries on the Zoning Map are approximately a street, alley or lot line, the street, alley or lot line are the boundaries of the zone.

2. Street or Public Right-of-Way

a. A street, alley, railroad or railway right-of-way, watercourse, channel, or body of water included on the Zoning Map shall, unless otherwise indicated, be included within the zone boundaries of the adjoining property on either side of the street, alley, railroad or railway right-of-way, watercourse, channel or body of water.

b. Where the street, alley, public right-of-way, watercourse, channel, or body of water serves as a boundary between two or more different zones, a line midway in the street, alley, public right-of-way, watercourse, channel, or body of water, and extending in the general direction of its long dimension is the boundary between zones.

3. Vacated Street or Alley

a. In the event a dedicated street or alley shown on the Zoning Map is vacated, the property formerly in the street or alley shall be included within the zone of the adjoining property on either side of the vacated street or alley.

b. In the event the street or alley was a zone boundary between two or more different zones, the new zone boundary is the former centerline of the vacated street or alley.

C. Amendments

1. Zone Changes

a. Process

At the direction of City Council, pursuant to *Sec. 13B.1.4. (Zone Change)*, the Director of Planning is authorized to revise the Zoning Map. At the direction of City Council for the adoption of a Specific Plan, pursuant to *Sec. 13B.1.2. (Specific Plan Adoption/Amendment)*, the Director of Planning is authorized to revise the Zoning Map. No unauthorized person may alter or modify the Zoning Map.

2. Zone Boundary Adjustments

a. Process

Whenever public necessity, convenience, general welfare or good zoning practice justifies the action, the Director of Planning may approve, conditionally approve, or deny a zone boundary adjustment, pursuant to *Sec. 13B.5.2. (Adjustment)*, and make minor adjustments to the location of a zone boundary to carry out the intent of this Section when:

i. Property as shown on the Zoning Map has been divided or approved for division into parcels or lots and blocks by a final parcel or tract map, and the parcel or lot and block arrangement does not conform to that anticipated when the zone boundaries were established;

ii. Property was redivided or approved for subdivision by a final parcel or tract map action into a different arrangement of lots and blocks than indicated on the Zoning Map; or

iii. Where uncertainty exists in applying the provisions of this Subdivision or where revision is necessary to correct dimensional or mapping errors, the Director of Planning may determine the location of the zone boundary.

b. **Limitation**

Zone boundary adjustments permitted pursuant to this Subdivision are limited to a distance of no more than 50 feet. When the adjustment is requested prior to recordation, the Director of Planning's decision does not become effective until after the parcel map or final tract map has been recorded with the Office of the County Recorder.

c. **Dedications**

The Director of Planning may require that the abutting streets, alleys, or highways be dedicated and improved in conformance with the standards for improvement of streets, alleys, and highways, if it is determined that traffic on the abutting streets, alleys or highways will be increased or impeded as a result of the zone boundary adjustment. An offer to dedicate or filing of a bond in conformance with *Sec. 10.1.4. (Dedication Procedure)* and *Sec. 10.1.5. (Improvement Procedure)* may be construed as compliance with these requirements.

d. **Zoning Map**

The Zoning Map shall conform with the Director of Planning's decision after the conditions are imposed, if any.

SEC. 1.5.3. PRIMARY STREET MAP

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.5.4. LOCAL AFFORDABLE HOUSING INCENTIVE MAP

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.5.5. TARGETED PLANTING MAP

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.5.6. HILLSIDE AREA MAP

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.5.7. COASTAL ZONE MAP

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.5.8. SPECIAL LOT LINE MAP

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.5.9. MAJOR TRANSIT STOP AREA MAP

A. Applicability

The Major Transit Stop Area Map identifies areas falling within ½ mile of a major transit stop which are subject to specific regulations intended to address the specific nature of transit-rich areas. These specific regulations are outlined in this Zoning Code (Chapter 1A) and are applicable by reference to this Zoning Code Map.

B. Boundaries

Any land designated, using the Department of Public Works, Bureau of Engineering land base dataset, as falling within a ½ mile of a major transit stop, as shown in the shaded portion of the Major Transit Stop Area Map.

C. Amendments

The Director of Planning is authorized to revise the Major Transit Stop Area Map to ensure it reflects the most current and planned major transit stops. No unauthorized person may alter or modify the Major Transit Stop Area Map.

DIV. 1.6. EMERGENCY PROVISIONS

SEC. 1.6.1. LOCAL EMERGENCY TEMPORARY REGULATIONS

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.6.2. EMERGENCY HOMELESS SHELTERS - CITY OWNED AND LEASED PROPERTY

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.6.3. EMERGENCY HOMELESS SHELTERS - CHARITABLE ORGANIZATIONS

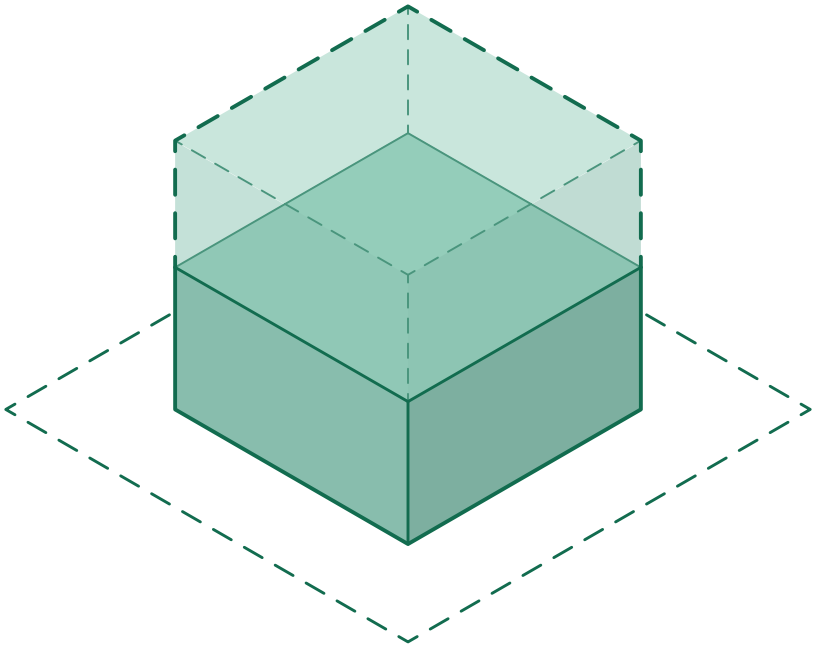
[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.6.4. TEMPORARY RESIDENCY IN RESIDENTIAL VEHICLE PENDING RECONSTRUCTION OF DISASTER-DESTROYED DWELLING

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

SEC. 1.6.5. TEMPORARY REGULATORY RELIEF DURING A LOCAL EMERGENCY

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]



ARTICLE 2. **FORM**

[FORM - FRONTAGE - STANDARDS] [USE - DENSITY]

Part 2A. **Introduction**

Part 2B. **Form Districts**

Part 2C. **Form Rules**

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PART 2A. INTRODUCTION

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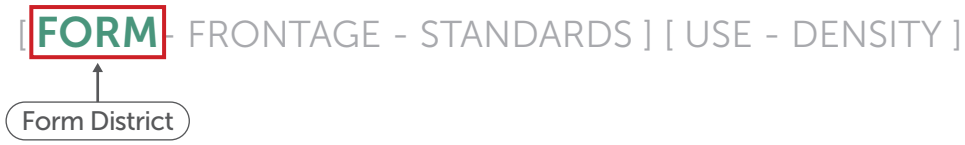
DIV. 2A.1. ORIENTATION

SEC. 2A.1.1. RELATIONSHIP TO ZONE STRING

A zone string is composed of the following districts:



The Form District is a separate and independent component of each zone.

SEC. 2A.1.2. HOW TO USE ARTICLE 2 (FORM)

A. Identify the Applied Form District

The first component in a zone string identifies the Form District applied to a property.

B. Form District Standards

Form Districts standards are outlined in *Part 2B. (Form Districts)*. Each Form District page identifies the standards specific to that Form District.

C. Interpreting Form District Standards

Each standard on a Form District page in *Part 2B. (Form Districts)* provides a reference to *Part 2C. (Form Rules)* where the standard is explained in detail.

Form District Example:

Zone String

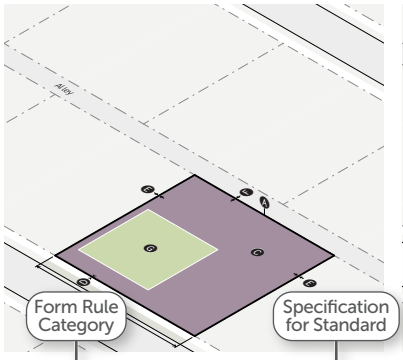
[LM2-MU2-5] [RG1-FA]

Find Your Applied Form District

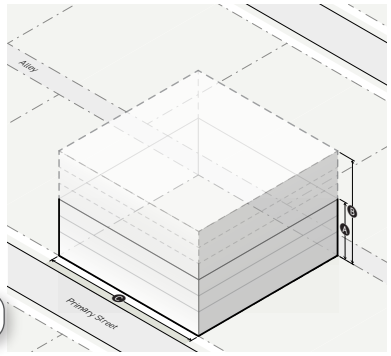
Part 2B (Form Districts)

SEC. 2B.9.2. **LOW-RISE MEDIUM 2 (LM2)**

A. Lot Parameters



B. Bulk and Mass



Form Rule Category

Specification for Standard

1. LOT SIZE	Div. 2C.1.
A Lot area (min)	2,500 sf
B Lot width (min)	25'
2. COVERAGE	*Div. 2C.2.*
C Building coverage (max)	90%
Building setbacks	
D Primary street (min)	0'
Side street (min)	0'
E Side (min)	0'
Rear (min)	0'
F Alley (min)	0'
Special lot line (min)	0'
3. AMENITY	*Div. 2C.3.*
G Lot amenity space (min)	25%
Residential amenity space (min)	n/a

1. FAR & HEIGHT	Div. 2C.4.
Base FAR (max)	1.5
A Base height in stories (max)	3
Bonus FAR	3.0
B Bonus height in stories (max)	6
2. BUILDING MASS	*Div. 2C.6.*
C Building width (max)	100'
Building break (min)	15'

Form Standard

Label on Graphic

No Label on Graphic

Link to Rules

Standard Not Applicable

Form Rule Category Not Applicable (Div. 2C.5.)

Learn More About Your Rules

Part 2C (Form Rules)

Form Rule Category

Form Standard

DIV. 2C.6. **BUILDING MASS**

SEC. 2C.6.1. **BUILDING WIDTH**

The maximum allowed width of any building or collection of buildings on a on a lot.

A. **Intent**

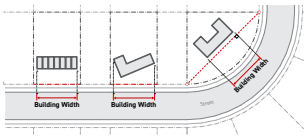
To promote fine-grained patterns of development and prevent long buildings that are significantly out of context with traditional patterns, by breaking wide buildings into multiple, clearly distinguished building widths and encourage larger projects to provide open space for pedestrians and recreation.

B. **Applicability**

1. Building width requirements apply to all frontage lot line-facing buildings or structures on a lot.
2. Building width requirements apply only to portions of buildings or structures located above the ground floor elevation
3. Building width requirements do not apply to exceptions listed in Sec. 2C.6.3.F (Exceptions).

C. **Measurement**

Building width is measured horizontally and parallel to each street lot line from one end of a an applicable building or collection of buildings to the opposite end.



SEC. 2A.1.3. FORM DISTRICT GRAPHICS

A. General

Illustrations and graphics are included in Article 2 (Form) only to assist users in understanding the intent and requirements of the text. In the event a conflict occurs between the text of Article 2 (Form) and any illustration or graphic, the text prevails.

B. Lot Parameter Graphics

1. Lot Boundary

This line represents the perimeter of the subject lot, serving as a reference for both lot area and lot width.

2. Buildable Area

This shape represents the area on a lot where buildings are allowed, reduced by required building setbacks, or the lot boundary when no setback is required.

3. Building Setbacks

The area between a lot boundary and the minimum required setback, represented with a dotted white line and bounded by the buildable area.

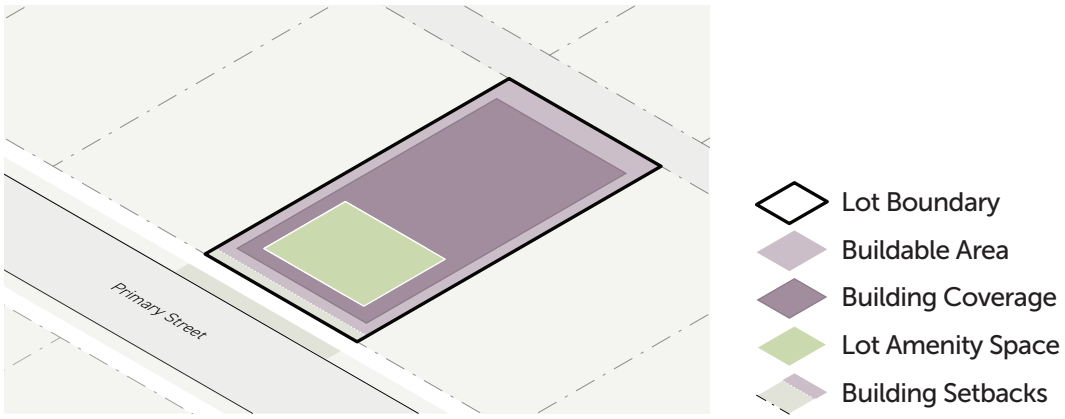
4. Building Coverage

This shape represents the total building coverage allowed in proportion to the lot area, but does not reflect any requirement as to the location or configuration of any buildings or structures.

5. Lot Amenity Space

This shape represents the total lot amenity space required in proportion to the lot area, but does not reflect any requirement as to the location or configuration of any amenity space.

LOT PARAMETER DIAGRAM



C. Bulk and Mass Graphics

1. General

a. Bulk and mass graphics represent the volume where a building is allowed to be located by showing the maximum height allowed for the entire buildable area. The volume does not represent the massing of an allowed building. Other standards, such as maximum building coverage and floor area ratio (FAR), may limit the ability for a building to fill the full volume.

b. Form Districts that include a maximum height standard and those that do not include a height limit are represented differently in the bulk and mass diagram.

2. Districts with a Maximum Height Standard

a. Maximum Bonus Height

Maximum bonus height represents the maximum number of stories allowed beyond the number of stories allowed by the maximum base height in stories.

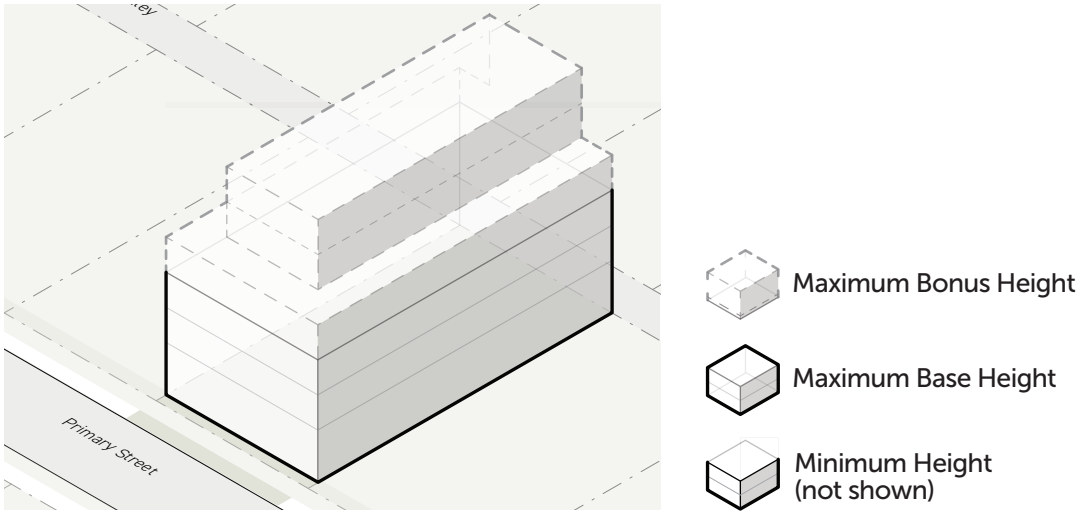
b. Maximum Base Height

Maximum base height represents the number of stories allowed without providing public benefits in trade for additional height according to *Article 9 (Public Benefit Systems)*.

c. Minimum Height

Minimum height represents the lowest number of stories required.

BULK & MASS DIAGRAM - DISTRICT WITH MAXIMUM HEIGHT



3. Districts with no Maximum Height Standard

a. Unlimited Height

This volume represents the building height allowed, in addition to the likely height of the building based on maximum Base FAR.

b. Likely Height Based on Bonus FAR

This volume represents the likely building height based on the maximum allowed Bonus FAR, in addition to the likely height of the building based on maximum Base FAR.

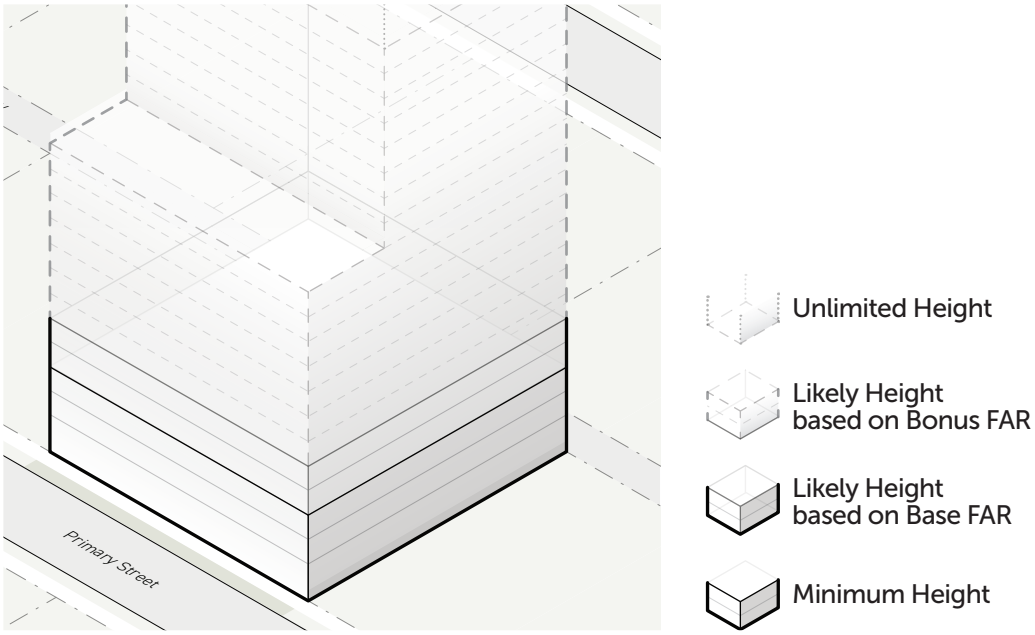
c. Likely Height Based on Base FAR

This volume represents the likely building height based on the maximum allowed Base FAR, in addition to the minimum required height of the building.

d. Minimum Height

This volume represents the minimum number of stories required.

BULK & MASS DIAGRAM - DISTRICT WITHOUT HEIGHT LIMIT



SEC. 2A.1.4. FORM DISTRICT NAMING CONVENTION

There are three different types of naming conventions for Form Districts. Each Form District name is composed of a variety of components that are specific to that district.

A. Rural and Estate Form Districts

[Reserved]

B. House Form Districts

[Reserved]

C. All Other Form Districts

All other Form District names are composed of three components:

1. FAR Category

The first component of each Form District name is a floor area ratio (FAR) category. FAR categories group all districts within a range of maximum allowed FAR. FAR categories are organized as follows:

a. Very Low-Rise (>0.65-1.5 FAR)

b. Low-Rise (>1.5-4.0 FAR)

c. Mid-Rise (>4.0-6.0 FAR)

d. Moderate-Rise (>6.0-8.5 FAR)

e. High-Rise (>8.5-13.0 FAR)

2. Building Width Category

The second component of each Form District name is a building width category. Building Width categories group all districts within a range of maximum allowed building width. Each building width category are organized as follows:

a. Narrow (25'-75')

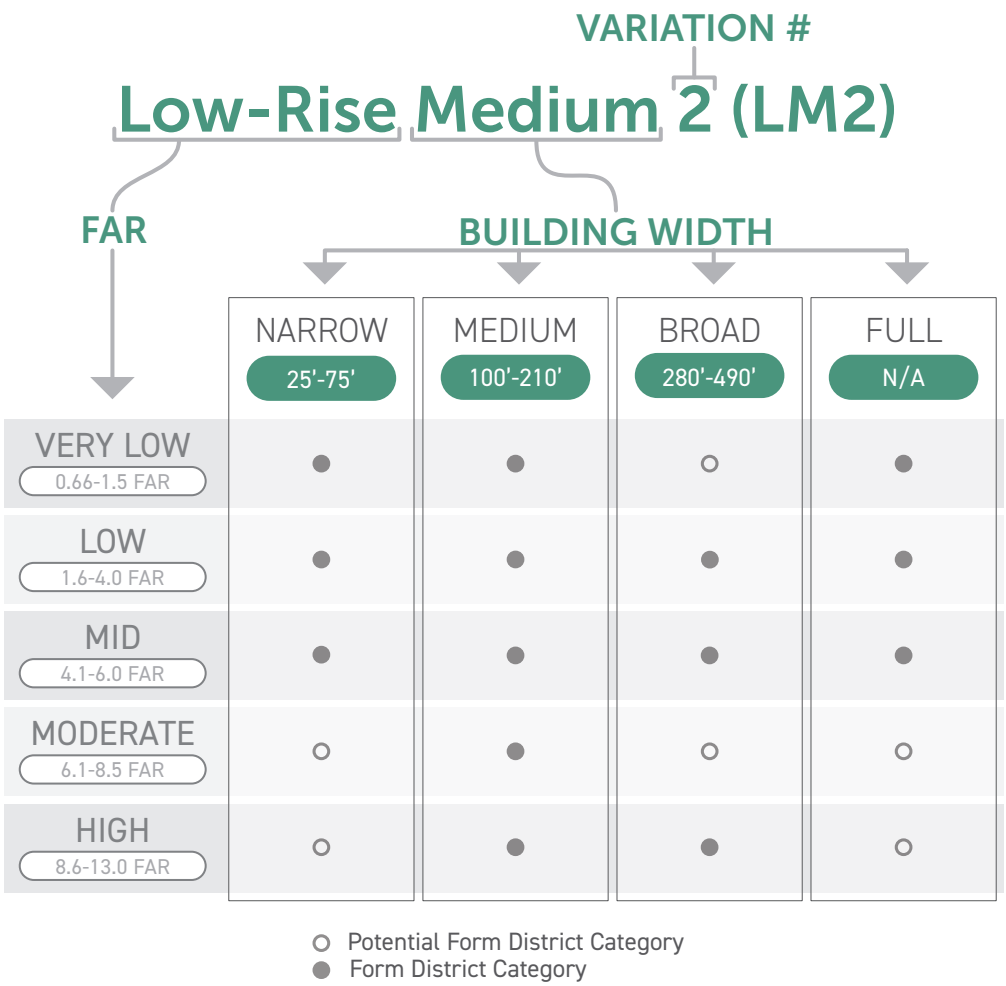
b. Medium (100'-210')

c. Broad (280'-490')

d. Full (no building width maximum)

3. Variation Number

The last component of each Form District is a variation number. All Form Districts are numbered in the order they fall within Article 2 (Form).


VARIATION #
Low-Rise Medium 2 (LM2)
FAR
BUILDING WIDTH
NARROW
25'-75'
MEDIUM
100'-210'
BROAD
280'-490'
FULL
N/A
VERY LOW
0.66-1.5 FAR
LOW
1.6-4.0 FAR
MID
4.1-6.0 FAR
MODERATE
6.1-8.5 FAR
HIGH
8.6-13.0 FAR
Potential Form District Category
Form District Category

DIV. 2A.2. OPENING PROVISIONS

SEC. 2A.2.1. FORM INTENT

The intent of Article 2 (Form) is to regulate the placement, scale, and intensity of buildings and structures on a lot in order to ensure building forms are compatible with their context and promote projects that support community goals.

SEC. 2A.2.2. FORM APPLICABILITY

A. General

All projects filed after the effective date of this Zoning Code (Chapter 1A.) shall comply with the Form District standards in Article 2 (Form), as further specified below. For vested rights, see *Sec. 1.4.5. (Vested Rights)*, and for continuance of existing development, see *Sec. 1.4.6. (Continuance of Existing Development)*.

B. Project Activities

1. Categories of Form rules apply to a projects based on what types of project activities are proposed, as shown in the table below. Typically, more than one project activity will apply to a proposed project (for example, an addition that expands an existing use includes both new construction and a use modification).

FORM RULE CATEGORIES		PROJECT ACTIVITIES: New Construction	Major Demolition	Lot Modification	Site Modification	Facade Modification	Use Modification	Temporary Use	Renovation	Maintenance & Repair
Div. 2C.1	**Lot Size**	○	○	●	○	○	○	○	○	○
Div. 2C.2	**Coverage**	●	○	●	○	○	○	○	○	○
Div. 2C.3	**Amenity**	●	○	●	●	○	●	○	○	○
Div. 2C.4	**Floor Area Ratio & Height**	●	●	●	○	○	○	○	○	○
Div. 2C.5	**Upper-Story Bulk**	●	○	○	○	○	○	○	○	○
Div. 2C.6	**Building Mass**	●	○	○	○	○	○	○	○	○

● = Rules generally apply to this project activity
○ = Rules are not applicable

2. Project activities are defined in *Sec. 14.1.15. (Project Activities)*.

3. Where a category of Form rules are listed as generally applicable in the table above, and the applied *Form District (Part 2B)* provides standards in that Form rule category, the project activity shall meet all applicable Form standards within that Division. This general applicability

may be further specified for each standard in the applicability provisions in *Part 2C. (Form Rules)*. Project applicability may also be modified by *Article 12. (Nonconformities)*. Where a category of Form rules is listed as not applicable in the table above, no standards from that Form rule category apply to the project activity.

C. Applicable Components of Lots, Buildings, and Structures

1. Form Districts apply to all portions of a lot.
2. Form Districts apply to all portions of buildings and structures on a lot.
3. Specific Form standards and rules may further limit which components of buildings, structures and lots are required to comply with the rules in *Part 2C. (Form Rules)*.

D. Nonconformity

Article 12. (Nonconformity) provides relief from the requirements of Article 2 (Form) for existing lots, site improvements, buildings, structures, and uses that conformed to the zoning regulations, if any, at the time they were established, but do not conform to current district standards or use permissions. No project activity may decrease conformance with any Form District standard unless otherwise specified by *Division 12.2. (Form)*. Consider the following examples:

1. An addition to the side of an existing building: Where a proposed addition increases the total building width beyond the maximum building width allowed by the applied Form District, the addition is not allowed.
2. An addition to the top of an existing building: Where the height of the existing structure does not meet the street step-back standard specified by the applied Form District, all additional floor area shall be located behind the minimum step-back, but no modifications to the existing upper stories are required.

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DIV. 2B.1. RURAL FORM DISTRICTS

SEC. 2B.1.1. **RURAL HILLSIDE (RH1)**

A. Lot Parameters

B. Bulk and Mass

1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	17,500 sf
Ⓐ Lot width (min)	70'
2. COVERAGE	*Div. 2C.2.*
Ⓑ Building coverage (max)	
Up to 6,000 SF lot	40%
6,001 to 7,000 SF lot	38%
7,001 to 8,000 SF lot	36%
8,001 to 9,000 SF lot	34%
9,001 to 10,000 SF lot	32%
Over 10,000 SF lot	30%
Building setbacks	
Ⓒ Primary street (min)	25'
Side street (min)	10'
Ⓓ Side (min)	10'
Rear Street (min)	3'
Alley (min)	4'
Substandard Hillside Street (min)	5'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
Ⓔ Lot amenity space (min)	X
Residential amenity space (min)	X

1. FAR & HEIGHT	*Div. 2C.4.*
Slope Band FAR (max)	
0% - 14.99%	0.25
15% - 29.99%	0.2
30% - 44.99%	0.15
45% - 59.99%	0.1
60% - 99.99%	0.05
100% +	0
Ⓐ Guaranteed Floor Area (max)	0.13
Absolute maximum	800 SF
Height in feet (max)	36'
Ridgeline height (max)	18'
2. UPPER-STORY BULK	*Div. 2C.5.*
Bulk Plane (max)	
Origin Height	22'
Angle	45°
3. BUILDING MASS	*Div. 2C.6.*
Ⓒ Building width (max)	40'
Building break (min)	10'
Ⓒ Substandard street step-back (max)	
Height without step-back (max)	24'
Step-back depth (min)	20'

DIV. 2B.2. ESTATE FORM DISTRICTS

SEC. 2B.2.1. HILLSIDE ESTATE 1 (HE1)

A. Lot Parameters

B. Bulk and Mass

1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	10,000 sf
Ⓐ Lot width (min)	70'
2. COVERAGE	*Div. 2C.2.*
Ⓑ Building coverage (max)	
Up to 6,000 SF lot	40%
6,001 to 7,000 SF lot	38%
7,001 to 8,000 SF lot	36%
8,001 to 9,000 SF lot	34%
9,001 to 10,000 SF lot	32%
Over 10,000 SF lot	30%
Building setbacks	
Ⓒ Primary street (min)	25'
Side street (min)	7'
Ⓓ Side (min)	7'
Rear Street (min)	20'
Alley (min)	0'
Substandard Hillside Street (min)	5'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
Ⓔ Lot amenity space (min)	X
Residential amenity space (min)	X

1. FAR & HEIGHT	*Div. 2C.4.*
Slope Band FAR (max)	
0% - 14.99%	0.4
15% - 29.99%	0.35
30% - 44.99%	0.3
45% - 59.99%	0.25
60% - 99.99%	0.2
100% +	0
Ⓐ Guaranteed Floor Area (max)	0.2
Absolute maximum	800 SF
Height in feet (max)	36'
Ridgeline height (max)	18'
2. UPPER-STORY BULK	*Div. 2C.5.*
Bulk Plane (max)	
Origin Height	22'
Angle	45°
3. BUILDING MASS	*Div. 2C.6.*
Ⓒ Building width (max)	40'
Building break (min)	10'
Ⓒ Substandard street step-back (max)	
Height without step-back (max)	24'
Step-back depth (min)	20'

SEC. 2B.2.2. HILLSIDE ESTATE 2 (HE2)

A. Lot Parameters

1.	LOT SIZE	*Div. 2C.1.*
	Lot area (min)	15,000 sf
Ⓐ	Lot width (min)	80'
2.	COVERAGE	*Div. 2C.2.*
Ⓑ	Building coverage (max)	
	Up to 6,000 SF lot	40%
	6,001 to 7,000 SF lot	38%
	7,001 to 8,000 SF lot	36%
	8,001 to 9,000 SF lot	34%
	9,001 to 10,000 SF lot	32%
	Over 10,000 SF lot	30%
	Building setbacks	
Ⓒ	Primary street (min)	25'
	Side street (min)	10'
Ⓓ	Side (min)	10'
	Rear Street (min)	25'
	Alley (min)	0'
	Substandard Hillside Street (min)	5'
	Permeable surface (min)	?
3.	AMENITY	*Div. 2C.3.*
Ⓔ	Lot amenity space (min)	X
	Residential amenity space (min)	X

B. Bulk and Mass

1.	FAR & HEIGHT	*Div. 2C.4.*
	Slope Band FAR (max)	
	0% - 14.99%	0.35
	15% - 29.99%	0.3
	30% - 44.99%	0.25
	45% - 59.99%	0.2
	60% - 99.99%	0.15
	100% +	0
Ⓐ	Guaranteed Floor Area (max)	0.18
	Absolute maximum	800 SF
	Height in feet (max)	36'
	Ridgeline height (max)	18'
2.	UPPER-STORY BULK	*Div. 2C.5.*
	Bulk Plane (max)	
	Origin Height	22'
	Angle	45°
3.	BUILDING MASS	*Div. 2C.6.*
Ⓒ	Building width (max)	40'
	Building break (min)	10'
Ⓒ	Substandard street step-back (max)	
	Height without step-back (max)	24'
	Step-back depth (min)	20'

SEC. 2B.2.3. HILLSIDE ESTATE 3 (HE3)

A. Lot Parameters

B. Bulk and Mass

1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	20,000 sf
Ⓐ Lot width (min)	80'
2. COVERAGE	*Div. 2C.2.*
Ⓑ Building coverage (max)	
Up to 6,000 SF lot	40%
6,001 to 7,000 SF lot	38%
7,001 to 8,000 SF lot	36%
8,001 to 9,000 SF lot	34%
9,001 to 10,000 SF lot	32%
Over 10,000 SF lot	30%
Building setbacks	
Ⓒ Primary street (min)	25'
Side street (min)	10'
Ⓓ Side (min)	10'
Rear Street (min)	25'
Alley (min)	0'
Substandard Hillside Street (min)	5'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
Ⓔ Lot amenity space (min)	X
Residential amenity space (min)	X

1. FAR & HEIGHT	*Div. 2C.4.*
Slope Band FAR (max)	
0% - 14.99%	0.35
15% - 29.99%	0.3
30% - 44.99%	0.25
45% - 59.99%	0.2
60% - 99.99%	0.15
100% +	0
Ⓐ Guaranteed Floor Area (max)	0.18
Absolute maximum	800 SF
Height in feet (max)	36'
Ridgeline height (max)	18'
2. UPPER-STORY BULK	*Div. 2C.5.*
Bulk Plane (max)	
Origin Height	22'
Angle	45°
3. BUILDING MASS	*Div. 2C.6.*
Ⓒ Building width (max)	40'
Building break (min)	10'
Ⓒ Substandard street step-back (max)	
Height without step-back (max)	24'
Step-back depth (min)	20'

SEC. 2B.2.4. HILLSIDE ESTATE 4 (HE4)

A. Lot Parameters

B. Bulk and Mass

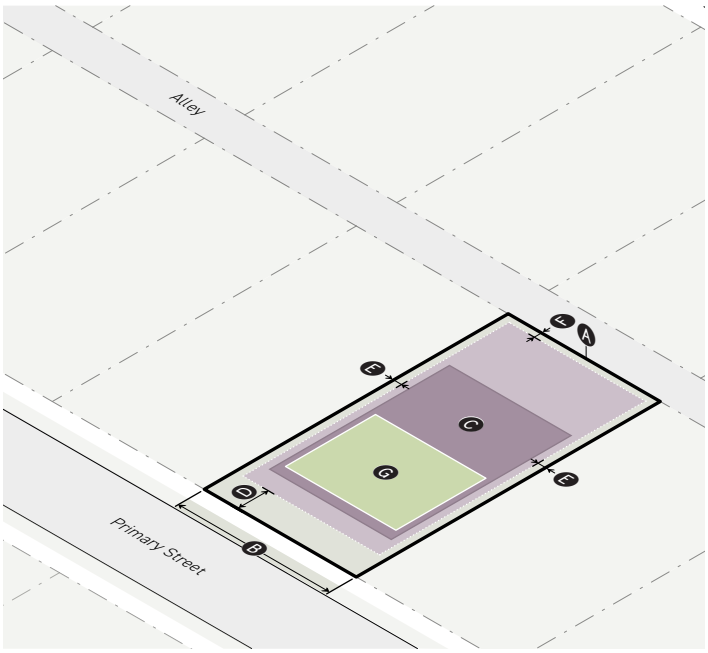
1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	40,000 sf
Ⓐ Lot width (min)	80'
2. COVERAGE	*Div. 2C.2.*
Ⓑ Building coverage (max)	
Up to 6,000 SF lot	40%
6,001 to 7,000 SF lot	38%
7,001 to 8,000 SF lot	36%
8,001 to 9,000 SF lot	34%
9,001 to 10,000 SF lot	32%
Over 10,000 SF lot	30%
Building setbacks	
Ⓒ Primary street (min)	25'
Side street (min)	10'
Ⓓ Side (min)	10'
Rear Street (min)	25'
Alley (min)	0'
Substandard Hillside Street (min)	5'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
Ⓔ Lot amenity space (min)	X
Residential amenity space (min)	X

1. FAR & HEIGHT	*Div. 2C.4.*
Slope Band FAR (max)	
0% - 14.99%	0.35
15% - 29.99%	0.3
30% - 44.99%	0.25
45% - 59.99%	0.2
60% - 99.99%	0.15
100% +	0
Ⓐ Guaranteed Floor Area (max)	0.18
Absolute maximum	800 SF
Height in feet (max)	36'
Ridgeline height (max)	18'
2. UPPER-STORY BULK	*Div. 2C.5.*
Bulk Plane (max)	
Origin Height	22'
Angle	45°
3. BUILDING MASS	*Div. 2C.6.*
Ⓒ Building width (max)	40'
Building break (min)	10'
Ⓒ Substandard street step-back (max)	
Height without step-back (max)	24'
Step-back depth (min)	20'

DIV. 2B.3. HOUSE FORM DISTRICTS

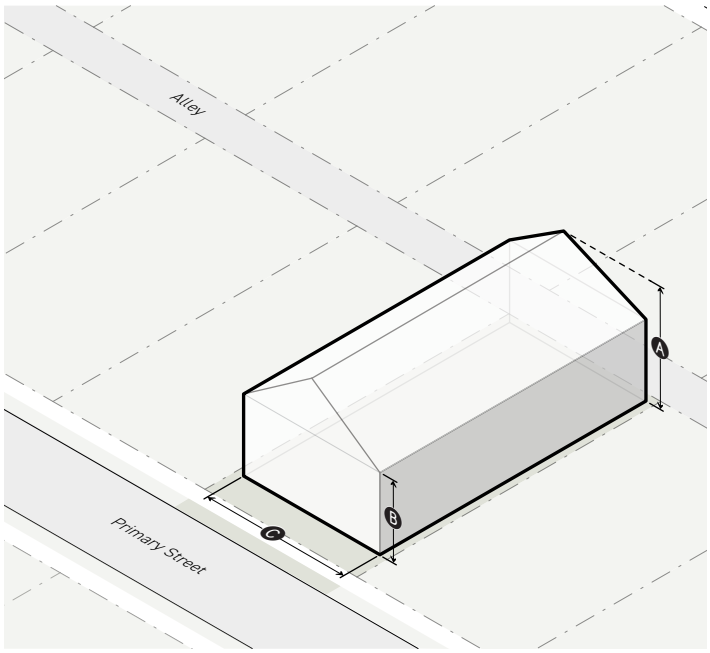
SEC. 2B.3.1. HOUSE 1 (H1)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
A **Lot area** (min)	4,000 sf
Lot width, front (min)	50'
B **Lot width, alley/side street** (min)	40'
2. COVERAGE	*Div. 2C.2.*
C **Building coverage** (max)	45%
Building setbacks	
D Primary street (min)	20'
Side street (min)	5'
E Side (min)	4'
Side, interior (min)	0'
Rear (min)	4'
F Alley (min)	3'
Special: All (min)	4'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space** (min)	20%
Required at grade (min)	100%
Residential amenity space (min)	10%

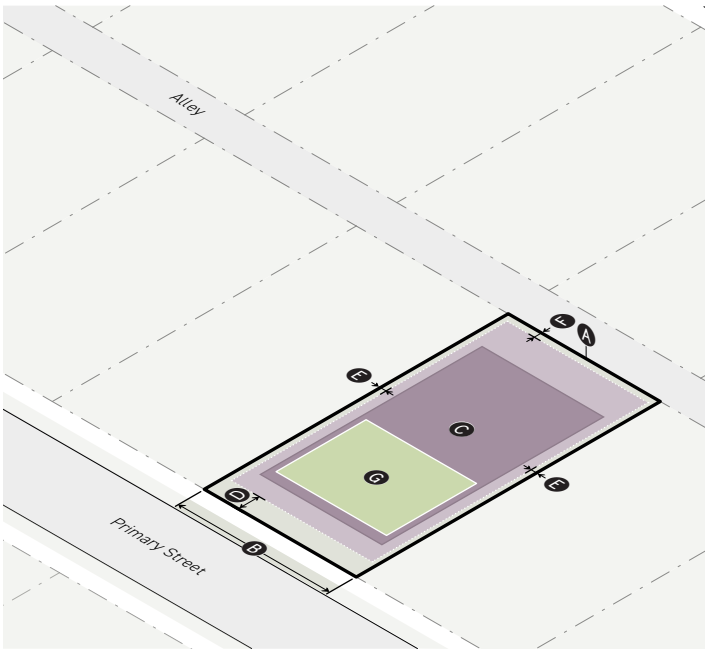
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
FAR (max)	0.45
A **Height in feet** (max)	33'
B Upper wall plate height (max)	25'
Bonus	None
2. BUILDING MASS	*Div. 2C.6.*
C **Building width** (max)	50'
Building break (min)	6'

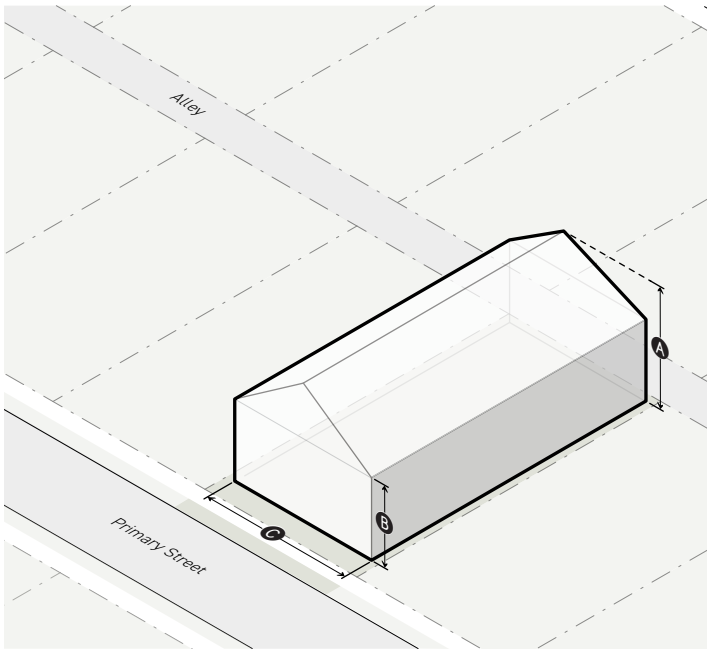
SEC. 2B.3.2. HOUSE 2 (H2)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
A **Lot area** (min)	4,000 sf
Lot width, front (min)	50'
B **Lot width, alley/side street** (min)	40'
2. COVERAGE	*Div. 2C.2.*
C **Building coverage** (max)	60%
Building setbacks	
D Primary street (min)	10'
Side street (min)	4'
E Side (min)	3'
Side, interior (min)	0'
Rear (min)	4'
F Alley (min)	3'
Special: All (min)	4'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space** (min)	20%
Required at grade (min)	100%
Residential amenity space (min)	10%

B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
FAR (max)	0.75
A **Height in feet** (max)	33'
B Upper wall plate height (max)	25'
Bonus	None
2. BUILDING MASS	*Div. 2C.6.*
C **Building width** (max)	50'
Building break (min)	6'

SEC. 2B.3.3. HILLSIDE HOUSE 1 (HH1)

A. Lot Parameters

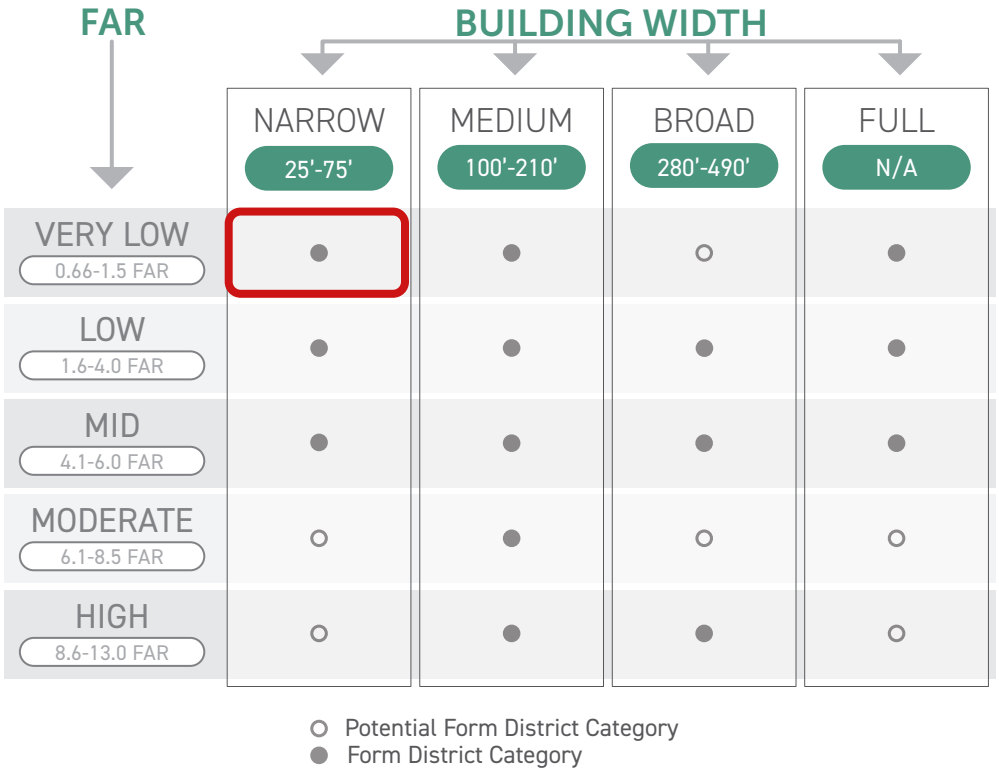
1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	5,000 sf
Ⓐ Lot width (min)	50'
2. COVERAGE	*Div. 2C.2.*
Ⓑ Building coverage (max)	
Up to 6,000 SF lot	50%
6,001 to 7,000 SF lot	48%
7,001 to 8,000 SF lot	46%
8,001 to 9,000 SF lot	44%
9,001 to 10,000 SF lot	42%
Over 10,000 SF lot	40%
Building setbacks	
Ⓒ Primary street (min)	20'
Side street (min)	5'
Ⓓ Side (min)	5'
Rear Street (min)	15'
Alley (min)	0'
Substandard Hillside Street (min)	5'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
Ⓔ Lot amenity space (min)	X
Residential amenity space (min)	X

B. Bulk and Mass

1. FAR & HEIGHT	*Div. 2C.4.*
Slope Band FAR (max)	
0% - 14.99%	0.45
15% - 29.99%	0.45
30% - 44.99%	0.4
45% - 59.99%	0.35
60% - 99.99%	0.3
100% +	0
Ⓐ Guaranteed Floor Area (max)	0.25
Absolute maximum	800 SF
Height in feet (max)	33'
Ridgeline height (max)	18'
2. UPPER-STORY BULK	*Div. 2C.5.*
Bulk Plane (max)	
Origin Height	22'
Angle	45°
3. BUILDING MASS	*Div. 2C.6.*
Ⓒ Building width (max)	40'
Building break (min)	10'
Ⓒ Substandard street step-back (max)	
Height without step-back (max)	24'
Step-back depth (min)	20'

DIV. 2B.4. VERY LOW-RISE NARROW FORM DISTRICTS

Each Very Low-Rise Narrow Form District occurs within the ranges specified below. The "Very Low" FAR category allows a range of 0.66 FAR to 1.5 FAR. The "Narrow" building width category allows a range of 25 to 75 feet of building width.



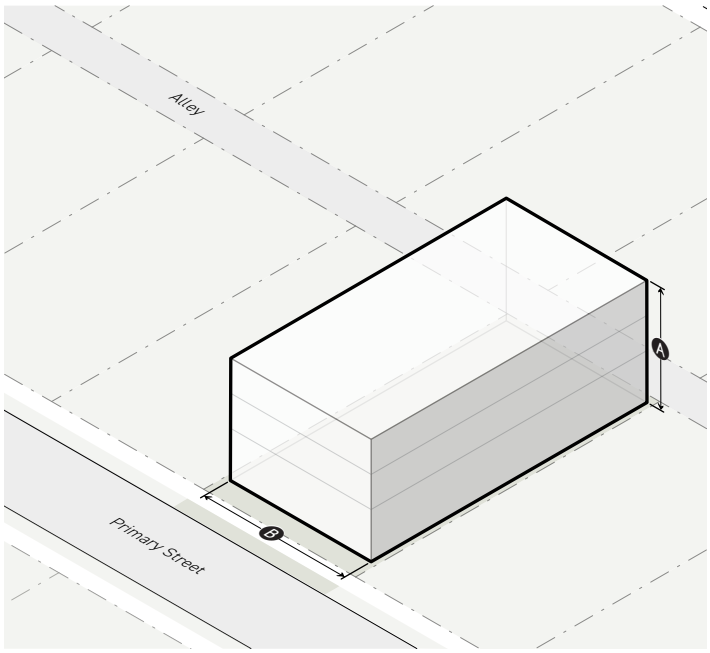
SEC. 2B.4.1. VERY LOW-RISE NARROW 1 (VN1)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
A **Lot area** (min)	2,000 sf
Lot width, front (min)	40'
B **Lot width, alley/side street** (min)	30'
2. COVERAGE	*Div. 2C.2.*
C **Building coverage** (max)	60%
Building setbacks	
D Primary street (min)	10'
Side street (min)	4'
E Side (min)	3'
Side, interior (min)	0'
Rear (min)	4'
F Alley (min)	4'
Special: All (min)	4'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space** (min)	20%
Required at grade (min)	50%
Residential amenity space (min)	10%

B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
FAR (max)	0.75
A **Height in stories** (max)	3
Bonus	None
2. BUILDING MASS	*Div. 2C.6.*
B **Building width** (max)	50'
Building break (min)	6'

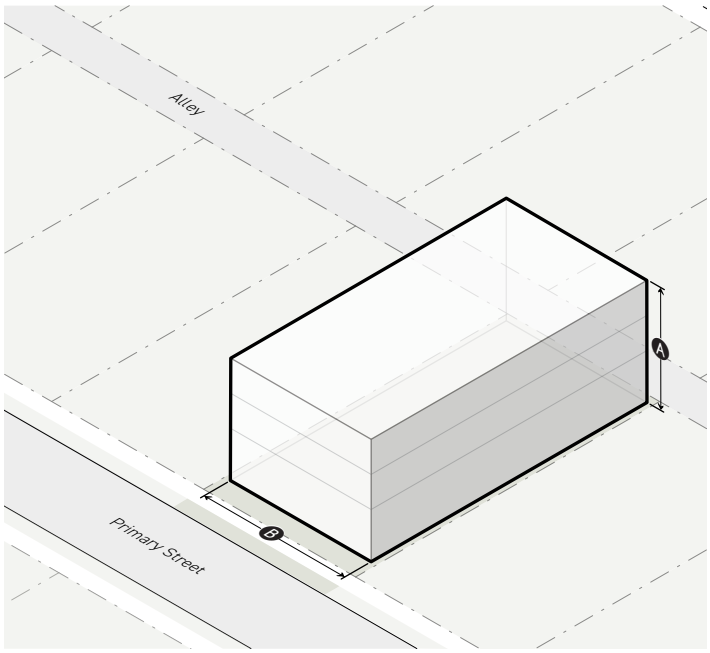
SEC. 2B.4.2. VERY LOW-RISE NARROW 2 (VN2)

A. Lot Parameters



1. LOT SIZE	Div. 2C.1.
A **Lot area** (min)	4,000 sf
Lot width, front (min)	40'
B **Lot width, alley/side street** (min)	30'
2. COVERAGE	*Div. 2C.2.*
C **Building coverage** (max)	70%
Building setbacks	
D Primary street (min)	10'
Side street (min)	4'
E Side (min)	3'
Side, interior (min)	0'
Rear (min)	4'
F Alley (min)	3'
Special: All (min)	4'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space** (min)	20%
Required at grade (min)	50%
Residential amenity space (min)	10%

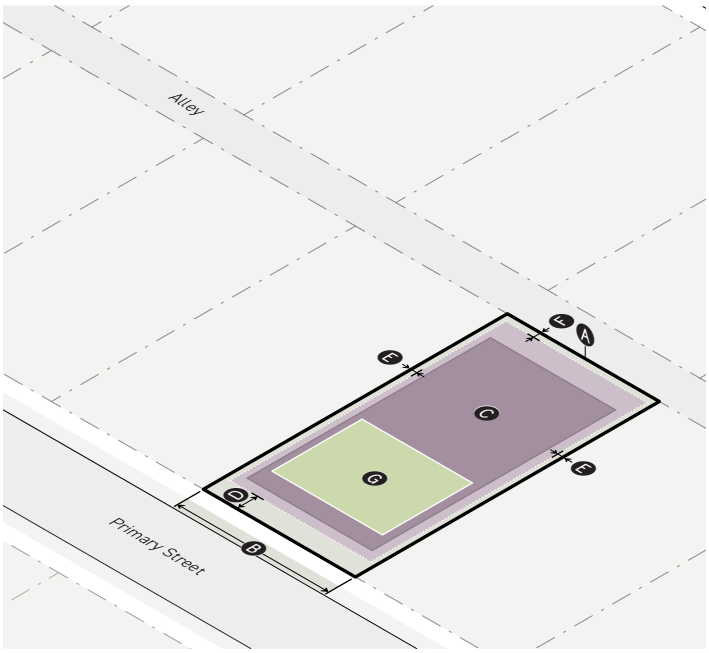
B. Bulk and Mass



1. FAR & HEIGHT	Div. 2C.4.
FAR (max)	1.0
A **Height in stories** (max)	3
Bonus FAR (max)	1.25
Bonus height in stories (max)	4
Active space floor area exemption (max)	500 SF / 2,000 SF of lot area
2. UPPER-STORY BULK	*Div. 2C.5.*
District boundary transition	
Abutting district allowed height (max)	36'/ 3 stories
Stories without height transition (max)	2'
Transition depth (min)	15'
Through lot transition	
Abutting district allowed height (max)	36'/ 3 stories
Street setback (min)	10'
Stories without height transition (max)	2'
Transition depth (min)	15'
3. BUILDING MASS	*Div. 2C.6.*
B **Building width** (max)	
Base building width	50'
Bonus building width	75'
Building break (min)	6'

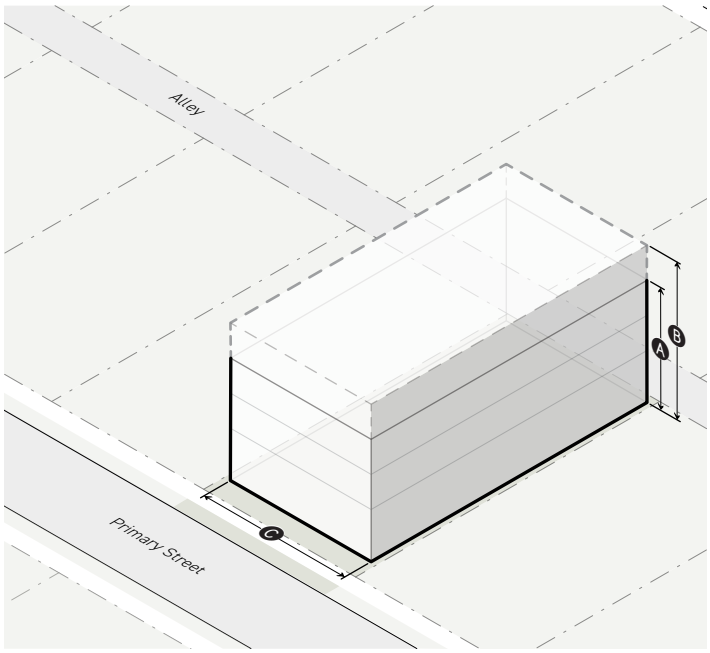
SEC. 2B.4.3. VERY LOW-RISE NARROW 3 (VN3)

A. Lot Parameters



1. LOT SIZE	Div. 2C.1.
A Lot area (min)	2,000 sf
Lot width, front (min)	35'
B Lot width, alley/side street (min)	25'
2. COVERAGE	*Div. 2C.2.*
C Building coverage (max)	70%
Building setbacks	
D Primary street (min)	10'
Side street (min)	4'
E Side (min)	3'
Side, interior (min)	0'
Rear (min)	4'
F Alley (min)	3'
Special: All (min)	4'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G Lot amenity space (min)	20%
Required at grade (min)	50%
Residential amenity space (min)	10%

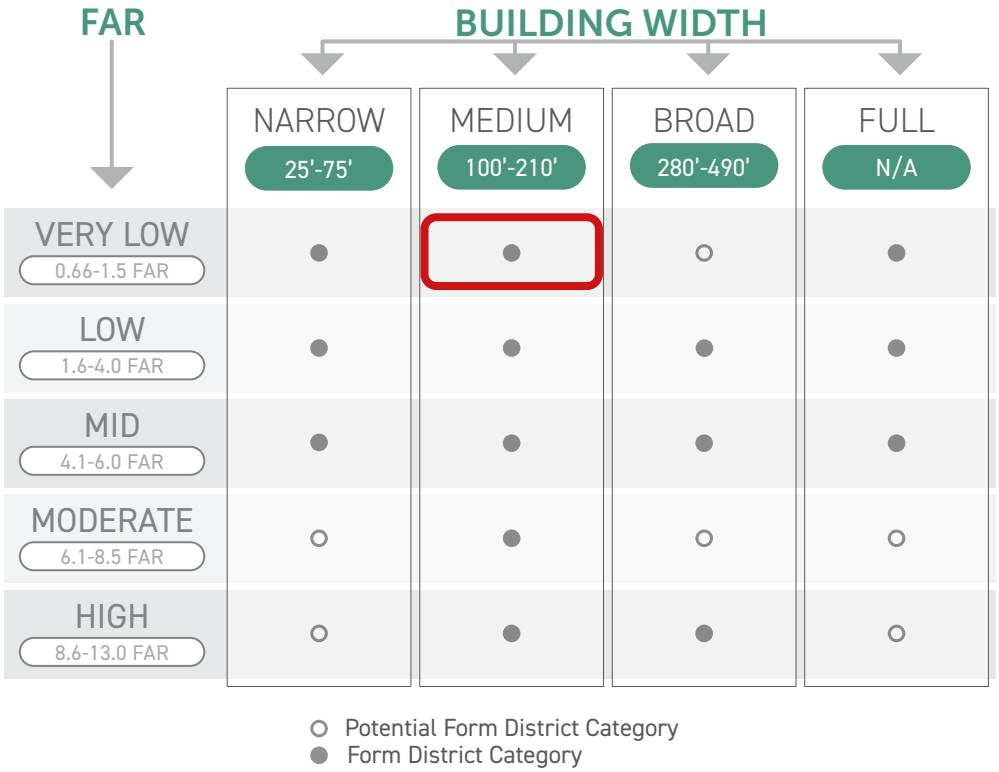
B. Bulk and Mass



1. FAR & HEIGHT	Div. 2C.4.
Base FAR (max)	1.0
A Base height in stories (max)	3
Bonus FAR	1.50
B Bonus height in stories (max)	4
Active space floor area exemption (max)	500 SF / 2,000 SF of lot area
2. UPPER-STORY BULK	*Div. 2C.5.*
District boundary transition	
Abutting district allowed height (max)	36'/ 3 stories
Stories without height transition (max)	2'
Transition depth (min)	15'
Through lot transition	
Abutting district allowed height (max)	36'/ 3 stories
Street setback (min)	10'
Stories without height transition (max)	2'
Transition depth (min)	15'
3. BUILDING MASS	*Div. 2C.6.*
C Building width (max)	
Base building width	50'
Bonus building width	75'
Building break (min)	6'

DIV. 2B.5. VERY LOW-RISE MEDIUM FORM DISTRICTS

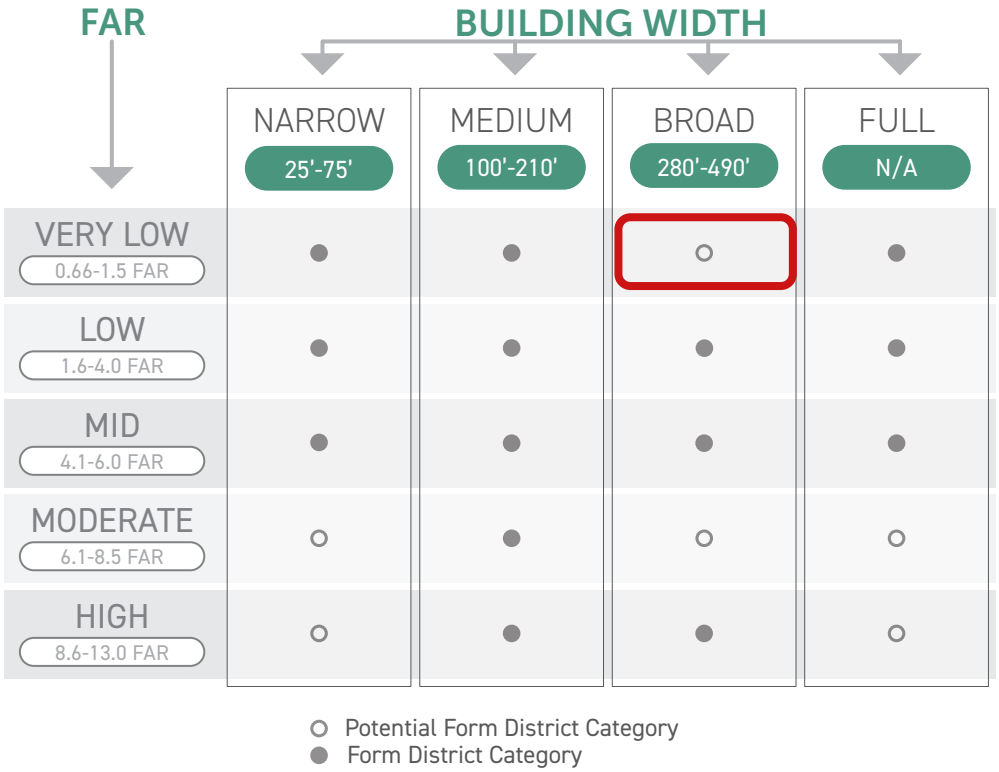
Each Very Low-Rise Medium Form District occurs within the ranges specified below. The "Very Low" FAR category allows a range of 0.66 FAR to 1.5 FAR. The "Medium" building width category allows a range of 100 to 210 feet of building width.



[Reserved]

DIV. 2B.6. VERY LOW-RISE BROAD FORM DISTRICTS

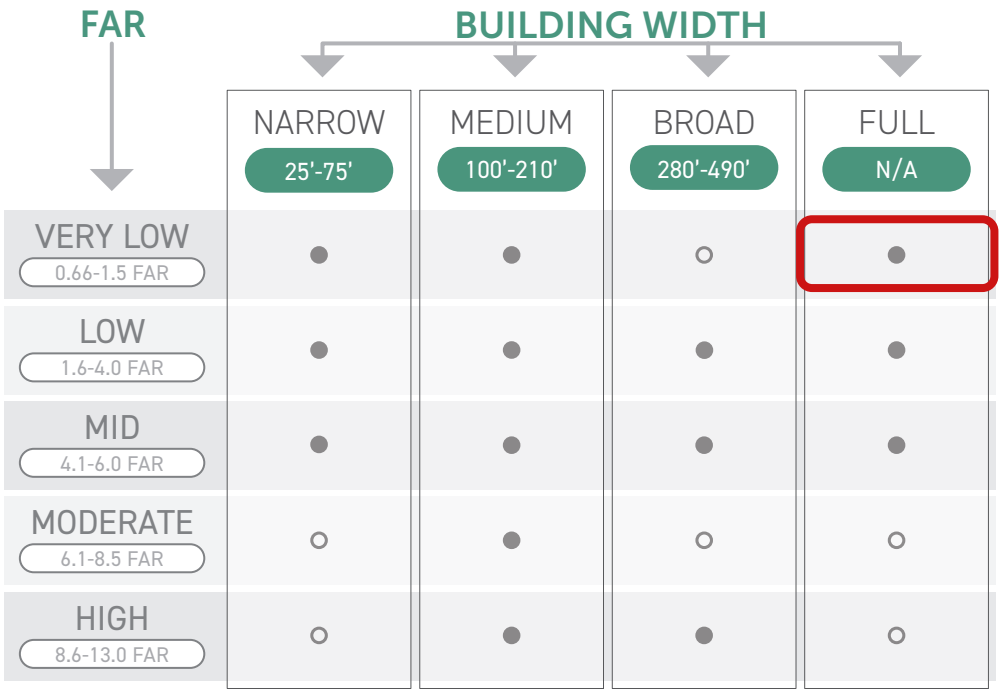
Each Very Low-Rise Broad Form District occurs within the ranges specified below. The "Very Low" FAR category allows a range of 0.66 FAR to 1.5 FAR. The "Broad" building width category allows a range of 280 to 490 feet of building width.



[Reserved]

DIV. 2B.7. VERY LOW-RISE FULL FORM DISTRICTS

Each Very Low-Rise Full Form District occurs within the ranges specified below. The "Very Low" FAR category allows a range of 0.66 FAR to 1.5 FAR. The "Full" building width category has no maximum building width for the district.



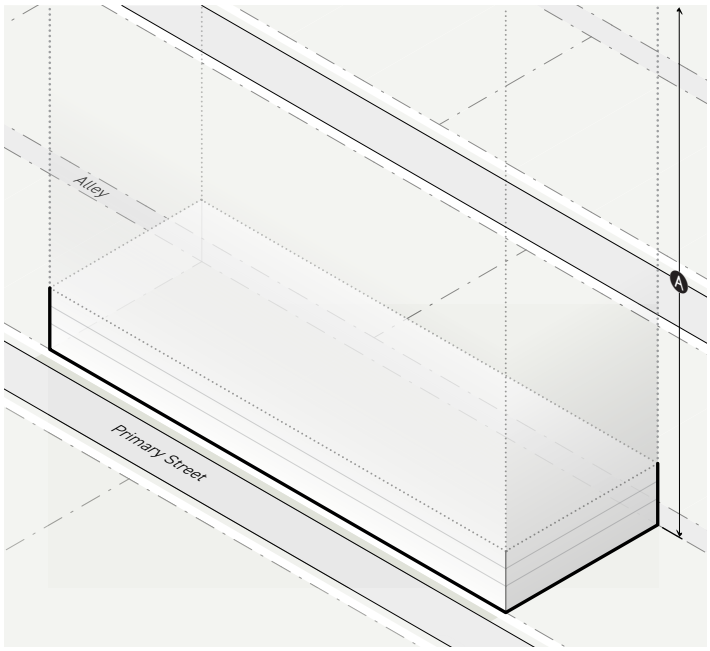
SEC. 2B.7.1. VERY LOW-RISE FULL 1 (VF1)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
Lot width (min)	n/a
2. COVERAGE	*Div. 2C.2.*
Ⓐ **Building coverage** (max)	25%
Building setbacks	
Ⓑ Primary street (min)	0'
Side street (min)	0'
Ⓒ Side (min)	0'
Rear (min)	0'
Ⓓ Alley (min)	0'
Special: River (min)	20'
Special: Other (min)	0'
3. AMENITY	*Div. 2C.3.*
Lot amenity space (min)	n/a
Residential amenity space (min)	n/a

B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
FAR (max)	1.5
Ⓐ **Height** (max)	unlimited
Bonus	None
2. BUILDING MASS	*Div. 2C.6.*
Building width (max)	n/a
Building break (min)	n/a

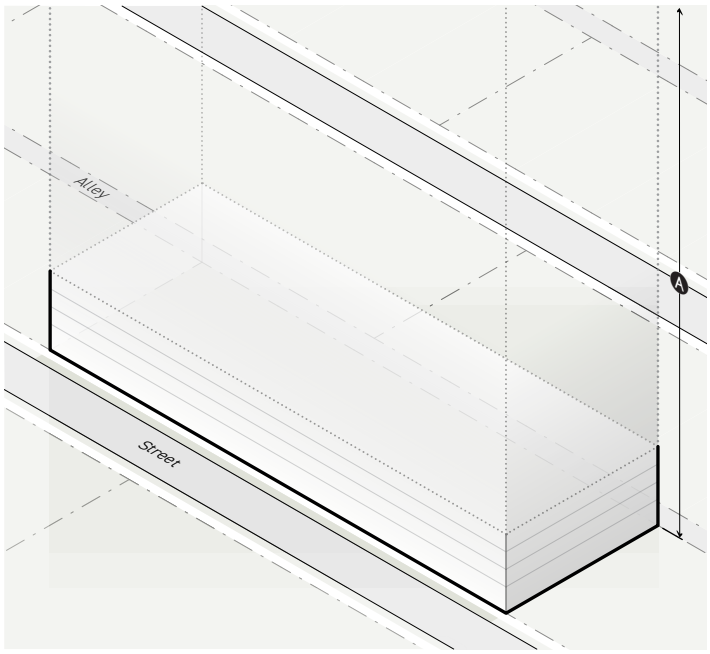
SEC. 2B.7.2. VERY LOW-RISE FULL 2 (VF2)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
Lot width (min)	n/a
2. COVERAGE	*Div. 2C.2.*
A **Building coverage** (max)	100%
Building setbacks	
B Primary street (min)	0'
Side street (min)	0'
C Side (min)	0'
Rear (min)	0'
D Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space** (min)	n/a
Residential amenity space (min)	n/a

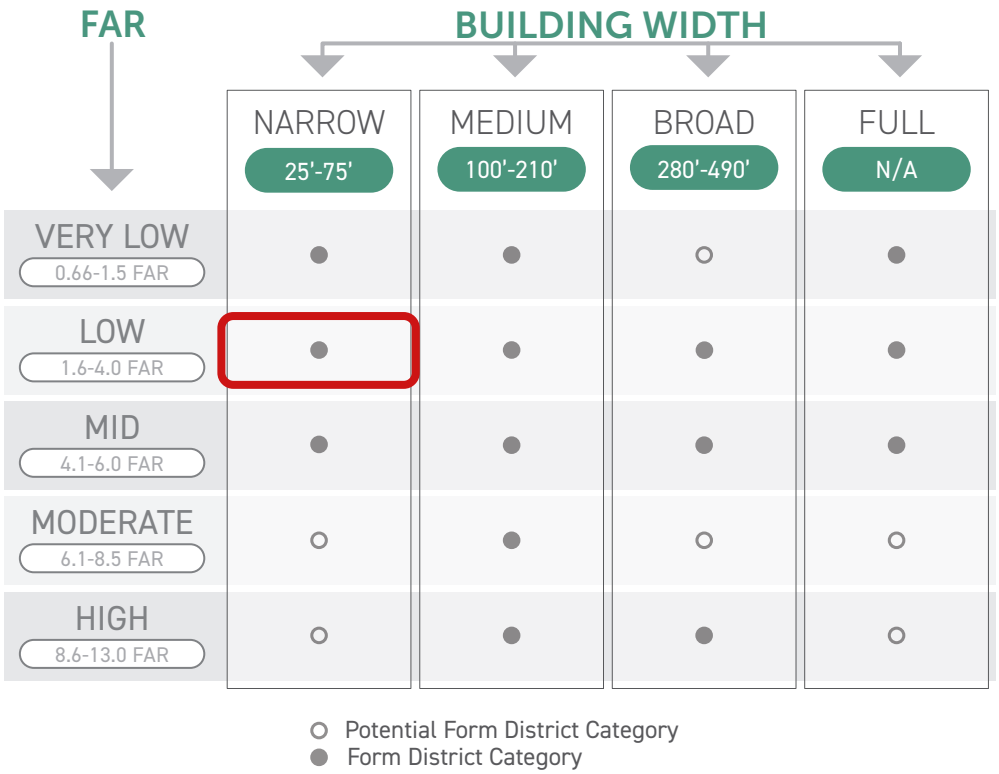
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
FAR (max)	1.5
A **Height** (max)	n/a
Bonus	None
2. BUILDING MASS	*Div. 2C.6.*
Building width (max)	n/a
Building break (min)	n/a

DIV. 2B.8. LOW-RISE NARROW FORM DISTRICTS

Each Low-Rise Narrow Form District occurs within the ranges specified below. The "Low" FAR category allows a range of 1.6 FAR to 4.0 FAR. The "Narrow" building width category allows a range of 25 to 75 feet of building width.



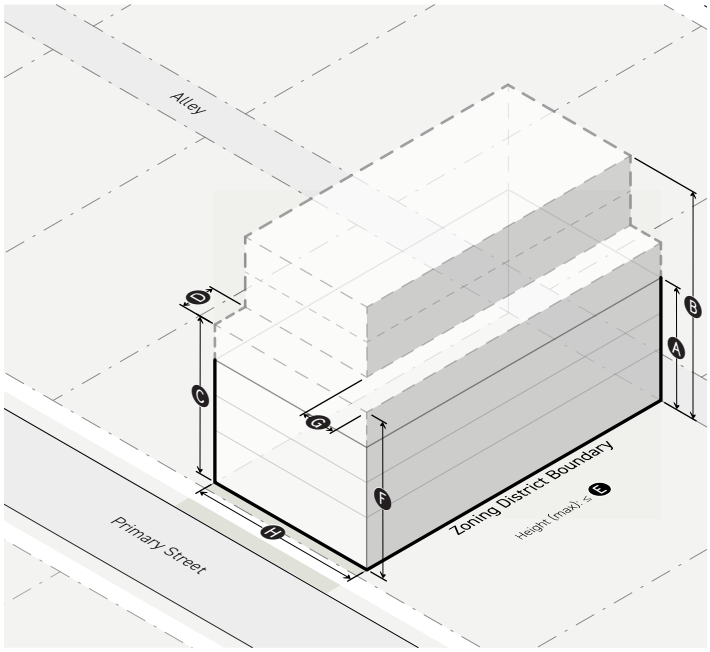
SEC. 2B.8.1. LOW-RISE NARROW 1 (LN1)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Ⓐ **Lot area** (min)	2,500 sf
Ⓑ **Lot width** (min)	25'
2. COVERAGE	*Div. 2C.2.*
Ⓒ **Building coverage** (max)	80%
Building setbacks	
Ⓓ Primary street (min)	5'
Side street (min)	0'
Ⓔ Side (min)	0'
Rear (min)	0'
Ⓕ Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
Ⓖ **Lot amenity space** (min)	25%
Residential amenity space (min)	10%

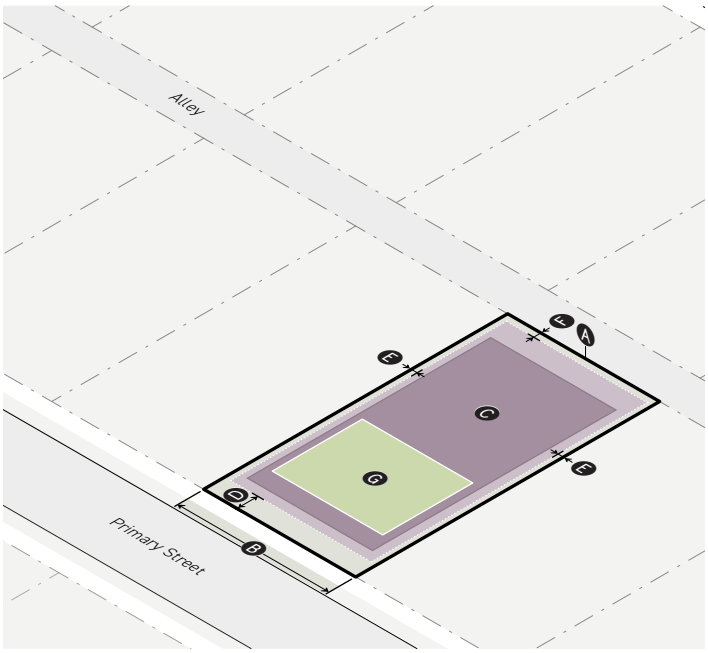
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	1.5
Ⓐ **Base height in stories** (max)	3
Bonus FAR (max)	3.0
Ⓑ **Bonus height in stories** (max)	6
2. UPPER-STORY BULK	*Div. 2C.5.*
Street step-back	
Ⓒ Stories without step-back (max)	4
Ⓓ Primary street step-back depth (min)	10'
Side street step-back depth (min)	10'
District boundary height transition	
Ⓔ Abutting district allowed height (max)	45'
Ⓕ Stories without height transition (max)	4
Ⓖ Transition depth (min)	10'
3. BUILDING MASS	*Div. 2C.6.*
Ⓗ **Building width** (max)	75'
Building break (min)	6'

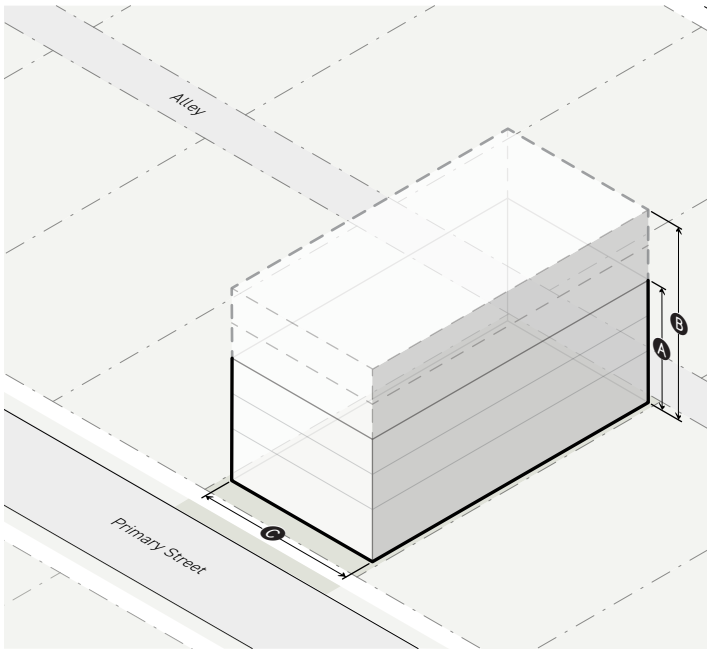
SEC. 2B.8.2. LOW-RISE NARROW 2 (LN2)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
A **Lot area** (min)	2,000 sf
Lot width, front (min)	35'
B **Lot width, alley/side street** (min)	25'
2. COVERAGE	*Div. 2C.2.*
C **Building coverage** (max)	70%
Building setbacks	
D Primary street (min)	10'
Side street (min)	4'
E Side (min)	3'
Side, interior (min)	0'
Rear (min)	4'
F Alley (min)	4'
Special: All (min)	4'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space** (min)	20%
Required at grade (min)	50%
Residential amenity space (min)	10%

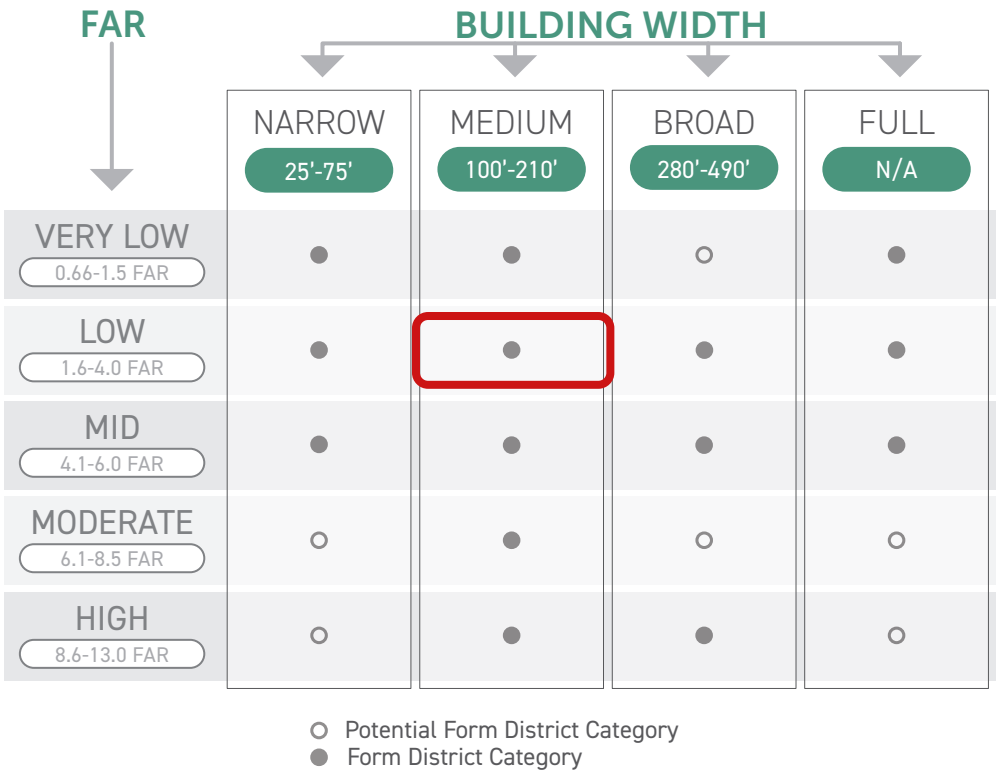
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	1.25
A **Base height in stories** (max)	3
Bonus FAR (max)	1.75
B **Bonus height in stories** (max)	4
Active space floor area exemption (max)	500 SF / 2,000 SF of lot area
2. UPPER-STORY BULK	*Div. 2C.5.*
District boundary transition	
Abutting district allowed height (max)	36'/ 3 stories
Stories without height transition (max)	2'
Transition depth (min)	15'
Through lot transition	
Abutting district allowed height (max)	36'/ 3 stories
Street setback (min)	10'
Stories without height transition (max)	2'
Transition depth (min)	15'
3. BUILDING MASS	*Div. 2C.6.*
C **Building width** (max)	
Base building width	50'
Bonus building width	75'
Building break (min)	6'

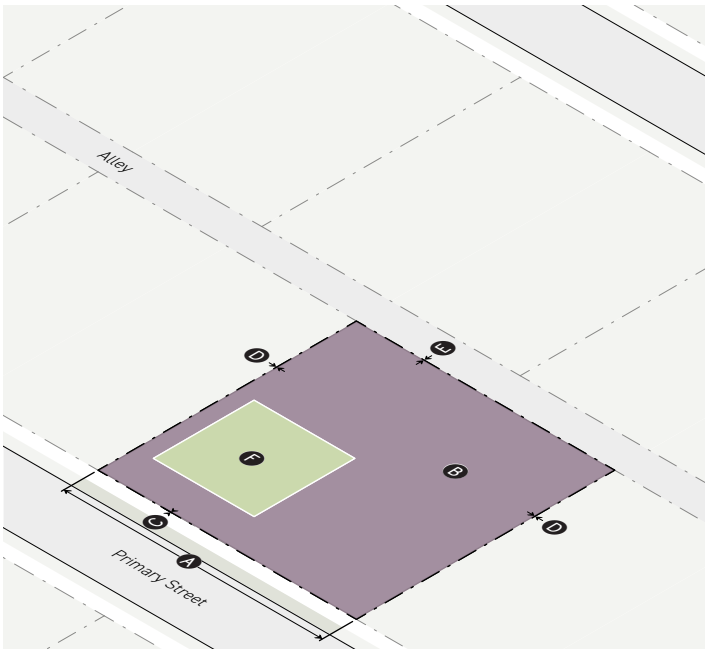
DIV. 2B.9. LOW-RISE MEDIUM FORM DISTRICTS

Each Low-Rise Medium Form District occurs within the ranges specified below. The "Low" FAR category allows a range of 1.6 FAR to 4.0 FAR. The "Medium" building width category allows a range of 100 to 210 feet of building width.



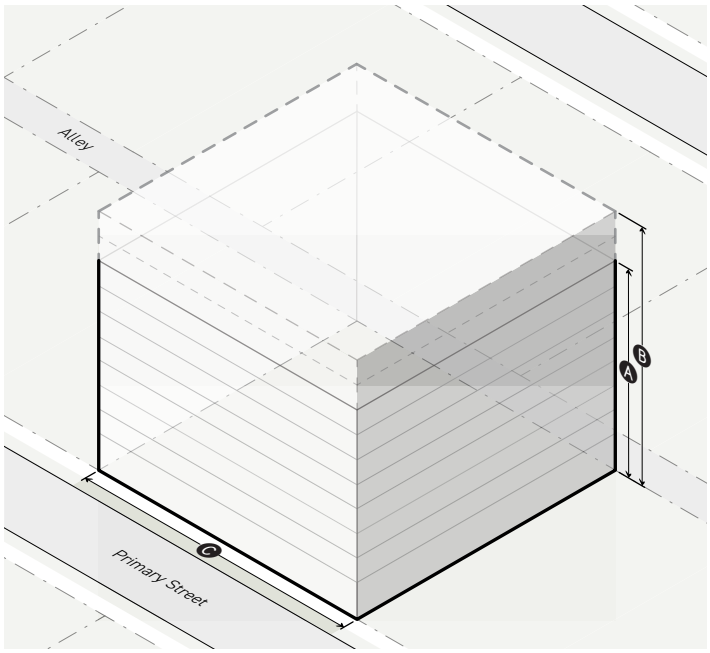
SEC. 2B.9.1. LOW-RISE MEDIUM 1 (LM1)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
Ⓐ Lot width (min)	25'
2. COVERAGE	*Div. 2C.2.*
Ⓑ Building coverage (max)	100%
Building setbacks	
Ⓒ Primary street (min)	0'
Side street (min)	0'
Ⓓ Side (min)	0'
Rear (min)	0'
Ⓔ Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
Ⓕ Lot amenity space (min)	15%
Residential amenity space (min)	10%

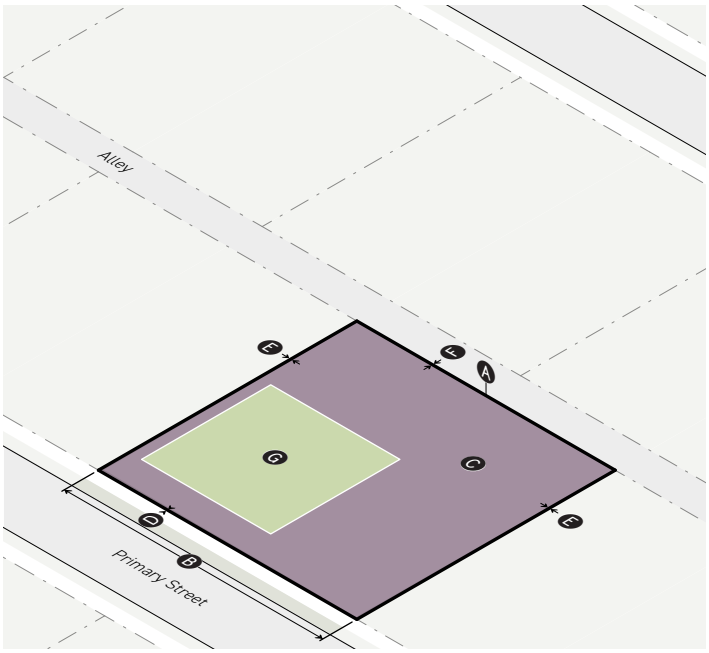
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	1.5
Ⓐ Base height in stories (max)	8
Bonus FAR (max)	3.0
Ⓑ Bonus height in stories (max)	10
2. BUILDING MASS	*Div. 2C.6.*
Ⓒ Building width (max)	160'
Building break (min)	15'

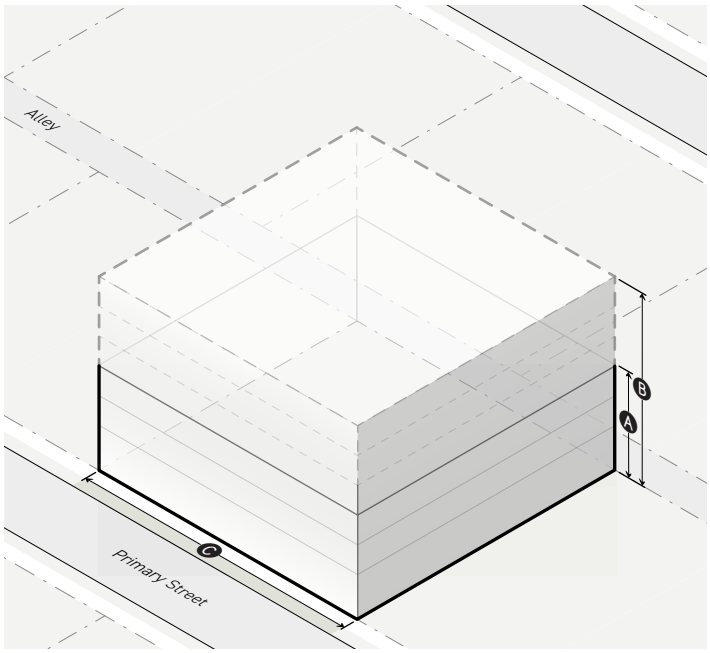
SEC. 2B.9.2. LOW-RISE MEDIUM 2 (LM2)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
A **Lot area** (min)	2,500 sf
B **Lot width** (min)	25'
2. COVERAGE	*Div. 2C.2.*
C **Building coverage** (max)	90%
Building setbacks	
D Primary street (min)	0'
Side street (min)	0'
E Side (min)	0'
Rear (min)	0'
F Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space** (min)	25%
Residential amenity space (min)	10%

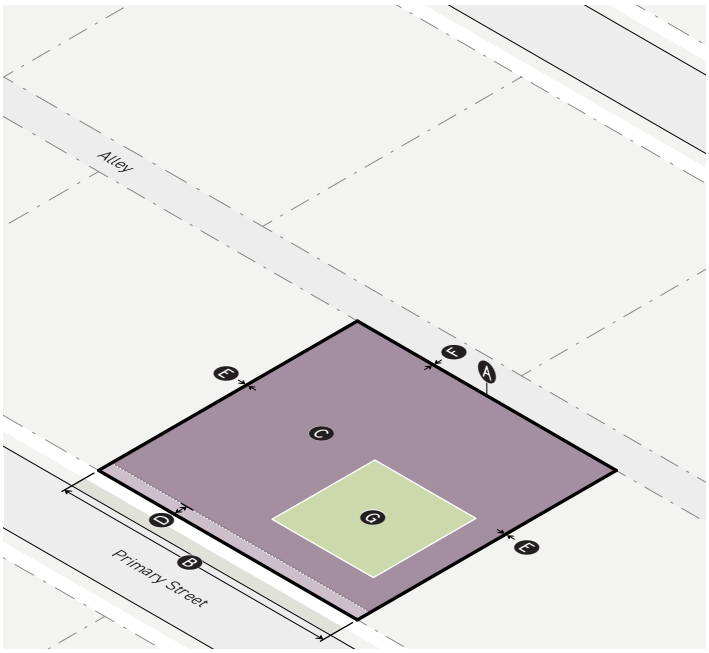
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	1.5
A **Base height in stories** (max)	3
Bonus FAR (max)	3.0
B **Bonus height in stories** (max)	6
2. BUILDING MASS	*Div. 2C.6.*
C **Building width** (max)	100'
Building break (min)	15'

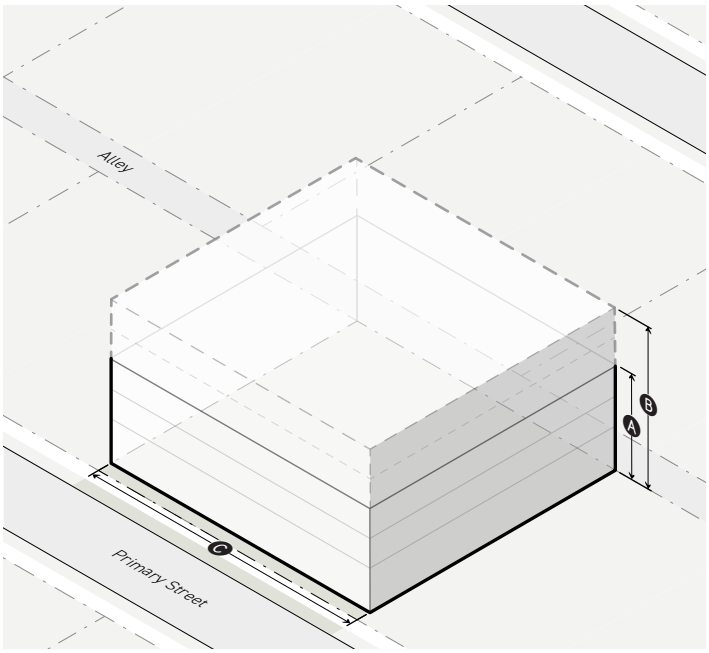
SEC. 2B.9.3. LOW-RISE MEDIUM 3 (LM3)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Ⓐ **Lot area** (min)	1,000 sf
Ⓑ **Lot width** (min)	20'
2. COVERAGE	*Div. 2C.2.*
Ⓒ **Building coverage** (max)	100%
Building setbacks	
Ⓓ Primary street (min)	
Ground story	10'
Upper story	0'
Side street (min)	3'
Ⓔ Side (min)	3'
Side, interior (min)	0'
Rear (min)	4'
Ⓕ Alley (min)	3'
Special: All (min)	4'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
Ⓖ **Lot amenity space** (min)	20%
Residential amenity space (min)	10%

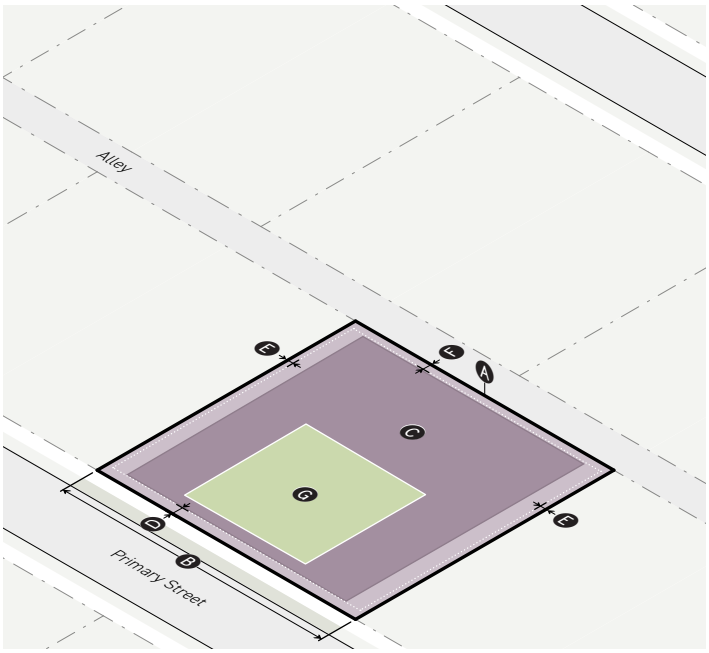
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	1.5
Ⓐ **Base height in stories** (max)	3
Bonus FAR (max)	3.0
Ⓑ **Bonus height in stories** (max)	5
Active space floor area exemption (max)	500 SF / 2,000 SF of lot area
2. UPPER-STORY BULK	*Div. 2C.5.*
Street transition	
5 story step-back (min)	6'
Applicable building width (min)	80%
District boundary transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	8'
3 story step-back (min)	20'
Through lot transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	10'
3 story step-back (min)	20'
3. BUILDING MASS	*Div. 2C.6.*
Ⓒ **Building width** (max)	
Base building width	100'
Bonus building width	160'
Building break (min)	15'

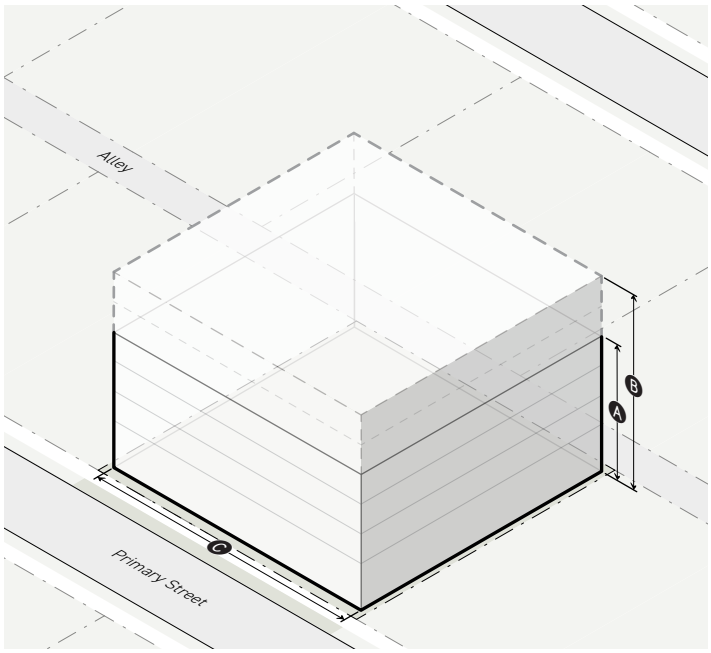
SEC. 2B.9.4. LOW-RISE MEDIUM 4 (LM4)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
A **Lot area** (min)	1,000 sf
B **Lot width** (min)	20'
2. COVERAGE	*Div. 2C.2.*
C **Building coverage** (max)	80%
Building setbacks	
D Primary street (min)	
Ground story	6'
Upper story	0'
Side street (min)	6'
E Side (min)	0'
Side, interior (min)	0'
Rear (min)	0'
F Alley (min)	0'
Special: All (min)	4'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space** (min)	20%
Residential amenity space (min)	10%

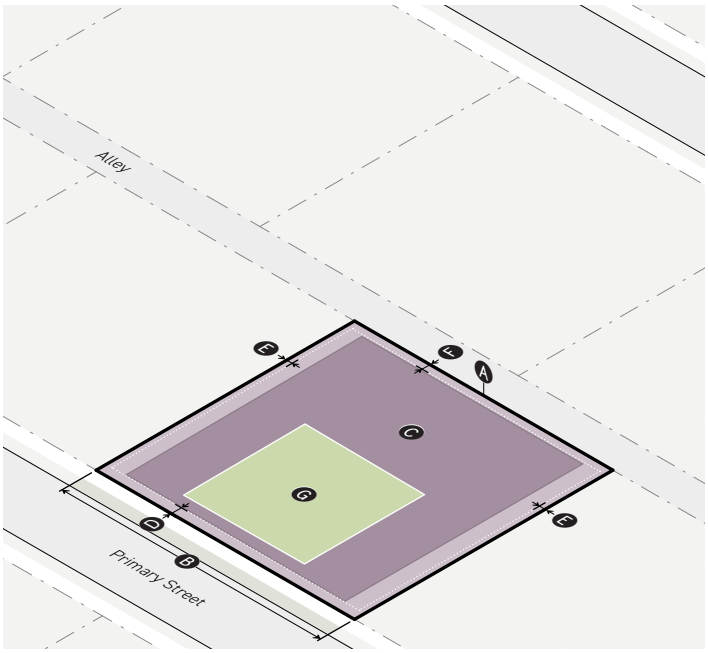
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	1.5
A **Base height in stories** (max)	3
Bonus FAR (max)	3.0
B **Bonus height in stories** (max)	5
2. UPPER-STORY BULK	*Div. 2C.5.*
Street transition	
5 story step-back (min)	6'
Applicable building width (min)	80%
District boundary transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	8'
3 story step-back (min)	20'
Through lot transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	10'
3 story step-back (min)	20'
3. BUILDING MASS	*Div. 2C.6.*
C **Building width** (max)	
Base building width	140'
Bonus building width	210'
Building break (min)	15'

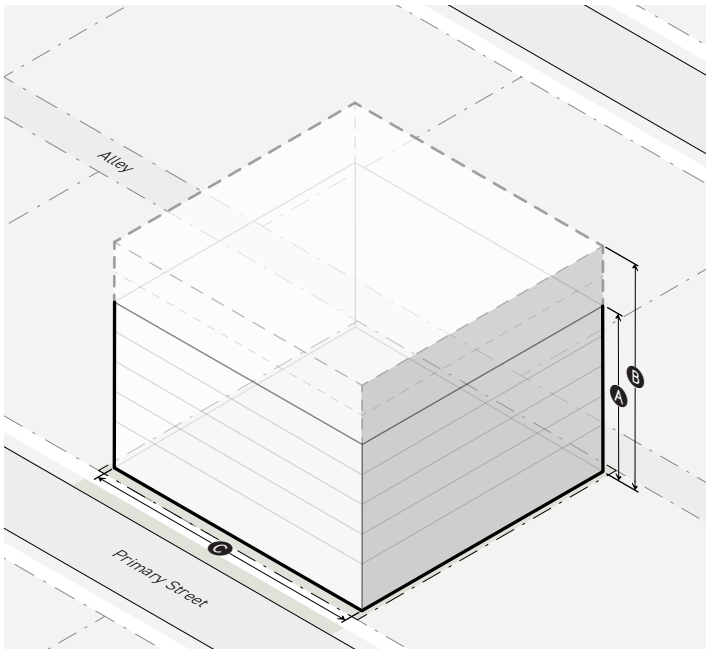
LOW-RISE MEDIUM 5 (LM5)

A. Lot Parameters



1. LOT SIZE		*Div. 2C.1.*
A	**Lot area** (min)	1,000 sf
B	**Lot width** (min)	20'
2. COVERAGE		*Div. 2C.2.*
C	**Building coverage** (max)	80%
	Building setbacks	
D	Primary street (min)	
	Ground story	6'
	Upper story	0'
	Side street (min)	6'
E	Side (min)	0'
	Side, interior (min)	0'
	Rear (min)	0'
F	Alley (min)	0'
	Special: All (min)	4'
	Permeable surface (min)	?
3. AMENITY		*Div. 2C.3.*
G	**Lot amenity space** (min)	20%
	Residential amenity space (min)	10%

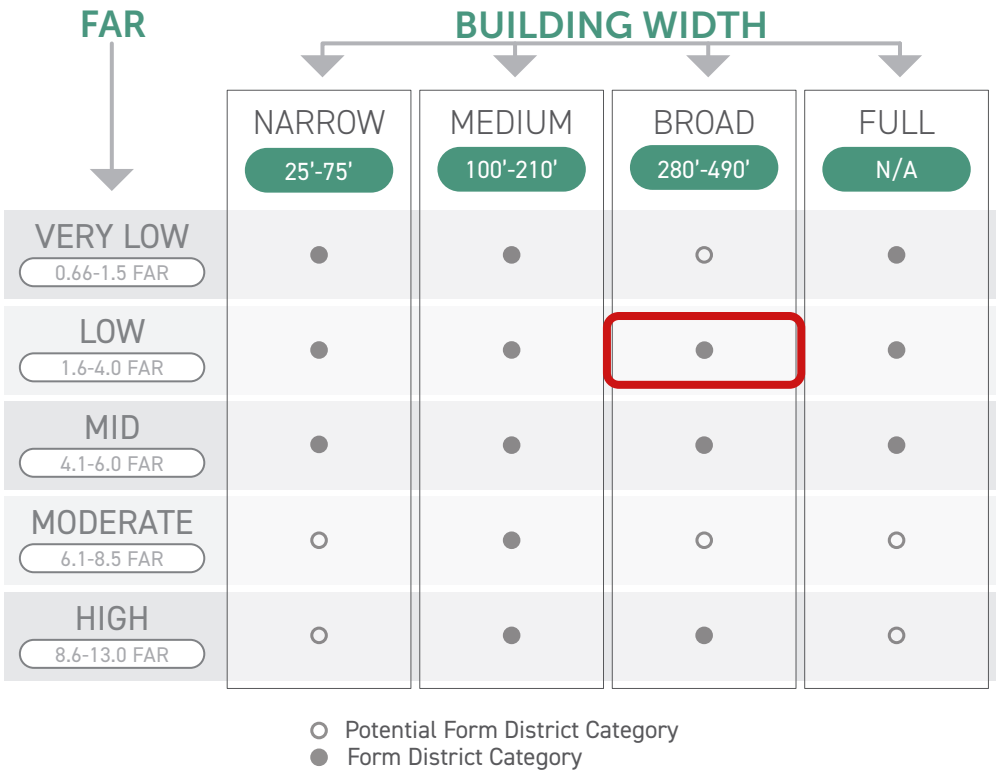
B. Bulk and Mass



1. FAR & HEIGHT		*Div. 2C.4.*
	Base FAR (max)	1.5
A	**Base height in stories** (max)	3
	Bonus FAR (max)	4.0
B	**Bonus height in stories** (max)	6
2. UPPER-STORY BULK		*Div. 2C.5.*
	Street transition	
	6 story step-back (min)	6'
	Applicable building width (min)	80%
	District boundary transition	
	Abutting district height (max)	36'/ 3 stories
	1 & 2 story setback (min)	8'
	3 story step-back (min)	20'
	6 story step-back (min)	30'
	Through lot transition	
	Abutting district height (max)	36'/ 3 stories
	1 & 2 story setback (min)	10'
	3 story step-back (min)	20'
	6 story step-back (min)	30'
3. BUILDING MASS		*Div. 2C.6.*
C	**Building width** (max)	
	Base building width	140'
	Bonus building width	210'
	Building break (min)	15'

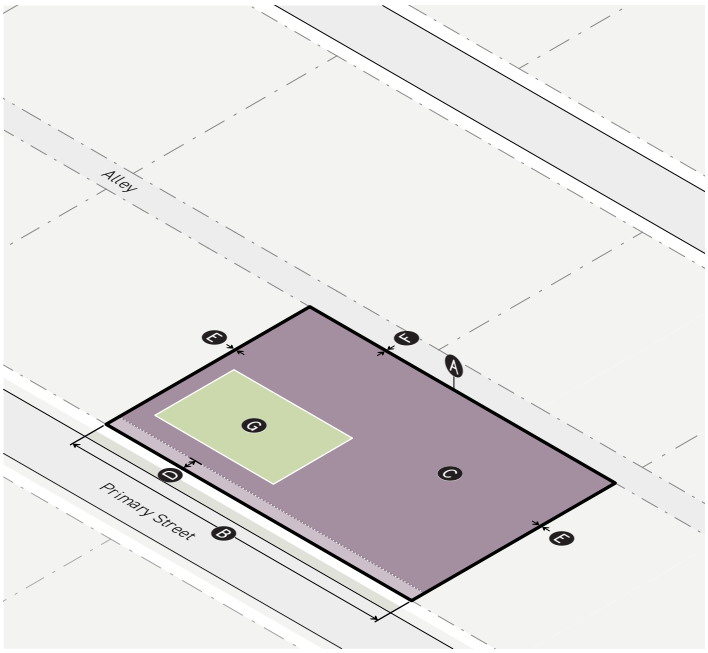
DIV. 2B.10. LOW-RISE BROAD FORM DISTRICTS

Each Low-Rise Broad Form District occurs within the ranges specified below. The "Low" FAR category allows a range of 1.6 FAR to 4.0 FAR. The "Broad" building width category allows a range of 280 to 490 feet of building width.



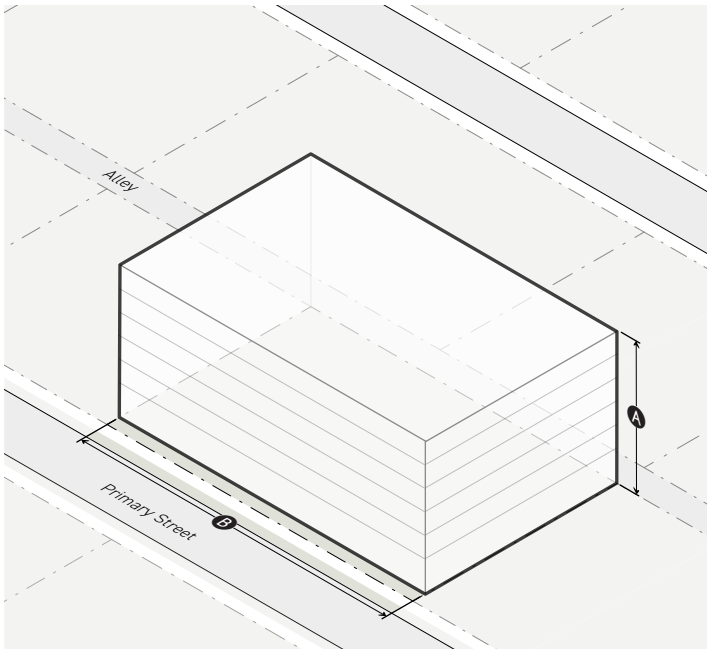
SEC. 2B.10.1. LOW-RISE BROAD 1 (LB1)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
A **Lot area** (min)	1,000 sf
B **Lot width** (min)	20'
2. COVERAGE	*Div. 2C.2.*
C **Building coverage** (max)	100%
Building setbacks	
D Primary street (min)	6'
Side street (min)	6'
E Side (min)	0'
Side, interior (min)	0'
Rear (min)	0'
F Alley (min)	0'
Special: All (min)	0'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space** (min)	15%
Residential amenity space (min)	10%

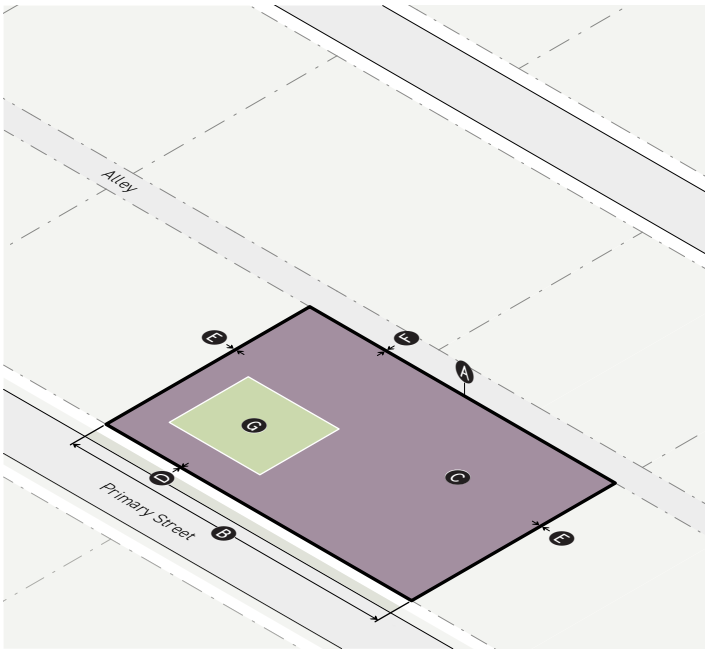
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
FAR (max)	2.0
A **Height in stories** (max)	6
Bonus	None
2. BUILDING MASS	*Div. 2C.6.*
B **Building width** (max)	280'
Building break (min)	15'

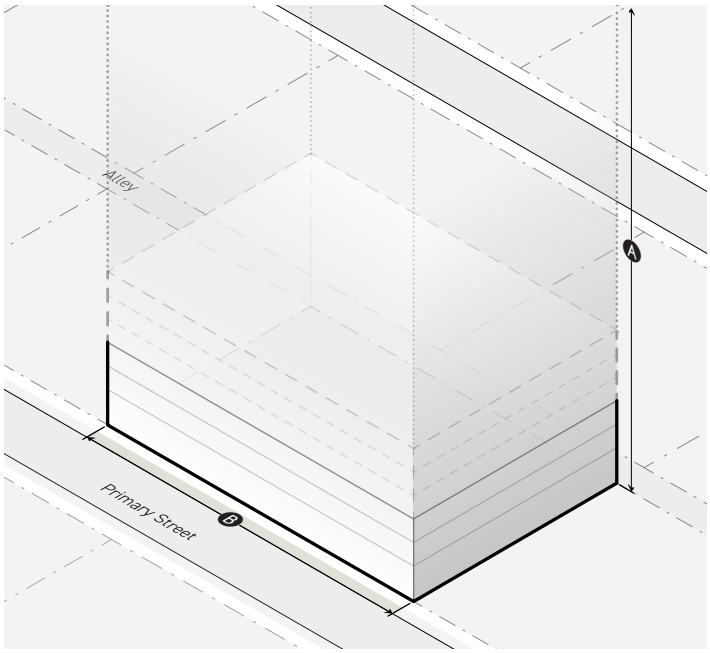
SEC. 2B.10.2. LOW-RISE BROAD 2 (LB2)

A. Lot Parameters



1. LOT SIZE	Div. 2C.1.
A Lot area (min)	1,000 sf
B Lot width (min)	20'
2. COVERAGE	*Div. 2C.2.*
C Building coverage (max)	100%
Building setbacks	
D Primary street (min)	0'
Side street (min)	0'
E Side (min)	0'
Side, interior (min)	0'
Rear (min)	0'
F Alley (min)	0'
Special: All (min)	0'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G Lot amenity space (min)	15%
Residential amenity space (min)	10%

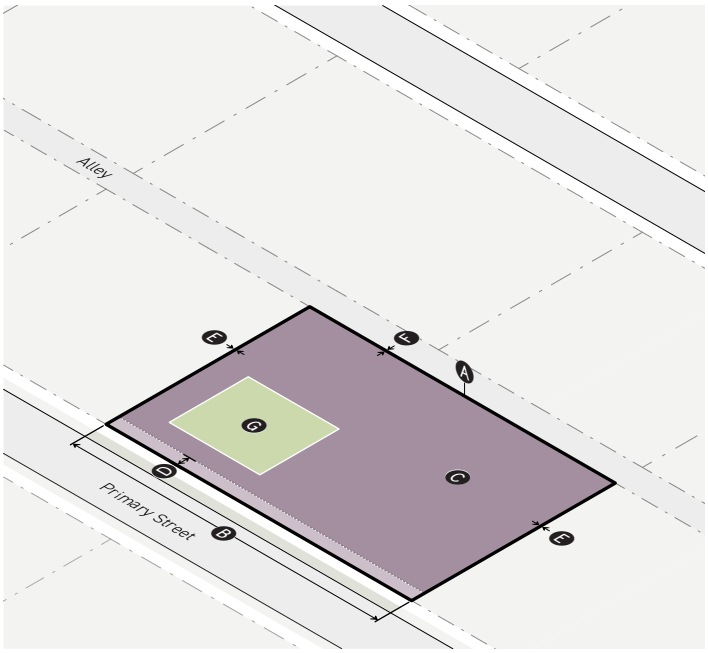
B. Bulk and Mass



1. FAR & HEIGHT	Div. 2C.4.
Base FAR (max)	1.5
A Base height in stories (max)	unlimited
Bonus FAR (max)	3.0
Bonus height in stories (max)	Unlimited
2. BUILDING MASS	*Div. 2C.6.*
C Building width (max)	
Base building width	280'
Bonus building width	350'
Building break (min)	25'

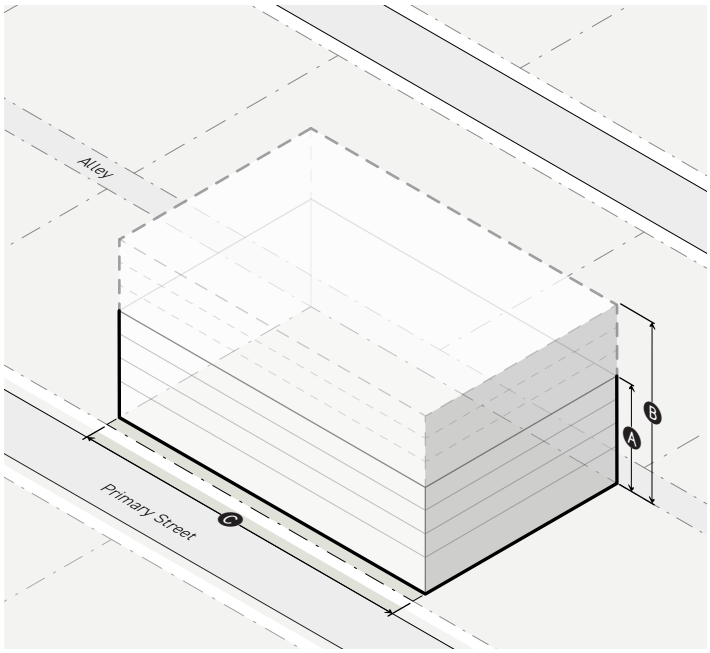
SEC. 2B.10.3. LOW-RISE BROAD 3 (LB3)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
A **Lot area** (min)	1,000 sf
B **Lot width** (min)	20'
2. COVERAGE	*Div. 2C.2.*
C **Building coverage** (max)	100%
Building setbacks	
D Primary street (min)	6'
Side street (min)	6'
E Side (min)	0'
Side, interior (min)	0'
Rear (min)	0'
F Alley (min)	0'
Special: All (min)	0'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space** (min)	15%
Residential amenity space (min)	10%

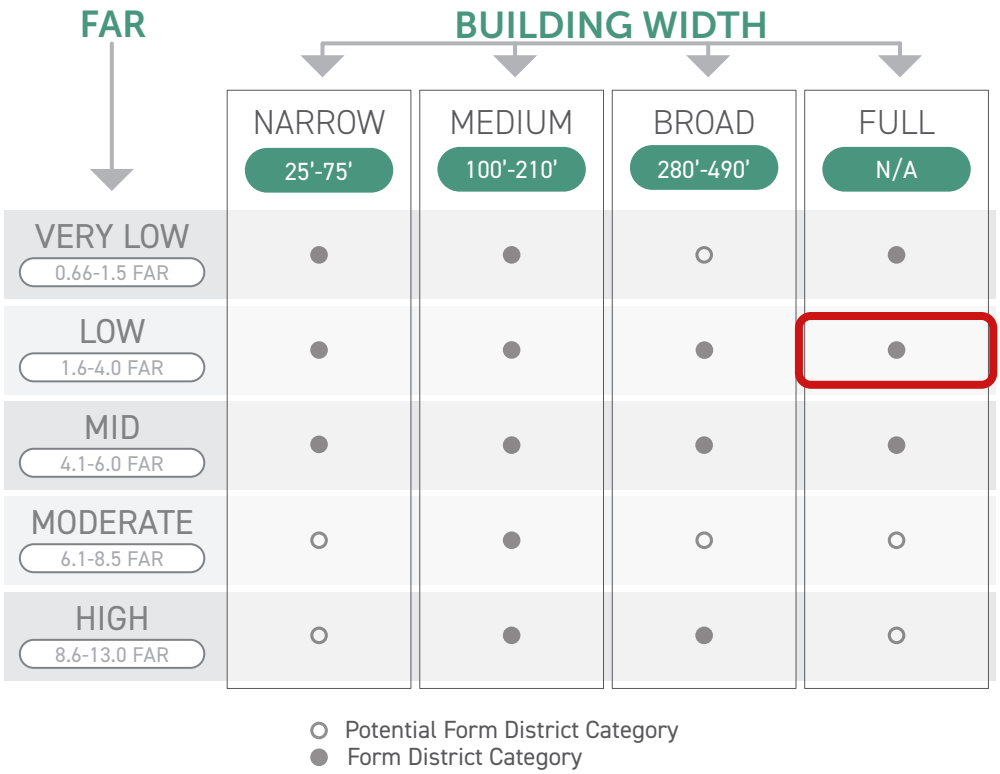
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	2.5
A **Base height in stories** (max)	4
Bonus FAR (max)	4.0
B **Bonus height in stories** (max)	7
2. BUILDING MASS	*Div. 2C.6.*
C **Building width** (max)	
Base building width	210'
Bonus building width	280'
Building break (min)	15'

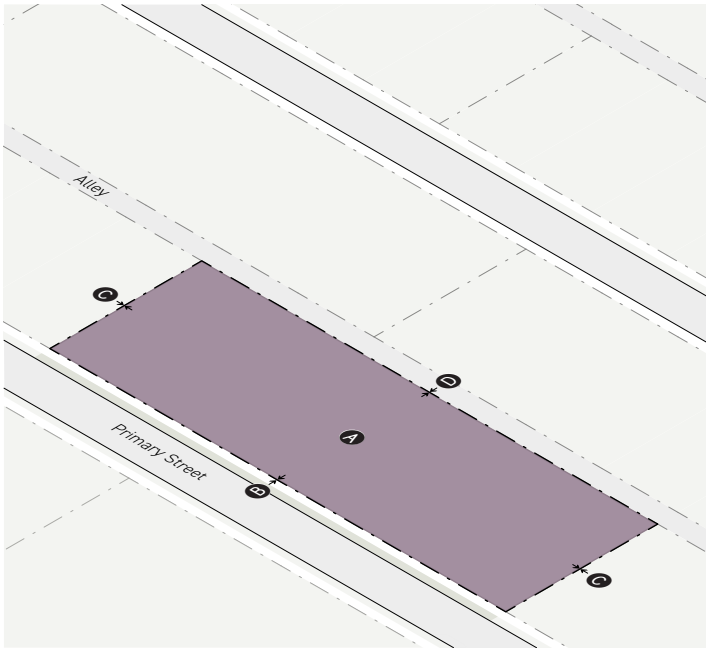
DIV. 2B.11. LOW-RISE FULL FORM DISTRICTS

Each Low-Rise Full Form District occurs within the ranges specified below. The "Low" FAR category allows a range of 1.6 FAR to 4.0 FAR. The "Full" building width category has no maximum building width for the district.



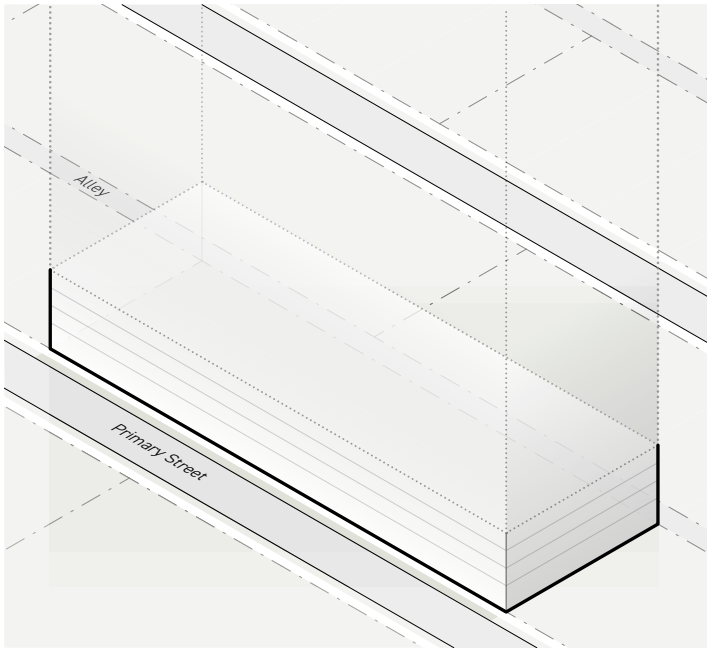
SEC. 2B.11.1. LOW-RISE FULL 1 (LF1)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
Lot width (min)	n/a
2. COVERAGE	*Div. 2C.2.*
Ⓐ **Building coverage** (max)	100%
Building setbacks	
Ⓑ Primary street (min)	0'
Side street (min)	0'
Ⓒ Side (min)	0'
Rear (min)	0'
Ⓓ Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
Ⓖ **Lot amenity space** (min)	n/a
Residential amenity space (min)	n/a

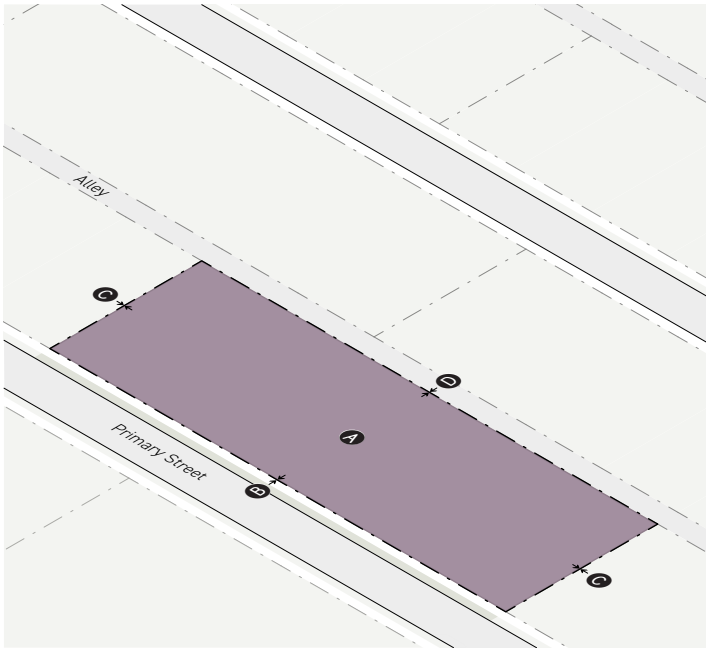
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
FAR (max)	3.0
City Hall Height Restriction	Yes
Bonus	None
2. BUILDING MASS	*Div. 2C.6.*
Building width (max)	n/a
Building break (min)	n/a

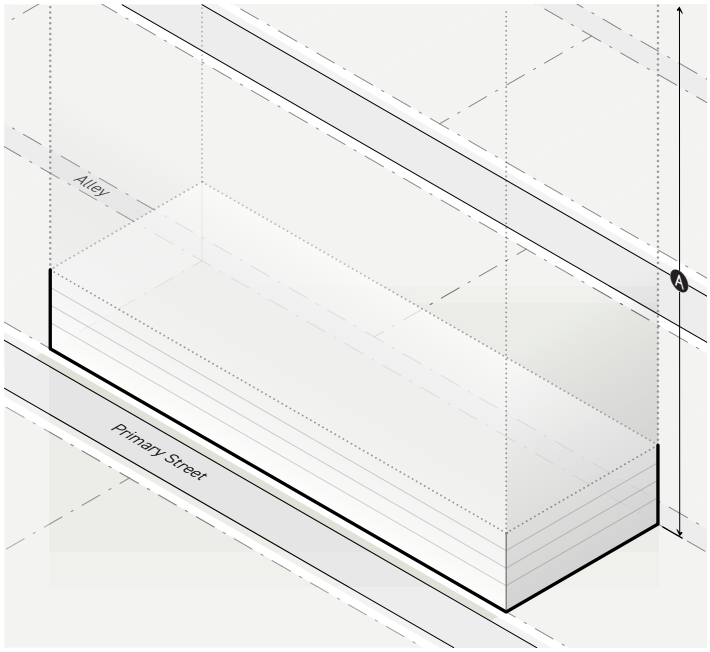
SEC. 2B.11.2. LOW-RISE FULL 2 (LF2)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
Lot width (min)	n/a
2. COVERAGE	*Div. 2C.2.*
A **Building coverage** (max)	100%
Building setbacks	
B Primary street (min)	0'
Side street (min)	0'
C Side (min)	0'
Rear (min)	0'
D Alley (min)	0'
Special: River (min)	20'
Special: Other (min)	0'
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space** (min)	n/a
Residential amenity space (min)	n/a

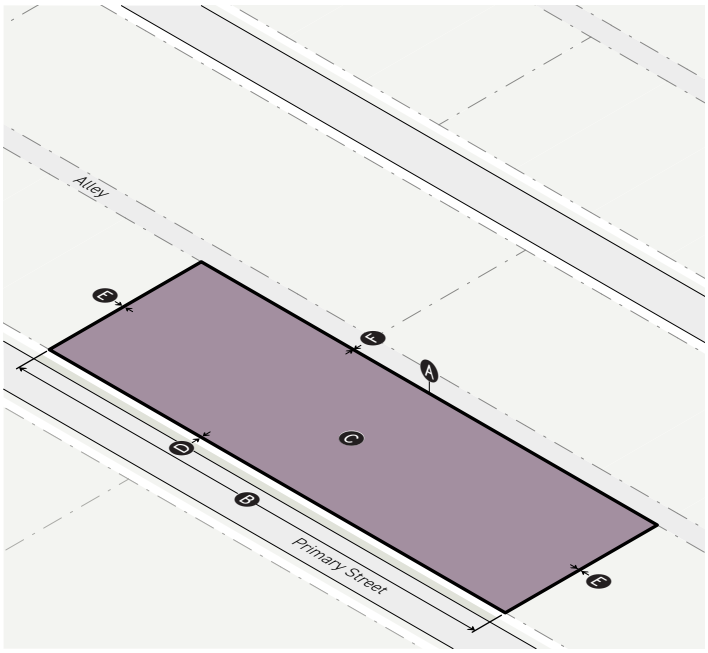
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
FAR (max)	3.0
A **Height** (max)	n/a
Bonus	None
2. BUILDING MASS	*Div. 2C.6.*
Building width (max)	n/a
Building break (min)	n/a

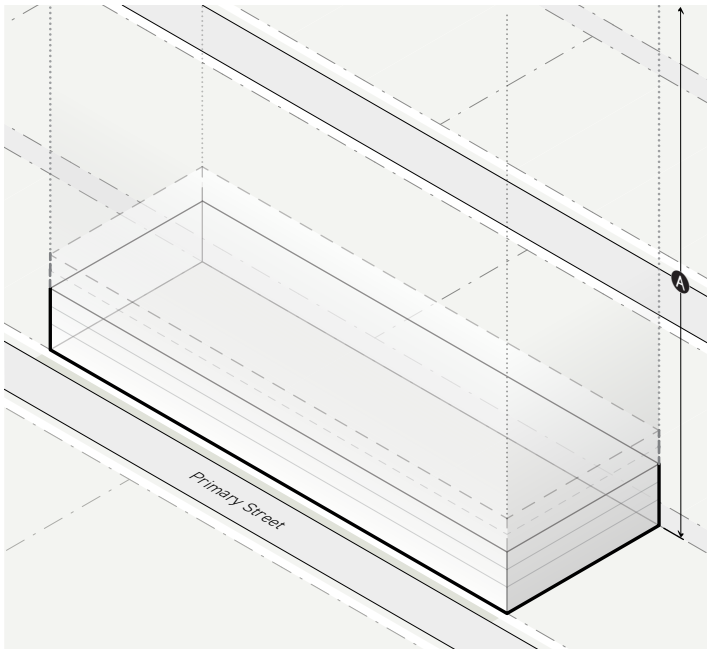
SEC. 2B.11.3. LOW-RISE FULL 3 (LF3)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
A **Lot area** (min)	1,000 sf
B **Lot width** (min)	20'
2. COVERAGE	*Div. 2C.2.*
C **Building coverage** (max)	100%
Building setbacks	
D Primary street (min)	0'
Side street (min)	0'
E Side (min)	0'
Side, interior (min)	0'
Rear (min)	0'
F Alley (min)	0'
Special: All (min)	0'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
Lot amenity space (min)	n/a
Residential amenity space (min)	n/a

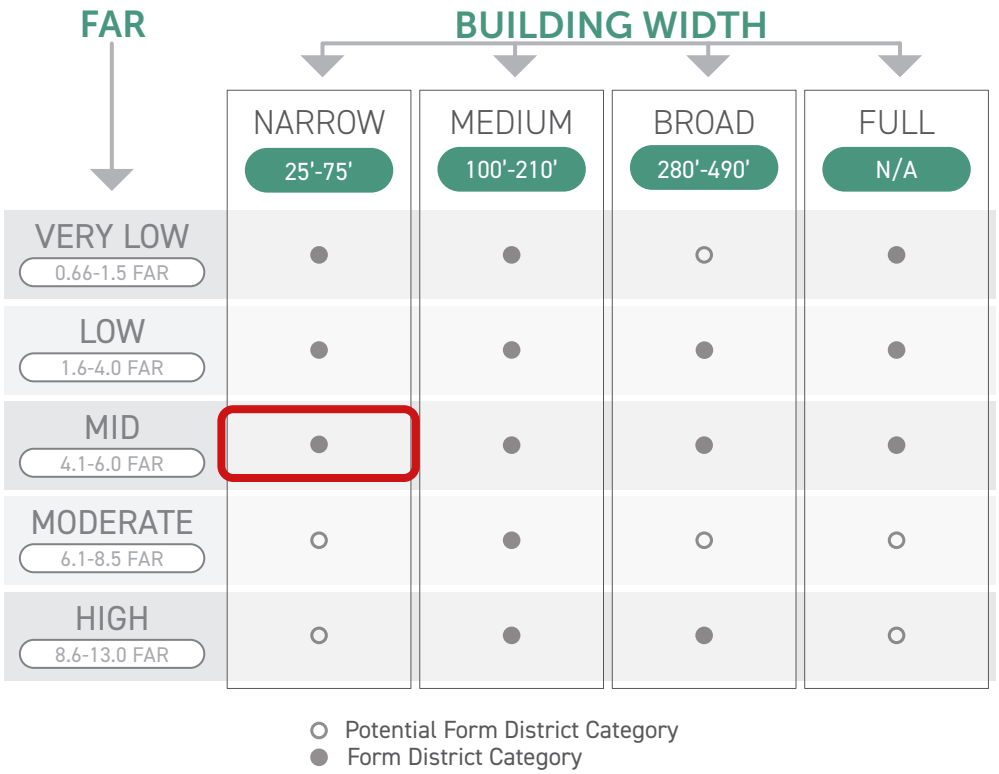
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	1.5
A **Base height in stories** (max)	unlimited
Bonus FAR (max)	3.0
Bonus height in stories (max)	unlimited
2. BUILDING MASS	*Div. 2C.6.*
Building width (max)	n/a
Building break (min)	n/a

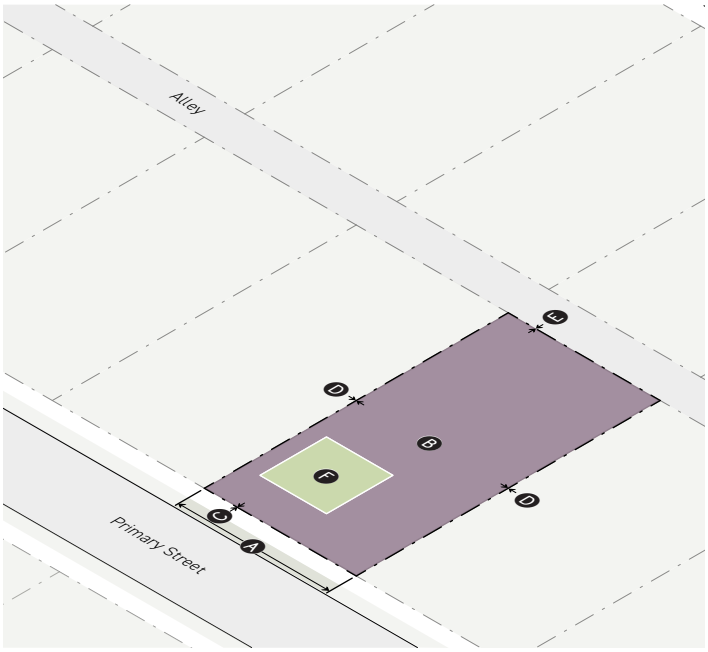
DIV. 2B.12. MID-RISE NARROW FORM DISTRICTS

Each Mid-Rise Narrow Form District occurs within the ranges specified below. The "Mid" FAR category allows a range of 4.1 FAR to 6.0 FAR. The "Narrow" building width category allows a range of 25 to 75 feet of building width.



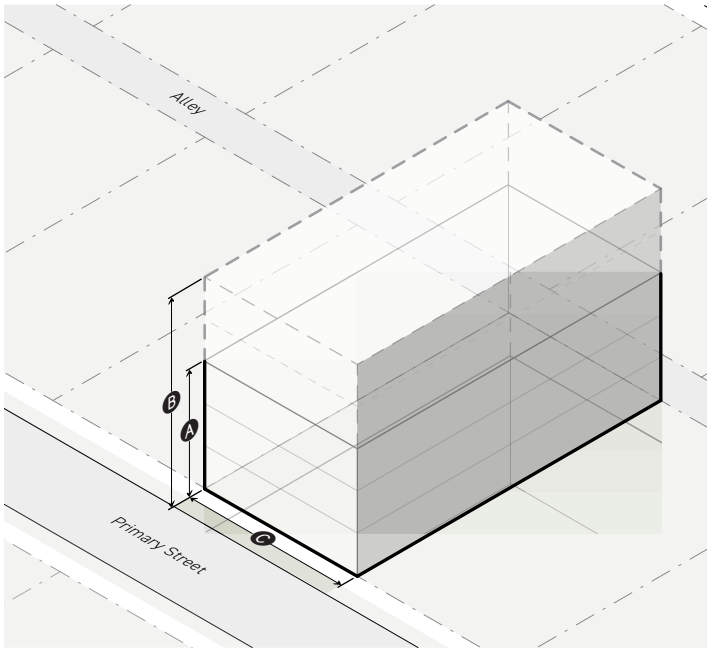
SEC. 2B.12.1. MID-RISE NARROW 1 (MN1)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
Ⓐ **Lot width** (min)	25'
2. COVERAGE	*Div. 2C.2.*
Ⓑ **Building coverage** (max)	100%
Building setbacks	
Ⓒ Primary street (min)	0'
Side street (min)	0'
Ⓓ Side (min)	0'
Rear (min)	0'
Ⓔ Alley (min)	0'
Special: Alley (min)	0'
Special: Other (min)	0'
3. AMENITY	*Div. 2C.3.*
Ⓕ **Lot amenity space** (min)	10%
Residential amenity space (min)	10%

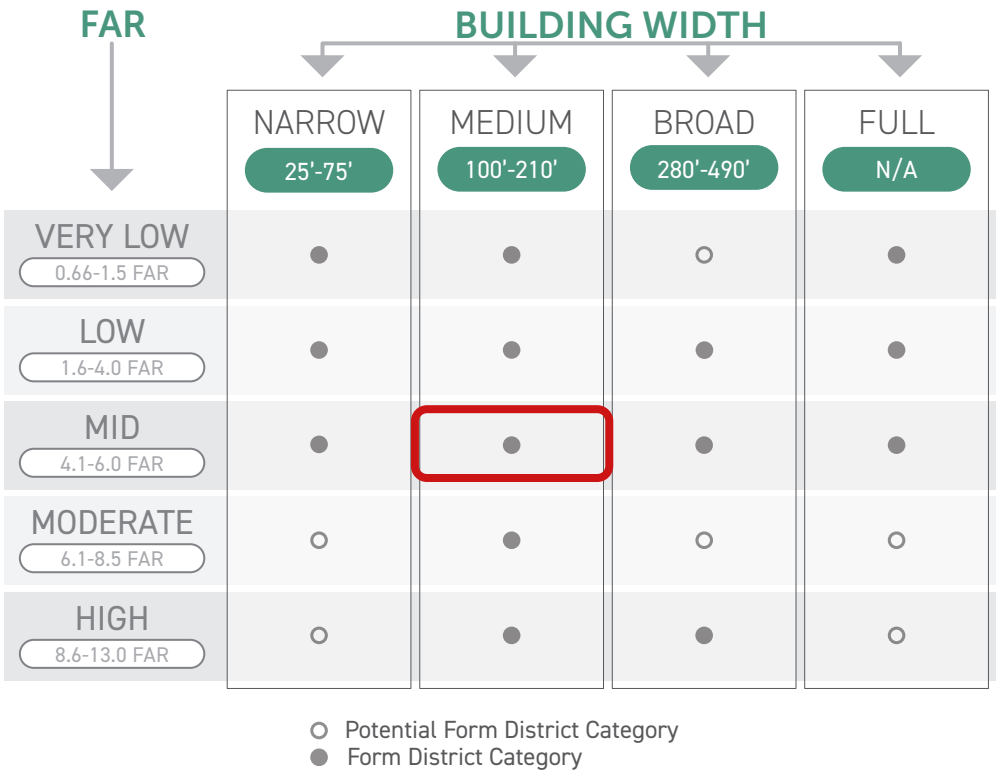
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	2.0
Ⓐ **Base height in stories** (max)	3
Bonus FAR (max)	6.0
Ⓑ **Bonus height in stories** (max)	5
2. BUILDING MASS	*Div. 2C.6.*
Ⓒ **Building width** (max)	75'
Building break (min)	6'

DIV. 2B.13. MID-RISE MEDIUM FORM DISTRICTS

Each Mid-Rise Medium Form District occurs within the ranges specified below. The "Mid" FAR category allows a range of 4.1 FAR to 6.0 FAR. The "Medium" building width category allows a range of 100 to 210 feet of building width.



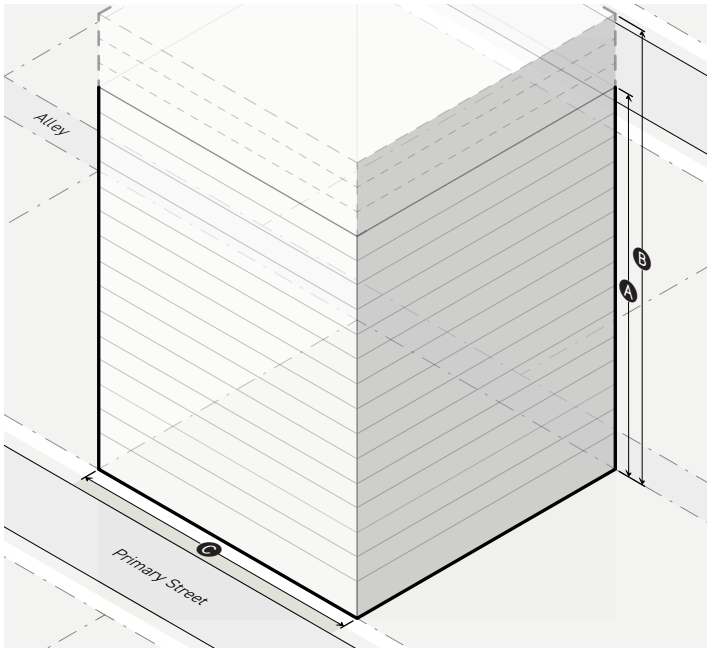
SEC. 2B.13.1. MID-RISE MEDIUM 1 (MM1)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
A Lot width (min)	25'
2. COVERAGE	*Div. 2C.2.*
B Building coverage (max)	90%
Building setbacks	
C Primary street (min)	0'
Side street (min)	0'
D Side (min)	0'
Rear (min)	0'
E Alley (min)	0'
Special: River (min)	20'
Special: Other (min)	0'
3. AMENITY	*Div. 2C.3.*
F Lot amenity space (min)	15%
Residential amenity space (min)	10%

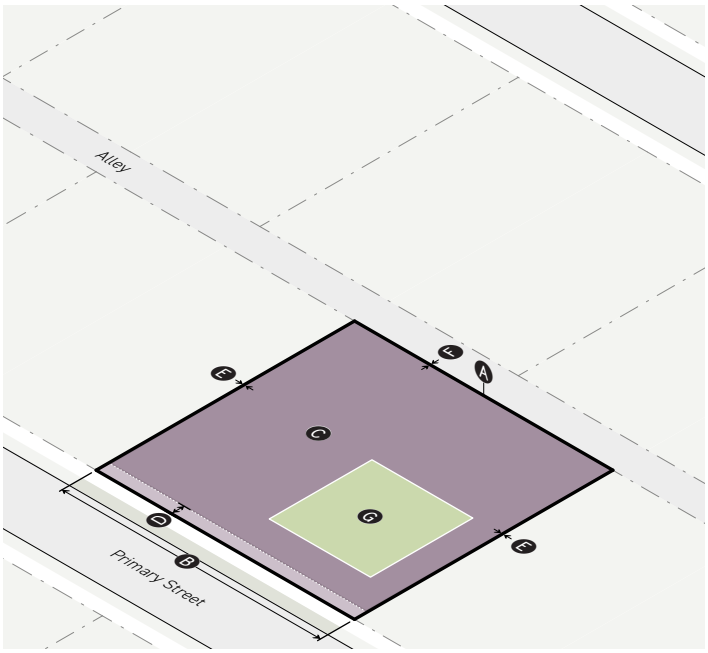
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	1.5
A Base height in stories (max)	15
Bonus FAR (max)	4.5
B Bonus height in stories (max)	18
2. BUILDING MASS	*Div. 2C.6.*
C Building width (max)	160'
Building break (min)	15'

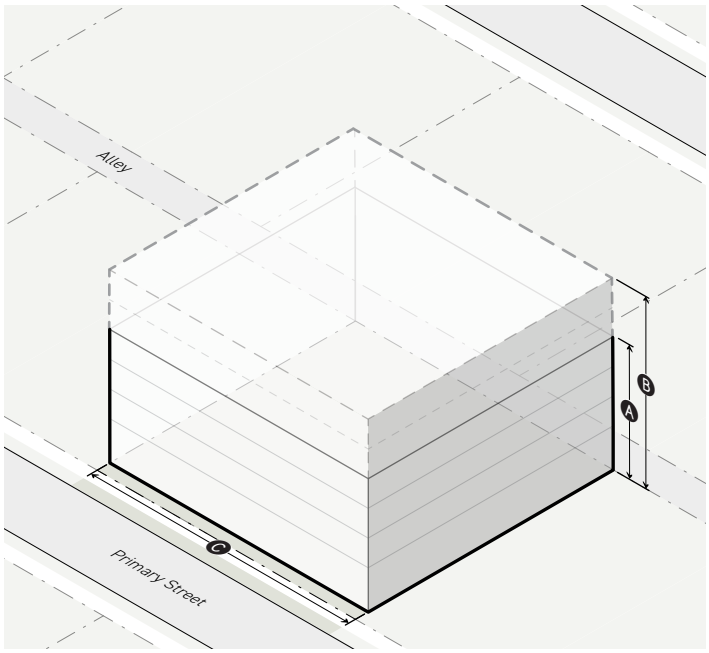
SEC. 2B.13.2. MID-RISE MEDIUM 2 (MM2)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
A **Lot area** (min)	1,000 sf
B **Lot width** (min)	20'
2. COVERAGE	*Div. 2C.2.*
C **Building coverage** (max)	100%
Building setbacks	
D Primary street (min)	
Ground story	10'
Upper story	0'
Side street (min)	3'
E Side (min)	3'
Side, interior (min)	0'
Rear (min)	4'
F Alley (min)	3'
Special: All (min)	4'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space** (min)	20%
Residential amenity space (min)	10%

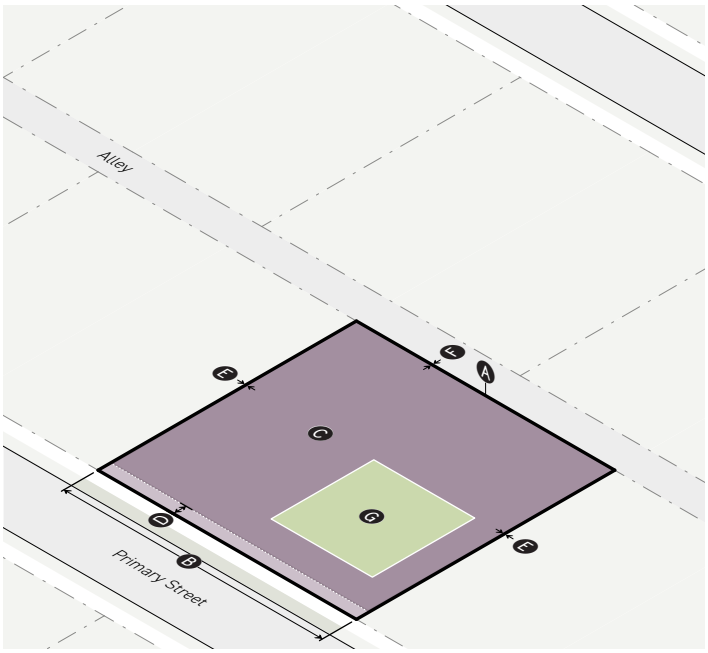
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	1.5
A **Base height in stories** (max)	3
Bonus FAR (max)	4.5
B **Bonus height in stories** (max)	7
Active space floor area exemption (max)	500 SF / 2,000 SF of lot area
2. UPPER-STORY BULK	*Div. 2C.5.*
Street transition	
7 story step-back (min)	6'
Applicable building width (min)	80%
District boundary transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	8'
3 story step-back (min)	20'
6 story step-back (min)	30'
Through lot transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	10'
3 story step-back (min)	20'
6 story step-back (min)	30'
3. BUILDING MASS	*Div. 2C.6.*
C **Building width** (max)	
Base building width	100'
Bonus building width	160'
Building break (min)	15'

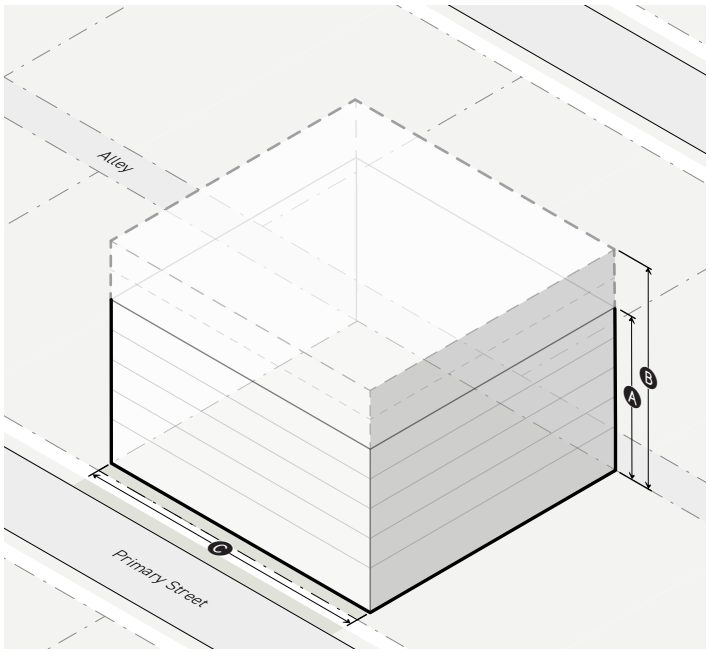
SEC. 2B.13.3. MID-RISE MEDIUM 3 (MM3)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Ⓐ **Lot area** (min)	1,000 sf
Ⓑ **Lot width** (min)	20'
2. COVERAGE	*Div. 2C.2.*
Ⓒ **Building coverage** (max)	100%
Building setbacks	
Ⓓ Primary street (min)	
Ground story	6'
Upper story	0'
Side street (min)	6'
Ⓔ Side (min)	0'
Side, interior (min)	0'
Rear (min)	0'
Ⓕ Alley (min)	0'
Special: All (min)	0'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
Ⓖ **Lot amenity space** (min)	20%
Residential amenity space (min)	10%

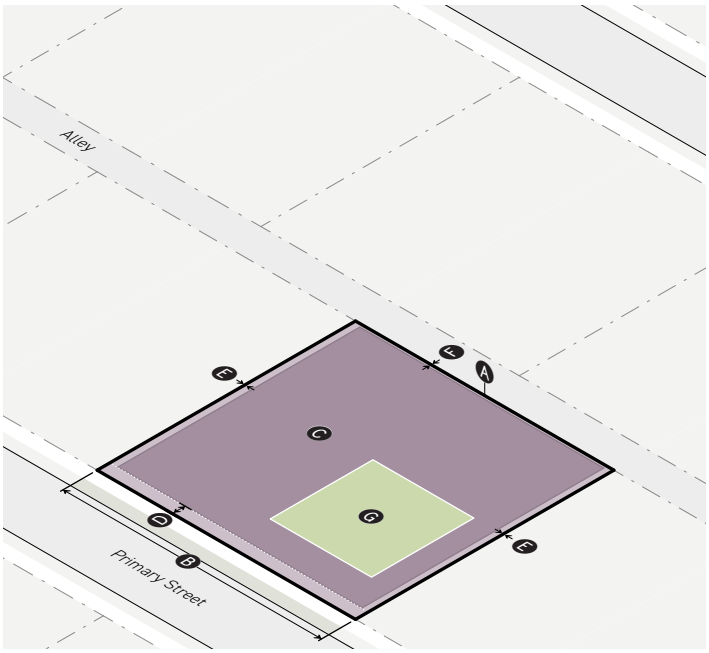
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	1.5
Ⓐ **Base height in stories** (max)	3
Bonus FAR (max)	5.0
Ⓑ **Bonus height in stories** (max)	8
2. UPPER-STORY BULK	*Div. 2C.5.*
Street transition	
8 story step-back (min)	6'
Applicable building width (min)	80%
District boundary transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	8'
3 story step-back (min)	20'
6 story step-back (min)	30'
Through lot transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	10'
3 story step-back (min)	20'
6 story step-back (min)	30'
3. BUILDING MASS	*Div. 2C.6.*
Ⓒ **Building width** (max)	
Base building width	140'
Bonus building width	210'
Building break (min)	15'

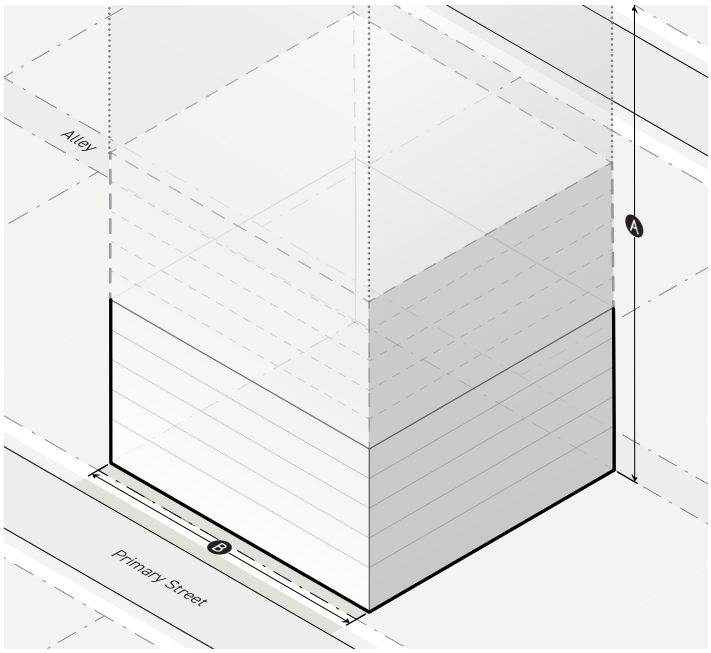
SEC. 2B.13.4. MID-RISE MEDIUM 4 (MM4)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
A **Lot area** (min)	1,000 sf
B **Lot width** (min)	20'
2. COVERAGE	*Div. 2C.2.*
C **Building coverage** (max)	100%
Building setbacks	
D Primary street (min)	
Ground story	6'
Upper story	0'
Side street (min)	6'
E Side (min)	0'
Side, interior (min)	0'
Rear (min)	0'
F Alley (min)	0'
Special: All (min)	0'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space** (min)	20%
Residential amenity space (min)	10%

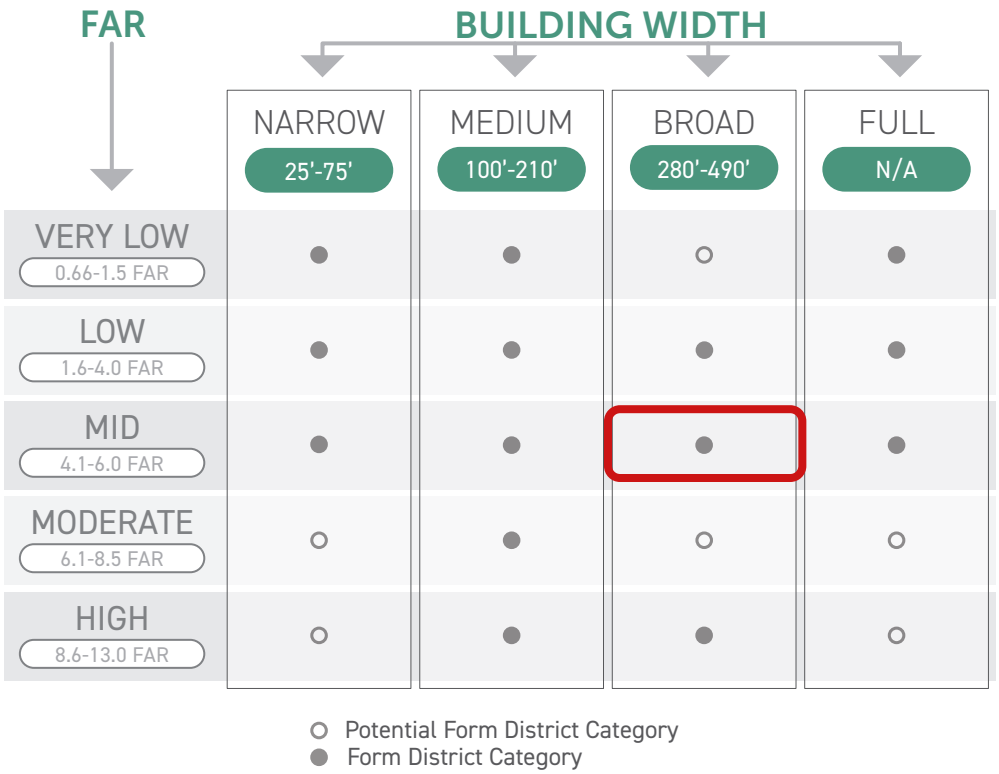
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	1.5
A **Base height in stories** (max)	3
Bonus FAR (max)	6.0
B **Bonus height in stories** (max)	Unlimited
2. UPPER-STORY BULK	*Div. 2C.5.*
Street transition	
9 story step-back (min)	6'
Applicable building width (min)	80%
District boundary transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	8'
3 story step-back (min)	20'
6 story step-back (min)	30'
Through lot transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	10'
3 story step-back (min)	20'
6 story step-back (min)	30'
3. BUILDING MASS	*Div. 2C.6.*
C **Building width** (max)	
Base building width	140'
Bonus building width	210'
Building break (min)	15'

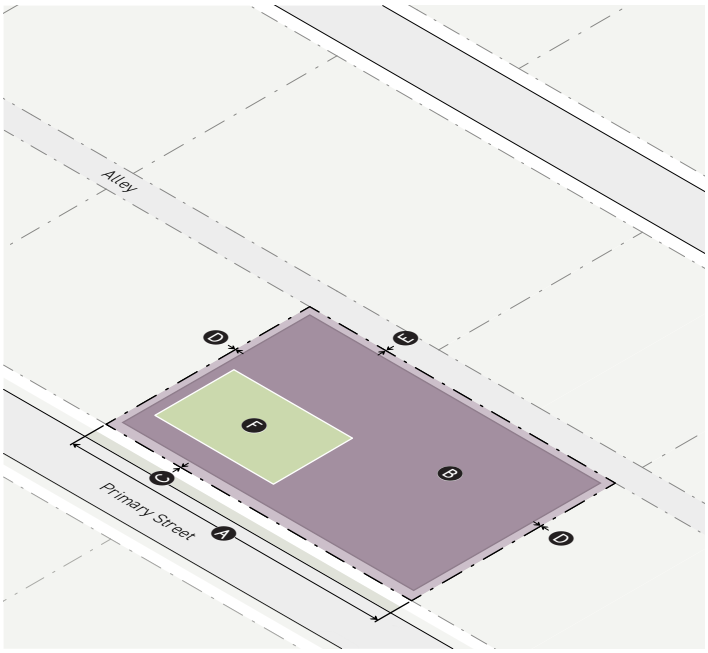
DIV. 2B.14. MID-RISE BROAD FORM DISTRICTS

Each Mid-Rise Broad Form District occurs within the ranges specified below. The "Mid" FAR category allows a range of 4.1 FAR to 6.0 FAR. The "Broad" building width category allows a range of 280 to 490 feet of building width.



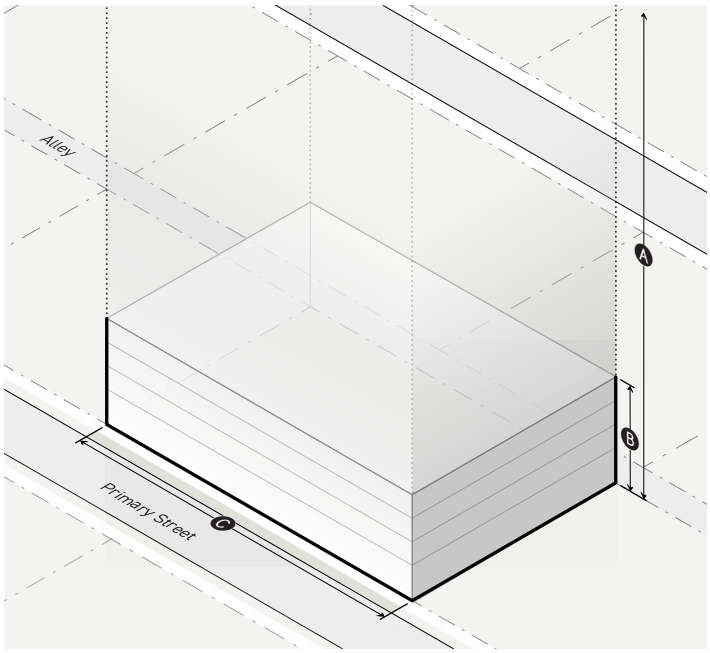
SEC. 2B.14.1. MID-RISE BROAD 1 (MB1)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
A **Lot width** (min)	25'
2. COVERAGE	*Div. 2C.2.*
B **Building coverage** (max)	90%
Building setbacks	
C Primary street (min)	0'
Side street (min)	0'
D Side (min)	0'
Rear (min)	0'
E Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
F **Lot amenity space** (min)	15%
Residential amenity space (min)	10%

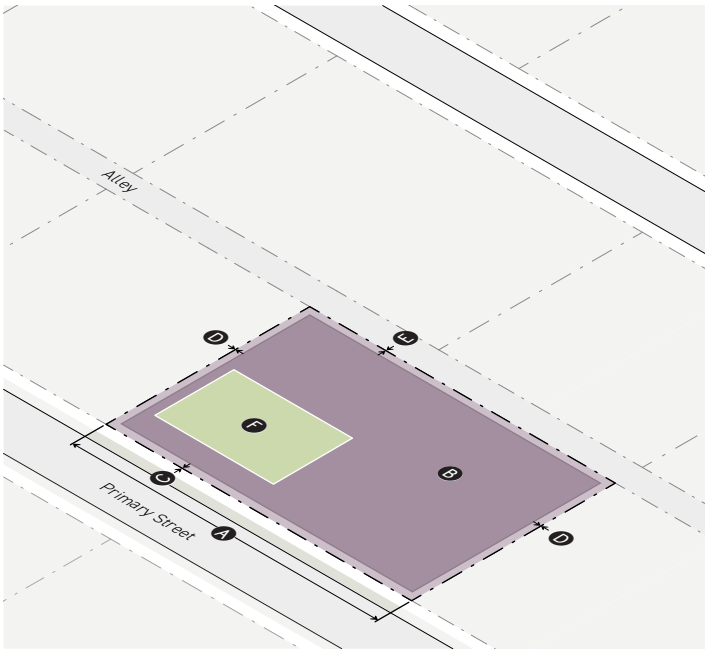
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
FAR (max)	3.0
A **Height** (max)	n/a
Bonus	None
2. BUILDING MASS	*Div. 2C.6.*
B **Building width** (max)	350'
Building break (min)	25'

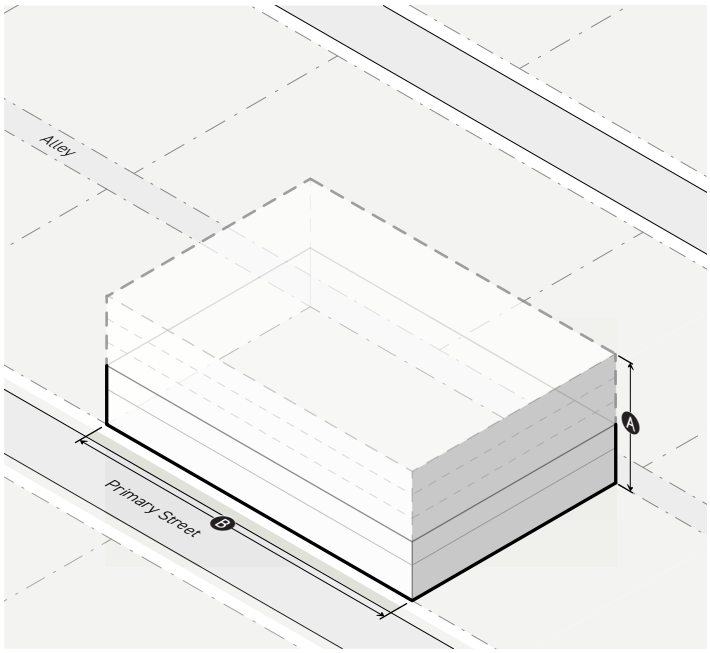
SEC. 2B.14.2. MID-RISE BROAD 2 (MB2)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
A Lot width (min)	25'
2. COVERAGE	*Div. 2C.2.*
B Building coverage (max)	90%
Building setbacks	
C Primary street (min)	0'
Side street (min)	0'
D Side (min)	0'
Rear (min)	0'
E Alley (min)	0'
Special: River (min)	20'
Special: Other (min)	0'
3. AMENITY	*Div. 2C.3.*
F Lot amenity space (min)	15%
Residential amenity space (min)	10%

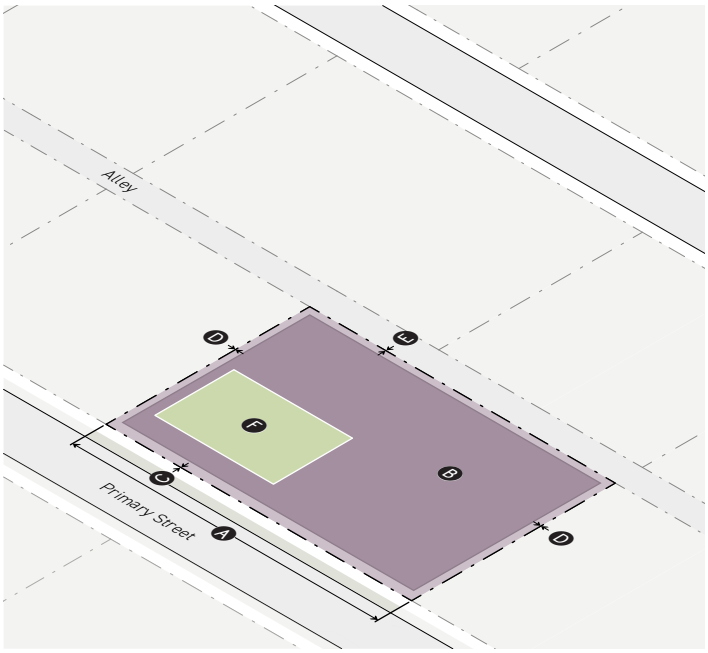
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	1.5
A Height in stories(max)	5
Bonus FAR (max)	3.0
2. BUILDING MASS	*Div. 2C.6.*
B Building width (max)	280'
Building break (min)	25'

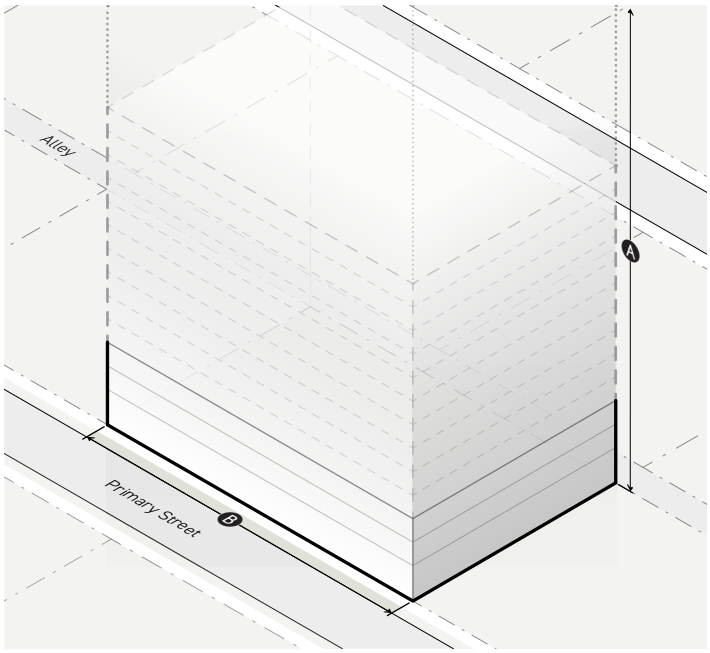
SEC. 2B.14.3. MID-RISE BROAD 3 (MB3)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
A Lot width (min)	25'
2. COVERAGE	*Div. 2C.2.*
B Building coverage (max)	90%
Building setbacks	
C Primary street (min)	0'
Side street (min)	0'
D Side (min)	0'
Rear (min)	0'
E Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
F Lot amenity space (min)	15%
Residential amenity space (min)	10%

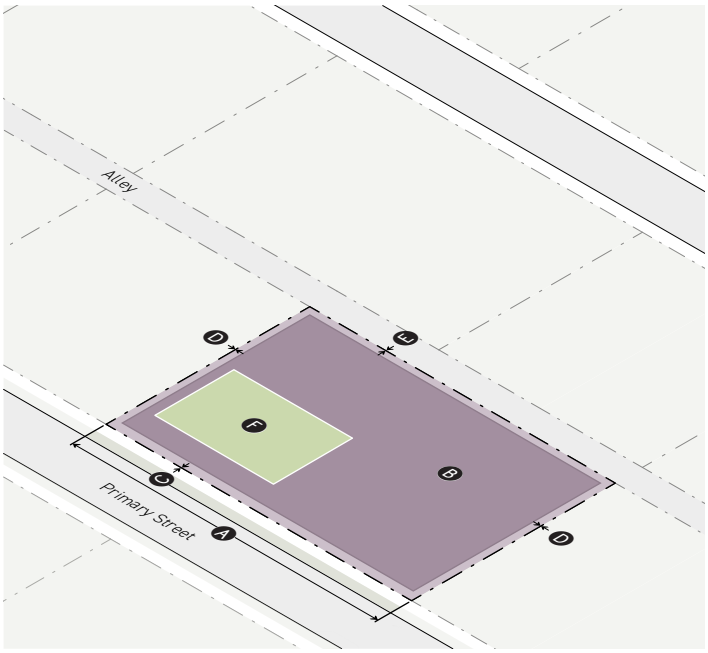
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	1.5
A Height (max)	n/a
Bonus FAR (max)	6.0
2. BUILDING MASS	*Div. 2C.6.*
B Building width (max)	280'
Building break (min)	25'

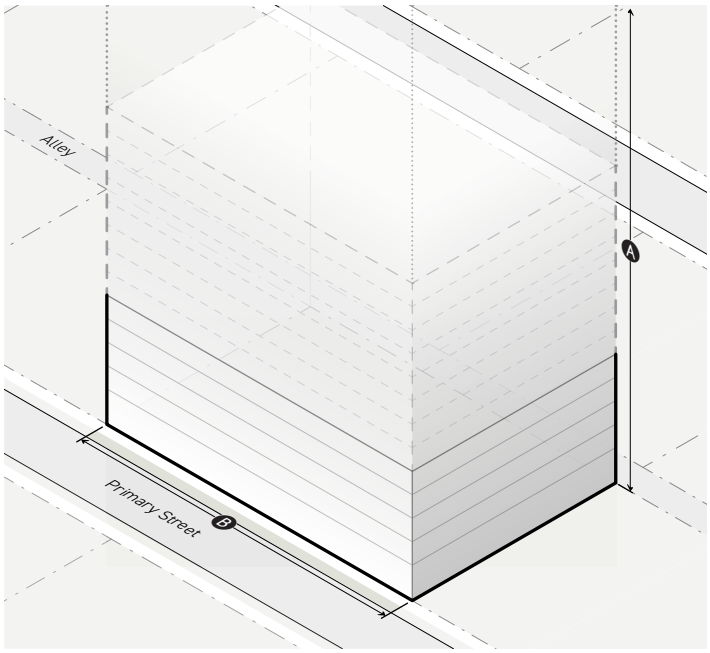
SEC. 2B.14.4. MID-RISE BROAD 4 (MB4)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
A Lot width (min)	25'
2. COVERAGE	*Div. 2C.2.*
B Building coverage (max)	90%
Building setbacks	
C Primary street (min)	0'
Side street (min)	0'
D Side (min)	0'
Rear (min)	0'
E Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
F Lot amenity space (min)	15%
Residential amenity space (min)	10%

B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	3.0
A Height (max)	n/a
Bonus FAR (max)	6.0
2. BUILDING MASS	*Div. 2C.6.*
B Building width (max)	280'
Building break (min)	25'

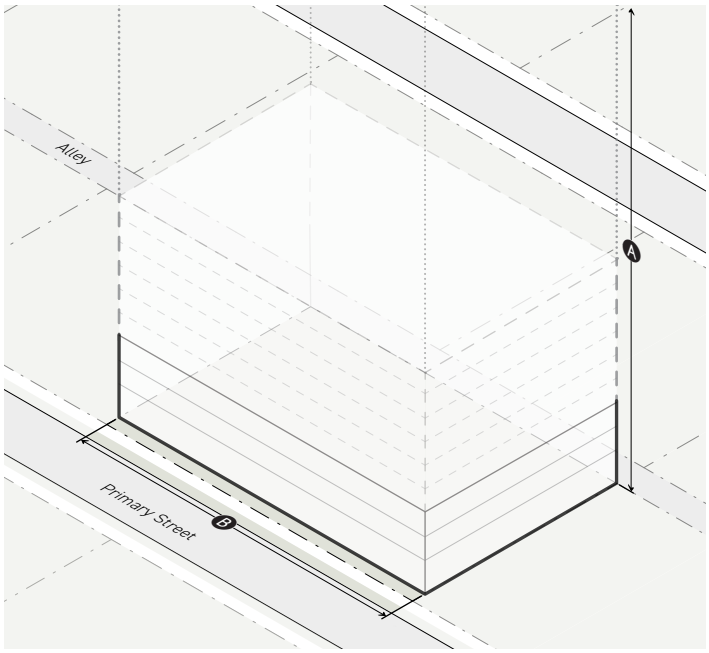
SEC. 2B.14.5. MID-RISE BROAD 5 (MB5)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
A Lot area (min)	1,000 sf
B Lot width (min)	20'
2. COVERAGE	*Div. 2C.2.*
C Building coverage (max)	100%
Building setbacks	
D Primary street (min)	
Ground story	6'
Upper story	0'
Side street (min)	6'
E Side (min)	0'
Side, interior (min)	0'
Rear (min)	0'
F Alley (min)	0'
Special: All (min)	0'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G Lot amenity space (min)	20%
Residential amenity space (min)	10%

B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	3.5
A Base height in stories (max)	5
Bonus FAR (max)	5.0
Bonus height in stories (max)	8
2. UPPER-STORY BULK	*Div. 2C.5.*
Street transition	
8 story step-back (min)	6'
Applicable building width (min)	80%
District boundary transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	8'
3 story step-back (min)	20'
6 story step-back (min)	30'
Through lot transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	10'
3 story step-back (min)	20'
6 story step-back (min)	30'
3. BUILDING MASS	*Div. 2C.6.*
B Building width (max)	
Base building width	160'
Bonus building width	280'
Building break (min)	15'

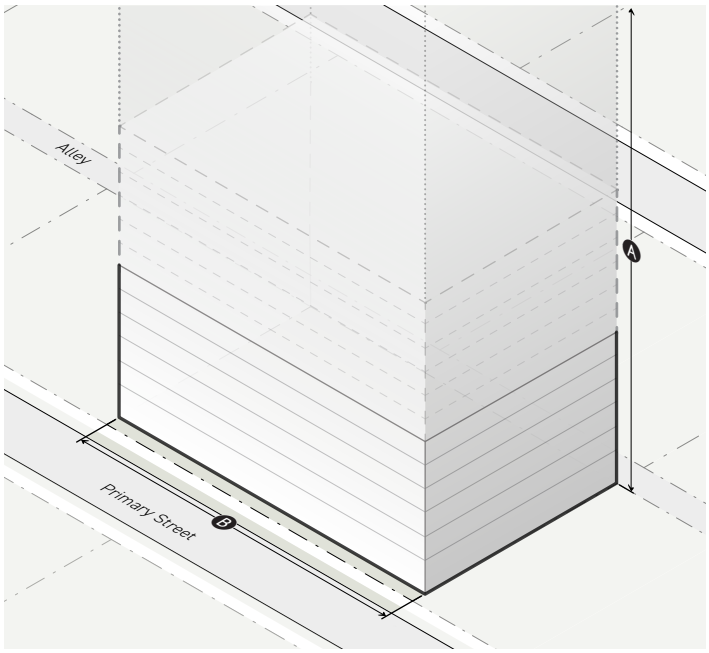
SEC. 2B.14.6. MID-RISE BROAD 6 (MB6)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
A **Lot area** (min)	1,000 sf
B **Lot width** (min)	20'
2. COVERAGE	*Div. 2C.2.*
C **Building coverage** (max)	100%
Building setbacks	
D Primary street (min)	
Ground story	6'
Upper story	0'
Side street (min)	6'
E Side (min)	0'
Side, interior (min)	0'
Rear (min)	0'
F Alley (min)	0'
Special: All (min)	0'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space** (min)	20%
Residential amenity space (min)	10%

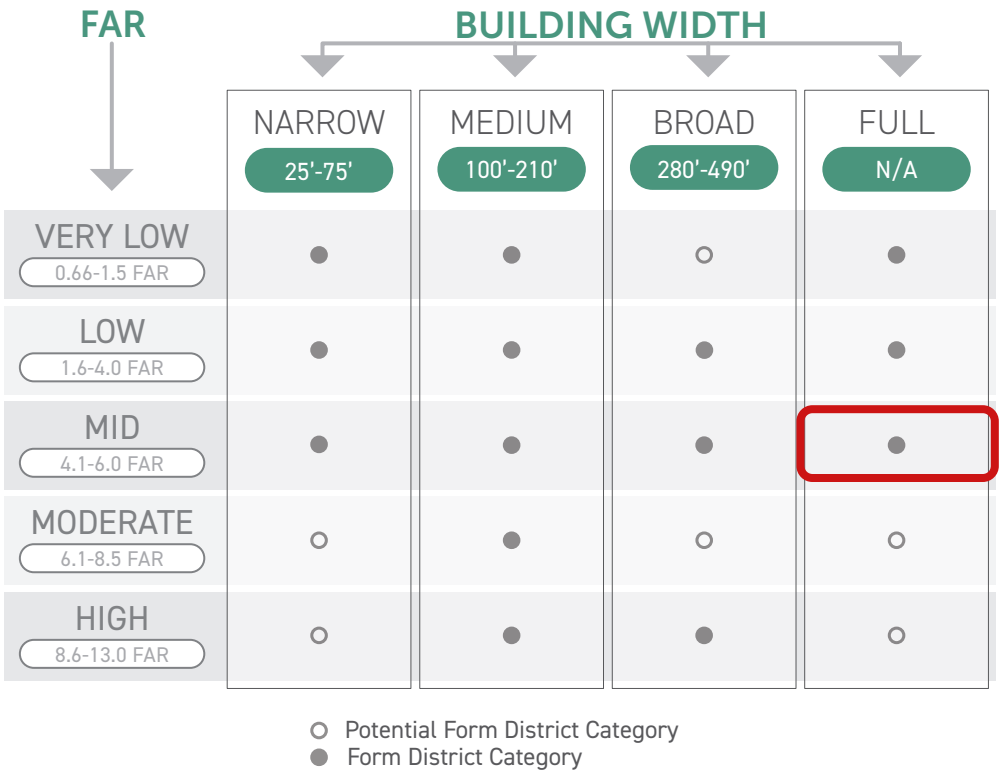
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	3.5
A **Base height in stories** (max)	unlimited
Bonus FAR (max)	6.0
Bonus height in stories (max)	Unlimited
2. UPPER-STORY BULK	*Div. 2C.5.*
Street transition	
9 story step-back (min)	6'
Applicable building width (min)	80%
District boundary transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	8'
3 story step-back (min)	20'
6 story step-back (min)	30'
Through lot transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	10'
3 story step-back (min)	20'
6 story step-back (min)	30'
3. BUILDING MASS	*Div. 2C.6.*
B **Building width** (max)	
Base building width	160'
Bonus building width	280'
Building break (min)	15'

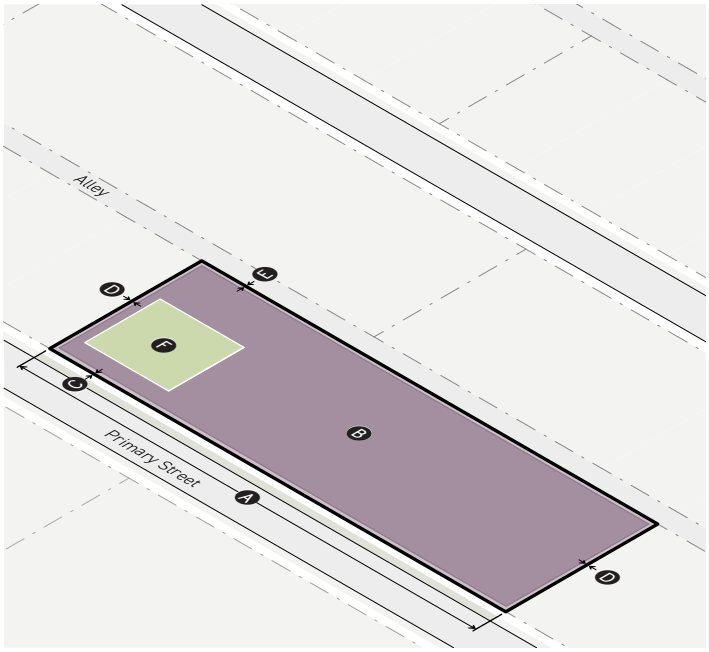
DIV. 2B.15. MID-RISE FULL FORM DISTRICTS

Each Mid-Rise Full Form District occurs within the ranges specified below. The "Mid" FAR category allows a range of 4.1 FAR to 6.0 FAR. The "Full" building width category has no maximum building width for the district.



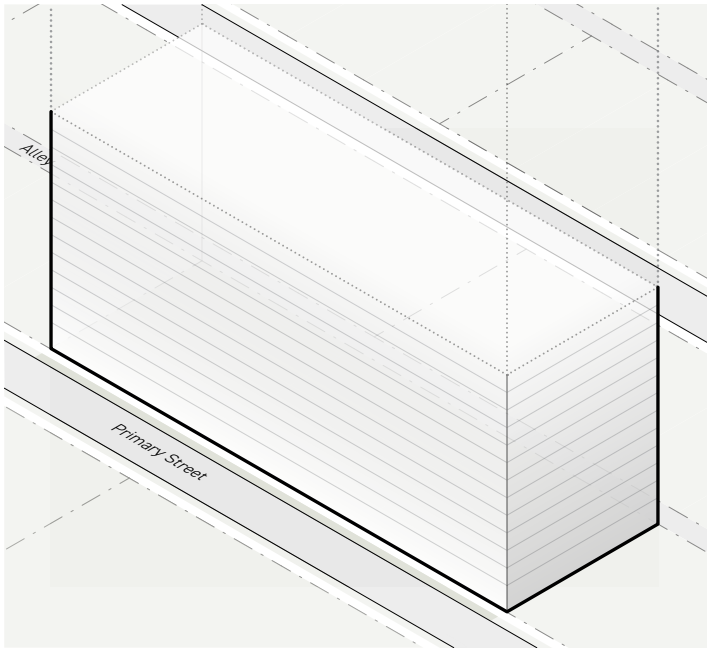
SEC. 2B.15.1. MID-RISE FULL 1 (MF1)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
Ⓐ **Lot width** (min)	25'
2. COVERAGE	*Div. 2C.2.*
Ⓑ **Building coverage** (max)	95%
Building setbacks	
Ⓒ Primary street (min)	0'
Side street (min)	0'
Ⓓ Side (min)	0'
Rear (min)	0'
Ⓔ Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
Ⓕ **Lot amenity space** (min)	10%
Residential amenity space (min)	10%

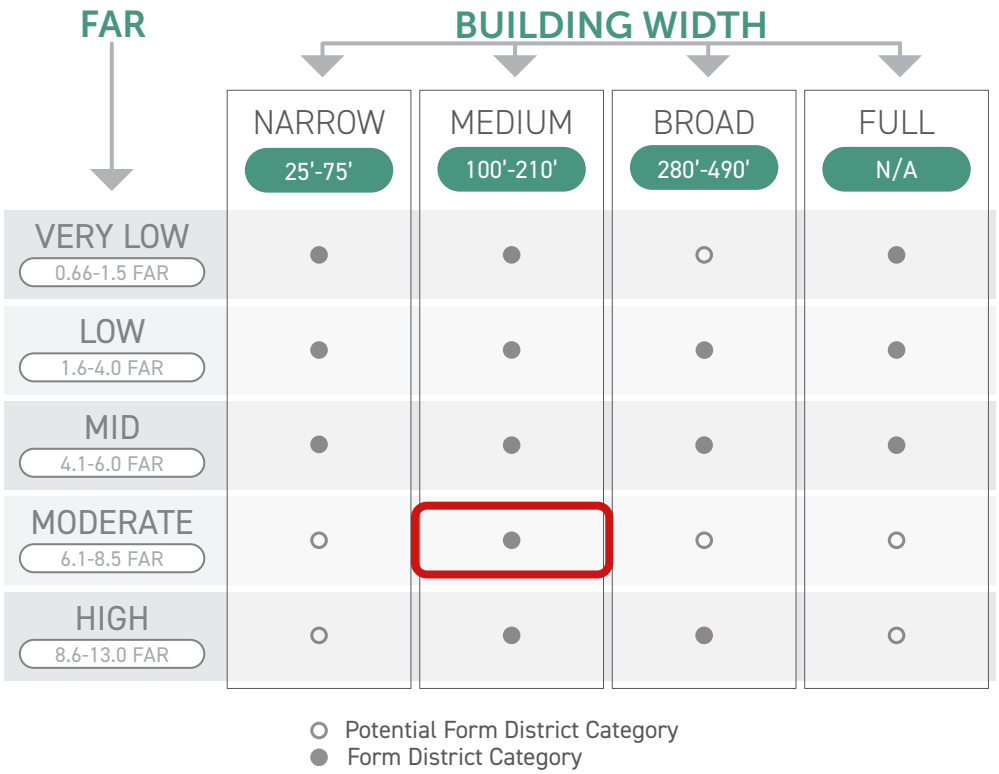
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
FAR (max)	6.5
City Hall Height Restriction	Yes
Bonus	None
2. BUILDING MASS	*Div. 2C.6.*
Building width (max)	n/a
Building break (min)	n/a

DIV. 2B.16. MODERATE-RISE MEDIUM FORM DISTRICTS

Each Moderate-Rise Medium Form District occurs within the ranges specified below. The "Moderate" FAR category allows a range of 6.1 FAR to 8.5 FAR. The "Medium" building width category allows a range of 100 to 210 feet of building width.



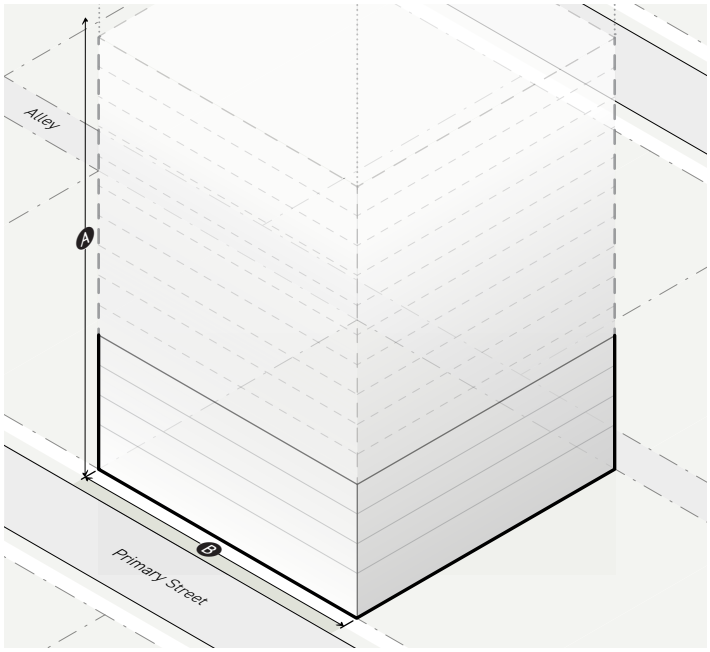
SEC. 2B.16.1. MODERATE-RISE MEDIUM 1 (DM1)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
Ⓐ Lot width (min)	25'
2. COVERAGE	*Div. 2C.2.*
Ⓑ Building coverage (max)	90%
Building setbacks	
Ⓒ Primary street (min)	0'
Side street (min)	0'
Ⓓ Side (min)	0'
Rear (min)	0'
Ⓔ Alley (min)	0'
Special: Alley (min)	0'
Special: Other (min)	0'
3. AMENITY	*Div. 2C.3.*
Ⓕ Lot amenity space (min)	15%
Residential amenity space (min)	10%

B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	3.0
Ⓐ Height (max)	n/a
Bonus FAR (max)	8.0
2. BUILDING MASS	*Div. 2C.6.*
Ⓑ Building width (max)	210'
Building break (min)	15'

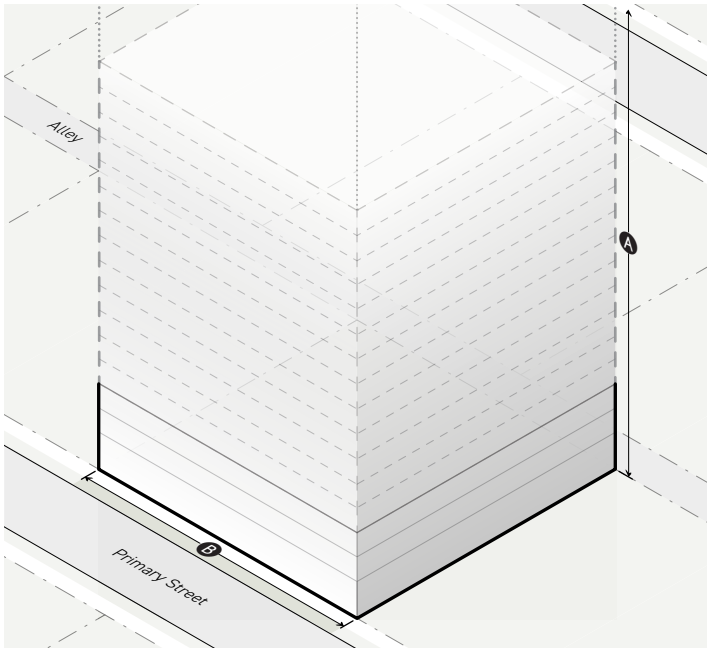
SEC. 2B.16.2. MODERATE-RISE MEDIUM 2 (DM2)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
A **Lot width** (min)	25'
2. COVERAGE	*Div. 2C.2.*
B **Building coverage** (max)	90%
Building setbacks	
C Primary street (min)	0'
Side street (min)	0'
D Side (min)	0'
Rear (min)	0'
E Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
F **Lot amenity space** (min)	15%
Residential amenity space (min)	10%

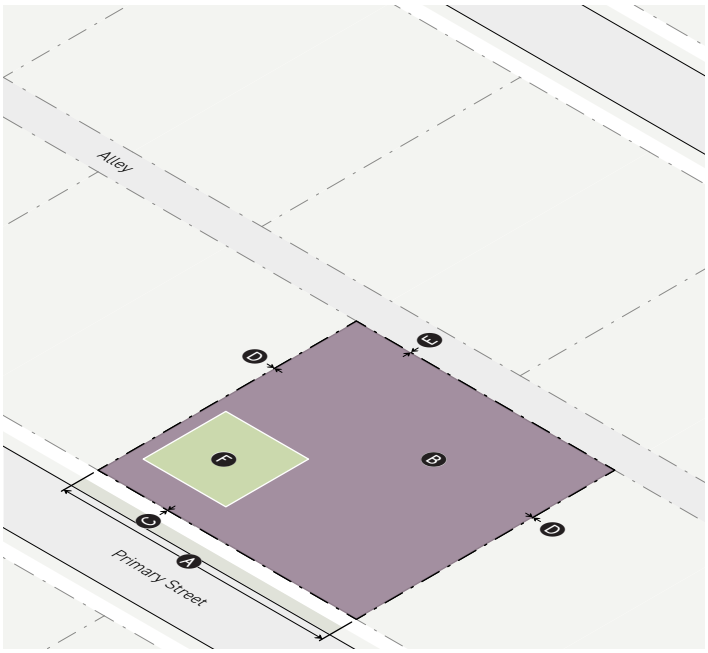
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	2.0
A **Height** (max)	n/a
Bonus FAR (max)	8.5
2. BUILDING MASS	*Div. 2C.6.*
D **Building width** (max)	160'
Building break (min)	15'

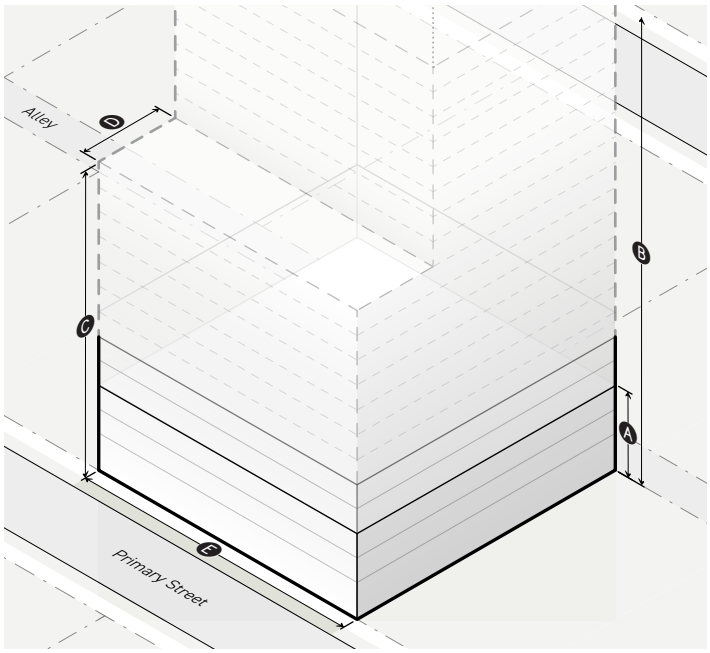
SEC. 2B.16.3. MODERATE-RISE MEDIUM 3 (DM3)

A. Lot Parameters



1. LOT SIZE		*Div. 2C.1.*
	Lot area (min)	n/a
A	**Lot width** (min)	25'
2. COVERAGE		*Div. 2C.2.*
B	**Building coverage** (max)	100%
	Building setbacks	
C	Primary street (min)	0'
	Side street (min)	0'
D	Side (min)	0'
	Rear (min)	0'
E	Alley (min)	0'
	Special: All (min)	0'
3. AMENITY		*Div. 2C.3.*
F	**Lot amenity space** (min)	10%
	Residential amenity space (min)	10%

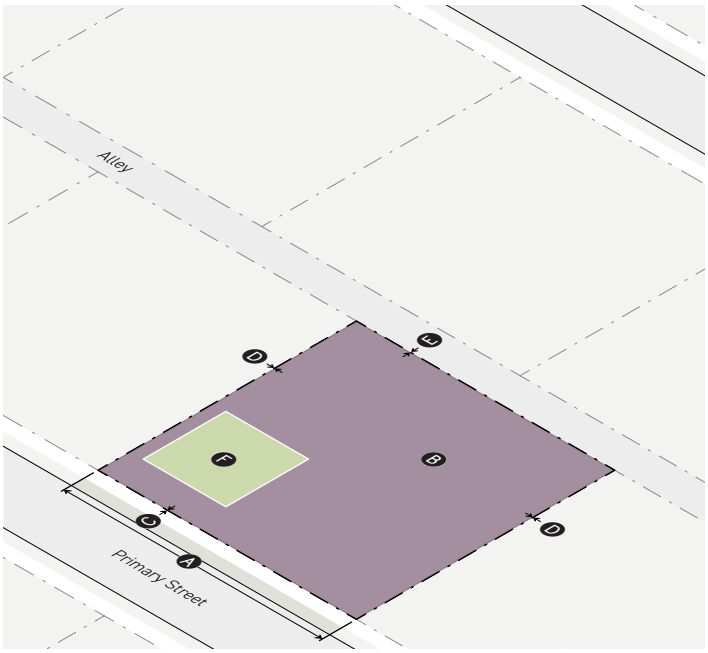
B. Bulk and Mass



1. FAR & HEIGHT		*Div. 2C.4.*
	Base FAR (max)	3.0
A	**Height in stories (min)**	3
B	**Height** (max)	n/a
	Bonus FAR (max)	8.5
2. UPPER-STORY BULK		*Div. 2C.5.*
	Street step-back	
C	Stories without step-back (min/max)	2/12
D	Primary street step-back depth (min)	30'
	Side street step-back depth (min)	30'
3. BUILDING MASS		*Div. 2C.6.*
E	**Building width** (max)	160'
	Building break (min)	15'

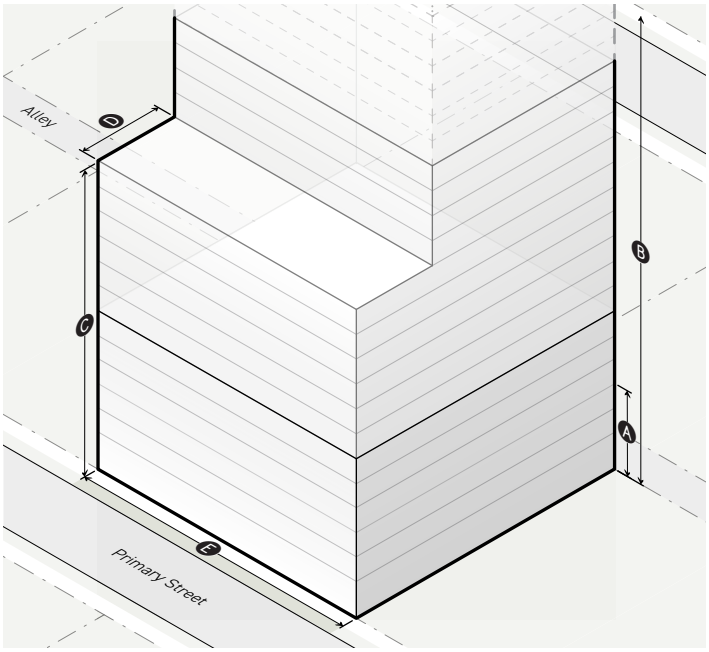
SEC. 2B.16.4. MODERATE-RISE MEDIUM 4 (DM4)

A. Lot Parameters



1.	LOT SIZE	*Div. 2C.1.*
	Lot area (min)	n/a
A	**Lot width** (min)	25'
2.	COVERAGE	*Div. 2C.2.*
B	**Building coverage** (max)	100%
	Building setbacks	
C	Primary street (min)	0'
	Side street (min)	0'
D	Side (min)	0'
	Rear (min)	0'
E	Alley (min)	0'
	Special: All (min)	0'
3.	AMENITY	*Div. 2C.3.*
F	**Lot amenity space** (min)	10%
	Residential amenity space (min)	10%

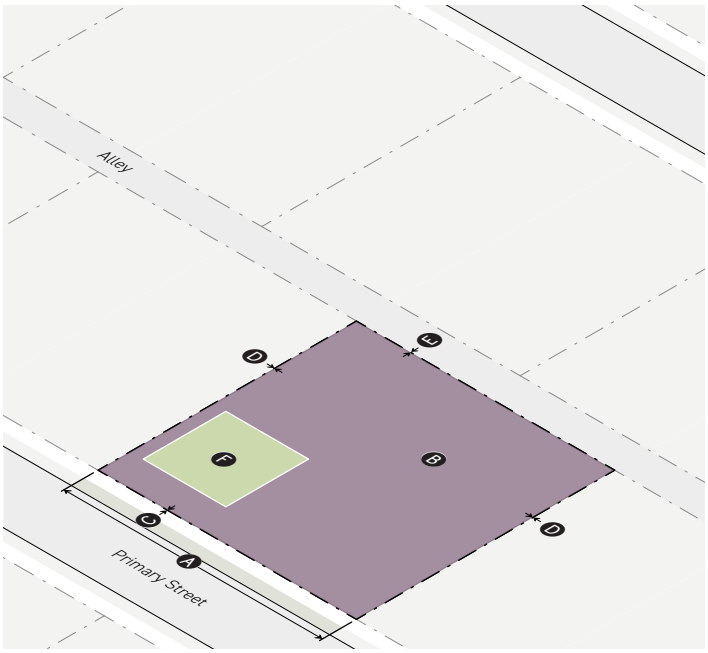
B. Bulk and Mass



1.	FAR & HEIGHT	*Div. 2C.4.*
	Base FAR (max)	6.0
A	**Height in stories** (min)	6
B	**Height** (max)	n/a
	Bonus FAR (max)	8.5
2.	UPPER-STORY BULK	*Div. 2C.5.*
	Street step-back	
D	Stories without step-back (min/max)	2/12
E	Primary street step-back depth (min)	30'
	Side street step-back depth (min)	30'
3.	BUILDING MASS	*Div. 2C.6.*
F	**Building width** (max)	160'
	Building break (min)	15'

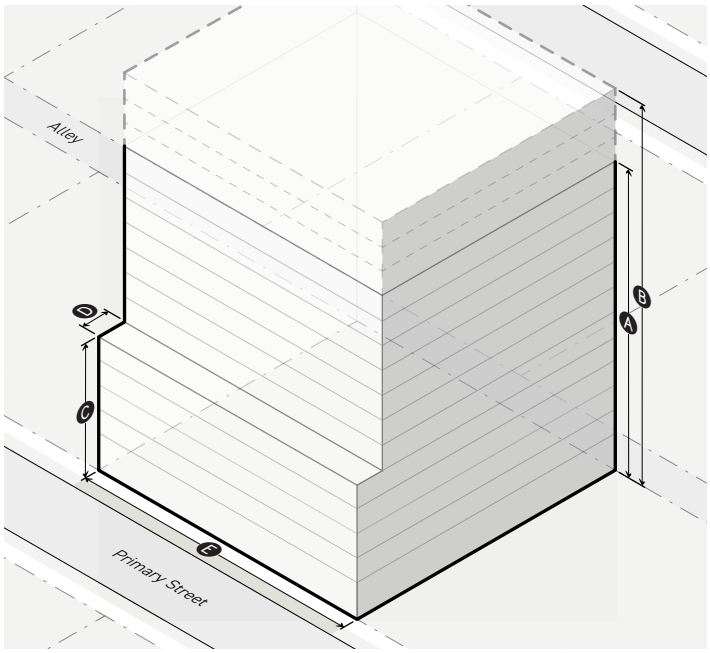
SEC. 2B.16.5. MODERATE-RISE MEDIUM 5 (DM5)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
Ⓐ **Lot width** (min)	25'
2. COVERAGE	*Div. 2C.2.*
Ⓑ **Building coverage** (max)	100%
Building setbacks	
Ⓒ Primary street (min)	0'
Side street (min)	0'
Ⓓ Side (min)	0'
Rear (min)	0'
Ⓔ Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
Ⓕ **Lot Amenity space** (min)	10%
Residential amenity space (min)	10%

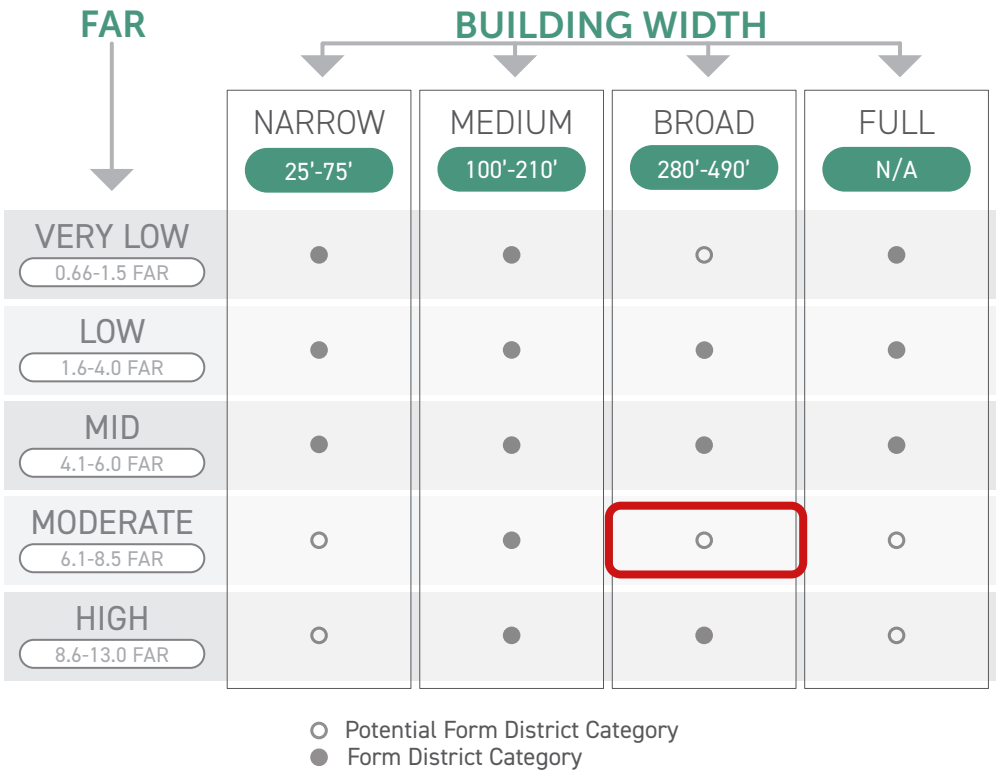
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	6.0
Ⓐ **Base height in stories** (max)	12
Bonus FAR (max)	8.5
Ⓑ **Bonus height in stories** (max)	15
2. UPPER-STORY BULK	*Div. 2C.5.*
Street step-back	
Ⓒ Stories without step-back (min/max)	2/5
Ⓓ Primary street step-back depth (min)	10'
Side street step-back depth (min)	10'
3. BUILDING MASS	*Div. 2C.6.*
Ⓔ **Building width** (max)	160'
Building break (min)	15'

DIV. 2B.17. MODERATE-RISE BROAD FORM DISTRICTS

Each Moderate-Rise Broad Form District occurs within the ranges specified below. The "Moderate" FAR category allows a range of 6.1 FAR to 8.5 FAR. The "Broad" building width category allows a range of 280 to 490 feet of building width.



[Reserved]

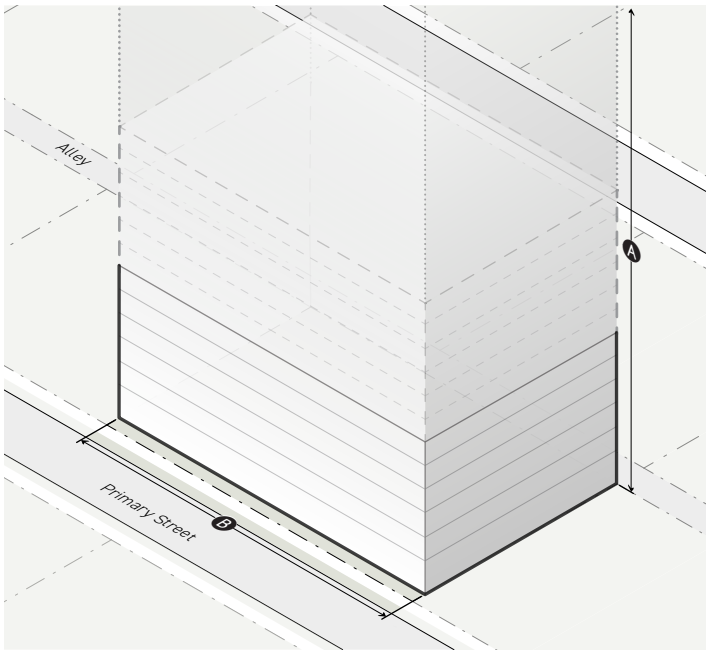
SEC. 2B.17.1. MODERATE-RISE BROAD 1 (DB1)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
A **Lot area** (min)	1,000 sf
B **Lot width** (min)	20'
2. COVERAGE	*Div. 2C.2.*
C **Building coverage** (max)	100%
Building setbacks	
D Primary street (min)	
Ground story	6'
Upper story	0'
Side street (min)	6'
E Side (min)	0'
Side, interior (min)	0'
Rear (min)	0'
F Alley (min)	0'
Special: All (min)	0'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space** (min)	20%
Residential amenity space (min)	10%

B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	6.0
A **Base height in stories** (max)	unlimited
Bonus FAR (max)	8.5
Bonus height in stories (max)	Unlimited
2. UPPER-STORY BULK	*Div. 2C.5.*
Street transition	
9 story step-back (min)	6'
Applicable building width (min)	80%
District boundary transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	8'
3 story step-back (min)	20'
6 story step-back (min)	30'
Through lot transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	10'
3 story step-back (min)	20'
6 story step-back (min)	30'
3. BUILDING MASS	*Div. 2C.6.*
B **Building width** (max)	
Base building width	280'
Bonus building width	350'
Building break (min)	25'

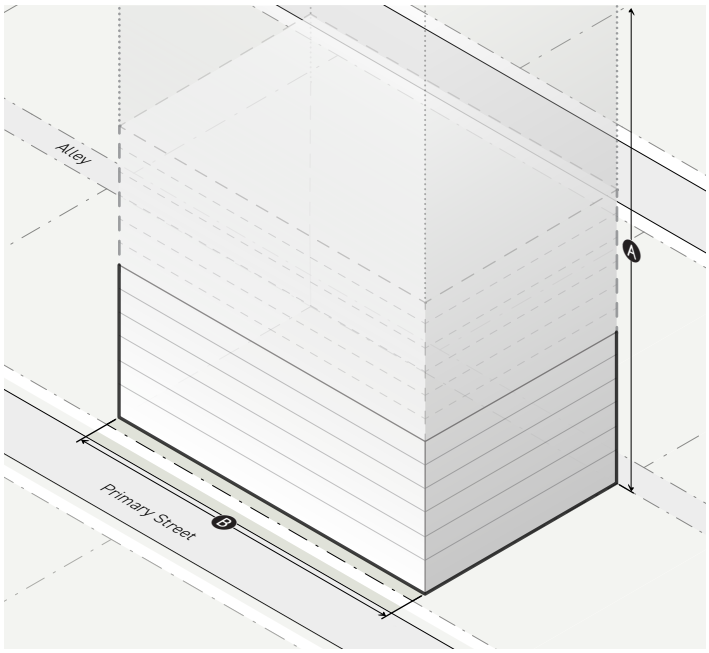
SEC. 2B.17.2. MODERATE-RISE BROAD 2 (DB2)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
A **Lot area** (min)	1,000 sf
B **Lot width** (min)	20'
2. COVERAGE	*Div. 2C.2.*
C **Building coverage** (max)	100%
Building setbacks	
D Primary street (min)	
Ground story	6'
Upper story	0'
Side street (min)	6'
E Side (min)	0'
Side, interior (min)	0'
Rear (min)	0'
F Alley (min)	0'
Special: All (min)	0'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space** (min)	20%
Residential amenity space (min)	10%

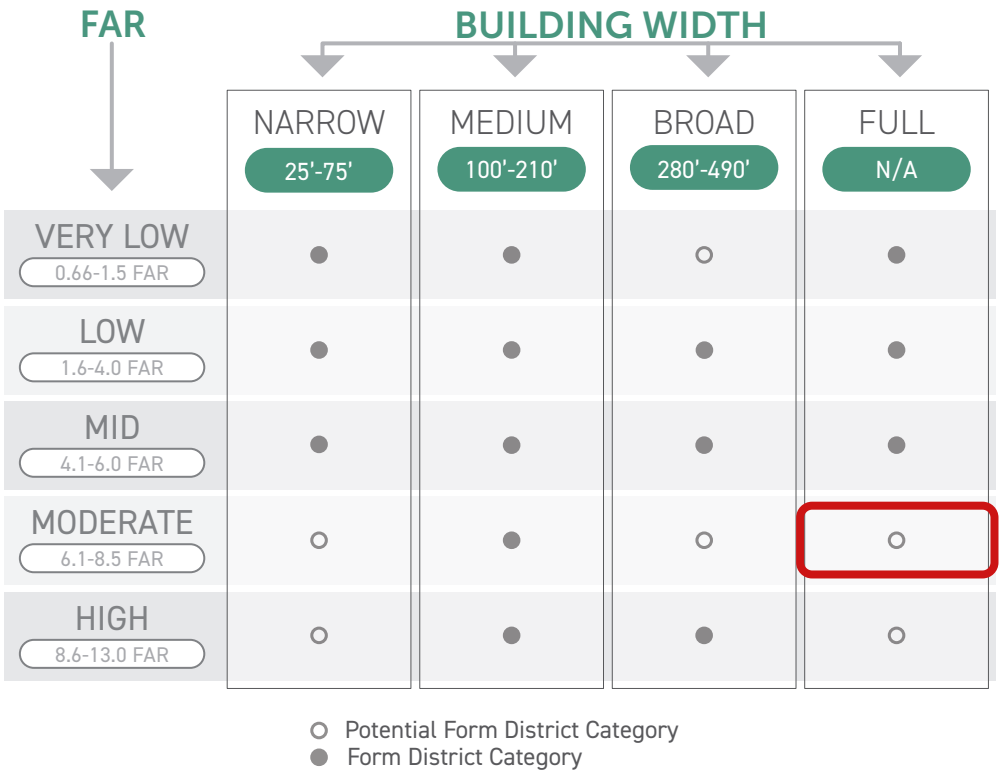
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	8.5
A **Base height in stories** (max)	unlimited
Bonus FAR (max)	10.0
Bonus height in stories (max)	Unlimited
2. UPPER-STORY BULK	*Div. 2C.5.*
Street transition	
9 story step-back (min)	6'
Applicable building width (min)	80%
District boundary transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	8'
3 story step-back (min)	20'
6 story step-back (min)	30'
Through lot transition	
Abutting district height (max)	36'/ 3 stories
1 & 2 story setback (min)	10'
3 story step-back (min)	20'
6 story step-back (min)	30'
3. BUILDING MASS	*Div. 2C.6.*
B **Building width** (max)	
Base building width	280'
Bonus building width	350'
Building break (min)	25'

DIV. 2B.18. MODERATE-RISE FULL FORM DISTRICTS

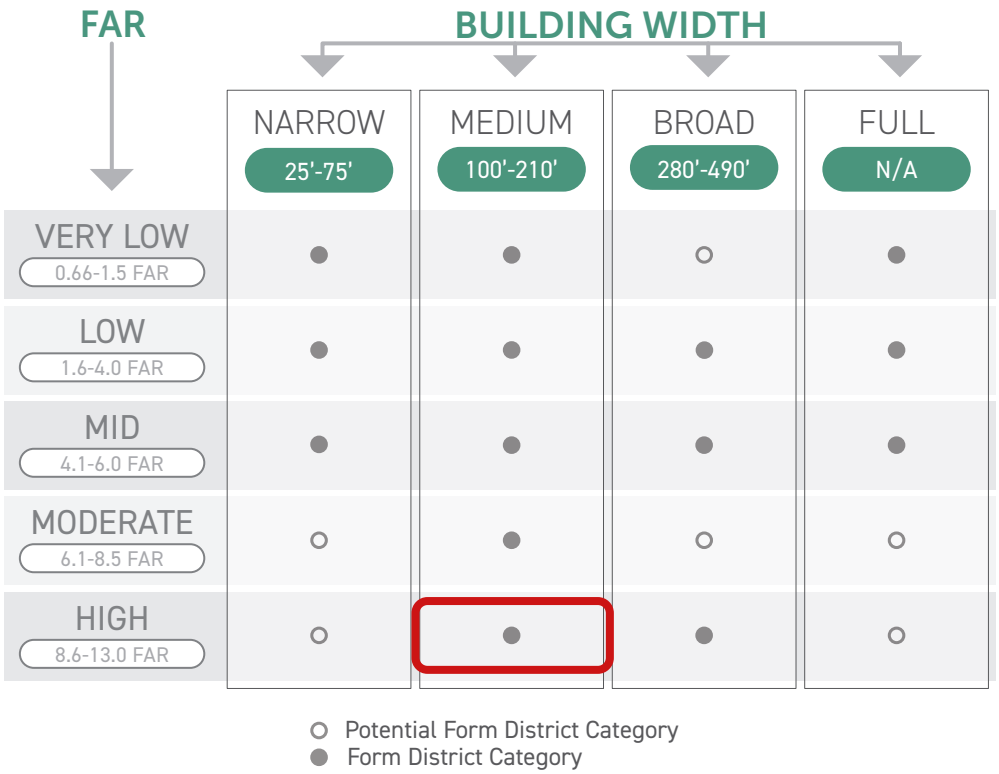
Each Moderate-Rise Full Form District occurs within the ranges specified below. The "Moderate" FAR category allows a range of 6.1 FAR to 8.5 FAR. The "Full" building width category has no maximum building width for the district.



[Reserved]

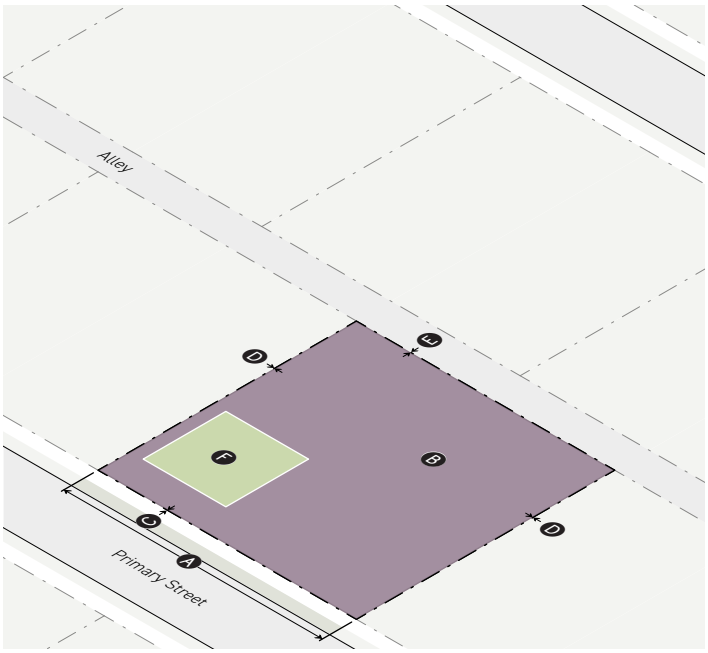
DIV. 2B.19. HIGH-RISE MEDIUM FORM DISTRICTS

Each High-Rise Medium Form District occurs within the ranges specified below. The "High" FAR category allows a range of 8.6 FAR to 13.0 FAR. The "Medium" building width category allows a range of 100 to 210 feet of building width.



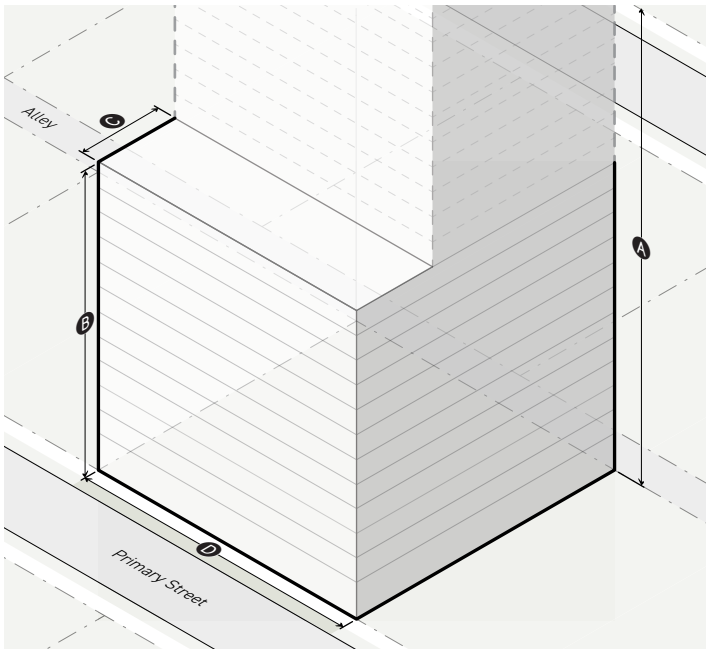
SEC. 2B.19.1. HIGH-RISE MEDIUM 1 (HM1)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
Ⓐ **Lot width** (min)	25'
2. COVERAGE	*Div. 2C.2.*
Ⓑ **Building coverage** (max)	100%
Building setbacks	
Ⓒ Primary street (min)	0'
Side street (min)	0'
Ⓓ Side (min)	0'
Rear (min)	0'
Ⓔ Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
Ⓕ **Lot amenity space** (min)	10%
Residential amenity space (min)	10%

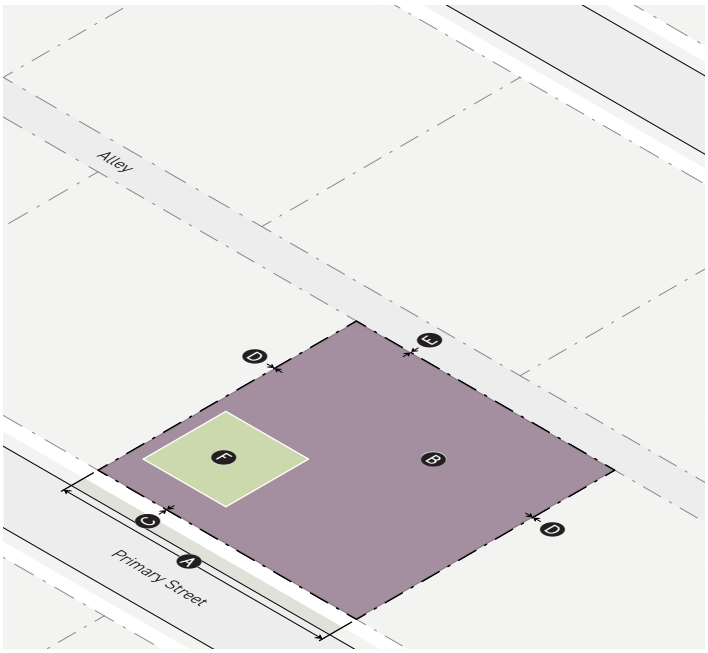
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	3.0
Ⓐ **Height in stories** (max)	n/a
Bonus FAR (max)	13.0
2. UPPER-STORY BULK	*Div. 2C.5.*
Street step-back	
Ⓑ Stories without step-back (min/max)	2/12
Ⓒ Primary street step-back depth (min)	30'
Side street step-back depth (min)	30'
3. BUILDING MASS	*Div. 2C.6.*
Ⓓ **Building width** (max)	210'
Building break (min)	15'

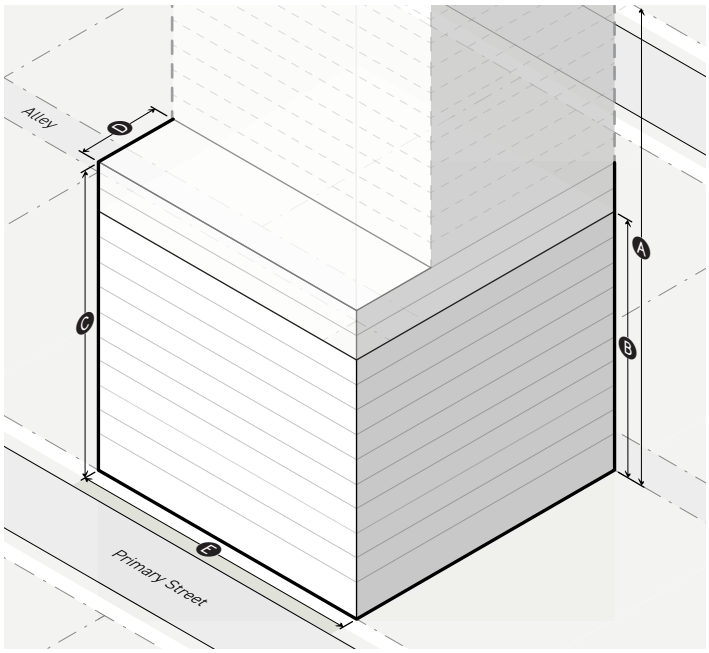
SEC. 2B.19.2. HIGH-RISE MEDIUM 2 (HM2)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
A **Lot width** (min)	25'
2. COVERAGE	*Div. 2C.2.*
B **Building coverage** (max)	100%
Building setbacks	
C Primary street (min)	0'
Side street (min)	0'
D Side (min)	0'
Rear (min)	0'
E Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
F **Lot amenity space** (min)	10%
Residential amenity space (min)	10%

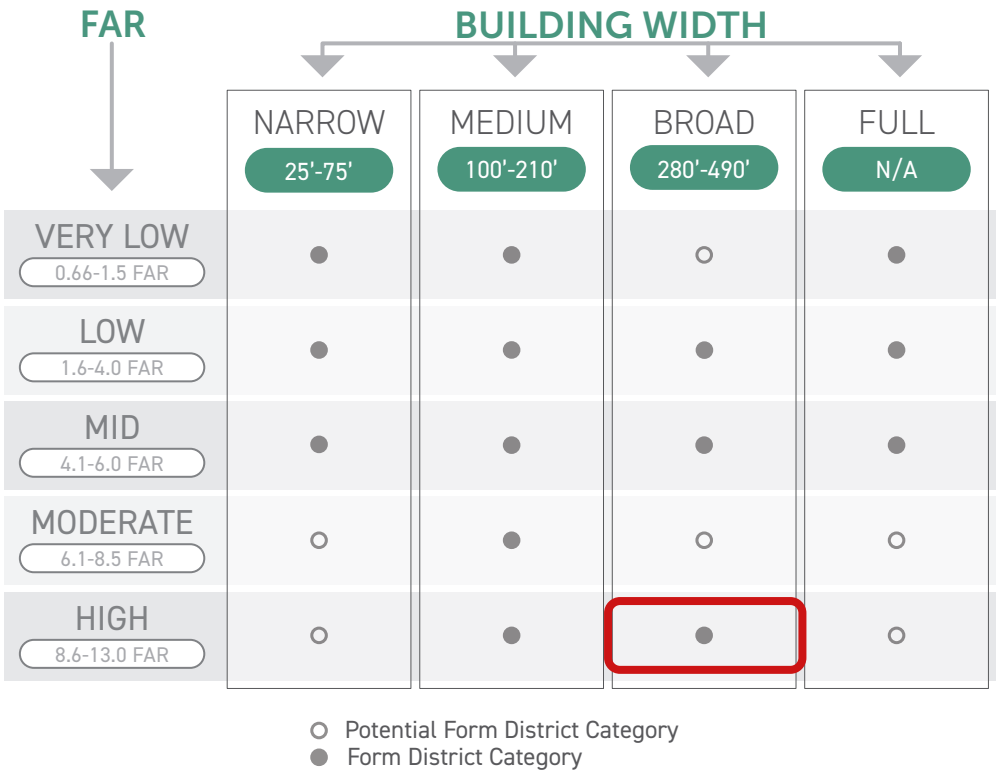
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	6.0
A **Height in stories** (max)	n/a
B **Height in stories** (min)	10
Bonus FAR (max)	13.0
2. UPPER-STORY BULK	*Div. 2C.5.*
Street step-back	
C Stories without step-back (min/max)	2/12
D Primary street step-back depth (min)	30'
Side street step-back depth (min)	30'
3. BUILDING MASS	*Div. 2C.6.*
E **Building width** (max)	210'
Building break (min)	15'

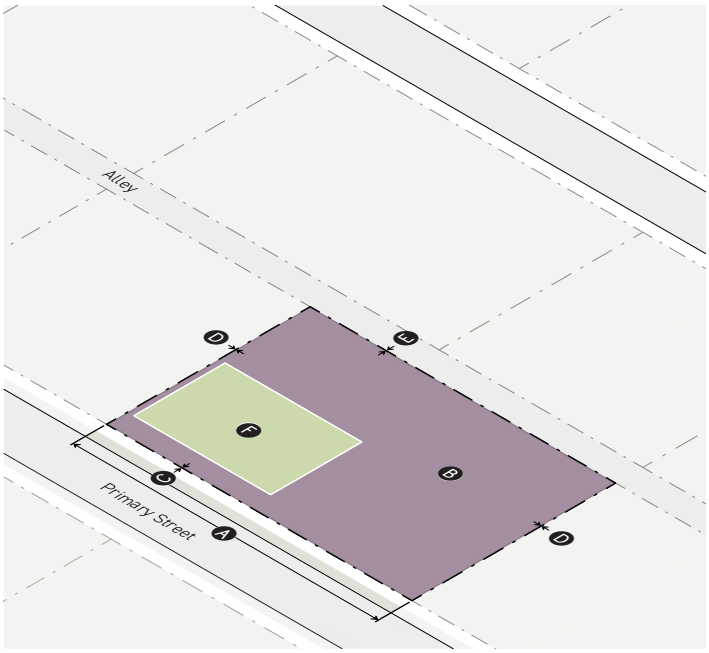
DIV. 2B.20. HIGH-RISE BROAD FORM DISTRICTS

Each High-Rise Broad Form District occurs within the ranges specified below. The "High" FAR category allows a range of 8.6 FAR to 13.0 FAR. The "Broad" building width category allows a range of 280 to 490 feet of building width.



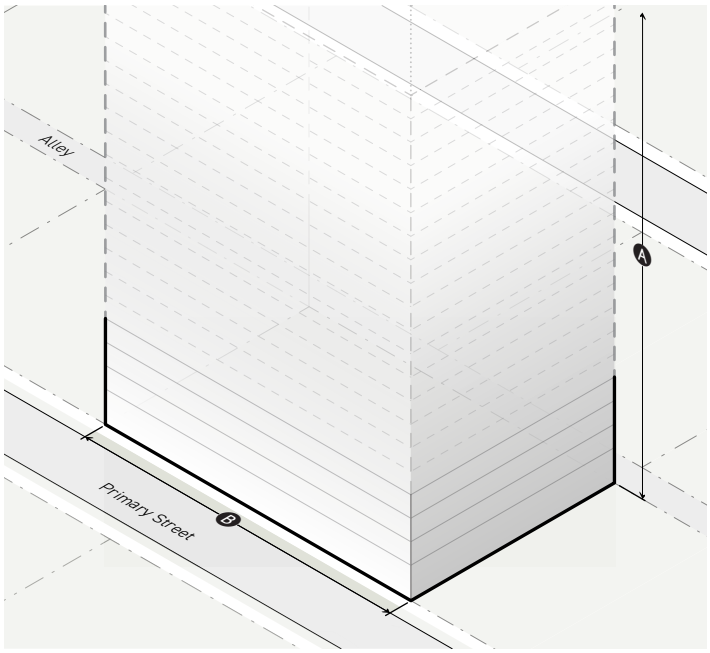
SEC. 2B.20.1. HIGH-RISE BROAD 1 (HB1)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
A **Lot width** (min)	25'
2. COVERAGE	*Div. 2C.2.*
B **Building coverage** (max)	100%
Building setbacks	
C Primary street (min)	0'
Side street (min)	0'
D Side (min)	0'
Rear (min)	0'
E Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
F **Lot amenity space** (min)	20%
Residential amenity space (min)	10%

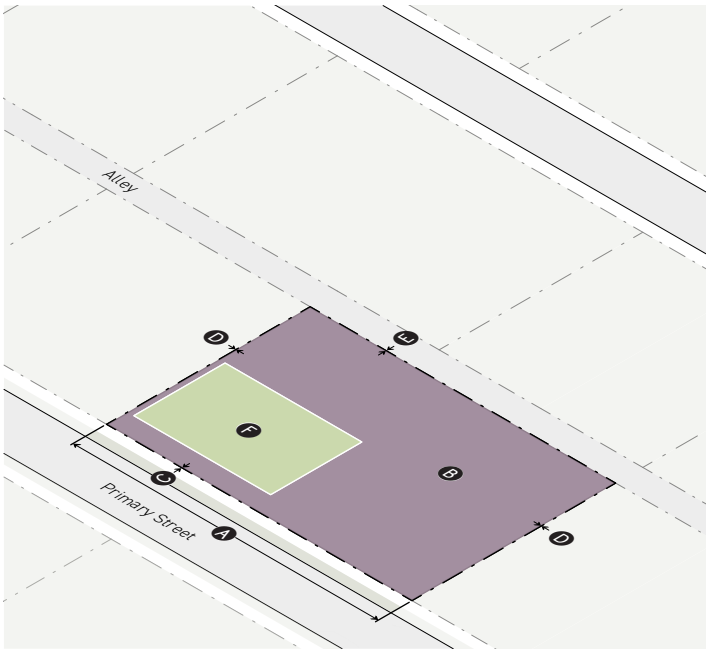
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	3.0
A **Height** (max)	n/a
Bonus FAR (max)	10.0
2. BUILDING MASS	*Div. 2C.6.*
B **Building width** (max)	350'
Building break (min)	25'

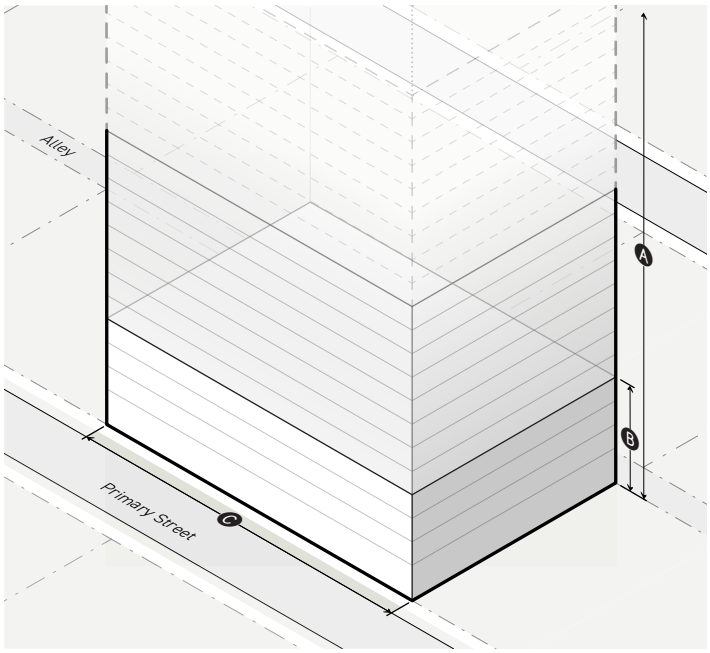
SEC. 2B.20.2. HIGH-RISE BROAD 2 (HB2)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
Ⓐ Lot width (min)	25'
2. COVERAGE	*Div. 2C.2.*
Ⓑ Building coverage (max)	100%
Building setbacks	
Ⓒ Primary street (min)	0'
Side street (min)	0'
Ⓓ Side (min)	0'
Rear (min)	0'
Ⓔ Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
Ⓕ Lot amenity space (min)	20%
Residential amenity space (min)	10%

B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	6.0
Ⓐ Height (max)	n/a
Ⓑ Height in stories (min)	4
Bonus FAR (max)	10.0
2. BUILDING MASS	*Div. 2C.6.*
Ⓒ Building width (max)	350'
Building break (min)	25'

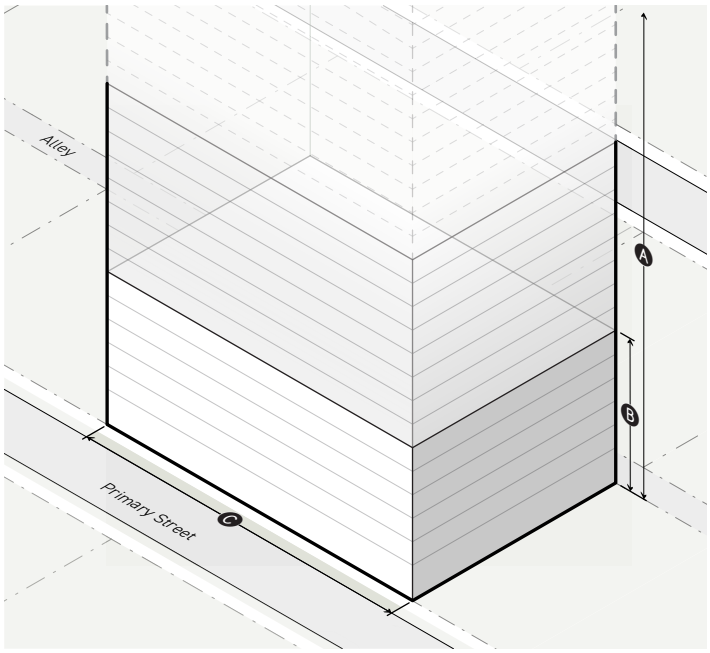
SEC. 2B.20.3. HIGH-RISE BROAD 3 (HB3)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
A Lot width (min)	25'
2. COVERAGE	*Div. 2C.2.*
B Building coverage (max)	100%
Building setbacks	
C Primary street (min)	0'
Side street (min)	0'
D Side (min)	0'
Rear (min)	0'
E Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
F Lot amenity space (min)	20%
Residential amenity space (min)	10%

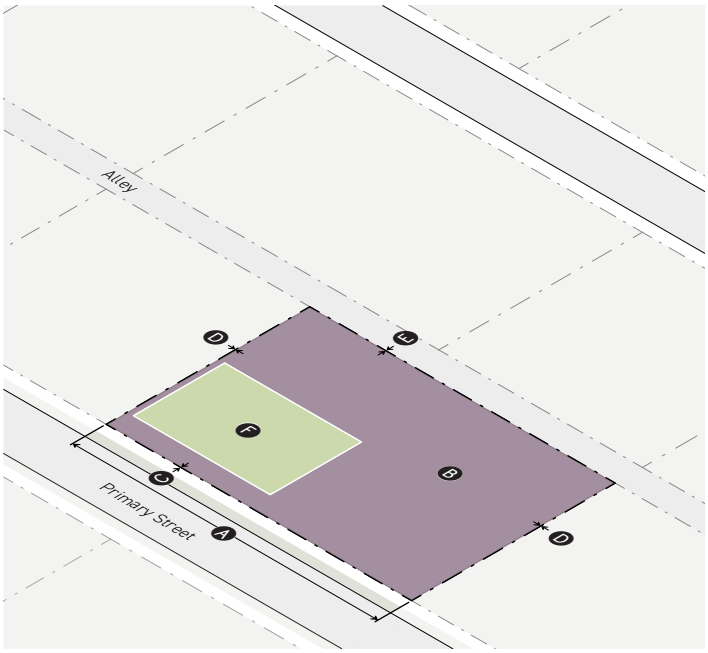
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	7.0
A Height (max)	n/a
B Height in stories (min)	6
Bonus FAR (max)	13.0
2. BUILDING MASS	*Div. 2C.6.*
C Building width (max)	350'
Building break (min)	25'

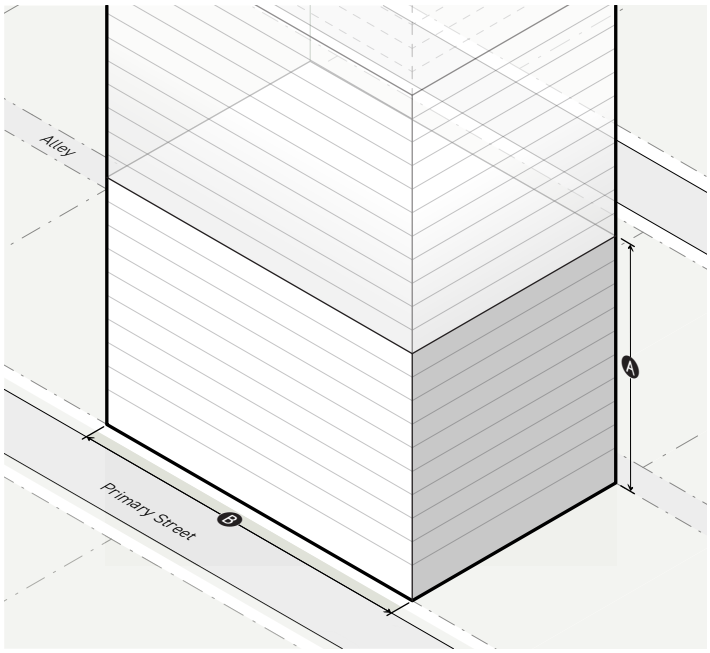
SEC. 2B.20.4. HIGH-RISE BROAD 4 (HB4)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
A Lot width (min)	25'
2. COVERAGE	*Div. 2C.2.*
B Building coverage (max)	100%
Building setbacks	
C Primary street (min)	0'
Side street (min)	0'
D Side (min)	0'
Rear (min)	0'
E Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
F Lot amenity space (min)	20%
Residential amenity space (min)	10%

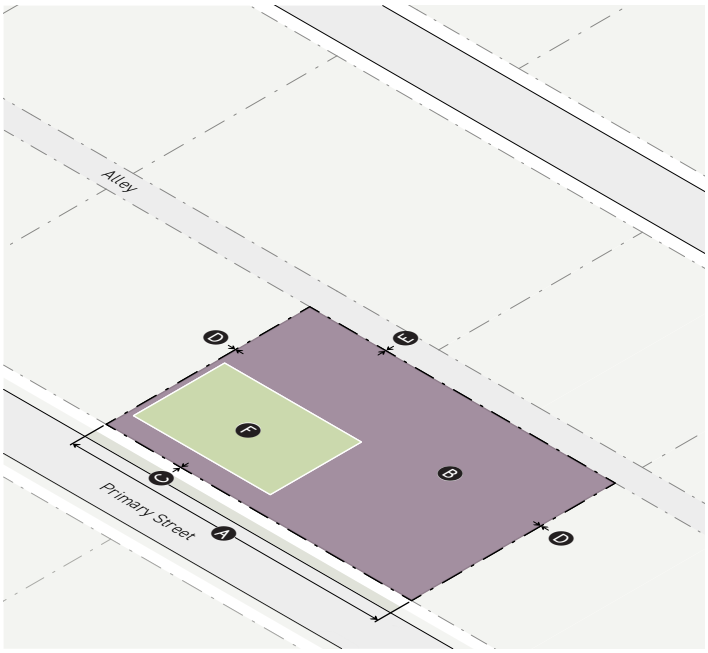
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	9.0
City Hall Height Restriction	Yes
A Height in stories (min)	10
Bonus FAR (max)	13.0
2. BUILDING MASS	*Div. 2C.6.*
B Building width (max)	350'
Building break (min)	25'

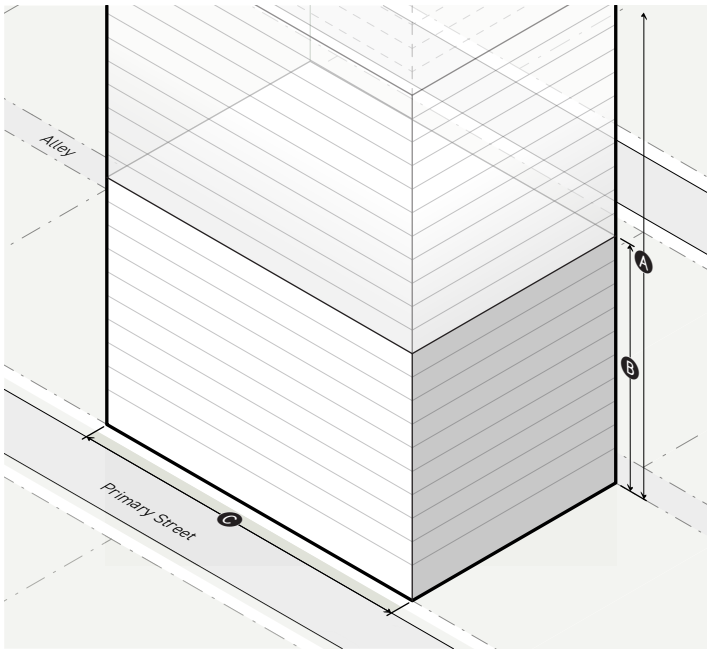
SEC. 2B.20.5. HIGH-RISE BROAD 5 (HB5)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
Ⓐ **Lot width** (min)	25'
2. COVERAGE	*Div. 2C.2.*
Ⓑ **Building coverage** (max)	100%
Building setbacks	
Ⓒ Primary street (min)	0'
Side street (min)	0'
Ⓓ Side (min)	0'
Rear (min)	0'
Ⓔ Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
Ⓕ **Lot amenity space (min)**	20%
Residential amenity space (min)	10%

B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	9.0
Ⓐ **Height** (max)	n/a
Ⓑ **Height in stories** (min)	10
Bonus FAR (max)	13.0
2. BUILDING MASS	*Div. 2C.6.*
Ⓒ **Building width** (max)	350'
Building break (min)	25'

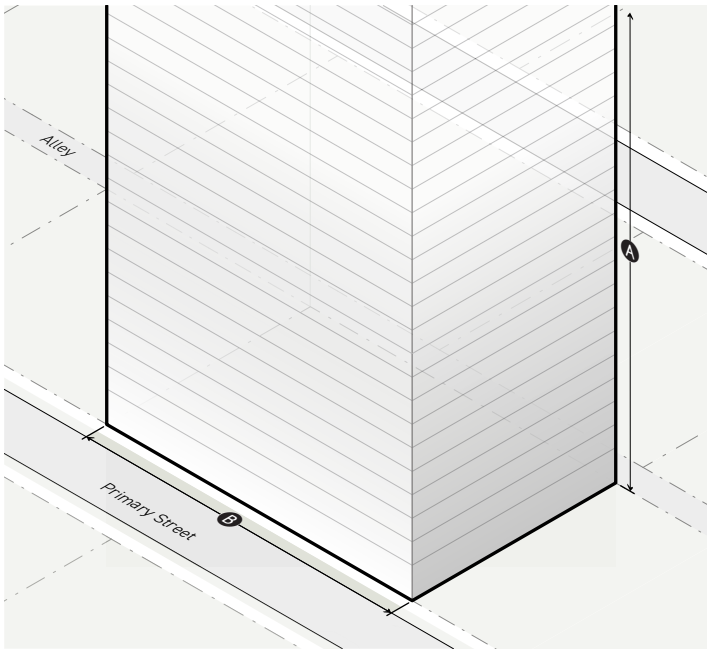
SEC. 2B.20.6. HIGH-RISE BROAD 6 (HB6)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
Lot area (min)	n/a
A **Lot width** (min)	25'
2. COVERAGE	*Div. 2C.2.*
B **Building coverage** (max)	100%
Building setbacks	
C Primary street (min)	0'
Side street (min)	0'
D Side (min)	0'
Rear (min)	0'
E Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
F **Lot amenity space** (min)	20%
Residential amenity space (min)	10%

B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	13.0
A **Height** (max)	n/a
Bonus	None
2. BUILDING MASS	*Div. 2C.6.*
B **Building width** (max)	350'
Building break (min)	25'

SEC. 2B.20.7. HIGH-RISE BROAD 7 (HB7)

A. Lot Parameters



1. LOT SIZE	*Div. 2C.1.*
A **Lot area** (min)	1,000 sf
B **Lot width** (min)	20'
2. COVERAGE	*Div. 2C.2.*
C **Building coverage** (max)	100%
Building setbacks	
D Primary street (min)	6'
Side street (min)	6'
E Side (min)	0'
Side, interior (min)	0'
Rear (min)	0'
F Alley (min)	0'
Special: All (min)	0'
Permeable surface (min)	?
3. AMENITY	*Div. 2C.3.*
G **Lot amenity space (min)**	20%
Residential amenity space (min)	10%

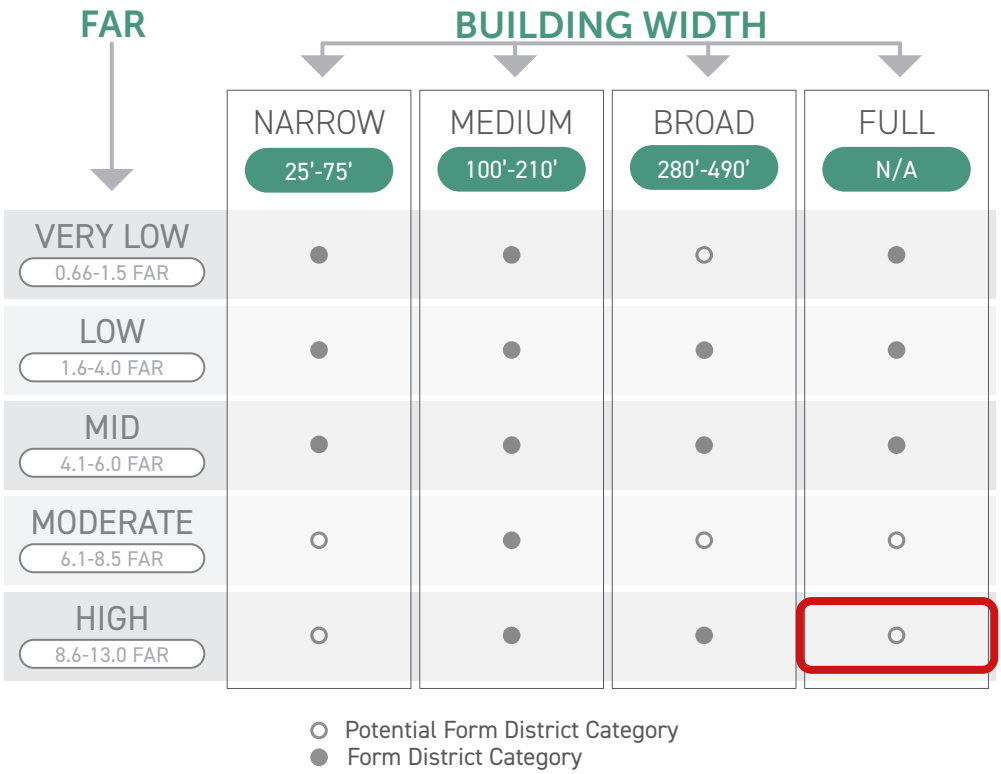
B. Bulk and Mass



1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	8.5
A **Height** (max)	n/a
Bonus FAR (max)	10.0
2. BUILDING MASS	*Div. 2C.6.*
B **Building width** (max)	280'
Building break (min)	25'

DIV. 2B.21. HIGH-RISE FULL FORM DISTRICTS

Each High-Rise Broad Form District occurs within the ranges specified below. The "High" FAR category allows a range of 8.6 FAR to 13.0 FAR. The "Full" building width category has no maximum building width for the district.



[Reserved]

PART 2C. FORM RULES

Div. 2C.1. Lot Size 2-92

Sec. 2C.1.1. Lot Area 2-92

Sec. 2C.1.2. Lot Width 2-93

Div. 2C.2. Coverage 2-94

Sec. 2C.2.1. Building Coverage 2-94

Sec. 2C.2.2. Permeable surface [needs discussion] 2-97

Sec. 2C.2.3. Building Setbacks 2-99

Div. 2C.3. Amenity 2-102

Sec. 2C.3.1. Lot Amenity Space 2-102

Sec. 2C.3.2. Residential Amenity Space 2-105

Sec. 2C.3.3. Amenity Design Standards 2-108

Div. 2C.4. Floor Area Ratio & Height 2-117

Sec. 2C.4.1. Floor Area Ratio (FAR) 2-117

Sec. 2C.4.2. Height in Feet 2-120

Sec. 2C.4.3. Height in Stories 2-123

Sec. 2C.4.4. City Hall Height Restriction 2-126

Div. 2C.5. Upper-Story Bulk 2-128

Sec. 2C.5.1. Bulk Plane [delete] 2-128

Sec. 2C.5.2. Wall Plate Height 2-129

Sec. 2C.5.3. District Boundary Height Transition 2-131

Sec. 2C.5.4. Street Step-Back 2-133

Div. 2C.6. Building Mass 2-137

Sec. 2C.6.1. Building Width 2-137

Sec. 2C.6.2. Facade Width 2-142

DIV. 2C.1. LOT SIZE

SEC. 2C.1.1. LOT AREA

The total area within the boundaries of a lot.

A. Intent

To ensure that newly established lots are consistent in size with surrounding lots.

B. Applicability

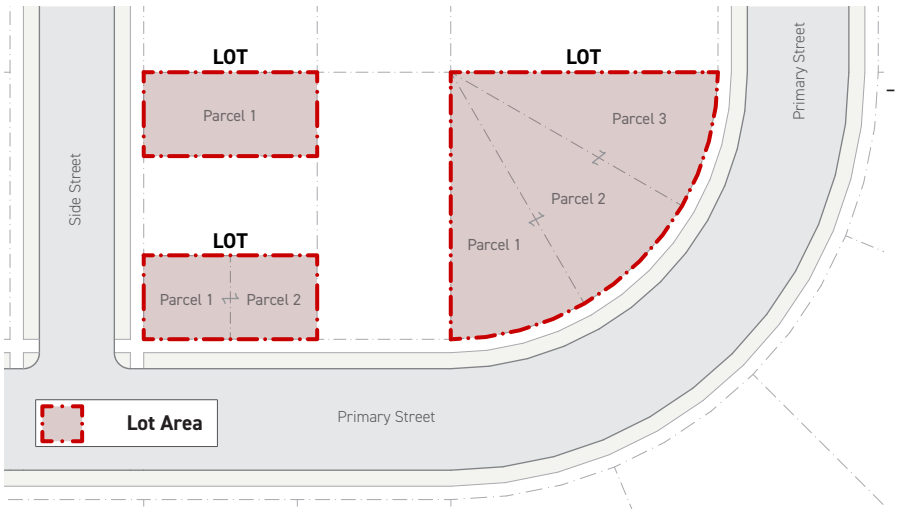
Minimum lot area requirements apply to all lots.

C. Standards

No lot may have an area less than the minimum specified in the applied *Form District (Part 2B)*.

D. Measurement

1. Lot area is measured as the total area within the boundary of a lot, measured horizontally.
2. Lot area includes all portions of a lot allocated for required easements.
3. For measurement on portions of a lot required for land dedication, see *Sec. 14.1.11. (Lot)*.



E. Relief

1. A reduction in required lot area of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.
2. A reduction in required lot area may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 2C.1.2. LOT WIDTH

The length of primary street lot lines bounding a lot.

A. Intent

To ensure that newly established lots are consistent in width with surrounding lots.

B. Applicability

Minimum lot width requirements apply to all lots.

C. Standards

1. No lot may have a width less than the minimum specified by the applied *Form District (Part 2B).*

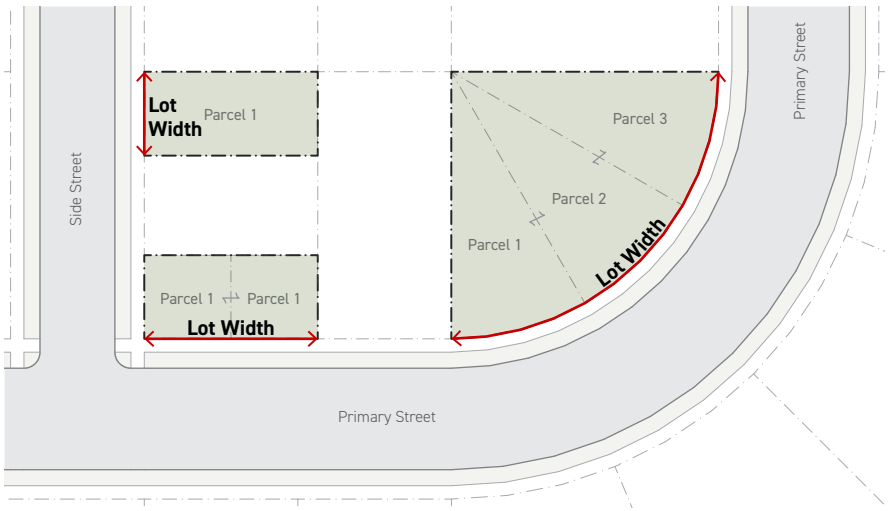
2. For the purpose of meeting minimum lot width standards, multiple lots may be grouped together as a lot when a lot tie affidavit is filed and approved by the Department of Building and Safety.

D. Measurement

1. Lot width is measured following the geometry of all primary street lot lines that bound the lot.

2. Where a lot has two or more primary street lot lines facing different streets, both primary street lot lines shall meet the minimum lot width standard.

3. For measurement on portions of a lot required for land dedication, see *Sec. 14.1.11. (Lot)*.



E. Relief

1. A reduction in required lot width of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.

2. A reduction in required lot width may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 2C.2. COVERAGE

SEC. 2C.2.1. BUILDING COVERAGE

The percentage of lot area covered by buildings or structures.

A. Intent

To preserve open area on a lot by limiting the amount of buildings or structures that may cover a lot.

B. Applicability

Building coverage requirements apply to all buildings and structures on a lot unless listed as an exception in *Sec. 2C.2.1.E. (Exceptions)*.

C. Standards

1. General

Covered structures on a lot shall not have a cumulative area in excess of the maximum building coverage specified by the applied *Form District (Part 2B).*

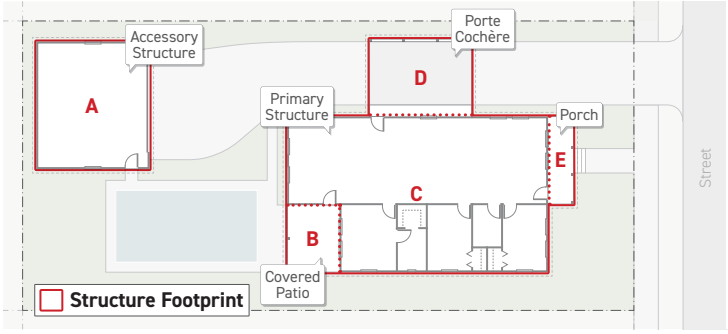
2. Contextual Infill Incentive [needs discussion]

a. 20% of the lot area designated to preserved existing buildings on a lot is exempt from being included in the calculation of building coverage.

b. [add x-ref to new dev standards section on Contextual Infill Incentive?]

D. Measurement

1. Building coverage is measured by dividing the cumulative area of the structure footprints of all covered structures on the lot by the lot area.



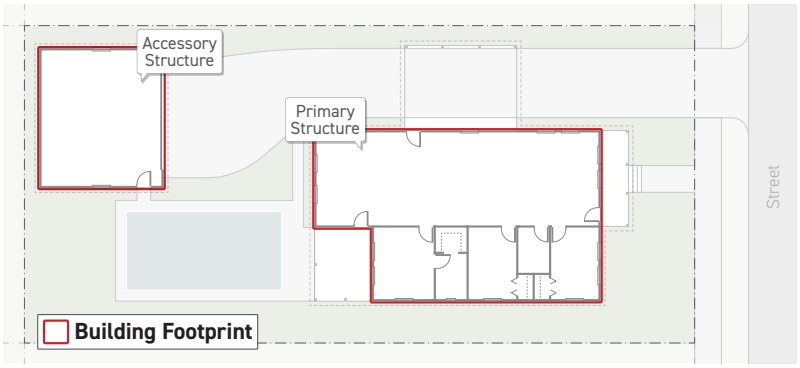
Area **A**
\+ Area **B**
\+ Area **C**
\+ Area **D**
\+ Area **E**

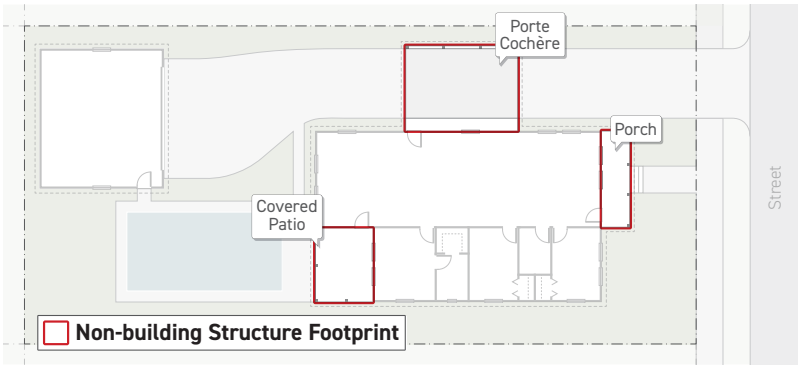
Cumulative Structure Footprint

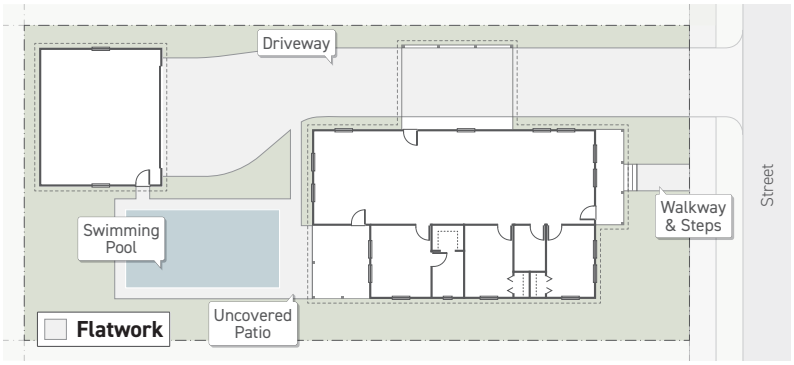
(Cumulative Structure Footprint) ÷ (Total Site Area)

Building Coverage

2. Structure footprints include all building footprints and structure footprints but do not include flatwork.







3. For covered structures, see *Sec. 14.1.2.A.1. (Covered)*.

4. For structure and building footprint determination, see *Sec. 14.1.1. (Building Footprint)*.

E. Exceptions

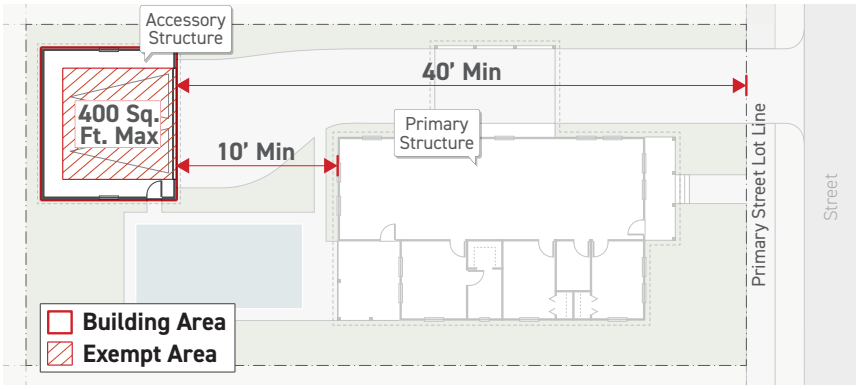
1. Covered structures or portions of a covered structures less than 6 feet in height, as measured from adjacent finished grade, are not included in the calculation of building coverage.

2. For lots with two or fewer dwelling units, having the RL Use District applied, a maximum of 400 square feet per lot is exempt from the calculation of building coverage, provided the building or structure is:

a. Used for required automobile parking;

b. Detached from the primary building or structure by a minimum of 10 feet; and

c. Located a minimum of 40 feet from a primary street lot line.



F. Relief

1. Up to a 20% increase to the total allowed area of covered structures on a lot may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.

2. Increased building coverage may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 2C.2.2. PERMEABLE SURFACE [NEEDS DISCUSSION]

The area of a lot required to be permeable, to allow water to permeate into the ground.

A. Intent

To preserve open area on a lot for ground water absorption and living soil by maintaining a minimum area as permeable surfacing.

B. Applicability

Permeable surface requirements apply to all lots.

C. Standards

1. All areas of a lot not covered by a building or used for a required pedestrian accessway or an automobile access lane, up to the minimum width allowed by the applied automobile access package, shall consist of permeable surfacing, or a minimum of 10% of lot area, whichever is greater. NEEDS DISCUSSION.

2. Permeable surfacing includes the following: planting area, porous asphalt, porous concrete, permeable interlocking concrete pavers, permeable pavers, decomposed granite, crushed rock, gravel, and restrained systems (a plastic or concrete grid system confined on all sides to restrict lateral movement, and filled with gravel or grass in the voids).

3. Permeable surfacing shall be subject to the following standards:

   a. Any product installed within areas designated by the Fire Department as a fire lane must be approved by the Fire Department.

   b. Permeable interlocking concrete pavers and permeable pavers shall have a minimum thickness of 80 mm (3.14 inches).

   c. If plantings are an element of the alternative paving material, the irrigation system shall not utilize potable water except for plant establishment.

   d. Products and underlying drainage material shall be installed per manufacturers' specifications. Sub-grade soils shall be compacted as required per the product installation specifications.

   e. Decomposed granite, crushed rock and gravel shall only be allowed for driveways and parking areas serving a maximum of two dwelling units.

   f. Decking and elevated walkways may be provided above permeable surfacing.

   g. All planting provided to meet the permeable surfacing requirement on a lot identified as being within a targeted planting area established by the Targeted Planting Map (Sec. 1.4.5.) shall meet the requirements outlined in the targeted planting list for the applicable targeted planting area.

[needs discussion]

D. Measurement

[needs discussion]

E. Relief

[needs discussion]

SEC. 2C.2.3. BUILDING SETBACKS

The area on a lot not intended for buildings and structures. Includes primary street setbacks, side street setbacks, side setbacks, rear setbacks, alley setbacks, and special lot line setbacks.

A. Intent

To provide open areas on the lot and help reduce the impact of buildings or structures on abutting sidewalks and neighboring development.

B. Applicability

Building setback requirements apply to all buildings and structures on a lot unless listed as an exception in *Sec. 2C.2.2.E (Exceptions)*.

C. Standards

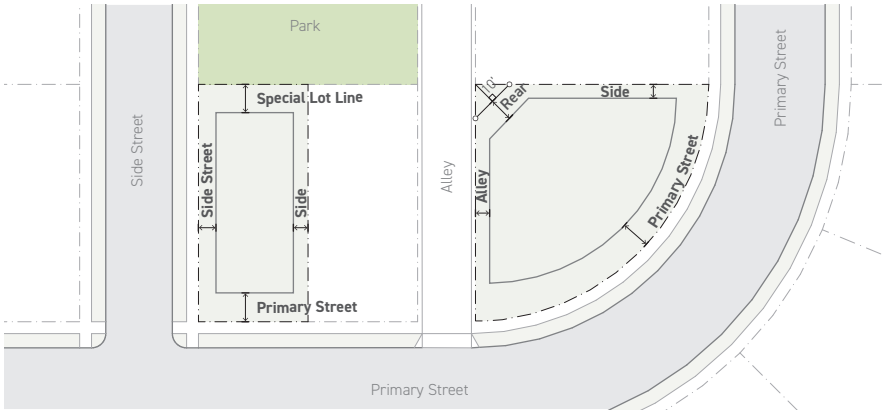
1. All buildings and structures on the lot shall be located on or behind a minimum building setback, except where allowed in *Sec. 2C.2.2.E. (Exceptions)*.

2. Special setbacks apply to ???

3. Secondary frontage setbacks apply to lot that have frontages on two parallel streets. Where applicable, lots must provide a minimum secondary frontage setback of at least 10 feet.

D. Measurement

All building setbacks are measured perpendicular to the applicable lot line:



1. A primary street setback is measured from the primary street lot line.

2. A side street setback is measured from the side street lot line.

3. A side setback is measured from the side lot line.

   a. Where a minimum interior side setback for unified developments is specified as 0 feet by the Form District (Part 2B), no setback is required for all side lot lines within the unified development.

b. Where a unified development shares a lot line with a property outside of the unified development, the standard side setback requirement applies.

4. A rear setback is measured from the rear lot line.

a. For the purpose of measuring rear setback on triangular or gore-shaped lots, the rear lot line is determined based on a line 10 feet wide, parallel to the primary street lot line that intersects two lot lines at its endpoints.

b. Where the primary street lot line is not straight, the rear lot line shall be parallel to a line connecting the end points of the primary street lot line.

5. An alley setback is measured from the alley lot line.

6. A special setback is measured from the special lot line.

a. Where a special setback is specified by the applied *Form District (Part 2B)* as "Special: All", the setback is measured from all special lot lines.

b. Where a special setback is specified by the applied *Form District (Part 2B)* as "Special: River" or "Special: Alley", the setback is measured from the special lot line as designated according to *Sec. 14.1.11.E. (Special Lot Line)*.

c. Where a special setback is specified by the applied *Form District (Part 2B)* as "Special: Other", the setback is measured from all special lot lines that are not otherwise specified.

7. A secondary frontage setback is measured from the rear lot line or secondary frontage lot line. [add to definitions/lot line designations]

8. For measurement on portions of a lot required for land dedication, see *Sec. 14.1.11. (Lot)*.

E. Exceptions

The following are allowed to encroach beyond the building setback up to the minimum distance from the lot line specified below:

HORIZONTAL ENCROACHMENTS ALLOWED INTO SETBACKS

	Lot Lines		
	Primary/Side Street, Special	Side/Rear	Alley
Architectural Details *(Sec. 14.1.5.A.1.a.)*			
Encroachment (max)	2'	2'	2'
Distance from lot line (min)	0'	2.5'	0'
Collonade, Cantilevered Facade (Sec. 14.1.5.A.1.)			
Encroachment (max)	10'	n/a	n/a
Distance from lot line (min)	0'	n/a	n/a
Roof Projections *(Sec. 14.1.5.A.1.b.)*			

HORIZONTAL ENCROACHMENTS ALLOWED INTO SETBACKS			
	Lot Lines		
	Primary/Side Street, Special	Side/Rear	Alley
Encroachment (max)	2.5'	2.5'	2.5'
Distance from lot line (min)	0'	2.5'	0'
Unenclosed Structures: Ground story *(Sec. 14.1.5.A.1.c.)*			
Encroachment (max)	7'	5'	7'
Distance from lot line (min)	0'	2.5'	2.5'
Unenclosed Structures: Above ground story *(Sec. 14.1.5.A.1.d.)*			
Encroachment (max)	5'	3'	3'
Distance from lot line (min)	0'	5'	2.5'
Enclosed Structures: Projecting *(Sec. 14.1.5.A.1.e.)*			
Encroachment (max)	2.5'	1.5'	2.5'
Distance from lot line (min)	0'	2.5'	2.5'
Mechanical/Electrical Equipment: Ground mounted *(Sec. 14.1.5.A.1.f.)*			
Encroachment (max)	1.5'	2.5'	2.5'
Distance from lot line (min)	15'	2.5'	0'

HORIZONTAL ENCROACHMENTS ALLOWED INTO SETBACKS			
	Lot Lines		
	Primary/Side Street, Special	Side/Rear	Alley
Mechanical/Electrical Equipment: Wall mounted *(Sec. 14.1.5.A.1.g.)*			
Encroachment (max)	1.5'	1.5'	1.5'
Distance from lot line (min)	15'	2.5'	0'
Waste Enclosures *(Sec. 14.1.5.A.1.h.)*			
Encroachment (max)	0'	unlimited	unlimited
Distance from lot line (min)	15'	2.5'	0'
Utility Equipment, Underground Structures, Flatwork, Fences and Walls, Vegetation, Outdoor Furniture *(Sec. 14.1.5.A.1.i. - Sec. 14.1.5.A.1.n.)*			
Encroachment (max)	unlimited	unlimited	unlimited
Distance from lot line (min)	0'	0'	0'

F. Relief

1. A reduction in required setback of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*, provided the resulting setback is at least 3 feet.

2. A setback reduction may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 2C.3. AMENITY

SEC. 2C.3.1. LOT AMENITY SPACE

An area on a lot designated to be used for active or passive recreation, including common open space, private open space, pedestrian amenity space, and privately-owned public space.

A. Intent

To provide adequate recreation and open space areas for all tenants of a project, regardless of the use of a building, and to ensure such spaces are accessible, usable, and safe.

B. Applicability

1. Lot amenity space requirements apply to projects involving new construction, lot modifications, site modifications, and use modifications.

2. Where the calculation of lot amenity space requires less than 400 square feet, no lot amenity space is required.

C. Standards

1. General

a. The cumulative area of lot amenity space provided on a lot shall not be less than that specified by the applied Form District in *Part 2B. (Form Districts)*.

b. Each area provided to meet a lot amenity space requirement shall comply with the standards for one or more of the following eligible amenity space types.

ELIGIBLE AMENITY SPACE TYPES	
Amenity Space Type	Eligible
Common Outdoor Amenity Space (*Sec. 2C.3.3.C.1.***)**	Yes
Pedestrian Amenity Space (*Sec. 2C.3.3.C.2.***)**	Yes
Public Amenity Space (*Sec. 2C.3.3.C.3.***)**	Yes
Private Outdoor Amenity Space (*Sec. 2C.3.3.C.4.***)**	No
Common Indoor Amenity Space (*Sec. 2C.3.3.C.5.***)**	No

c. A maximum of 25% of the total required lot amenity space may be private, provided it meets the design standards in *Sec. 2C.3.3.B. (Pedestrian Amenity Space)*.

d. Private lot amenity space shall abut and provide direct access to the assigned tenant space.

e. All required lot amenity space that is not private shall be made available to all tenants of the building, at no cost, from sunrise to sunset daily or during the hours of operation of the building, whichever results in a longer period of time. The space may not be reserved or in any way exclude any tenant during the time it is required to be available to all tenants.

f. Lot amenity space may be eligible for credit toward the fee and dedication requirements in *Div. 10.4. (Park Fees and Dedications)*, according to *Sec. 10.4.8.B. (Privately Owned Park and Recreational Facilities)*.

g. Lot amenity space located above the ground story may be required to set back from the roof edge - see *LAMC Sec. 57.317 (Rooftop Gardens and Landscaped Roofs)*.

h. Mechanical and utility equipment shall not be located within a lot amenity space, or between a lot amenity space and the adjacent building facade.

i. All mechanical exhaust outlets shall be located a minimum horizontal distance of 10 feet and a minimum vertical distance of 15 feet from a lot amenity space.

j. At least 20% of any outdoor lot amenity space shall be shaded by using shade trees or shade structures. Any area that is covered by a shade structure or a shade tree canopy at maturity shall be considered as being shaded.

2. Percentage Required at Grade

The total area of lot amenity space located at grade shall not be less than the minimum percentage specified by the applied Form District (Part 2B).

[add specifics on "at grade"? or just depend on definition?]

3. Contextual Infill Incentive [needs discussion]

a. A reduction of 50% of the required lot amenity space is permitted for lots containing preserved existing buildings.

b. [add x-ref to new dev standards section on Contextual Infill Incentive?]

D. Measurement

1. Lot amenity space is a percentage calculated by dividing the cumulative area of all lot amenity spaces by the lot area.

2. The minimum required lot amenity space is calculated by multiplying the minimum lot amenity percentage specified by the applied *Form District (Part 2B)* by the lot area.

3. As a bonus for providing public space, outdoor amenity space area meeting *Sec. 2C.3.3.C.3. (Public Amenity Space)* counts as 1.25 square feet of lot amenity space for every 1 square foot of provided outdoor amenity space area.

4. Shade is calculated as the shadow cast on the publicly accessible open space measured at noon (12:00 p.m.) on the summer solstice.

E. Relief

1. Up to a 10% reduction to the total required area of lot amenity space may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.

2. A reduction in required lot amenity space may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 2C.3.2. RESIDENTIAL AMENITY SPACE

An area which is designed and intended to be used by occupants of dwelling units for recreational, domestic, or vocational purposes.

A. Intent

To ensure projects that include housing provide residential tenants of a project with adequate access to open space, recreation, and shared amenities where the lot amenity space is insufficient, and to ensure such spaces are accessible, usable, and safe.

B. Applicability

Residential amenity space requirements apply to projects involving new construction, lot modifications, site modifications, and use modifications that include 5 or more dwelling units on a lot.

C. Standards

1. The cumulative area of residential amenity space provided on a lot shall not be less than that specified by the applied *Form District (Part 2B)*.

2. Each area provided to meet a residential amenity space requirement shall comply with the standards for one or more of the following eligible amenity space types.

ELIGIBLE AMENITY SPACE TYPES	
Amenity Space Type	Eligible
Common Outdoor Amenity Space (*Sec. 2C.3.3.C.1.***)**	Yes
Pedestrian Amenity Space (*Sec. 2C.3.3.C.2.***)**	Yes
Public Amenity Space (*Sec. 2C.3.3.C.3.***)**	Yes
Private Outdoor Amenity Space (*Sec. 2C.3.3.C.4.***)**	Yes
Common Indoor Amenity Space (*Sec. 2C.3.3.C.5.***)**	Yes

3. At least 75% of the required residential amenity space shall be outdoors and meet the design standards of either *Sec. 2C.3.3.C.1. (Common Outdoor Amenity Space)* or *Sec. 2C.3.3.C.4. (Private Outdoor Amenity Space)*.

4. A maximum of 65 square feet of required residential amenity space per dwelling unit may be private, provided that not more than 50% of the total required residential amenity space is private, and the private residential amenity space meets the design standards in *Sec. 2C.3.3.C.4. (Private Outdoor Amenity Space)*.

5. Private residential amenity space shall abut and provide direct access to the assigned tenant space.



6. All required residential amenity space that is not private shall be made available to all tenants of the building, at no cost, from sunrise to sunset daily or during the hours of operation of the building, whichever results in a longer period of time. The space may not be reserved or in any way exclude any tenant during the time it is required to be available to all tenants.

7. Residential amenity space may be eligible for credit towards the fee and dedication requirements outlined in *Div. 10.4. (Park Fees and Dedications)*, according to *Sec. 10.4.8.B. (Privately Owned Park and Recreational Facilities)*.

8. Residential amenity space located above the ground story may be required to set back from the roof edge - see *LAMC Sec. 57.317 (Rooftop Gardens and Landscaped Roofs)*.

9. Mechanical and utility equipment shall not be located within a residential amenity space, or between a residential amenity space and the adjacent building facade.

10. All mechanical exhaust outlets shall be located a minimum horizontal distance of 10 feet and a minimum vertical distance of 15 feet from a residential amenity space.

11. At least 20% of any outdoor residential amenity space shall be shaded by using shade trees or shade structures. Any area that is covered by a shade structure or a shade tree canopy at maturity shall be considered as being shaded.

D. Measurement

1. Residential amenity space is a percentage calculated by dividing the cumulative area of all residential amenity spaces by the total floor area allocated to dwelling units.

2. The minimum required residential amenity space is calculated by multiplying the total floor area allocated to dwelling units by the minimum percentage specified by the applied *Form District (Part 2B)*.

3. All lot amenity space provided may be credited toward the residential amenity space requirement.

4. As a bonus for providing public space, residential amenity space meeting *Sec. 2C.3.3.C.3. (Public Amenity Space)* counts at a rate of 1.25 square feet for every 1 square foot of public amenity space provided.

E. Relief

1. Up to a 10% reduction to the total required area of residential amenity space may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.

2. A reduction in required residential amenity space may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 2C.3.3. AMENITY DESIGN STANDARDS

A. Intent

To ensure that amenity spaces provided by projects are sufficient enough to provide spaces which are accessible, usable, and safe, and provide adequate access to open space, recreation, and shared amenities.

B. Applicability

Applicable amenity space design standards are determined by the eligible amenity space types established in *Sec. 2C.3.1. (Lot Amenity Space)* and *Sec. 2C.3.2. (Residential Amenity Space)*.

C. Standards

The following standards apply by type of amenity space.

1. Common Outdoor Amenity Space

A type of amenity space that is outdoors, is legally required to be open to all tenants of a building, and meets the following standards.

COMMON OUTDOOR AMENITY SPACE		
Amenity Space Standards	Specification	Reference
Outdoor Space	Required	(*Sec. 2C.3.3.D.1.*)
Amenity Area (min)	400 sf	(*Sec. 2C.3.3.D.2.*)
Horizontal Dimension (min)	15'	(*Sec. 2C.3.3.D.3.*)
Adjacent Building Transparency (min)	15%	(*Sec. 2C.3.3.D.4.*)
Planting Area		(*Sec. 2C.3.3.D.5.*)
At Grade Plane Elevation (min)	25%	
Above Grade Plane Elevation (min)	15%	
Seating (min)	2 per 400 sf	(*Sec. 2C.3.3.D.6.*)
Ground Floor Elevation	Not Required	(*Sec. 2C.3.3.D.7.*)
Public Sidewalk/Way Adjacent	Not Required	(*Sec. 2C.3.3.D.8.*)
Pedestrian-Oriented Lighting	Not Required	(*Sec. 2C.3.3.D.9.*)
Publicly Accessible	Not Required	(*Sec. 2C.3.3.D.10.*)
Amenity Features (min)	3	(*Sec. 2C.3.3.D.11.*)

2. Pedestrian Amenity Space

A type of amenity space that is uncovered or unenclosed, located at ground level with direct access to a public sidewalk or public way, is required to be available to all tenants of a building, and meets the following standards. See *Div. 3C.1. (Build-To)* for additional provisions related to pedestrian amenity spaces.

PEDESTRIAN AMENITY SPACE		
Amenity Space Standards	Specification	Reference
Outdoor Space	Required	(*Sec. 2C.3.3.D.1.*)
Amenity Area (min)	200 sf	(*Sec. 2C.3.3.D.2.*)
Horizontal Dimension (min)		(*Sec. 2C.3.3.D.3.*)
Enclosed (min)	15'	
Unenclosed (min)	6'	
Adjacent Building Transparency (min)	15%	(*Sec. 2C.3.3.D.4.*)
Planting Area		(*Sec. 2C.3.3.D.5.*)
At Grade Plane Elevation (min)	25%	
Above Grade Plane Elevation (min)	n/a	
Seating (min)	2 per 400 sf	(*Sec. 2C.3.3.D.6.*)
Ground Floor Elevation	Required	(*Sec. 2C.3.3.D.7.*)
Public Sidewalk/Way Adjacent	Required	(*Sec. 2C.3.3.D.8.*)
Pedestrian-Oriented Lighting	Required	(*Sec. 2C.3.3.D.9.*)
Publicly Accessible	Not Required	(*Sec. 2C.3.3.D.10.*)
Amenity Features (min)	3	(*Sec. 2C.3.3.D.11.*)

3. Public Amenity Space

A type of amenity space that is uncovered or unenclosed and, although privately owned, is legally required to be open to the public, and meets the following standards.

PUBLIC AMENITY SPACE		
Amenity Space Standards	Specification	Reference
Outdoor Space	Required	(*Sec. 2C.3.3.D.1.*)
Amenity Area (min)	400 sf	(*Sec. 2C.3.3.D.2.*)
Horizontal Dimension (min)	15'	(*Sec. 2C.3.3.D.3.*)
Adjacent Building Transparency (min)	15%	(*Sec. 2C.3.3.D.4.*)
Planting Area		(*Sec. 2C.3.3.D.5.*)
At Grade Plane Elevation (min)	25%	
Above Grade Plane Elevation (min)	n/a	
Seating (min)	2 per 400 sf	(*Sec. 2C.3.3.D.6.*)
Ground Floor Elevation	Required	(*Sec. 2C.3.3.D.7.*)
Public Sidewalk/Way Adjacent	Required	(*Sec. 2C.3.3.D.8.*)
Pedestrian-Oriented Lighting	Required	(*Sec. 2C.3.3.D.9.*)
Publicly Accessible	Required	(*Sec. 2C.3.3.D.10.*)
Amenity Features (min)	3	(*Sec. 2C.3.3.D.11.*)

4. Private Outdoor Amenity Space

A type of amenity space that is uncovered or unenclosed and is available to an assigned unit or tenant space, and meets the following standards.

PRIVATE OUTDOOR AMENITY SPACE		
Amenity Space Standards	Specification	Reference
Outdoor Space	Required	(*Sec. 2C.3.3.D.1.*)
Amenity Area (min)	50 sf	(*Sec. 2C.3.3.D.2.*)
Horizontal Dimension (min)		(*Sec. 2C.3.3.D.3.*)
Enclosed (min)	8'	
Unenclosed (min)	5'	
Adjacent Building Transparency (min)	15%	(*Sec. 2C.3.3.D.4.*)
Planting Area	n/a	(*Sec. 2C.3.3.D.5.*)
Seating (min)	2 per 400 sf	(*Sec. 2C.3.3.D.6.*)
Ground Floor Elevation	Not Required	(*Sec. 2C.3.3.D.7.*)
Public Sidewalk/Way Adjacent	Not Required	(*Sec. 2C.3.3.D.8.*)
Pedestrian-Oriented Lighting	Not Required	(*Sec. 2C.3.3.D.9.*)
Publicly Accessible	Not Required	(*Sec. 2C.3.3.D.10.*)
Amenity Features (min)	Not Required	(*Sec. 2C.3.3.D.11.*)

5. Common Indoor Amenity Space

A type of amenity space that is covered or enclosed, is legally required to be open to all tenants of a building, is intended to create opportunities for social and recreational activity for tenants, and meets the following standards.

COMMON INDOOR AMENITY SPACE		
Amenity Space Standards	Specification	Reference
Outdoor Space	Not Required	(*Sec. 2C.3.3.D.1.*)
Amenity Area (min)	400 sf	(*Sec. 2C.3.3.D.2.*)
Horizontal Dimension (min)	10'	(*Sec. 2C.3.3.D.3.*)
Adjacent Building Transparency (min)	n/a	(*Sec. 2C.3.3.D.4.*)
Planting Area	n/a	(*Sec. 2C.3.3.D.5.*)
Seating (min)	n/a	(*Sec. 2C.3.3.D.6.*)
Ground Floor Elevation	Not Required	(*Sec. 2C.3.3.D.7.*)
Public Sidewalk/Way Adjacent	Not Required	(*Sec. 2C.3.3.D.8.*)
Pedestrian-Oriented Lighting	Not Required	(*Sec. 2C.3.3.D.9.*)
Publicly Accessible	Not Required	(*Sec. 2C.3.3.D.10.*)
Amenity Features (min)	1	(*Sec. 2C.3.3.D.11.*)

D. Measurement

1. Outdoor Space

a. Intent

To ensure that the amenity space provided is located in an outdoor environment.

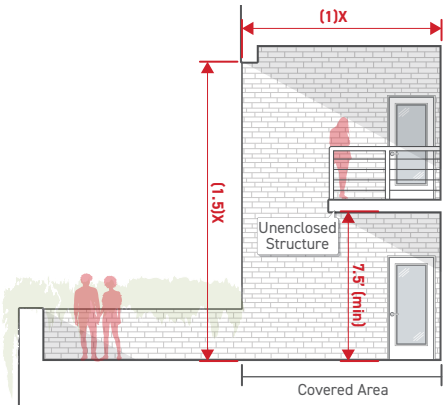
b. Standards

To meet the requirement for outdoor space, each amenity space must meet all of the following criteria:

i. Where the amenity space is enclosed, it shall not be covered. Where the amenity space is covered, it shall not be enclosed.

ii. No portion of an outdoor space may have a clear height of less than 7.5 feet.

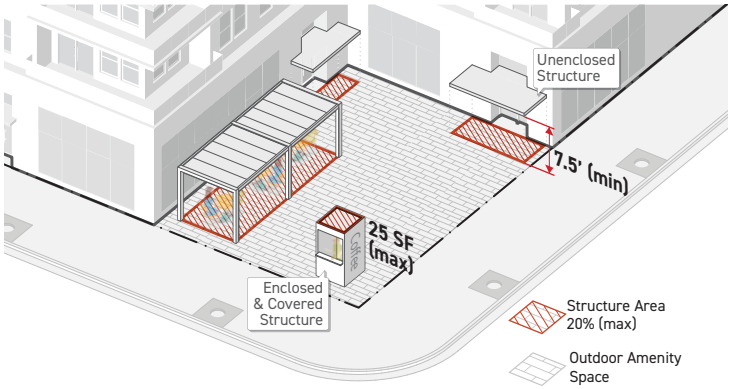
iii. Portions of an outdoor space that are covered shall have a minimum clear height of 1.5 times the depth of the covered area.



iv. The following structures are exempt from the outdoor space standards above, provided all exempted structures have a cumulative area no greater than 20% of the contiguous amenity space area.

a) Unenclosed structures having a clear height of at least 7.5 feet; and

b) An enclosed and covered structure, providing goods or services to tenants of the project or the public, having an area of no more than 25 square feet.



2. Amenity Area

a. Intent

To ensure that there is a sufficient amount of contiguous area for each individual amenity space.

b. Standards

To meet the requirement for amenity area, each amenity space must meet all of the following criteria:

i. Each amenity space shall provide an area of no less than the minimum amenity area required by the amenity space type.

ii. Minimum amenity area is measured as an area in square feet calculated for each contiguous amenity space located on a lot. The area of the abutting parkway is not included in the total minimum amenity area.

3. Horizontal Dimension

a. Intent

To ensure that any designated amenity space is designed to accommodate sufficient area.

b. Standards

To meet the requirement for horizontal dimension, each amenity space must meet all of the following criteria:

i. Each amenity space shall have the minimum horizontal dimension set by the amenity space type.

ii. The horizontal dimension shall be measured as the shortest horizontal distance along the boundaries of the amenity space, perpendicular to any boundary of the amenity space.

4. Adjacent Building Transparency

a. Intent

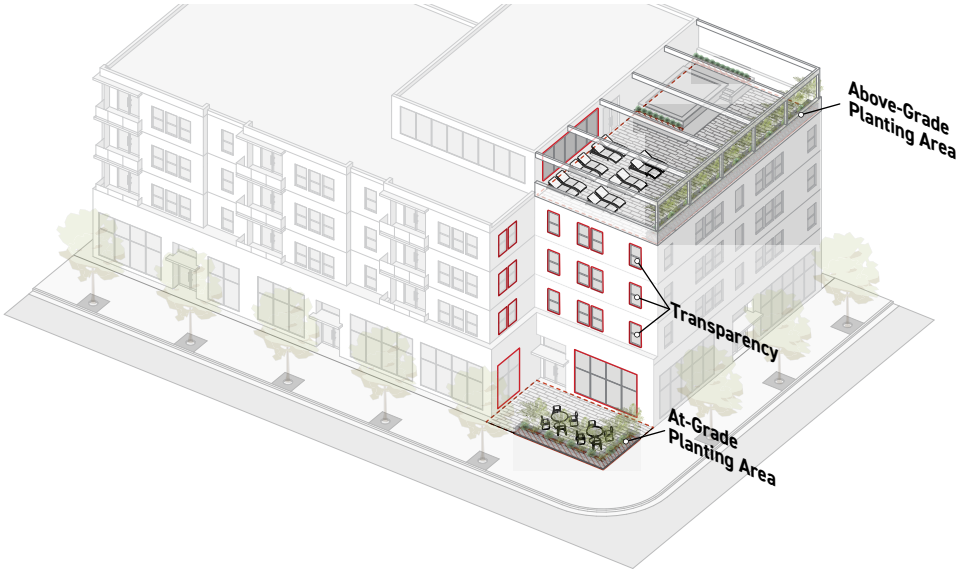
To provide visual interest along the amenity space by encouraging visual connections between the amenity space and the interior of a building.

b. Standards

To meet the requirement for adjacent building transparency, each amenity space must meet all of the following criteria:

i. Building facades adjacent to the amenity space shall provide at least the minimum transparency percentage required by the amenity space type for each story.

ii. For measurement of transparency, see *Sec. 3C.4. (Transparency)*.



5. Planting Area

a. Intent

To support comfortable, attractive, and contextually appropriate landscapes within amenity spaces, while promoting infiltration, slowing stormwater runoff, and offsetting urban heat island effect.

b. Standards

To meet the requirement for planting area, each amenity space must meet all of the following criteria:

i. For amenity spaces being provided at grade plane elevation, all areas of the amenity space not meeting the standards for planting area shall be located within the minimum and maximum ground floor elevation as specified by the applied Frontage District. For other applicable standards, see *Sec. 4C.6.4.C.2. (Planting Areas)*.

ii. An amenity space shall provide at least the required minimum percentage of the total area of the amenity space as planting area.

6. Seating

a. Intent

To support comfortable amenity spaces, while promoting the congregation of individuals within amenity spaces.

b. **Standards**

To meet the requirement for seating, each amenity space must meet all of the following criteria:

i. Permanent or movable seats shall be provided at the specified ratio based on the area in square feet of amenity space.

ii. Each permanent or movable seat provided within the amenity space will count as one.

iii. Two linear feet of bench or seat wall provided within the amenity space will be counted as one seat.

7. Ground Floor Elevation

a. Intent

To ensure ground-story amenity spaces that are adaptable and appropriate to their context.

b. Standards

To meet the requirement for ground floor elevation, each amenity space must meet all of the following criteria:

i. The finished floor or ground surface of the amenity space shall be located within the minimum and maximum ground floor elevations specified by the applied Frontage District (*Part 3B*).

ii. For measurement of ground floor elevation, see *Sec. 3C.6.2. (Ground Floor Elevation)*.

8. Public Sidewalk/Way Adjacent

a. Intent

To ensure that entrances to the amenity spaces are conveniently and effectively accessible to pedestrians, and activate the public realm with building access points and improve convenient pedestrian access from a public sidewalk or public way.

b. Standards

To meet the requirement for public sidewalk/way adjacent, each amenity space must meet all of the following criteria:

i. The amenity space shall abut a public sidewalk or public way for a minimum width of 15 feet.

ii. A pedestrian accessway having a minimum width of 4 feet shall connect the amenity space to the abutting public sidewalk or *public way*. No fixed wall or fence shall separate the amenity space from the abutting public sidewalk or public way for the minimum pedestrian accessway width.

iii. The space shall not be separated from the public sidewalk or *public way* by any structure or landscaping, with the exception of an A1 or A2 fence or wall type as specified in *Sec. 4C.7.1. (Frontage Yard Fences & Walls)*.

iv. The minimum width an amenity space shall abut a public sidewalk or public way shall be measured following the geometry of the frontage lot line abutting the applicable public sidewalk or public way.

v. The minimum pedestrian accessway width shall be measured along the frontage lot line abutting the applicable public sidewalk or public way from one edge of the accessway perpendicularly to the opposite edge.

9. Pedestrian-Oriented Lighting

a. Intent

To ensure that amenity spaces are sufficiently illuminated.

b. Standards

To meet the requirement for pedestrian-oriented lighting, each amenity space must meet all of the following criteria:

i. The amenity space shall comply with the requirements of *Sec. 4C.10.1.C.3 (Pedestrian-Oriented Lighting)*. For measurement of pedestrian-oriented lighting, see *Sec. 4C.10.1.D (Measurement)*.

10. Publicly Accessible

a. Intent

To ensure that amenity spaces are available to the public.

b. Standards

To meet the requirement for publicly accessible, each amenity space must meet all of the following criteria:

i. The amenity space shall be made permanently available to the general public, at no cost, at minimum between sunrise and sunset daily.

ii. Signs shall be posted at every public entrance to the amenity space in accordance with the Public Amenity Space Sign Standards as established by the Director of Planning, and in accordance with *Div. 4C.11. (Signs)*. Standards include, but are not limited to, the following:

a) Minimum sign dimension, no less than 16 inches by 20 inches;

b) Sign location requirements;

c) Required posting of the hours of operation; and

d) Mandatory language regarding public access.

11. Amenity Features

a. Intent

To ensure that amenity spaces include amenities that create opportunities for social and recreational activity.

b. Standards

To meet the requirement for amenity features, each amenity space must meet all of the following criteria:

i. The amenity space shall provide at least the minimum number of amenity features required by the amenity space type by providing from the list of options in the Amenity Features Menu as established by the Director of Planning, and shall be made permanently available to the tenants of the building.

ii. The location and number of amenity features shall be identified on the proposed plans submitted to the Department of Building and Safety, with the accompanying dimensions called out as required by the selected options.

E. Relief

1. A deviation from amenity design standards may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.

2. A deviation from any amenity design dimensional standard of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.

3. A deviation from any amenity design standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 2C.4. FLOOR AREA RATIO & HEIGHT

Need to make titles consistent with what's on tables. Tables are inconsistent with eachother re: base height, height, bonus height, far, bonus, base, etc.

SEC. 2C.4.1. FLOOR AREA RATIO (FAR)

The measurement of the total floor area of all buildings on a lot in relation to the size of the lot.

A. Intent

To regulate the bulk and massing of buildings on a lot.

B. Applicability

Floor area ratio standards apply to all portions of a lot, and all buildings and structures located on a lot, provided the area counts as floor area according to *Sec. 14.1.7. (Floor Area)*.

C. Standards

1. Base

A lot shall not exceed the maximum base floor area ratio without meeting *Article 9. (Public Benefit Systems)*.

2. Bonus

A lot may exceed the base floor area ratio up to the maximum bonus floor area ratio allowed in *Sec. 9.1.2.C. (Maximum Bonus Floor Area)*.

3. Contextual Infill Incentive

a. 50% of the floor area of preserved existing buildings on a lot is exempt from being included in the calculation of floor area, for the purposes of calculating FAR.

b. [add x-ref to new dev standards section on Contextual Infill Incentive?]

4. Active Space Floor Area Incentive

a. The active space floor area incentive is applicable where specified by the Form District (Part 2B).

b. For every 2,000 square feet of lot area, a maximum of 500 square feet that is dedicated to active space located on the ground-story is exempt from being included in the calculation of floor area, for the purposes of calculating FAR. [Need to add to district tables]

c. Active space includes all ground-story floor area which is designed and intended for General Commercial uses, Institutional uses, or Common Indoor Amenity Space. Areas for circulation, storage, mechanical equipment, utilities, and waste collection shall not account for more than 15% of an area designed as active space.

D. Measurement

1. Floor area ratio is calculated by dividing the total floor area on a lot by the lot area.
2. For the measurement of floor area, see *Sec. 14.1.7. (Floor Area)*.
3. For the purpose of calculating FAR, portions of a lot designated for private streets may be counted as lot area. For the measurement of lot area, see *Sec. 2C.1.1. (Lot Area)*.
4. For the purpose of calculating FAR, lot area is the same as buildable area referred to in *Section 104(e) (Floor Area Restriction) of the City of Los Angeles Charter*.
5. The Downtown Community Plan Implementation Overlay (CPIO) may define and measure buildable area differently than outlined in *Sec. 2C.4.1.* for the purpose of calculating the maximum floor area using bonus FAR.

E. Relief

1. Additional FAR may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.
2. For projects that include multiple parcels having different applied *Form Districts (Part 2B)*, floor area averaging across the development site may be requested, in accordance with *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

a. Supplemental Findings

In addition to the findings in *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also find that the project meets the following conditions:

i. The project meets the definition of unified development,

ii. All lots included in the project have a *Commercial-Mixed (Div. 5B.6.)*, *Commercial (Div. 5B.7.)*, *Industrial-Mixed (Div. 5B.8)*, or *Industrial Use Districts (Div. 5B.9.)* applied, or the project is located entirely in the Downtown Community Plan Area and all lots included in the project have a *Residential-Mixed (Div. 5B.5.)*, *Commercial-Mixed (Div. 5B.6.)*, *Commercial (Div. 5B.7.)*, *Industrial-Mixed (Div. 5B.8)*, or *Industrial Use Districts (Div. 5B.9.)* applied.

iii. Where any individual lot exceeds the maximum floor area ratio specified by the applied *Form District (Part 2B)*, the total floor area across all lots included in the unified development shall not exceed the sum of the maximum floor areas allowed across all lots as calculated based on the maximum floor are ratio specified by each applied *Form District (Part 2B)*.

b. Supplemental Procedures

If the Zoning Administrator approves floor area averaging, then the applicants shall file a covenant running with the land with the Department of Building and Safety, prior to the issuance of any building permits, that specified the following:

i. The operation and maintenance of the development as a unified development is continued into perpetuity;

ii. The floor area used and the remaining unbuilt floor area, if any, is allocated to each lot;

iii. The unifying design elements are maintained and continued into perpetuity; and

iv. An individual or entity is specified to be responsible and accountable for compliance and the fee for the annual inspection of compliance by the Department of Building and Safety, required pursuant to *LAMC Sec. 19.11. (Annual Inspection of Compliance with Floor Area Ratio Averaging and Residential Density Transfer Covenants)*.

SEC. 2C.4.2. HEIGHT IN FEET

The vertical dimension of a building or structure measured in feet.

A. Intent

To provide adequate light, air, safety, and to protect the character of an area and the interests of the general public.

B. Applicability

Maximum height in feet requirements apply to all buildings and structures on a lot where the applied *Form District (Part 2B)* specifies a maximum height in feet standard, unless listed as an exception in *Sec. 2C.4.2.E. (Exceptions)*.

C. Standards

1. Base

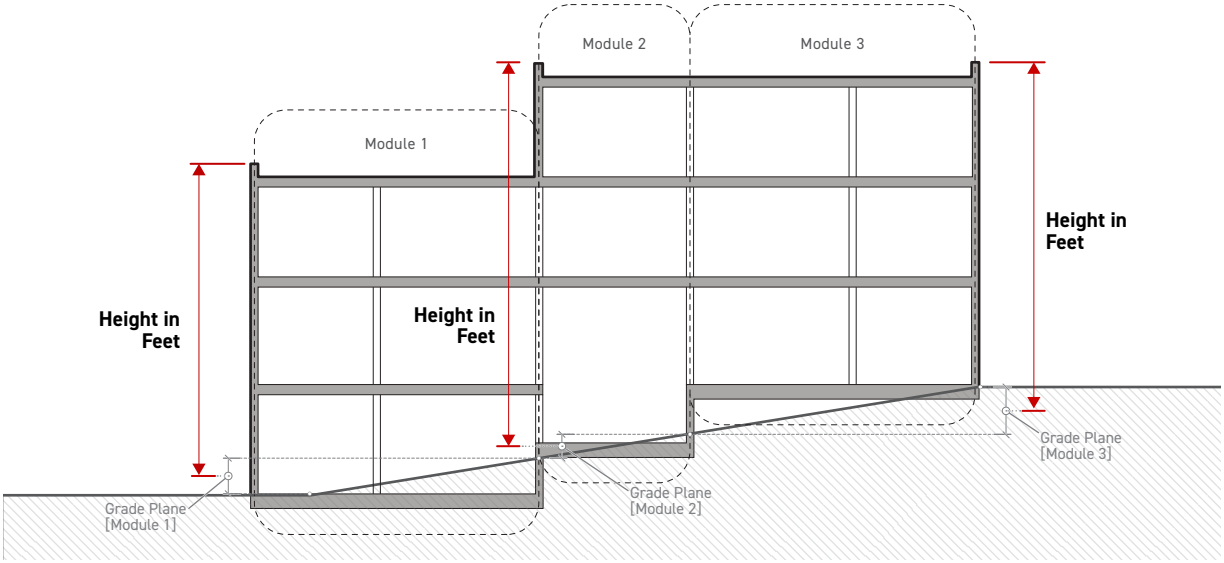
Buildings and structures shall not exceed the base maximum height in feet without meeting *Div. 9.3. (Community Benefits Program)*.

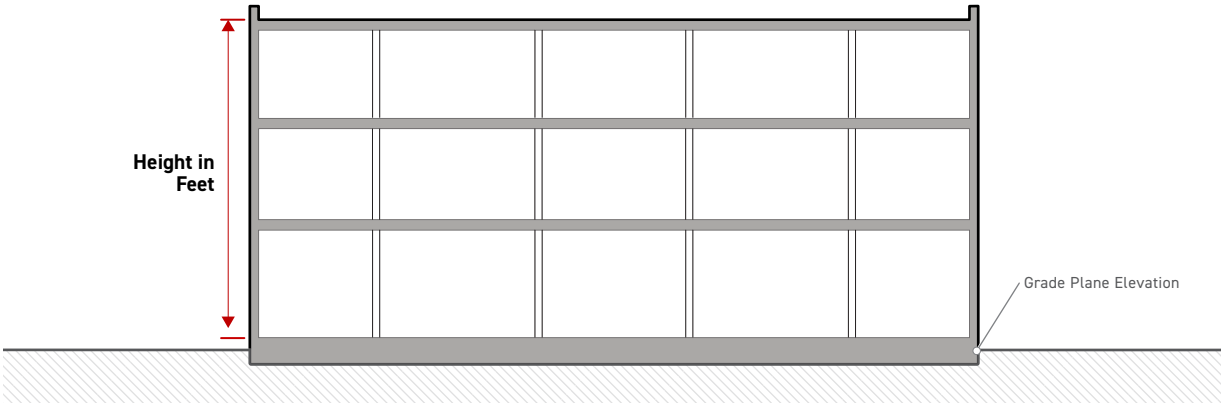
2. Bonus

Buildings and structures may exceed the base maximum height in feet up to the bonus maximum height in feet as allowed in *Div. 9.3. (Community Benefits Program)*.

D. Measurement

1. Maximum height in feet is measured as the vertical distance from grade plane to the top of the roof structure. One or more grade plane modules may be established for each building, as shown below. See *Sec. 14.1.9.D. (Building Module Method, Grade Plane Elevation)*.





2. Regardless of established grade plane, buildings shall also comply with ground floor elevation standards in *Article 3. (Frontage)*.

3. [need to add measurement of house scale/sloped roof buildings height]

E. Exceptions

The followings are allowed beyond the maximum height in feet, as specified below:

ALLOWED VERTICAL ENCROACHMENTS			
	Form District Height (max)		
	45' or less	> 45' to 75'	> 75'
Mechanical/Electrical Equipment *(See Sec. 14.1.5.B.1.b.)*			
Encroachment (max)	3'	5'	10'
Setback from roof edge (min)	3'	3'	5'
Architectural Elements *(See Sec. 14.1.5.B.1.c.)*			
Encroachment (max)	5'	5'	10'
Setback from roof edge (min)	3'	3'	5'
Vertical Circulation *(See Sec. 14.1.5.B.1.d.)*			
Encroachment (max)	10'	10'	10'
Setback from roof edge (min)	5'	5'	5'
Safety Barriers *(See Sec. 14.1.5.B.1.e.)*			
Encroachment (max)	6'	6'	6'
Setback from roof edge (min)	0'	0'	0'
Unenclosed Structures *(See Sec. 14.1.5.B.1.f.)*			
Encroachment (max)	8	8	8'
Setback from roof edge (min)	5'	5'	5'
Flatwork *(See Sec. 14.1.5.B.1.g.)*			
Encroachment (max)	2.5'	2.5'	2.5
Setback from roof edge (min)	1'	1'	1'
Plants *(See Sec. 14.1.5.B.1.h.)*			
Encroachment (max)	unlimited	unlimited	unlimited
Setback from roof edge (min)	1'	1'	1'

F. Relief

1. Increased building maximum height in feet of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.

2. Increased vertical encroachments of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.

3. Increased maximum building height in feet or vertical encroachments may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 2C.4.3. HEIGHT IN STORIES

The vertical dimension of a building measured in stories.

A. Intent

1. Maximum height in stories standards are intended to provide adequate light, air, safety, and to protect the character of an area and the interests of the general public. Intended to help provide a variety in building heights and to help ensure that story heights are not reduced to fit within a maximum height in feet.

2. Minimum height in stories standards are intended to provide a method of establishing a minimum level of intensity on a lot, and ensure that lots are not underdeveloped.

B. Applicability

1. Maximum height in stories standards apply to all buildings and structures on a lot where the applied *Form District (Part 2B)* specifies a maximum height in stories standard, unless listed as an exception in *Sec. 2C.4.3.E. (Exceptions)*.

2. Minimum height in stories requirements apply to all buildings on a lot where the applied *Form District (Part 2B)* specifies a minimum height in stories standard.

C. Standards

1. Maximum Height in Stories

a. Base

Buildings and structures shall not exceed the base maximum height in stories without meeting *Div 9.3. (Community Benefits Program)*.

b. Bonus

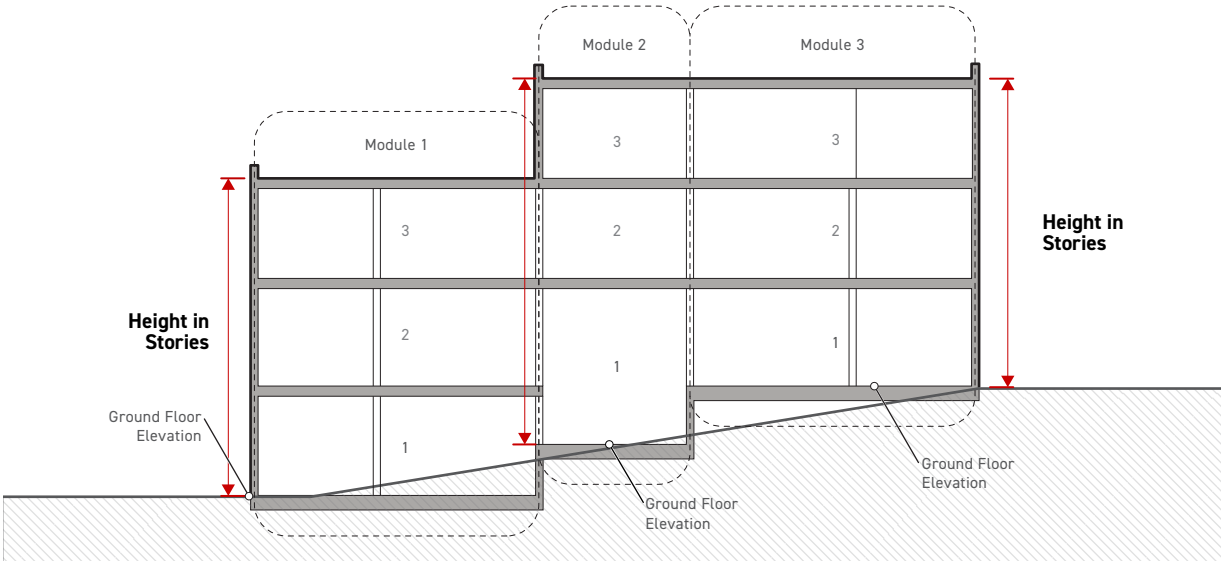
Buildings and structures may exceed the base maximum height in stories up to the bonus maximum height in stories as allowed in *Div. 9.3. (Community Benefits Program)*.

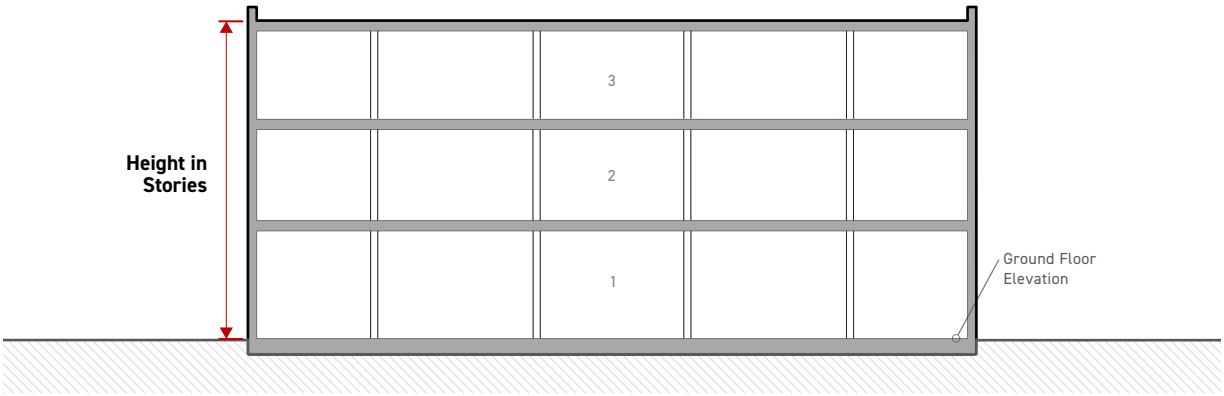
2. Minimum Height in Stories

Each portion of building width used to meet the minimum build-to width standard specified by the applied *Frontage District (Part 3B)* shall contain *floor area* for a depth no less than 15 feet on every story above the ground floor elevation, up to, and including the minimum height in stories specified by the applied *Form District (Part 2B)*.

D. Measurement

1. Height in stories is measured as the number of stories above the ground floor elevation for each module of the building as shown below. See *Sec. 14.1.9.D. (Building Module, Grade Plane Elevation)*.





2. For determining ground story, see *Sec. 14.1.10.A. (Ground Story)*.

E. Exceptions

The following encroachments are allowed beyond the maximum height in stories, as specified below:

ALLOWED VERTICAL ENCROACHMENTS			
	Form District Height (max)		
	3 Stories or Less	3 to 6 Stories	More than 6 Stories
Mechanical/Electrical Equipment *(See Sec. 14.1.5.B.1.b.)*			
Encroachment (max)	3'	5'	10'
Setback from roof edge (min)	3'	3'	5'
Architectural Elements *(See Sec. 14.1.5.B.1.c.)*			
Encroachment (max)	5'	5'	10'
Setback from roof edge (min)	3'	5'	5'
Vertical Circulation *(See Sec. 14.1.5.B.1.d.)*			
Encroachment (max)	10'	10'	10'
Setback from roof edge (min)	5'	5'	5'
Safety Barriers *(See Sec. 14.1.5.B.1.e.)*			
Encroachment (max)	6'	6'	6'
Setback from roof edge (min)	0'	0'	0'
Unenclosed Structures *(See Sec. 14.1.5.B.1.f.)*			
Encroachment (max)	8'	8'	8'
Setback from roof edge (min)	5'	5'	5'
Flatwork *(See Sec. 14.1.5.B.1.g.)*			
Encroachment (max)	2.5'	2.5'	2.5'
Setback from roof edge (min)	1'	1'	1'
Vegetation *(See Sec. 14.1.5.B.1.h.)*			
Encroachment (max)	unlimited	unlimited	unlimited
Setback from roof edge (min)	1'	1'	1'

F. Relief

1. An increase in maximum height in stories may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

2. A reduction in minimum height in stories of 1 story may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.

3. A reduction in minimum height in stories may be requested as a Class 1 Conditional Use Permit. In addition to the findings otherwise required by *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, the Zoning Administrator shall also find that the reduction would be consistent with prevailing heights along the block face.

4. A reduction in minimum height in stories may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 2C.4.4. CITY HALL HEIGHT RESTRICTION

A restriction to the vertical dimension of a building based-on proximity and height relative to Los Angeles City Hall.

A. Intent

To maintain the prominence of the historic Los Angeles City Hall tower in the Downtown Civic Center area by ensuring that the height of the tower remains significantly taller than any other building surrounding City Hall.

B. Applicability

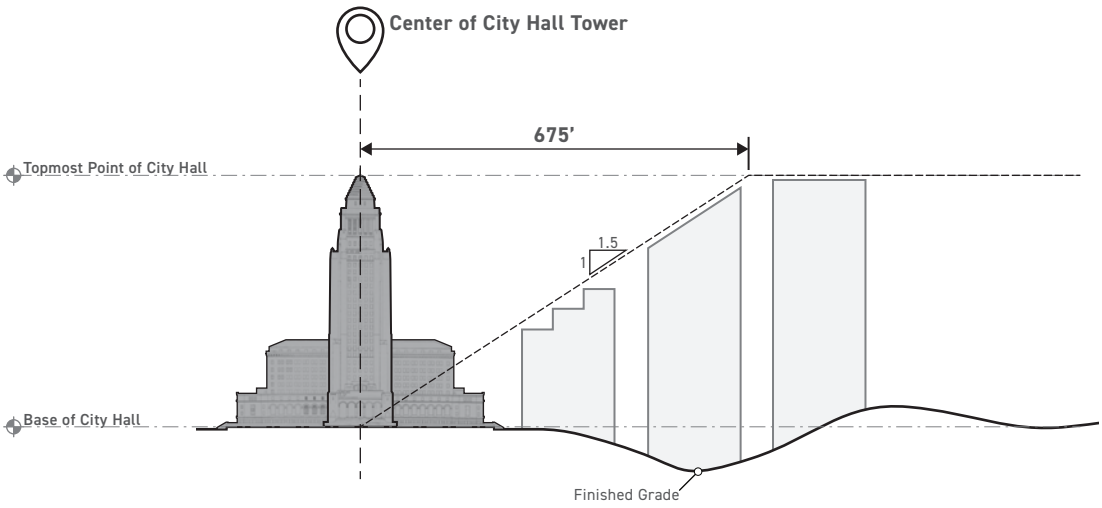
All buildings and structures on lots where the applied *Frontage District (Part 3B)* specifies "yes" for City Hall height restriction.

C. Standards

1. For portions of buildings or structures within 675 feet of the City Hall tower, no portion of a building or structure may be located above an elevation equal to 1.5 times its distance from City Hall tower plus the elevation at the base of City Hall, as measured from sea level.

2. For portions of buildings or structures located more than 675 feet from the historic Los Angeles City Hall tower, no portion of a building or structure may be located above the elevation of the topmost point of City Hall tower.

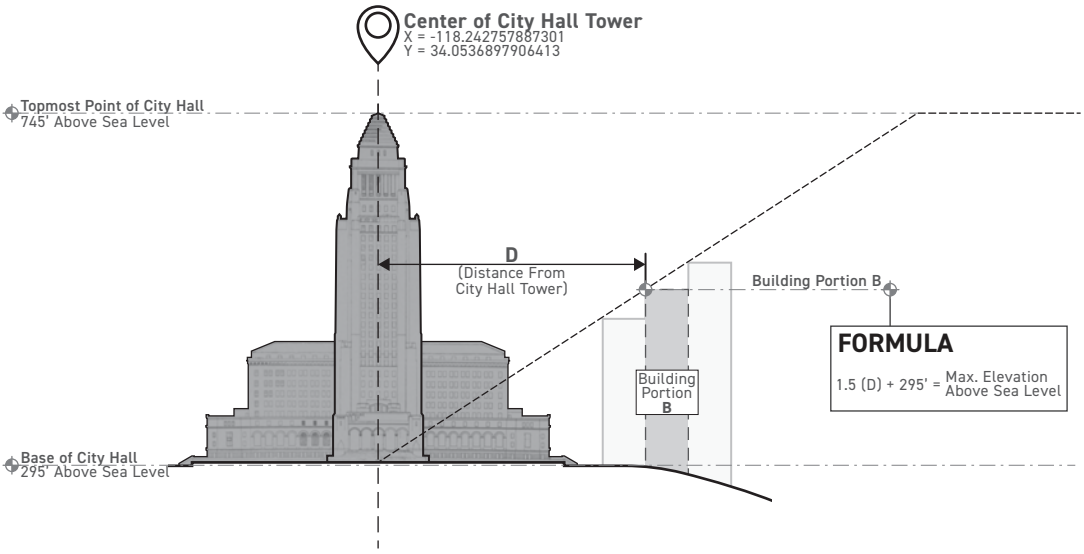
CITY HALL HEIGHT RESTRICTION



D. Measurement

1. Maximum Height

The maximum elevation of a building or portion of a building can be calculated using the following formula: 1.5(Distance) + 295' = Maximum Elevation Above Sea Level



2. Distance from City Hall Tower

Distance from City Hall tower is measured horizontally outward from the center point of the tower. The center point of the tower is considered to be located at the following geographic coordinates:

X = -118.242757887301
Y = 34.0536897906413

3. Topmost point of City Hall Tower

The topmost point of the City Hall tower is considered to be located at 745 feet above sea level. Any portion of a building or structure located below this elevation is considered to be located below the topmost point of the tower.

4. Base of City Hall Tower

The base of City Hall is considered to be located at 295 feet above sea level.

E. Relief

An increase in building height above the City Hall height restriction may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 2C.5. UPPER-STORY BULK

SEC. 2C.5.1. BULK PLANE [DELETE]

An imaginary sloping plane rising inward over the lot that limits building height based on its proximity to site lot lines.

A. Intent

To push taller buildings and structures towards the center of a lot and reduce looming impacts on neighboring properties, promoting privacy and solar access.

B. Applicability

Bulk plane requirements apply to all buildings and structures on a lot.

C. Standards

All buildings and structures shall fit entirely within the bulk plane, no encroachments are allowed outside the bulk plane.

D. Measurement

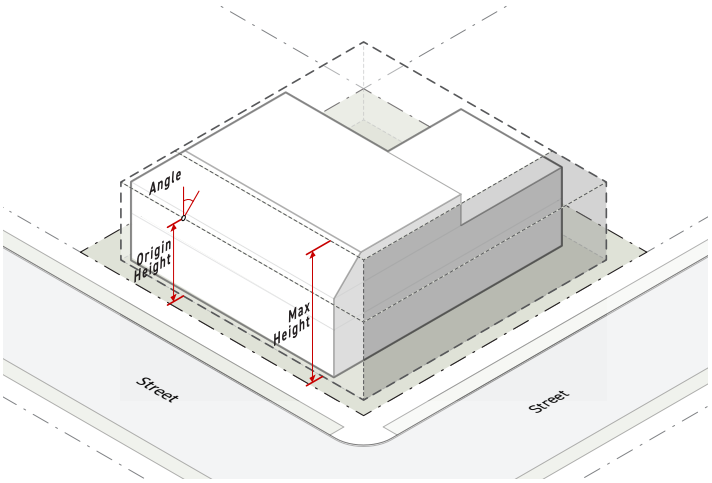
A bulk plane is measured vertically from all applicable lot line setbacks upwards to the origin height. Above the bulk plane origin height, the plane slopes inward at the angle specified by the bulk plane angle.

1. Origin Height

The origin height is measured vertically from the minimum setback. Where no minimum setback is required, the origin height is measured vertically from the lot line.

2. Angle

The angle of elevation is measured upward, where 0° would prohibit any height above the origin height and 90° allows continuous vertical height from a minimum setback to the maximum height allowed.



E. Relief

1. Increased bulk plane origin height of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustments)* or as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

2. Increased bulk plane angle may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 2C.5.2. WALL PLATE HEIGHT

The vertical dimension of the wall of a building that supports the roof structure.

A. Intent

To help reduce the impact of taller building walls along the public realm and from abutting properties.

B. Applicability

The maximum upper wall plate height requirement applies to all buildings on a lot where the applied Form District (Part 2B) specifies a maximum upper wall plate height standard.

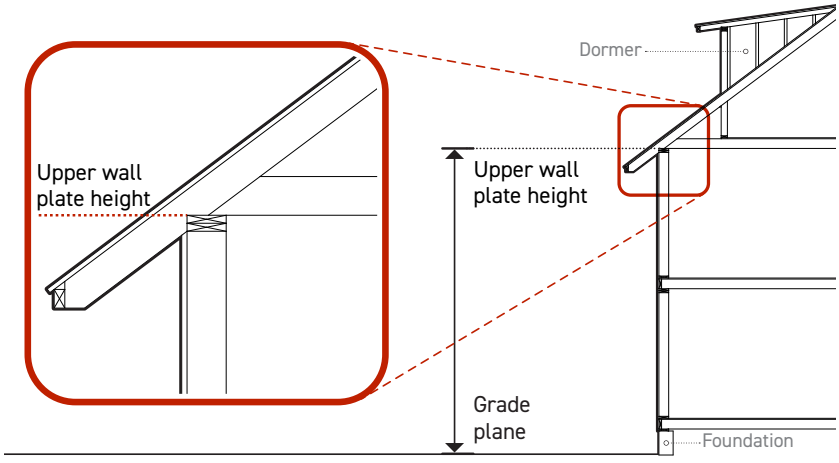
C. Standards

1. No upper wall plate shall exceed the maximum upper wall plate height standard.

2. The roof may continue in height up to the maximum height in feet specified by the zoning district.

D. Measurement

Upper wall plate height is measured along each exterior wall of a building from grade plane to the top of the uppermost wall plate of the building.



E. Relief

1. An increase in the maximum upper wall plate height of 20% or less may be requested in accordance with Sec. 13B.5.2. (Adjustments).

2. An increase in the maximum upper wall plate height of more that 20% has to be requested as a variance in accordance with Sec. 13B.5.3. (Variance).

SEC. 2C.5.3. DISTRICT BOUNDARY HEIGHT TRANSITION

A reduction in the maximum height of a building for a limited depth where abutting districts have substantially lower height allowances.

A. Intent

To prevent looming impacts and reduce the perceived bulk and mass of buildings along zoning district boundaries where maximum height standards change significantly.

B. Applicability

1. District boundary height transition standards apply to all applicable lots specified by the Form District (Part 2B). [need to add to tables, and remove/edit on low-rise table]

2. District boundary height transition standards apply to lots abutting a lot with a maximum height of 36 feet or less. A lot is considered abutting when it shares a lot line with the subject lot.

3. District boundary height transition standards apply to through-lots adjoining a lot with a maximum height of 36 feet or less, located across a collector or local street. Lots adjoined by an alley do not apply. For designation of street types see X.

C. Standards

1. All structures located on an applicable lot shall comply with district boundary height transition standards unless listed as an exception in Sec. 2C.5.3.E (Exceptions).

2. Where a district boundary height transition is required for an applicable lot abutting a lot with a maximum height of 36 feet or less, no portion of a building or structure located within 45 feet of the lot line located closest to the abutting lot shall have a height greater than the maximum height allowed by the abutting district.

3. Where a district boundary height transition is required for a through-lot adjoining a lot with a maximum height of 36 feet or less, located across a collector or local street, no portion of a building or structure shall have a height greater than 45 feet, until a stepback of 15 feet or more in depth is provided. [need max lot depth....once past x feet into lot, no stepback required?]

   [insert new graphics]

D. Measurement

[to be inserted]

stepback depth is measured as the horizontal distance... from facade below...

E. Exceptions

The following are allowed to encroach into the district boundary height transition as listed below:

ALLOWED HORIZONTAL ENCROACHMENTS	
Architectural Details *(Sec. 14.1.5.A.1.a.)*	
Encroachment (max)	2'
Roof Projections *(Sec. 14.1.5.A.1.b.)*	
Encroachment (max)	2.5'
Unenclosed Structures *(Sec. 14.1.5.A.1.c. - Sec. 14.1.5.A.1.d.)*	
Encroachment (max)	5'
Enclosed Structures: Projecting *(Sec. 14.1.5.A.1.e.)*	
Encroachment (max)	2.5'
Mechanical/Electrical Equipment *(Sec. 14.1.5.A.1.f. - Sec. 14.1.5.A.1.g.)*	
Encroachment (max)	1.5'

ALLOWED VERTICAL ENCROACHMENTS	
Mechanical/Electrical Equipment *(See Sec. 14.1.5.B..1.b.)*	
Encroachment (max)	5'
Setback from roof edge (min)	3'
Architectural Elements *(See Sec. 14.1.5.B.1.c.)*	
Encroachment (max)	5'
Setback from roof edge (min)	2'
Safety Barriers *(See Sec. 14.1.5.B.1.e.)*	
Encroachment (max)	4'
Setback from roof edge (min)	0'
Unenclosed Structures *(See Sec. 14.1.5.B.1.f.)*	
Encroachment (max)	8
Setback from roof edge (min)	2'
Flatwork *(See Sec. 14.1.5.B.1.g.)*	
Encroachment (max)	2.5'
Setback from roof edge (min)	1'
Vegetation *(See Sec. 14.1.5.B.1.h.)*	
Encroachment (max)	unlimited
Setback from roof edge (min)	1'

F. Relief

1. [to be inserted]

SEC. 2C.5.4. STREET STEP-BACK

A step-like recess in the massing of a building that requires that ~~upper stories to pushed back from the lower stories from the street.~~ stories above a certain height be pushed back farther from the street.

A. Intent

To reduce the perceived bulk and mass of a building along facades facing public ways, ensuring a height along the street that is appropriate to its neighboring context, while allowing for additional building height.

B. Applicability

Street step-back requirements apply to all buildings or structures on a lot that face a frontage lot line unless listed as an exception in *Sec. 2C.5.2.E. (Exceptions)*.

C. Standards

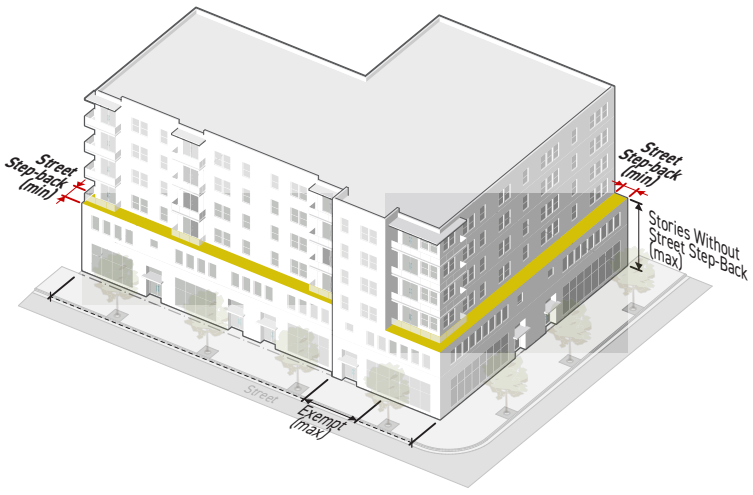
The following standards shall be met for a minimum of 85% of the building width:

1. All stories above the maximum stories without street step-back shall be stepped back from the street-facing facade by at least the minimum street step-back depth, as specified by the applied *Form District (Part 2B)*.

2. No building or structure may extend into a minimum street step-back depth, except where allowed in *Sec. 2C.5.2.E. (Exceptions)*.

3. Buildings having a height less than the maximum stories without street step-back are not required to provide a street step-back.

4. Where a street step-back is required, no less than the minimum number of stories without street step-back, specified by the applied *Form District (Part 2B)*, shall be provided.



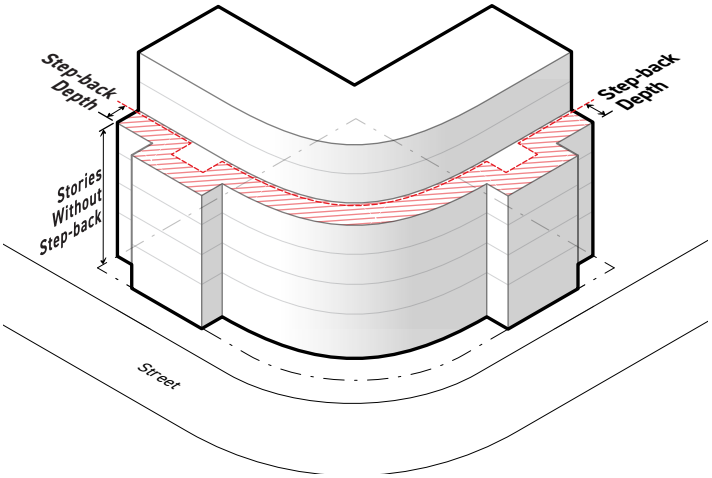
D. Measurement

1. Stories Without Street Step-back

Stories without street step-back is measured according to *Sec. 2C.4.3. (Height in Stories)*.

2. Street Step-back Depth

The minimum street step-back depth is measured as the horizontal distance from the outermost edge of the building facade associated with the topmost story without street step-back to the outermost edge of the facade of the stepped back stories. Street step-back depth is required regardless of the provided or required street setback.



E. Exceptions

The following are allowed to encroach beyond the street step-back as listed below:

ALLOWED HORIZONTAL ENCROACHMENTS	
Architectural Details *(Sec. 14.1.5.A.1.a.)*	
Encroachment (max)	2'
Roof Projections *(Sec. 14.1.5.A.1.b.)*	
Encroachment (max)	2.5'
Unenclosed Structures *(Sec. 14.1.5.A.1.c. - Sec. 14.1.5.A.1.d.)*	
Encroachment (max)	5'
Enclosed Structures: Projecting *(Sec. 14.1.5.A.1.e.)*	
Encroachment (max)	2.5'
Mechanical/Electrical Equipment *(Sec. 14.1.5.A.1.f. - Sec. 14.1.5.A.1.g.)*	
Encroachment (max)	1.5'

ALLOWED VERTICAL ENCROACHMENTS	
Mechanical/Electrical Equipment *(See Sec. 14.1.5.B..1.b.)*	
Encroachment (max)	5'
Setback from roof edge (min)	3'
Architectural Elements *(See Sec. 14.1.5.B.1.c.)*	
Encroachment (max)	5'
Setback from roof edge (min)	2'
Safety Barriers *(See Sec. 14.1.5.B.1.e.)*	
Encroachment (max)	4'
Setback from roof edge (min)	0'
Unenclosed Structures *(See Sec. 14.1.5.B.1.f.)*	
Encroachment (max)	8
Setback from roof edge (min)	2'
Flatwork *(See Sec. 14.1.5.B.1.g.)*	
Encroachment (max)	2.5'
Setback from roof edge (min)	1'
Vegetation *(See Sec. 14.1.5.B.1.h.)*	
Encroachment (max)	unlimited
Setback from roof edge (min)	1'

F. Relief

1. A reduced street step-back depth of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustments)* or as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

2. Increased stories without street step-back may be requested only as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 2C.6. BUILDING MASS

SEC. 2C.6.1. BUILDING WIDTH

The horizontal dimension of any building or collection of abutting buildings on a lot.

A. Intent

1. To promote fine-grained patterns of development and prevent long buildings that are significantly out of context with traditional patterns by breaking wide buildings into multiple, clearly distinguished building widths.

2. To encourage larger projects to provide open space for pedestrians and recreation.

B. Applicability

1. Building width requirements apply to all frontage lot line-facing buildings or structures on a lot.

2. Building width requirements apply only to portions of buildings and structures located above the ground floor elevation.

3. Building width requirements do not apply to exceptions listed in *Sec. 2C.6.1.F. (Exceptions)*.

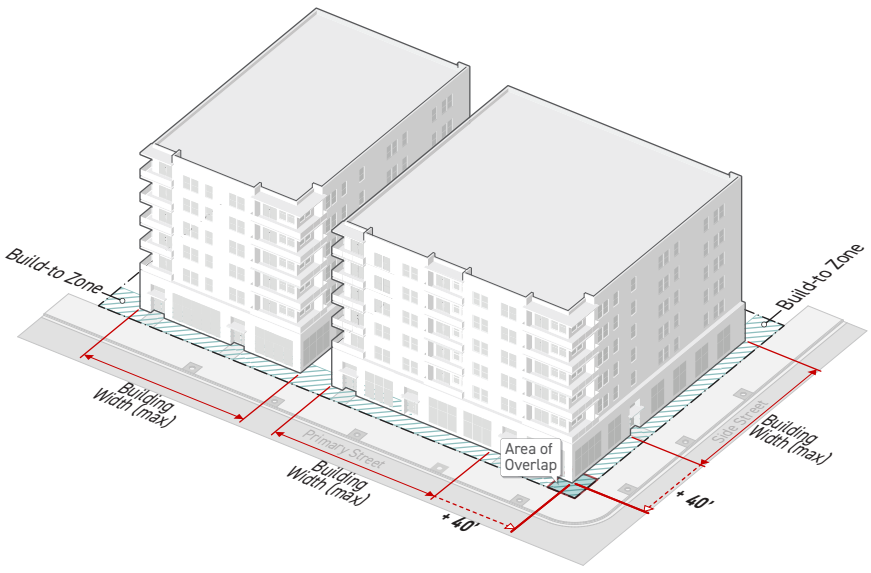
C. Standards

1. General

a. No applicable building or collection of abutting buildings located on the same lot shall be wider than the maximum building width specified by the applied *Form District (Part 2B)*.

b. Buildings that are located on separate lots, share no interior circulation, and are structurally independent, are considered separate buildings for the purpose of measuring building width.

c. A building on a corner lot within the build-to zone area of overlap is allowed to exceed the maximum building width by up to 40 feet along both primary and side street lot lines.



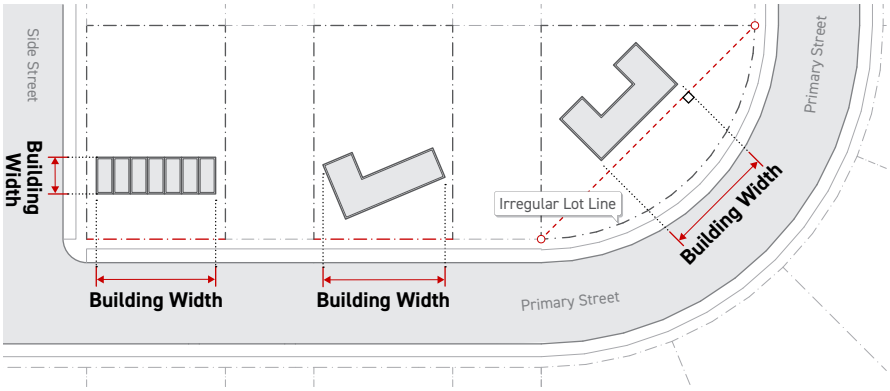
d. In order to establish buildings on the same lot as separate buildings for the purpose of measuring maximum building width, a building break meeting the standards in *Sec. 2C.2.6.1.E. (Building Break)* shall be provided between the buildings.

2. Bonus Building Width

Buildings and structures may exceed the maximum building width up to the bonus building width in feet, as specified by the Form District (Part 2B) as allowed in Div. 9.3. (Community Benefits Program).

D. Measurement

1. Building width is measured horizontally and parallel to each primary street lot line and side street lot line from one end of an applicable building or collection of abutting buildings to the opposite end.



2. For frontage lot line-facing, see *Sec. 14.1.6. (Facing)*.

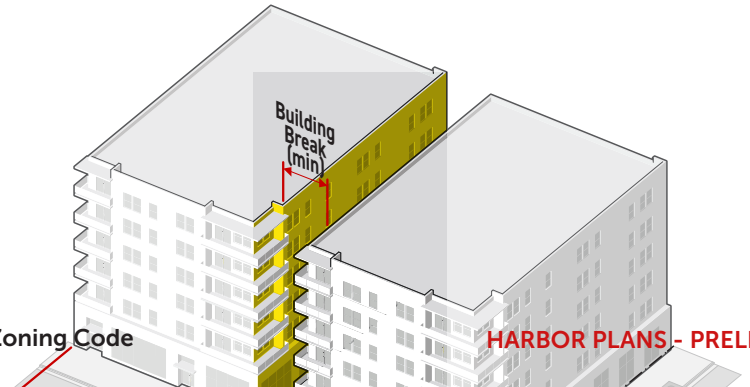
3. For measuring building width on irregular lot lines, see *Sec. 14.1.14. (Parallel or Perpendicular to irregular Lot line)*.

E. Building Break

1. Standards

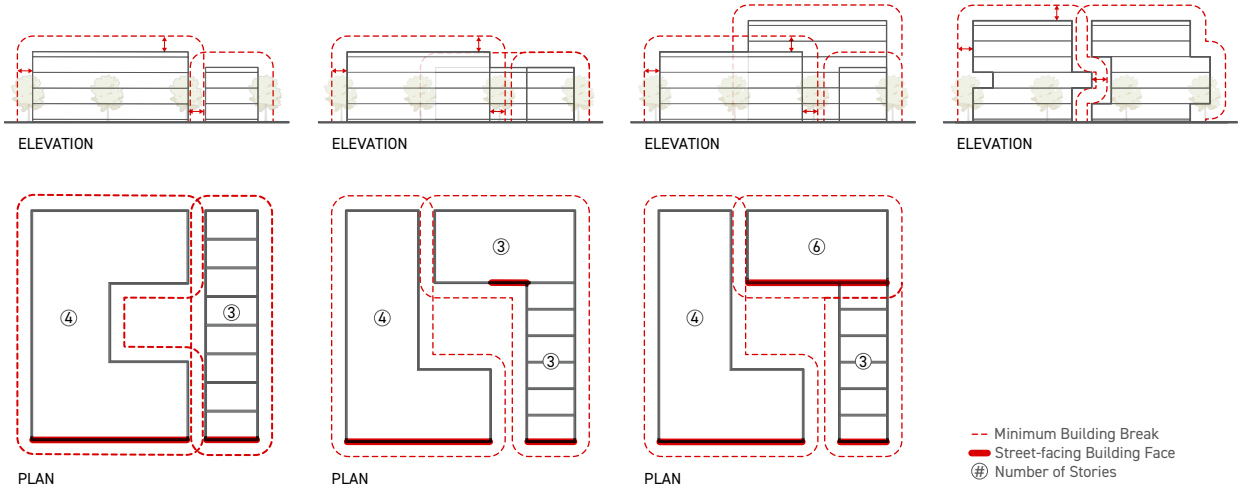
a. All buildings and collections of abutting buildings located on the same lot shall be separated by at least the minimum building break dimension in order to establish them as separate buildings for the purpose of measuring building width.

b. No building or structure shall encroach into the building break, except where allowed in *Sec. 2C.6.1.F. (Exceptions)*.



2. Measurement

A building break is measured perpendicular to the outermost surface of each applicable portion of a building both vertically and horizontally.



F. Exceptions

1. Encroachments

The following are allowed to encroach into the building break, as listed below:

ALLOWED HORIZONTAL ENCROACHMENTS	
Architectural Details *(Sec. 14.1.5.A.1.a.)*	
Encroachment (max)	2'
Clear width (min)	3'
Roof Projections *(Sec. 14.1.5.A.1.b.)*	
Encroachment (max)	2.5'
Clear width (min)	3'
Unenclosed Structures *(Sec. 14.1.5.A.1.d. - Sec. 14.1.5.A.1.d.)*	
Encroachment (max)	5'
Clear width (min)	3'
Mechanical/Electrical Equipment *(Sec. 14.1.5.A.1.f. - Sec. 14.1.5.A.1.g.)*	
Encroachment (max)	1.5'
Clear width (min)	3'

2. Building Break Outdoor Amenity Space Alternative

As an alternative to a building break, a street-facing outdoor amenity space that meets the following standards may be used to establish buildings or collections of abutting buildings as separate buildings for the purpose of measuring maximum building width:

a. The outdoor amenity space shall meet the design standards for outdoor amenity space in *Sec. 2C.3.3.A. (Outdoor Amenity Space)*.

b. The outdoor amenity space width shall be at least 2 times the minimum building break dimension specified in the applied *Form District (Part 2B)*, measured parallel to the applicable street lot line.

c. The outdoor amenity space width shall not be greater than the maximum building width, measured parallel to the applicable street lot line.

d. The outdoor amenity space depth shall be at least 5 times the minimum building break dimension specified in the applied *Form District (Part 2B)*, measured perpendicular to the street lot line.

e. A minimum of 75% of the outdoor amenity space area shall meet the design standards in *Sec. 2C.3.3.C. (Pedestrian Amenity Space)*.

f. The outdoor amenity space may count toward the required minimum build-to width required by the applied *Frontage District (Part 3B)*, provided it meets the requirements of *Sec. 3C.1.3.E. (Build-to Width Exceptions)*.

g. Any portion of the outdoor amenity space may count toward lot amenity space in *Sec. 2C.3.1. (Lot Amenity Space)* and residential amenity space in *Sec. 2C.3.2. (Residential Amenity Space)*, provided it meets all applicable standards.



G. Relief

1. Increased building width of 20% or less or reduced building break of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.

2. Increased building width or reduced building break may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 2C.6.2. FACADE WIDTH

The width of a street-facing building facade that is uninterrupted by a facade break.

A. Intent

To add visual interest and reduce the perceived horizontal scale of facades along public ways by limiting the length of uninterrupted facades and breaking wide facades into multiple, clearly-distinguished facade widths, encouraging large projects to provide areas for pedestrians away from the clear path of the public sidewalk.

B. Applicability

Where specified by the applied *Form District (Part 2B)*, facade width requirements apply to all buildings or structures on a lot that both face a frontage lot line and are located within 30 feet of the frontage lot line.

C. Standards

1. No building facade shall be wider than the maximum facade width specified by the applied *Form District (Part 2B)*.

2. In order to establish facades as separate facades for the purpose of meeting a maximum facade width standard, a facade break meeting the standards of *Sec. 2C.6.2.E. (Facade Break)* shall be provided.

D. Measurement

Facade width is measured horizontally, parallel to street lot lines, from the edge of each street-facing facade to the opposite edge of the facade.

E. Facade Break

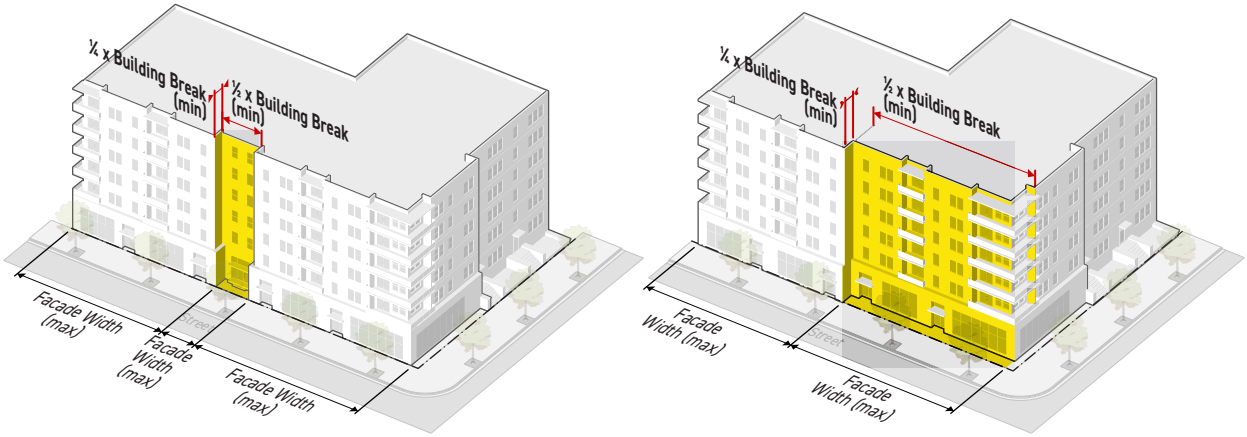
1. Standards

a. The width of a facade break shall be at least one-half of the minimum building break.

b. The width of a facade break shall not be greater than the maximum facade width.

c. The depth of a facade break shall be at least one-quarter of the minimum building break.

d. No structure or equipment shall encroach into a facade break, except where allowed in *Sec. 2C.6.3.D. (Exceptions)*.



2. Measurement

a. Facade break width is measured horizontally, parallel to street lot lines.

b. Facade break depth is measured horizontally, perpendicular to street lot lines.

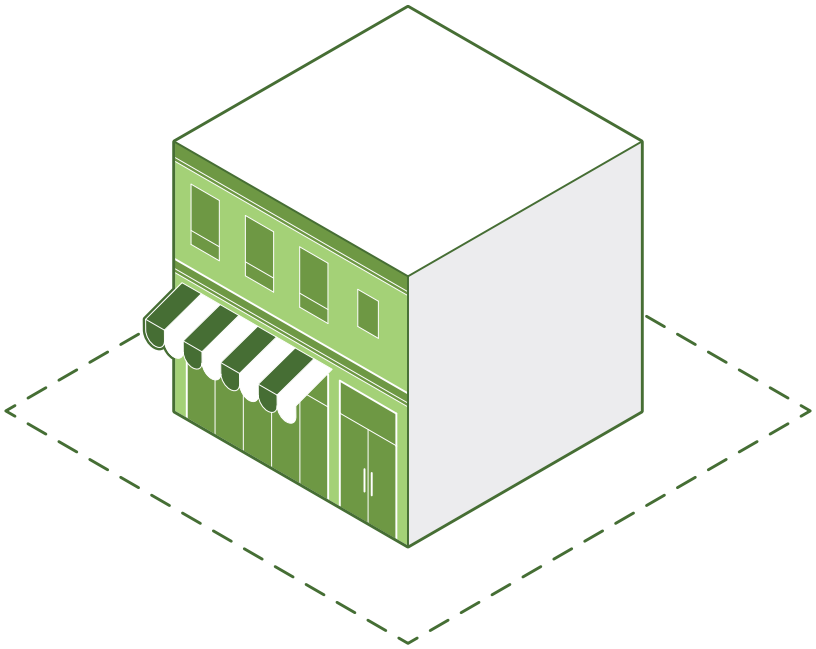
F. Exceptions

Roof projections may encroach into a facade break a maximum of 2.5 feet in depth.

G. Relief

1. Increased maximum facade width or reduction in minimum facade break of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.

2. Deviation from maximum facade width and minimum facade break may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.



ARTICLE 3. **FRONTAGE**

[FORM - **FRONTAGE** - STANDARDS] [USE - DENSITY]

Part 3A. **Introduction**

Part 3B. **Frontage Districts**

Part 3C. **General Frontage Rules**

Part 3D. **Character Frontage Rules**

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DIV. 3A.1. ORIENTATION

SEC. 3A.1.1. RELATIONSHIP TO ZONE STRING

A zone string is composed of the following districts:



The Frontage District is a separate and independent component of each zone.

SEC. 3A.1.2. HOW TO USE ARTICLE 3 (FRONTAGE)

A. Identify the Applied Frontage District

The second component in a zone string identifies the Frontage District applied to a property.

B. Frontage District Standards

Frontage District standards are outlined in *Part 3B. (Frontage Districts)*. Each Frontage District page identifies the standards specific to that Frontage District.

C. Interpreting Frontage District Standards

Each Frontage rule category on a Frontage District page in *Part 3B. (Frontage Districts)* provides a reference to *Part 3C. (General Frontage Rules)* or *Part 3D. (Character Frontage Rules)*, where the standards within that rule category are explained in detail. *Part 3D. (Character Frontage Rules)* may reference *Part 3C. (General Frontage Rules)* for standards that are common to both Character Frontages and General Frontages.

Frontage District Example:

Zone String

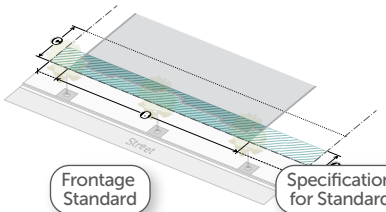
[LM2-**MU2**-5] [RG1-FA]

Find Your Frontage District

Part 3B (Frontage Districts)

SEC. 3B.2.3. **MULTI-UNIT 2 (MU2)**

A. Lot



Frontage Standard

Specification for Standard

	Primary	Side
BUILD-TO	*Div. 3C.1.*	
Applicable stories (min)	1	1
Ⓐ Build-to range (min/max)	0'/10'	0'/15'
Ⓑ Build-to width (min)	70%	40%
Pedestrian amenity allowance (max)	n/a	n/a
PARKING	*Div. 3C.2.*	
Ⓒ Frontage setback (min)	20'	5'
LANDSCAPING	*Div. 3C.3.*	
Planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A2	A2

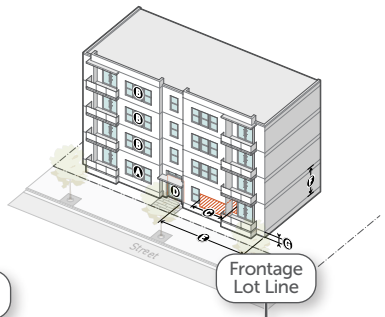
Frontage Rule Category

Label on Graphic

No Label on Graphic

Standard Does Not Apply

B. Facade



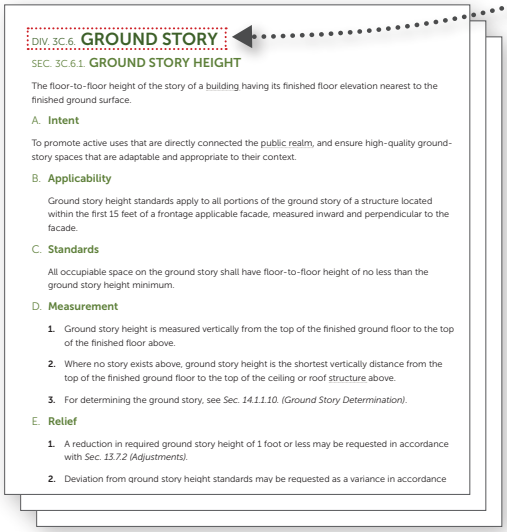
Frontage Lot Line

	Primary	Side
TRANSPARENCY	*Div. 3C.4.*	
Ⓐ Ground story (min)	30%	30%
Ⓑ Upper stories (min)	20%	20%
Ⓒ Dead wall width (max)	35'	45'
ENTRANCES	*Div. 3C.5.*	
Ⓓ Street-facing entrance	Required	n/a
Ⓔ Entrance spacing (max)	50'	100'
Required entry feature	No	No
GROUND STORY	*Div. 3C.6.*	
Ⓕ Ground story height (min)		
Residential (min)	10'	10'
Nonresidential (min)	10'	10'
Ⓖ Ground floor elevation (min/max)		
Residential (min)	-2'/5'	-2'/5'
Nonresidential (min)	-2'/2'	-2'/2'

Link to Rules

Learn More About Your Rules

Part 3C (General Frontage Rules)



DIV. 3C.6. **GROUND STORY**

SEC. 3C.6.1. **GROUND STORY HEIGHT**

The floor-to-floor height of the story of a building having its finished floor elevation nearest to the finished ground surface.

A. **Intent**

To promote active uses that are directly connected the public realm, and ensure high-quality ground-story spaces that are adaptable and appropriate to their context.

B. **Applicability**

Ground story height standards apply to all portions of the ground story of a structure located within the first 15 feet of a frontage applicable facade, measured inward and perpendicular to the facade.

C. **Standards**

All occupiable space on the ground story shall have floor-to-floor height of no less than the ground story height minimum.

D. **Measurement**

1. Ground story height is measured vertically from the top of the finished ground floor to the top of the finished floor above.
2. Where no story exists above, ground story height is the shortest vertically distance from the top of the finished ground floor to the top of the ceiling or roof structure above.
3. For determining the ground story, see *Sec. 14.1.1.10. (Ground Story Determination)*.

E. **Relief**

1. A reduction in required ground story height of 1 foot or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.
2. Deviation from ground story height standards may be requested as a variance in accordance

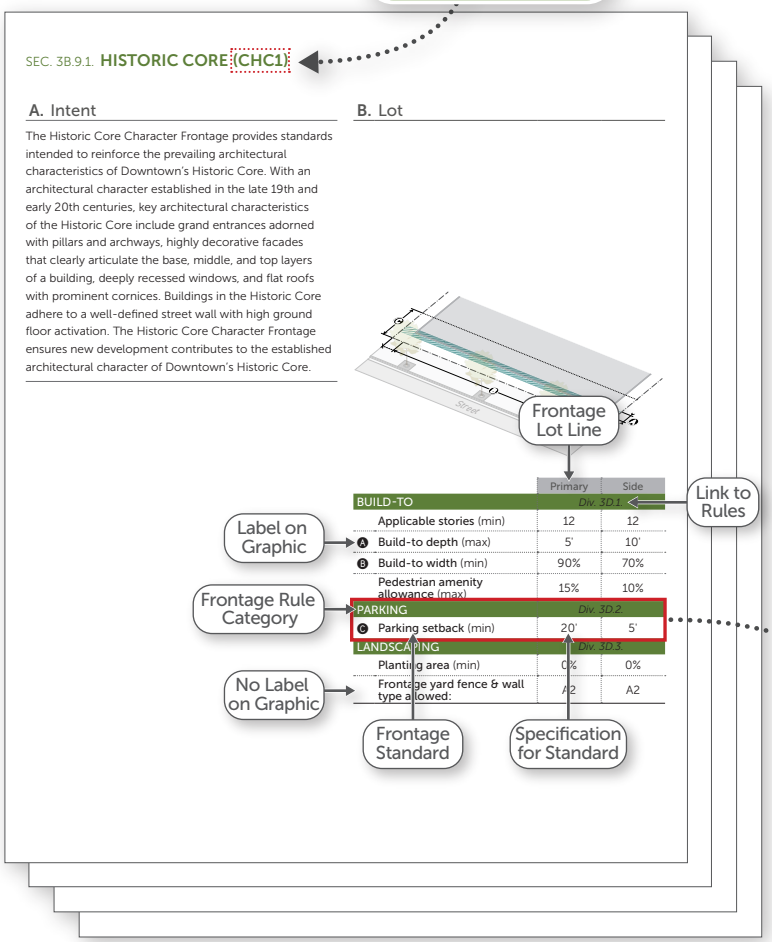
Character Frontage District Example:

Zone String

[LLM1-**CHC1**-5] [IH2-FA]

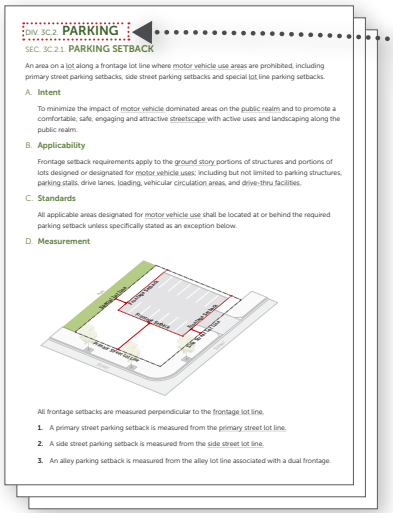
Find Your Frontage District

Part 3B (Frontage Districts)

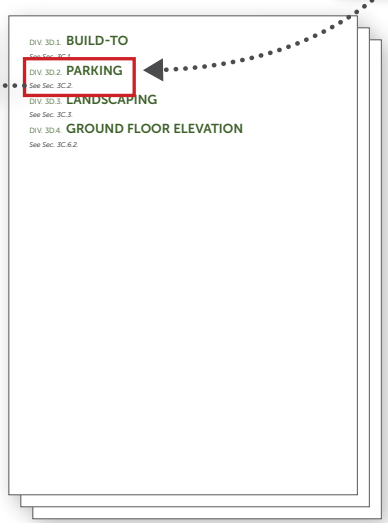


Learn More About Your Rules

Part 3D (Character Frontage Rules)



References to Part 3C

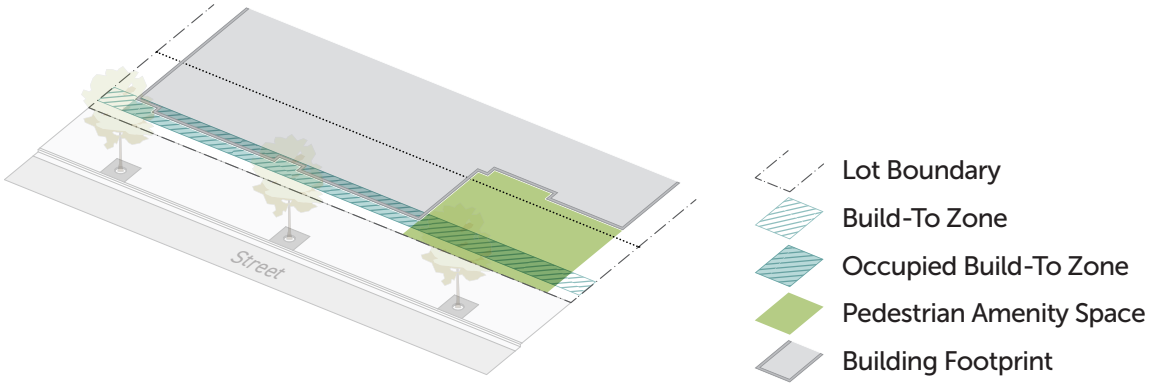


SEC. 3A.1.3. FRONTAGE DISTRICT GRAPHICS

A. General

Illustrations and graphics are included in Article 3 (Frontage) only to assist users in understanding the purpose and requirements of the text. In the event a conflict occurs between the text of Article 3 (Frontage) and any illustration or graphic, the text prevails.

B. Lot Graphics



1. Lot Boundary

This line represents the perimeter of the subject lot, serving as a reference for build-to width.

2. Build-To Zone

This blue hatched shape represents the area on a lot, near the frontage lot line, that buildings are required to occupy according to the minimum build-to width specified by the applied *Frontage District (Part 3B)*.

3. Occupied Build-To Zone

The portion of the build-to zone with a blue rather than white background represents the width of the build-to zone that counts toward build-to width based on the location of buildings or the location of pedestrian amenity spaces. The location of the occupied build-to zone is not a requirement, but rather an example of one conforming site configuration.

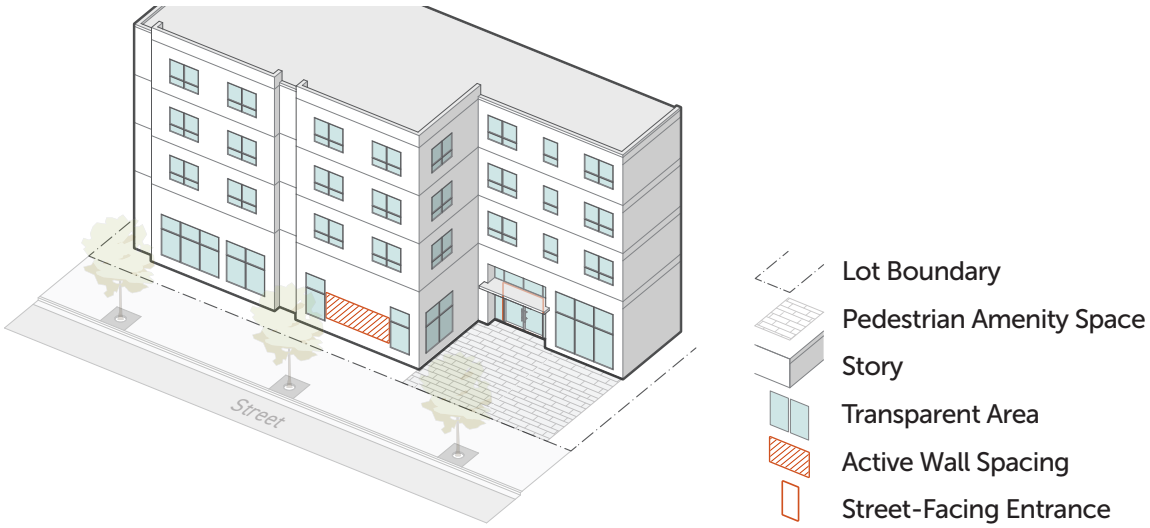
4. Pedestrian Amenity Space

This green shape represents the largest pedestrian amenity space allowed to count toward build-to width according to the maximum pedestrian amenity allowance specified by the applied *Frontage District (Part 3B)*. The location of the pedestrian amenity space is not a requirement, but rather an example of one conforming site configuration.

5. Building Footprint

This shape represents the building footprint for the front portion of a lot including the portion of a building occupying the build-to zone, serving as a reference for build-to width. The building footprint does not represent the required placement of a building, but rather an example that meets the build-to standards of the applied *Frontage District (Part 3B)*.

C. Facade Graphics



1. Lot Boundary

This line represents the perimeter of the subject lot, serving as a reference for build-to width.

2. Pedestrian Amenity Space

This paver-patterned shape represents the pedestrian amenity space shown in the corresponding lot graphic, demonstrating the relationship between pedestrian amenity space activation requirements, and the standards of the applied *Frontage District (Part 3B)*.

3. Story

This volume represents a story of a building, serving as a reference for story height and ground floor elevation standards. The volume includes a line at the top and bottom of each story, and an additional line near the top of each story indicating the bottom of a floor plate. The bottom of the floor plate is only depicted on the side of the building.

4. Transparent Area

This shape represents door and window openings on frontage applicable facades, serving as a reference for transparency standards. The location of the transparent area is not a requirement, but rather an example of one conforming facade composition.

5. Active Wall Spacing

This red-hatched shape represents one example measurement of active wall spacing, including the regulated facade area between 1 set of door or window openings. This shape does not represent all applicable facade areas.

6. Street-Facing Entrance

This red outline represents a street-facing door openings, serving as a reference for street-facing entrance and entrance spacing standards. The locations of the street-facing entrances are not a requirement, but rather an example of one conforming facade composition.

D. Character Frontage Graphics

Character Frontage Districts (Div. 3B.9.) include a wider variety of graphics, but use the same approach to representation established by the lot graphics and facade graphics. In addition to the elements depicted in lot and frontage graphics, Character Frontage Districts represent articulation techniques, focal entry features, and exterior materials.

1. Articulation Techniques



Articulation standards often include a variety of regulatory elements, including, but not limited to, vertical and horizontal banding, building layers, and articulating elements. While articulating elements are not annotated in Character Frontage District graphics, building layers are represented with a red outline and banding is represented using a black outline around a translucent white shape.

2. Focal Entry Features and Exterior Materials



a. Focal entry features are represented by a dashed red outline surrounding the area on a facade used to meet the requirements of one of the allowed focal entry features specified by the applied *Frontage District (Part 3B)*. The location of the focal entry feature is not a requirement, but rather an example of one conforming facade composition.

b. Primary and secondary exterior materials are represented using a variety of colors and textures intended to represent one or more of the allowed exterior materials specified by the applied *Frontage District (Part 3B)*.

SEC. 3A.1.4. FRONTAGE DISTRICT NAMING CONVENTION

All Frontage District names are composed of two components: frontage category and variation number.

A. Frontage Category

The first component of each Frontage District is a frontage category. Frontage categories group all districts with similar characteristics. Frontage categories are organized as follows:

1. Drive
2. Multi-Unit
3. General
4. Shopfront
5. Market
6. Large Format
7. Warehouse
8. Dual
9. Character

B. Variation Number

The last component of each Frontage District is a variation number. All Frontage Districts are numbered in the order they fall within Article 3 (Frontage).

DIV. 3A.2. OPENING PROVISIONS

SEC. 3A.2.1. FRONTAGE INTENT

The intent of Article 3 (Frontage) is to regulate the portions of a lot and exterior building facades that impact the public realm. Frontage Districts help ensure that projects respond to the public realm in a contextually appropriate manner. Districts range from minimal standards for Warehouse Frontages to a robust set of standards for Shopfront Frontages which require projects to support a high-quality public realm that is active, comfortable, safe, and visually interesting, with strong connections between the public realm and uses inside buildings.

SEC. 3A.2.2. FRONTAGE APPLICABILITY

A. Project Applicability

All projects filed after the effective date of this Zoning Code (Chapter 1A) must comply with the Frontage District standards and rules in Article 3 (Frontage), as further specified below. For vested rights, see *Sec. 1.4.5. (Vested Rights)*, and for continuance of existing development, see *Sec. 1.4.6. (Continuance of Existing Development)*.

B. Project Activities

1. Categories of Frontage rules apply to a project based on what types of project activities are proposed, as shown in the table below. Typically, more than one project activity will apply to a proposed project (for example, a street-facing addition concealing a portion of an existing building facade includes both new construction and a facade modification).

2. For all Frontage Districts, with the exception of Character Frontage Districts, Frontage rule categories apply to project activities as shown in the table below:

		PROJECT ACTIVITIES								
FRONTAGE RULE CATEGORIES		New Construction	Major Demolition	Lot Modification	Site Modification	Facade Modification	Use Modification	Temporary Use	Renovation	Maintenance & Repair
Div. 3C.1	Build-To	●	●	○	○	○	○	○	○	○
Div. 3C.2	Parking	●	●	○	●	○	○	○	○	○
Div. 3C.3	Landscaping	●	●	●	●	○	○	○	○	○
Div. 3C.4	Transparency	●	●	○	○	●	○	○	○	○
Div. 3C.5	Entrances	●	●	○	○	●	○	○	○	○
Div. 3C.6	Ground Story	●	○	○	○	○	○	○	○	○

● = Rules generally apply to this project activity
○ = Rules are not applicable

3. For Character Frontage Districts, Character Frontage rule categories apply to project activities as shown in the table below:

CHARACTER FRONTAGE RULE CATEGORIES		PROJECT ACTIVITIES								
		New Construction	Major Demolition	Lot Modification	Site Modification	Facade Modification	Use Modification	Temporary Use	Renovation	Maintenance & Repair
Div. 3D.1	Build-To	●	●	○	○	○	○	○	○	○
Div. 3D.2	Parking	●	●	○	●	○	○	○	○	○
Div. 3D.3	Landscaping	●	●	●	●	○	○	○	○	○
Div. 3D.4	Ground Floor Elevation	●	○	○	○	○	○	○	○	○
Div. 3D.5	Story Height	●	○	○	○	○	○	○	○	○
Div. 3D.6	Articulation	●	●	○	○	●	○	○	○	○
Div. 3D.7	Features	●	○	○	○	●	○	○	○	○
Div. 3D.8	Entrances	●	●	○	○	●	○	○	○	○
Div. 3D.9	Transparency	●	●	○	○	●	○	○	○	○
Div. 3D.10	Exterior Materials	●	●	○	○	●	○	○	○	○

● = Rules generally apply to this project activity
○ = Rules are not applicable

4. Project activities are defined in *Sec. 14.1.15. (Project Activities)*.

5. Where a category of Frontage rules is listed as generally applicable in the tables above, and the applied *Frontage District (Part 3B)* provides specifications for a standard in that Frontage rule category, the project activity shall meet all applicable Frontage standards within that Division. This general applicability may be further specified for each standard in the applicability provisions in *Part 3C (General Frontage Rules)* and *Part 3D (Character Frontage Rules)*. Project applicability may also be modified by *Article 12. (Nonconformities)*. Where a category of Frontage rules is listed as not applicable in the table above, no standards from that Frontage rule category apply to the project activity.

C. Applicable Components of Lots, Buildings, and Structures

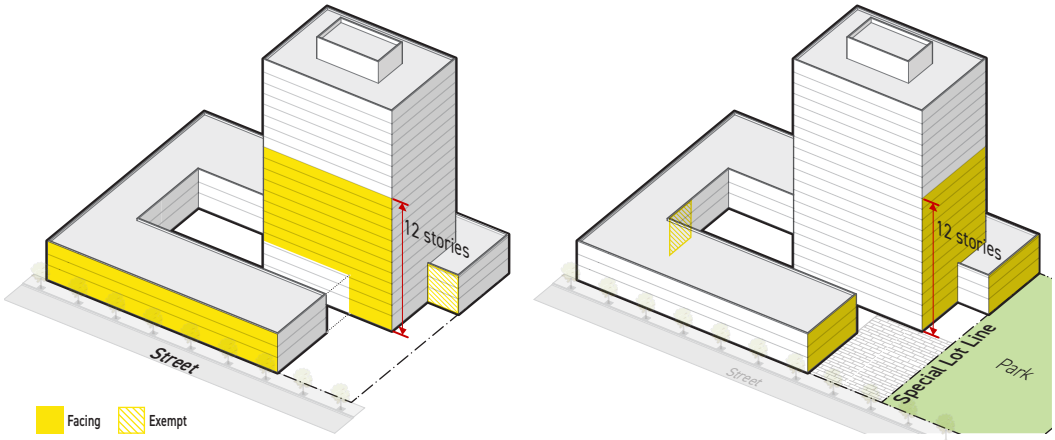
1. General

Frontage standards apply only to the applicable facades, applicable portions of a lot, and applicable building depth, as specified in the following examples in *Sec. 3A.2.2.C.2 (Frontage Applicable Facades)*. Specific Frontage District standards or rules may further limit which components of buildings and lots are required to comply with the standard within *Part 3C. (Frontage Rules)* and *Part 3D. (Character Frontage Rules)*.

2. Frontage Applicable Facades

Frontage standards apply to the following facades up to the top of the 12th story:

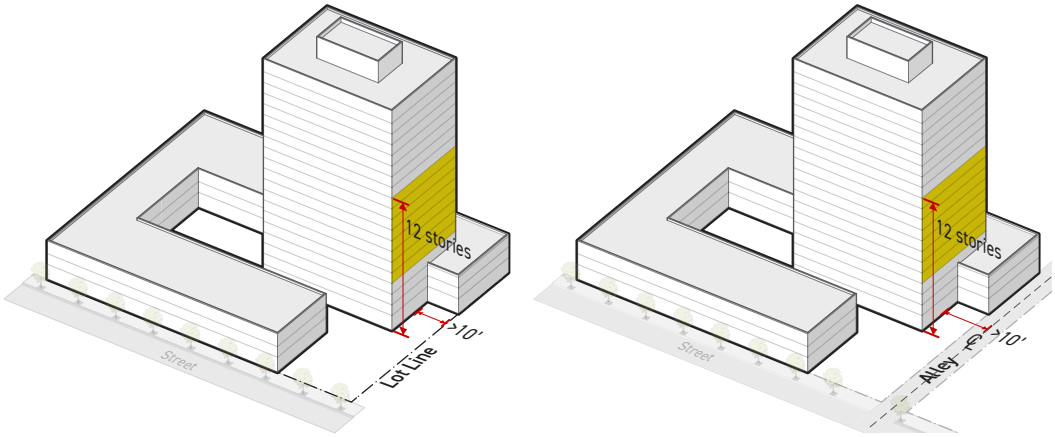
a. Frontage Lot Line-Facing Facades



i. Facades that face a frontage lot line, including *street-facing facades (Sec. 14.1.6.D.)*, and when a *Dual Frontage District (Div. 3B.8.)* is applied, special lot line-facing facades.

ii. These facades shall meet the standards specified by the applied *Frontage District (Part 3B)* for the frontage lot line that the facade faces (primary street lot line, side street lot line or special lot line).

b. Lot Line-Facing Facades (Non-Frontage Lot Line)



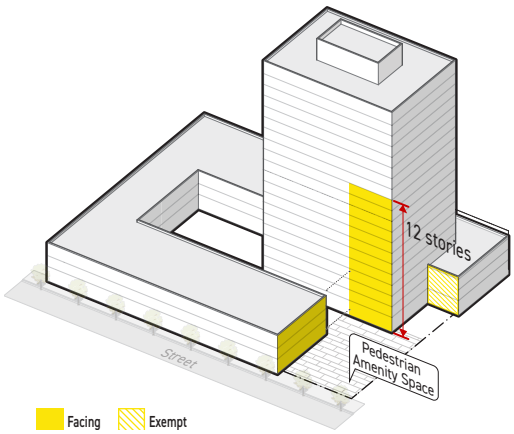
i. *Lot line-facing facades (Sec. 14.1.6.B.)* that do not face a frontage lot line and are:

a) Located vertically above the top of the 4th story; and

b) Located 10 feet or more from a common lot line or centerline of an alley, measured horizontally.

ii. Lot Line-Facing Facades (Non-Frontage Lot Line) facades shall meet the standards specified by the applied *Frontage District (Part 3B)* for the side street lot line.

c. Pedestrian Amenity Space-Facing Facades



i. Facades that face a pedestrian amenity space, see *Sec. 14.1.6.C. (Pedestrian Amenity Space-Facing Facades)*.

ii. These facades shall meet the standards specified by the applied *Frontage District (Part 3B)* for the frontage lot line that the pedestrian amenity space abuts. Where the pedestrian amenity space abuts multiple frontage lot lines, the standards specified for the frontage lot line that abuts the pedestrian amenity space for the greatest length applies.

3. Frontage Applicable Portions of a Lot

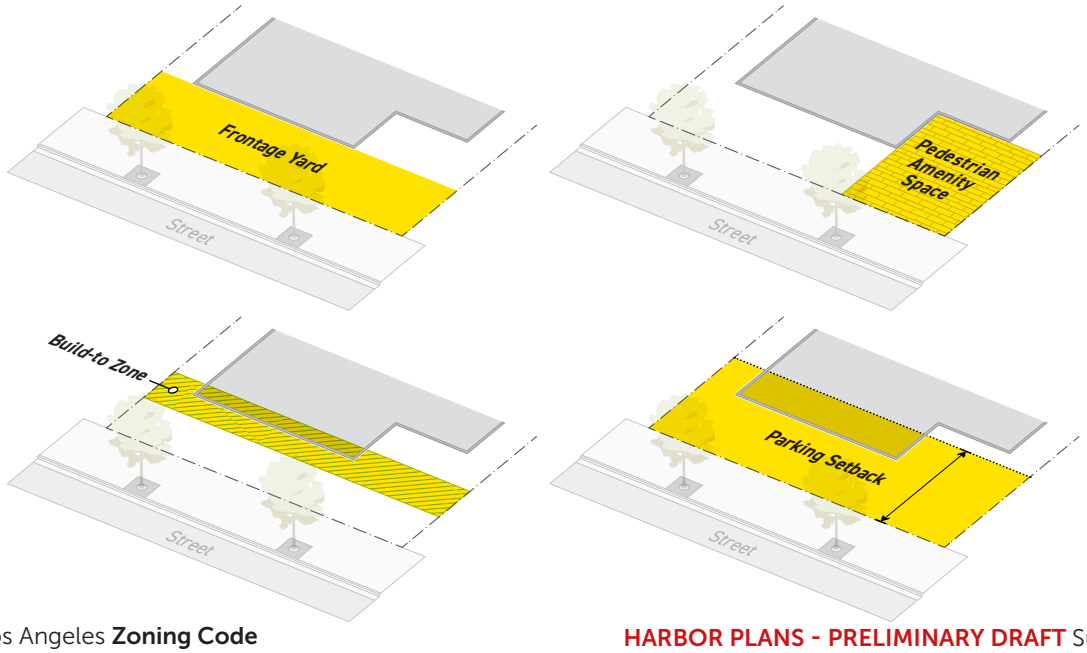
Frontage District standards apply to the following portions of a lot:

a. Frontage yards, see *Sec. 14.1.16. (Yards)*;

b. Pedestrian amenity spaces (*Sec. 2C.3.3.C*);

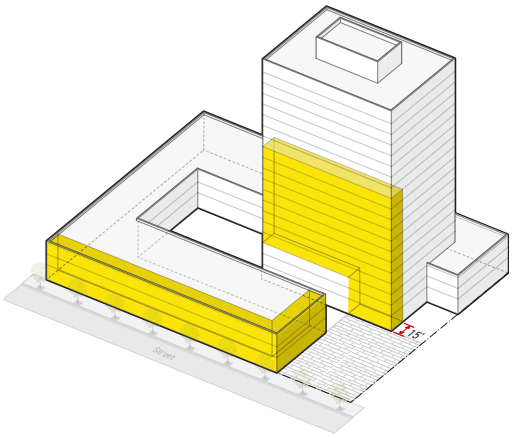
c. Build-to zones; and

d. *Parking setbacks (Sec. 3C.2.1)*.



4. Frontage Applicable Building Depth

Frontage District standards apply to portions of a building interior within 15 feet of a *frontage lot line-facing (Sec. 3A.2.2.C.2.a.)* or *pedestrian amenity space-facing (Sec. 3A.2.2.C.2.c.)* frontage applicable facade.



D. Nonconformity

Article 12. (Nonconformities) provides relief from the requirements of *Article 3. (Frontage)* for existing lots, site improvements, buildings and structures, and uses that conformed to the zoning regulations, if any, at the time they were established, but do not conform to current district standards or use permissions. No project activity may decrease conformance with any Frontage standard unless otherwise specified by *Division 12.3. (Frontage Exceptions)*. Consider the following examples:

1. Closing an existing window opening: Where the proposed facade modification reduces ground story transparency below the minimum required by the applied *Frontage District (Part 3B)*, the facade alteration is not allowed.

2. An addition or new detached structure to the side of a building: Where the applicable facades on the existing structure do not meet the Frontage District transparency standards, all applicable facades of the addition or new detached structure are required to meet the transparency standards, but no alteration of existing facades is required.

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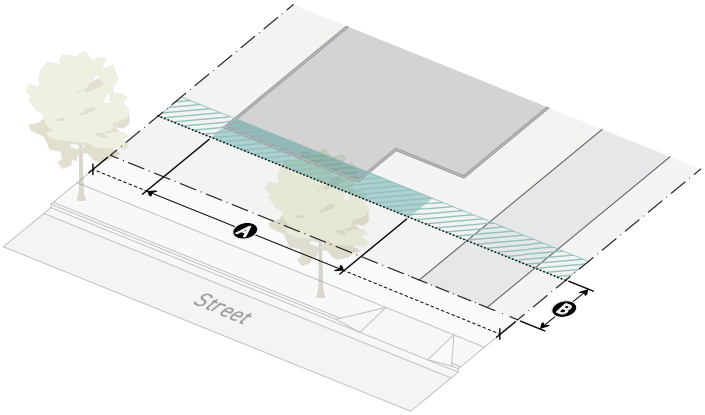
DIV. 3B.1. DRIVE FRONTAGES

Drive Frontages control the location of vehicular access, require planted front yards, and provide flexible provisions for privacy through a combination of setbacks, frontage yard fences, and wall standards.

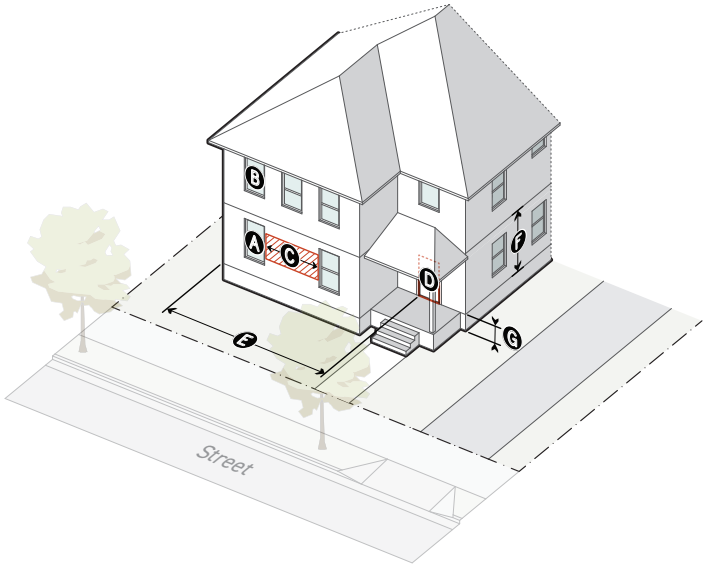
SEC. 3B.1.1. DRIVE FRONTAGE 1 (DF1) SAME AS FY1 WITHOUT BUILD-TO DEPTH

A. Lot



	Primary	Side
BUILD-TO	*Div. 3C.1.*	
Build-to depth (max)	n/a	n/a
Ⓐ Build-to width (min)	50%	n/a
Active depth (min)	9'	9'
Pedestrian amenity allowance (max)	n/a	n/a
PARKING	*Div. 3C.2.*	
Ⓑ Parking setback (min)	10'	3'
Parking between building and street	Prohibited	Prohibited
LANDSCAPING	*Div. 3C.3.*	
Frontage planting area (min)	50%	50%
Permeable Surface (min)	All remaining lands	All remaining lands
Frontage yard fence & wall type allowed:	A3	A3

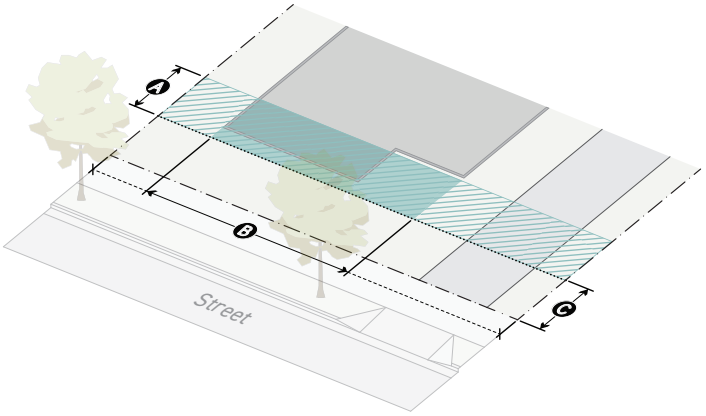
B. Facade



	Primary	Side
TRANSPARENCY	*Div. 3C.4.*	
Transparent area		
Ⓐ Ground story (min)	20%	15%
Ⓑ Upper stories (min)	20%	15%
Ⓒ Active wall spacing (max)	10'	15'
ENTRANCES	*Div. 3C.5.*	
Ⓓ Street-facing entrance	Required	n/a
Ⓔ Entrance spacing (max)	n/a	n/a
External entry to each unit	Required	Required
GROUND STORY	*Div. 3C.6.*	
Ⓕ Ground story height (min)		
Residential	n/a	n/a
Nonresidential	n/a	n/a
Ⓖ Ground floor elevation (min/max)		
Residential	-2'/5'	-2'/5'
Nonresidential	-2'/5'	-2'/5'

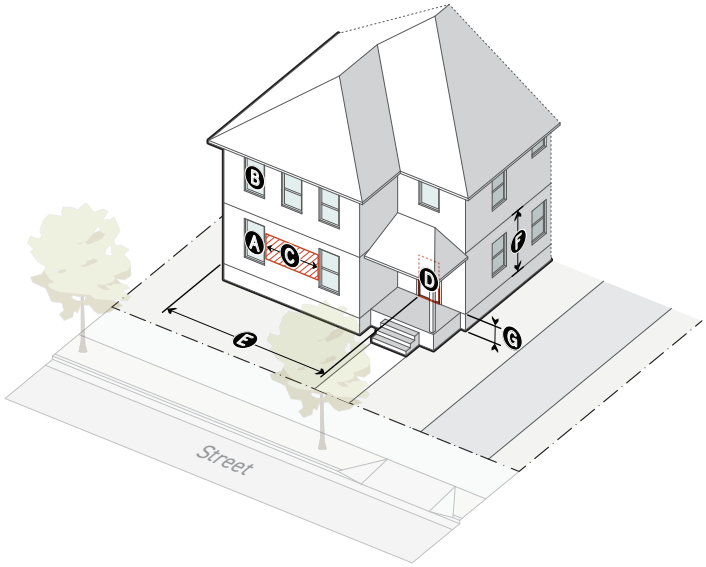
SEC. 3B.1.2. FRONT YARD 1 (FY1)

A. Lot



		Primary	Side
BUILD-TO		*Div. 3C.1.*	
Ⓐ	**Build-to depth** (max)	10'	n/a
Ⓑ	**Build-to width** (min)	50%	n/a
	Pedestrian amenity allowance (max)	n/a	n/a
	Active depth (min)	n/a	n/a
PARKING		*Div. 3C.2.*	
Ⓒ	**Parking setback** (min)	10'	3'
	Parking between building and street	Not Allowed	Not Allowed
LANDSCAPING		*Div. 3C.3.*	
	Frontage planting area (min)	50%	50%
	Frontage yard fence & wall type allowed:	A2	A2

B. Facade



		Primary	Side
TRANSPARENCY		*Div. 3C.4.*	
Ⓐ	**Ground story** (min)	20%	15%
Ⓑ	**Upper stories** (min)	20%	15%
Ⓒ	**Active wall spacing** (max)	10'	20'
ENTRANCES		*Div. 3C.5.*	
Ⓓ	**Street-facing entrance**	Required	n/a
Ⓔ	Entrance spacing (max)	n/a	n/a
	Entry features	Required	Allowed
	Options	• Porch • Forecourt • Recessed entry • Projecting entry • Courtyard • Breezeway	
GROUND STORY		*Div. 3C.6.*	
Ⓕ	**Ground story height** (min)	9'	9'
Ⓖ	**Ground floor elevation** (min/max)	-2'/5'	-2'/5'

SEC. 3B.1.3. FRONT YARD 2 (FY2) HILLSIDE

A. Lot

	Primary	Side
BUILD-TO	*Div. 3C.1.*	
Ⓐ **Build-to depth** (max)	n/a	n/a
Ⓑ **Build-to width** (min)	n/a	n/a
Pedestrian amenity allowance (max)	n/a	n/a
PARKING	*Div. 3C.2.*	
Ⓒ **Parking setback** (min)	5'	5'
Parking between building and street	Allowed	Allowed
LANDSCAPING	*Div. 3C.3.*	
Frontage planting area (min)	50%	50%
Frontage yard fence & wall type allowed:	A2	A4
Clear depth (min)	3'	3'

B. Facade

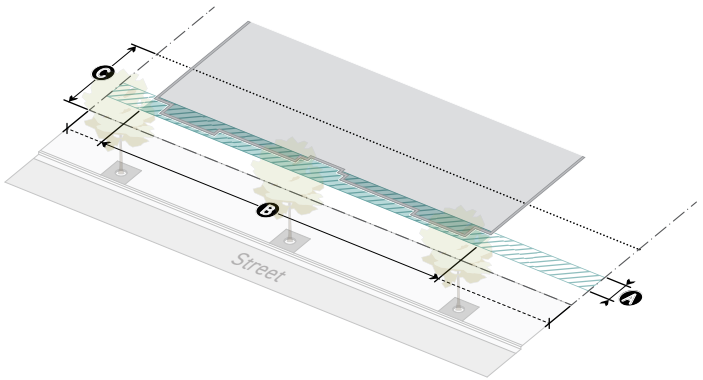
	Primary	Side
TRANSPARENCY	*Div. 3C.4.*	
Transparent area		
Ⓐ Ground story (min)	15%	15%
Ⓑ Upper stories (min)	15%	15%
Ⓒ **Active wall spacing** (max)	15'	15'
ENTRANCES	*Div. 3C.5.*	
Ⓓ **Street-facing entrance**	Required	n/a
Ⓔ Entrance spacing (max)	n/a	n/a
Required entry feature	n/a	n/a
GROUND STORY	*Div. 3C.6.*	
Ⓕ **Ground story height** (min)		
Residential	n/a	n/a
Nonresidential	n/a	n/a
Ⓖ **Ground floor elevation** (min/max)		
Residential	n/a	n/a
Nonresidential	n/a	n/a

DIV. 3B.2. MULTI-UNIT FRONTAGES

Multi-Unit Frontages require higher ground floor elevation, relatively low transparency, and frequent entrance spacing. This allows for greater privacy for tenants located on the ground story while retaining an interplay between the private and public realms. Frequent entrances activate the public realm with pedestrian activity and visual interest.

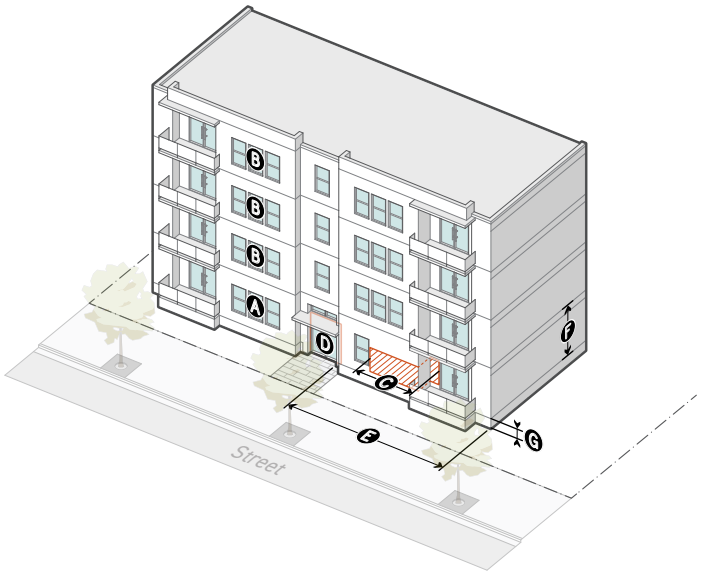
SEC. 3B.2.1. MULTI-UNIT 1 (MU1)

A. Lot



	Primary	Side
BUILD-TO	*Div. 3C.1.*	
Applicable stories (min)	2	2
Ⓐ Build-to depth (max)	5'	5'
Ⓑ Build-to width (min)	70%	40%
Pedestrian amenity allowance (max)	n/a	n/a
PARKING	*Div. 3C.2.*	
Ⓒ Parking setback (min)	20'	5'
LANDSCAPING	*Div. 3C.3.*	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A2	A2

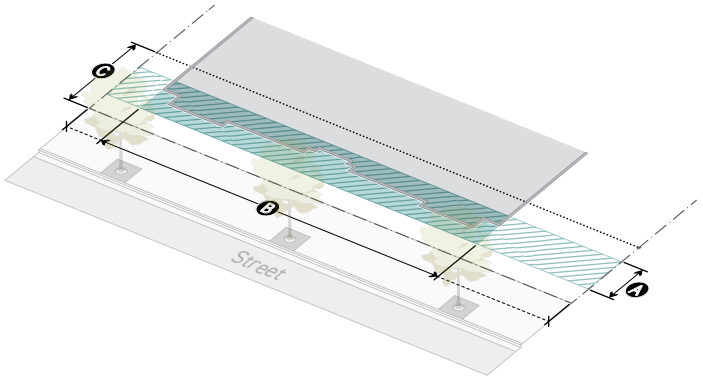
B. Facade



	Primary	Side
TRANSPARENCY	*Div. 3C.4.*	
Ⓐ Ground story (min)	30%	30%
Ⓑ Upper stories (min)	20%	20%
Ⓒ Active wall spacing (max)	30'	40'
ENTRANCES	*Div. 3C.5.*	
Ⓓ Street-facing entrance	Required	n/a
Ⓔ Entrance spacing (max)	50'	100'
Entry feature	n/a	n/a
GROUND STORY	*Div. 3C.6.*	
Ⓕ Ground story height (min)		
Residential	10'	10'
Nonresidential	10'	10'
Ⓖ Ground floor elevation (min/max)		
Residential	-2'/5'	-2'/5'
Nonresidential	-2'/2'	-2'/2'

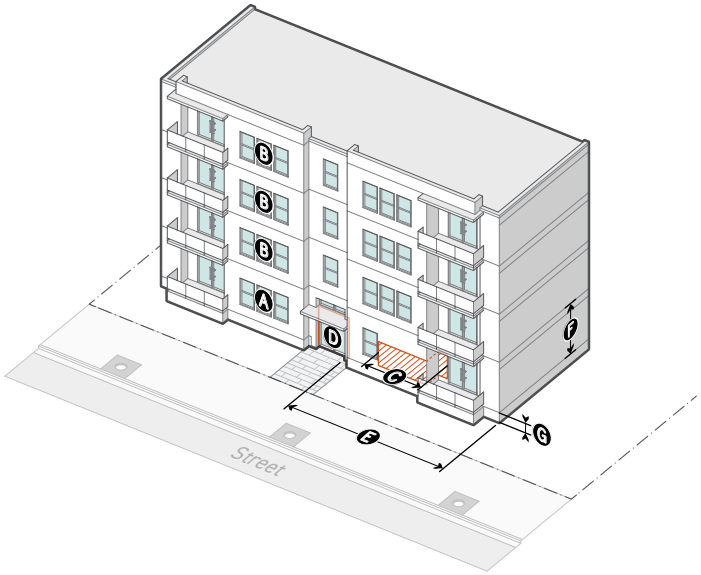
SEC. 3B.2.2. MULTI-UNIT 2 (MU2)

A. Lot



	Primary	Side
BUILD-TO	*Div. 3C.1.*	
Applicable stories (min)	2	2
Ⓐ Build-to depth (max)	10'	15'
Ⓑ Build-to width (min)	70%	40%
Pedestrian amenity allowance (max)	n/a	n/a
PARKING	*Div. 3C.2.*	
Ⓒ Parking setback (min)	20'	5'
LANDSCAPING	*Div. 3C.3.*	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A2	A2

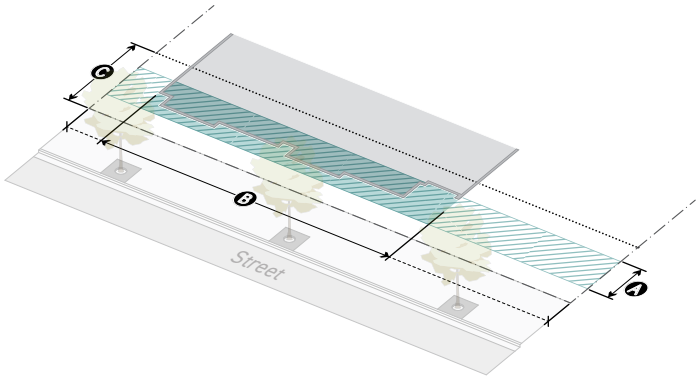
B. Facade



	Primary	Side
TRANSPARENCY	*Div. 3C.4.*	
Ⓐ Ground story (min)	30%	30%
Ⓑ Upper stories (min)	20%	20%
Ⓒ Active wall spacing (max)	30'	40'
ENTRANCES	*Div. 3C.5.*	
Ⓓ Street-facing entrance	Required	n/a
Ⓔ Entrance spacing (max)	50'	100'
Entry feature	n/a	n/a
GROUND STORY	*Div. 3C.6.*	
Ⓕ Ground story height (min)		
Residential	10'	10'
Nonresidential	10'	10'
Ⓖ Ground floor elevation (min/max)		
Residential	-2'/5'	-2'/5'
Nonresidential	-2'/2'	-2'/2'

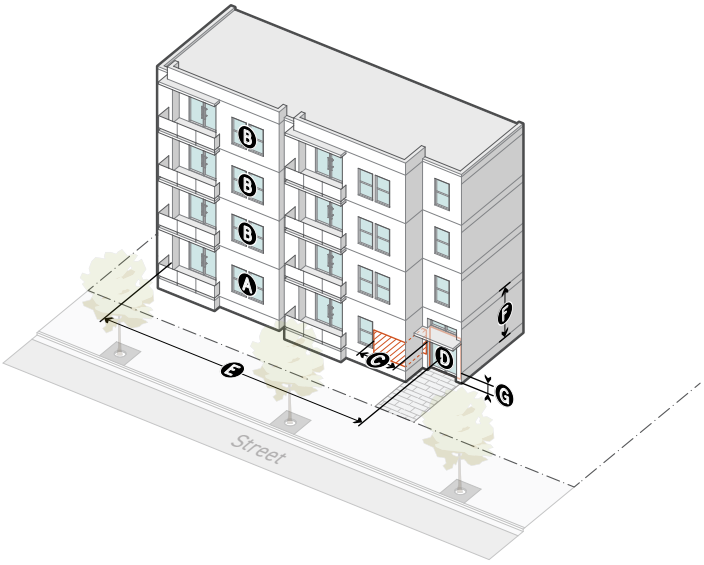
SEC. 3B.2.3. MULTI-UNIT 3 (MU3) BH

A. Lot



	Primary	Side
BUILD-TO	*Div. 3C.1.*	
Applicable stories (min)	1	1
Ⓐ Build-to depth (max)	10'	15'
Ⓑ Build-to width (min)	60%	40%
Pedestrian amenity allowance (max)	n/a	n/a
PARKING	*Div. 3C.2.*	
Ⓒ Parking setback (min)	20'	5'
LANDSCAPING	*Div. 3C.3.*	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A3	A3

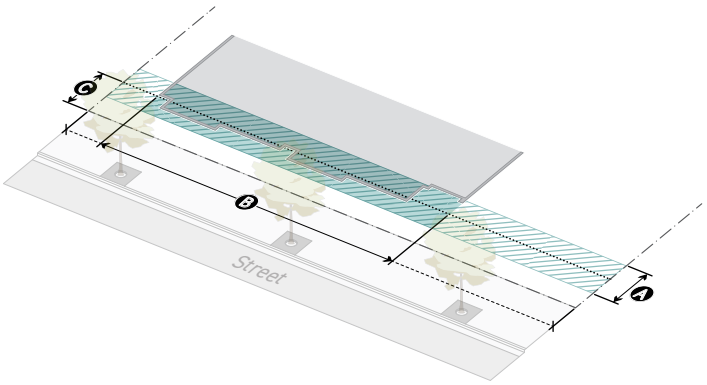
B. Facade



	Primary	Side
TRANSPARENCY	*Div. 3C.4.*	
Transparent area		
Ⓐ Ground story (min)	30%	20%
Ⓑ Upper stories (min)	20%	20%
Ⓒ Active wall spacing (max)	20'	30'
ENTRANCES	*Div. 3C.5.*	
Ⓓ Street-facing entrance	Required	n/a
Ⓔ Entrance spacing (max)	50'	100'
Required entry feature	No	No
GROUND STORY	*Div. 3C.6.*	
Ⓕ Ground story height (min)		
Residential	10'	10'
Nonresidential	12'	12'
Ⓖ Ground floor elevation (min/max)		
Residential	-2'/5'	-2'/5'
Nonresidential	-2'/2'	-2'/2'

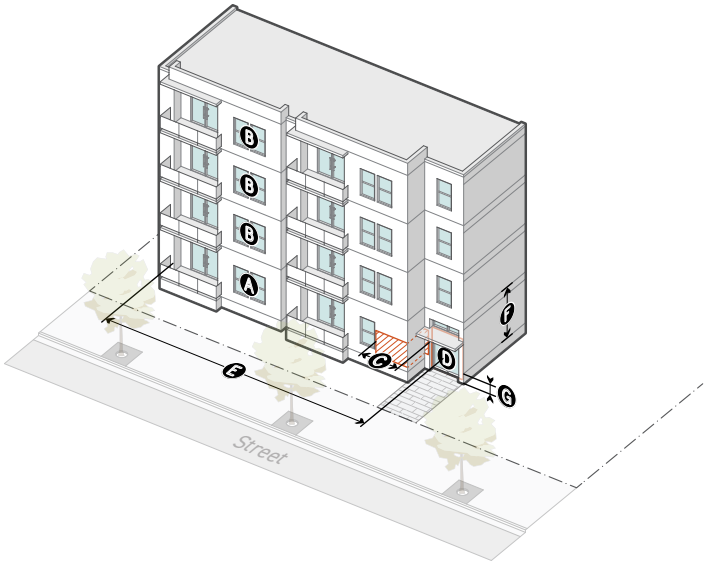
SEC. 3B.2.4. MULTI-UNIT 4 (MU4)

A. Lot



	Primary	Side
BUILD-TO	*Div. 3C.1.*	
Ⓐ **Build-to depth** (max)	5'	10'
Ⓑ **Build-to width** (min)	50%	30%
Pedestrian amenity allowance (max)	n/a	n/a
Ⓒ **Active depth** (min)	9'	n/a
PARKING	*Div. 3C.2.*	
Ⓓ **Parking setback** (min)	10'	3'
Parking between building and street	Not Allowed	Not Allowed
LANDSCAPING	*Div. 3C.3.*	
Frontage planting area (min)	50%	50%
Frontage yard fence & wall type allowed:	A2	A2

B. Facade



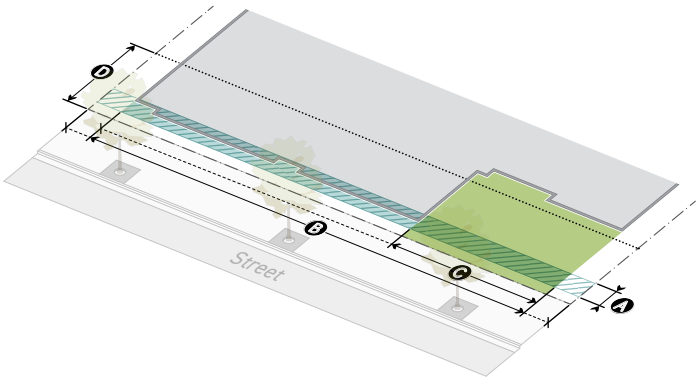
	Primary	Side
TRANSPARENCY	*Div. 3C.4.*	
Ⓐ **Ground story** (min)	30%	20%
Ⓑ **Upper stories** (min)	20%	15%
Ⓒ **Active wall spacing** (max)	10'	20'
ENTRANCES	*Div. 3C.5.*	
Ⓓ **Street-facing entrance**	Required	Required
Ⓔ Entrance spacing (max)	100'	n/a
Entry feature	Required	Allowed
Options	• Porch • Raised entry • Forecourt • Recessed entry • Projecting entry • Courtyard • Breezeway	
GROUND STORY	*Div. 3C.6.*	
Ⓕ **Ground story height** (min)	10'	10'
Ⓖ **Ground floor elevation** (min/max)	-2'/5'	-2'/5'

DIV. 3B.3. GENERAL FRONTAGES

General Frontages require moderate to high build-to widths while allowing a wide range of modifications for pedestrian amenity spaces. These Frontage Districts have a moderate transparency requirement with flexible entrance spacing standards while ensuring a high-quality pedestrian environment and providing flexibility for a variety of ground story tenants.

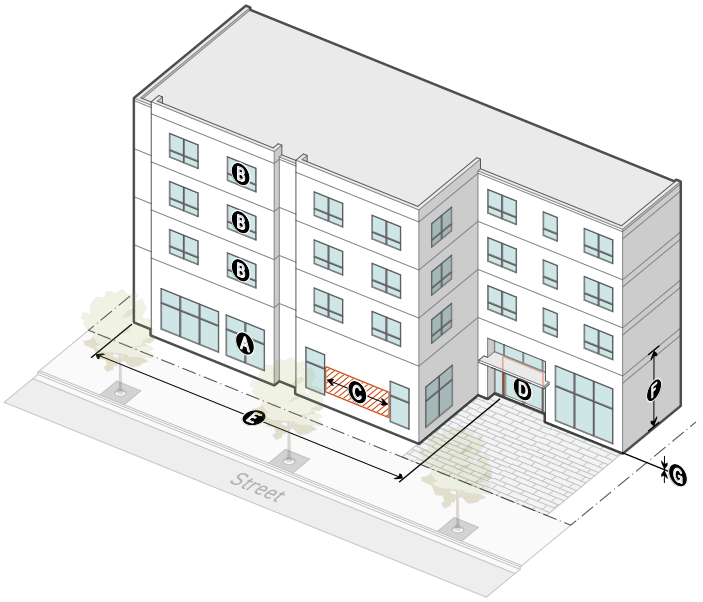
SEC. 3B.3.1. GENERAL 1 (G1)

A. Lot



		Primary	Side
BUILD-TO		*Div. 3C.1.*	
	Applicable stories (min)	5	5
A	Build-to depth (max)	10'	15'
B	Build-to width (min)	90%	70%
C	Pedestrian amenity allowance (max)	30%	20%
PARKING		*Div. 3C.2.*	
D	Parking setback (min)	15'	5'
LANDSCAPING		*Div. 3C.3.*	
	Frontage planting area (min)	30%	30%
	Frontage yard fence & wall type allowed:	A2	A2

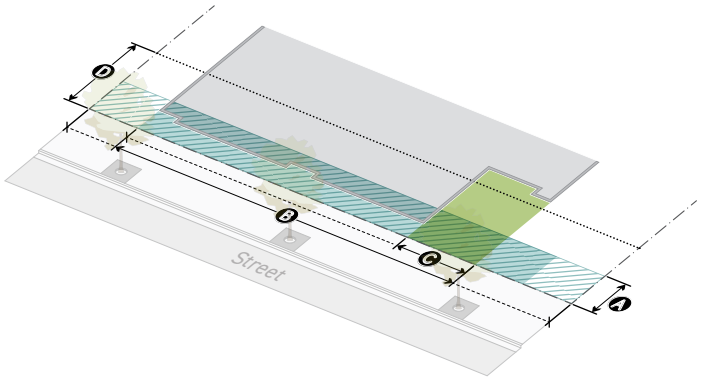
B. Facade



		Primary	Side
TRANSPARENCY		*Div. 3C.4.*	
A	Ground story (min)	50%	40%
B	Upper stories (min)	30%	30%
C	Active wall spacing (max)	25'	25'
ENTRANCES		*Div. 3C.5.*	
D	Street-facing entrance	Required	Required
E	Entrance spacing (max)	75'	100'
	Entry feature	n/a	n/a
GROUND STORY		*Div. 3C.6.*	
F	Ground story height (min)		
	Residential	10'	10'
	Nonresidential	16'	16'
G	Ground floor elevation (min/max)		
	Residential	-2'/5'	-2'/5'
	Nonresidential	-2'/5'	-2'/5'

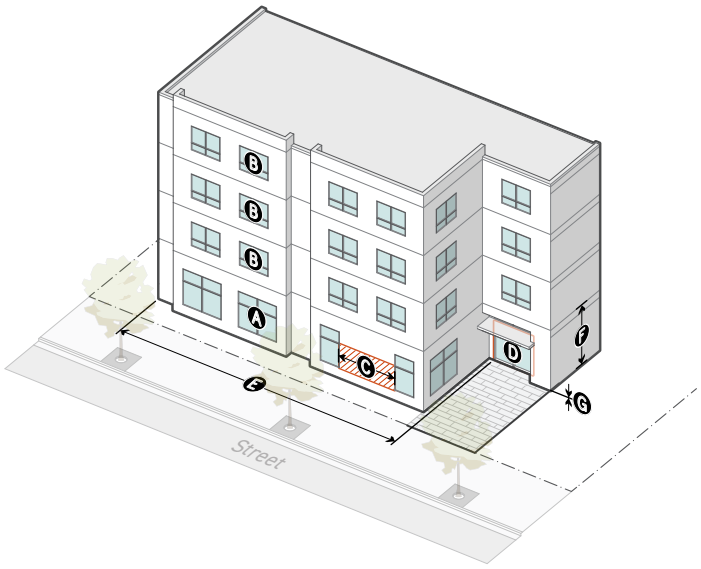
SEC. 3B.3.2. GENERAL 2 (G2) BH

A. Lot



		Primary	Side
BUILD-TO		*Div. 3C.1.*	
	Applicable stories (min)	1	1
A	Build-to depth (max)	10'	15'
B	Build-to width (min)	70%	40%
C	Pedestrian amenity allowance (max)	20%	5%
PARKING		*Div. 3C.2.*	
D	Parking setback (min)	20'	5'
LANDSCAPING		*Div. 3C.3.*	
	Frontage planting area (min)	30%	30%
	Frontage yard fence & wall type allowed:	A2	A2

B. Facade



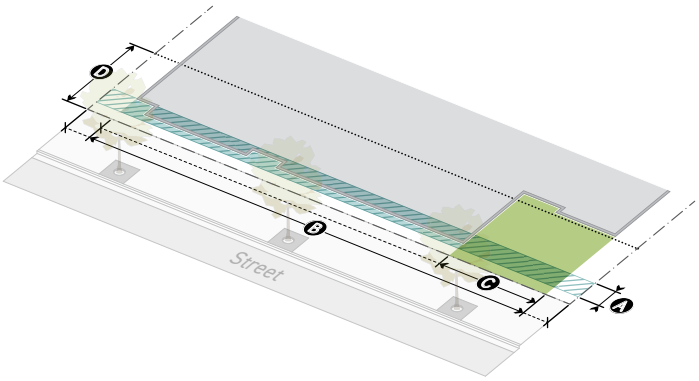
		Primary	Side
TRANSPARENCY		*Div. 3C.4.*	
	Transparent area		
A	Ground story (min)	40%	30%
B	Upper stories (min)	20%	20%
C	Active wall spacing (max)	20'	30'
ENTRANCES		*Div. 3C.5.*	
D	Street-facing entrance	Required	n/a
E	Entrance spacing (max)	50'	100'
	Required entry feature	No	No
GROUND STORY		*Div. 3C.6.*	
F	Ground story height (min)		
	Residential	10'	10'
	Nonresidential	12'	12'
G	Ground floor elevation (min/max)		
	Residential	-2'/5'	-2'/5'
	Nonresidential	-2'/5'	-2'/5'

DIV. 3B.4. SHOPFRONT FRONTAGES

Shopfront Frontages require high build-to widths, high levels of transparency, frequent entrance spacing, and ground floor elevation at or near sidewalk grade. This promotes a legible street wall and activates the public realm with pedestrian activity and visual interest. The at-grade ground floor elevation allows for an increased connection between the interior uses and the pedestrian space.

SEC. 3B.4.1. SHOPFRONT 1 (SH1)

A. Lot



	Primary	Side
BUILD-TO	*Div. 3C.1.*	
Applicable stories (min)	5	5
Ⓐ Build-to depth (max)	5'	10'
Ⓑ Build-to width (min)	90%	70%
Ⓒ Pedestrian amenity allowance (max)	20%	10%
PARKING	*Div. 3C.2.*	
Ⓓ Parking setback (min)	20'	5'
LANDSCAPING	*Div. 3C.3.*	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A2	A2

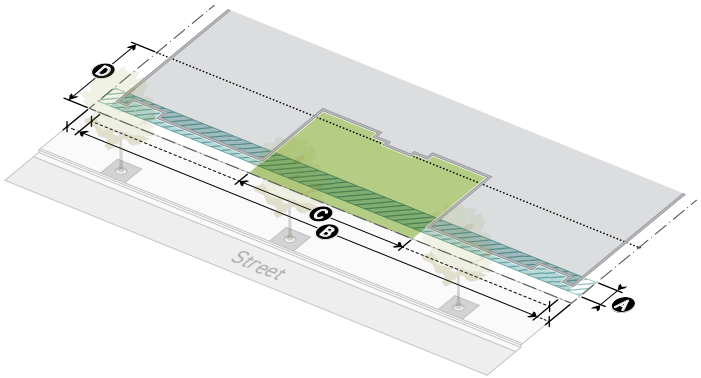
B. Facade



	Primary	Side
TRANSPARENCY	*Div. 3C.4.*	
Ⓐ Ground story (min)	70%	50%
Ⓑ Upper stories (min)	30%	30%
Ⓒ Active wall spacing (max)	15'	25'
ENTRANCES	*Div. 3C.5.*	
Ⓓ Street-facing entrance	Required	Required
Ⓔ Entrance spacing (max)	50'	75'
Entry feature	n/a	n/a
GROUND STORY	*Div. 3C.6.*	
Ⓕ Ground story height (min)		
Residential	16'	16'
Nonresidential	16'	16'
Ⓖ Ground floor elevation (min/max)		
Residential	-2'/2'	-2'/2'
Nonresidential	-2'/2'	-2'/2'

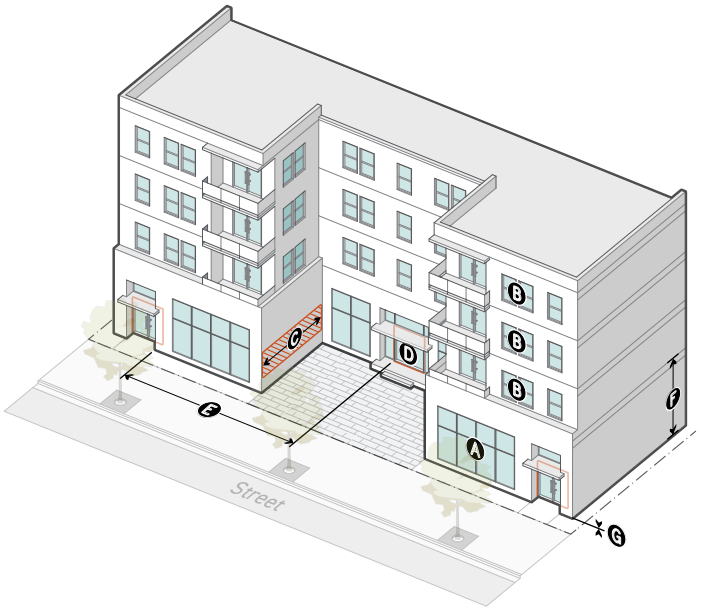
SEC. 3B.4.2. SHOPFRONT 2 (SH2)

A. Lot



	Primary	Side
BUILD-TO	*Div. 3C.1.*	
Applicable stories (min)	5	5
Ⓐ Build-to depth (max)	5'	10'
Ⓑ Build-to width (min)	95%	70%
Ⓒ Pedestrian amenity allowance (max)	35%	10%
PARKING	*Div. 3C.2.*	
Ⓓ Parking setback (min)	20'	5'
LANDSCAPING	*Div. 3C.3.*	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A2	A2

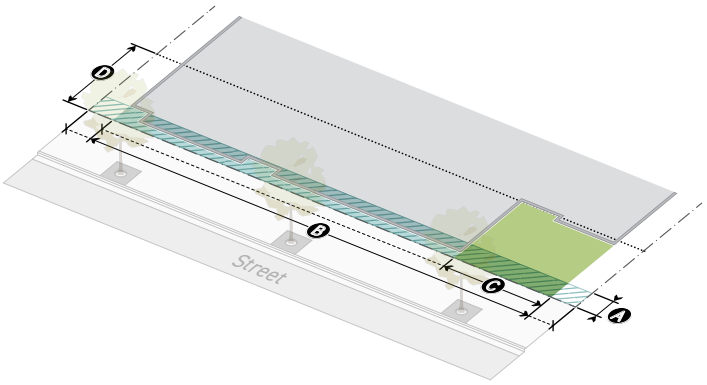
B. Facade



	Primary	Side
TRANSPARENCY	*Div. 3C.4.*	
Ⓐ Ground story (min)	60%	40%
Ⓑ Upper stories (min)	30%	30%
Ⓒ Active wall spacing (max)	15'	25'
ENTRANCES	*Div. 3C.5.*	
Ⓓ Street-facing entrance	Required	Required
Ⓔ Entrance spacing (max)	50'	75'
Entry feature	n/a	n/a
GROUND STORY	*Div. 3C.6.*	
Ⓕ Ground story height (min)		
Residential	16'	16'
Nonresidential	16'	16'
Ⓖ Ground floor elevation (min/max)		
Residential	-2'/2'	-2'/2'
Nonresidential	-2'/2'	-2'/2'

SEC. 3B.4.3. SHOPFRONT 3 (SH3) BH

A. Lot



	Primary	Side
BUILD-TO	*Div. 3C.1.*	
Ⓐ Build-to depth (max)	5'	10'
Ⓑ Build-to width (min)	90%	50%
Ⓒ Pedestrian amenity allowance (max)	20%	0%
PARKING	*Div. 3C.2.*	
Ⓓ Parking setback (min)	20'	5'
LANDSCAPING	*Div. 3C.3.*	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A1	A1

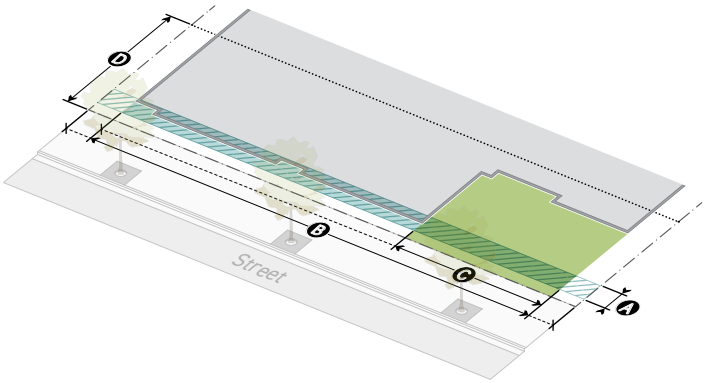
B. Facade



	Primary	Side
TRANSPARENCY	*Div. 3C.4.*	
Ⓐ Ground story (min)	60%	40%
Ⓑ Upper stories (min)	20%	20%
Ⓒ Active wall spacing (max)	15'	30'
ENTRANCES	*Div. 3C.5.*	
Ⓓ Street-facing entrance	Required	Required
Ⓔ Entrance spacing (max)	50'	75'
Entry feature	n/a	n/a
GROUND STORY	*Div. 3C.6.*	
Ⓕ Ground story height (min)		
Residential	14'	14'
Nonresidential	14'	14'
Ⓖ Ground floor elevation (min/max)		
Residential	-2'/2'	-2'/2'
Nonresidential	-2'/2'	-2'/2'

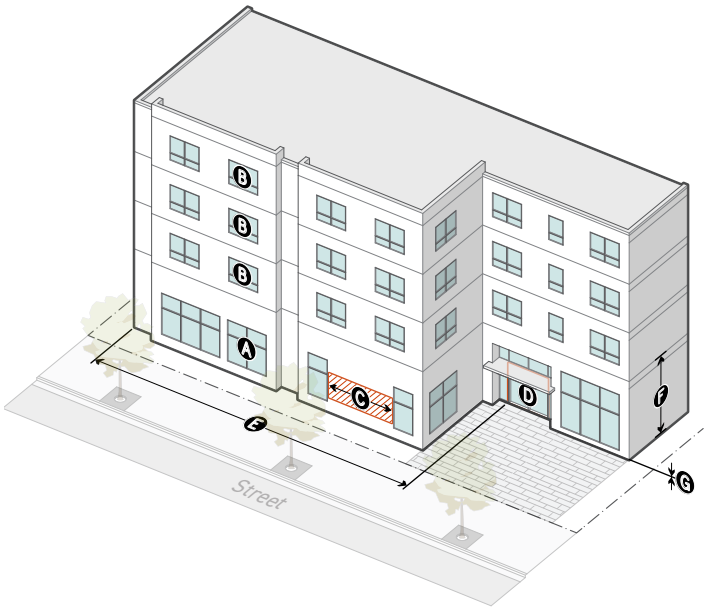
SEC. 3B.4.4. SHOPFRONT 4 (SH4)

A. Lot



	Primary	Side
BUILD-TO	*Div. 3C.1.*	
Ⓐ **Build-to depth** (max)	5'	5'
Ⓑ **Build-to width** (min)	80%	40%
Ⓒ **Pedestrian amenity allowance** (max)	100%	100%
Ⓓ **Active depth** (min)	30'	n/a
PARKING	*Div. 3C.2.*	
Ⓔ **Parking setback** (min)	35''	5'
Parking between building and street	Not Allowed	Not Allowed
LANDSCAPING	*Div. 3C.3.*	
Frontage planting area (min)	n/a	n/a
Frontage yard fence & wall type allowed:	A2	A2

B. Facade



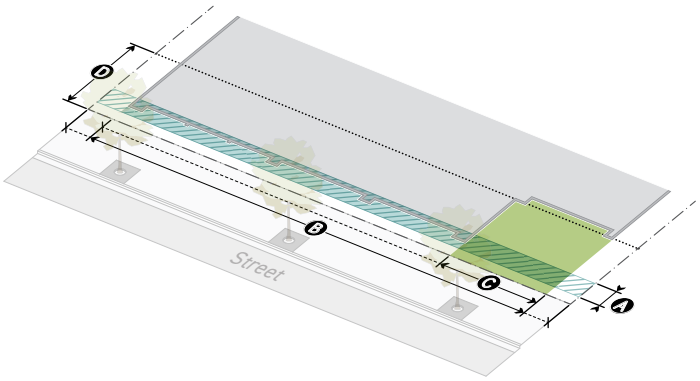
	Primary	Side
TRANSPARENCY	*Div. 3C.4.*	
Ⓐ **Ground story** (min)	60%	30%
Ⓑ **Upper stories** (min)	20%	20%
Ⓒ **Active wall spacing** (max)	15'	25'
ENTRANCES	*Div. 3C.5.*	
Ⓓ **Street-facing entrance**	Required	Required
Ⓔ Entrance spacing (max)	50'	75'
Entry features	Required	Allowed
Options	• Recessed entry • Covered entry • Projecting entry • Courtyard • Storefront bay • Market stall	
GROUND STORY	*Div. 3C.6.*	
Ⓕ **Ground story height** (min)	14'	14'
Ⓖ **Ground floor elevation** (min/max)	-2'/2'	-2'/5'

DIV. 3B.5. MARKET FRONTAGES

Market Frontages require high build-to widths and frequent entrances integrated as market stalls and shopfront bays. These entry feature options, paired with frequent entry spacing, activates the public realm with pedestrian activity and visual interest in areas where market stalls are the dominant pattern.

SEC. 3B.5.1. MARKET 1 (MK1)

A. Lot



	Primary	Side
BUILD-TO	*Div. 3C.1.*	
Applicable stories (min)	5	5
Ⓐ Build-to depth (max)	5'	10'
Ⓑ Build-to width (min)	90%	70%
Ⓒ Pedestrian amenity allowance (max)	20%	10%
PARKING	*Div. 3C.2.*	
Ⓓ Street/alley setback (min)	20'	5'
LANDSCAPING	*Div. 3C.3.*	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A2	A2

B. Facade



	Primary	Side
TRANSPARENCY	*Div. 3C.4.*	
Ⓐ Ground story (min)	60%	40%
Ⓑ Upper stories (min)	20%	20%
Ⓒ Active wall spacing (max)	15'	30'
ENTRANCES	*Div. 3C.5.*	
Ⓓ Street-facing entrance	Required	Required
Ⓔ Entrance spacing (max)	25'	50'
Entry feature	Required	Required
Options	• Market Stall • Shopfront Bay	
GROUND STORY	*Div. 3C.6.*	
Ⓕ Ground story height (min)		
Residential	16'	16'
Nonresidential	16'	16'
Ⓖ Ground floor elevation (min/max)		
Residential	n/a	n/a
Nonresidential	-2'/2'	-2'/2'

DIV. 3B.6. LARGE FORMAT FRONTAGES

Large Format Frontages require moderate build-to widths and infrequent entrance spacing. These Frontage Districts are designed to accommodate large tenants and controlled access in a manner that promotes a walkable street edge.

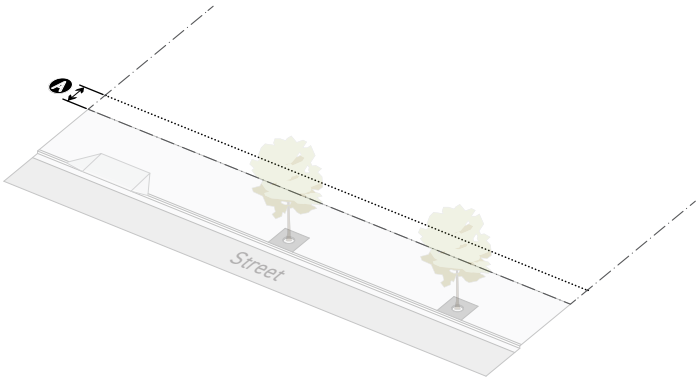
[Reserved]

DIV. 3B.7. INDUSTRIAL FRONTAGES

The Industrial Frontages have few standards and allow for a high level of flexibility. These Frontage Districts are designed for freight service. Industrial Frontages are intended for areas where pedestrian-friendly environments are not a priority.

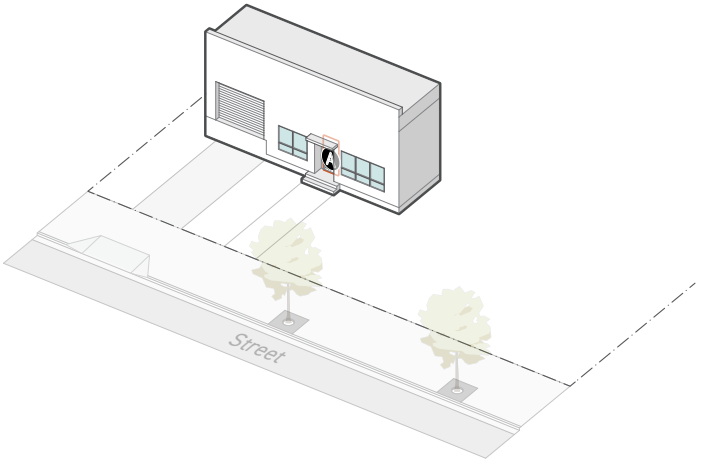
SEC. 3B.7.1. FLEX 1 (FX1) BH

A. Lot



	Primary	Side
BUILD-TO	*Div. 3C.1.*	
Applicable stories (min)	2	1
Build-to depth (min/max)	n/a	n/a
Build-to width (min)	n/a	n/a
Pedestrian amenity allowance (max)	n/a	n/a
PARKING	*Div. 3C.2.*	
Ⓐ Parking setback (min)	5'	5'
LANDSCAPING	*Div. 3C.3.*	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A4	A4

B. Facade

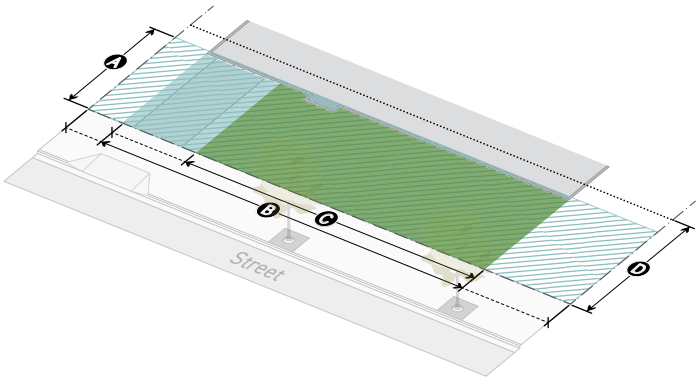


	Primary	Side
TRANSPARENCY	*Div. 3C.4.*	
Ground story (min)	n/a	n/a
Upper stories (min)	n/a	n/a
Active wall spacing (max)	n/a	n/a
ENTRANCES	*Div. 3C.5.*	
Ⓐ Street-facing entrance	Required	n/a
Entrance spacing (max)	n/a	n/a
Entry feature	n/a	n/a
GROUND STORY	*Div. 3C.6.*	
Ground story height (min)		
Residential	n/a	n/a
Nonresidential	n/a	n/a
Ground floor elevation (min/max)	n/a	n/a

this should be moved and become a general frontage

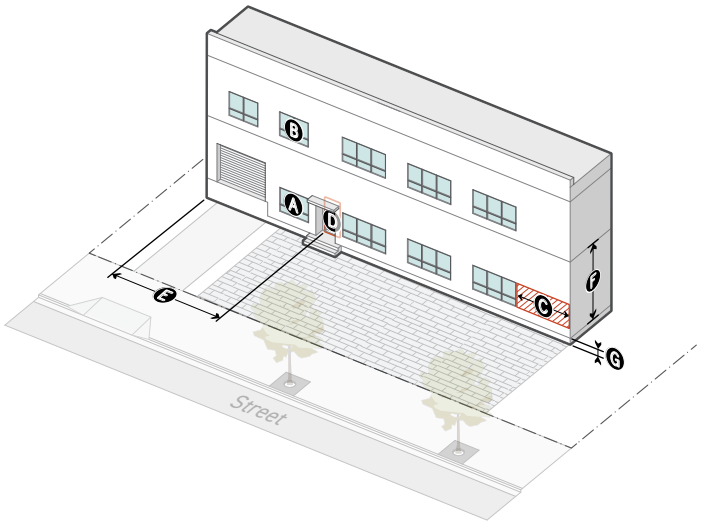
SEC. 3B.7.2. FLEX 2 (FX2)

A. Lot



	Primary	Side
BUILD-TO	*Div. 3C.1.*	
Ⓐ **Build-to depth** (min/max)	25'	25'
Ⓑ **Build-to width** (min)	80%	60%
Ⓒ **Active depth** (min)	20'	15'
Ⓓ **Pedestrian amenity allowance** (max)	100%	100%
Pedestrian amenity depth allowance (max)	40'	40'
PARKING	*Div. 3C.2.*	
Ⓔ **Parking between building and street**	Allowed	Allowed
LANDSCAPING	*Div. 3C.3.*	
Frontage planting area (min)	75%	75%
Frontage yard fence & wall type allowed:	A1	A1

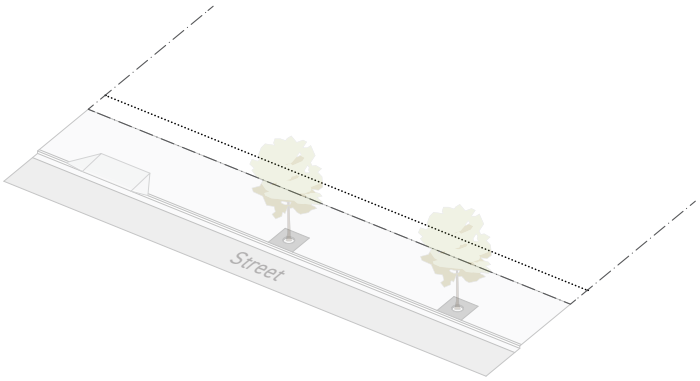
B. Facade



	Primary	Side
TRANSPARENCY	*Div. 3C.4.*	
Ⓐ **Ground story** (min)	50%	35%
Ⓑ **Upper stories** (min)	15%	15%
Ⓒ **Active wall spacing** (max)	20'	30'
ENTRANCES	*Div. 3C.5.*	
Ⓓ **Street-facing entrance**	Required	Required
Ⓔ **Entrance spacing (max)**	75'	75'
Ⓕ **Entry features**	Allowed	Allowed
Options	• Recessed entry • Covered entry • Storefront bay	
GROUND STORY	*Div. 3C.6.*	
Ⓖ **Ground story height** (min)	14'	14'
Ⓗ **Ground floor elevation** (min/max)	-2'/5'	-2'/5'

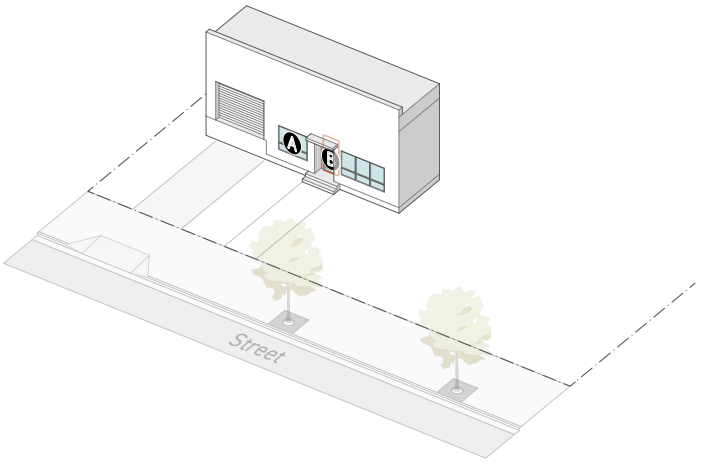
SEC. 3B.7.3. FLEX 3 (FX3)

A. Lot



	Primary	Side
BUILD-TO	*Div. 3C.1.*	
Build-to depth (min/max)	n/a	n/a
Build-to width (min)	n/a	n/a
Active depth (min)	n/a	n/a
Pedestrian amenity allowance (max)	n/a	n/a
Pedestrian amenity depth allowance (max)	n/a	n/a
PARKING	*Div. 3C.2.*	
Parking setback (min)	5'	5'
Parking between building and street	Allowed	Allowed
LANDSCAPING	*Div. 3C.3.*	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A5	A5
Frontage yard fence & wall type required:	B1	B1

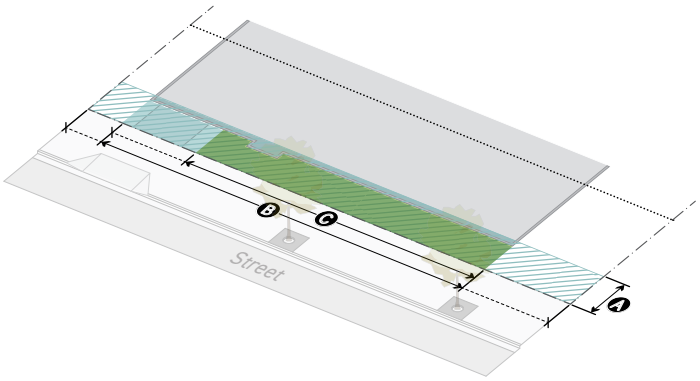
B. Facade



	Primary	Side
TRANSPARENCY	*Div. 3C.4.*	
Ⓐ **Ground story** (min)	15%	n/a
Upper stories (min)	n/a	n/a
Active wall spacing (max)	n/a	n/a
ENTRANCES	*Div. 3C.5.*	
Ⓑ **Street-facing entrance**	Required	n/a
Entrance spacing (max)	n/a	n/a
Entry feature	n/a	n/a
GROUND STORY	*Div. 3C.6.*	
Ground story height (min)	16'	16'
Ground floor elevation (min/max)	n/a	n/a

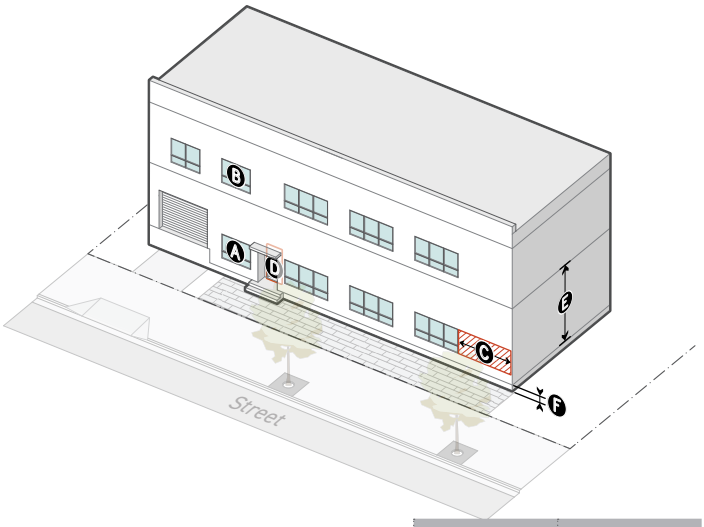
SEC. 3B.7.4. WORKSHOP 1 (WS1)

A. Lot



	Primary	Side
BUILD-TO	*Div. 3C.1.*	
Ⓐ **Build-to depth** (min/max)	10'	n/a
Ⓑ **Build-to width** (min)	50%	n/a
Ⓒ **Pedestrian amenity allowance** (max)	100%	n/a
Ⓓ **Active depth** (min)	30'	n/a
PARKING	*Div. 3C.2.*	
Ⓔ **Parking setback** (min)	35'	5'
Parking between building and street	Not Allowed	Allowed
LANDSCAPING	*Div. 3C.3.*	
Frontage planting area (min)	0%	0%
Frontage yard fence & wall type allowed:	A4	A4

B. Facade



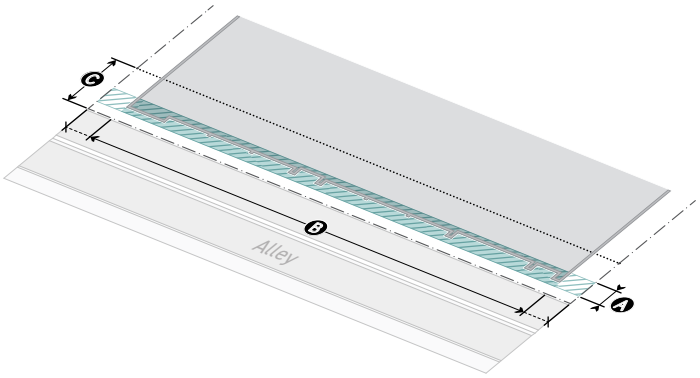
	Primary	Side
TRANSPARENCY	*Div. 3C.4.*	
Ⓐ **Ground story** (min)	30%	15%
Ⓑ **Upper stories** (min)	15%	15%
Ⓒ **Active wall spacing** (max)	30'	75'
ENTRANCES	*Div. 3C.5.*	
Ⓓ **Street-facing entrance**	Required	n/a
Entrance spacing (max)	n/a	n/a
Entry feature	n/a	n/a
GROUND STORY	*Div. 3C.6.*	
Ⓔ **Ground story height** (min)	16'	16'
Ground floor elevation (min/max)	n/a	n/a

DIV. 3B.8. DUAL FRONTAGES

The Dual Frontages are required to address primary, side, and special frontage lot lines. This allows for activation of the frontage lot line with increased standards.

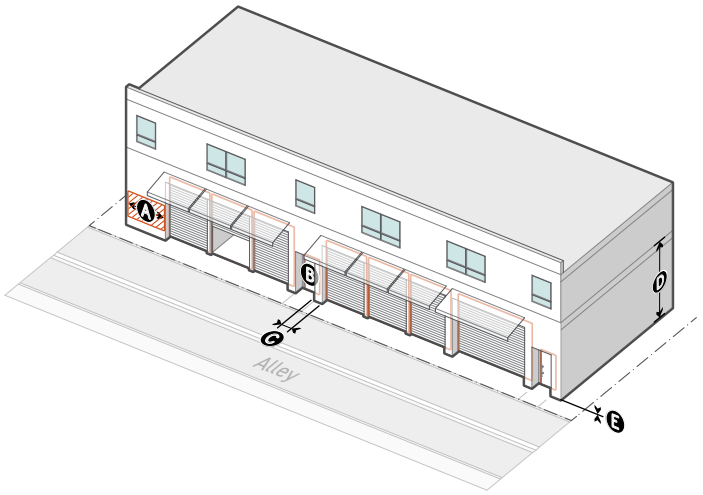
SEC. 3B.8.1. ALLEY MARKET (AL1)

A. Lot



	Special	Primary	Side
BUILD-TO	*Div. 3C.1.*		
Applicable stories (min)	5	5	5
Ⓐ Build-to depth (max)	10'	5'	10'
Ⓑ Build-to width (min)	90%	90%	70%
Pedestrian amenity allowance (max)	10%	20%	10%
PARKING	*Div. 3C.2.*		
Ⓒ Setback (min)	15'	20'	5'
LANDSCAPING	*Div. 3C.3.*		
Frontage planting area (min)	10%	20%	30%
Frontage yard fence & wall type allowed:	A1	A2	A2

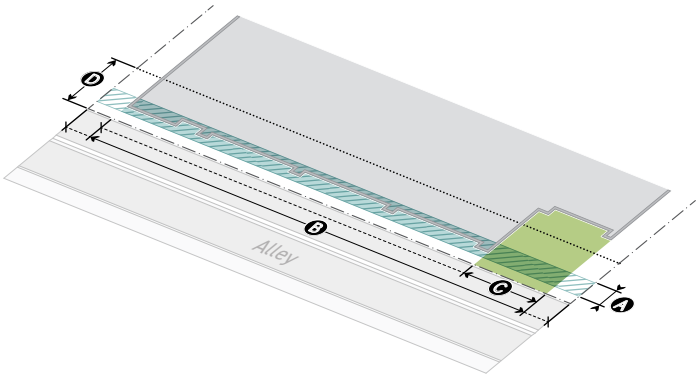
B. Facade



	Special	Primary	Side
TRANSPARENCY		*Div. 3C.4.*	
Ground story (min)	n/a	60%	40%
Upper stories (min)	n/a	20%	20%
Ⓐ Active wall spacing (max)	25'	15'	30'
ENTRANCES		*Div. 3C.5.*	
Ⓑ Street-facing entrance	Required	Required	Required
Ⓒ Entrance spacing (max)	25'	25'	50'
Entry feature	Required	Required	Required
Options	• Shopfront bay • Market stall		
GROUND STORY		*Div. 3C.6.*	
Ⓓ Ground story height			
Residential (min)	16'	16'	n/a
Nonresidential (min)	16'	16'	16'
Ⓔ Ground floor elevation (min/max)	-1/1'	-2/2'	-2/2'

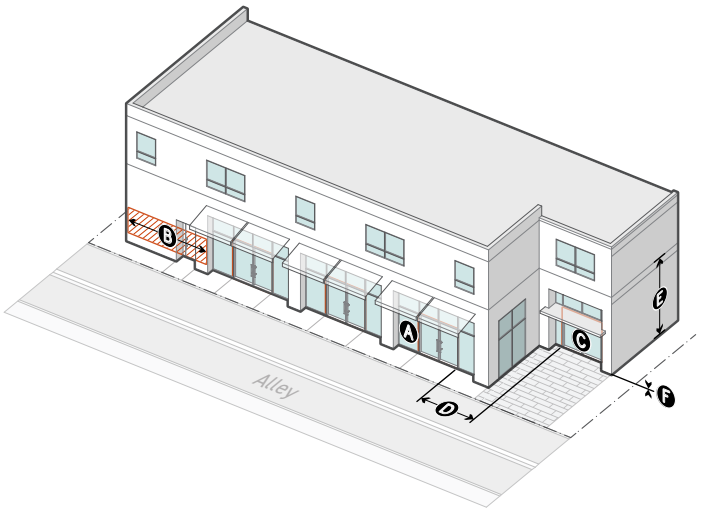
SEC. 3B.8.2. ALLEY SHOPFRONT (AL2)

A. Lot



	Special	Primary	Side
BUILD-TO	*Div. 3C.2.*		
Applicable stories (min)	5	5	5
Ⓐ Build-to depth (max)	10'	5'	10'
Ⓑ Build-to width (min)	70%	95%	70%
Ⓒ Pedestrian amenity allowance (max)	15%	35%	10%
PARKING	*Div. 3C.2.*		
Ⓓ Setback (min)	15'	20'	5'
LANDSCAPING	*Div. 3C.3.*		
Frontage planting area (min)	10%	20%	30%
Frontage yard fence & wall type allowed:	A1	A2	A2

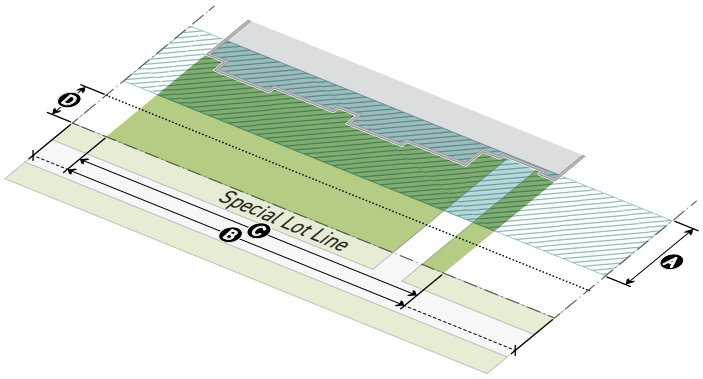
B. Facade



	Special	Primary	Side
TRANSPARENCY		*Div. 3C.4.*	
Ⓐ Ground story (min)	60%	60%	40%
Upper stories (min)	n/a	30%	30%
Ⓑ Active wall spacing (max)	25'	15'	25'
ENTRANCES		*Div. 3C.5.*	
Ⓒ Street-facing entrance	Required	Required	Required
Ⓓ Entrance spacing (max)	25'	50'	75'
Entry feature	Required	n/a	n/a
Options	• Storefront bay		
GROUND STORY		*Div. 3C.6.*	
Ⓔ Ground story height			
Residential (min)	16'	16'	16'
Nonresidential (min)	16'	16'	16'
Ⓕ Ground floor elevation (min/max)	-1/1'	-2/2'	-2/2'

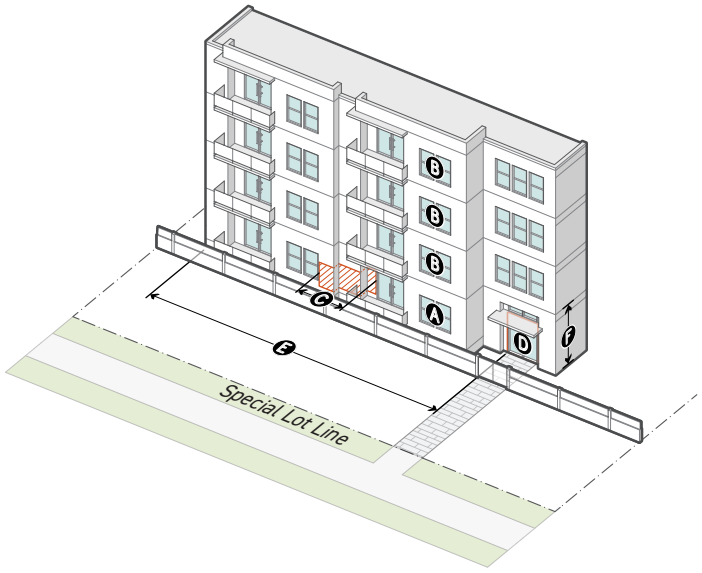
SEC. 3B.8.3. GREENWAY 1 (GW1) BH

A. Lot



	Special	Primary	Side
BUILD-TO	*Div. 3C.1.*		
Applicable stories (min)	1	1	1
Ⓐ Build-to depth (max)	25'	25'	25'
Ⓑ Build-to width (min)	70%	70%	40%
Ⓒ Pedestrian amenity allowance (max)	100%	20%	5%
PARKING	*Div. 3C.2.*		
Ⓓ Setback (min)	10'	5'	5'
LANDSCAPING	*Div. 3C.3.*		
Frontage planting area (min)	75%	30%	30%
Frontage yard fence & wall type allowed:	A3	A3	A4

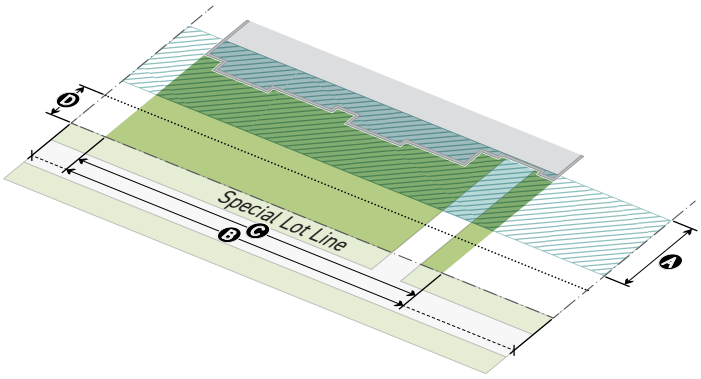
B. Facade



	Special	Primary	Side
TRANSPARENCY		*Div. 3C.4.*	
Transparent area			
Ⓐ Ground story (min)	20%	40%	20%
Ⓑ Upper stories (min)	20%	20%	20%
Ⓒ Active wall spacing (max)	30'	20'	30'
ENTRANCES		*Div. 3C.5.*	
Ⓓ Street-facing entrance	Required	Required	Required
Ⓔ Entrance spacing (max)	75'	75'	100'
Entry feature	n/a	n/a	n/a
GROUND STORY		*Div. 3C.6.*	
Ⓕ Ground story height	14'	14'	14'
Ground floor elevation (min/max)	-2'/5'	-2'/5'	-2'/5'

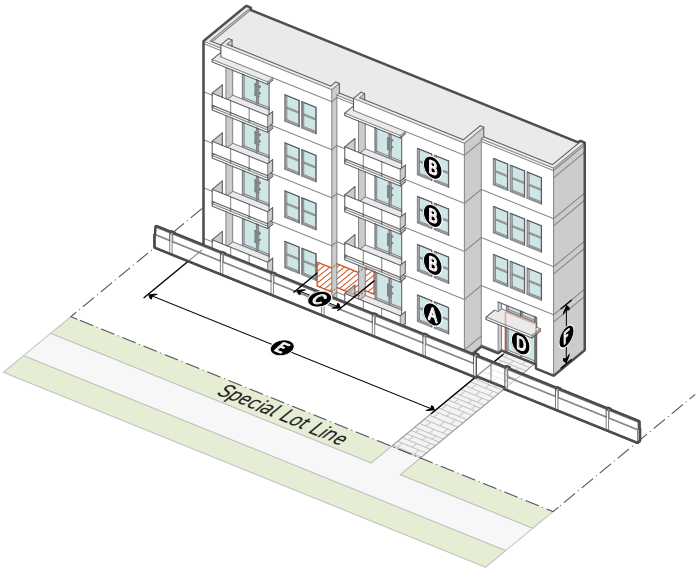
SEC. 3B.8.4. GREENWAY 2 (GW2)

A. Lot



	Primary	Side	Special
BUILD-TO		*Div. 3C.1.*	
Ⓐ **Build-to depth** (max)	5'	5'	25'
Ⓑ **Build-to width** (min)	80%	40%	70%
Ⓒ **Pedestrian amenity allowance** (max)	100%	100%	100%
PARKING		*Div. 3C.2.*	
Ⓓ **Parking setback (min)**	35'	5'	60'
Parking between building and street	Not allowed	Not allowed	Not allowed
LANDSCAPING		*Div. 3C.3.*	
Frontage planting area (min)	n/a	n/a	75%
Frontage yard fence & wall type allowed:	A2	A2	A3

B. Facade



	Primary	Side	Special
TRANSPARENCY		*Div. 3C.4.*	
Transparent area			
Ⓐ Ground story (min)	60%	30%	30%
Ⓑ Upper stories (min)	20%	20%	20%
Ⓒ **Active wall spacing** (max)	15'	25'	25'
ENTRANCES		*Div. 3C.5.*	
Ⓓ **Street-facing entrance**	Required	Required	Required
Ⓔ Entrance spacing (max)	75'	100'	75'
Entry feature	n/a	n/a	n/a
GROUND STORY		*Div. 3C.6.*	
Ⓕ **Ground story height**	14'	14'	14'
Ground floor elevation (min/max)	-2'/5'	-2'/5'	-2'/5'

DIV. 3B.9. CHARACTER FRONTAGES

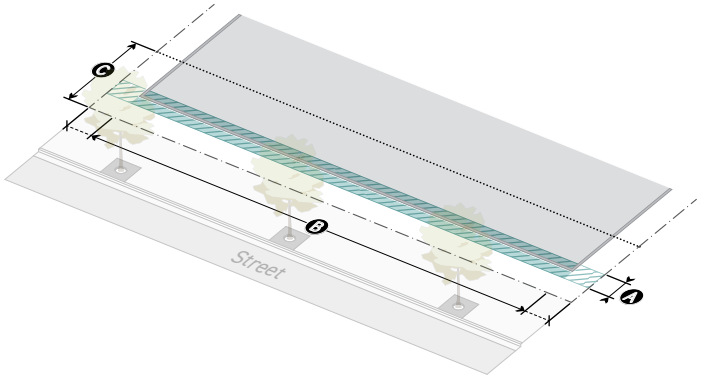
Character Frontages provide standards for facade articulation, entry features, window design, siding materials, and roof form, in order to reinforce the prevailing architectural characteristics of the city's historically and culturally significant neighborhoods and districts.

SEC. 3B.9.1. HISTORIC CORE (CHC1)

A. Intent

The Historic Core Character Frontage ensures new development contributes to and reinforces the established architectural character of an urban historic core established in the late 19th and early 20th centuries, while supporting creative design and contemporary construction practices. Key architectural characteristics of the Historic Core include grand entrances adorned with pillars and archways, highly decorative facades that clearly articulate the base, middle, and top layers of a building, deeply recessed windows, and roofs with prominent cornices. Buildings in the Historic Core adhere to a well-defined street wall with high ground story activation.

B. Lot



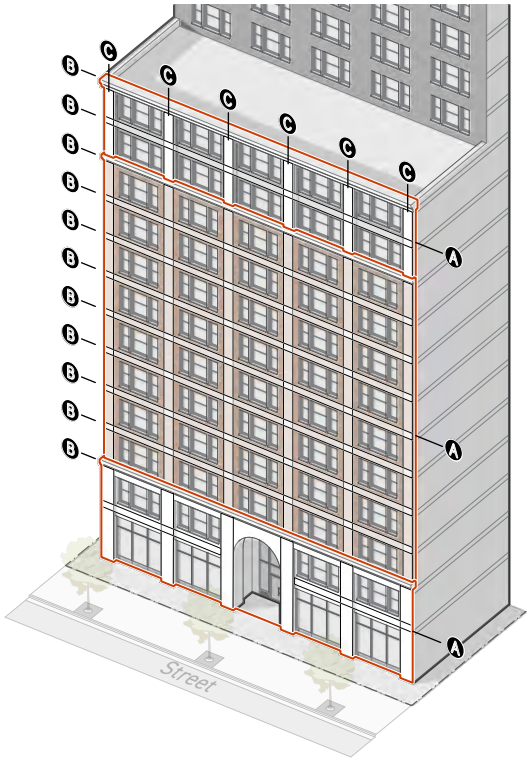
	Primary	Side
BUILD-TO	*Div. 3D.1.*	
Applicable stories (min)	12	12
Ⓐ Build-to depth (max)	5'	10'
Ⓑ Build-to width (min)	90%	70%
Pedestrian amenity allowance (max)	15%	10%
PARKING	*Div. 3D.2.*	
Ⓒ Parking setback (min)	20'	5'
LANDSCAPING	*Div. 3D.3.*	
Frontage planting area (min)	0%	0%
Frontage yard fence & wall type allowed:	A2	A2

C. Stories



	Primary	Side
GROUND FLOOR ELEVATION	*Div. 3D.4.*	
Ⓐ Ground floor elevation (min/max)	-2'/2'	-2'/2'
STORY HEIGHT	*Div. 3D.5.*	
Ⓑ Ground story height (min)	16'	16'

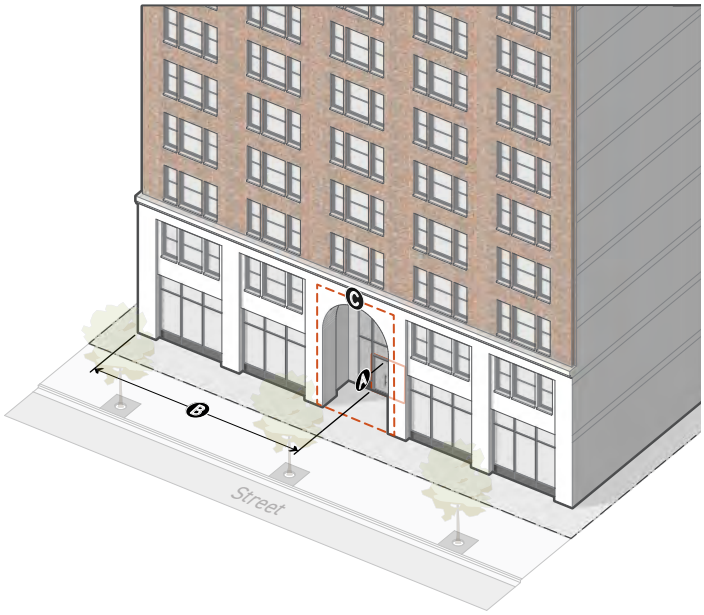
D. Facade



	Primary	Side
ARTICULATION	*Div. 3D.6.*	
Ⓐ Base, middle & top*	Required	Required
Ⓑ Horizontal bands*	Required	Required
Ⓒ Vertical bands*	Required	Required
Spacing (min/max)	15'/30'	15'/30'
FEATURES	*Div. 3D.7.*	
Restricted Features*	• Projecting balcony	

* Applicable for first 12 stories

E. Doors



	Primary	Side
ENTRANCES	*Div. 3D.8.*	
Ⓐ **Street-facing entrance**	Required	Required
Ⓑ Entrance spacing (max)	50'	50'
Entry feature	Required	Required
Options	• Recessed entry • At-grade entry • Storefront bay	
Ⓒ **Focal entry feature**	1	0

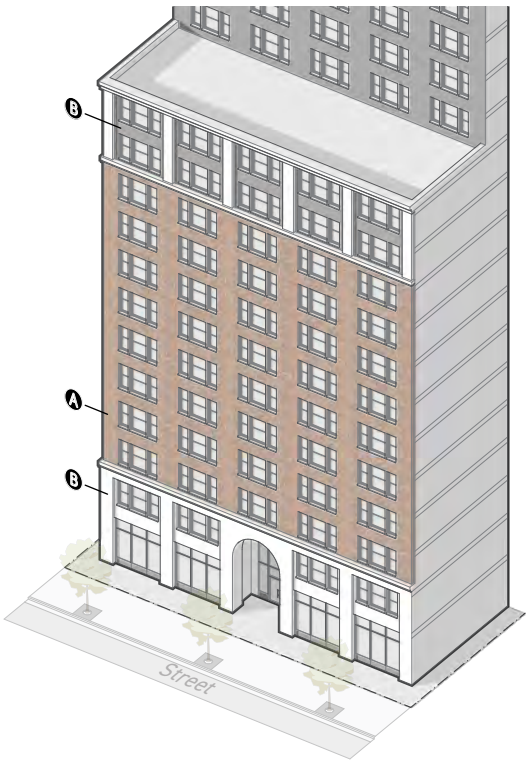
F. Windows



	Primary	Side
TRANSPARENCY	*Div. 3D.9.*	
Ⓐ **Ground story** (min/max)	50%/80%	50%/80%
Active wall spacing (max)	15'	15'
Window recession (min)	12"	12"
Bulkhead	Required	Required
Horizontal sliding windows	Prohibited	Prohibited
Vinyl windows	Prohibited	Prohibited
Ⓑ **Upper stories** (min/max) *	30%/80%	30%/80%
Window recession (min)	6"	6"
Sill	Required	Required
Horizontal sliding windows	Prohibited	Prohibited

* Applicable for first 12 stories

G. Cladding



EXTERIOR MATERIALS	*Div. 3D.10.*
Ⓐ **Principal materials** (min) *	70%
Options	• Brick • Solid stone • Concrete • Metal • Glazed tile
Ⓑ **Accessory materials** (max) *	30%
Options	• Brick • Solid stone • Concrete • Metal • Wood • Glazed tile
Number of accessory materials (max)	2

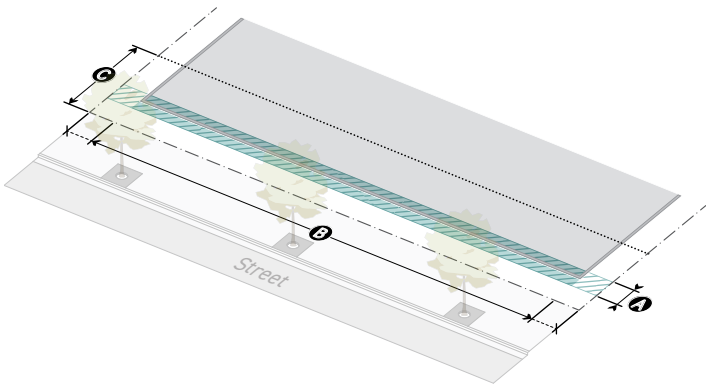
* Applicable for first 12 stories

SEC. 3B.9.2. DAYLIGHT FACTORY (CDF1)

A. Intent

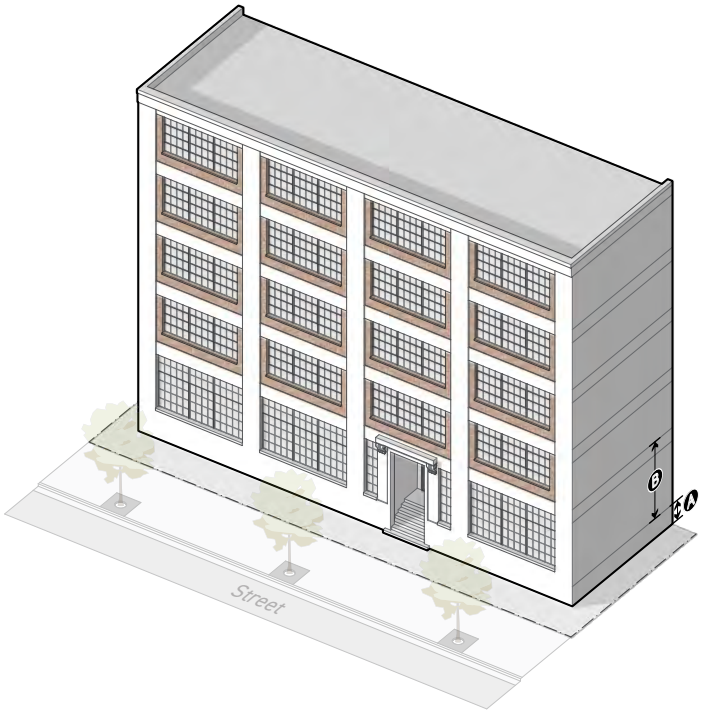
The Daylight Factory Character Frontage ensures new development reinforces the prevailing architectural characteristics of industrial districts established in the early 20th century, while supporting creative design and contemporary construction practices. Warehouse and factory buildings in these industrial districts are characterized by large, symmetrical windows that extend nearly a full story in height, high ceilings on each story, and brick and masonry facade materials. Facades are articulated to establish uniformity through horizontal repetition.

B. Lot



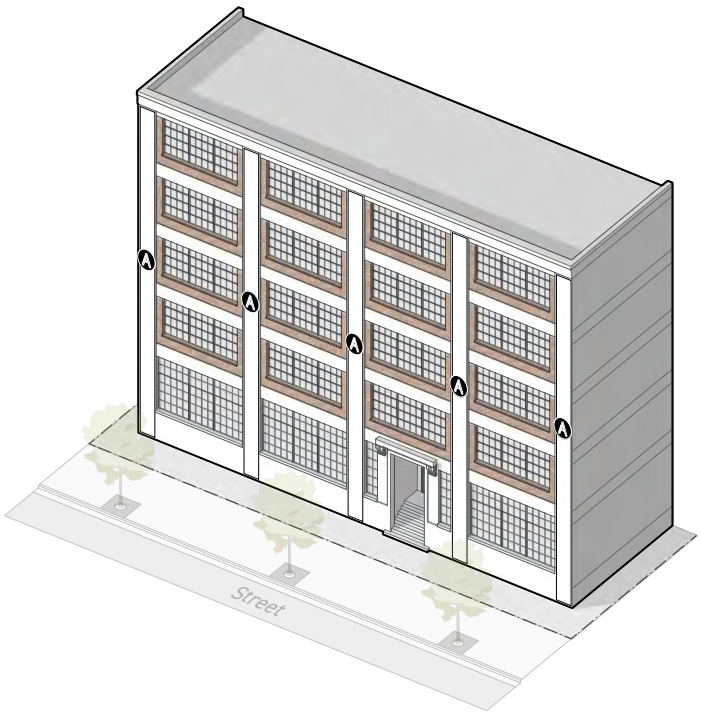
	Primary	Side
BUILD-TO	*Div. 3D.1.*	
Applicable stories (min)	3	3
Ⓐ **Build-to depth** (max)	5'	10'
Ⓑ **Build-to width** (min)	90%	70%
Pedestrian amenity allowance (max)	30%	30%
PARKING	*Div. 3D.2.*	
Ⓒ **Parking setback** (min)	20'	5'
LANDSCAPING	*Div. 3D.3.*	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A2	A2

C. Stories



	Primary	Side
GROUND FLOOR ELEVATION	*Div. 3D.4.*	
Ⓐ Ground floor elevation (min/max)	-2'/5'	-2'/5'
STORY HEIGHT	*Div. 3D.5.*	
Ⓑ **Ground story height** (min)	16'	16'

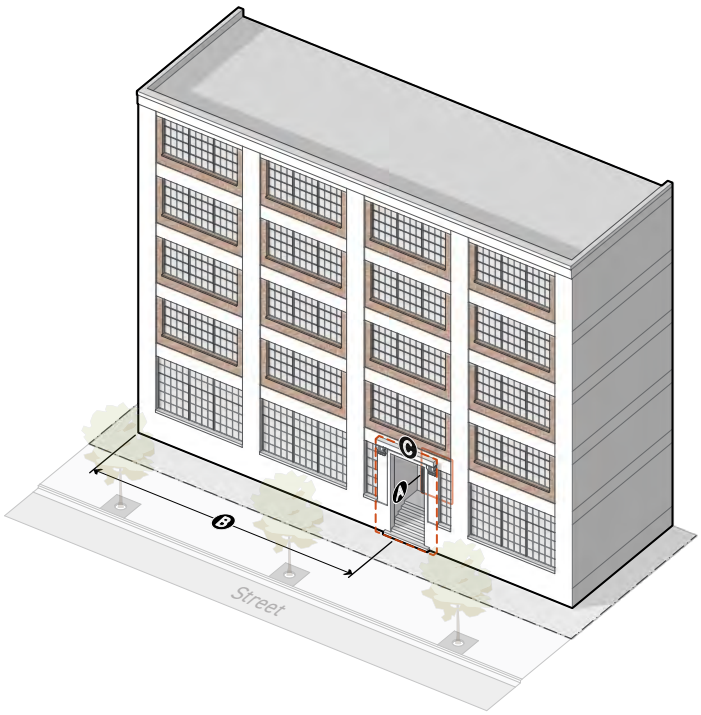
D. Facade



	Primary	Side
ARTICULATION	*Div. 3D.6.*	
Ⓐ **Vertical bands***	Required	Required
Spacing (min/max)	20'/30'	20'/30'
FEATURES	*Div. 3D.7.*	
Restricted features *	n/a	n/a

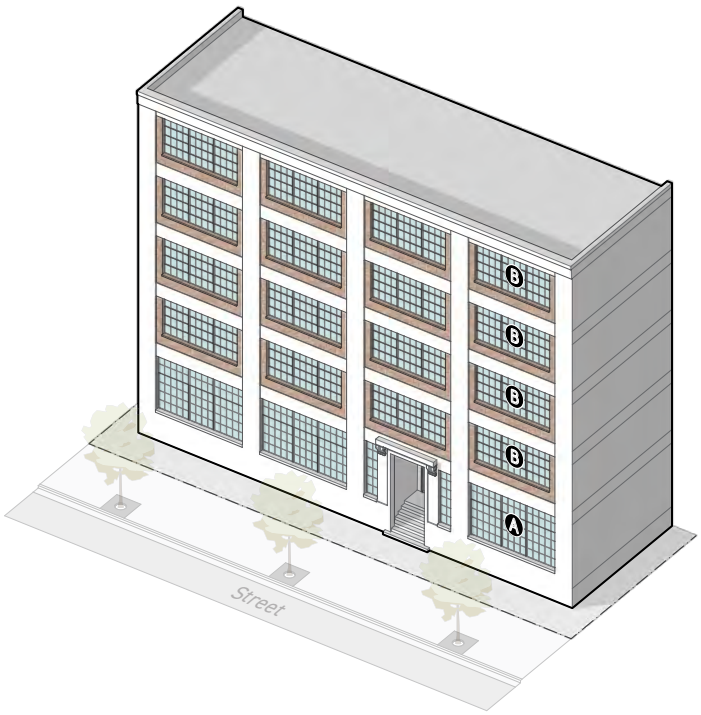
* Applicable for first 3 stories

E. Doors



	Primary	Side
ENTRANCES	*Div. 3D.8.*	
Ⓐ **Street-facing entrance**	Required	Required
Ⓑ Entrance spacing (max)	100'	100'
Entry feature	Required	Required
Options	• Recessed entry • At-grade entry • Storefront bay	
Ⓒ **Focal entry feature**	1	1

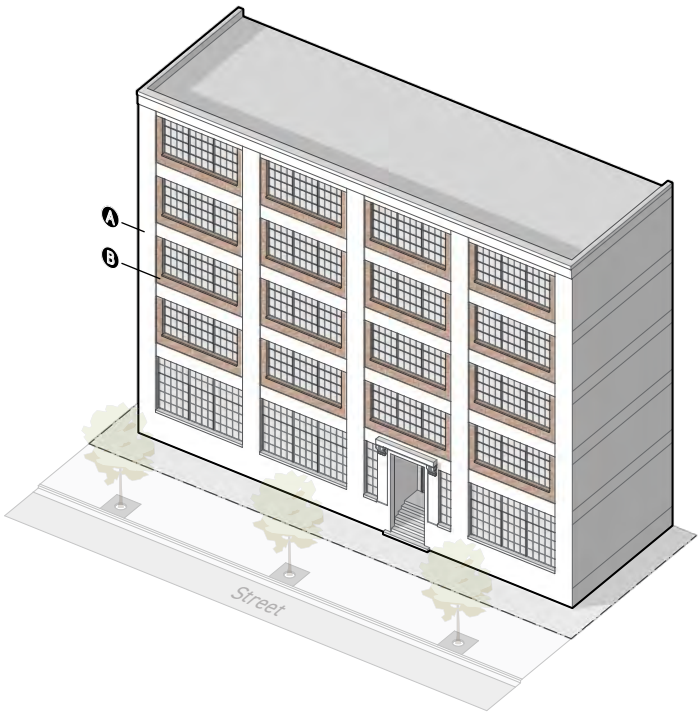
F. Windows



	Primary	Side
TRANSPARENCY	*Div. 3D.9.*	
Ⓐ **Ground story** (min/max)	50%/80%	50%/80%
Active wall spacing (max)	15'	25'
Window recession (min)	9"	9"
Horizontal sliding windows	Prohibited	Prohibited
Ⓑ **Upper stories** (min/max) *	40%/70%	30%/70%
Window recession (min)	6"	6"
Sill	Required	Required
Horizontal sliding windows	Prohibited	Prohibited

* Applicable for first 3 stories

G. Cladding



EXTERIOR MATERIALS	*Div. 3D.10.*
Ⓐ **Principal materials** (min) *	70%
Options	• Brick • Solid stone • Concrete • Metal • Wood
Ⓑ **Accessory materials** (max) *	30%
Options	• Brick • Solid stone • Concrete • Metal • Wood
Number of accessory materials (max)	3

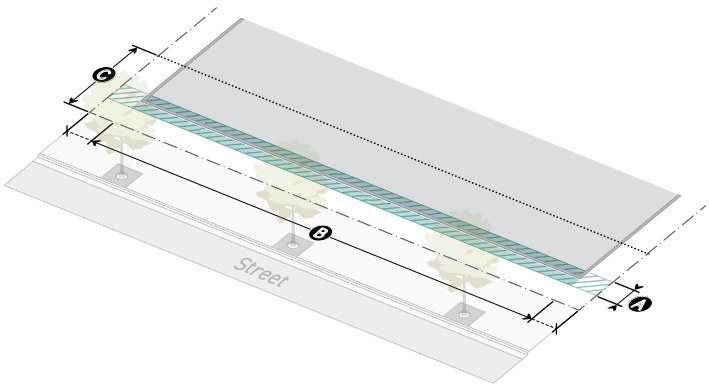
* Applicable for first 3 stories

SEC. 3B.9.3. DAYLIGHT FACTORY / RIVER (CDR1)

A. Intent

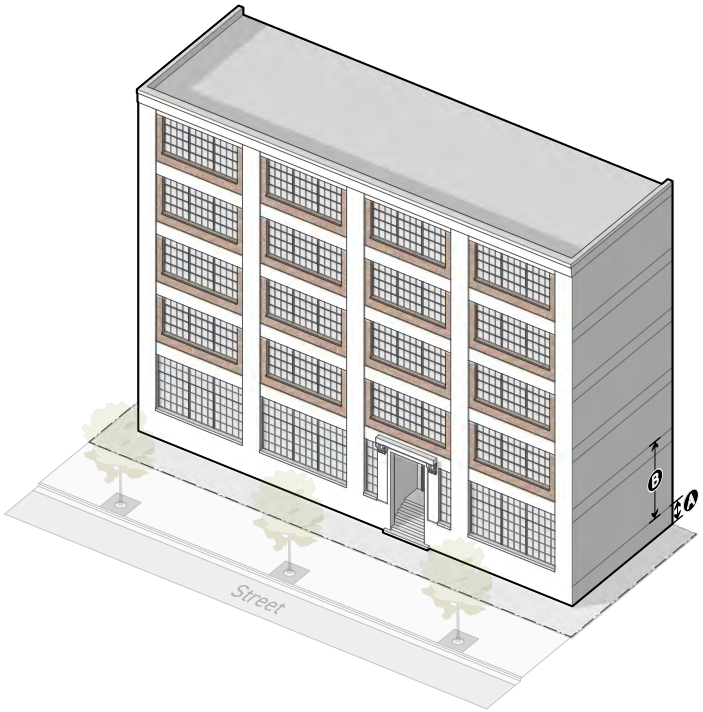
The Daylight Factory / River Character Frontage provides standards intended to support the activation of the Los Angeles River as a public amenity while reinforcing the prevailing architectural characteristics of industrial districts established in the early 20th century along the River, and supporting creative design and contemporary construction practices. Warehouse and factory buildings in these riverside industrial districts are characterized by large, symmetrical windows that extend nearly a full story in height, high ceilings on each story, and brick and masonry facade materials. Facades are articulated to establish uniformity through horizontal repetition.

B. Lot



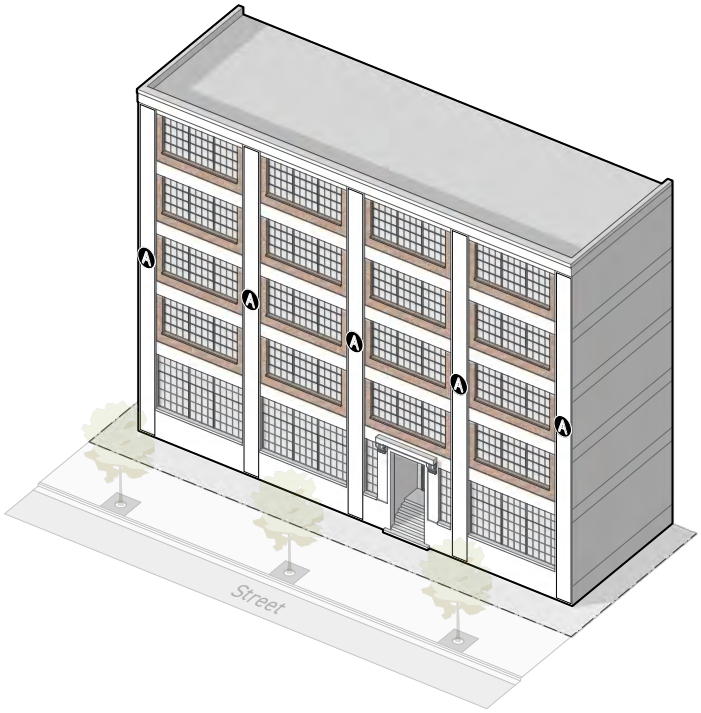
	Primary	Side	River
BUILD-TO		*Div. 3D.1.*	
Applicable stories (min)	3	3	3
Ⓐ Build-to depth (max)	5'	10'	20'
Ⓑ Build-to width (min)	90%	70%	70%
Pedestrian amenity allowance (max)	30%	30%	40%
PARKING		*Div. 3D.2.*	
Ⓒ Parking setback (min)	20'	5'	20'
LANDSCAPING		*Div. 3D.3.*	
Frontage planting area (min)	5%	5%	75%
Frontage yard fence & wall type allowed:	A2	A2	A3

C. Stories



	Primary	Side	River
GROUND FLOOR ELEVATION	*Div. 3D.4.*		
Ⓐ Ground floor elevation (min/max)	-2'/5'	-2'/5'	-2'/5'
STORY HEIGHT	*Div. 3D.5.*		
Ⓑ **Ground story height** (min)	16'	16'	16'

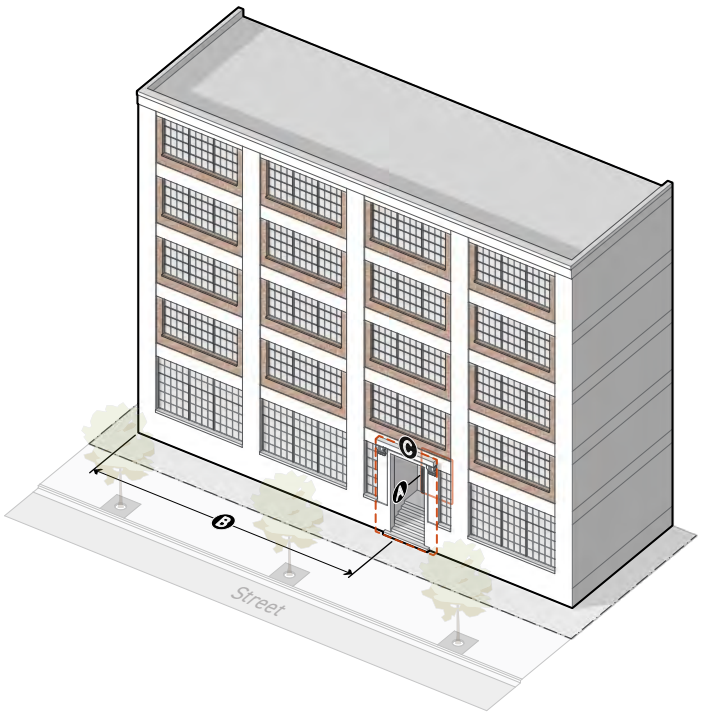
D. Facade



	Primary	Side	River
ARTICULATION	*Div. 3D.6.*		
Ⓐ **Vertical bands ***	Required	Required	Required
Spacing (min/max)	20'/30'	20'/30'	20'/30'
FEATURES	*Div. 3D.7.*		
Restricted features *	n/a	n/a	n/a

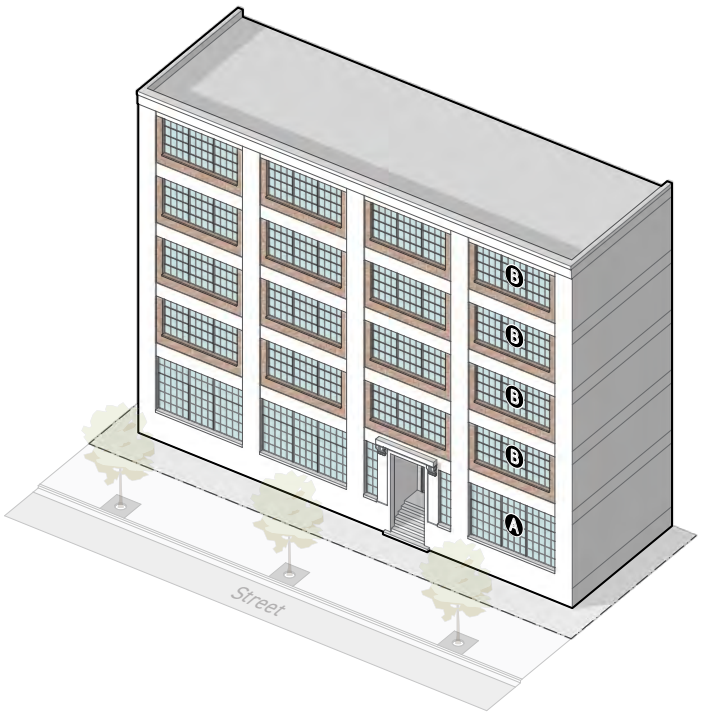
* Applicable for first 3 stories

E. Doors



		Primary	Side	River
ENTRANCES		*Div. 3D.8.*		
Ⓐ	**Street-facing entrance**	Required	Required	Required
Ⓑ	Entrance spacing (max)	100'	100'	100'
	Entry feature	Required	Required	n/a
	Options	• Recessed entry • At-grade entry • Storefront bay		
Ⓒ	**Focal entry feature**	1	1	n/a

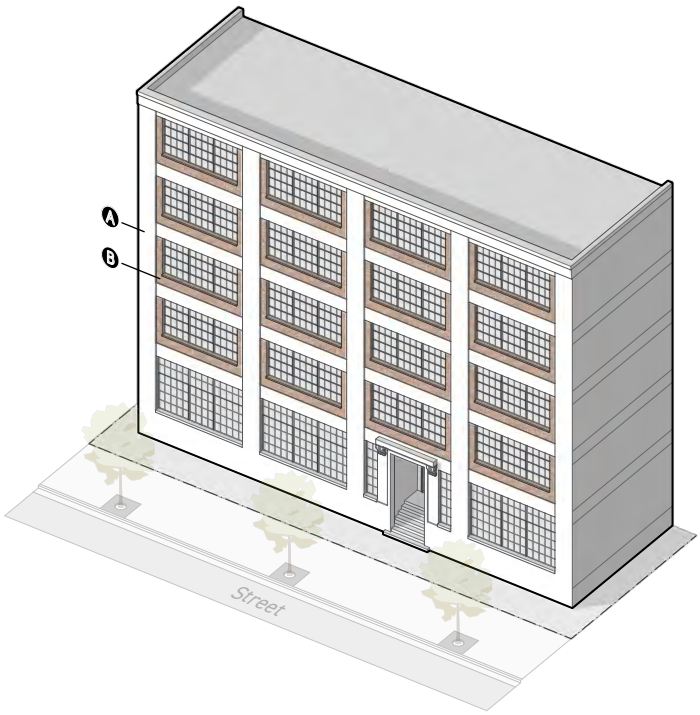
F. Windows



		Primary	Side	River
TRANSPARENCY		*Div. 3D.9.*		
Ⓐ	**Ground story** (min/max)	50%/80%	50%/80%	30%/80%
	Active wall spacing (max)	15'	25'	25'
	Window recession (min)	9"	9"	9"
	Horizontal sliding windows	Prohibited	Prohibited	Prohibited
Ⓑ	**Upper stories** (min/max) *	40%/70%	30%/70%	30%/70%
	Window recession (min)	6"	6"	6"
	Sill	Required	Required	Required
	Horizontal sliding windows	Prohibited	Prohibited	Prohibited

* Applicable for first 3 stories

G. Cladding



EXTERIOR MATERIALS	*Div. 3D.10.*
Ⓐ **Principal materials** (min) *	70%
Options	• Brick • Solid stone • Concrete • Metal • Wood
Ⓑ **Accessory materials** (max) *	30%
Options	• Brick • Solid stone • Concrete • Metal • Wood
Number of accessory materials (max)	3

* Applicable for first 3 stories

SEC. 3B.9.4. CHARACTER COMMERCIAL 1 (CC1)

[Introduced with the Boyle Heights Plan]

SEC. 3B.9.5. CHARACTER RESIDENTIAL 1 (CR1)

[Introduced with the Boyle Heights Plan]

PART 3C. GENERAL FRONTAGE RULES

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DIV. 3C.1. BUILD-TO

SEC. 3C.1.1. APPLICABLE STORIES

The number of stories that are required to meet build-to standards.

A. Intent

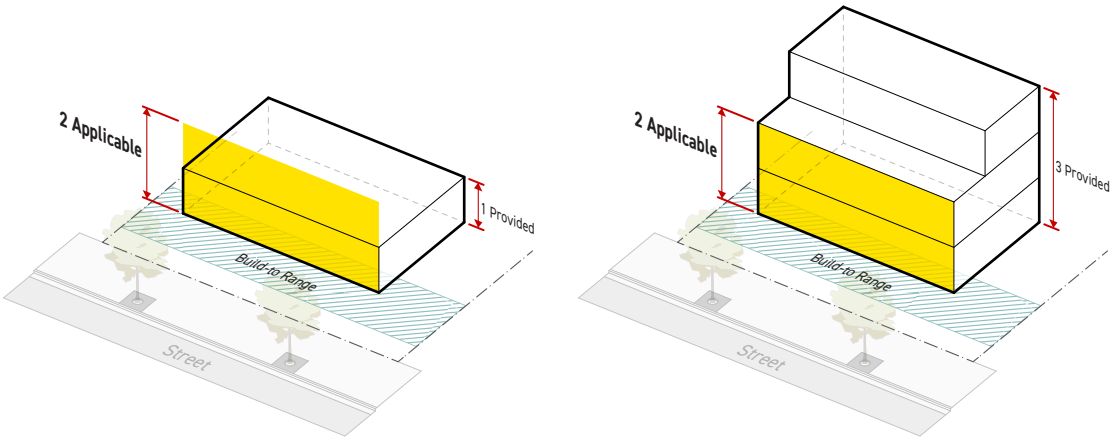
To ensure that multi-story buildings locate both the ground story and a contextually appropriate number of upper stories along the street.

B. Applicability

Build-to applicable stories standards apply to all portions of buildings and structures required to satisfy a minimum build-to width requirement.

C. Standards

Where minimum applicable stories are required, build-to standards apply to the ground story and any additional story provided on a lot, up to, and including, the minimum build-to applicable stories.



D. Measurement

For measuring height in stories, see *Div. 14.1. (General Rules)*.

E. Relief

1. A reduction in number of applicable stories of 1 story may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.

2. A reduction in number of applicable stories may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3C.1.2. BUILD-TO DEPTH

The depth of the build-to zone. The build-to zone is the area on a lot starting at the minimum building setback and continuing inward for the maximum build-to depth for the full width of the lot. A building is required to occupy the build-to zone for the required minimum build-to width.

A. Intent

To regulate the placement of buildings along the public realm such that buildings frame the public realm with a consistent street wall.

B. Applicability

Build-to depth standards apply to all portions of buildings and structures required to satisfy minimum build-to width and applicable stories standards.

C. Standards

1. The build-to zone shall be no deeper than the maximum build-to depth specified by the applied *Frontage District (Part 3B)*.

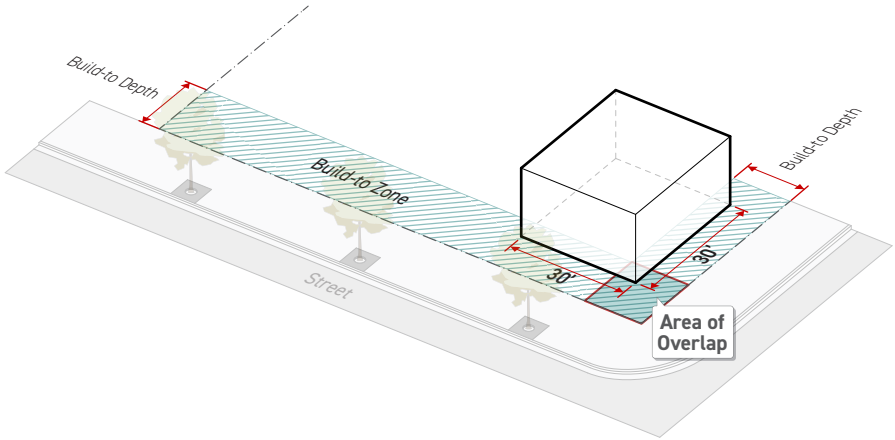
2. Buildings shall occupy the build-to zone for at least the minimum required build-to width.

3. Once the minimum build-to width standard has been satisfied, buildings and structures may occupy the area behind the build-to zone.

4. On a corner lot where intersecting frontage lot lines have build-to requirements, a building shall occupy the portion of the lot area where the build-to zones of the two intersecting frontage lot lines overlap, as described below:

a. The building shall occupy the build-to zones for both frontage lot lines for a minimum of 30 feet from the corner. Distance is measured away from the corner, starting at the edge of the building occupying the area of overlap, parallel to the frontage lot line. This building width counts toward the required build-to width for both frontage lot lines.

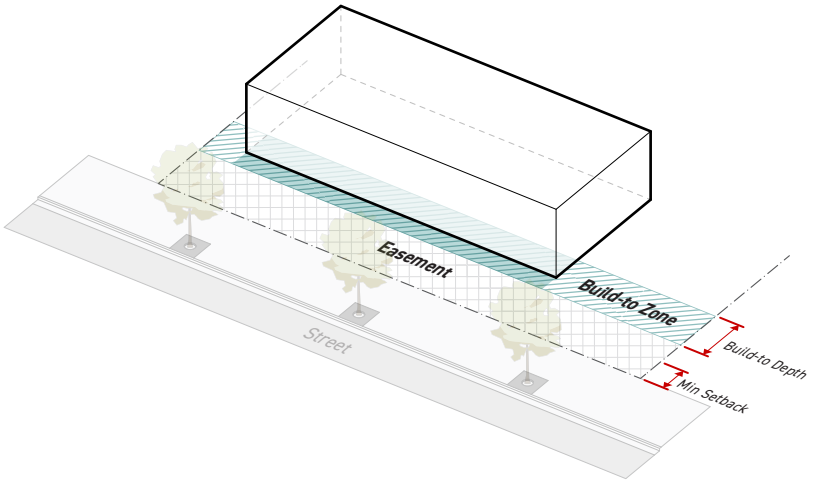
b. This standard does not apply when a pedestrian amenity space occupies some portion of the area of overlap and is being used as a pedestrian amenity allowance. See *Sec. 3C.2.4. (Pedestrian Amenity Allowance)*.



D. Measurement

1. The build-to depth is measured perpendicular to the frontage lot line starting from the minimum building setback and continuing inward away from the frontage lot line.

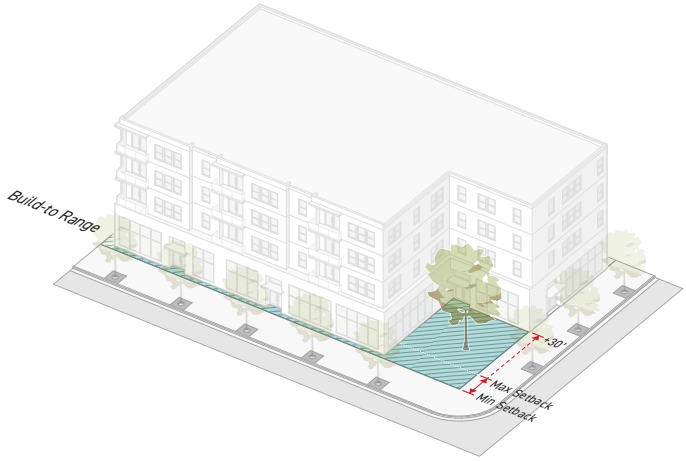
2. Where a lot includes an easement that abuts the frontage lot line and the easement is deeper than the minimum building setback, the applicant may choose to measure the required build-to depth from the interior edge of the easement rather than the lot line.



E. Exceptions

1. See *Sec 3C.1.4. (Pedestrian Amenity Allowance)*.

2. To preserve existing trees that meet minimum size requirements for a small species tree, the Department may increase the build-to depth beyond the maximum allowed by the applied Frontage District to the minimum depth necessary to protect the tree, but by no more than 30 feet pursuant to *Section 13B.3.1. (Administrative Review)*.



F. Relief

1. An increase in build-to depth of 20% may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.

2. A deviation from maximum build-to depth may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3C.1.3. BUILD-TO WIDTH

The cumulative building width that shall occupy the build-to zone, relative to the width of the lot at the frontage lot line.

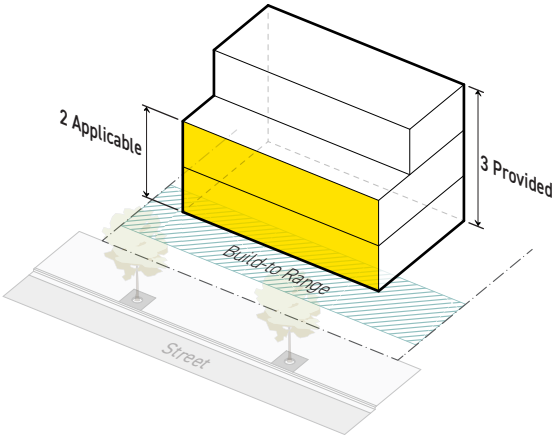
A. Intent

To ensure that buildings enclose the public realm with a legible and consistent street wall, spatially defining an outdoor room, and promoting a strong visual and physical connection between uses inside buildings and the public realm.

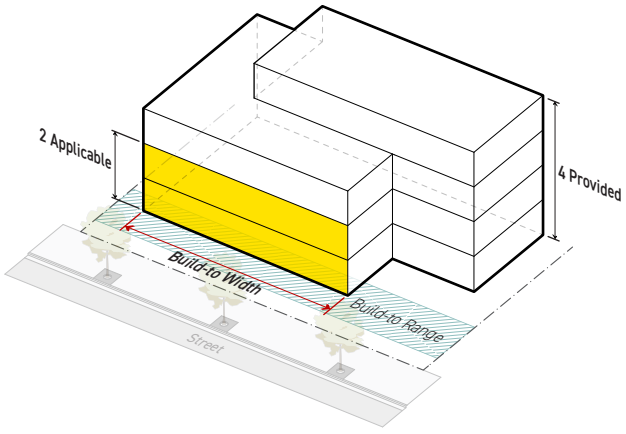
B. Applicability

Build-to width standards apply to the following:

1. Where a minimum height is specified in the applied *Form District (Part 2B)*, build-to width applies to all above-grade stories up to the minimum height in stories standard in accordance with *Sec. 2C.4.3. (Height in Stories)*.



2. Where an applicable stories standard exists, build-to width applies to all stories located above-grade up to the applicable stories.



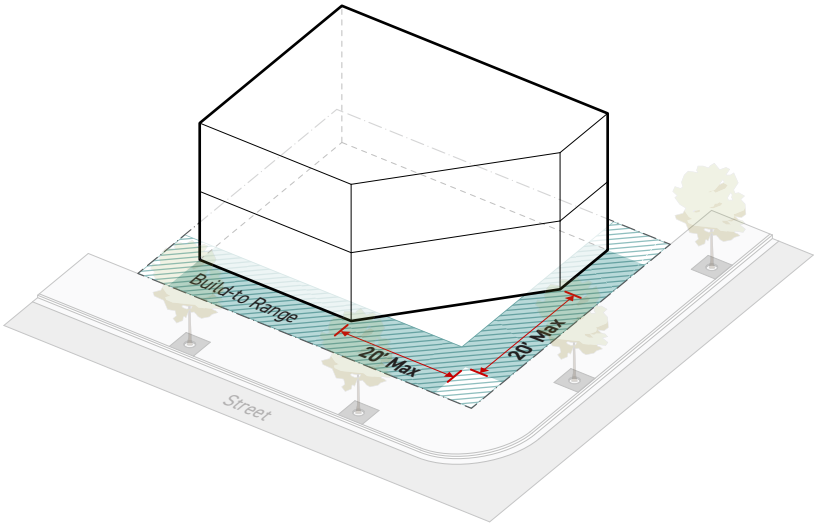
3. Where both an applicable stories standard and a minimum height are specified, build-to width applies to whichever standard requires the greatest number of stories located in the build-to zone.

4. Where no applicable stories standard is specified in the applied *Frontage District (Part 3B)* and no minimum height standard is specified in the applied *Form District (Part 2B)*, build-to width applies only to the ground story.

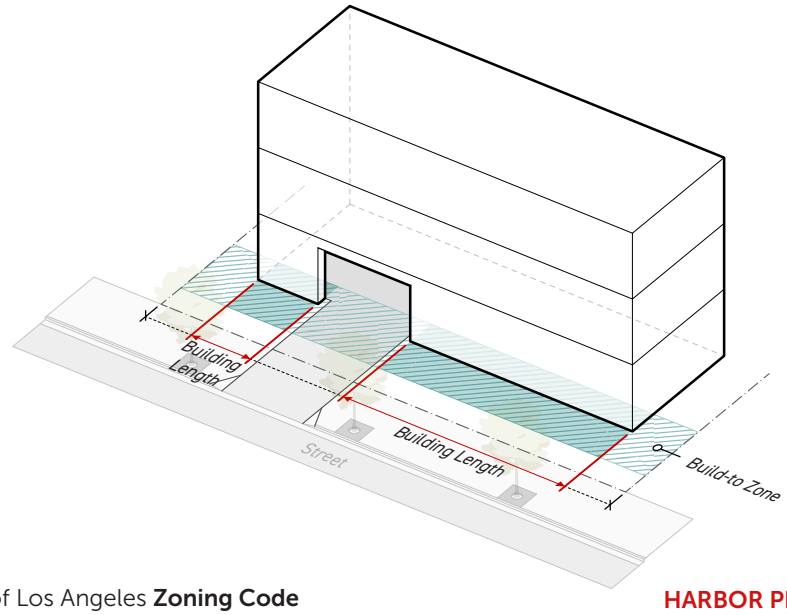
C. Standards

1. Building(s) shall occupy the build-to zone for a cumulative width no less than that specified by the applied *Frontage District (Part 3B)*.

2. On a corner lot, a chamfered corner no more than 20 feet in width along both street lot lines qualifies as building width in the build-to zone for all applicable stories even where it extends outside of the build-to zone. Chamfered corner width is measured parallel to the frontage lot line.

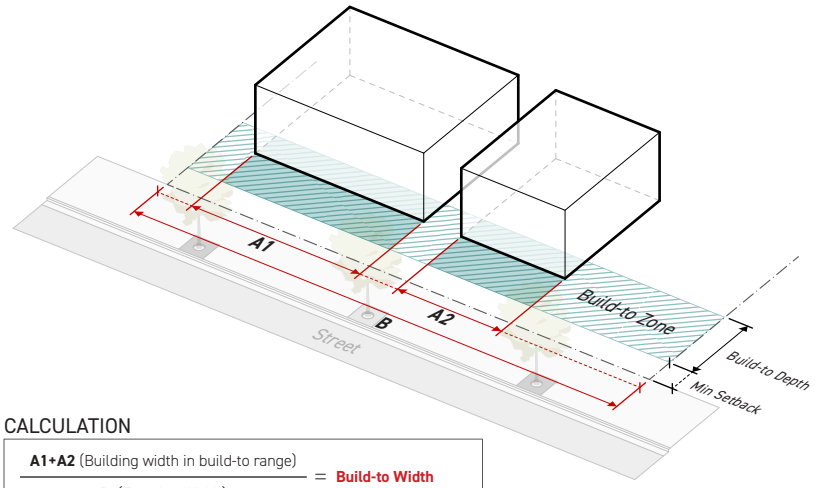


3. Portions of building width providing motor vehicle access to a motor vehicle use area through the ground story of a building do not qualify as building width in the build-to zone.



D. Measurement

The build-to width is a percentage measured as the sum of the widths of all portions of buildings occupying the build-to zone divided by the total lot width.



CALCULATION

$$\frac{\textbf{A1+A2}\ \text{(Building width in build-to range)}}{\textbf{B}\ \text{(Total Lot Width)}} = \textbf{Build-to Width}$$

1. Building width is measured parallel to the frontage lot line. For measuring building width on a complex lot, see *Sec. 14.1.14. (Parallel or Perpendicular to Irregular Lot Line)*.

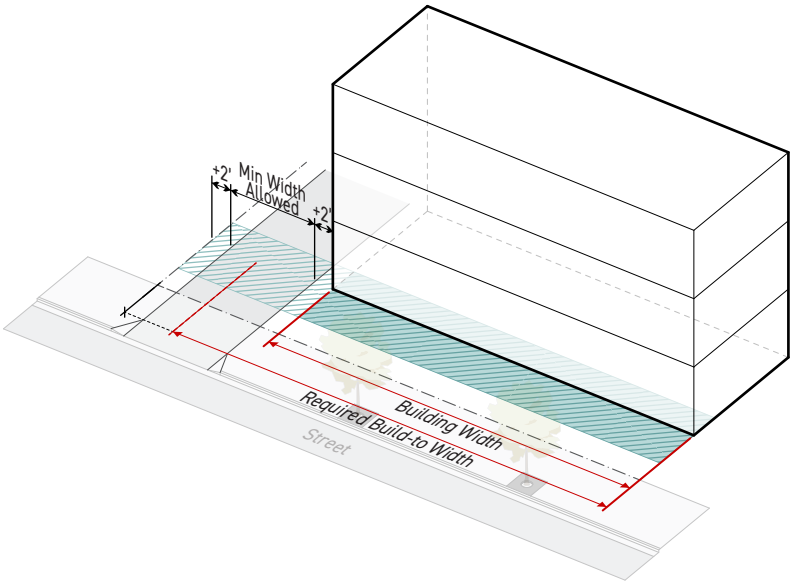
2. Lot width is measured along the frontage lot line. For measuring width of a complex lot, see *Sec. 14.1.14. (Parallel or Perpendicular to Irregular Lot Line)*.

E. Exceptions

1. Outdoor amenity spaces meeting the design standards for *pedestrian amenity space (Sec. 2C.3.3.C.2)* count toward required minimum build-to width in accordance with *Sec. 3C.1.4. (Pedestrian Amenity Allowance)*.

2. A building break that includes an open space meeting the design standards for pedestrian amenity space in *Sec. 2C.3.3.C.2 (Pedestrian Amenity Space)* counts toward the minimum build-to width required by the applied *Frontage District (Part 3B)* according to *Sec. 3C.1.4. (Pedestrian Amenity Allowance)*.

3. Where vehicle access is permitted to be taken through the frontage lot line based on the vehicle access package in *Sec. 4C.2.1. (Automobile Access Packages)* specified by the applied *Development Standards District (Part 4B)* and providing access prevents a building from achieving the required build-to width, a reduced build-to width may be allowed, provided the portion of the lot in the build-to zone used for vehicle access is no wider than the minimum required drive aisle width plus an additional 4 feet of width for clearance. See *Div. 4C.2. (Automobile Access)*.



F. Relief

1. Up to a 10% reduction to the total required width of building occupying the build-to zone may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

2. A reduced minimum build-to width may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3C.1.4. ACTIVE DEPTH

The horizontal depth of a building that must contain active uses.

A. Intent

To help minimize the impact of dead space on the public realm and to promote a comfortable, safe, engaging and attractive built environment with active uses along the public realm.

B. Applicability

1. The active depth requirement applies to all portions of a building used to meet the build-to width requirements. See Sec. XX (XX).

2. The active depth requirement applies to the ground story only.

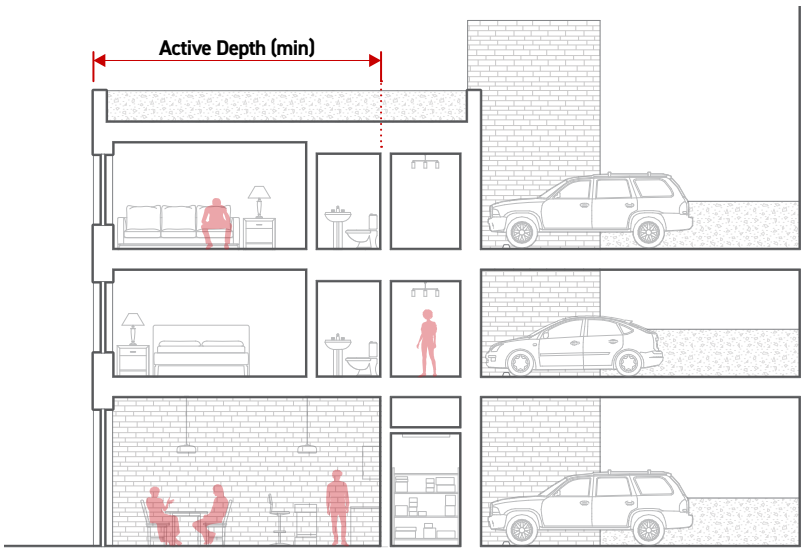
C. Standards

1. Applicable portions of a building must provide the minimum active depth required by the Form District (see Part 2B).

2. No more than 20% of the floor area of the required active depth can be used for inactive uses, such as storage, hallways, stairwells, elevators and equipment rooms. Parking spaces are not allowed in any applicable portion of the required minimum active depth.

D. Measurement

Active depth is measured from the front building facade inward to the interior of the building.



SEC. 3C.1.5. PEDESTRIAN AMENITY ALLOWANCE

The width of pedestrian amenity space in the build-to zone that is allowed to count toward the build-to width requirement.

A. Intent

To promote the creation of active, human-scale outdoor spaces as an extension of the sidewalk, providing visual interest and vitality to the amenity space as well as the public realm. The pedestrian amenity allowance provides flexibility to building and site design while maintaining standards essential for ensuring all projects contribute to defining a consistent and legible street wall.

B. Applicability

Pedestrian amenity build-to modification standards apply to the following:

1. Portions of buildings or structures required to meet the build-to width standard in *Sec. 3C.1.3. (Build-To Width)*, including all build-to applicable stories;
2. *Pedestrian amenity space facing facades (Sec. 14.1.6.C.)*; and
3. Portions of the lot between the building and the frontage lot line for the width of the pedestrian amenity space provided.

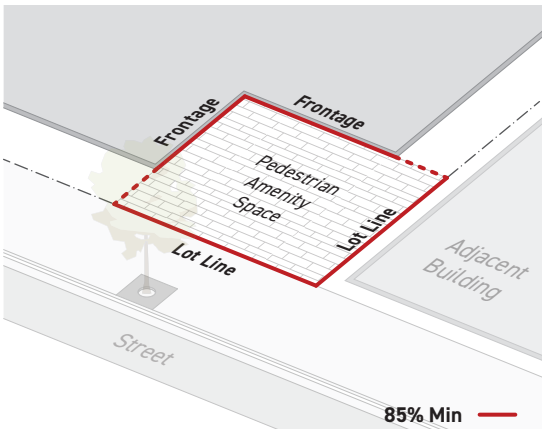
C. Standards

Where allowed, pedestrian amenity spaces may be provided as a substitute for a portion of the required build-to width for the maximum percentage of the lot width allowed by the applied Frontage District (Part 3B), provided they meet the following standards:

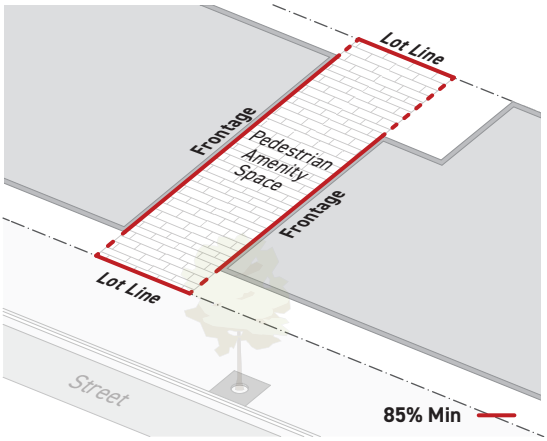
1. Meets the standards of *Sec. 2C.3.3.C. (Pedestrian Amenity Space)*.
2. Pedestrian amenity spaces may be wider than the maximum allowed pedestrian amenity allowance, however, any part of the pedestrian amenity space width that exceeds the allowed pedestrian amenity allowance does not count toward the required building width in the build-to zone.
3. Pedestrian amenity spaces provided as a substitute for a portion of the required build-to width may not exceed 20 feet in depth.

4. A minimum of 85% of the pedestrian amenity space perimeter shall abut either a lot line or a facade meeting the standards of the applied *Frontage District (Part 3B)* specified for the abutting frontage lot line. Where the pedestrian amenity space abuts multiple frontage lot lines, the standards specified for the frontage lot line that abuts the pedestrian amenity space for the greatest length applies.

Plaza:

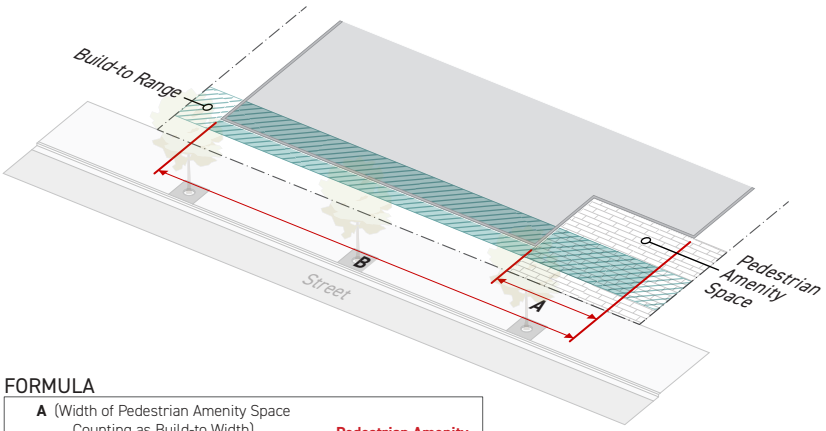


Paseo:



D. Measurement

Pedestrian amenity allowance is measured as the cumulative width of pedestrian amenity spaces occupying the build-to zone provided as a substitute for required building width in the build-to zone, divided by the required build-to width.



FORMULA

$$\frac{\text{A (Width of Pedestrian Amenity Space Counting as Build-to Width)}}{\text{B (Required Build-to Width)}} = \text{Pedestrian Amenity Allowance (\%)}$$

1. Pedestrian amenity space width is measured parallel to the frontage lot line. For measuring width of a complex pedestrian amenity space, see *Sec. 14.1.14. (Parallel or Perpendicular to Irregular Lot Line)*.

2. Pedestrian amenity space depth is measured perpendicular to the frontage lot line.

3. For measuring the required build-to width, see *Sec. 3C.1.3. (Build-To Width)*.

E. Relief

1. Up to a 10% increase to the allowed total width of pedestrian amenity space provided as a substitute for a portion of a building occupying the build-to zone may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

2. A deviation from any pedestrian amenity allowance dimensional standard of 10% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

3. A reduced minimum build-to width may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 3C.2. PARKING

SEC. 3C.2.1. PARKING SETBACK

An area on a lot along a frontage lot line where motor vehicle use areas are prohibited, including primary street parking setbacks, side street parking setbacks, and special lot line parking setbacks.

A. Intent

To minimize the impact of motor vehicle dominated areas on the public realm and to promote a comfortable, safe, engaging, and attractive streetscape with active uses and landscaping along the public realm.

B. Applicability

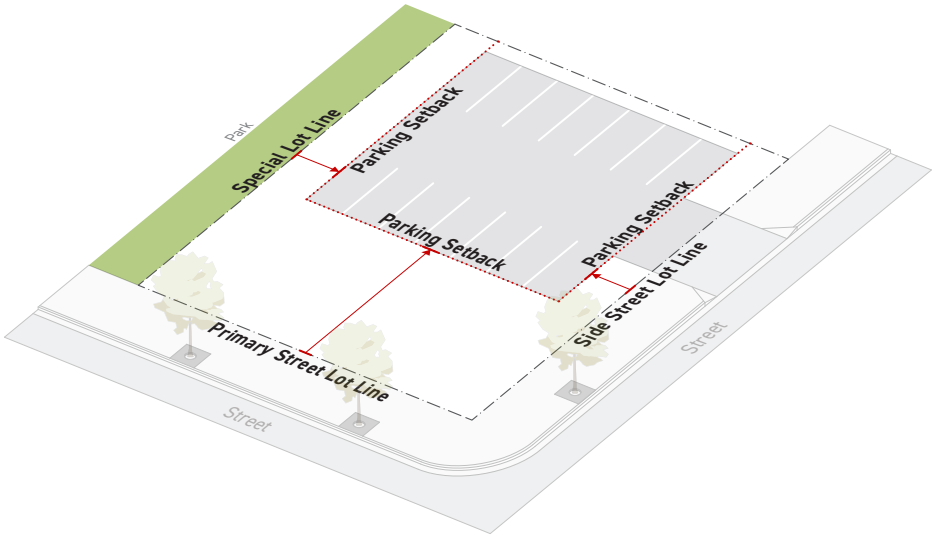
Parking setback requirements apply to the ground story portions of structures and portions of lots designed or designated for motor vehicle uses; including but not limited to parking structures, parking stalls, driveways, loading, vehicular circulation areas, and drive-thru facilities.

C. Standards

All applicable areas designated for motor vehicle use shall be located at or behind the required parking setback unless specifically stated as an exception below.

D. Measurement

[update image - measured from setbacks nows - more house-scale thing - preventing over dominate garages]



All parking setbacks are measured perpendicular to the frontage lot line.

1. A primary street parking setback is measured from the minimum primary street setback and continues inward away from the frontage lot line.

2. A side street parking setback is measured from the minimum side street setback and continues inward away from the frontage lot line.

3. A special parking setback is measured from the minimum setback associated with a special lot line and continuing inward away from the special lot line.

E. Exceptions

A driveway providing access through a parking setback may be allowed provided the following:

1. Where the automobile access package (*Sec. 4C.2.1)* specified by the applied *Development Standards District (Part 4B)* allows automobile access to be taken through the frontage lot line associated with a parking setback, a driveway may be permitted in the parking setback.

2. The driveway is no wider than the minimum required width. See *Div. 4C.2. (Automobile Access)*.

F. Relief

1. A reduction in required parking setback of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

2. A reduction in required parking setback may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

[Add section for "no parking between the building and street"]

DIV. 3C.3. LANDSCAPING

SEC. 3C.3.1. FRONTAGE PLANTING AREA

The area in a frontage yard designated and designed for plants.

A. Intent

To support a comfortable, attractive, and contextually appropriate streetscape along the public realm, while promoting infiltration, slowing stormwater runoff, and offsetting urban heat island effect.

B. Applicability

1. Frontage planting area standards apply to frontage yards see *Sec. 14.1.16. (Yards)*.
2. Where there is less than 3 feet between the building and the frontage lot line, planting area standards are not applicable.

C. Standards

1. Each Frontage yard shall provide a cumulative area of no less than the planting area required by the applied *Frontage District (Part 3B)*.
2. All required planting areas shall meet *Sec. 4C.6.4.C.2. (Planting Area)*.
3. All provided plants shall meet *Sec. 4C.6.5. (Plant Design & Installation)*.

D. Measurement

1. Frontage planting area is measured as a percentage calculated as the cumulative planting area located in a frontage yard divided by the total frontage yard area.
2. For frontage yard designation, see *Sec. 14.1.16. (Yards)*.

E. Relief

1. Frontage planting area standards may be met through alternative compliance in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.
2. Up to a 20% reduction to the total required planting area may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
3. A reduction in required planting area may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3C.3.2. FRONTAGE YARD FENCE & WALL

Fences, walls, and hedges allowed in a frontage yard.

A. Intent

To balance the needs for human-scale activation and visual interest along the public realm, and to provide security and privacy for private ground story uses in a manner appropriate to context.

B. Applicability

All fences, walls or hedges located in a frontage yard. For retaining walls see *Sec. 4C.9.2. (Retaining Walls)*.

C. Standards

1. General

a. Allowed *frontage yard fence and wall types (Sec. 3C.3.C.2.)* are hierarchical. Where a frontage yard fence and wall type with a higher number designator is allowed by the applied *Frontage District (Part 3B)*, all frontage yard fence and wall types having a lower number designator are also allowed. For example, if a Type A2 is allowed a Type A1 is also allowed.

b. No frontage yard fence and wall type with a greater number designator than the allowed frontage yard fence and wall type may be located in the frontage yard. For example, if an A3 is allowed, an A4 is not allowed.

c. Where a required *frontage screen (Sec. 4C.8.1.)* includes a wall or fence, the required fence or wall may only be located in the frontage yard if the wall or fence complies with the allowed frontage yard fence and wall standards specified by the applied *Frontage District (Part 3B)*.

d. All fences and walls including their sub-grade elements, such as footings or foundation, shall be located on-site.

e. All fences and walls provided shall include the necessary gates or openings to comply with the applicable pedestrian access package standards in *Sec. 4C.1.1. (Pedestrian Access Packages)*.

f. Pools, ponds, and other bodies of water requiring protecting barriers according to *Sec. 91.6109 (Swimming Pools and Other Bodies of Water - Protective Devices Required) of Chapter 9 (Building Regulations) of the LAMC*, are only allowed in a frontage yard where the required protective barrier can be designed to conform with the Frontage fence & wall standards specified by the applied *Frontage District (Part 3B)*.

g. All fences and walls provided shall comply with *Sec. 4C.7.3. (Fence/Wall Design and Installation)*.

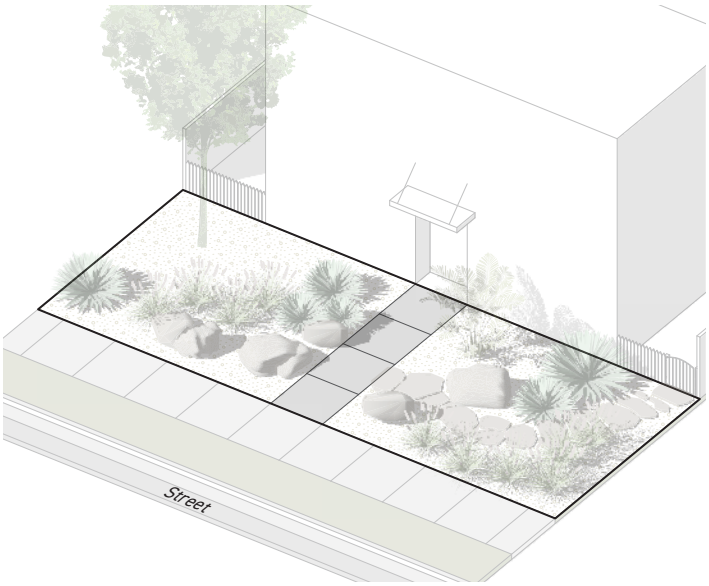
h. All hedges provided shall comply with *Sec. 4C.6.4 (Plant Design & Installation)*.

2. Frontage Yard Fence & Wall Types

A package of standards, specified by the applied Frontage District (Part 3B), that applies to fences, walls, and hedges located in a frontage yard.

a. Type A1

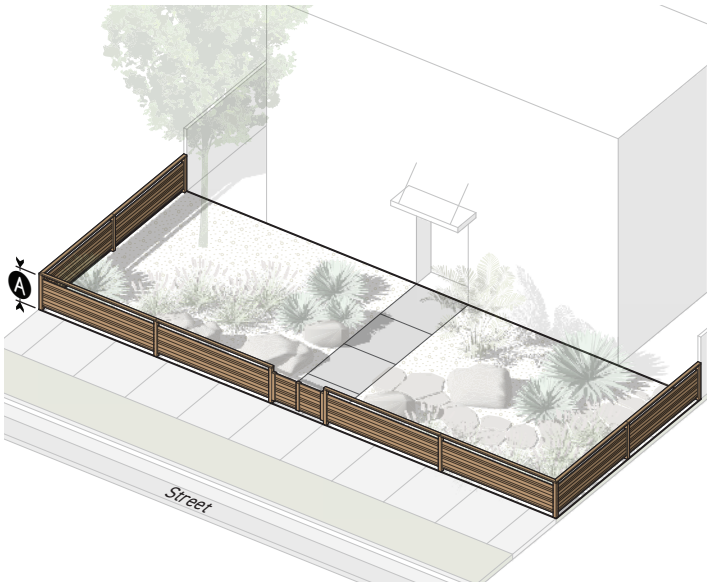
Intended for frontage yards where buildings should engage directly with the public realm to provide visual interest and activation, especially where ground story uses are commercial or non-fenced frontage yards are predominant.



DIMENSIONAL STANDARDS	*Sec. 3.C.3.2.D.*
Hedge height (max)	Not Allowed
Fence/wall height (max)	Not Allowed

b. Type A2

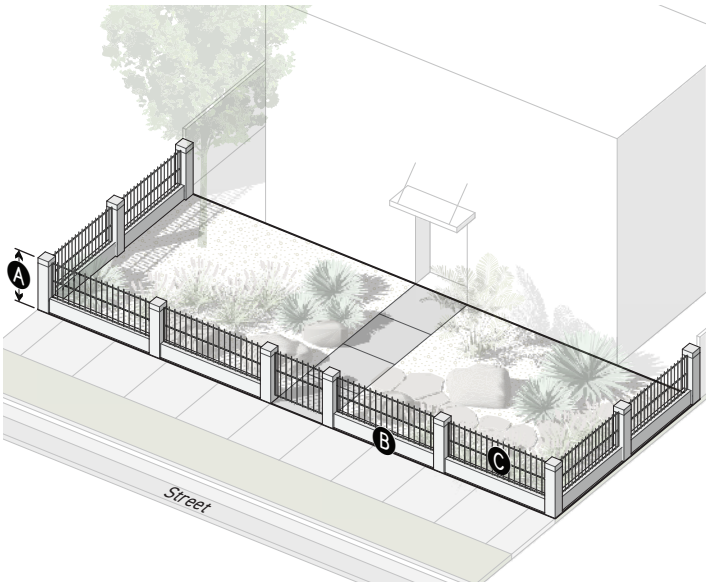
Intended for frontage yards where the need for visual interest and activation along the public realm shall be balanced with the need for separation between private ground story uses and the public realm.



DIMENSIONAL STANDARDS	*Sec. 3.C.3.2.D.*
Hedge height (max)	3.5'
Fence/wall height (max)	3.5'

c. Type A3

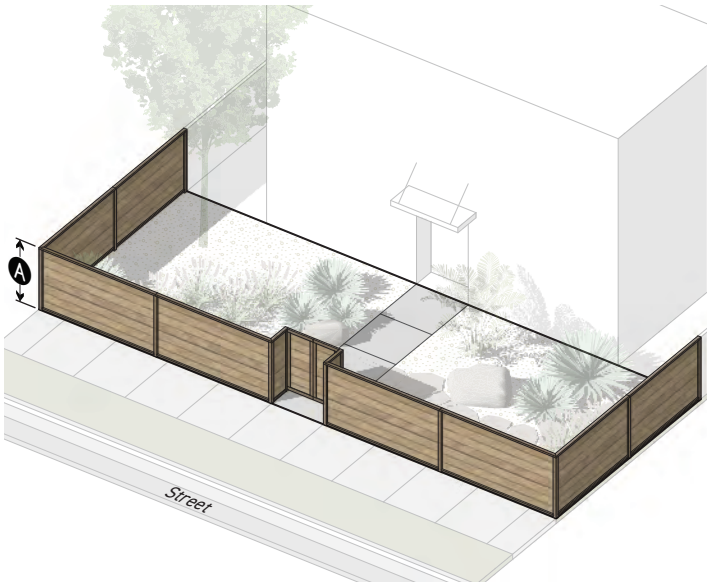
Intended for frontage yards where the need for visual interest and activation along the public realm shall be balanced with the need for security between private ground story uses and the public realm.



DIMENSIONAL STANDARDS		*Sec. 3.C.3.2.D.*
	Hedge height (max)	3.5'
	Fence/wall	
A	Height (max)	6'
B	Opacity below 3.5' in height (max)	100%
C	Opacity 3.5' and above in height (max)	50%

d. Type A4

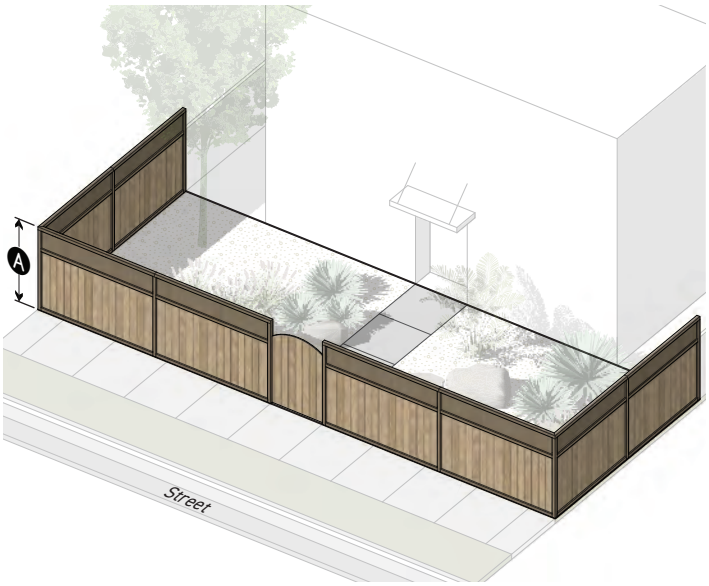
Intended for frontage yards in areas with high pedestrian and automobile traffic, where visual interest and activation along the public realm is less critical than the need to mitigate impacts from the public realm on private ground story uses.



DIMENSIONAL STANDARDS		*Sec. 3.C.3.2.D.*
	Hedge height (max)	6'
A	**Fence/wall height** (max)	6'

e. Type A5

Intended for frontage yards in areas with high pedestrian and automobile traffic, where visual interest and activation along the public realm is less critical than the need to mitigate intrusions from the public realm on private ground story uses.



DIMENSIONAL STANDARDS	*Sec. 3.C.3.2.D.*
Hedge height (max)	8'
Fence/wall height (max)	8'

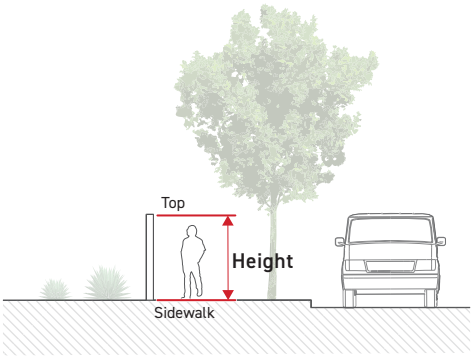
D. Measurement

1. Frontage yard

For frontage yard designation see *Sec. 14.1.16. (Yards)*.

2. Fence & Wall Height

a. Where a public sidewalk is located within 5 feet of a wall or fence, height is measured vertically from the topmost point of the wall or fence to the adjacent public sidewalk.



b. Where no sidewalk exists within 5 feet of a wall or fence, height is measured vertically from the topmost point of the wall or fence to the finished grade at the base of the wall or fence on the side that faces outward from the lot.

c. For the measurement of retaining walls see *Sec. 4C.9.2. (Retaining Walls)*.

3. Hedge Height

Hedge height is measured according to *Sec. 4C.6.5.D.11 (Height at Maturity)*.

4. Opacity

For measurement of opacity, see *Sec. 14.1.13. (Opacity %)*.

E. Exceptions

Fences and walls located in a frontage yard may integrate outdoor lighting, entry arbors, and other accessory encroaching elements that exceed the maximum fence/wall height specified by the applicable frontage yard fence and wall type, provided the following:

1. The cumulative length of fence or wall that includes encroaching elements is no more than 10% of the total fence length located in the frontage yard.
2. No individual encroaching element may be wider than 6 feet, measured along the length of the fence or wall.
3. One encroaching element for each 40 feet of fence length may exceed the maximum fence and wall height by up to 40 inches. All other encroaching elements shall only exceed the maximum fence and wall height up to 18 inches.

F. Relief

1. A deviation from any allowed frontage yard fence and wall type dimensional standard of 15% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.
2. A deviation from any allowed frontage yard fence and wall type standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3C.3.3. FRONTAGE SCREEN

A landscaped buffer required along the frontage of a lot.

A. Intent

To provide a visual buffer between the public realm and any land uses on a lot that need screening.

B. Applicability

Frontage screening standards apply to frontage yards specified by the Frontage District (Part 3B).

C. Standards

1. General

a. Where required by the Frontage District (Part 3B), the specified Frontage Screen Type must be provided along all frontage yards.

b. Planting required to meet a frontage screening standard that conflicts spatially with any existing vegetation is not required.

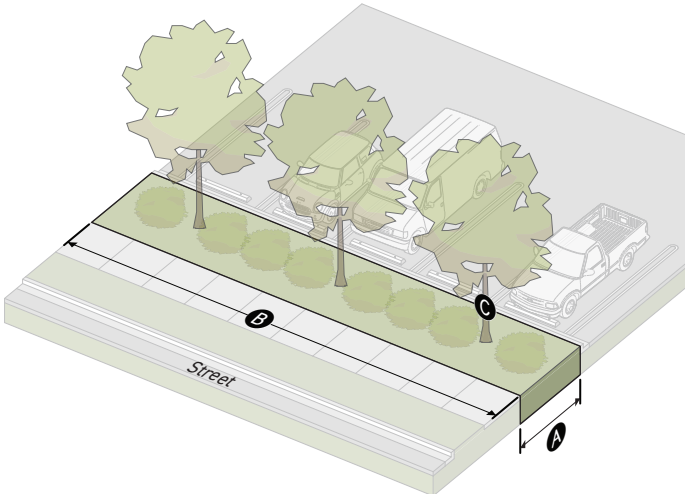
c. All plants provided must meet the standards of Div. 4C.6, Plants.

2. Frontage Screen Types

A package of standards, specified by the applied Frontage District (Part 3B).

a. Type B1

Intended for frontage yards where visual screening between the public realm and industrial frontages is needed.



DIMENSIONAL STANDARDS	*Sec. 3.C.3.3.D.*
Depth (min)	6'
Large trees (min per 50')	3

DIV. 3C.4. TRANSPARENCY

SEC. 3C.4.1. TRANSPARENT AREA

The amount of transparent area on a building facade.

A. Intent

To provide visual interest along the public realm by encouraging visual connections between the public realm and the interior of a building.

B. Applicability

1. Transparency standards apply to *Frontage applicable facades (Sec. 3A.2.2.C.2.)* and *Frontage applicable building depth (Sec. 3A.2.2.C.4.)*.

2. Transparency standards do not apply to portions of building facades enclosing a parking structure except where parking structures are required to be wrapped by the applied *Development Standards District (Part 4B)*.

C. Standards

1. Each applicable facade shall provide no less than the minimum transparency specified by the applied *Frontage District (Part 3B)*.

2. Window and door openings meeting the following requirements count toward transparent area:

   a. No walls, shelving, facade screens, or other interior or exterior visual obstructions may be located within 5 feet of any ground story transparent area. Exterior visual obstructions shall not be located within 5 feet of any upper story transparent area. Distance from transparent area is measured perpendicular to the exterior face of the transparent area. Visual obstructions may be located five feet or greater from facade area counting toward transparent area, with the exception of those visual obstructions allowed in *Sec 3C.4.1.C.2.b*.



b. The following visual obstructions may be located less than 5 feet from facade area counting toward transparent area:

i. Windows obscured by interior security gates and window displays may count toward transparent area, provided no more than 25% of the transparent area of any individual window is visually obstructed for any individual window counting toward transparent area. For measuring visual obstruction, see *Sec 14.1.13. (Opacity)*.



ii. Windows obscured by fixed exterior facade screens may count toward transparent area, provided no more than 25% of the total transparent area is visually obstructed for any individual window opening counting toward transparent area. Percentage of visual obstruction is measured as *opacity (Sec 14.1.13.)*.

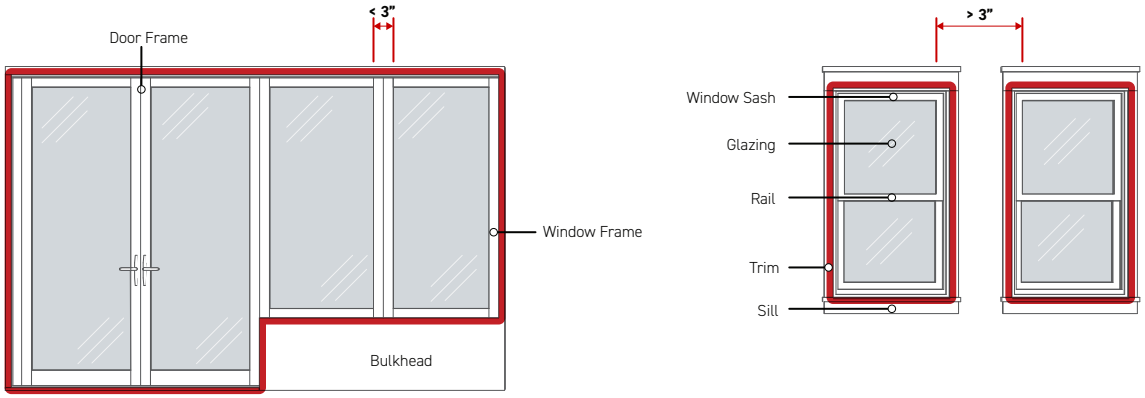
iii. Transparent area covered by window signs may count toward transparent area provided the window signs are permitted by Development Standard District.

iv. Areas of transparency may be made temporarily opaque by operable window treatments, such as curtains or blinds, located within the conditioned space.

c. To be considered transparent, window and door glazing shall meet the following requirements:

TRANSPARENT AREA STANDARDS		
	Visible Light Transmittance	External Reflectance
Ground story	More than 60%	Less than 20%
Upper stories	More than 30%	Less than 40%

d. Muntins, mullions, window sashes, window frames, and door frames, no more than 3 inches wide may be considered transparent area when contained within a window opening or door opening occupied by a window or glazed door assembly where all included glazing meets the transparent area requirements above.



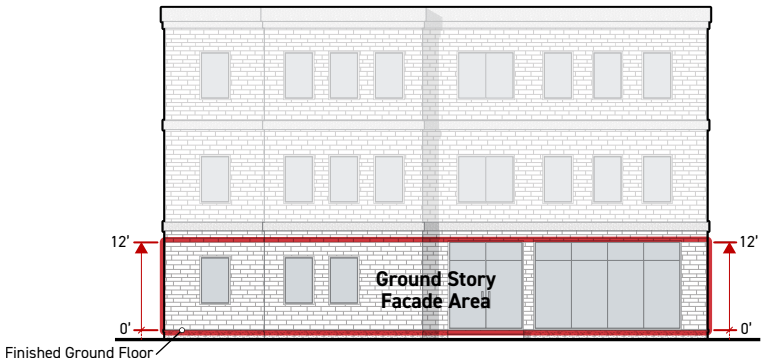
D. Measurement

1. Ground Story

a. Ground story transparency is measured as a percentage, calculated as the sum of all ground story facade area meeting the standards for transparent area divided by the total ground story facade area.

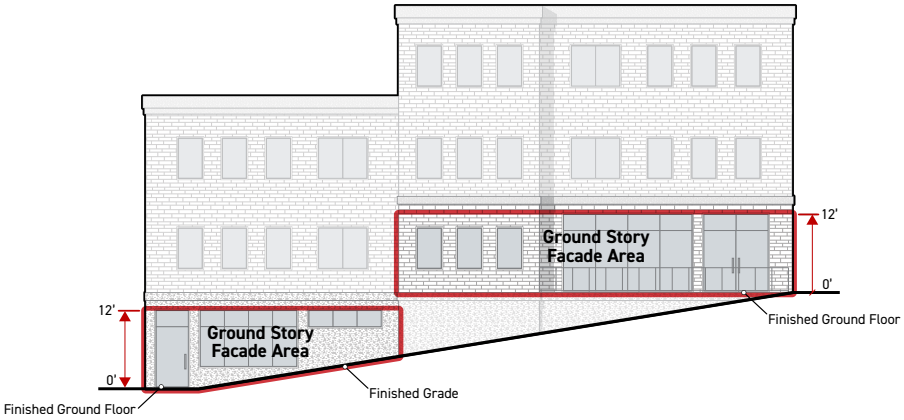
b. For the purpose of calculating ground story transparency, ground story facade area is measured in the following ways:

i. Ground story facade area is measured as the above-grade facade area between 0 and 12 feet above the top of the finished floor of the ground story.



ii. If the ground story height is less than 12 feet, the ground story facade area is measured as the total above-grade portion of a facade between the top of the finished floor of the ground story and the top of the finished floor above. When there is no story above, ground story height is measured to the top of the uppermost surface of the ceiling structure above.

iii. No portion of a ground story located below finished grade is included in ground story facade area.

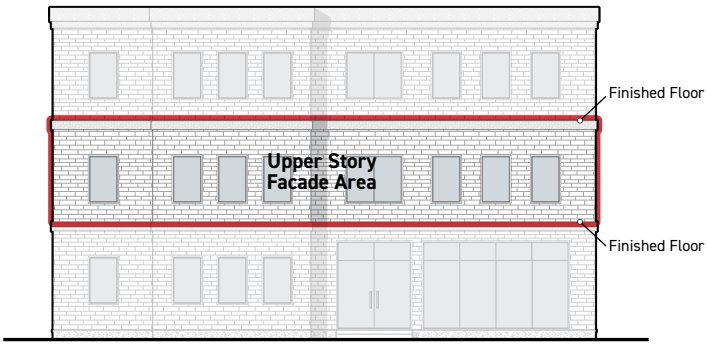


2. Upper Stories

a. Each upper story facade shall meet the required transparency standard independently. All facade area associated with an upper story having the same story designation (for example: 4th story) is considered part of the same upper story facade.

b. Upper story transparency is measured as a percentage, calculated as the sum of all facade area meeting the standards for transparency divided by the total applicable facade area for each story.

c. For the purpose of calculating upper story transparency, upper story facade area is measured as the portion of a facade area between the top of the finished floor for that story to the top of the finished floor above, regardless of story height. When there is no story above, it is measured to the top of the uppermost surface of the ceiling structure above.



E. Relief

1. Up to a 10% reduction to the total required transparent area may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

2. A deviation from required transparency standards may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3C.4.2. ACTIVE WALL SPACING

The distance between widths of ground story facade and foundation wall with window or door openings.

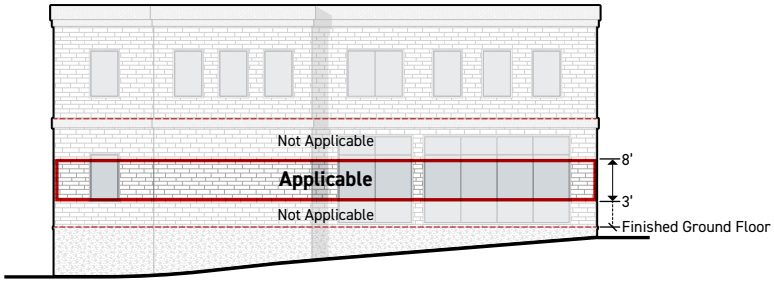
A. Intent

To provide visual interest and activation along the public realm by limiting the area without visual or physical connections between the public realm and the interior of a building.

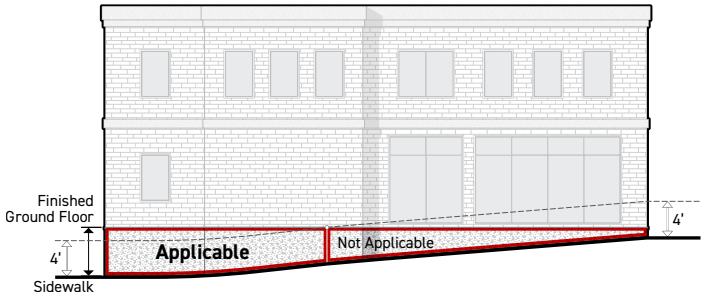
B. Applicability

Active wall spacing standards apply to the following facades:

1. All portions of ground story *frontage applicable facades (Sec. 3A.2.2.C.2.)* located between 3 feet and 8 feet from the ground floor elevation measured vertically.



2. All portions of foundation walls on *frontage applicable facades (Sec. 3A.2.2.C.2.)* that are exposed 4 feet in height or greater above sidewalk grade are applicable. If foundation walls are set back more than 10 feet from a sidewalk, exposed height is measured from the lowest elevation of finished grade within 5 feet, measured from and perpendicular to the foundation wall.



3. Active wall spacing standards do not apply to upper story facades.

4. Active wall spacing standards do not apply to parking structure facades except for wrapped parking structures.

C. Standards

1. Active Wall Spacing on Ground Story Facade

Window and door openings meeting *Sec. 3C.4.1. (Transparent Area)* on ground story facades shall be separated by a distance no greater than the maximum active wall spacing. For exceptions to this standard, see *Sec. 3C.4.2.E. (Active Wall Spacing Exceptions)*.

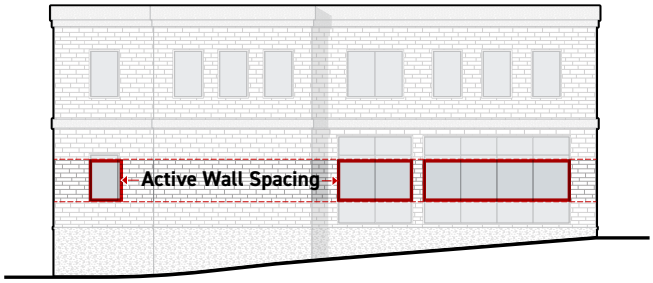
2. Active Wall Spacing on Foundation Wall

Applicable portions of foundation walls shall be no wider than the maximum active wall spacing. For exceptions to this standard, see *Sec. 3C.4.2.E. (Active Wall Spacing Exceptions)*.

D. Measurement

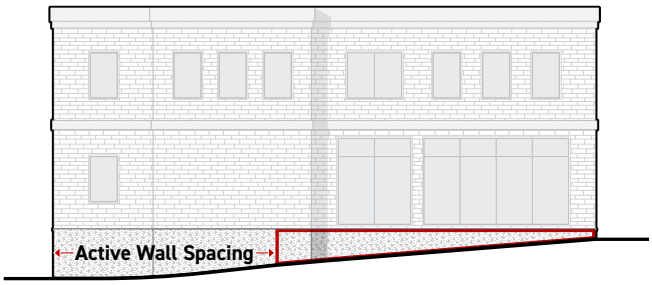
1. Active Wall Spacing on Ground Story Facade

Active wall spacing is measured horizontally and parallel to the frontage lot line from edge of transparent area to edge of transparent area, and edge of transparent area to edge of ground story facade.



2. Active Wall Spacing on Foundation Wall

Active wall spacing is measured horizontally for any individual width of applicable foundation wall that does not include transparent area.



E. Exceptions

1. General

a. Ground story facades that exceed the maximum allowed active wall spacing may apply one or more ground story inactive wall treatment options to the applicable facade area between door or window openings and increase the active wall spacing by 50%. See *Sec.3C.4.2.E.2. (Ground Story Inactive Wall Treatment Options)*.

b. Facades designed with foundation walls that exceed the maximum allowed active wall spacing may apply one or more inactive foundation wall treatments to the facade area between active foundation walls and double the allowed active wall spacing. See *Sec.3C.4.2.E.3. (Foundation Inactive Wall Treatment Options)*.

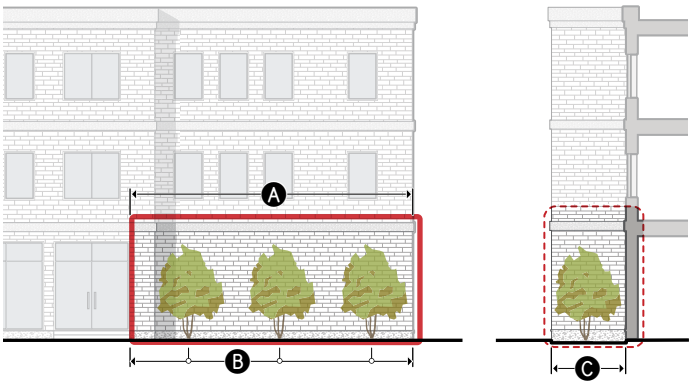
c. All required plants shall meet the requirements in the following tables and also comply with *Div. 4C.6. (Plants)*.

2. Ground Story Inactive Wall Treatment Options

Permanent design improvements located between segments of ground story active wall and the public realm, designed to improve visual interest and the pedestrian experience.

a. Small Trees

Small trees planted between a ground story facade with no window or door openings and the public realm.

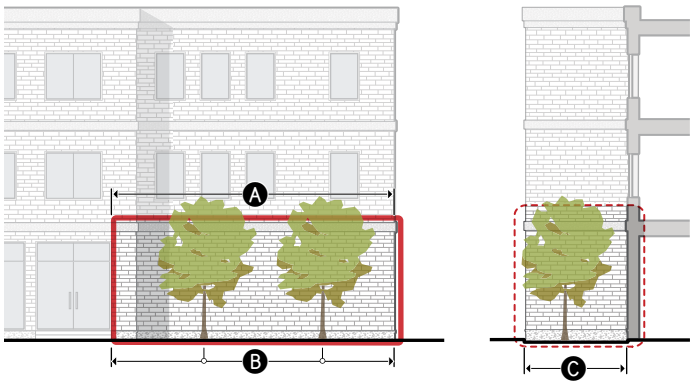


DIMENSIONAL STANDARDS		Sec. 3.C.4.2.E.4.
A	**Treatment width** (min portion of inactive wall)	100%
	Tree type	Small species
B	**Planting frequency** (min avg.)	5 per 100'
C	**Planting area depth** (min)	7'

See *Div. 4C.6. (Plants)* for additional standards

b. Large Trees

Large trees planted between a ground story facade with no window or door openings and the public realm.



DIMENSIONAL STANDARDS		Sec. 3.C.4.2.E.4.
A	**Treatment width** (min portion of inactive wall)	100%
	Tree type	Large species
B	**Planting frequency** (min avg.)	3 per 100'
C	**Planting area depth** (min)	15'

See *Div. 4C.6. (Plants)* for additional standards

c. Living Wall

A permanently fixed assembly located between a ground story facade with no window or door openings and the public realm that supports plants, their growing medium, and irrigation.

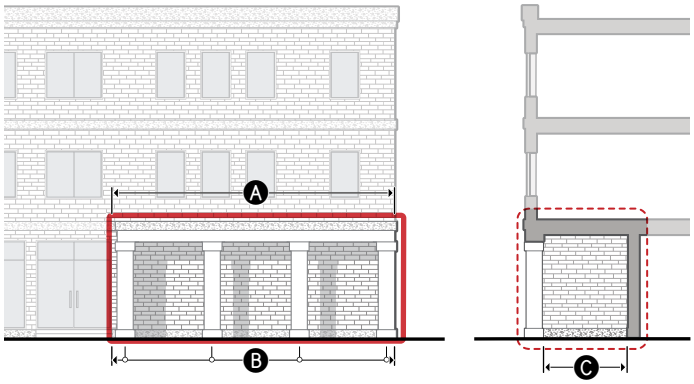


DIMENSIONAL STANDARDS		*Sec. 3.C.4.2.E.4.*
A	**Treatment area** (min % of ground story facade with inactive walls)	75%
	Planting area depth (min)	n/a

See *Div. 4C.6. (Plants)* for additional standards

d. Colonnade

A sequence of columns located between a ground story facade with no window or door openings and the public realm, providing an exterior occupiable space along the inactive wall.



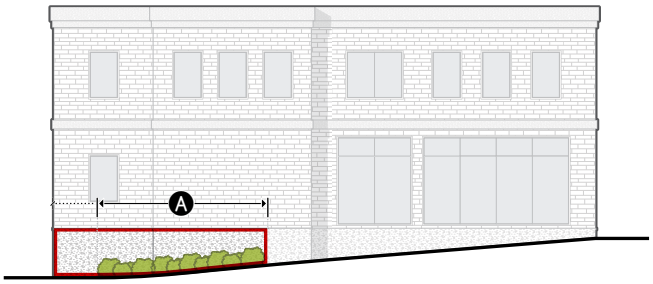
DIMENSIONAL STANDARDS		*Sec. 3.C.4.2.E.4.*
A	**Treatment width** (min portion of inactive wall)	100%
B	**Column frequency** (min avg.)	1 per 20'
C	**Clear depth** (min)	6'
	Enclosure (max)	60%

3. Foundation Inactive Wall Treatment Options

Permanent design improvements located between exposed foundation walls and the public realm, designed to improve visual interest and the pedestrian experience.

a. Foundation Planting

Screening plants located between a foundation wall with no window or door openings and the public realm.

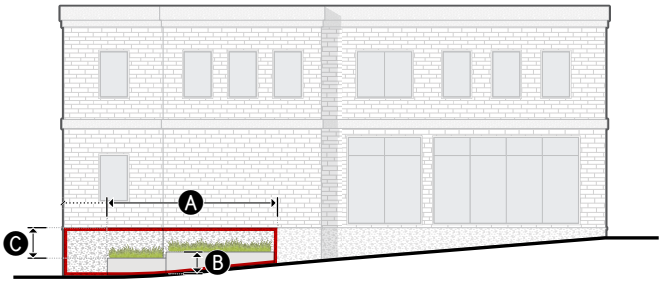


DIMENSIONAL STANDARDS		Sec. 3.C.4.2.E.4.
A	**Treatment width** (min portion of inactive wall)	75%
	Plant type	Screening Plant
	Planting frequency (min avg.)	3 per 10'
	Planting area depth (min)	3'

See *Div. 4C.6. (Plants)* for additional standards

b. Planter

Permanent structure containing plants and their growing medium located between a foundation wall with no window or door openings and the public realm.

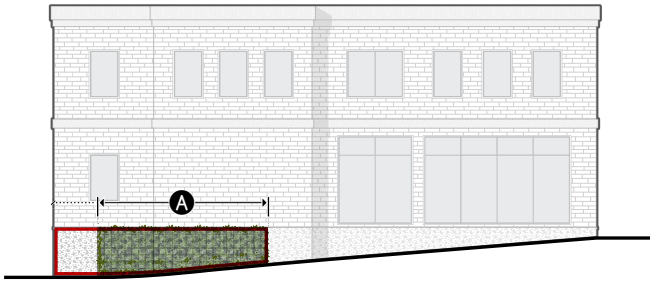


DIMENSIONAL STANDARDS		Sec. 3.C.4.2.E.4.
A	**Treatment width** (min)	75%
	Plant coverage (min)	75%
	Planting area depth (min)	2.5'
B	**Height above sidewalk** (max)	4'
C	**Foundation wall reveal** (max)	2'

See *Div. 4C.6. (Plants)* for additional standards

c. Green wall

A structure permanently attached to a foundation wall with no window or door openings that supports climbing plants.

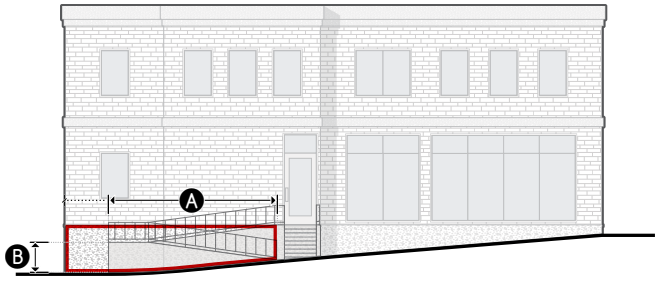


DIMENSIONAL STANDARDS	*Sec. 3.C.4.2.E.4.*
A **Treatment area** (min)	75%
Planting area depth (min)	1.5'

See *Div. 4C.6. (Plants)* for additional standards

d. Pedestrian Access

Stairs or ramps providing pedestrian access to a street-facing entrance located between a foundation wall with no window or door openings and the public realm.

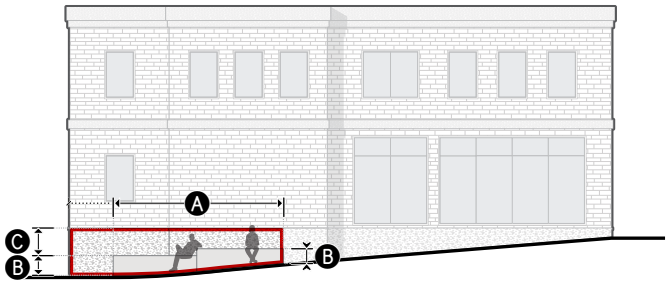


DIMENSIONAL STANDARDS	*Sec. 3.C.4.2.E.4.*
A **Treatment width** (min)	75%
B **Height above sidewalk** (max)	4'
Additional access standards	*See Div. 4C.1.*

See *Div. 4C.1. (Access)* for additional standards

e. Seating

A permanent structure designed and intended for public seating located between a foundation wall with no window or door openings and the public realm.



DIMENSIONAL STANDARDS	*Sec. 3.C.4.2.E.4.*
A **Treatment width** (min)	75%
B **Height above sidewalk** (min/max)	1.5'/3'
C **Foundation wall reveal** (max)	3'
Seat depth (min)	2'

4. Inactive Wall Treatment Measurement

a. Treatment Width

Minimum treatment width is measured as a percentage, calculated as the cumulative width of the provided inactive wall treatments divided by the total width of the provided active wall spacing.

b. Treatment Area

Minimum treatment area is measured as a percentage, calculated as the cumulative area of the provided inactive wall treatments divided by the total applicable facade area within the provided active wall spacing.

c. Tree type

Tree type is measured as small species or large species according to *Sec. 4C.6.4.C.3.a.i. (Tree Types)*.

d. Plant type

Plant type is measured as screening plants, groundcover, and turf plants, hedges, living walls, or climbing plants according to *Sec. 4C.6.4. (Plant Design & Installation)*.

e. Plant Coverage

Minimum plant coverage is measured according to *Sec. 4C.6.4.D.2. (Plant Coverage)*.

f. Planting Frequency

Planting frequency is measured as a ratio of the minimum number of plants required over a specified width of active wall spacing. A minimum of one plant of the required plant type shall be provided regardless of the width of inactive wall treatment.

g. Column Frequency

Minimum column frequency is measured as a ratio of the minimum number of columns required over a specified width of treated inactive wall treatment. A minimum of two columns shall be provided regardless of the inactive wall treatment width.

h. Planting Area Depth

Minimum planting area depth is measured as the horizontal dimension of growing medium at the narrowest point, measured perpendicular to the applicable street lot line. The planting area shall be open to the sky for at least the required planting area depth.

i. Clear Depth

Minimum clear depth is measured as the horizontal dimension of the occupiable portion of an architectural element at the narrowest point.

j. Height Above Sidewalk

i. Height above sidewalk is measured vertically from adjacent sidewalk grade to the topmost point of the inactive wall treatment.

ii. For foundation walls located more than 10 feet from a sidewalk, maximum height above sidewalk is measured from the lowest elevation of finished grade within 5 feet, measured from and perpendicular to the foundation wall, to the topmost point of the inactive wall treatment.

k. Foundation Wall Reveal

Foundation wall reveal is measured vertically from the top of an inactive wall treatment to the ground floor elevation along the entire treated portion of an inactive foundation wall.

l. Seat Depth

Minimum seat depth is measured as the narrowest horizontal dimension of the area designed for public seating.

m. Enclosure

Maximum enclosure is measured according to *Sec. 14.1.4. (Enclosure)*.

F. Relief

1. Deviation from inactive wall treatment standards may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.

2. An increase in allowed active wall spacing of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

3. An increase in allowed active wall spacing and inactive wall treatment standards may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 3C.5. ENTRANCES

SEC. 3C.5.1. STREET-FACING ENTRANCE

A door providing access from the public realm to the interior of a building.

A. Intent

To provide visual interest along the public realm, orient buildings to the public realm, and promote greater use and activation of the public sidewalk by limiting the width of frontage without physical connections between the public realm and the interior of a building.

B. Applicability

Street-facing entrance standards apply to all portions of buildings and structures where frontage standards apply. See *Sec. 3A.2.2.C. (Applicable Components of Lots, Buildings, and Structures)*.

C. Standards

1. General

To qualify as a street-facing entrance, building entrances shall meet the following standards:

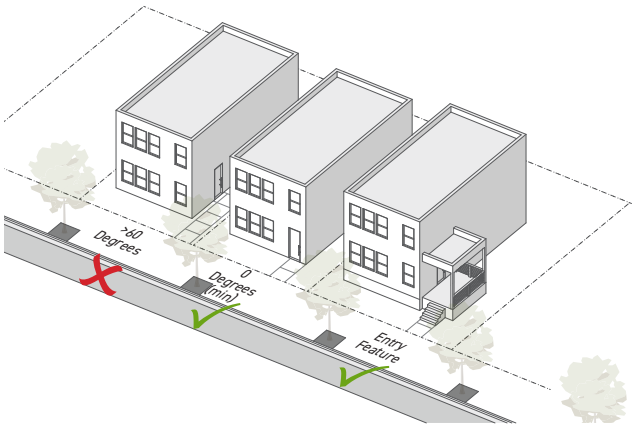
a. Located on the ground story facade.

b. Provide both ingress and egress pedestrian access to the ground story of the building.

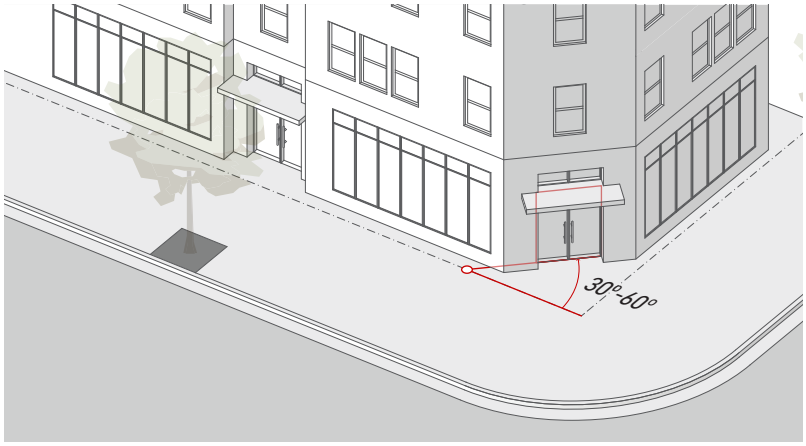
c. Remain operable at all times. Access may be controlled and limited to residents or tenants.

d. Shall not provide access directly to motor vehicle use areas, utility areas or fire stairs.

e. The exterior door surface shall be angled between 0 to 60 degrees, measured parallel to the frontage lot line or the door shall have direct access from an entry feature allowed by the applied *Frontage District (Part 3B)* having a pedestrian access point which faces the frontage lot line.



f. On a corner lot or a lot with a *Dual Frontage District (Div. 3B.8.)* applied, having intersecting frontage lot lines, an entrance facing both intersecting frontage lot lines and angled between 30 to 60 degrees, measured parallel to each of those frontage lot lines, may be used to meet the requirement for a street-facing entrance along both frontages.



g. Non-required entrances are allowed in addition to required entrances.

2. Entrance Spacing

The distance between street-facing entrances meeting the standards of Sec. 3C.5.1.C.1. (Street-Facing Entrance General Standards).

a. Measurement

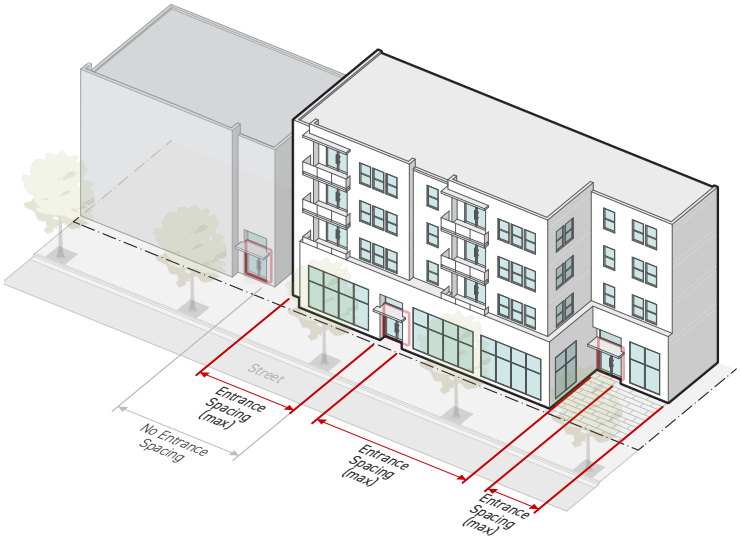
Maximum entrance spacing is the greatest horizontal distance from edge of door to edge of door, and edge of door to edge of building, measured parallel to the frontage lot line.

b. Standards

i. Street-facing entrances shall not be separated by a distance greater than the maximum allowed entrance spacing.

ii. The maximum entrance spacing requirements shall be met for each building individually, but are not applicable to adjacent or abutting buildings.

iii. When the applied Frontage District specifies that a street-facing entrance is 'not required' but does specify a maximum entrance spacing, a street-facing entrance shall only be required if the building width along the indicated frontage lot line is greater than the specified entrance spacing. Street facing entrances shall then be required in accordance with the maximum entrance spacing requirement specified.



D. Measurement

Street-facing entrance is measured as provided or not provided based on the presence of entrances meeting *Sec.3C.5.1.C. (Standards)*.

E. Relief

1. Deviation from street facing entrance standards may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.

2. An increase in entrance spacing of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

3. Deviation from street-facing entrance and entrance spacing standards may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3C.5.2. ENTRY FEATURE

Improved design standards applied to each entrance along the public realm.

A. Intent

To provide architectural embellishment of entrances to promote inconspicuous wayfinding in the public realm, provide greater shelter and comfort to users, promote visual interest along the public realm, and highlight the connection between the public and private realm to improve walkability.

B. Applicability

Entry feature standards apply to all required street-facing entrances where entry features are required by the applied *Frontage District (Part 3B)*.

C. Standards

1. General

a. Each required street-facing entrance shall include an entry feature meeting the standards for one of the allowed entry features options specified by the applied *Frontage District (Part 3B)*.

b. Required entry features shall abut and provide direct access to a street-facing entrance.

c. Required entry features shall provide direct access from the public realm associated with the frontage lot line.

d. For street setback encroachment regulations, see *Sec. 2C.2.2.E. (Exceptions)*.

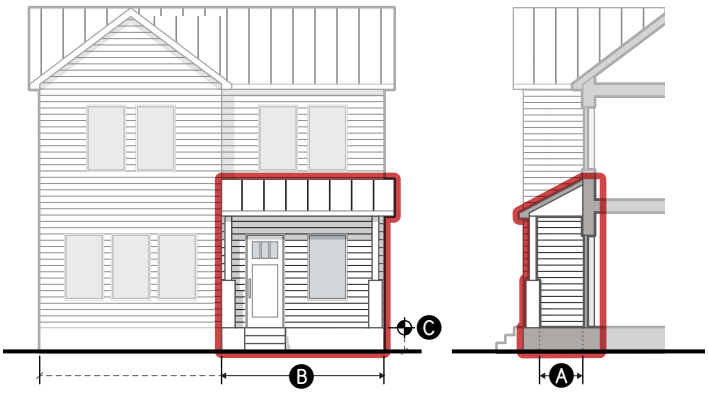
e. For encroachments into the public right-of-way, see *Sec. 91.32 (Encroachments into the Public Right-of-Way) of Chapter 9 (Building Regulations) of the LAMC*.

2. Entry Feature Options

Packages of design standards applied to each entrance along the public realm.

a. Porch

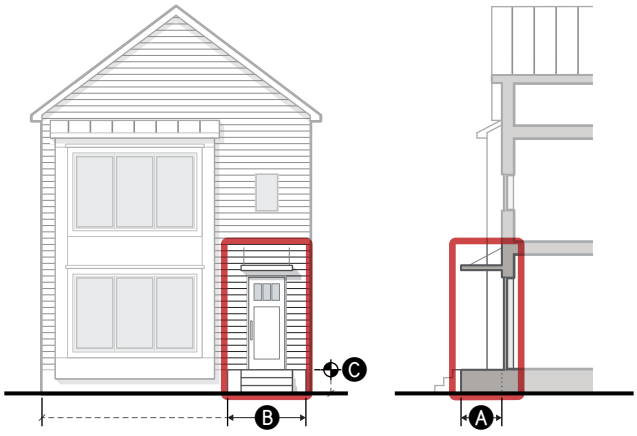
A wide, raised platform, projecting in front of a street-facing entrance, that is entirely covered but not enclosed.



DIMENSIONAL STANDARDS	*Sec. 3.C.5.2.D.*
Ⓐ **Depth** (min)	4.5'
Ⓑ **Width** (min)	30%
Covered area (min)	100%
Ⓓ **Finished floor elevation** (min/max)	2'/5'
Enclosure (max)	50%

b. Raised Entry

A raised platform accessed from an exterior staircase, providing covered access to a street-facing entrance.



DIMENSIONAL STANDARDS	*Sec. 3.C.5.2.D.*
Ⓐ **Depth** (min)	3'
Ⓑ **Width** (min)	4'
Covered entrance	Required
Ⓓ **Finished floor elevation** (min/max)	2'/5'
Enclosure (max)	50%

c. Forecourt

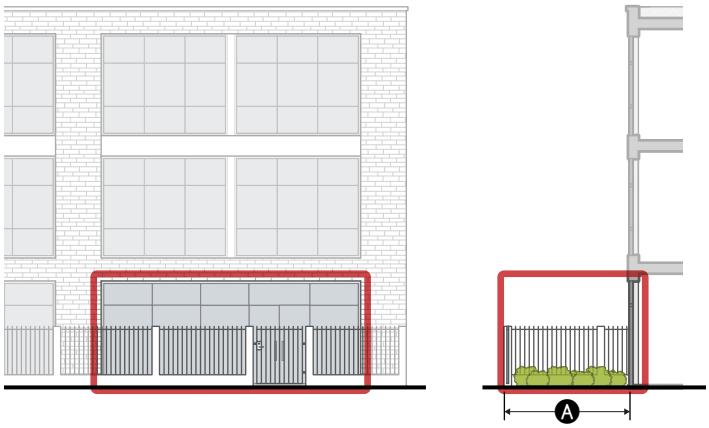
A yard screened with a short wall, fence or hedge that provides significant privacy for tenants located on the ground story, near sidewalk grade.



DIMENSIONAL STANDARDS	*Sec. 3.C.5.2.D.*
Ⓐ **Depth** (min)	8'
Ⓑ **Width** (min)	10'
Covered entrance	Required
Ⓒ **Finished floor elevation** (min/max)	-2'/5'
Fence or wall height (min/max)	2.5'/4'

d. River Yard

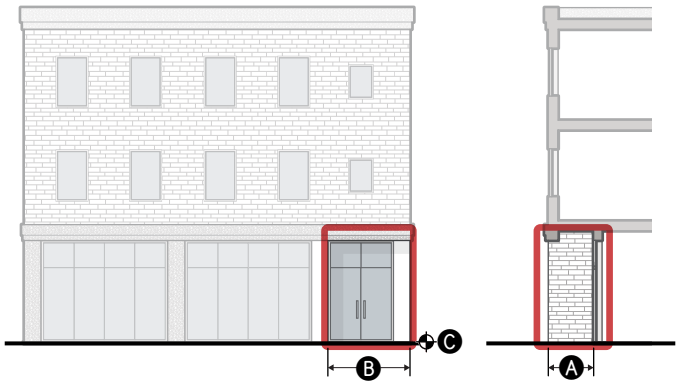
A yard located between a building and a river trail with direct pedestrian access from inside the building to the river trail.



DIMENSIONAL STANDARDS	*Sec. 3.C.5.2.D.*
Ⓐ **Depth** (min)	15'
Width (min)	15'
Fence or wall height (max)	6'

e. Recessed Entry

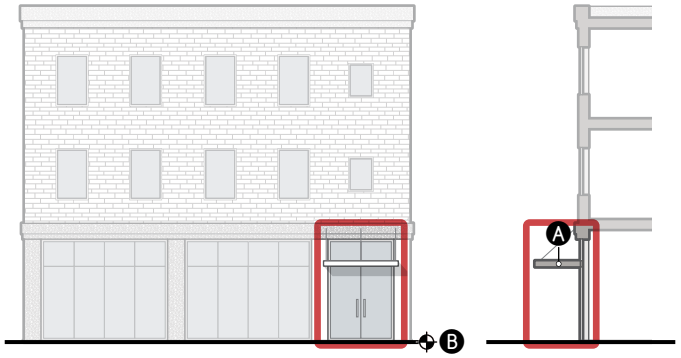
A space set behind the building face plane providing sheltered access to a street-facing entrance.



DIMENSIONAL STANDARDS	*Sec. 3.C.5.2.D.*
A **Depth** (min/max)	3'/15'
B **Width** (min)	5'
Covered entrance	Required
C **Finished floor elevation** (min/max)	-2'/5'
Enclosure (max)	75%

f. Covered Entry

A space that provides sheltered access to an at-grade street-facing entrance with an overhead projecting structure.

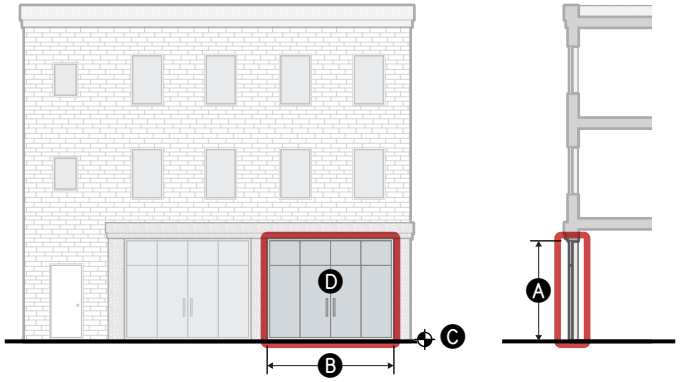


DIMENSIONAL STANDARDS	*Sec. 3.C.5.2.D.*
A **Covered entrance**	Required
B **Finished floor elevation** (min/max)	-2'/2'
Enclosure (max)	50%

For encroachments into the public right-of-way, see *Sec. 91.32 (Encroachments into the Public Right-of-Way) of Chapter 9 (Building Regulations) of the LAMC.*

g. Storefront Bay

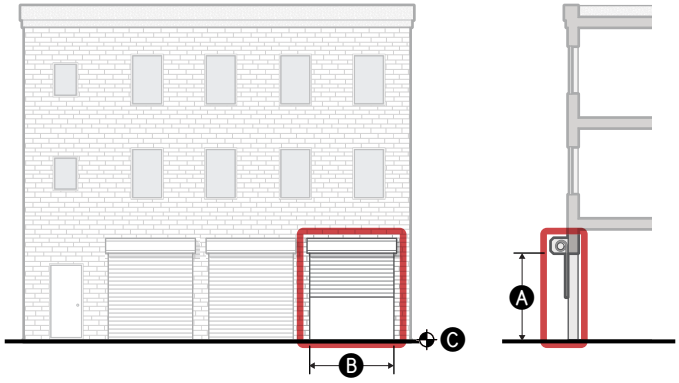
A facade area with a high level of contiguous transparency accentuating an at-grade street-facing entrance.



DIMENSIONAL STANDARDS	*Sec. 3.C.5.2.D.*
A **Height** (min)	9'
B **Width** (min)	8'
C **Finished floor elevation** (min/max)	-2'/2'
D **Transparency** (min)	90%
Fence or wall height (max)	0'

h. Market Stall

A facade area equipped with an overhead door or operable facade that is open to the public realm during hours of operation.

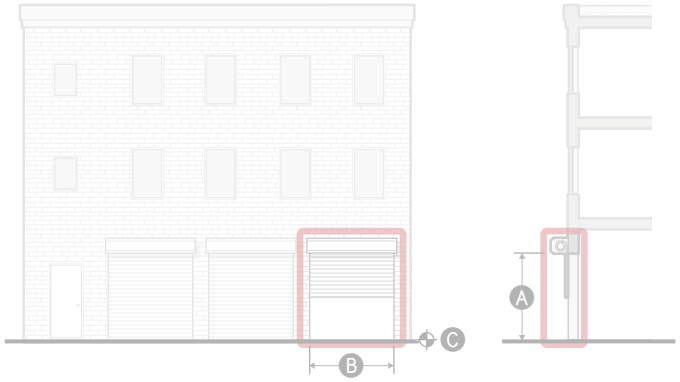


DIMENSIONAL STANDARDS	*Sec. 3.C.5.2.D.*
A **Height** (min)	7'
B **Width** (min)	6'
C **Finished floor elevation** (min/max)	-2'/5'
Fence or wall height (max)	0'

A market stall does not count toward transparency unless it meets the standards for transparency area when shut.

i. Projecting Entry

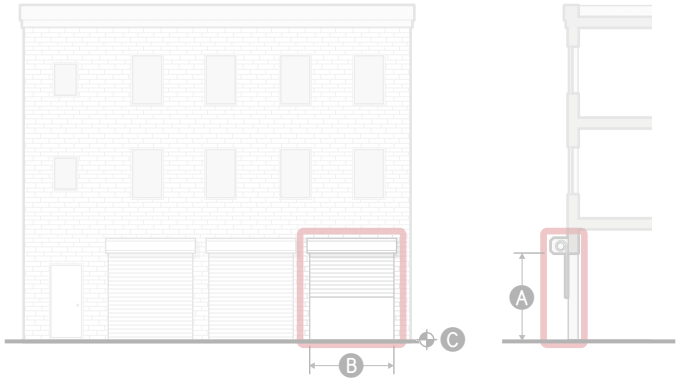
to be inserted



DIMENSIONAL STANDARDS	*Sec. 3.C.5.2.D.*
A Depth (min/max)	4'/8'
B Height (min)	7.5'
C Width (min)	7'
Covered area (min)	100%
D Finished floor elevation (min/max)	0'/5'
Enclosure (max)	75%

j. Courtyard

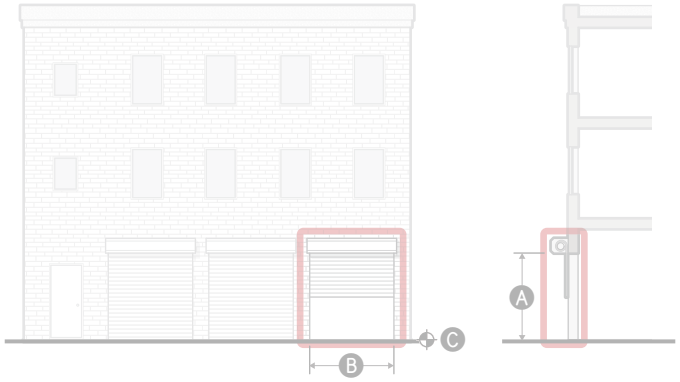
to be inserted



DIMENSIONAL STANDARDS	*Sec. 3.C.5.2.D.*
A Depth (min)	20'
B Width (min)	12'
Covered entrance	Required
C Finished floor elevation (min/max)	-2'/2'
Fence or wall height (min/max)	2.5'/4'
Enclosure (max)	75%

k. Breezeway/Paseo

to be inserted



DIMENSIONAL STANDARDS	*Sec. 3.C.5.2.D.*
Ⓐ **Height** (min)	8'
Ⓑ **Width** (min)	8'
Covered area (min)	100%
Ⓒ **Finished floor elevation** (min/max)	0'/5'
Enclosure (max)	90%

D. Measurement

1. General

a. Entry feature is measured as provided or not provided for each required street-facing entrance based on whether the design of a street-facing entrance meets the standards of an allowed entry feature specified by the applied *Frontage District (Part 3B)*.

b. For the purpose of complying with entry feature standards, outdoor spaces like landings and yards required by an entry feature count as occupiable space.

2. Depth

Minimum depth is measured as the horizontal dimension where the occupiable portion of the entry feature is at its narrowest, measured perpendicular to the applicable frontage lot line.

3. Width

a. When specified in feet, width is measured as the width the facade area meeting the applicable entry feature standards or the clear width of the occupiable exterior area immediately abutting the associated street-facing entrance, whichever is narrowest, as measured parallel to the applicable street lot line.

b. When specified as a percentage, width is measured as the total width of the entry feature divided by the total width of the building that the entry provides access to, measured parallel to the applicable street lot line. For measuring building width, see *Sec. 2C.6.1.D. (Building Width Measurement)*.

c. Where a minimum width and height are specified, the entry feature standards shall be met for a rectangular portion of a facade having a width no less than the minimum width and a height no less than the minimum height.

d. Where a minimum width and depth are specified, the entry feature standards shall be met for a rectangular area of occupiable space having a width no less than the minimum width and a depth no less than the minimum depth.

4. Height

a. Height is measured vertically from the finished floor elevation or the finished grade to the top of the facade area meeting the applicable entry feature standards or the clear height of the occupiable exterior area immediately abutting the associated street-facing entrance, whichever is shortest.

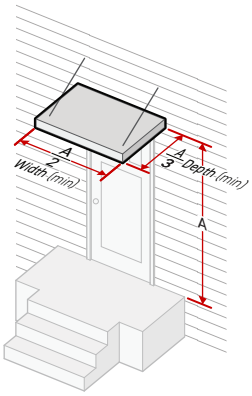
b. Where a minimum width and height are specified, the entry feature standards shall be met for a rectangular portion of a facade having a width no less than the minimum width and a height no less than the minimum height.

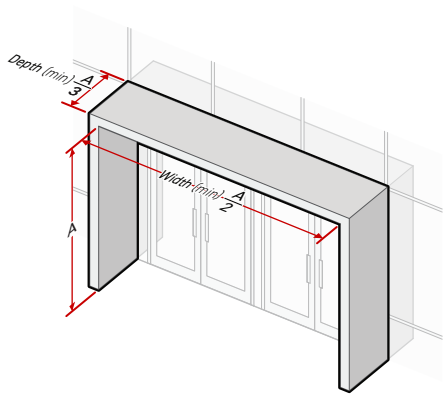
5. Covered Entrance

a. When required as a part of an entry feature; a canopy, roof or other sheltering structure shall cover the occupiable exterior area immediately abutting the associated street-facing entrance.

b. The minimum depth of the covered area shall be the clear height of the covered area divided by 3.

c. The minimum width of the covered area shall be the clear height of the covered area divided by 2.





A = Clear Height

6. Covered Area

Covered area is measured as the occupiable area of an entry feature that is covered by a canopy, roof or other sheltering structure, divided by the total occupiable entry feature area. For the measurement of covered area, see *Sec. 14.1.2. (Covered Area (%))*.

7. Finished Floor Elevation

Finished floor elevation is measured from the average sidewalk grade along the adjacent sidewalk to the top of the finished floor surface or ground surface of the entry feature. Where no sidewalk exists within 10 feet of the entry feature, finished floor elevation is measured from the average finished grade within 5 feet of the entry feature, measured perpendicular to the entry feature area.

8. Transparency

Transparency is measured as a percentage calculated as ground story transparency only for the portion of ground story facade area abutting the entry feature. For the measurement of ground story transparency, see *Sec. 3C.4.1.D.1. (Ground Story)*.

9. Enclosure

For the measurement of enclosure, see *Sec. 14.1.4. (Enclosure)*.

10. Fence or Wall Height

Fence or wall height is measured according to *Sec. 4C.7.1.D. (Measurement)*.

E. Relief

1. A deviation from entry feature dimensional standard of 15% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

2. Deviation from any entry feature standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 3C.6. GROUND STORY

SEC. 3C.6.1. GROUND STORY HEIGHT

The floor-to-floor height of the story of a building having its finished floor elevation nearest to the finished grade.

A. Intent

To promote active uses that are directly connected the public realm, and ensure high-quality ground-story spaces that are adaptable and appropriate to their context.

B. Applicability

Ground story height standards apply to all portions of the ground story of a structure located within the first 15 feet of a frontage applicable facade, measured inward and perpendicular to the facade.

C. Standards

All occupiable space located in applicable portions of the ground story shall have floor-to-floor height of no less than the ground story height minimum.

D. Measurement

1. Ground story height is measured vertically from the top of the finished ground story to the top of the finished floor above.
2. Where no story exists above, ground story height is the shortest vertical distance from the top of the ground floor elevation to the top of the ceiling or roof structure above.
3. For determining the ground story, see *Sec. 14.10.A. (Ground Story)*.

E. Relief

1. A reduction in required ground story height of 1 foot or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
2. Deviation from ground story height standards may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3C.6.2. GROUND FLOOR ELEVATION

The finished floor height associated with the story of a building having its finished floor elevation nearest to the finished grade.

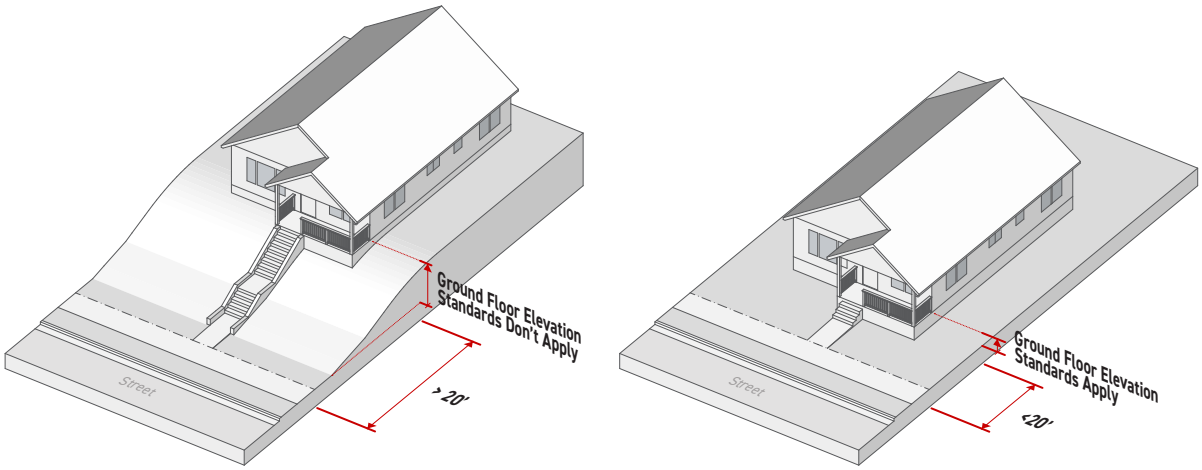
A. Intent

To promote active uses that are directly connected the public realm, and ensure high-quality ground-story spaces that are adaptable and appropriate to their context.

B. Applicability

1. For structures located less than 20 feet from the frontage lot line, all portions of the ground story located within the first 15 feet of a *frontage applicable facade (Sec. 3A.2.2.C.2.)*, measured inward and perpendicular to the frontage lot line, shall comply with ground floor elevation standards.

2. Ground floor elevation standards do not apply to structures located 20 feet or greater from the frontage lot line.



C. Standards

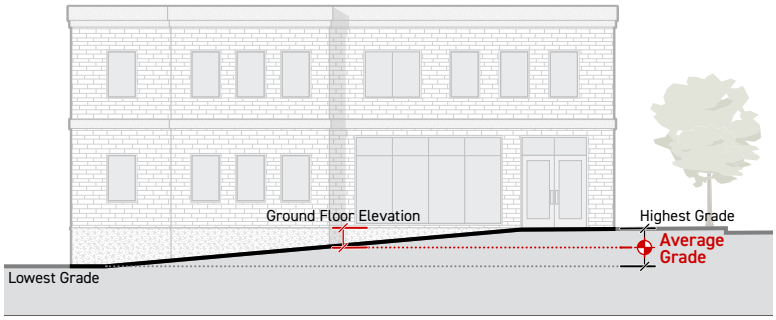
1. All occupiable space located in applicable portions of the ground story shall have a ground floor elevation no higher than the maximum ground floor elevation specified by the applied *Frontage District (Part 3B)*.

2. All occupiable space located in applicable portions of the ground story shall have a ground floor elevation no lower than the minimum ground floor elevation specified by the applied *Frontage District (Part 3B)*.

D. Measurement

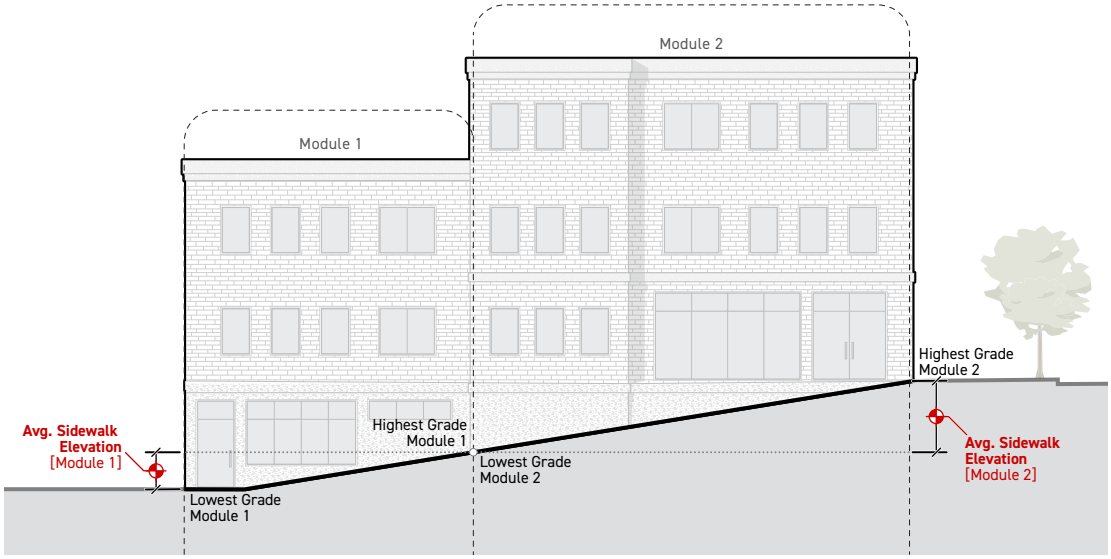
1. Where a building is located greater than 10 feet from a public sidewalk, ground story height is measured vertically from the average finished grade within 5 feet of the frontage lot line-facing building perimeter to the finished floor elevation of the ground story.

2. Where a building is located 10 feet or less from a public sidewalk, ground floor elevation is measured vertically from the average sidewalk grade to the finished floor elevation of the ground story. Average sidewalk grade is measured as the average of the highest and lowest sidewalk elevation for the portion of the sidewalk located in front of the building.



3. Ground floor elevation may be measured independently for different modules of the building width. The ground floor elevation for each module shall be measured from either average sidewalk grade for the portion of the sidewalk in front of the module or from average finished grade within 5 feet of the frontage lot line-facing building perimeter based on the distance of the building module from a public sidewalk according to *Sec. 3C.6.2.D.1.* and *Sec. 3C.6.2.D.2.* above.

   a. For sloped lots, average elevation along the sidewalk may be measured individually for each module and calculated as the average of the highest and lowest sidewalk elevation for the portion of the sidewalk located in front of the building module.



E. Relief

1. A deviation in minimum or maximum ground floor elevation of 10% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

2. Deviation from ground floor elevation standards may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

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DIV. 3D.1. BUILD-TO

See Div. 3C.1. (Build-To).

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See Div. 3C.2. (Parking).

DIV. 3D.3. LANDSCAPING

See Div. 3C.3. (Landscaping).

DIV. 3D.4. FINISHED FLOOR ELEVATION OF THE GROUND STORY

*See Sec. 3C.6.2. (*Ground Floor Elevation*).*

DIV. 3D.5. STORY HEIGHT

SEC. 3D.5.1. GROUND STORY HEIGHT

See Sec. 3C.6.1.

SEC. 3D.5.2. UPPER STORY HEIGHT

The floor-to-floor height of any story of a building located above the ground story.

A. Intent

To ensure upper story spaces and their associated facades are scaled and proportioned to contribute to the established architectural character of surrounding neighborhoods or districts.

B. Applicability

1. Upper story height standards apply to each story located above the ground story and all build-to applicable stories specified by the applied *Frontage District (Part 3B)*.

2. Only portions of upper stories located within the first 15 feet of a frontage applicable facade, measured inward and perpendicular to the facade, shall meet upper story height standards.

C. Standards

All occupiable space located in applicable portions of upper stories shall have a floor-to-floor height of no less than the upper story height minimum.

D. Measurement

1. Upper story height is measured vertically from the top of the finished floor to the top of the finished floor above.

2. Where no story exists above, upper story height is the shortest vertical distance from the top of the finished floor to the top of the ceiling or roof structure above.

E. Relief

1. A reduction in required upper story height of 1 foot or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

2. Deviation from upper story height standards may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 3D.6. ARTICULATION

SEC. 3D.6.1. BASE, MIDDLE & TOP

The base, middle, & top articulation requirement is composed of three separate and coordinated articulating elements designed to visually break a building facade up into three separately legible layers.

A. Intent

To visually break a building facade up into three separately legible building layers.

B. Applicability

1. When required by the applied *Character Frontage District (Div. 3B.9.)*, base, middle, and top articulation standards apply to frontage applicable facades located on all build-to applicable stories specified by the applied *Frontage District (Part 3B)*. See *Sec. 3A.2.2.C.2. (Frontage Applicable Facades)*.

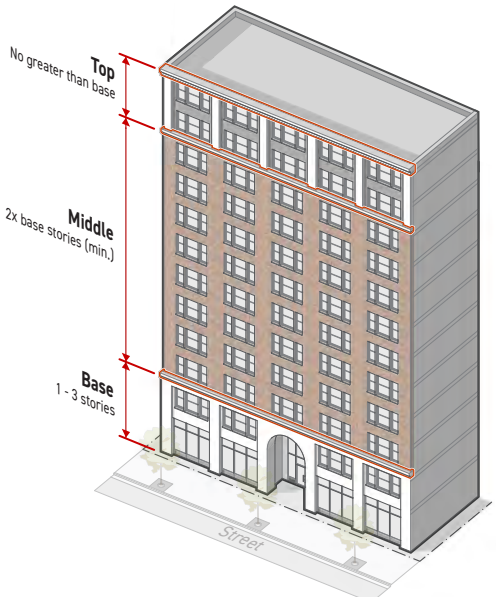
2. Where the applied *Character Frontage District (Div. 3B.9)* requires base, middle, and top articulation, and a proposed building is less than 5 stories, the building shall meet the standards of *Sec. 3D.6.2. (Base-Top Articulation)*.

C. Standards

1. General

One articulating element option shall be provided for each building layer in accordance with the building layer standards below.

2. Building Layers



a. Base

i. The base building layer shall include no less than 1 and no more than 3 contiguous stories starting with the ground story and continuing upward.

ii. At least one of the following articulating elements shall be applied along the top of the base layer, creating a transition between the base and middle layers:

a) *Sec. 3D.6.5.C.1. (Material Change)*;

b) *Sec. 3D.6.5.C.2. (Belt Course)*; or

c) *Sec. 3D.6.5.C.3. (Shopfront Cornice)*.

iii. The articulating element shall extend for the full width of the building and be located no higher than the top of the uppermost story included in the layer.

b. Middle

i. The middle building layer shall include no less than twice as many contiguous stories than the base building layer, starting at the top of the base layer and continuing upward.

ii. At least one of the following articulating elements shall be applied along the top of the middle layer, creating a transition between the middle and top layers:

a) *Sec. 3D.6.5.C.1. (Material Change)*;or

b) *Sec. 3D.6.5.C.2. (Belt Course)*.

iii. The articulating element shall extend for the full width of the building and be located no higher than the top of the uppermost story included in the layer.

c. Top

i. The top building layer shall include at least 1 story and shall not include more stories than the base building layer.

ii. All stories located in the top building layer shall be contiguous and include, at minimum, all stories between the top of the middle layer and the top of the highest of the build-to applicable stories specified by the applied *Frontage District (Part 3B)*.

iii. A roofline cornice articulating element shall be applied to the top building layer when the top building layer is the topmost story of the building or the topmost story before a street step-back. See *Sec. 3D.6.5.C.4 (Roofline Cornice)*.

iv. The roofline cornice shall extend for the full width of the building and be located along the top of the topmost story included in the building layer.

v. When the top building layer does not include the topmost story of the building or the topmost story before a street step-back, at least one of the following articulating elements shall be applied along the top of the top layer, creating a transition between the top building layer and any story above:

a) *Sec. 3D.6.5.C.1. (Material Change)*; or

b) *Sec. 3D.6.5.C.2. (Belt Course).*

vi. The articulating element shall extend for the full width of the building and be located along the top of the topmost story included in the building layer.

D. Measurement

For measurement of stories see *Sec. 2C.4.3. (Height in Stories)*.

E. Exceptions

Where the applied *Form District (Part 2B)* requires a street step-back depth of 10 feet or greater, the top building layer may terminate at the topmost story below the street step-back. No articulating element is required above the top building layer.

F. Relief

1. Base, middle & top standards may be met through alternative compliance in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.

2. A deviation from number of stories in building layers of 1 story may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

3. Deviation from any base, middle, and top standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3D.6.2. BASE-TOP

The base-top articulation requirement is composed of two separate and coordinated articulating elements designed to visually break a building facade up into two separately legible layers.

A. Intent

To visually break a building facade up into two separately legible building layers.

B. Applicability

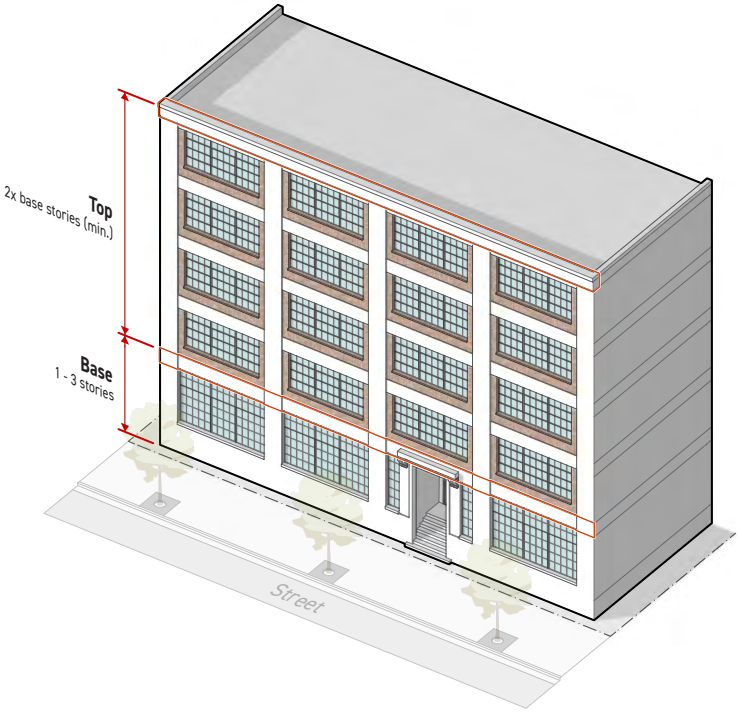
Base-top standards apply to all frontage applicable facades located on all build-to applicable stories specified by the applied *Frontage District (Part 3B)*. See *Sec. 3A.2.2.C.2. (Frontage Applicable Facades)*.

C. Standards

1. General

One articulating element option shall be provided for each building layer in accordance with the building layer standards below. See *Sec. 3D.6.5. (Articulating Elements)*.

2. Building Layers



a. Base

i. The base building layer shall include between 1 and 3 contiguous stories starting with the ground story and continuing upward.

ii. At least one of the following articulating elements shall be applied along the top of the base layer, creating a transition between the base and top layers:

a) *Sec. 3D.6.5.C.1. (Material Change)*;

b) *Sec. 3D.6.5.C.2. (Belt Course)*; or

c) *Sec. 3D.6.5.C.3. (Shopfront Cornice)*.

iii. The articulating element shall extend for the full width of the facade and be located no higher than the top of the uppermost story included in the layer.

b. Top

i. The top building layer shall include at least twice as many stories as the base building layer and include all remaining above-grade stories not included in the base building layer.

ii. A roofline cornice articulating element shall be applied to the top building layer when the top building layer is the topmost story of the building or the topmost story before a street step-back. See *Sec. 3D.6.5.C.4 (Roofline Cornice)*.

iii. The roofline cornice shall extend for the full width of the facade and be located along the top of the topmost story included in the building layer.

iv. When the top building layer does not include the topmost story of the building or the topmost story before a street step-back, at least one of the following articulating elements shall be applied along the top of the top layer, creating a transition between the top building layer and any story above:

a) *Sec. 3D.6.5.C.1. (Material Change)*; or

b) *Sec. 3D.6.5.C.2. (Belt Course).*

v. The articulating element shall extend for the full width of the building and be located along the top of the topmost story included in the building layer.

D. Measurement

For measurement of stories see *Sec. 2C.4.3. (Height in Stories)*.

E. Exceptions

Where the applied *Form District (Part 2B)* requires a street stepback depth of 10 feet or greater, the top building layer may terminate at the topmost story below the street stepback. No articulating element is required above the top building layer.

F. Relief

1. Base-top standards may be met through alternative compliance in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.
2. A deviation from number of stories in building layers of 1 story may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
3. Deviation from any base-top standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3D.6.3. HORIZONTAL BANDS

A continuous band of material running horizontally across a facade.

A. Intent

To separate and align windows on a building facade in a way that contributes to the established architectural character of surrounding neighborhoods or districts.

B. Applicability

Horizontal band standards apply to all frontage applicable facades located on all build-to applicable stories specified by the applied *Frontage District (Part 3B)*. See *Sec. 3A.1.2.B.2. (Frontage Applicable Facades)*.

C. Standards

Horizontal bands shall meet the following standards:

1. Shall be no less than 8 inches in height,
2. Shall extend for the full width of the facade, interrupted only by required *articulating elements (Sec. 3D.6.5.)* or architectural features. Architectural features that interrupt either required vertical bands or required horizontal bands shall cover cumulatively no more than 30% of the total facade area. A maximum of 5 architectural features that interrupt required vertical or horizontal bands are allowed on the facade area of any individual building width.

D. Measurement

1. Horizontal band height is measured vertically from the lowest point to the highest point of a horizontal band meeting the standards above.
2. The facade area covered by an architectural feature that interrupts horizontal or vertical bands is measured as the area of the smallest rectangle that fully circumscribes the architectural feature.

E. Relief

1. Horizontal band standards may be met through alternative compliance in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.
2. A deviation from horizontal band dimensional standards of 15% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
3. Deviation from any horizontal band standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3D.6.4. VERTICAL BANDS

A continuous band of material running vertically up a facade.

A. Intent

To separate and align windows on a building facade in a way that contributes to the established architectural character of surrounding neighborhoods or districts.

B. Applicability

Vertical band standards apply to all frontage applicable facades located on all build-to applicable stories specified by the applied *Frontage District (Part 3B)*. See *Sec. 3A.2.2.C.2. (Frontage Applicable Facades)*.

C. Standards

Vertical bands shall meet the following standards:

1. Shall be no less than 8 inches in width, and
2. Shall extend uninterrupted for the full height of all build-to applicable stories, only interrupted by horizontal bands, required *articulating elements (Sec. 3D.6.5.)* or architectural features. Architectural features that interrupt either required vertical bands or required horizontal bands shall cover cumulatively no more than 30% of the total facade area. A maximum of 5 architectural features that interrupt required vertical or horizontal bands are allowed on the facade of any individual building width.

D. Spacing

1. Vertical bands shall be applied across the full width of a facade separated by no more than the maximum spacing and no less than the minimum spacing specified by the applied *Frontage District (Part 3B)*.
2. Vertical bands shall also be located at each corner of a building facade.

E. Measurement

1. Vertical band width is measured parallel to the applicable facade and horizontally from one end of a vertical band meeting the standards above to the opposite end.
2. Vertical band spacing is measured horizontally and perpendicular to the applicable building facade from edge of vertical band to edge of vertical band.
3. The facade area covered by an architectural feature that interrupts horizontal or vertical bands is measured as the area of the smallest rectangle that fully circumscribes the architectural feature.

F. Relief

1. Vertical band standards may be met through alternative compliance in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.

2. A deviation from vertical band dimensional standards of 15% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

3. Deviation from any vertical band standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3D.6.5. ARTICULATING ELEMENTS

Permanent architectural details used to embellish a facade design in order to accentuate an articulation technique or facade composition.

A. Intent

To provide visual interest to the public realm and break a building facade up with visually separate building layers in a way that contributes to the established architectural character of surrounding neighborhoods or districts.

B. Applicability

Articulating element standards apply to any architectural element used to meet an articulation standard required by the applied *Character Frontage District (Div. 3B.9)*.

C. Articulating Element Options

1. Material Change

a. Standards

i. The principal exterior material applied to the building layer shall be different from the principal siding treatment applied to the abutting building layers.

ii. The principal exterior material shall be limited to those allowed by the applied *Frontage District (Part 3B)*.

iii. One of the following architectural details must be provided between building layers applying the material change articulating element:

a) A belt course located at the transition from one principal exterior material to the next. See *Sec. 3D.6.5.C.2 (Belt Course)*; or

b) The building layer applying a material change articulating element shall be recessed or project from the abutting building layers at least 3 inches.

b. Measurement

i. For the purpose of measuring material change, principal exterior materials are considered different if they are entirely different materials, products having the same base material where the unit size or finish surface texture is visibly contrasting.

ii. Recessed building layers are measured horizontally from and perpendicular to the immediately surrounding facade to the outermost point of the recessed building layer facade.

iii. Projecting building layers are measured horizontally and perpendicular from the immediately surrounding facade to the innermost point of the projecting building layer facade.

2. Belt Course

A horizontal course projecting beyond the face of the surrounding building facade often shaped to mark a division in the facade wall.

a. Standards

A belt course shall meet the following standards:

i. Extend uninterrupted for the full width of the building layer.

ii. Have a consistent profile across the width of the building,

iii. Project a minimum of 2 inches from the immediately surrounding facade for some portion of the top 2 inches and the bottom 2 inches of the belt course profile,

iv. Have a height of no less than 12 inches if located on the first story. An additional 2 inches in height are required for each story that the belt course is located about the first story. The greatest required minimum height is 48 inches.

b. Measurement

i. Belt course height is measured vertically from the lowest point to the highest point of the belt course profile meeting the standards above.

ii. Projection is measured perpendicularly from the immediately surrounding facade to the outermost point of a belt course meeting the standards above.

3. Shopfront Cornice

A continuous molded projection located above a series of display windows on the ground story facade.

a. Standards

A shopfront cornice shall meet the following standards:

i. Extend uninterrupted for the width of the building layer.

ii. Project a minimum of 4 inches from the immediately surrounding facade for some portion of the top 4 inches and the bottom 4 inches of the cornice profile.

iii. Have a height of no less than 12 inches.

b. Measurement

i. Shopfront cornice height is measured vertically from the lowest point to the highest point of the cornice profile meeting the standards above.

ii. Projection is measured perpendicularly from the immediately surrounding facade horizontally to the outermost point of a shopfront cornice meeting the standards above.

4. Roofline Cornice

A continuous molded projection that crowns a wall, often as part of a parapet.

a. Standards

A roofline cornice shall meet the following standards:

i. Extend uninterrupted for the full width of the building layer.

ii. Project a minimum of 4-inches from the immediately surrounding facade for some portion of the top 4 inches of the cornice profile if located on the first, second or third stories. An additional 2 inches of projection are required for each story the roofline cornice is located above the third story. The greatest required minimum projection is 36 inches.

iii. Have a height of no less than 12 inches if located on the first, second or third story. An additional 2 inches in height are required for each story the roofline cornice is located above the third story. The greatest required minimum height is 48 inches.

b. Measurement

i. Roofline cornice height is measured vertically from the lowest point to the highest point of the cornice profile meeting the standards above.

ii. Projection is measured perpendicularly from the immediately surrounding facade horizontally to the outermost point of a roofline cornice meeting the standards above.

D. Measurement

Articulating elements are measured as provided or not provided based on whether the applicable building layer facade applies an articulating element meeting the standards above.

E. Relief

1. Articulating elements standards may be met through alternative compliance in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.

2. A deviation from articulating elements dimensional standards of 10% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment).*

3. Deviation from any articulating elements standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 3D.7. FEATURES

SEC. 3D.7.1. RESTRICTED FEATURES

A. Intent

To ensure facades are built in a way that contributes to the established architectural character of surrounding neighborhoods or districts by limiting the use of architectural features that are inappropriate to the historic or desired context.

B. Applicability

Restricted features standards apply to frontage applicable facades located on all build-to applicable stories specified by the applied *Frontage District (Part3B)*. See *Sec. 3A.2.2.C.2. (Frontage Applicable Facades)*. Above the build-to applicable stories, restricted features listed in an applicable Character Frontage are allowed.

C. Standards

1. Where the applied *Frontage District (Part 3B)* lists a feature as "prohibited", no applicable facade located on a build-to applicable story specified by the applied *Frontage District (Part 3B)* may include any variety of listed feature.

2. Where the applied *Frontage District (Part 3B)* lists a feature as "allowed" or does not list a feature at all, there are no restricted features standards limiting the use of the listed feature.

D. Projecting Balcony

An unenclosed occupiable platform, located at an elevation above the ground story, that is fixed to or integrated with an exterior building facade and projects beyond the floor area of the story immediately below. Balconies include protective barriers such as railings or parapets and may be covered or uncovered.

1. Standards

Where the applied *Frontage District (Part 3B)* lists balcony as "prohibited":

a. No feature meeting the definition for balcony above may be included on an applicable facade.

b. Roof terraces that meet the definition of balcony may be allowed provided they are uncovered and do not project beyond the story immediately below.

2. Measurement

Balconies are identified as present or absent based on whether an applicable facade includes a balcony as described above.

E. Relief

1. Deviation from restricted features standards may be met through alternative compliance in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.

2. Deviation from any restricted features standards may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 3D.8. ENTRANCES

SEC. 3D.8.1. STREET-FACING ENTRANCE

See *Sec. 3C.5.1. (Street-Facing Entrance)*.

SEC. 3D.8.2. ENTRY FEATURE

See *Sec. 3C.5.2. (Entry Feature)*.

SEC. 3D.8.3. FOCAL ENTRY FEATURE

Improved design standards applied to the primary entrance along the public realm.

A. Intent

To establish a hierarchy of entrances on a building facade where a focal entry feature is the visually dominant entrance supported by secondary entrances designed with entry features.

B. Applicability

Where required by the applied *Frontage District (Part 3B)*, Focal Entry standards apply to ground story, frontage lot line-facing facades.

C. Standards

1. General

a. No fewer focal entrances than the minimum specified by the applied *Frontage District (Part 3B)* shall be provided for each building width.

b. Each required focal entry feature shall meet the standards for one of the focal entry feature options. See *Sec. 3D.8.1.C.2. (Focal Entry Feature Options)*.

c. Required focal entry features shall abut and provide direct access to a street-facing entrance.

d. Required focal entry features shall provide direct access to the public realm associated with the frontage lot line.

e. For street setback encroachment regulations, see *Sec. 2C.2.2.E. (Exceptions)*.

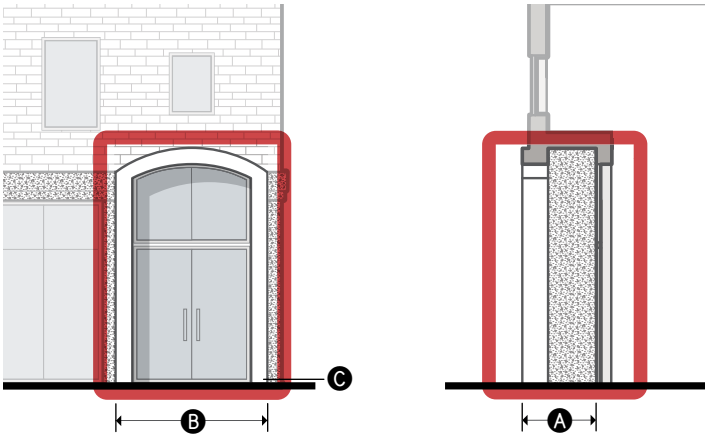
f. For encroachments into the public right-of-way, see *Sec. 91.32 (Encroachments into the Public Right-of-Way) of Chapter 9 (Building Regulations) of the LAMC*.

2. Focal Entry Feature Options

Packages of design standards applied to the primary entrance along the public realm.

a. Archway

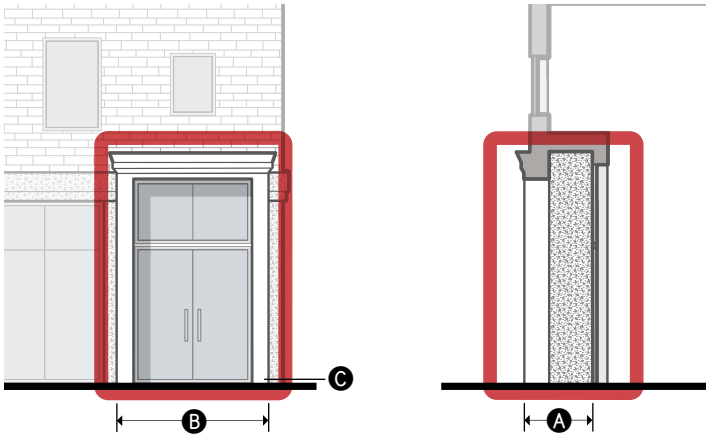
A curved symmetrical architectural detail spanning an opening to an exterior space, set behind the primary facade plane, providing sheltered access to a street-facing entrance.



DIMENSIONAL STANDARDS	*Sec. 3C.5.2.D.*
Ⓐ **Depth** (min)	3'
Ⓑ **Width** (min)	8'
Height (min)	9'
Covered entrance	Required
Covered area (min)	100%
Ⓒ **Finished floor elevation** (min/max)	-2'/5'
Transparency (min)	80%
Enclosure (max)	75%

b. Architrave

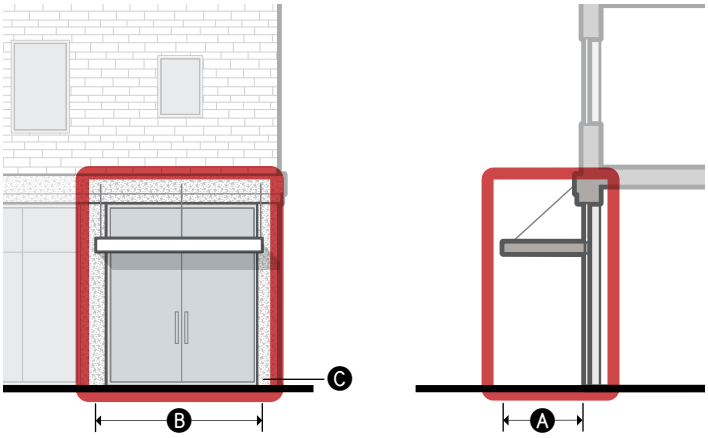
A decorative horizontal band above and connected to vertical bands framing an opening to an exterior space, set behind the primary facade plane, providing sheltered access to a street-facing entrance.



DIMENSIONAL STANDARDS	*Sec. 3C.5.2.D.*
Ⓐ **Depth** (min)	3'
Ⓑ **Width** (min)	8'
Height (min)	9'
Covered entrance	Required
Covered area (min)	100%
Ⓒ **Finished floor elevation** (min/max)	-2'/5'
Transparency (min)	80%
Enclosure (max)	75%

c. Canopy

A space that provides sheltered access to an at-grade street-facing entrance with an overhead projecting structure.



DIMENSIONAL STANDARDS	*Sec. 3C.5.2.D.*
Depth (min)	4'
Width (min)	8'
Height (min)	9'
Covered entrance	Required
Covered area (min)	n/a
Ⓒ **Finished floor elevation** (min/max)	-2'/2'
Transparency (min)	n/a
Enclosure (max)	50%

For encroachments into the public right-of-way, see *Sec. 91.32 (Encroachments into the Public Right-of-Way) of Chapter 9 (Building Regulations) of the LAMC*.

D. Measurement

See *Sec. 3C.5.2.D. (Entry Feature Measurement)*.

E. Relief

1. Deviation from focal entry feature option standards may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.

2. A deviation from focal entry feature dimensional standard of 15% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

3. Deviation from any entry feature standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 3D.9. TRANSPARENCY

SEC. 3D.9.1. GROUND STORY

A. Intent

To ensure projects are designed with ground story windows that contribute to the established architectural character of surrounding neighborhoods or district.

B. Applicability

1. Ground story transparency standards apply to frontage applicable facades located on the ground story and all windows located on the ground story facade. See *Sec. 3A.2.2.C.2. (Frontage Applicable Facades)*.

2. Parking structure facades are not applicable, except where required to be wrapped by the applied *Development Standards District (Part 4B)*.

C. Standards

1. General

a. Standards

i. Applicable ground story facades shall provide no less than the minimum transparency specified in the applied Character Frontage District (*Div. 3B.9.*).

ii. Applicable ground story facades shall provide no more than the maximum transparency specified in the applied Character Frontage District (*Div. 3B.9.*).

iii. All transparent area shall meet the standards of *Sec. 3C.4.1.C. (Transparent Area Standards)*.

b. Measurement

See *Sec. 3C.4.1.D. (Measurement)*.

2. Active Wall Spacing

See *Sec. 3C.4.2. (Active Wall Spacing)*.

3. Window Recession

The depth that a window is set back from the surrounding facade.

a. Standards

All windows provided on applicable facades shall be recessed no less than the minimum depth specified in the applied *Frontage District (Part 3B)*.

b. Measurement

Window recession depth is measured inward from the immediately surrounding facade surface, exclusive of trim or accessory projecting architectural details, to the outermost element of the window assembly.

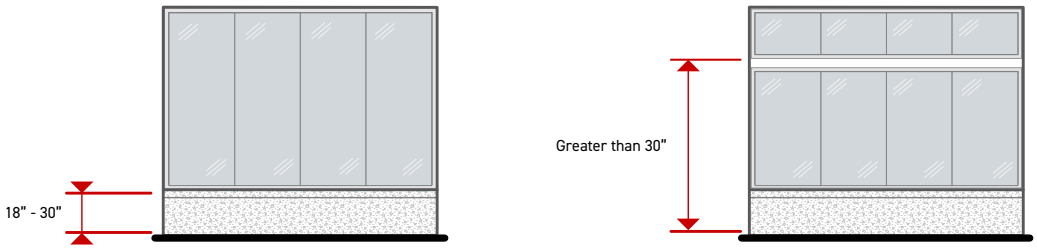
4. Bulkhead

A wall located beneath a display window on the ground story facade that serves to elevate a window above the exterior finished grade and the interior finished floor surface.

a. Standards

i. When listed as "required" in the applied *Frontage District (Part 3B)*, all ground story window openings located on applicable facades shall be elevated above the finished floor of the ground story by no less than 18 inches and no more than 30 inches.

ii. Ground story window openings located entirely above another ground story window may be located greater than 30 inches from the ground story finished floor provided that no portion of the opening extends beyond the width of the lower window opening.



b. Measurement

Bulkheads are measured as provided or not provided based on the compliance of all applicable windows with the standards above.

5. Symmetrical Lite Pattern

Window panes that are arranged or designed so that the left-side of the window composition is a mirror image of the right-side of the window composition.

a. Standards

When listed as "required in the applied *Frontage District (Part 3B)*, all windows provided on applicable facades shall meet the following standards:

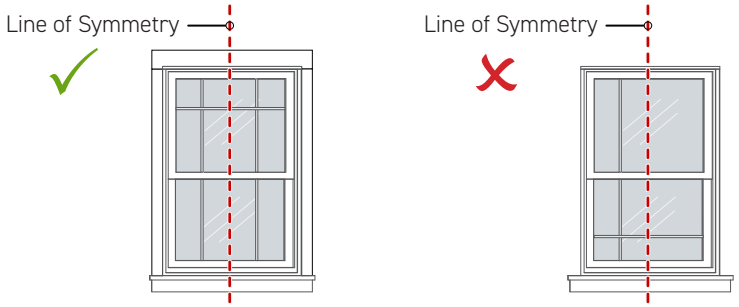
i. Divided-lite and simulated divided-lite windows shall have a composition of muntins or grills that display reflective symmetry.

ii. Operable windows shall have sashes that are generally reflectively symmetrical.

iii. Window assemblies sharing a window opening shall be composed in a way that reflective symmetry is displayed over entirety of the window opening.

b. **Measurement**

For the purpose of meeting symmetrical lite pattern standards, if a vertical line can be drawn through the window opening, and the pattern and shape on both sides of the line appear approximately identical, the window or windows are considered in compliance with the symmetrical lite pattern standard.



6. **Horizontal Sliding Windows**

a. **Standards**

When listed as "prohibited" in the applied *Frontage District (Part 3B)*, windows provided on applicable facades shall not include sashes that operate left to right or right to left.

b. **Measurement**

Horizontal sliding windows are measured as either present or absent.

7. **Vinyl Windows**

a. **Standards**

i. When listed as "prohibited" in the applied *Frontage District (Part 3B)*, window assemblies provided on applicable facades shall not contain frames, sashes, rails, styles, muntins, mullions, or grills with a vinyl exterior finish.

ii. Other accessory window assembly components may be finished with vinyl products.

b. **Measurement**

Vinyl windows are measured as either present or absent.

D. Relief

1. Up to a 15% increase to the total allowed ground story transparent area may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

2. A deviation from ground story transparency dimensional standard of 15% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

3. Deviation from any ground story transparency standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3D.9.2. UPPER STORIES

A. Intent

To ensure projects are designed with upper story windows that contribute to the established architectural character of surrounding neighborhoods or districts.

B. Applicability

1. Upper story minimum transparency standards apply to frontage applicable facades located on upper stories. See *Sec. 3A.2.2.C.2. (Frontage Applicable Facades)*.

2. All other upper story transparency standards, including maximum transparency standards, apply to frontage applicable facades located on all build-to applicable stories specified by the applied *Frontage District (Part 3B)* excluding the ground story. See *Sec. 3A.2.2.C.2. (Frontage Applicable Facades)*.

3. Parking structure facades are not applicable except where required to be wrapped by the applied *Development Standards District (Part 4B)*.

C. Standards

1. General

a. Standards

i. Applicable upper story facades shall provide no less than the minimum transparency listed in the applied *Character Frontage District (Div. 3B.9.)*.

ii. Applicable upper story facades shall provide no more than the maximum transparency specified in the applied *Character Frontage District (Div. 3B.9.)*.

iii. All transparent area shall meet the standards of *Sec. 3C.4.1.C. (Transparent Area Standards)*.

b. Measurement

See *Sec. 3C.4.1.D.2. (Transparent Area, Measurement, Upper Story)*.

2. Window Recession

See *Sec. 3D.9.1.C.3. (Window Recession)*.

3. Symmetrical Lite Pattern

See *Sec. 3D.9.1.C.5. (Symmetrical Lite Pattern)*.

4. Sill

The bottommost horizontal exterior surface of a window opening including a ledge or other architectural detail that projects from the surrounding building facade.

a. Standards

i. When required by the applied *Frontage District (Part 3B)*, all windows provided on applicable facades shall include a sill, ledge or comparable architectural detail located at the bottommost exterior surface of a window opening.

ii. Required sills shall project a minimum of 1 inch beyond the immediately surrounding building facade.

iii. Required sills shall have a width of no less than the window opening.

b. Measurement

Sills are measured as provided or not provided based on the compliance of all applicable windows with the standards above.

5. Horizontal Sliding Windows

See *Sec. 3D.9.1.C.6. (Horizontal Sliding Windows)*.

6. Vinyl Windows

See *Sec. 3D.9.1.C.7. (Vinyl Windows)*.

D. Relief

1. Up to a 15% increase to the total allowed upper story transparent area may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

2. A deviation from upper story transparency dimensional standard of 15% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.

3. Deviation from any upper story transparency standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 3D.10. EXTERIOR MATERIALS

SEC. 3D.10.1. PRINCIPAL MATERIAL COVERAGE

Building products used as the exterior wall finish materials for the great majority of the exterior building facade.

A. Intent

To visually unify the facade with a dominant material and ensure that building facades are finished with materials that contribute to the established architectural character of surrounding neighborhoods or districts.

B. Applicability

Facade area that meets all of the following criteria shall comply with primary material coverage standards:

1. Qualifies as a *frontage applicable facade (Sec. 3A.2.2.C.2.)*;

2. Located on a build-to applicable story as specified by the applied *Character Frontage District (Div. 3B.7)* or located above the last provided story where the number of stories provided for any building is less than the specified build-to applicable stories; and

3. Is not a window or door opening.

C. Standards

1. General

a. The total percentage of applicable facade area finished in a primary material shall be no less than the minimum primary material coverage specified by the applied *Character Frontage District (Div. 3B.7)*.

b. Only exterior material options specificed by the applied *Character Frontage District (Div. 3B.7)* may be used as a primary material.

c. Only one primary material may used to meet the primary material coverage standard.

2. Exterior Material Options

a. For exterior material options standards, see *Sec. 3D.10.3. (Exterior Material Options)*.

D. Measurement

1. Principal material coverage is calculated for each building width separately.

2. Principal material coverage is a percentage calculated by dividing the facade area covered in a principal material by the total applicable facade area.

3. The principal material is measured as compliant or non-compliant based on whether it meets the standards and definition of one of the allowed exterior material options specified by the applied *Frontage District (Part 3B)*.

E. Relief

1. Up to a 10% reduction to the total required facade area finished in an allowed primary exterior material may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

2. Deviation from any principal material standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3D.10.2. ACCESSORY MATERIAL COVERAGE

Building products used as an exterior wall finish material to accent or support the principal material.

A. Intent

To visually unify the facade with a consistent material palette and ensure that building facades are finished with materials that contribute to the established architectural character of surrounding neighborhoods or districts.

B. Applicability

1. Facade area that meets all of the following criteria shall comply with accessory material coverage standards:

   a. Qualifies as a *frontage applicable facade (Sec. 3A.2.2.C.2.)*;

   b. Located on a build-to applicable story as specified by the applied *Character Frontage District (Div. 3B.7)* or located above the last provided story where the number of stories provided for any building is less than the specified build-to applicable stories; and

   c. Is not a window or door opening.

2. All exterior materials cumulatively covering between 5% and 30% of the total applicable facade area are considered an accessory material and shall comply with all accessory material coverage, exterior material options, and number of accessory material standards.

C. Standards

1. General

   a. The total percentage of applicable facade area finished in an accessory material shall be no more than the maximum accessory material coverage specified by the applied *Character Frontage District (Div. 3B.7)*.

   b. Only exterior material options specified by the applied *Character Frontage District (Div. 3B.7)* may be used as an accessory material.

2. Exterior Material Options

For exterior material options standards, see *Sec. 3D.10.3. (Exterior Material Options)*.

3. Number of Accessory Materials

No more individual accessory materials than the maximum number of accessory materials specified by the applied *Character Frontage District (Div. 3B.7)* may be provided.

D. Measurement

1. Accessory material coverage is calculated for each building width separately.

2. Accessory material coverage is a percentage calculated by dividing the facade area covered in the accessory material product by the total applicable facade area.

3. The accessory material is measured as compliant or non-compliant based on whether it meets the standards and definition of one of the exterior material options specified by the applied *Character Frontage District (Div. 3B.7)*.

E. Relief

1. Up to a 10% increase to the total allowed facade area finished in a secondary exterior material may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

2. Deviation from any accessory material standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3D.10.3. EXTERIOR MATERIAL OPTIONS

Building products allowed for use as primary or accessory exterior wall finish material.

A. Intent

To ensure that building facades are finished with materials that contribute to the established architectural character of surrounding neighborhoods or districts.

B. Applicability

Exterior material options standards apply to all exterior materials provided to comply with *primary material coverage (Sec. 3D.10.1.)* or *accessory material coverage (Sec. 3D.10.2.)* standards as specified by the applied *Character Frontage District (Div. 3B.9)*.

C. Standards

1. General

Proposed principal and accessory materials shall meet all standards and definitions of one of the exterior material options specified by the applied *Character Frontage District (Div. 3B.7)* in order to comply with principal material coverage and accessory material coverage standards.

2. Exterior Material Options

Building products allowed for use as primary or accessory exterior wall finish material.

a. Brickwork

Courses of rectangular masonry units made of hardened clay, laid with mortar exposed between bricks. Examples include solid brick construction, brick veneer and thin brick veneer. Other products required for installation that are visually incidental to the brick are also included.

PLACEHOLDER

INTENT

To provide structures with a human scale, durability, and a connection to local history. The profile of brickwork creates a pattern of channels along the mortar beds and perpends providing shadow line effects and texture reflecting the scale of the individual brick units. The size of the brick units are of a commonly recognized scale related to its manual assembly which naturally helps observers relate to the overall scale of the structure and recognize the building as a result of tangible human activities rather than machined or synthetic installations. Brick assemblies provide lasting durability against weather and wear, reducing maintenance demands. Used as an exterior building material in some of Los Angeles most treasured historic buildings, brickwork connects observers to local history.

DIMENSIONAL STANDARDS

i. Individual brick units shall have a height of between 1.5 and 8 inches.

ii. Individual brick units shall have a width of between 3.5 and 16 inches.

b. Stonework

Stacked rocks quarried and worked into a specific size and shape for use as a building material. Solid stone includes mortar and other products required for installation that are visually incidental to the stone product. Examples include solid stone construction, stone veneer, and thin stone veneer. Solid stone excludes heavy aggregate concrete, terrazzo, engineered stone products, and comparable materials.

PLACEHOLDER

INTENT

To provide structures with a human scale, durability, and a connection to nature and local history. The profile of stonework provides dynamic shadow line effects relating to the scale of individual stones, helping observers to relate to the overall scale of the structure. The organic textures and deep natural colors of exposed stone faces provide observers with a connection to nature. Solid stone assemblies provide lasting durability against weather and wear, reducing maintenance demands. Used as an exterior building material in some of Los Angeles most treasured historic buildings, solid stone assemblies connect observers to local history.

DIMENSIONAL STANDARDS

n/a

c. Concrete

A cement based product either poured-in-place or pre-cast in a form or mold. Concrete includes engineered masonry products set in resin or cement such as terrazzo, terracotta, CMU, breeze block, and exposed columns and beams. Other products required for installation that are visually incidental to the concrete product are also included. Concrete excludes fiber cement products, brick, EFIS, and stucco.

PLACEHOLDER

INTENT

To provide structures with the lasting durability and a sense of weight and permanence through use of concrete.

DIMENSIONAL STANDARDS

n/a

d. Metal

Metal products designed and intended for architectural purposes. Examples include exposed structural steel, architectural metal panels, and decorative metal products. Other products required for installation that are visually incidental to the metal product are also included.

PLACEHOLDER

INTENT

To provide structures with the lasting durability and sense of permanence through use of metal.

DIMENSIONAL STANDARDS

n/a

e. Wood

Tree-based products milled into a particular shape and size for use as an exterior building material. Examples include wood panels, structural lumber like cross laminated timber and glulam beams, plank siding, and shingles. Wood excludes products with exposed faces composed substantially of wood chips, particles, and fibers. Examples include structural composite lumber like PSL, LSL, and OSL, and composite panel products like OSB, fiberboard, and particleboard. Wood also excludes faux-wood products such as vinyl, aluminum, and fiber cement siding. Other products required for installation that are visually incidental to the wood product are also included.

PLACEHOLDER

INTENT

To provide structures with a connection to nature and local history through use of wood. The organic patterns and warm natural colors of exposed wood provide observers with a connection to nature. Used as an exterior building material in some of Los Angeles most treasured historic buildings, wood products connect observers to local history.

DIMENSIONAL STANDARDS

n/a

f. Glazed Tile

Ceramic tile having porcelain or natural clay body, glazed for surfacing walls, typically attached to an exterior wall with mortar and finished by filling joints between tiles with a cement- or resin-based grout product. Examples include small or large format tile and structural facing tile. Other products required for installation that are visually subordinate to the tile product are also allowed. Glazed tile excludes terracotta and other non-ceramic tile products.

PLACEHOLDER

INTENT

To provide structures with a human scale, durability, and a connection to local history. The profile of glazed tile assemblies provides a regular pattern of channels along grout joints, creating shadow line effects and texture reflecting the scale of the individual tile units. Glazed tile assemblies provide lasting durability against weather and wear, reducing maintenance demands. Used as an exterior building material in some of Los Angeles most treasured historic buildings, glazed tile assemblies connect observers to local history with their familiar luster and sheen.

DIMENSIONAL STANDARDS

n/a

g. Horizontal Plank Siding

Courses of long, thin horizontal boards, often overlapping or interlocking horizontally but also including open joint systems. Horizontal plank siding includes clapboard, bevel, lap, weatherboard, shiplap, and rain screen siding and may be composed of a wide range of materials including wood, fiber cement products, and vinyl. Horizontal plank cladding excludes textured panel products with unit sizes exceeding 10 inches in height regardless of the pattern or texture.

PLACEHOLDER

INTENT

To provide a human scale to buildings. The profile of the siding assembly creates a pattern of horizontal channels providing deep shadow line effects and texture reflecting the scale of the individual board units. The scale of the board units are of a commonly recognized scale related to its manual assembly which naturally helps observers to understand and relate to the overall scale of the structure and recognize the building as a result of tangible human activities rather than machined or synthetic installations.

DIMENSIONAL STANDARDS

i. Individual board units shall have a height of between 2 and 10 inches.

ii. Overlapping or interlocking board units may have a height greater than 10 inches provided no board unit is exposed for a continuous height of more than 10 inches.

iii. Open joint systems shall not provide a gap greater than 3/4" between board units.

h. Vertical Plank Siding

Courses of long, thin vertical boards, often overlapping or interlocking vertically but also including open joint systems. Vertical plank siding includes, board and batten, tongue and groove, shiplap, and rain screen siding and may be composed of a wide range of materials including wood, fiber cement products, and vinyl. Vertical plank cladding excludes textured panel products with continuous reveal dimensions greater than 16 inches in width regardless of the pattern or texture.

PLACEHOLDER

INTENT

To provide a human scale to buildings. The profile of the siding assembly creates a pattern of vertical channels providing deep shadow line effects and texture reflecting the scale of the individual board units. The scale of the board units are of a commonly recognized scale related to its manual assembly which naturally helps observers to understand and relate to the overall scale of the structure and recognize the building as a result of tangible human activities rather than machined or synthetic installations.

DIMENSIONAL STANDARDS

i. Individual board units shall have a width of between 1 and 16 inches.

ii. Overlapping or interlocking board units may have a width greater than 16 inches provided no board unit is exposed for a continuous width of more than 16 inches.

iii. Open joint systems shall not provide a gap greater than 3/4" between board units.

i. Shingle Siding

Courses of short, thin building materials, overlapping horizontally. Shingle siding includes square, round, half-cove, and hexagon, shaped shingles and be composed of a wide range of materials including cedar, cementitious fiberboard, and vinyl. Shingle siding excludes asphalt roofing shingles and textured panel products with continuous reveal dimensions greater than 24 inches in width or 12 inches in height regardless of the pattern or texture.

PLACEHOLDER

INTENT

To provide a human scale to buildings. The profile of the shingle assembly creates a pattern of vertical and horizontal channels providing deep shadow line effects and texture reflecting the scale of the individual shingle units. The scale of the shingle units are of a commonly recognized scale related to its manual assembly which naturally helps observers to understand and relate to the overall scale of the structure and recognize the building as a result of tangible human activities rather than machined or synthetic installations.

DIMENSIONAL STANDARDS

i. Individual shingle units shall have a width of between 2 and 24 inches.

ii. Individual shingle units shall have a height of between 2 and 12 inches.

iii. Shingle units may have a width greater than 24 inches or a height greater than 12 inches provided no individual shingle is exposed for a continuous width of more than 24 inches or a continuous height of more than 12 inches.

j. Stucco

A building material composed primarily of Portland cement, finely ground limestone, sand and water, applied directly onto a building over a reinforcing base mesh. Stucco excludes textured panel products and synthetic stucco such as EIFS, elastomeric stucco, and acrylic stucco.

PLACEHOLDER

INTENT

To provide structures with durability and a connection local history. Stucco provides lasting durability against weather and wear, reducing maintenance demands. Used as an exterior building material in some of Los Angeles most treasured historic buildings, stucco connects observers to local history.

DIMENSIONAL STANDARDS

n/a

D. Measurement

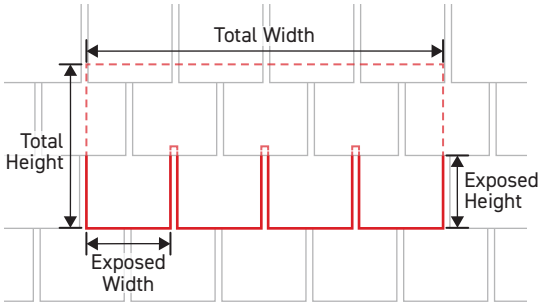
1. The height of individual board, brick, or shingle unit is measured as the greatest dimension from one end of the unit to the opposite end of the unit, measured vertically and based on the proposed installation pattern.

2. The width of individual board, brick, or shingle unit is measured as the greatest dimension from one end of the unit to the opposite end of the unit, measured horizontally and based on the proposed installation pattern.

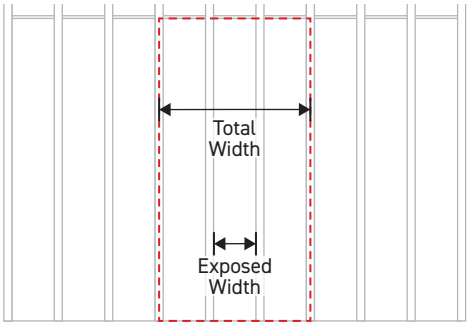
3. Exposed width is measured as the largest horizontal dimension of a board or shingle unit that is uninterrupted by either, another board or shingle covering the first unit, or a gap or break in the board or shingle unit, for the full height of the unit.

4. Exposed height is measured as the largest vertical dimension of a board or shingle unit that is uninterrupted by either, another board or shingle covering the first unit, or a gap or break in the board or shingle unit, for the full height of the unit.

SHINGLE SIDING (SQUARE)



VERTICAL PLANK (BOARD & BATTEN)



5. Gap between board units is measured as the distance between board units at the widest point.

E. Relief

1. Deviation from exterior material option standards may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.

2. Up to a 10% modification to any exterior material option dimensional standard may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

3. Deviation from any exterior material option standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 3D.11. ROOF DESIGN

SEC. 3D.11.1. ROOF FORM

The shape of the external upper covering of a building, including the frame for supporting the roofing.

A. Intent

To ensure that building forms contribute to the established architectural character of surrounding neighborhoods or districts.

B. Applicability

a. Where specified by the applied *Frontage District (Part 3B)*, roof form standards apply to the roof of all frontage lot line facing buildings and structures on a lot.

b. A minimum of 70% of the total roof area of each applicable building or structure shall meet roof form standards, measured horizontally.

C. Standards

1. General

All building and structures shall have a roof form listed as a roof form option in the applied *Frontage District (Part 3B)*.

2. Roof Form Options

a. Flat

A roof with a maximum pitch of 2:12 (2 inch of vertical rise for every 12 inches of horizontal span) or less. Flat roof forms include roofs with parapets up to 6 feet in height.

D. Measurement

1. Roof pitch is measured by calculating a roof's vertical rise in inches divided by a foot of its horizontal span and is represented as a ratio.

2. Roof form is measured as compliant or non-compliant based on whether it meets the standards and definition of one of the roof form options allowed by the applied *Frontage District (Part 3B)*.

E. Relief

1. Up to a 10% reduction to the total required roof area having an allowed roof form may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

2. A deviation from roof form dimensional standard of 10% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

3. Deviation from any roof form standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3D.11.2. ROOF MATERIALS

A. Intent

To ensure that a building's roof finishing materials contribute to the established architectural character of surrounding neighborhoods or districts.

B. Applicability

1. Where specified by the applied *Frontage District (Part 3B)*, roof materials standards apply to all portions of a roof used to comply with *Sec. 3D.11.1. (Roof Form)*.

2. A minimum of 70% of the total roof area of each applicable building or structure shall meet roof form standards, measured horizontally.

C. Standards

Only roof materials specified by the applied *Frontage District (Part 3B)* shall be used to finish an applicable roof.

D. Measurement

Roof materials are measured as compliant or non-compliant based on whether all applicable roofs meet the roof materials standards.

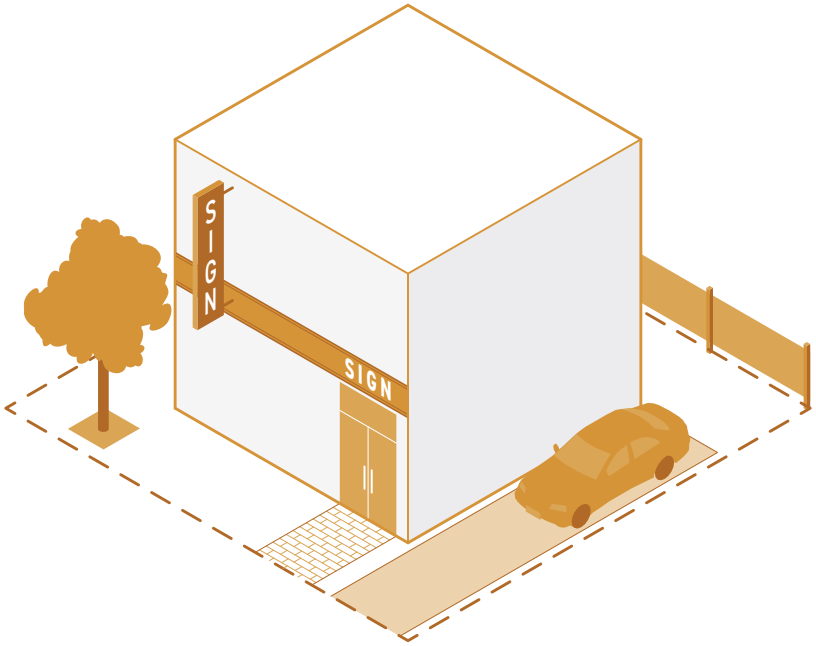
E. Exceptions

Roof material standards do not apply to accessory roof forms.

F. Relief

1. Up to a 10% reduction to the total required roof area finished in an allowed roof material may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

2. Deviation from roof materials standards may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.



ARTICLE 4.
DEVELOPMENT STANDARDS

[FORM - FRONTAGE - **STANDARDS**] [USE - DENSITY]

Part 4A. **Introduction**

Part 4B. **Development Standards Districts**

Part 4C. **Development Standards Rules**

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PART 4A. INTRODUCTION

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DIV. 4A.1. ORIENTATION

SEC. 4A.1.1. RELATIONSHIP TO ZONE STRING

A zone string is composed of the following districts:



The Development Standards District is a separate and independent component of each zone.

SEC. 4A.1.2. HOW TO USE ARTICLE 4 (DEVELOPMENT STANDARDS)

A. Identify the Applied Development Standards District

The third component in a zone string identifies the Development Standards District applied to a property.

B. Development Standards District Regulations

Development Standards District regulations are located in *Part 4B. (Development Standards Districts)*. Each Development Standards District page identifies the requirements specific to that Development Standards District.

C. Interpreting Development Standards District Regulations

Each standard or standards package on a Development Standards District page in *Part 4B. (Development Standards Districts)* provides a reference to *Part 4C. (Development Standards Rules)* where the standard or standards package is explained in detail. Additionally, *Part 4C. (Development Standards Rules)* includes general standards that apply across all Development Standards Districts.

Development Standards District Example:

Zone String

[LM2-MU2-**5**] [RG1-FA]

See Rules that Apply in all Districts

Find Your Development Standards District

Part 4B (Development Standards Districts)

DIV. 4B.5. **DISTRICT 5**

SEC. 4B.5.1. **INTENT**

Development Standards District 5 prioritizes the pedestrian experience. Development Standards District 5 prioritizes the pedestrian experience. Pedestrian access standards facilitate pedestrian circulation by improving pedestrian access from the public realm to the interior of buildings through frequent, direct and convenient access to building entrances. Parking for automobiles is not mandated, contributing to a dynamic and walkable environment. When parking is provided, it must meet high design standards to ensure pedestrian mobility, safety, and comfort are not hindered. On-site signs are sized and located to support a pedestrian-oriented public realm.

SEC. **DARDS**

Name of Standard

Specification for Standard

PEDESTRIAN ACCESS	*Div. 4C.1.*	
Pedestrian access package	Package 1	
AUTOMOBILE ACCESS	*Div. 4C.2.*	
Automobile access package	Package 1	
AUTOMOBILE PARKING	*Div. 4C.4.*	
Required parking stalls	Package A	
Exempt change of use, non residential tenant size (max)	n/a	
Parking structure design		
	Primary St.	Side St.
Parking Garage		
Ground Story	Wrapped	Wrapped
Upper Stories	Adaptable	Adaptable
Integrated Parking		
Ground Story	Wrapped	Wrapped
Upper Stories	Wrapped	Adaptable
SIGNS	*Div. 4C.11.*	
Sign package	2	
DEVELOPMENT REVIEW	*Div. 4C.14.*	
Development review threshold	Package 2	

Link to Rules

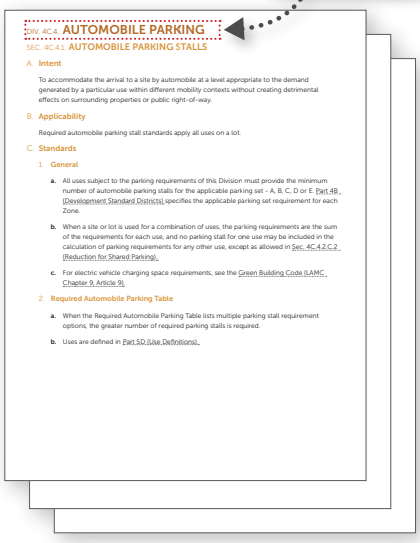
Standard Does Not Apply

Frontage Lot Line

See *Part 4C. (Development Standards Rules)* for additional development standards that apply.

Learn More About Your Rules

Part 4C (Development Standards Rules)


DIV. 4C.4. AUTOMOBILE PARKING
SEC. 4C.4.1. AUTOMOBILE PARKING STALLS

A. Intent

To accommodate the arrival to a site by automobile at a level appropriate to the demand generated by a particular use within different mobility contexts without creating detrimental effects on surrounding properties or public right-of-way.

B. Applicability

Required automobile parking stall standards apply all uses on a lot.

C. Standards

1. General

a. All uses subject to the parking requirements of this Division must provide the minimum number of automobile parking stalls for the applicable parking set - A, B, C, D or E. Part 4B., [Development Standard Districts] specifies the applicable parking set requirement for each Zone.

b. When a site or lot is used for a combination of uses, the parking requirements are the sum of the requirements for each use, and no parking stall for one use may be included in the calculation of parking requirements for any other use, except as allowed in Sec. 4C.4.2.C.2., [Reduction for Shared Parking].

c. For electric vehicle charging space requirements, see the Green Building Code (LAMC, Chapter 9, Article 9).

2. Required Automobile Parking Table

a. When the Required Automobile Parking Table lists multiple parking stall requirement options, the greater number of required parking stalls is required.

b. Uses are defined in Part 5D (Use Definitions).

Except for standards specified by the Development Standards District, standards in Part 4C apply to all lots according to the corresponding applicability statement.

SEC. 4A.1.3. DEVELOPMENT STANDARDS DISTRICT NAMING CONVENTION

All Development Standards District names are identified as a number. All Development Standards Districts are numbered in the order they fall within this Article.

DIV. 4A.2. OPENING PROVISIONS

SEC. 4A.2.1. DEVELOPMENT STANDARDS INTENT

The intent of Article 4 (Development Standards) is to regulate site design, including location and characteristics of access, parking, landscape and other site features. Development Standards Districts consist of a combination of regulations that are appropriate to a variety of contexts ranging from auto-oriented to pedestrian-oriented.

SEC. 4A.2.2. DEVELOPMENT STANDARDS APPLICABILITY

A. General

All projects filed after the effective date of this Zoning Code (Chapter 1A) shall comply with the Development Standards Districts and Rules in this Article, as further specified below. For vested rights, see *Sec. 1.4.5. (Vested Rights)*, and for continuance of existing development, see *Sec. 1.4.6. (Continuance of Existing Development)*.

B. Project Activities

Categories of Development Standards rules apply to a project based on what types of project activities are proposed, as shown in the table below. Typically, more than one project activity will apply to a proposed project (for example, an addition that expands an existing use includes both new construction and a use modification).

DEVELOPMENT STANDARDS RULES CATEGORIES		PROJECT ACTIVITIES								
		New Construction	Major Demolition	Lot Modification	Site Modification	Facade Modification	Use Modification	Temporary Use	Renovation	Maintenance & Repair
Div. 4C.1.	Pedestrian Access	●	●	●	●	●	○	○	○	○
Div. 4C.2.	Automobile Access	●	●	●	●	○	○	○	○	○
Div. 4C.3.	Bicycle Parking	●	●	○	●	○	●	○	○	○
Div. 4C.4.	Automobile Parking	●	●	○	●	○	●	○	○	○
Div. 4C.5.	TDM	●	○	○	●	○	●	○	○	○
Div. 4C.6.	Plants	●	○	●	●	○	○	○	○	○
Div. 4C.7.	Fences & Walls	●	●	●	●	○	●	○	○	○
Div. 4C.8.	Screening	●	●	●	●	○	●	○	○	○
Div. 4C.9.	Grading	●	●	●	●	○	○	○	○	○
Div. 4C.10.	Outdoor Lighting & Glare	●	●	○	●	●	○	○	○	○
Div. 4C.11.	Signs	●	●	●	●	●	●	○	○	○
Div. 4C.12.	Site Elements	●	●	○	●	●	●	○	○	○
Div. 4C.13.	Environmental Protection	●	●	○	●	○	○	○	○	○
Div. 4C.14.	Development Review	●	○	●	●	●	●	○	○	○

● = Rules generally apply to this project activity

○ = Rules are not applicable

1. Project activities are defined in *Sec. 14.1.15. (Project Activities)*.

2. Where a category of Development Standards rules is listed as generally applicable in the table above, the project activity shall meet all applicable Development Standards standards within the Division. This general applicability may be further specified for each standard in the applicability provisions in *Part 4C. (Development Standards Rules)*. Project applicability may also be modified by *Article 12. (Nonconformities)*. Where a category of Development Standards rules is listed as not applicable in the table above, no standards from that Development Standards Rule category apply to the project activity.

C. Nonconformity

Article 12. (Nonconformity) provides relief from the requirements of Article 4 (Development Standards) for existing lots, site improvements, buildings, structures, and uses that conformed to the zoning regulations, if any, at the time they were established, but do not conform to current district standards or use permissions. No project activity may decrease conformance with any Development Standard regulation unless otherwise specified by *Division 12.4. (Development Standards Exceptions)*. Consider the following examples:

1. Extending a fence in a side yard: Where the existing, legally established fence located in a side yard is taller than the maximum height allowed by the fences and walls type specified by the applicable Frontage District, all new portions of fence built in the front yard have to meet the maximum fence and wall height standard, but no existing fence alteration is required.

2. Converting parking stalls to outdoor dining: Where the proposed site alteration and change of use reduces the amount of parking below the number of parking stalls specified by the applicable Development Standards District, the conversion is not allowed.

D. Applicable Components of Lots and Structures

1. Development Standards Districts apply to all portions of a lot.

2. Development Standards Districts apply to all portions of buildings and structures on a lot.

3. Specific Development Standards District standards and rules may further limit which components of structures and lots are required to comply with the rules in *Part 4C. (Development Standards Rules)*.

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Div. 4B.4. District 4 4-13

Sec. 4B.4.1. Intent 4-13

Sec. 4B.4.2. Standards 4-13

Div. 4B.5. District 5 4-14

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Sec. 4B.5.2. Standards 4-14

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Sec. 4B.7.2. Standards 4-16

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Sec. 4B.15.2. Standards 4-24
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Sec. 4B.16.2. Standards 4-25
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Sec. 4B.17.1. Intent 4-26
Sec. 4B.17.2. Standards 4-26
Div. 4B.18. District 18 (Flex C) 4-27
Sec. 4B.18.1. Intent 4-27
Sec. 4B.18.2. Standards 4-27

DIV. 4B.1. DISTRICT 1

[Reserved]

DIV. 4B.2. DISTRICT 2

[Reserved]

DIV. 4B.3. DISTRICT 3

SEC. 4B.3.1. INTENT

Development Standards District 3 prioritizes the pedestrian experience while enabling mobility for motor vehicles. Pedestrian access standards ensure easy access from the public-right-of-way to building entrances, facilitating pedestrian movement. Required automobile parking is moderate in order to ensure sites can accommodate some vehicular access within a walkable environment. Parking facilities must meet design standards to ensure pedestrian mobility, safety, and comfort are not hindered, and buildings provide active frontages along primary streets. On-site signs are sized and located to support a pedestrian-oriented public realm.

SEC. 4B.3.2. STANDARDS

PEDESTRIAN ACCESS	*Div. 4C.1.*	
Pedestrian access package	Package 2	
AUTOMOBILE ACCESS	*Div. 4C.2.*	
Automobile access package	Package 2	
AUTOMOBILE PARKING	*Div. 4C.4.*	
Automobile parking stalls	Package C	
Change of use parking exemption (max)	n/a	
Parking structure design		
	Primary St.	Side St.
Parking Garage		
Ground Story	Wrapped	Screened
Upper Stories	Screened	Screened
Integrated Parking		
Ground Story	Wrapped	Screened
Upper Stories	Screened	Screened
SIGNS	*Div. 4C.11.*	
On-site sign regulations	Package 2	
DEVELOPMENT REVIEW	*Div. 4C.14.*	
Development review threshold	Package 1	

See *Part 4C. (Development Standards Rules)* for additional development standards that apply.

DIV. 4B.4. DISTRICT 4

SEC. 4B.4.1. INTENT

Development Standards District 4 prioritizes the pedestrian experience. Pedestrian access standards facilitate pedestrian circulation by improving pedestrian access from the public realm to the interior of buildings through frequent, direct and convenient access to building entrances. Parking for automobiles is not mandated, encouraging uses to orient toward pedestrian traffic in a walkable and transit rich environment. Parking facilities must meet high design standards to ensure pedestrian mobility, safety, and comfort are not hindered, and buildings provide active frontages along each segment of the public right-of- way. On-site signs are sized and located to support a pedestrian-oriented public realm.

SEC. 4B.4.2. STANDARDS

PEDESTRIAN ACCESS	*Div. 4C.1.*	
Pedestrian access package	Package 1	
AUTOMOBILE ACCESS	*Div. 4C.2.*	
Automobile access package	Package 1	
AUTOMOBILE PARKING	*Div. 4C.4.*	
Automobile parking stalls	Package A	
Change of use parking exemption (max)	n/a	
Parking structure design		
	Primary St.	Side St.
Parking Garage		
Ground Story	Wrapped	Wrapped
Upper Stories	Screened	Screened
Integrated Parking		
Ground Story	Wrapped	Wrapped
Upper Stories	Wrapped	Screened
SIGNS	*Div. 4C.11.*	
On-site sign regulations	Package 2	
DEVELOPMENT REVIEW	Div. 4C.14.	
Development review threshold	Package 1	

See *Part 4C. (Development Standards Rules)* for additional development standards that apply.

DIV. 4B.5. DISTRICT 5

SEC. 4B.5.1. INTENT

Development Standards District 5 prioritizes the pedestrian experience. Development Standards District 5 prioritizes the pedestrian experience. Pedestrian access standards facilitate pedestrian circulation by improving pedestrian access from the public realm to the interior of buildings through frequent, direct and convenient access to building entrances. Parking for automobiles is not mandated, contributing to a dynamic and walkable environment. When parking is provided, it must meet high design standards to ensure pedestrian mobility, safety, and comfort are not hindered. On-site signs are sized and located to support a pedestrian-oriented public realm.

SEC. 4B.5.2. STANDARDS

PEDESTRIAN ACCESS	*Div. 4C.1.*	
Pedestrian access package	Package 1	
AUTOMOBILE ACCESS	*Div. 4C.2.*	
Automobile access package	Package 1	
AUTOMOBILE PARKING	*Div. 4C.4.*	
Required parking stalls	Package A	
Change of use parking exemption (max)	n/a	
Parking structure design		
	Primary St.	Side St.
Parking Garage		
Ground Story	Wrapped	Wrapped
Upper Stories	Adaptable	Adaptable
Integrated Parking		
Ground Story	Wrapped	Wrapped
Upper Stories	Wrapped	Adaptable
SIGNS	*Div. 4C.11.*	
Sign package	2	
DEVELOPMENT REVIEW	*Div. 4C.14.*	
Development review threshold	Package 2	

See *Part 4C. (Development Standards Rules)* for additional development standards that apply.

DIV. 4B.6. DISTRICT 6

SEC. 4B.6.1. INTENT

Development Standards District 6 enables the flexibility needed for a diversity of industries with changing demands. Standards for automobile access are permissive and parking minimums are not mandated.

SEC. 4B.6.2. STANDARDS

PEDESTRIAN ACCESS	*Div. 4C.1.*	
Pedestrian access package	Package 4	
AUTOMOBILE ACCESS	*Div. 4C.2.*	
Automobile access package	Package 3	
AUTOMOBILE PARKING	*Div. 4C.4.*	
Required parking stalls	Package A	
Change of use parking exemption (max)	n/a	
Parking structure design		
	Primary St.	Side St.
Parking Garage		
Ground Story	Concealed	Concealed
Upper Stories	Concealed	Concealed
Integrated Parking		
Ground Story	Concealed	Concealed
Upper Stories	Concealed	Concealed
SIGNS	*Div. 4C.11*	
Sign package	1	
DEVELOPMENT REVIEW	*Div. 4C.14.*	
Development review threshold	Package 1	

See *Part 4C. (Development Standards Rules)* for additional development standards that apply to all Development Standards Districts.

DIV. 4B.7. DISTRICT 7 (ACTIVE A)

SEC. 4B.7.1. INTENT

[Reserved]

SEC. 4B.7.2. STANDARDS

PEDESTRIAN ACCESS	*Div. 4C.1.*		
Pedestrian access package	Package 1		
AUTOMOBILE ACCESS	*Div. 4C.2.*		
Automobile access package	Package 1		
AUTOMOBILE PARKING	*Div. 4C.4.*		
Required parking stalls	Package A		
Change of use parking exemption (max)	n/a		
Parking structure design	Package B		
	Primary St.	Side St.	Special Lot Line
Parking Garage			
Ground Story	Wrapped	Fenestrated	
Upper Stories	Fenestrated	Fenestrated	
Integrated Parking			
Ground Story	Wrapped	Wrapped	
Upper Stories	Fenestrated	Fenestrated	
SIGNS	*Div. 4C.11*		
Sign package	2		
DEVELOPMENT REVIEW	*Div. 4C.14.*		
Development review threshold	Package 3		

See *Part 4C. (Development Standards Rules)* for additional development standards that apply to all Development Standards Districts.

DIV. 4B.8. DISTRICT 8 (ACTIVE B)

SEC. 4B.8.1. INTENT

[Reserved]

SEC. 4B.8.2. STANDARDS

PEDESTRIAN ACCESS	*Div. 4C.1.*		
Pedestrian access package	Package 1		
AUTOMOBILE ACCESS	*Div. 4C.2.*		
Automobile access package	Package 1		
AUTOMOBILE PARKING	*Div. 4C.4.*		
Required parking stalls	Package C		
Change of use parking exemption (max)	n/a		
Parking structure design	Package B		
	Primary St.	Side St.	Special Lot Line
Parking Garage			
Ground Story	Wrapped	Fenestrated	
Upper Stories	Fenestrated	Fenestrated	
Integrated Parking			
Ground Story	Wrapped	Wrapped	
Upper Stories	Fenestrated	Fenestrated	
SIGNS	*Div. 4C.11*		
Sign package	2		
DEVELOPMENT REVIEW	*Div. 4C.14.*		
Development review threshold	Package 3		

See *Part 4C. (Development Standards Rules)* for additional development standards that apply to all Development Standards Districts.

DIV. 4B.9. DISTRICT 9 (ACTIVE C)

SEC. 4B.9.1. INTENT

[Reserved]

SEC. 4B.9.2. STANDARDS

PEDESTRIAN ACCESS	*Div. 4C.1.*		
Pedestrian access package	Package 1		
AUTOMOBILE ACCESS	*Div. 4C.2.*		
Automobile access package	Package 1		
AUTOMOBILE PARKING	*Div. 4C.4.*		
Required parking stalls	Package E		
Change of use parking exemption (max)	n/a		
Parking structure design	Package B		
	Primary St.	Side St.	Special Lot Line
Parking Garage			
Ground Story	Wrapped	Fenestrated	
Upper Stories	Fenestrated	Fenestrated	
Integrated Parking			
Ground Story	Wrapped	Wrapped	
Upper Stories	Fenestrated	Fenestrated	
SIGNS	*Div. 4C.11*		
Sign package	2		
DEVELOPMENT REVIEW	*Div. 4C.14.*		
Development review threshold	Package 3		

See *Part 4C. (Development Standards Rules)* for additional development standards that apply to all Development Standards Districts.

DIV. 4B.10. DISTRICT 10 (NEIGHBORHOOD A)

SEC. 4B.10.1. INTENT

[Reserved]

SEC. 4B.10.2. STANDARDS

PEDESTRIAN ACCESS	*Div. 4C.1.*		
Pedestrian access package	Package 2		
AUTOMOBILE ACCESS	*Div. 4C.2.*		
Automobile access package	Package 2		
AUTOMOBILE PARKING	*Div. 4C.4.*		
Required parking stalls	Package A		
Change of use parking exemption (max)	n/a		
Parking structure design	Package C		
	Primary St.	Side St.	Special Lot Line
Parking Garage			
Ground Story	Concealed	Concealed	
Upper Stories	Screened	Screened	
Integrated Parking			
Ground Story	Wrapped	Fenestrated	
Upper Stories	Fenestrated	Fenestrated	
SIGNS	*Div. 4C.11*		
Sign package	2		
DEVELOPMENT REVIEW	*Div. 4C.14.*		
Development review threshold	Package 3		

See *Part 4C. (Development Standards Rules)* for additional development standards that apply to all Development Standards Districts.

DIV. 4B.11. DISTRICT 11 (NEIGHBORHOOD B)

SEC. 4B.11.1. INTENT

[Reserved]

SEC. 4B.11.2. STANDARDS

PEDESTRIAN ACCESS	*Div. 4C.1.*		
Pedestrian access package	Package 2		
AUTOMOBILE ACCESS	*Div. 4C.2.*		
Automobile access package	Package 2		
AUTOMOBILE PARKING	*Div. 4C.4.*		
Required parking stalls	Package C		
Change of use parking exemption (max)	n/a		
Parking structure design	Package C		
	Primary St.	Side St.	Special Lot Line
Parking Garage			
Ground Story	Concealed	Concealed	
Upper Stories	Screened	Screened	
Integrated Parking			
Ground Story	Wrapped	Fenestrated	
Upper Stories	Fenestrated	Fenestrated	
SIGNS	*Div. 4C.11*		
Sign package	2		
DEVELOPMENT REVIEW	*Div. 4C.14.*		
Development review threshold	Package 1		

See *Part 4C. (Development Standards Rules)* for additional development standards that apply to all Development Standards Districts.

DIV. 4B.12. DISTRICT 12 (NEIGHBORHOOD C)

SEC. 4B.12.1. INTENT

[Reserved]

SEC. 4B.12.2. STANDARDS

PEDESTRIAN ACCESS	*Div. 4C.1.*		
Pedestrian access package	Package 2		
AUTOMOBILE ACCESS	*Div. 4C.2.*		
Automobile access package	Package 2		
AUTOMOBILE PARKING	*Div. 4C.4.*		
Required parking stalls	Package E		
Change of use parking exemption (max)	n/a		
Parking structure design	Package C		
	Primary St.	Side St.	Special Lot Line
Parking Garage			
Ground Story	Concealed	Concealed	
Upper Stories	Screened	Screened	
Integrated Parking			
Ground Story	Wrapped	Fenestrated	
Upper Stories	Fenestrated	Fenestrated	
SIGNS	*Div. 4C.11*		
Sign package	2		
DEVELOPMENT REVIEW	*Div. 4C.14.*		
Development review threshold	Package 1		

See *Part 4C. (Development Standards Rules)* for additional development standards that apply to all Development Standards Districts.

DIV. 4B.13. DISTRICT 13 (GENERAL A)

SEC. 4B.13.1. INTENT

[Reserved]

SEC. 4B.13.2. STANDARDS

PEDESTRIAN ACCESS	*Div. 4C.1.*		
Pedestrian access package	Package 2		
AUTOMOBILE ACCESS	*Div. 4C.2.*		
Automobile access package	Package 2		
AUTOMOBILE PARKING	*Div. 4C.4.*		
Required parking stalls	Package A		
Change of use parking exemption (max)	n/a		
Parking structure design	Package C		
	Primary St.	Side St.	Special Lot Line
Parking Garage			
Ground Story	Concealed	Concealed	
Upper Stories	Screened	Screened	
Integrated Parking			
Ground Story	Wrapped	Wrapped	
Upper Stories	Fenestrated	Fenestrated	
SIGNS	*Div. 4C.11*		
Sign package	2		
DEVELOPMENT REVIEW	*Div. 4C.14.*		
Development review threshold	Package 3		

See *Part 4C. (Development Standards Rules)* for additional development standards that apply to all Development Standards Districts.

DIV. 4B.14. DISTRICT 14 (GENERAL B)

SEC. 4B.14.1. INTENT

[Reserved]

SEC. 4B.14.2. STANDARDS

PEDESTRIAN ACCESS	*Div. 4C.1.*		
Pedestrian access package	Package 2		
AUTOMOBILE ACCESS	*Div. 4C.2.*		
Automobile access package	Package 3		
AUTOMOBILE PARKING	*Div. 4C.4.*		
Required parking stalls	Package C		
Change of use parking exemption (max)	n/a		
Parking structure design	Package C		
	Primary St.	Side St.	Special Lot Line
Parking Garage			
Ground Story	Concealed	Concealed	
Upper Stories	Screened	Screened	
Integrated Parking			
Ground Story	Wrapped	Wrapped	
Upper Stories	Fenestrated	Fenestrated	
SIGNS	*Div. 4C.11*		
Sign package	1		
DEVELOPMENT REVIEW	*Div. 4C.14.*		
Development review threshold	Package 3		

See *Part 4C. (Development Standards Rules)* for additional development standards that apply to all Development Standards Districts.

DIV. 4B.15. DISTRICT 15 (GENERAL C)

SEC. 4B.15.1. INTENT

[Reserved]

SEC. 4B.15.2. STANDARDS

PEDESTRIAN ACCESS	*Div. 4C.1.*		
Pedestrian access package	Package 2		
AUTOMOBILE ACCESS	*Div. 4C.2.*		
Automobile access package	Package 3		
AUTOMOBILE PARKING	*Div. 4C.4.*		
Required parking stalls	Package E		
Change of use parking exemption (max)	n/a		
Parking structure design	Package C		
	Primary St.	Side St.	Special Lot Line
Parking Garage			
Ground Story	Concealed	Concealed	
Upper Stories	Screened	Screened	
Integrated Parking			
Ground Story	Wrapped	Wrapped	
Upper Stories	Fenestrated	Fenestrated	
SIGNS	*Div. 4C.11*		
Sign package	1		
DEVELOPMENT REVIEW	*Div. 4C.14.*		
Development review threshold	Package 3		

See *Part 4C. (Development Standards Rules)* for additional development standards that apply to all Development Standards Districts.

DIV. 4B.16. DISTRICT 16 (FLEX A)

SEC. 4B.16.1. INTENT

[Reserved]

SEC. 4B.16.2. STANDARDS

PEDESTRIAN ACCESS	*Div. 4C.1.*		
Pedestrian access package	Package 4		
AUTOMOBILE ACCESS	*Div. 4C.2.*		
Automobile access package	Package 4		
AUTOMOBILE PARKING	*Div. 4C.4.*		
Required parking stalls	Package A		
Change of use parking exemption (max)	n/a		
Parking structure design	Package D		
	Primary St.	Side St.	Special Lot Line
Parking Garage			
Ground Story	Concealed	Screened	
Upper Stories	Screened	Screened	
Integrated Parking			
Ground Story	Concealed	Screened	
Upper Stories	Screened	Screened	
SIGNS	*Div. 4C.11*		
Sign package	1		
DEVELOPMENT REVIEW	*Div. 4C.14.*		
Development review threshold	Package 3		

See *Part 4C. (Development Standards Rules)* for additional development standards that apply to all Development Standards Districts.

DIV. 4B.17. DISTRICT 17 (FLEX B)

SEC. 4B.17.1. INTENT

[Reserved]

SEC. 4B.17.2. STANDARDS

PEDESTRIAN ACCESS	*Div. 4C.1.*		
Pedestrian access package	Package 4		
AUTOMOBILE ACCESS	*Div. 4C.2.*		
Automobile access package	Package 4		
AUTOMOBILE PARKING	*Div. 4C.4.*		
Required parking stalls	Package C		
Change of use parking exemption (max)	n/a		
Parking structure design	Package D		
	Primary St.	Side St.	Special Lot Line
Parking Garage			
Ground Story	Concealed	Screened	
Upper Stories	Screened	Screened	
Integrated Parking			
Ground Story	Concealed	Screened	
Upper Stories	Screened	Screened	
SIGNS	*Div. 4C.11*		
Sign package	1		
DEVELOPMENT REVIEW	*Div. 4C.14.*		
Development review threshold	Package 3		

See *Part 4C. (Development Standards Rules)* for additional development standards that apply to all Development Standards Districts.

DIV. 4B.18. DISTRICT 18 (FLEX C)

SEC. 4B.18.1. INTENT

[Reserved]

SEC. 4B.18.2. STANDARDS

PEDESTRIAN ACCESS	*Div. 4C.1.*		
Pedestrian access package	Package 4		
AUTOMOBILE ACCESS	*Div. 4C.2.*		
Automobile access package	Package 4		
AUTOMOBILE PARKING	*Div. 4C.4.*		
Required parking stalls	Package E		
Change of use parking exemption (max)	n/a		
Parking structure design	Package D		
	Primary St.	Side St.	Special Lot Line
Parking Garage			
Ground Story	Concealed	Screened	
Upper Stories	Screened	Screened	
Integrated Parking			
Ground Story	Concealed	Screened	
Upper Stories	Screened	Screened	
SIGNS	*Div. 4C.11*		
Sign package	1		
DEVELOPMENT REVIEW	*Div. 4C.14.*		
Development review threshold	Package 3		

See *Part 4C. (Development Standards Rules)* for additional development standards that apply to all Development Standards Districts.

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DIV. 4C.1. PEDESTRIAN ACCESS

SEC. 4C.1.1. PEDESTRIAN ACCESS PACKAGES

A. Intent

To promote walkability, improve pedestrian access from the public realm to the interior of buildings, ensure that required entrances are conveniently and effectively accessible to pedestrians, and activate the public realm with building access points and improve convenient pedestrian circulation through large sites to an extent and frequency appropriate to the context.

B. Applicability

Applicable pedestrian access standards are determined by the pedestrian access package assigned by the applicable Development Standards District.

1. Site Access

Site access standards apply to street-facing entrances required by the applicable Frontage District and all frontage yards. Site access standards do not apply to non-required entrances.

2. Through Access

a. Through access standards apply only to projects that include one or more of the following project activities:

i. Site modification; and

ii. New construction.

b. Through access standards apply only to lots that meet all of the following conditions:

i. Lot area greater than 30,000 square feet,

ii. Lot width equal to or greater than the pedestrian passageway spacing minimum required by the pedestrian access package assigned by the applicable Development Standards District, and

iii. Lot is a through lot or abuts either a public right-of-way, publicly accessible easement, or a lot zoned with an Open Space Use District on at least two opposing lot lines.

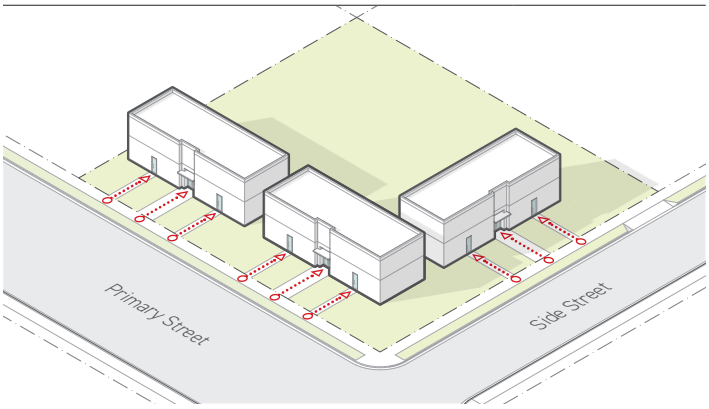
C. Standards

1. Pedestrian Access Packages

A combination of standards regulating pedestrian access from the public sidewalk into and through a site.

a. Pedestrian Access Package 1

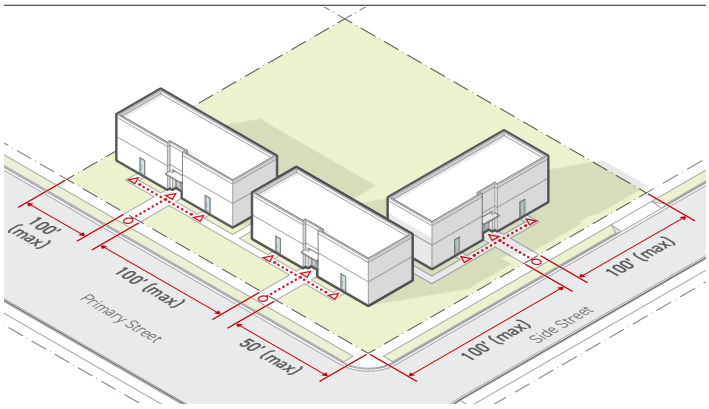
Intended to ensure buildings are highly integrated with the surrounding public realm and promote walking as a safe and convenient mobility option through frequent physical connections between the public realm and the interior of a building and improved porosity through large sites.



SITE ACCESS	*Sec. 4C.1.1.C.2.*
Pedestrian accessway type	Direct
Pedestrian accessway spacing (max)	n/a
Distance from street intersection (max)	n/a
THROUGH ACCESS	*Sec. 4C.1.1.C.3.*
Pedestrian passageway	Required
Pedestrian passageway spacing (max)	350'

b. Pedestrian Access Package 2

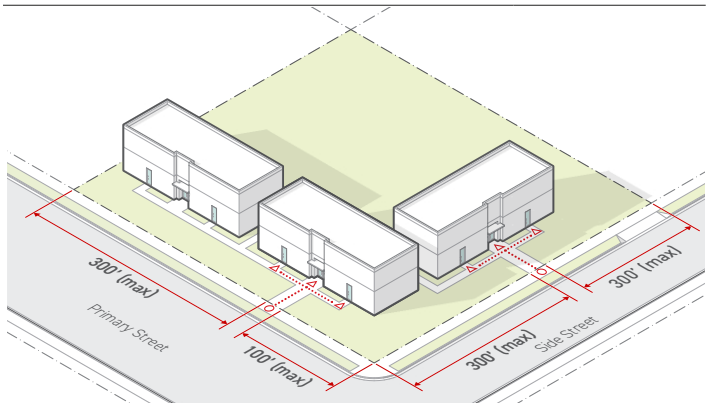
Intended to ensure buildings are conveniently accessible from the public realm and promote walking as a safe and convenient mobility option through regular physical connections between the public realm and the interior of a building and improved porosity through very large sites.



SITE ACCESS	*Sec. 4C.1.1.C.2.*
Pedestrian accessway type	Linked
Pedestrian accessway spacing (max)	100'
Distance from street intersection (max)	
Primary street	50'
Side street	100'
THROUGH ACCESS	*Sec. 4C.1.1.C.3.*
Pedestrian passageway	Required
Pedestrian passageway spacing (max)	600'

c. Pedestrian Access Package 3

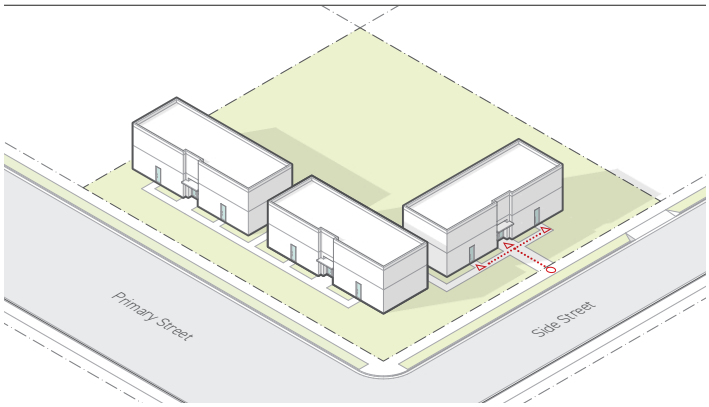
Intended to ensure buildings are accessible from the public realm and promote walking as a safe mobility option through intermittent physical connections between the public realm and the interior of a building.



SITE ACCESS	*Sec. 4C.1.1.C.2.*
Pedestrian accessway type	Linked
Pedestrian accessway spacing (max)	300'
Distance from street intersection (max)	
Primary street	100'
Side street	300'
THROUGH ACCESS	*Sec. 4C.1.1.C.3.*
Pedestrian passageway	Not required
Pedestrian passageway spacing (max)	n/a

d. Pedestrian Access Package 4

Intended to ensure buildings are accessible from the public realm by requiring a physical connection between the public realm and the interior of a building.



SITE ACCESS	*Sec. 4C.1.1.C.2.*
Pedestrian accessway type	Linked
Pedestrian accessway spacing (max)	1 per lot
Distance from street intersection (max)	n/a
THROUGH ACCESS	*Sec. 4C.1.1.C.3.*
Pedestrian passageway	Not required
Pedestrian passageway spacing (max)	n/a

2. Site Access

a. Pedestrian Accessway Type

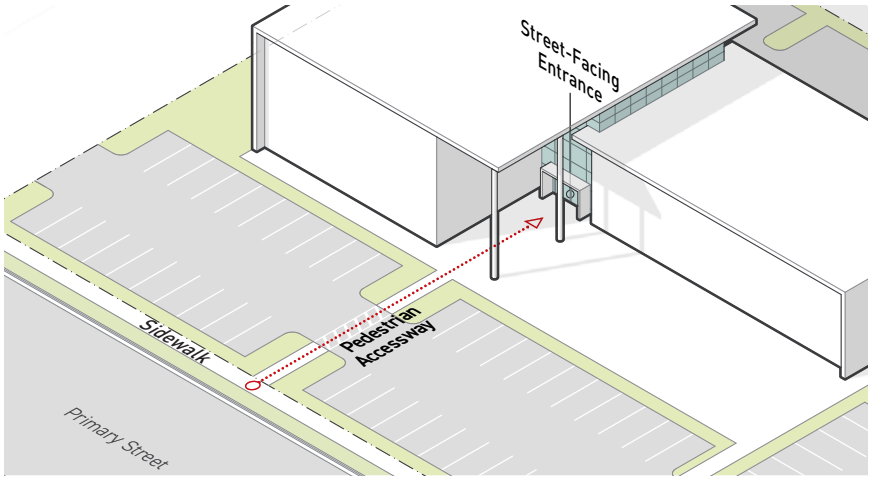
i. Linked

Where the applicable package in *Sec. 4C.1.1.C.1. (Pedestrian Access Package)* specifies linked as the pedestrian accessway type, all required pedestrian accessways shall meet the following standards:

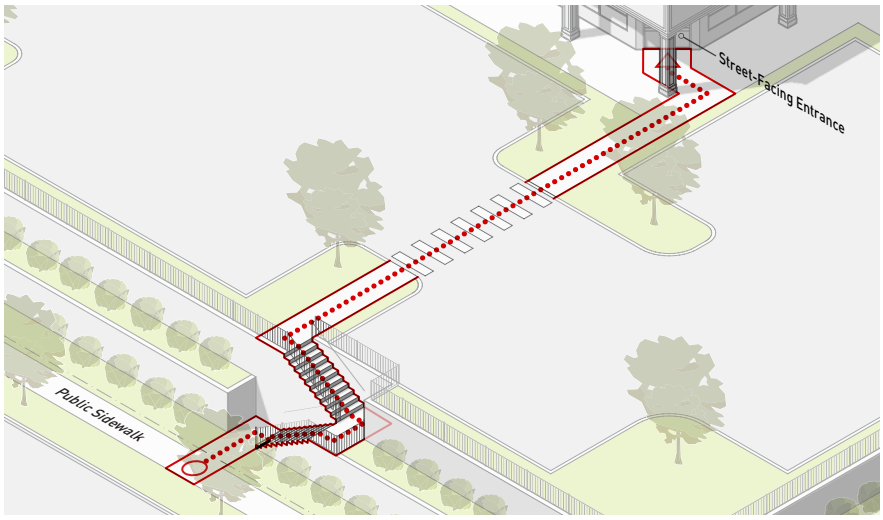
a) Shall be a minimum width of 4 feet.

b) Shall connect from the sidewalk, or other publicly accessible pedestrian facility along the applicable frontage lot line, to a street-facing entrance required by the applicable Frontage District within the frontage yard.

c) Shall be physically separated from and uninterrupted by motor vehicle use areas except where required to cross a drive aisle. Drive aisle crossings shall be no wider than the minimum drive aisle width specified in *Sec. 4C.4.4.C.14. (Parking Bay Dimensions)*. Physical separation methods may include, curbs of no less than 4 inches in height or bollards, walls, raised planters or similar containment methods, no less than 30 inches in height and separated by no more than 5 feet.



d) Where a retaining wall, open drainage, or similar obstacle interrupts a required pedestrian accessway, the pedestrian accessway shall be designed to facilitate passage through or over the obstacle.



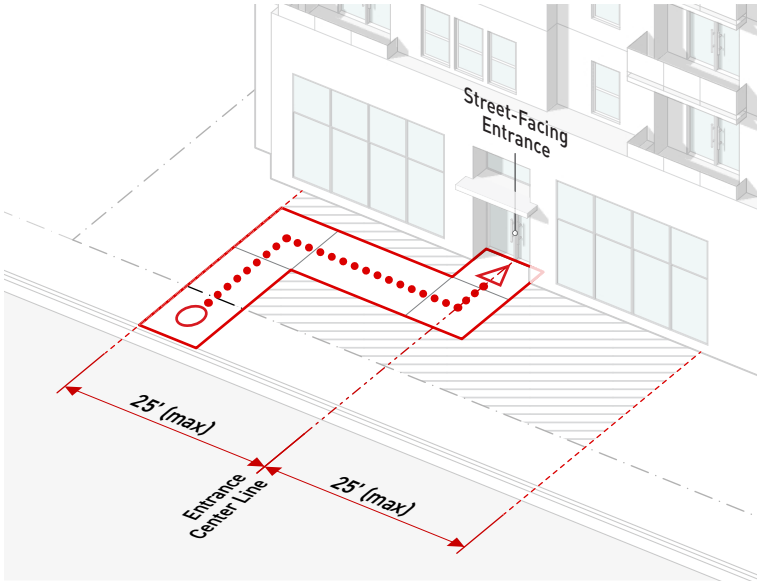
ii. Direct

Direct pedestrian accessways shall meet following standards:

a) Comply with *Sec. 4C.1.1.C.2.a.i. (Linked Pedestrian Accessway Type)*.

b) A minimum of one pedestrian accessway shall be provided to each street-facing entrance required by the applied *Frontage District (Part 3B)*.

c) All portions of the accessway including the connection to the public sidewalk shall be within 25 feet of the center of the street-facing entrance, measured parallel to the frontage lot line.



b. Pedestrian Accessway Spacing

A required pedestrian accessway shall not be separated from another pedestrian accessway or the end of a frontage lot line by a distance greater than the maximum allowed pedestrian accessway spacing standard in *Sec. 4C.1.1.C.1. (Pedestrian Access Package)*.

c. Distance from Street Intersection

A pedestrian accessway shall not be separated from a street intersection by a distance greater than the maximum allowed distance from intersection standard in *Sec. 4C.1.1.C.1. (Pedestrian Access Package)*.

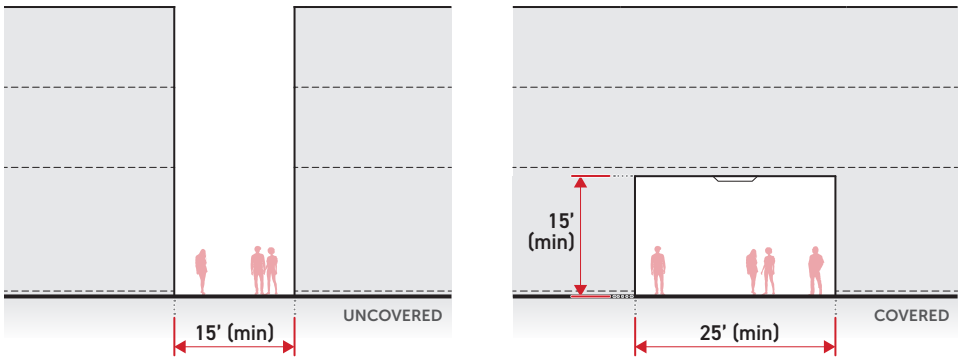
3. Through Access

a. Pedestrian Passageway

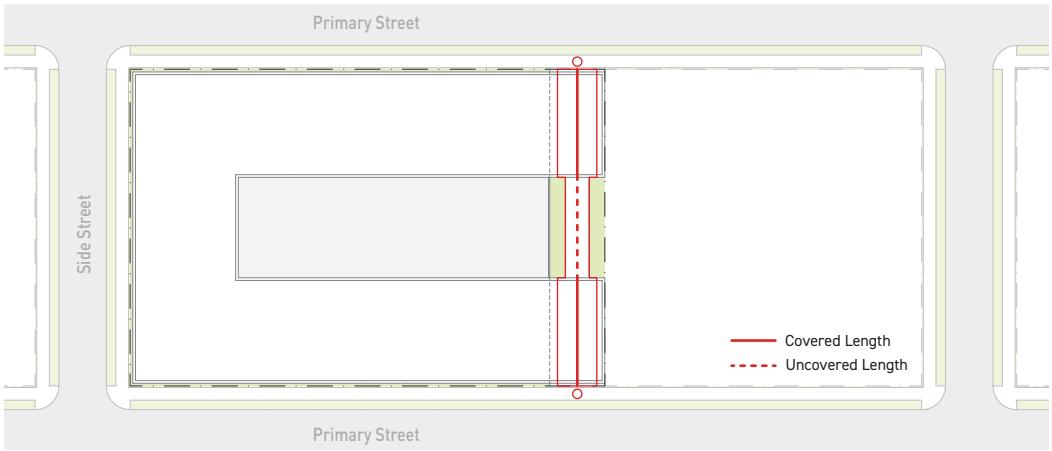
When a pedestrian passageway is required by *Sec. 4C.1.1.C.1. (Pedestrian Access Package)*, a pedestrian passageway shall provide a passageway meeting the following requirements:

i. Minimum width of 15 feet for uncovered portions and a minimum width of 25 feet for covered portions.

ii. Minimum clear height of 15 feet, with the exception of required luminaires.



iii. For pedestrian passageways having a clear height of less than 30 feet for any portion of its required minimum width, a maximum of 125 linear feet of the total passageway may be covered for any portion of the required minimum width, measured cumulatively.



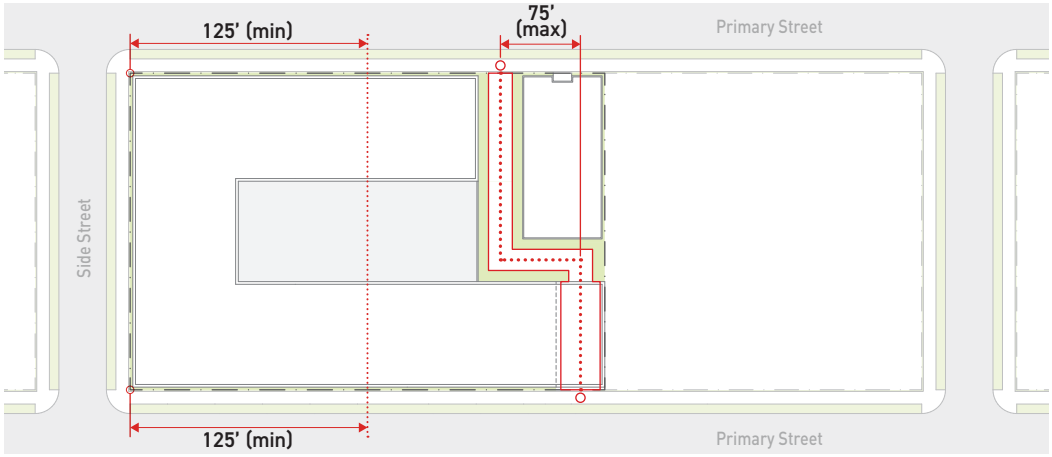
iv. For pedestrian passageway having a clear height of 30 to 45 feet or greater for all portions of its required width, a maximum of 350 linear feet of the total passageway may be covered for any portion of the required minimum width, measured cumulatively.

v. For pedestrian passageway having a clear height greater than 45 feet or greater for all portions of its required minimum width, up to 100% of the pedestrian passageway may be covered.

vi. Shall connect from the public sidewalk on the primary street through the lot to either the public sidewalk, alley, other public way or easement abutting the opposing lot line, or a lot zoned with an *Open Space Use District (Div. 5B.1.)*

vii. The centerline of the pedestrian passageway shall be located within 75 feet of the sidewalk access point on the primary street, measured parallel to the primary street lot line.

viii. Shall take access from the sidewalk along the primary street lot line a minimum of 125 feet from a street intersection.



ix. Shall be physically separated from and uninterrupted by motor vehicle use areas except where required to cross a drive aisle. Drive aisle crossings shall be no wider than the minimum drive aisle width specified in *Sec. 4C.4.4.C.14. (Parking Bay Dimensions)*. Physical separation methods may include, curbs of no less than 4 inches in height or bollards, walls, raised planters or similar containment methods, no less than 30 inches in height and separated by no more than 5 feet.

x. The surface of the passageway shall be illuminated in accordance with *Sec. 4C.10.1.C.3. (Pedestrian-Oriented Lighting)*.

xi. Shall be made permanently available to the general public, at no cost, between sunrise and sunset daily, or during the operating hours of the building, whichever would result in a longer period of time. No gates or other barriers may block any portion of

a pedestrian passageway from pedestrian access during the required available hours, and a sign shall be posted at every public entrance to the pedestrian passageway in accordance with the standards in *Sec. 2C.3.3.D.10.b.ii.*.

xii. Each facade facing the pedestrian passageway shall meet the side street transparency and entrance standards of the applied *Frontage District (Part 3B)*. For the purposes of determining which facades shall be considered as facing the pedestrian passageway, the pedestrian passageway shall be considered a pedestrian amenity space and measured in accordance with *Sec. 14.1.6.C. (Pedestrian Amenity-Facing Facade)*.

xiii. Pedestrian passageways may count toward the lot amenity space required by the applied *Form District (Part 2B)* for any portion of the passageway that meets the *Sec. 2C.3.1.C. (Amenity Space Standards)* or may count as pedestrian amenity spaces for any portion of the pedestrian passageway that meets *Sec. 2C.3.1.C. (Lot Amenity Space Standards)*.

4. Pedestrian Passageway Spacing

a. Pedestrian passageways shall not be separated from another pedestrian passageway or the end of a primary street lot line by a distance greater than the maximum allowed pedestrian passageway spacing specified by the applicable Development Standards District.

b. The maximum pedestrian passageway spacing requirement shall be met for each lot individually and is not applicable to adjacent or abutting lots.

D. Measurement

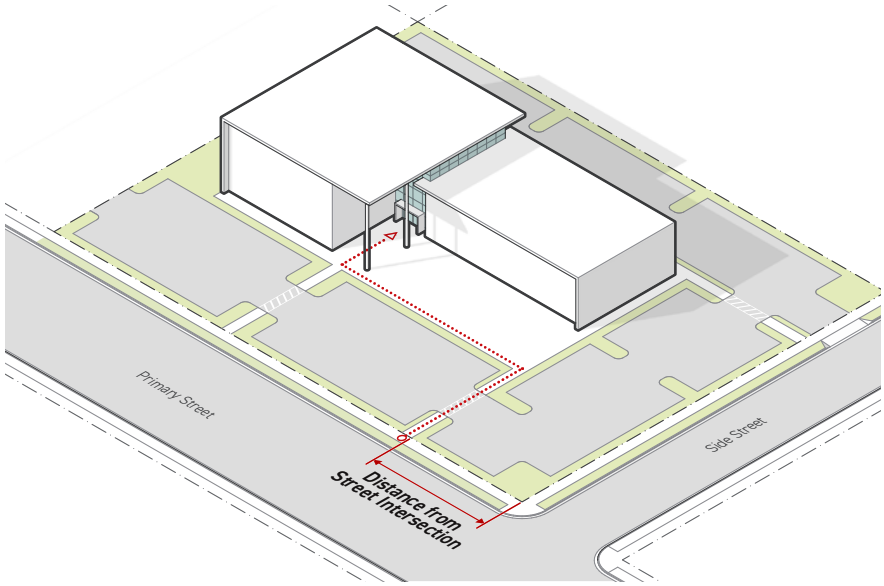
1. General

For frontage lot line, see *Sec. 14.1.12 (Lot Line Determination)*.

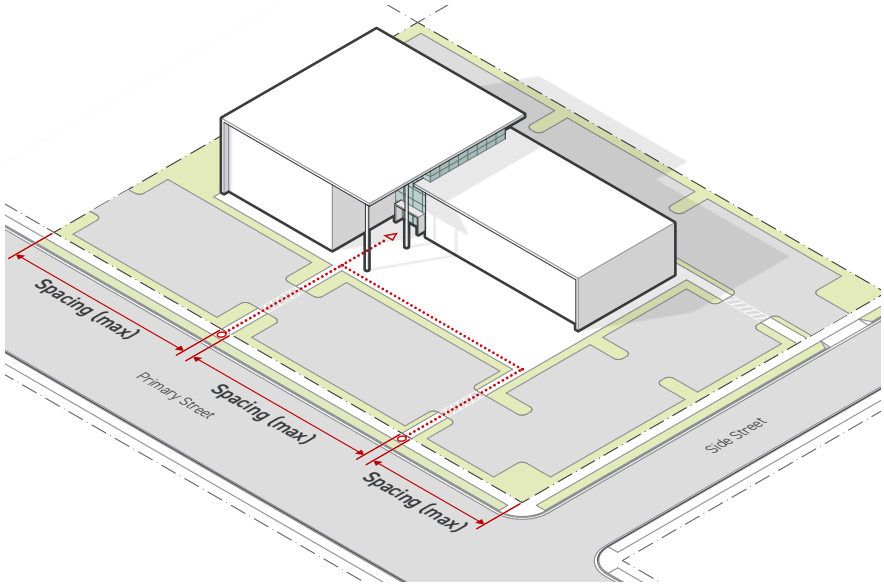
2. Pedestrian Accessways

a. Pedestrian accessway spacing is measured as the distance between pedestrian accessways measured following the geometry of the frontage lot line from end of lot line to edge of pedestrian accessway and from edge of pedestrian accessway to edge of pedestrian accessway.

b. Pedestrian accessway distance from a street intersection is measured from the intersection of two street lot lines to the nearest edge of a pedestrian accessway measured along the applicable frontage lot line.



c. Pedestrian accessway width is measured from one edge of the accessway perpendicularly to the opposite edge.

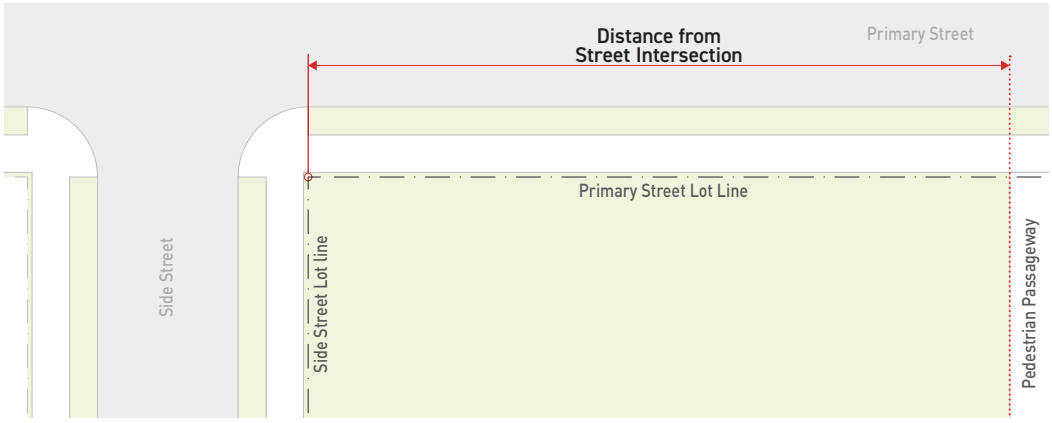


3. Pedestrian Passageways

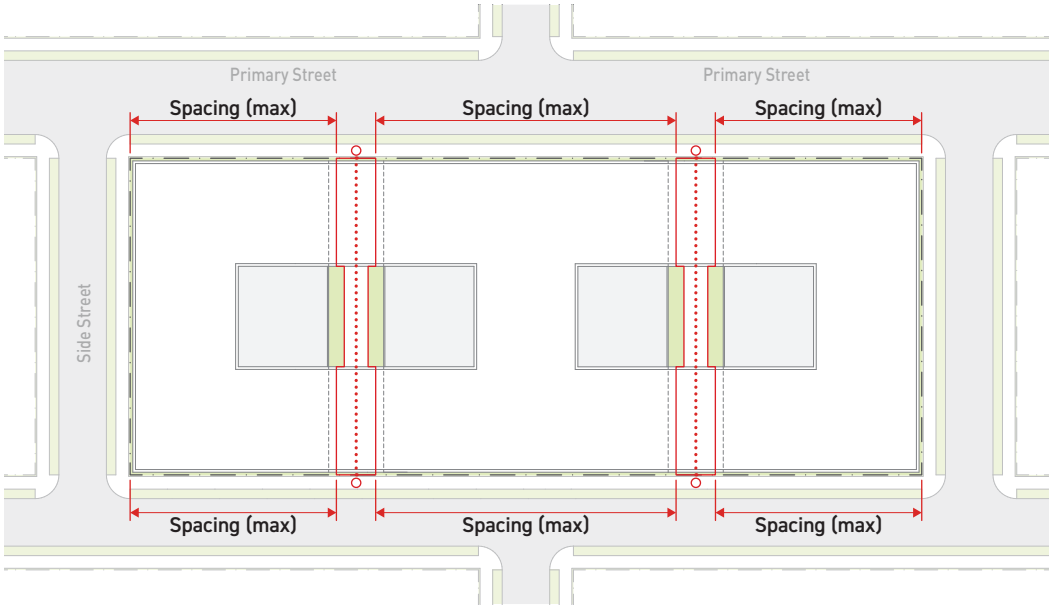
a. Pedestrian passageway width is measured from one edge of the designated passageway perpendicularly to the opposite edge of the passageway.

b. The cumulative linear feet of covered pedestrian passageway is measured along the centerline of the minimum pedestrian passageway width. Where any portion of the minimum width of the pedestrian passageway is not open to the sky, the length of the centerline having covered area perpendicular to it counts as covered length. The total covered length is calculated as the sum of all portions of the centerline considered covered.

c. Access distance from street intersection is measured from the point where two street lot lines intersect adjacent to a street corner to the nearest edge of a required pedestrian passageway passageway, measured along the primary street lot line.



d. Pedestrian passageway spacing is measured as the horizontal distance between designated pedestrian passageway passageways measured at the primary street lot line from end of lot line to edge of passageway and from edge of passageway to edge of passageway.



E. Relief

1. A deviation from any pedestrian access standard may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.

2. A deviation from any pedestrian access dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. A deviation from any pedestrian access standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.1.2. PEDESTRIAN BRIDGES & TUNNELS

A. Intent

To limit the creation of new pedestrian bridges and tunnels that create an inhospitable environment for pedestrians at the street level, and to ensure that, in the event pedestrian bridges and tunnels are deemed necessary to the feasibility of a project, that they positively contribute to the public realm and general pedestrian safety.

B. Applicability

Pedestrian bridges and tunnels standards are applicable to the new construction of pedestrian bridges and pedestrian tunnels.

C. Standards

1. General

The construction and operation of a pedestrian bridge or tunnel shall be authorized in accordance with *Sec. 13B.2.5. (Director Determination)*. In addition to the findings otherwise required by *Sec. 13B.2.5. (Director Determination)*, before granting approval, the Director of Planning shall find that the proposed pedestrian bridge or tunnels meets *Sec. 4C.1.2.C.2. (Performance Criteria)* and *Sec. 4C.1.2.C.3. (Justification Criteria)*. Additional conditions of approval may also be applied by the Director of Planning.

2. Performance Criteria

The proposed pedestrian bridge or tunnel meets all of the following performance criteria:

a. The design of the pedestrian bridge or tunnel is visually compatible with buildings involved and the surrounding environment.

b. The pedestrian bridge or tunnel does not have a detrimental effect on surrounding properties, public right-of-way, or the movement of wildlife.

c. The pedestrian bridge or tunnel includes features that enhance the streetscape and pedestrian safety.

d. The pedestrian bridge shall not include exterior signage.

e. Existing sidewalk widths shall not be reduced.

f. The pedestrian bridge or tunnel shall not detract from the intended use and activation of the public sidewalk.

g. The pedestrian bridge or tunnel is not located above any lot zoned with an *Open Space Use District (Div. 5B.1.)*.

3. Justification Criteria

The proposed pedestrian bridge or tunnel is justified by one or more of the following criteria:

a. The pedestrian bridge or tunnel is essential to the viability to one of the following uses:

i. Civic

ii. School

iii. Hospital

iv. Convention Center

b. The pedestrian bridge or tunnel is essential to the health and safety of occupants of the buildings it serves or the general public.

c. The pedestrian bridge or tunnel is essential to overcome physical constraints, such as grade changes or public infrastructure.

4. Additional Conditions of Approval

Additional Conditions of Approval may be imposed by the Director of Planning to ensure pedestrian bridge or tunnel does not detract from the pedestrian experience or have detrimental effect on surrounding properties or public right-of-way.`

DIV. 4C.2. AUTOMOBILE ACCESS

SEC. 4C.2.1. AUTOMOBILE ACCESS PACKAGES

A. Intent

To ensure automobile access to sites is designed to support the safety of all users by minimizing conflicts with pedestrians, cyclists, transit vehicles, micro-mobility devices, and automobile traffic on the abutting public right-of-way, and to avoid detrimental effects on the surrounding public realm, while providing sufficient access to automobile parking and motor vehicle use areas.

B. Applicability

1. General

Automobile access standards are applicable wherever a project provides a driveway from a public right-of-way to a lot. Applicable automobile access standards are in *Sec. 4C.2.1.C.1. (Automobile Access Packages)*, and are assigned by the applicable Development Standards District (*Part 4B*).

2. Boulevard or Avenue

Where Automobile Access Package standards are specified for Boulevard or Avenue, the standards apply to driveways that take access from a street designated as a Boulevard or Avenue, as designated by the applicable community plan circulation map.

3. Collector or Local

Where Automobile Access Package standards are specified for Collector or Local, the standards apply to driveways that take access from a street designated as a Collector or Local, as designated by the applicable community plan circulation map.

C. Standards

1. Automobile Access Packages

A combination of standards regulating automobile access between the public roadway and a site.

a. Automobile Access Package 1

Intended for areas where walking, bicycling and transit are the prioritized modes of transportation.

	Access Lanes
ACCESS LOCATION	*Sec. 4C.2.1.C.3.*
Boulevard or Avenue	Limited
Collector or Local	Limited
NUMBER OF ACCESS LANES	*Sec. 4C.2.1.C.4.*
Boulevard or Avenue	
0'-400' lot width	2
> 400' lot width	4
Collector or Local	
0'-120' lot width	1
120'-400' lot width	2
> 400' lot width	4
Alley	Unlimited
ACCESS LANE WIDTH	*Sec. 4C.2.1.C.5.*
Boulevard or Avenue (min/max)	9'/12'
Collector or Local (min/max)	8'/12'
DRIVEWAY SEPARATION	*Sec. 4C.2.1.C.6.*
Boulevard or Avenue	
From intersection (min)	150'
From other driveways (min)	60'
Collector or Local	
From intersection (min)	75'
From other driveways (min)	60'
DRIVE-THROUGHS	*Sec. 4C.2.1.C.7.*
Drive-through facilities	Not Allowed

See *Sec. 4C.2.2. (Motor Vehicle Use Area Design)* for additional standards that apply.

b. Automobile Access Package 2

Intended for areas where walking, bicycling and transit are balanced with automobiles as the prioritized modes of transportation.

	Access Lanes
ACCESS LOCATION	*Sec. 4C.2.1.C.3.*
Boulevard or Avenue	Limited
Collector or Local	Limited
NUMBER OF ACCESS LANES	*Sec. 4C.2.1.C.4.*
Boulevard or Avenue	
0'-200' lot width	2
> 200' lot width	4
Collector or Local	
0'-80' lot width	1
80'-200' lot width	2
> 200' lot width	4
Alley	Unlimited
ACCESS LANE WIDTH	*Sec. 4C.2.1.C.5.*
Boulevard or Avenue (min/max)	9'/12'
Collector or Local (min/max)	8'/12'
DRIVEWAY SEPARATION	*Sec. 4C.2.1.C.6.*
Boulevard or Avenue	
From intersection (min)	150'
From other driveways (min)	40'
Collector or Local	
From intersection (min)	75'
From other driveways (min)	40'
DRIVE-THROUGHS	*Sec. 4C.2.1.C.7.*
Drive-through facilities	Not Allowed

See *Sec. 4C.2.2. (Motor Vehicle Use Area Design)* for additional standards that apply.

c. Automobile Access Package 3

Intended for areas where automobiles are the prioritized mode of transportation.

	Access Lanes
ACCESS LOCATION	*Sec. 4C.2.1.C.3.*
Boulevard or Avenue	Limited
Collector or Local	Limited
NUMBER OF ACCESS LANES	*Sec. 4C.2.1.C.4.*
Boulevard or Avenue	
0'-200' lot width	2
> 200' lot width	4
Collector or Local	
0'-200' lot width	2
> 200' lot width	4
Alley	Unlimited
ACCESS LANE WIDTH	*Sec. 4C.2.1.C.5.*
Boulevard or Avenue (min/max)	9'/16'
Collector or Local (min/max)	8'/16'
DRIVEWAY SEPARATION	*Sec. 4C.2.1.C.6.*
Boulevard or Avenue	
From intersection (min)	150'
From other driveways (min)	20'
Collector or Local	
From intersection (min)	75'
From other driveways (min)	20'
DRIVE-THROUGHS	*Sec. 4C.2.1.C.7.*
Drive-through facilities	Allowed

See *Sec. 4C.2.2. (Motor Vehicle Use Area Design)* for additional standards that apply.

2. General

a. Design

All vehicle driveways shall conform to *Sec. 4C.2.2. (Motor Vehicle Use Area Design)*.

b. Access Lane Reservoir Depth

Access lanes designated for ingress traffic shall have a depth no less than the minimum specified in the table below, based on the total number of parking stalls included within the parking facilities that the access lane serves.

DRIVEWAY RESERVOIR DEPTH

Total Parking Stalls	Driveway Reservoir Depth	
	Boulevard or Avenue	Collector or Local
1-10	20' min	0' min
11-100	20' min	20' min
101-300	40' min	40' min
> 300	60' min	60' min

i. Vehicle entry restriction devices, such as mechanical gates or ticket dispensers are prohibited within the driveway for the minimum access lane reservoir depth.

ii. Automobile parking stalls shall not be accessed from the driveway for the minimum access lane reservoir depth.

iii. Drive aisles shall not be permitted to intersect the driveway within the minimum access lane depth.

3. Access Location

a. Limited

Where an automobile access package specifies "Limited" for any street designation, the following standards apply:

i. Access lanes shall not take access through primary street lot lines unless the lot does not include a side street lot line or alley lot line through which access can be taken.

ii. Access lanes shall not take access through side street lot lines unless the lot does not include an alley lot line through which access can be taken.

iii. For an alley lot line to be considered eligible for automobile access the abutting alley shall have a minimum width of 12 feet.

b. Permitted

Where an automobile access package specifies Permitted for a street designation, access lanes are permitted along the specified street lot line.

4. Number of Access Lanes

The total number of access lanes taking access through a street lot line shall be no greater than the number specified by the assigned *automobile access package (Sec. 4C.2.1.C.1.)* based on the lot width measured along the street lot line abutting the street having the listed street designation.

5. Access Lane Width

Access Lanes shall be no wider than the maximum and no narrower than the minimum width specified by the applicable package in *Sec. 4C.2.1.C.1. (Automobile Access Package)*. A driveway may be no wider than the sum of all included access lane widths, excluding gutters of no more than 18 inches wide and curbs.

6. Driveway Separation

a. From Intersection

i. Driveways shall be separated from all street intersections by a distance no less than the minimum distance specified by the applicable package in *Sec. 4C.2.1.C.1. (Automobile Access Package)*, measured parallel to the applicable street lot line.

ii. Where the intersecting street only interrupts the opposite edge of the subject street right-of-way (ex: 3-way intersection), the following standards apply:

a) Where at least one of the intersecting street rights-of-way is not designated as a local street, the driveway shall be located no less than half of the minimum distance specified by the applicable *automobile access package (Sec. 4C.2.1.C.1.)*.

b) Where both intersecting streets are designated as local streets, no driveway separation from the intersection is required.

iii. Driveway lanes may only be placed within the minimum street separation from intersection when the lot width is less than 170 feet on a Boulevard or Avenue and 85 feet on a Collector of Local, and driveways are placed along the side lot line located furthest from the street intersection. When there are multiple intersections from which separation is required, driveways shall be placed at the midpoint between the street intersections.

b. From Other Driveways

Driveways shall be separated from all other driveways located on the same street lot line by a distance no less than the minimum distance specified by the applicable package in *Sec. 4C.2.1.C.1. (Automobile Access Package)*, measured parallel to the applicable street lot line.

7. Drive-Throughs

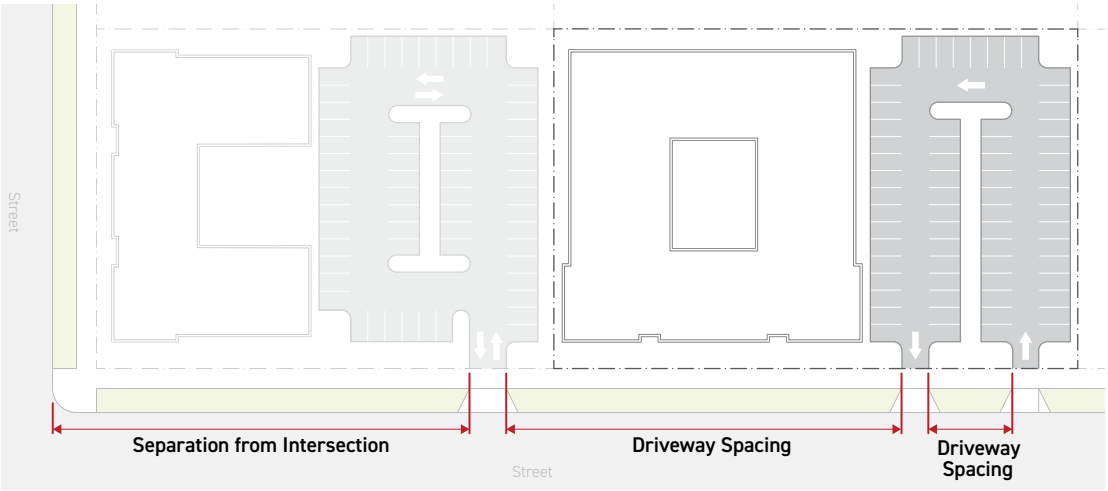
a. Where the assigned automobile access package specifies that drive-through facilities are "not allowed", no drive-through facility may be provided on the lot.

b. Where the assigned automobile access package specifies that drive-through facilities are "allowed", a drive-through facility may be provided on-site provided they meet the standards for drive-through lanes provided in Sec. 4C.2.2.C.2 (Motor Vehicle Use Area).

c. Where the assigned automobile access package specifies a Drive-Through Alternative Typology, a drive-through facility may be provided on-site provided it meets the standards provided in Div. 7B.4. (Drive Through).

D. Measurement

1. For determining primary and side street lot lines see *Sec. 14.1.12 (Lot Line Determination)*.
2. Street designation is determined by the applicable community plan circulation map.
3. Number of access lanes is calculated as the total number of access lanes providing access to a lot along an individual street lot line.
4. Driveway separation from intersections is measured following the geometry of the street lot line that the driveway takes access through, from the extension of the curb along the intersecting street to the nearest edge of the driveway.
5. Driveway separation from other driveways located on the same street lot line is measured following the geometry of the street lot line that the driveway takes access through, from edge of driveway to edge of driveway. Driveway separation from other driveways only includes driveways providing access to the subject lot and does not include driveways providing access to surrounding lots.



6. Access lane width is measured as the narrowest horizontal dimension from edge of access lane to edge of access lane for the full length of the access lane.
7. Access lane reservoir depth is measured from the applicable street lot line, into the lot and perpendicular to the driveway lane width, to the nearest parking stall, drive aisle or vehicle entry restriction device.

E. Relief

1. A deviation from any automobile access standard may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.
2. A deviation from any driveway separation, width or depth dimensional standard, or driveway separation of up to 20% may be requested in accordance with *Sec. 13.B.5.2. (Adjustment)*.

3. One additional access lane in excess of the maximum number of access lanes permitted may be requested in accordance with *Sec. 13.B.5.2. (Adjustment)*.

4. A deviation from any automobile access standard may be allowed as a variance in accordance with *Sec. 13.B.5.3 (Variance)*.

SEC. 4C.2.2. MOTOR VEHICLE USE AREA DESIGN

A. Intent

To ensure motor vehicle use areas are designed in a manner that does not detract from the safety, comfort, or enjoyment of users of neighboring lots or the public realm.

B. Applicability

1. Motor vehicle use area design standards apply to portions of a lot designed and intended for use by motor vehicles, including areas to be used by motor vehicles for circulation, maneuvering, loading, staging, queuing, service areas and areas to be used for the sale or storage of motor vehicles.

2. Parking lots and parking structures are excluded from motor vehicle use area design standards. For parking lots and parking structure design standards see *Sec. 4C.4.4. (Parking Area Design)*.

3. Freight loading area standards apply to all freight loading areas on-site.

4. Loading space standards do not apply to change-of-use projects.

5. Drive-through standards apply to all proposed drive-through facilities.

C. Standards

1. General

a. Location

i. Motor vehicle use areas shall not be located in a frontage yard.

ii. Motor vehicle use areas shall not be located in the area between a frontage lot line and the minimum parking frontage setback specified by the applicable Frontage District.

b. Screening

i. Where a motor vehicle use area faces a frontage lot line, common lot line or an alley lot line the entire length of the motor vehicle use area shall be screened.

a) A type *F2 frontage screen (Sec. 4C.8.1.C.2.b.)* or a type *F3 frontage screen (Sec. 4C.8.1.C.2.c.)* is required between the motor vehicle use area and frontage lot lines for any portion of the length of the motor vehicle use area that faces a frontage lot line.

b) A Type *T1 transition screen (Sec. 4C.8.2.C.3.a.)* is required between the motor vehicle use area and common lot lines for any portion of the length of the motor vehicle use area that faces a common lot line.

c) A Type *T1 transition screen (Sec. 4C.8.2.C.3.a.)* is required between the motor vehicle use area and alley lot lines for any portion of the length of the motor vehicle use area that faces an alley lot line.

ii. Screens may only be located in a frontage yard where they comply with frontage yard fences and wall standards in the applied *Frontage District (Part 3B)*.

c. Containment Perimeter

Motor vehicle use areas shall include a containment perimeter that obstructs motor vehicles from leaving the designated motor vehicle use area. The containment perimeter shall be providing using one or more of the following containment methods around the entire perimeter except for crossings and access points required for driveways, drive aisles, pedestrian accessways, pedestrian passageways:

i. Continuous curbs of no less than 4 inches in height.

ii. Permanent bollards, walls, raised planters, or a similar containment method having a height no less than 30 inches and having a clear width of no more than 66 inches.

iii. A planting area meeting *Sec. 4C.6.4.C.2 (Planting Areas)* with no horizontal dimension less than 5 feet.

d. Surfacing

i. All automobile parking areas shall be graded and drained to collect, retain and infiltrate surface water on-site by applying Low Impact Development practices and standards in accordance with *Section 64.72. (Stormwater Pollution Control Measures for Development Planning and Construction Activities) of Chapter 6 (Public Works and Property) of the LAMC*.

ii. Motor vehicle use areas shall be surfaced with hard, durable asphaltic paving which has been mixed at a plant and is at least two inches thick after compaction, with portland cement paving at least three inches thick or with an alternative paving material described below.

iii. Alternative paving materials include the following: porous asphalt, porous concrete, permeable interlocking concrete pavers, permeable pavers, decomposed granite, crushed rock, gravel, and restrained systems (a plastic or concrete grid system confined on all sides to restrict lateral movement, and filled with gravel or grass in the voids.)

iv. Alternative paving materials are permitted for use in every motor vehicle use area, subject to the following standards:

a) Any product installed within areas designated by the Fire Department as a fire lane must be approved by the Fire Department.

b) Permeable interlocking concrete pavers and permeable pavers shall have a minimum thickness of 80 mm (3.14 inches).

c) If plantings are an element of the alternative paving material, the irrigation system shall not utilize potable water except for plant establishment.

d) Products and underlying drainage material shall be installed per manufacturers' specifications. Sub-grade soils shall be compacted as required per the product installation specifications.

e) Decomposed granite, crushed rock and gravel shall only be allowed for driveways and parking areas serving a maximum of two dwelling units.

2. Freight Loading Areas

Areas designated for the on-site loading and unloading of freight vehicles.

a. General

All freight loading area on-site shall meet the following standards:

i. Shall meet *Sec. 4C.2.2.C.1. (General, Motor Vehicle Use Area Design)*.

ii. Shall meet the following dimensional standards:

FREIGHT LOADING AREA DIMENSIONAL STANDARDS	
Area (min)	400 SF
Width (min)	10'
Depth (min)	20'
Clear height (min)	14'

iii. Freight loading areas shall be located and designed so that vehicles do not occupy any portion of the public right-of-way when stationary during loading and unloading.

iv. Loading and unloading activities are not permitted in public streets, with the exception of loading areas designated by the City.

v. Loading and unloading activities may not encroach on or interfere with the use of sidewalks, driveways, drive aisles, automobile queueing spaces, or parking areas.

vi. All freight loading areas provided shall include one permanent "NO IDLING" sign for every 400 square feet of freight loading area. Signs shall be at least 18 inches by 24 inches in dimension and installed to be facing and located within 10 feet of each freight loading area provided. When multiple signs are required to be facing the same freight loading area signs shall be spaced a minimum of 10 feet apart.

b. Required Freight Loading Areas

Lots that include a tenant space of 10,000 square feet or greater designated for a public & institutional use, general commercial use, heavy commercial use, light industrial use, or heavy industrial use, that abut an alley having a width of 15 feet or greater, and have an alley lot line 50 feet or wider, shall meet the following additional standards.

i. No less than the required freight loading area meeting the following standards shall be provided on-site for any subject tenant space:

FREIGHT LOADING AREA TOTAL AREA	
Non-Residential Tenant Size	Area (Min)
< 10,000 SF	None required
10,000 - < 50,000 SF	400 SF
50,000 - < 100,000 SF	600 SF
100,000 - < 200,000 SF	800 SF
> 200,000 SF	+200 SF / each additional 200,000 SF over 200,000 SF

ii. The total required freight loading area may be provided as a single consolidated loading area or as separated loading spaces that each meet the required minimum dimensions.

iii. Each required freight loading area shall have direct access to an alley for a minimum width of 12 feet, measured along the alley lot line. Alley access for a freight loading area may be shared among multiple motor vehicle use areas and parking lots.

3. Drive-Through Facilities

Facilities that provide goods or services to drivers in vehicles. Drive-through facilities include drive-through lanes consisting of automobile queuing spaces.

a. Where the applicable automobile access package specifies that drive-through facilities are not allowed, no drive-through facility may be provided on-site.

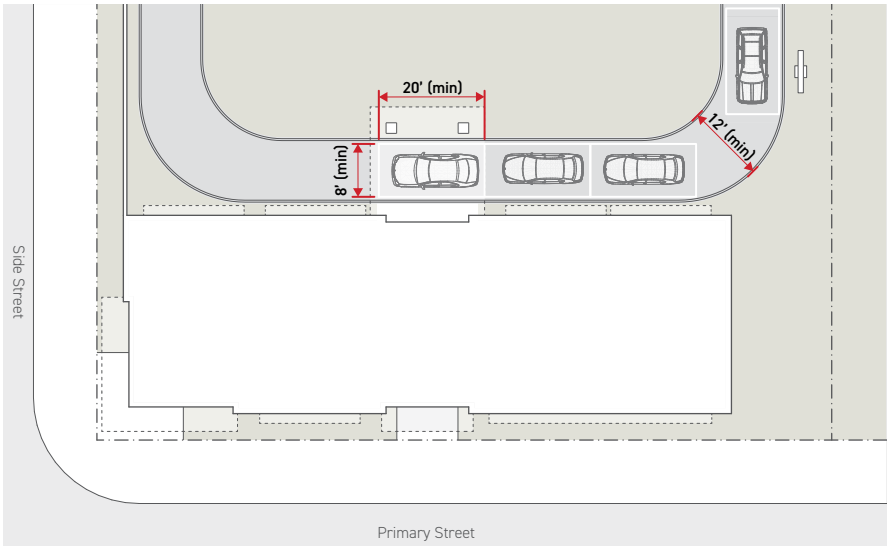
b. Where the applicable Development Standards District specifies that drive-through facilities are allowed, drive-through facility may be provided on-site provided they meet the following standards:

i. Shall meet *Sec. 4C.2.2.C.1. (General, Motor Vehicle Use Area Design)*.

ii. Shall provide a number of automobile queuing spaces sufficient to accommodate the number of automobiles anticipated to be during peak demand, to the satisfaction of LADOT.

iii. Shall not encroach on or interfere with the use of sidewalks, drive aisles, loading areas or parking areas.

iv. Each queuing space in a drive-through lane shall be a minimum of 20 feet in length and 8 feet in width along straight segments of the drive-through lane. Drive-through lanes shall be a minimum of 12 feet in width along curved segments.



v. Drive-through lanes that take access directly from the public right-of-way shall be regulated as a driveway and subject to the standards for driveways as specified by the automobile access package assigned by the applied Development Standards District (Part 4B) for the minimum required depth of the driveway reservoir.

vi. All projects proposing drive-through lanes require additional review and approval by LADOT to ensure the site design does not create detrimental impacts on pedestrians bicyclists, transit vehicles or riders, micro mobility device users, and automobile traffic and circulation on the abutting right-of-way.

D. Measurement

1. For lot line determination see *Sec. 14.1.12 (Lot Line Determination)*.

2. For frontage yard designation see *Sec. 14.1.16.C.1. (Frontage yard)*.

3. For parking setback see *Sec. 3C.2.1. (Parking Setback)*.

4. Freight loading area width is measured as the narrowest horizontal distance between opposite edges of a designated freight loading area.

5. Freight loading area depth is measured as the narrowest horizontal distance measured perpendicular to the freight loading area width from one edge of a designated freight loading area to the opposite edge. A minimum freight loading area depth shall be met for all portions of the freight loading area width.

6. Freight loading area provided area is measured as the total area of all areas designated as freight loading area that meet all applicable requirements of *Sec. 4C.2.2.C.2. (Freight Loading Areas)*.

7. Drive-through queuing space depth is measured parallel to the drive-through lane from one end to the opposite end of the queuing space.

8. Drive-through queuing space width is measured perpendicular to the queuing space length from one end to the opposite end of the queuing space.

E. Relief

1. A deviation from any motor vehicle use area design dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

2. A deviation from any motor vehicle use area design standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

DIV. 4C.3. BICYCLE PARKING

SEC. 4C.3.1. BICYCLE PARKING SPACES

A. Intent

To promote bicycling as an alternative to automobile transportation, ensure safe, secure, accessible, and convenient storage of bicycles for all users.

B. Applicability

1. Bicycle parking spaces standards apply to all buildings, structures and all portions of a lot.

2. Adaptive reuse projects in accordance with *Sec. 9.4.5. (Downtown Adaptive Reuse Projects)* and *Sec. 9.4.6. (Downtown Adaptive Reuse Projects)* are not required to provide additional bicycle parking.

C. Standards

The required number of short-term and long-term bicycle parking spaces are determined by use according to the following provisions:

1. Residential

For all residential uses containing more than 3 dwelling units, long-term and short-term bicycle parking shall be provided according to the ratios specified for each marginal increment of dwelling units as specified in the table below.

REQUIRED BICYCLE PARKING

	SHORT-TERM *(Sec. 4C.3.2.)*	LONG-TERM *(Sec. 4C.3.3.)*
RESIDENTIAL		
1st 25 dwelling units	1/10 du, (2 min)	1/du
26th-100th dwelling unit	1/15 du, (2 min)	1/1.5 du
101st-200th dwelling unit	1/20 du, (2 min)	1/2 du
201st + dwelling units	1/40 du, (2 min)	1/4 du

a. Developments that include individually accessed private garages for each unit shall not be required to provide long-term bicycle parking.

b. For all medical care and non-medical supportive housing, short-term bicycle parking shall be provided at a rate of 1 space per 10,000 square feet of floor area and long-term bicycle parking shall be provided at a rate of 1 space per 5,000 square feet of floor area. A minimum of 2 short-term and 2 long-term bicycle parking spaces shall be provided.

2. Public and Institutional, Open Space & Recreation, Transportation, General Commercial, Heavy Commercial, and Industrial Uses

Short-term and long-term bicycle parking shall be provided for all public and institutional uses, transportation uses, commercial uses, and industrial uses as specified below, with the exception of *unmanned facilities (Sec. 4C.3.1.C.2.f)*. After the first 100 bicycle parking spaces are provided, additional spaces may be provided at the minimum number required by the *California Green Building Standards Code Section 5.106.4*.

REQUIRED BICYCLE PARKING

	SHORT-TERM *(Sec. 4C.3.2.)*	LONG-TERM *(Sec. 4C.3.3.)*
PUBLIC & INSTITUTIONAL		
Public and Institutional Uses, except as listed below:	1/10,000 SF, (2 min)	1/5,000 SF, (2 min)
Civic: All	1/10 provided automobile parking stalls, (5 min)	1/10 required automobile parking stalls, (5 min)
School, K-12	4/classroom, (2 min)	1/10 classrooms, (2 min)
School, Postsecondary	1/500 SF or 1/50 fixed seats whichever is greater, (2 min)	1/1,000 SF or 1/100 fixed seats whichever is greater, (2 min)
Utilities: All	--	--
OPEN SPACE & RECREATION		
Open space & Recreation, except as listed below:	1/10,000 SF, (2 min)	1/10,000 SF, (2 min)
Nature Reserve	--	--
Open Space, Public	1/10 provided automobile parking stalls, (5 min)	1/10 provided automobile parking stalls, (5 min)
Open Space, Public (< 2 acres and no automobile parking provided)	--	--
Recreation, Public	1/10 provided automobile parking stalls, (5 min)	1/10 provided automobile parking stalls, (5 min)
TRANSPORTATION		
All	--	--
COMMERCIAL		
All Commercial Uses, except as listed below:	1/10,000 SF, (2 min)	1/10,000 SF, (2 min)
Eating & Drinking: All	1/2,000 SF, (2 min)	1/2,000 SF, (2 min)
Entertainment Venue: All	1/350 SF or 1/50 fixed seats whichever is greater, (2 min)	1/700 SF or 1/100 fixed seats whichever is greater, (2 min)
Lodging (containing more than 5 lodging rooms)	1/10 Lodging Rooms, (2 min)	1/10 Lodging Rooms, (2 min)
Office	1/10,000 SF, (2 min)	1/5,000 SF, (2 min)
Retail, except as listed below:	1/2,000 SF, (2 min)	1/2,000 SF, (2 min)
Furniture or Major Appliance	1/10,000 SF, (2 min)	1/10,000 SF, (2 min)
HEAVY COMMERCIAL		
All Heavy Commercial Uses, except as listed below:	1/10,000 SF, (2 min)	1/10,000 SF, (2 min)
Storage: All	--	--
LIGHT & HEAVY INDUSTRIAL		
All	1/10,000 SF, (2 min)	1/10,000 SF, (2 min)

3. City Operated Uses

In all buildings or parking lots used by the City of Los Angeles for government purposes, including government office buildings, both short-term and long-term bicycle parking shall be provided at a rate of 10% of the required parking available on the site. However, no less than 5 short-term bicycle spaces and no less than 5 long-term bicycle parking shall be provided for the lot.

D. Measurement

1. Multiple Uses

Where there is a combination of uses on a lot, the number of bicycle parking spaces required is the sum of the requirements of the various uses. The exceptions provided in *Sec. 4C.4.1.E.* for automobile parking also apply to bicycle parking.

2. Fractions

When the application of these regulations results in the requirement of a fractional bicycle space, any fraction up to and including one-half may be disregarded, and any fraction over one-half is construed as requiring one bicycle parking space. Rounding shall occur after taking the sum of bicycle parking required across all proposed uses, and shall be calculated separately for long-term and short-term spaces.

E. Exceptions

1. Unmanned Facilities

No bicycle parking is required for unmanned facilities, such as stand-alone public restrooms in parks or unmanned cellular antenna facilities.

F. Relief

1. A deviation from any required bicycle parking dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

2. A deviation from any required bicycle parking standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.3.2. SHORT-TERM BICYCLE PARKING DESIGN

A. Intent

To promote bicycling as an alternative to automobile transportation, ensure safe, secure, accessible, and convenient storage of bicycles for visitors and other short-term users, improve bicyclist access from the public realm to the interior of buildings, and ensure entrances are conveniently and effectively accessible to bicyclists.

B. Applicability

Short-term bicycle parking design standards apply to all short-term bicycle parking spaces required by *Sec. 4C.3.1 (Required Bicycle Parking)*.

C. Standards

1. General

a. Adequate lighting shall be provided to ensure safe access to bicycle parking facilities in accordance with *Sec. 4C.10.1 (Outdoor Lighting)*.

b. No rules that unreasonably interfere with the ability of bicyclists to safely and conveniently access bicycle parking are allowed. Unreasonable rules include shorter operating hours for short-term bicycle parking than for any building or automobile parking, prohibitions on walking of bicycles in pedestrian areas that provide access to bicycle parking, and prohibitions on bicycles in elevators where elevators are used to provide access to bicycle parking. The provisions of this Section do not prohibit property owners from requiring bicycles to be walked in pedestrian-only areas.

2. Bicycle Parking Space Design

a. General

i. Required short-term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Racks that support only the wheel of the bicycle are not permissible.

ii. Racks shall allow for the bicycle frame and at least 1 wheel to be locked to the racks.

iii. The bicycle rack shall allow for the use of a cable as well as a U-shaped lock.

iv. If bicycles can be locked to each side of the rack, each side can be counted toward a required space.

v. Racks shall be securely anchored to a permanent surface.

vi. If more than 20 short-term bicycle parking spaces are provided, at least 50% of the bicycle parking spaces shall be 100% covered by a roof or overhang.

vii. Bicycle share station docks counted toward the requirements for short-term bicycle parking spaces as permitted in *Sec. 4C.3.2.C.3. (Siting Requirements)* shall conform to *Sec. 4C.3.2.C.6. (Bicycle Share Station)*.

b. Horizontal Storage

i. Short-term bicycle parking spaces shall be a minimum of 2 feet wide and 6 feet long.

ii. Individual racks installed beside each other that allow bicycles to be locked to either side of the rack shall be spaced a minimum of 30 inches on center.

iii. Racks installed parallel to walls shall be a minimum of 30 inches from the wall, except that bicycle parking spaces providing a tray or channel for insertion of bicycle wheels shall be placed a minimum of 20 inches from the wall.

iv. Bicycle parking spaces arranged in a vertically staggered layout that permits bicycles to be placed in and removed from each individual space without interference from bicycles in adjoining spaces shall be spaced a minimum of 16 inches on center.

c. Stacked Storage

i. Short-term bicycle parking may be mounted so that bicycles are stored in a stacked, two-tier layout, provided such parking is an attended bicycle facility where facility staff parks the bicycles, or such racks provide mechanical assistance for lifting the bicycle. If stacked bicycle storage is provided as an attended bicycle service, the service must meet the standards outlined in *Sec. 4C.3.2.C.7. (Attended Bicycle Parking Service)*.

ii. Racks installed parallel to walls shall be a minimum of 14 inches from the wall if such spaces are on the upper level of a stacked, two-tier rack.

3. Siting Requirements

a. Required short-term bicycle parking shall be provided in one of the following locations:

i. On the same lot as the use for which it is intended to serve.

ii. In a parking facility serving that use.

iii. Immediately in front of a lot within the public right-of-way in accordance with *Sec. 4C.3.2.C.4 (Bicycle Parking in the Public Right-of-Way)*.

iv. In a city-funded bicycle corral in accordance with *Sec. 4C.3.2.C.5 (Bicycle Corrals).*

v. In a bicycle share station in accordance with *Sec. 4C.3.2.C.6 (Bicycle Share Stations)*.

b. Bicycle parking shall be located so as to allow bicyclists safe and convenient access to and from the site.

c. Bicyclists shall not be required to rely on stairways or escalators for access or to share access with automobiles or other motor vehicles.

d. Elevators providing access for bicyclists shall be sized to accommodate standard adult bicycle dimensions with both wheels on the floor (at least 6 feet by 2 feet).

e. Short-term bicycle parking shall be located so as to provide safe and convenient access to visitors.

f. For new construction, at least 50% of short-term bicycle parking shall be located outside buildings or parking structures; however, no more than 8 short-term bicycle parking spaces per 100 linear feet of street frontage are required to be outside.

g. All short-term bicycle parking spaces located inside the building or parking structure shall be located on the ground story with a direct pedestrian accessway to a public street.

h. For new construction, addition, site alteration or major renovation, short-term bicycle parking shall be located to maximize visibility from a pedestrian entrance.

i. All short-term bicycle parking areas located within buildings or parking garages require signs meeting the following standards:

i. Permanently posted at the street entrance to each site.

ii. Legible and reflectorized.

iii. Indicate the availability and location of bicycle parking within the site.

iv. All signs shall comply with *Div. 4C.12 (Signs)*.

j. Short-term bicycle parking spaces may be located no farther than 100 feet of walking distance from a pedestrian entrance that provides access to uses that require the bicycle parking spaces.

k. For buildings with more than one pedestrian entrance, short-term bicycle parking, with the exception of bicycle share stations, shall be distributed in approximately equal proportions among all pedestrian entrances. In buildings with 3 or more pedestrian entrances, no more than 50% of all short-term bicycle parking spaces shall be assigned to a single pedestrian entrance.

4. Bicycle Parking in the Public Right-of-Way

a. Business operators or property owners may install their own racks within the public right-of-way unless a City owned rack already exists.

b. Business operators or property owners are responsible for applying for a permit with the Bureau of Engineering to install short-term bicycle parking within the public right-of-way. A Bureau of Engineering permit may be issued only after the business operator or property owner receives issuance of plan approval or a permit by LADOT pursuant to *LAMC Section 85.04 (Bicycle Infrastructure Zones)*.

c. All bicycle parking provided in the public right-of -way shall meet the rules and regulations set out by the *Bureau of Engineering Standard Plan S-671*.

d. Business operators or property owners who choose to install bicycle parking within the public right-of-way are responsible for maintaining the racks according to the standards set forth in a Covenant Maintenance Agreement with LADOT.

5. Bicycle Corrals

a. City-Funded Bicycle Corrals

Any site located within 500 feet of a City-funded bicycle corral may count up to 4 bicycle parking spaces within the bicycle corral towards their required short-term bicycle parking spaces.

b. Bicycle Corral Parking Incentive Program

i. Business operators or property owners may submit an application to LADOT to install and maintain their own bicycle corrals immediately in front of their property in the public right-of-way.

ii. Businesses or property owners who do so may count all the bicycle parking within the bicycle corral toward their required number of short-term bicycle parking spaces. In such cases, short-term bicycle parking installed in such a manner cannot be counted towards the bicycle parking requirements of surrounding businesses.

iii. Business operators or property owners shall pay the construction and maintenance costs of building said bicycle corrals.

iv. Multiple businesses or property owners may submit an application to LADOT as a group and split the costs to construct and maintain the corral.

a) In such cases, a single property owner is responsible for assuming the maintenance responsibilities detailed in a Covenant Maintenance Agreement as outlined below.

b) The property owner named in the covenant who is responsible for maintaining the bicycle corral may count the full amount of bicycle parking in the corral towards its short-term bicycle parking requirements.

c) All other businesses may count up to half of the bicycle parking spaces in the corral towards their required short-term bicycle parking spaces so long as they provide a financial contribution.

v. Business operators or property owners are responsible for applying for a permit with the Bureau of Engineering to install bicycle corrals within the public right-of-way.

vi. Business operators or property owners who choose to install bicycle corrals within the public right-of-way are responsible for maintaining the racks according to the standards set forth in a Covenant Maintenance Agreement with LADOT.

vii. If, for any reason, the responsibility for maintaining a bicycle corral is returned to the City of Los Angeles, it will be considered a City-funded bicycle corral.

viii. If, for any reason, the City determines that a bicycle corral must be removed, business owners shall no longer be able to count the spaces removed toward their required bicycle parking. In such cases, said businesses shall be required to provide any bicycle parking spaces lost in the removal of the bicycle corral. Failure to comply may result in the revocation of a business's certificate of occupancy and a fine for code violation.

6. Bicycle Share Stations

a. Bicycle share stations shall conform to *Sec. 4C.3.2.C.3. (Siting Requirements).*

b. Business operators or property owners may allow a bicycle share service provider to install one or more bicycle share stations on their property, provided that such bicycle share station is part of a bicycle share system approved by LADOT and complies with all location criteria established by LADOT for bicycle share stations.

c. Any site within 500 feet of a bicycle share station may count up to 4 bicycle share docks toward the required number of short-term bicycle parking spaces for a building or buildings on the same lot. In all cases, the number of bicycle share docks counted toward the required number of short-term bicycle parking spaces cannot exceed 10% of the total number of short-term bicycle parking spaces required for the subject site.

d. Where bicycle share docks are counted toward the required number of short-term bicycle parking spaces, residential and nonresidential uses may replace a percentage of the required automobile parking spaces with bicycle share docks in a manner consistent with the limitations and replacement ratio established in *Sec. 4C.4.1.C.4. (Substituting Required Automobile Parking with Bicycle Parking)*.

e. If, for any reason, bicycle share docks are removed, the associated land uses may no longer count the docks removed toward required bicycle parking and shall be required to replace the number of docks formerly counted toward required bicycle parking with an equivalent number of bicycle parking spaces.

7. Attended Bicycle Parking Service

a. Pick-up and drop-off location shall either comply with *Sec. 4C.3.3.C.3. (Siting Requirements)* or be co-located with a valet automobile parking pick-up or drop-off location provided on the same site for the subject use.

b. If some or all required short-term bicycle parking spaces are provided by means of an attended bicycle parking service, the service shall be available to building occupants at all times during the hours the building is in operation.

c. If, for any reason, an attended bicycle parking service is discontinued, the associated land uses may no longer count the attended bicycle parking service toward their required number of bicycle parking spaces and shall be required to provide a number of bicycle parking spaces equivalent to the number formerly provided by the attended bicycle parking service.

D. Measurement

[Reserved]

E. Relief

1. An alternative to any short-term bicycle parking design standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

2. A deviation from any short-term bicycle parking design dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. A deviation from any short-term bicycle parking design standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.3.3. LONG-TERM BICYCLE PARKING DESIGN

A. Intent

To promote bicycling as an alternative to automobile transportation, ensure safe, secure, accessible, and convenient storage of bicycles for tenants and other long-term users, improve bicyclist access from the public realm to the interior of buildings, and ensure entrances are conveniently and effectively accessible to bicyclists.

B. Applicability

Long-term bicycle parking design standards apply to all long-term bicycle parking spaces required by *Sec. 4C.3.1 (Required Bicycle Parking Spaces)*.

C. Standards

1. General

a. Adequate lighting shall be provided to ensure safe access to bicycle parking facilities in accordance with *Sec. 4C.10.1 (Outdoor Lighting)*.

b. No rules that unreasonably interfere with the ability of bicyclists to safely and conveniently access bicycle parking are allowed. Unreasonable rules include shorter operating hours for long-term bicycle parking than for any building or automobile parking, prohibitions on walking of bicycles in pedestrian areas that provide access to bicycle parking, and prohibitions on bicycles in elevators where elevators are used to provide access to bicycle parking. The provisions of this Section do not prohibit property owners from requiring bicycles to be walked in pedestrian-only areas.

2. Bicycle Parking Space Design

a. General

i. Long-term bicycle parking shall be secured from the general public and protected from inclement weather. All long-term bicycle parking shall be 100% enclosed and 100% covered.

ii. Acceptable examples of long-term bicycle parking include bicycle lockers, bicycle rooms, bicycle cages, or commercially operated attended bicycle facilities.

iii. Except in the case of lockers and commercially operated attended bicycle parking, all long-term bicycle parking shall provide a means of securing the bicycle frame at two points to a securely anchored rack.

b. Horizontal Storage

Long-term bicycle parking spaces shall be sized to permit safe, efficient, and convenient access to each individual bicycle parking space without interference from bicycles in adjoining spaces, as described below:

i. Individual racks installed beside each other within bicycle rooms or bicycle cages that allow bicycles to be locked to either side of the rack shall be spaced a minimum of 30 inches on center.

ii. Racks installed parallel to walls shall be a minimum of 30 inches from the wall, with the exception that bicycle parking spaces that provide a tray into which the bicycle wheels may be inserted may be placed a minimum of 20 inches from the wall, or 14 inches from the wall if such spaces are on the upper level of a stacked, two-tier rack.

iii. Triangular lockers with varying widths may be used so long as the opening is at least 2 feet wide.

iv. Bicycle parking spaces arranged in a vertically staggered layout that permits bicycles to be placed in and removed from each individual space without interference from bicycles in adjoining spaces may be spaced a minimum of 16 inches on center.

v. If more than 20 long-term bicycle parking spaces are provided, a workspace of 100 square feet shall be provided adjacent to the long-term bicycle parking to allow bicyclists to maintain their bicycles. However, where long-term bicycle parking is provided in more than one location, a single workspace may be provided adjacent to the location with the greatest number of long-term bicycle parking spaces.

c. Vertical Storage

Long-term bicycle parking may be mounted so that the bicycle is stored vertically. Such devices that hold the bicycle by the wheel shall be designed to support the bicycle without damaging the wheels. Vertically installed bicycle parking shall be a minimum of 4 feet deep and 6 feet in height.

d. Stacked Storage

Long-term or short-term bicycle parking may be mounted so that bicycles are stored in a stacked, two-tier layout, provided such parking is an attended bicycle facility where facility staff parks the bicycles, or such racks provide mechanical assistance for lifting the bicycle.

3. Siting Requirements

a. Long-term bicycle parking spaces shall be provided in one of the following locations, or in a combination of the following locations:

i. On the ground story within 100 feet of the major entrance to the lobby. There shall be safe and convenient access between the public right-of-way, the bicycle parking space, and the lobby area.

ii. In the off-street automobile parking area, subject to the following limitations:

a) Long-term bicycle parking inside a parking garage may be no more than 200 feet from a pedestrian entrance to the main building, and located so as to provide reasonably convenient access from the bicycle parking to the nearest walkway, ramp, or elevator providing access to the building.

b) Long-term bicycle parking inside a parking garage shall be located within the space available on the building's pedestrian entry level, after required handicapped-accessible parking stalls and other required elements have been provided. Remaining long-term bicycle parking may be provided on other levels of the parking garage in accordance with the provisions of *Sec 4C.3.3.C.3. (Siting Requirements)*.

iii. One level above or below the ground story, within 100 feet of the elevator, ramp, walkway, or other building entrance on that story. In such cases, elevator or ramp access to the building shall be provided.

iv. Residential long-term bicycle parking may be provided in common storage facilities on residential floors in accordance with *Sec. 4C.3.3.C.2. (Bicycle Parking Space Design)*. If residential long-term bicycle parking is provided on residential floors, the amount of bicycle parking on each floor shall be equal to or greater than 50% of the number of dwelling units on the same floor.

b. For lots with multiple uses, long-term bicycle parking may be provided in one or more bicycle parking facilities within 200 feet of each use.

c. For lots with multiple buildings, required bicycle parking may be sited in one or more bicycle parking facilities within 200 feet of each building.

d. Bicycle parking shall be located so as to allow bicyclists safe and convenient access to and from the site.

e. Bicyclists shall not be required to rely on stairways or escalators for access or to share access with automobiles or other motor vehicles.

f. Elevators providing access for bicyclists shall be sized to accommodate standard adult bicycle dimensions with both wheels on the floor (at least 6 feet by 2 feet).

4. Showers and Personal Lockers

Showers and personal lockers are required for long-term bicycle parking in nonresidential uses in accordance with *LAMC Section 91.6307 (Shower and Locker Facilities)*. If showers and personal lockers are provided, such showers and personal lockers shall remain available for the use of building occupants, including residents or employees, arriving by bicycle.

5. Attended Bicycle Parking Service

a. Pick-up and drop-off location shall either comply with *Sec. 4C.3.3.C.3. (Siting Requirements)* or be co-located with a valet automobile parking pick-up or drop-off location provided on the same site for the subject use.

b. If some or all required bicycle parking spaces are provided by means of an attended bicycle parking service, the service shall be available to building occupants at all times during the hours the building is in operation.

c. If, for any reason, an attended bicycle parking service is discontinued, the associated land uses may no longer count the attended bicycle parking service toward the required number of bicycle parking spaces and shall provide a number of bicycle parking spaces equivalent to the number formerly provided by the attended bicycle parking service.

D. Measurement

[Reserved]

E. Relief

1. An alternative to any long-term bicycle parking design standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

2. A deviation from any long-term bicycle parking design dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. A deviation from any long-term bicycle parking design standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

DIV. 4C.4. AUTOMOBILE PARKING

SEC. 4C.4.1. AUTOMOBILE PARKING STALLS

Space within a building, or a private or public parking area, exclusive of driveways, ramps, columns, office, and work areas, for the parking of one automobile. Does not include bicycle parking.

A. Intent

To accommodate the arrival to a site by automobile at a level appropriate to the demand generated by a particular use within different mobility contexts without creating detrimental effects on surrounding properties or public right-of-way.

B. Applicability

Required automobile parking stall standards apply to all uses on a lot determined by the automobile parking package assigned by the applicable Development Standards District.

C. Standards

1. General

a. All uses subject to the parking requirements of Division 4C.4. (Automobile Parking) shall provide the minimum number of automobile parking stalls specified in the parking package assigned by the applied *Development Standards District (Part 4C)*.

b. When a site or lot is used for a combination of uses, the parking requirements are the sum of the requirements for each use, and no parking stall for one use may be included in the calculation of parking requirements for any other use, with the following exceptions:

i. As allowed in Sec. 4C.4.3.C.2 (Shared Parking).

ii. When parking requirements for a single use on a site or lot with a combination of uses results in a fraction, then the total parking required for all uses on a site or lot shall be calculated based on the sum prior to the rounding of parking requirements for each use followed by rounding the total amount of parking required for a site or lot based on the combination of uses.

c. For electric vehicle charging space requirements, see the *LAMC Chapter 9, Article 9 (Green Building Code)*.

2. Required Automobile Parking Table

a. When the Required Automobile Parking Table lists multiple parking stall requirement options, the option that results in the greater number of required parking stalls applies.

b. Uses are defined in *Part 5C.1. (Use Definitions)*.

-TABLE 1- **REQUIRED AUTOMOBILE PARKING**

	PARKING PACKAGE				
	A	B	C	D	E
RESIDENTIAL					
Dwelling:					
Dwelling Units:					
1-4 Habitable Rooms	--	0.25/du	0.5/du	0.75/du	1/du
5+ Habitable Rooms	--	0.75/du	1/du	1.5/du	2/du
Accessory Dwelling Unit	See *Div 9.5. (Accessory Dwelling Unit Incentive Program)*				
Household Business:					
Family Child Care	See Dwelling (No additional parking required beyond Dwelling)				
Home Occupation	See Dwelling (No additional parking required beyond Dwelling)				
Home Sharing	See Dwelling (No additional parking required beyond Dwelling)				
Joint Live/Work Quarters	Entire Unit including workspace treated as Dwelling Unit				
Live Work	Entire Unit including workspace treated as Dwelling Unit				
Mobilehome Park	See *Title 25 of the California Administrative Code*				
Supportive Housing:					
Medical Care	--	0.05/bed	0.1/bed	0.15/bed	0.2/bed
Non-Medical	--	0.25/du	0.5/du	0.75/du	1/du
Permenant Supportive Housing	--	0.05/du	0.1/du	0.15/du	0.2/du
Transitional Shelter	--	--	--	--	--
Homeless Shelter	--	--	--	2/shelter	2/shelter
PUBLIC AND INSTITUTIONAL					
Cemetery	--	--	--	--	--
Civic Facility	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Detention	--	--	--	--	--
Fleet Services	--	--	--	--	--
Medical					
Local	--	0.1/bed	0.1/bed	0.2/bed	0.2/bed
Regional	--	0.5/bed	1/bed	1.5/bed	2/bed
Office, Government	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Parking	--	--	--	--	--
Religious Assembly, excluding all non assembly area	--	10/1,000 SF	15/1,000 SF	20/1,000 SF	25/1,000 SF
School:					
Preschool/Daycare	--	0.25/1,000 SF	0.5/1,000 SF	0.75/1,000 SF	1/1,000 SF
K-12	--	0.25/1,000 SF	0.5/1,000 SF	0.75/1,000 SF	1/1,000 SF
Post-secondary	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Social Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF

"--" = no parking required, **"du"** = dwelling unit, **"SF"** = square feet, **"ac"** = acre.

-TABLE 1- **REQUIRED AUTOMOBILE PARKING**

	PARKING PACKAGE				
	A	B	C	D	E
Utilities	--	--	--	--	--
OPEN SPACE & RECREATION					
Indoor Recreation, Commercial	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Nature Reserve	--	--	--	--	--
Open Space, Public	--	--	--	--	--
Outdoor Recreation, Commercial	--	--	--	--	--
Recreation, Public	--	--	--	--	--
Sports Arena and Stadium, Major, excluding all non assembly area	--	10/1,000 SF	15/1,000 SF	20/1,000 SF	25/1,000 SF
TRANSPORTATION USES					
All	--	--	--	--	--
GENERAL COMMERCIAL					
Animal Sales and Services:					
Kennel		0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Veterinary Care	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Commissary Kitchen	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Eating and Drinking:					
Service floor area	--	1/1,000 SF	2/1,000 SF	4/1,000 SF	5/1,000 SF
Food & drink preparation area	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Entertainment Venue, excluding all non assembly area	--	10/1,000 SF	15/1,000 SF	20/1,000 SF	25/1,000 SF
Financial Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Instructional Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Lodging:	--				
First 30 rooms	--	0.5/lodging unit	0.5/lodging unit	1/lodging unit	1/lodging unit
Next 30 rooms	--	0.25/lodging unit	0.25/lodging unit	0.5/lodging unit	0.5/lodging unit
Remaining rooms	--	--	--	0.25/lodging unit	0.25/lodging unit
Medical Clinic	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Office	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Personal Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Postmortem Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Retail Sales:					
Sales floor area	--	1/1,000 SF	2/1,000 SF	3/1,000 SF	4/1,000 SF
Showroom area	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Sexually Oriented Business	--	1/1,000 SF	2/1,000 SF	3/1,000 SF	4/1,000 SF

"--" = no parking required, **"du"** = dwelling unit, **"SF"** = square feet, **"ac"** = acre.

-TABLE 1- **REQUIRED AUTOMOBILE PARKING**

	PARKING PACKAGE				
	A	B	C	D	E
HEAVY COMMERCIAL USES					
Motor Vehicle Services, except as listed below:	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Car Wash	--	--	--	--	--
Motor Vehicle Sales and Rental	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Storage, Indoor		0.5/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1.5/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after	2/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after
Storage, Outdoor:					
0-1 acre of outdoor storage area	--	2	3	5	6
>1-2 acres of outdoor storage area	--	1/ac	1.5/ac	2.5/ac	3.5/ac
>2 acres of outdoor storage area	--	0.25/ac	0.5/ac	0.75/ac	1/ac
LIGHT INDUSTRIAL USES					
All Light Industrial	--	0.5/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1.5/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after	2/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after
HEAVY INDUSTRIAL USES					
All Heavy Industrial, except as listed below	--	0.5/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1.5/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after	2/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after
Salvage Yard:					
0-1 acre of outdoor storage area	--	2	3	5	6
>1-2 acres of outdoor storage area	--	1/ac	1.5/ac	2.5/ac	3.5/ac
>2 acres of outdoor storage area	--	0.25/ac	0.5/ac	0.75/ac	1/ac
AGRICULTURAL USES					
All Agriculture	--	--	--	--	--

"--" = no parking required, **"du"** = dwelling unit, **"SF"** = square feet, **"ac"** = acre.

D. Measurement

1. Parking Stalls Per 1,000 Square Feet

When determining parking stall requirements specified as a ratio having a denominator of "1,000 SF" the method for determining the total number of required parking stalls shall be executed as follows:

a. Divide the total floor area of the subject use by 1,000. For determining floor area of the specified use, see *4C.4.1.D.2. (Square Feet)*.

b. Multiply the result by the numerator in the specified parking ratio. If the result is a fraction, round in accordance with *4C.4.1.D.3. (Fractional Spaces)*.

c. The result shall be the total number of required parking stalls.

2. Parking Stalls Per Acre

When determining parking stall requirements specified as a ratio having a denominator of "acre" the method for determining the total number of required parking stalls shall be executed as follows:

a. Divide the total area of the subject use by 43,560. For determining floor area of the specified use, see *4C.4.1.D.2. (Square Feet)*.

b. Multiply the result by the numerator in the specified parking ratio. If the result is a fraction, round in accordance with *4C.4.1.D.3. (Fractional Spaces)*.

c. The result shall be the total number of required parking stalls.

3. Square Feet

For the purpose of calculating required parking stalls in *Sec . 4C.4.1. (Automobile Parking Stalls)*, square feet refers to the total on-site floor area dedicated to a subject use, measured in square feet. The total floor area includes the floor area of accessory buildings. For the calculation of floor area, see *Sec. 14.1.7. (Floor Area)*.

4. Habitable Rooms

For the purpose of applying the automobile parking space requirements per *Sec. 4C.4.1. (Automobile Parking Stalls)*, any kitchen shall not be considered a habitable room.

5. Fractional Space

a. When calculating required parking stalls in *Sec . 4C.4.1. (Automobile Parking Stalls)* results in the requirement of a fractional parking stall, any fraction up to and including 0.5 may be disregarded and any fraction over 0.5 requires one additional parking stall.

b. Where required parking stalls in *Sec . 4C.4.1. (Automobile Parking Stalls)* is calculated for a lot including more than one use, parking spaces may be rounded after calculating the total number of required parking stalls for all uses on a lot.

E. Exception

1. Accessible Parking

The number of required automobile parking stalls may be reduced by the number of stalls deemed necessary in order to provide accessible parking stalls as required by California State access laws.

2. Amenity Space

Floor area provided as amenity space for site users shall be exempt from parking requirements.

3. Change of Use, Commercial Tenant Size

When allowed by the applicable Development Standards District, change of use projects of a size equal to or less than the square footage threshold specified by the applicable Development Standards District are not required to provide additional automobile parking stalls to accommodate a general commercial use that would otherwise require more automobile parking stalls than exists on-site.

4. Electric Vehicle Charging Stations

a. Each electric vehicle charging station provided above the minimum required by *Article 9 (Green Building Code) of Chapter 9 (Building Regulations) of the LAMC* may be substituted for 2 required automobile parking stalls for the purpose of complying with any applicable minimum parking stall requirements of *Sec. 4C.4.1 (Automobile Parking Stalls)*.

i. Measurement. Where a multiport electric vehicle charger can simultaneously charge more than one vehicle, the number of electric vehicle charging stations shall be considered equivalent to the number of electric vehicles that can be simultaneously charged.

b. An accessible parking stall with an access aisle served by electric vehicle supply equipment or an accessible parking stall with an aisle designated as a future electric vehicle charging space shall count as 2 required automobile parking stalls for the purpose of complying with any applicable minimum parking stall requirements of *Sec. 4C.4.1 (Automobile Parking Stalls)*.

5. Fire Pump Rooms

The number of required automobile parking stalls may be reduced by the number of stalls deemed necessary in order to install a water storage tank to enlarge an existing fire pump room, or to install a new fire pump room.

6. Historic Buildings and Buildings That Are At Least 25 Years Old

No additional parking is required for uses occupying a building that meets one of the following criteria:

a. The building is a designated historic resource.

b. The building is a surveyed historic resource.

c. The building was constructed conforming to building and zoning codes in effect at the time it was built and is at least 25 years old. A certificate of occupancy, building permit, or other suitable documentation may be submitted as evidence to verify the date of construction.

7. Office Mixed-Use

a. Any indoor recreation use, eating and drinking use, personal service use or retail use sharing a lot with an office use may provide parking at the same rate required for office uses subject to the following requirements:

i. The lot includes a total floor area of 50,000 square feet or greater.

ii. The office uses shall occupy a minimum of 75 percent of the floor area on the lot.

iii. The cumulative floor area dedicated to any combination of indoor recreation uses, eating and drinking uses, personal service uses or retail uses that may provide parking at the same rate required for office use shall not exceed 5 percent of the total floor area dedicated for office uses.

iv. Any floor area dedicated to any combination of indoor recreation uses, eating and drinking uses, personal service uses or retail uses that exceeds 5 percent of the total floor area dedicated for office use shall provide parking at the rate specified for the subject use in the applicable parking package assigned by the applied *Development Standards District (Part 4D)*.

b. Any office use sharing a lot with a wholesale trade and warehousing use may provide parking at the same rate required for wholesale trade and warehousing uses when the following criteria are met:

i. The cumulative floor area dedicated to office uses that may provide parking at the same rate required for wholesale trade and warehousing uses shall not exceed 10 percent of the total floor area dedicated for wholesale trade and warehousing uses.

ii. Any floor area dedicated to office uses that exceeds 10 percent of the total floor area dedicated for wholesale trade and warehousing uses shall provide parking at the rate specified for office use in the applicable parking package assigned by the applied *Development Standards District (Part 4D)*.

8. Public Benefit Projects

Projects participating in an Affordable Housing Incentive Program, Community Benefits Program, or a General Incentive Program included in Article 9, Public Benefit Systems, may qualify for reduced required automobile parking as deemed eligible.

9. Small Business Tenant Space

Non-residential tenant spaces designated for commercial uses having a floor area of 1,500 square feet or less shall be exempt from requirements to provide automobile parking stalls. This exemption is limited to 2 tenant spaces per lot.

10. Substituting Required Automobile Parking with Bicycle Parking

a. Required automobile parking stalls may be substituted with bicycle parking at a ratio of 1 automobile parking stall for every 4 bicycle parking spaces provided the bicycle parking spaces meet the applicable requirements of *Sec. 4C.3.1.C. (Required Bicycle Parking Spaces)*.

b. Nonresidential uses may substitute up to 20% of the required automobile parking with bicycle parking. When a nonresidential use is located within 1,500 feet of a transit station, up to 30% of the required automobile parking stalls may be substituted with bicycle parking.

c. Residential uses may substitute up to 10% of the required automobile parking with bicycle parking. When a residential use is located within 1,500 feet of a major transit stop, up to 15% of the required automobile parking stalls may be substituted with bicycle parking.

d. Projects participating in an Affordable Housing Incentive Program, Community Benefits Program, or a General Incentive Program included in *Article 9. (Public Benefit Systems)*, may substitute up to 30% of the required automobile parking with bicycle parking, as deemed eligible.

F. Relief

1. A reduction in required automobile parking requirements may be requested in accordance with *Sec. 4C.4.3. (Alternative Parking Strategies)*.

2. A reduction in required automobile parking requirements of up to 20% may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

3. A deviation in required automobile parking requirements may be allowed as a variance in accordance with *Sec. 13.7.3 (Variance)*.

SEC. 4C.4.2. CHANGE OF USE PARKING EXEMPTION

A. Intent

To allow existing commercial spaces to change uses in response to evolving neighborhood and business conditions without requiring additional parking stalls, which may not be feasible without the loss of existing floor area and major site alterations.

B. Applicability

Applies to use modification project activities within a commercial tenant space having a floor area less than or equal to the square footage threshold specified by the applied Development Standards District (Part 4B).

C. Standards

1. No additional parking stalls beyond those that currently exist on-site shall be required for use modification project activities within a commercial tenant space having a floor area less than or equal to the square footage threshold specified by the applied Development Standards District (Part 4B).

2. When the applied Development Standard District (Part 4B) specifies "n/a" for change of use parking exemption, use modification project activities involving a commercial tenant space of any size is allowed without providing any additional parking.

3. The proposed use to occupy the commercial tenant space shall be designated for one of the following uses:

    i. General Commercial (all)

    ii. Indoor Recreation, Commercial

    iii. Office, Government

    iv. Social Services

D. Measurement

1. The size of an individual commercial tenant space shall be measured as the total floor area of a space designated to an individual tenant having no direct access to any other tenant space. Where multiple individual tenant spaces have direct access between the tenant spaces, all connected tenant spaces are considered the same tenant space for the purpose of measuring commercial tenant size.

2. Commercial tenant spaces may have direct access to common areas and shared facilities; however, common areas and shared facilities shall not be included in the calculation of commercial tenant size.

3. For the measurement of floor area see *Sec. 14.1.7. (Floor Area)*.

E. Relief

1. A deviation from the maximum floor area eligible for a change of use parking exemption of up to 20% may be requested in accordance with *Sec. 13B.7.2. (Adjustments)*.

2. A deviation from maximum floor area threshold specified by the applied Development Standards District (Part 4B) for a commercial tenant space to be eligible for the change of use parking exemption may be allowed as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 4C.4.3. ALTERNATIVE PARKING STRATEGIES

A. Intent

To provide opportunities for projects to reduce the number of required automobile parking stalls through alternative methods of accommodating arrival to a site and reduce demand for automobile parking.

B. Applicability

All projects required by *Sec. 4C.4.1 (Automobile Parking Stalls)* to provide automobile parking.

C. Standards

1. General

a. A reduction in required automobile parking stalls through the provision of one or more alternative parking strategies may be authorized in accordance with *Sec. 13B.2.5. (Director Determination)*. Applicants that wish to provide an alternative parking strategy as a means of reducing the total number of required spaces shall submit a report which provides the following:

i. Detailed description of all uses involved in the alternative parking strategy, including location, floor area, seating capacity if applicable, and hours of operations.

ii. Anticipated parking demand generated by employees, tenants, residents, and visitors on an hourly basis, 24 hours per day, for seven consecutive days.

iii. Description of how an alternative parking strategy will alleviate the demand for a specified number of the total required parking stalls.

iv. Supplemental maps and plot plans deemed necessary for depicting all relevant components of an alternative parking strategy.

v. Supplemental market study detailing the complementary relationship between a mix of uses as deemed necessary for understanding the parking strategy.

b. Additional documents, covenants, deed restrictions, or other agreements shall be executed and recorded as deemed necessary, in order to assure the continued maintenance, operation and viability of an approved alternative parking strategy, under the conditions set forth in the Director's Determination. Revisions to the parking strategy shall be submitted to the Director of Planning in a report documenting the revised manner in which the new parking strategy achieves the same intention and level of service as the originally approved parking strategy.

2. Mixed Use

When a site combines dwelling uses or office uses with on-site commercial uses that may serve the site's residents or employees the total number of required automobile parking stalls

may be reduced when an applicant demonstrates that the site's commercial uses will cater to the site's residents or employees. The total number of required automobile parking stalls may be reduced provided the mixed-use site meets all of the following criteria:

a. Shall contain 50 or more dwelling units or 50,000 square feet or more dedicated to office use.

b. Commercial uses shall be limited to indoor recreation, eating and drinking, personal service or retail use.

c. The commercial uses shall be limited to 25 percent of total floor area.

d. The mix of uses will sufficiently alleviate the demand for the specified number of required parking stalls.

3. Shared Parking

In order to take advantage of different peak periods of parking demand among nearby uses the total number of required automobile parking stalls may be reduced when an applicant demonstrates that automobile parking stalls can be shared among multiple uses. The parking strategy shall meet all of the following criteria:

a. A shared parking facility shall be located within a 750-foot walking distance of each participating use.

b. Participating uses shall have mutually exclusive periods of peak parking demand.

c. The shared parking strategy will sufficiently alleviate the demand for the specified number of required parking stalls.

4. Proximity to Public Transportation

Uses within walking distance of a public transit facility may take advantage of increased transit ridership among employees, tenants and visitors and a decreased demand for automobile parking. The total number of required automobile parking stalls may be reduced provided the parking strategy meets all of the following criteria:

a. A use shall be located within a 1,500-foot walking distance of public transit. For this purpose, public transit means a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public. A public transit stop or station that is in development may also apply if the anticipated operating date is within three years.

b. The nearby public transit facility will sufficiently alleviate the demand for the specified number of required parking stalls.

5. Shuttle Service

Uses generating travel patterns whereby a majority of employees or visitors arrive and depart within the same time periods may operate a viable shuttle service that decreases the demand for automobile parking.

Criteria:

a. A shuttle shall provide scheduled service between the use and a location that can accommodate the arrival of shuttle users, such as a park and ride facility or public transit station or stop.

b. A majority of shuttle users arrive and depart roughly within the same three hour period.

c. The planned shuttle service will sufficiently alleviate the demand for the specified number of required parking stalls.

6. Designated Passenger Loading Area

Uses that can accommodate a high share of arrivals and departures through dynamic ridesharing or taxi services when provided a safe and efficient passenger loading area may have a decreased demand for automobile parking.

Criteria:

a. A designated passenger loading area shall be located within a 300-foot walking distance of a street facing entrance to the use it serves. Travel between a designated passenger loading area and the use being served shall not require pedestrians to cross streets.

b. The passenger loading area shall not be placed within 75 feet of an intersection.

c. The passenger loading area shall provide sufficient space for a vehicle to pull out of roadway traffic and safely load and unload passengers without interfering with traffic flow.

d. The passenger loading area shall not decrease sidewalk space for pedestrians or impede pedestrian movement.

e. Passenger loading areas shall be clearly indicated with signage.

f. The designated passenger loading area will sufficiently alleviate the demand for the specified number of required parking stalls.

D. Measurement

1. For measurement of walking distance see *Sec. 14.1.3.B. (Distance, Walking)*.

2. Peak period demand is determined based on the following:

a. For projects that have obtained a certificate of occupancy, this analysis shall be conducted on an hourly basis, 24 hours per day, for seven consecutive days to identify the maximum average number of automobiles on the lot per hour.

b. For projects that have not yet obtained a certificate of occupancy, this analysis shall be conducted on an hourly basis, 24 hours per day, for seven consecutive days to identify the maximum average number of automobiles per hour on a lot serving a similar use.

E. Relief

A deviation from any alternative parking strategy dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

SEC. 4C.4.4. PARKING AREA DESIGN

A. Intent

To ensure parking areas provide sufficient accommodation for automobile parking.

B. Applicability

Parking area design standards are applicable to every parking area containing automobile parking stalls.

C. Standards

1. Automobile Circulation

All portions of a parking area, including public parking structures, shall be accessible by automobile to all other portions of a parking area without requiring the use of any public street. Alleys may be used for circulation between parking areas. LADOT may allow use of the public street for this purpose where they determine that it is not detrimental to the flow of traffic.

2. Location of Parking Stalls

a. All required automobile parking stalls shall be located in an off-street parking area.

b. The required automobile parking stalls shall be provided either on the same lot as the use they are intended to serve or on another lot not more than a 750-foot walking distance of a street facing entrance to the use intended to be served by the required parking. An alternative parking strategy provided in accordance with *Sec. 4C.4.3. (Alternative Parking Strategies)* may be approved to exceed this distance.

c. Automobile parking is not permitted within the primary street parking setbacks, side street parking setbacks and any special lot line parking setbacks established by the applicable Frontage District in accordance with *Sec. 3C.2.1. (Frontage Setback)*.

d. Automobile parking is not permitted within any portion of a site designated to be used as lot amenity space or residential amenity space in accordance with *Div. 2C.3. (Amenity)*.

3. Automobile Maneuvering

a. Each automobile parking stall shall be so located that no automobile is required to reverse onto any public street or sidewalk to leave the parking stall, parking bay or driveway, except where the automobile parking facility serves 4 parking stalls or less and where the driveway access is to a street other than a boulevard or avenue. An alley may be used for maneuvering in reverse.

b. Each automobile parking stall shall be so located that parking maneuvers can be accomplished without driving onto a frontage parking setback area.

4. Parking Stall Striping

Each parking stall shall be clearly marked with striping for the entire required parking stall depth with the exception of parking areas on lots that contain less than 5 parking stalls, which are not required to mark parking stalls with striping.

5. Barriers

Bumper guards, wheel stops, steel posts, curbs, or other permanent installations that prevent vehicles from parking or maneuvering outside of parking areas, driveways and motor vehicle use areas.

6. Paving

All parking areas shall be paved with a material treatment meeting either the basic or alternative paving material standards.

a. Basic Paving Material

Automobile parking areas shall be paved with either hard, durable asphaltic paving which has been mixed at a plant and is at least 2 inches thick after compaction, with Portland cement paving at least 3 inches thick.

b. Alternate Paving Materials

i. Automobile parking areas shall be paved with porous asphalt, porous concrete, permeable interlocking concrete pavers, permeable pavers, decomposed granite, crushed rock, gravel, or restrained systems (a plastic or concrete grid system confined on all sides to restrict lateral movement, and filled with gravel or grass in the voids).

ii. Alternate paving materials are subject to the following standards:

a) Paving materials located in a designated fire lane must be approved by LAFD.

b) Permeable interlocking concrete pavers and permeable pavers shall have a minimum thickness of 80 mm (3.14 inches).

c) If plantings are an element of the alternative paving material, the irrigation system shall not utilize potable water except for plant establishment.

d) Products and underlying drainage material shall be installed per manufacturers' specifications. Sub-grade soils shall be compacted as required per the product installation specifications.

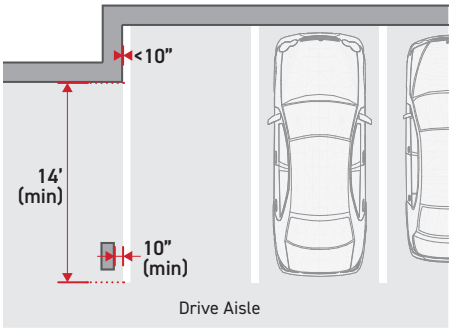
e) Decomposed granite, crushed rock and gravel shall only be allowed for parking areas serving 1 or 2 dwelling units.

7. Lighting

Parking areas shall be illuminated in accordance with *Sec. 4C.11.1 (Outdoor Lighting)*.

8. Parking Stall Obstructions

No fence, wall, partition, column, post or similar obstruction may be located within 10 inches of a parking stall along its longest dimension unless the obstruction is located a minimum of 14 feet from the drive aisle measured parallel to the parking stall. Parking stalls provided in 1L or 2L Density Districts are exempt from this standard.



9. Parking Lots

For additional standards for parking lots see *Sec. 4C.4.4. (Parking Lot Design)*.

10. Structured Parking

For additional standards for structured parking see *Sec. 4C.4.6. (Parking Structure Design)*.

11. Parking Stall Dimensions

All automobile parking stalls shall meet the minimum dimension standards in the table below:

PARKING STALL DIMENSIONS

Parking Stall		Dimension	Parking Stall Type		
STALL TYPE	STALL ANGLE		STANDARD	COMPACT	TANDEM
Perpendicular and Angled	>0°-90°	Width (min)	8'-4"	7'-6"	8'-4"
		Depth (min)	18'-0"	15'-0"	33'-0"
Parallel (Typical)	0°	Width (min)	8'-0"	7'-6"	n/a
		Depth (min)	26'-0"	23'-0"	n/a
Parallel (End Stall)	0°	Width (min)	8'-0"	7'-6"	n/a
		Depth (min)	30'-0"	27'-0"	n/a

12. Compact Parking

a. All parking stalls in excess of the required number of parking stalls in *Sec. 4C.4.1. (Required Automobile Parking Stalls)* may be compact parking stalls.

b. All parking stalls in excess of one parking stall per dwelling unit may be compact parking stalls.

c. In each parking area containing 10 or more parking stalls, a maximum of 40% of the required stalls may be compact parking stalls. Such restriction shall not apply to parking stalls in excess of the number of required stalls.

d. All compact stalls shall be clearly and visibly striped and labeled for compact car use only.

13. Tandem Parking

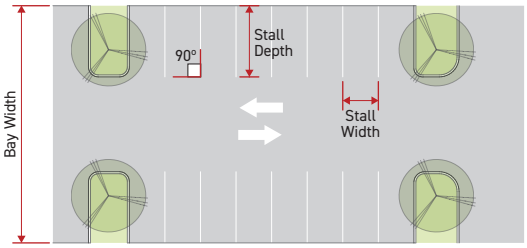
Automobiles may be parked in tandem in a private parking area serving a residential use, where the tandem parking is not more than two cars in depth. Tandem parking is not allowed for recreational vehicles or guest parking provided as part of a private parking area serving a residential use.

14. Parking Bay Dimensions

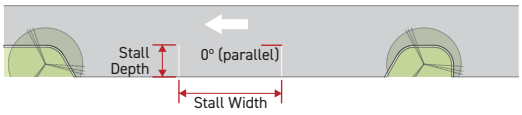
a. The minimum width of each parking bay is determined by the stall width and parking stall angle of the parking stalls in accordance with the table below:

PARKING BAY WIDTH					
Parking Stall		One-Way Drive Aisle		Two-Way Drive Aisle	
ANGLE	WIDTH	DOUBLE LOADED	SINGLE LOADED	DOUBLE LOADED	SINGLE LOADED
0° (Parallel)	8'-0"	28'-0"	18'-0"	36'-0"	28'-0"
30°	7'-6"	40'-0"	26'-0"	48'-2"	34'-0"
	8'-4"	43'-0"	27'-6"	51'-2"	35'-6"
	8'-6"	43'-0"	27'-6"	51'-2"	35'-6"
	9'-0"	43'-0"	27'-6"	51'-2"	35'-6"
45°	7'-6"	44'-4"	28'-2"	52'-1"	36'-3"
	8'-4"	50'-3"	31'-11"	56'-4"	38'-6"
	8'-6"	49'-10"	31'-6"	56'-4"	38'-6"
	9'-0"	48'-7"	30'-3"	56'-4"	38'-4"
60°	7'-6"	49'-4"	32'-8"	54'-1"	37'-11"
	8'-4"	56'-5"	37'-3"	59'-11"	41'-1"
	8'-6"	55'-11"	36'-9"	59'-9"	40'-11"
	9'-0"	54'-8"	35'-3"	59'-3"	40'-7"
90°	7'-6"	55'-4"	40'-4"	55'-4"	40'-4"
	8'-4"	64'-0"	46'-0"	64'-0"	46'-0"
	8'-6"	63'-4"	45'-4"	63'-4"	45'-4"
	9'-0"	61'-4"	43'-4"	61'-4"	43'-4"

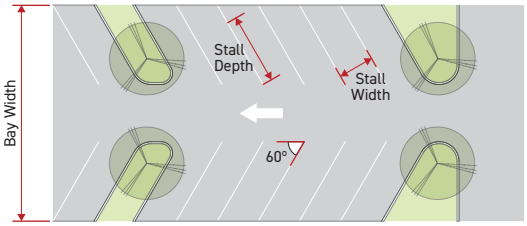
2-WAY / DOUBLE LOADED



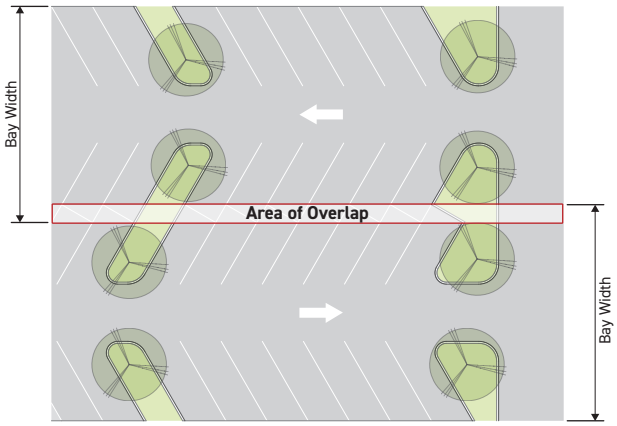
1-WAY / SINGLE LOADED



1-WAY TRAFFIC/DOUBLE LOADED



OVERLAPPING PARKING BAYS



b. Where parking stalls of two bays interlock the parking bays may overlap.

c. Any tandem stalls provided shall increase the minimum parking bay width by 15' tandem stalls are provided on only one side of a drive aisle and 30' where tandem stalls are provided on two sides of a drive aisle.

d. Parking bay dimensions other than those specified may be approved by the Superintendent of Building based on vehicle maneuvering requirements on the site.

15. Mechanical Automobile Lifts and Robotic Parking Structures

a. The stacking of 2 or more automobiles using a mechanical car lift or computerized parking structure is permitted.

b. All automobile parking stalls included in a mechanical lift or robotic parking structure shall meet the minimum dimension standards in the table below:

PARKING STALL DIMENSIONS		
Dimension	Parking Stall Type	
	STANDARD	COMPACT
Clear Width (min)	8'-0"	7'-0"
Clear Height (min)	7'-0"	6'-0"

d. The platform of the mechanical lift on which the automobile is first placed shall be individually accessed and shall be placed so that the location of the platform and access to the platform meet all applicable requirements of Division 4C.4. (Automobile Parking).

e. The lift equipment or computerized parking structure shall meet any applicable building, mechanical and electrical code requirements as approved by the Department of Building and Safety.

f. All mechanical automobile lifts and robotic parking structures shall be subject to *4C.4.3.C.2. (Location of Parking Stalls)*.

D. Measurement

1. Parking Stall Width

The narrowest horizontal distance between opposite edges of a parking stall.

2. Parking Stall Depth

The horizontal distance measured perpendicular to the parking stall width from one edge of a parking stall to the opposite edge. A minimum parking stall depth shall be met for all portions of the parking stall width.

3. Parking Bay Width

The horizontal distance between opposite edges of a parking bay measured perpendicular to the drive lane.

4. Parking Angle

The angle measured from the long edge of a parking stall to the drive lane.

5. Clear Height

Minimum clear height is measured as the vertical dimension of a parking stall at the lowest point, from finished grade or floor elevation to the ceiling or other fixed obstruction for the full width and depth of the parking stall.

6. Clear Width

Minimum clear width is measured as the horizontal dimension of a parking stall at the narrowest point between walls or other fixed obstructions for the full depth of the parking stall.

E. Exceptions

A parking area providing attendants to park the vehicles at all times when the parking area is open for use does not have to meet the requirements of the following of *Sec. 4C.4.4.C.11. (Parking Stall Dimensions)* and *Sec. 4C.4.4.C.14. (Parking Bay Dimensions)*.

F. Relief

1. A deviation from parking area design standards may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.
2. A reduction in required number of standard parking stalls by 10% in lieu of compact parking stalls may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.
3. A deviation in required parking stall dimensions or parking bay dimensions may be allowed as a variance in accordance with *Sec. 13.7.3 (Variance)*.

SEC. 4C.4.5. PARKING LOT DESIGN

A. Intent

Ensure parking lots are designed to create safe, comfortable and attractive environments for users and pedestrians along the adjacent public right-of-way, while also mitigating heat island effects, absorbing noise pollution, managing stormwater runoff, sequestering carbon emissions and supporting urban biodiversity through landscaping and surface design.

B. Applicability

1. Parking lot design standards apply to all automobile parking areas that are not contained within a parking structure. For parking structure design standards see *Sec. 4C.4.5 (Parking Structure Design)*.

2. Parking lot landscaping standards apply to all automobile parking areas containing 5 or more parking stalls.

C. Standards

1. Surfacing

a. All automobile parking areas shall be graded and drained to collect, retain and infiltrate surface water on-site by applying Low Impact Development practices and standards in accordance with *LAMC Section 64.72. (Stormwater Pollution Control Measures for Development Planning and Construction Activities)*.

b. Parking lots shall be surfaced with hard, durable asphaltic paving which has been mixed at a plant and is at least two inches thick after compaction, with portland cement paving at least three inches thick or with an alternative paving material described below.

i. Alternative paving materials include the following: porous asphalt, porous concrete, permeable interlocking concrete pavers, permeable pavers, decomposed granite, crushed rock, gravel, and restrained systems (a plastic or concrete grid system confined on all sides to restrict lateral movement, and filled with gravel or grass in the voids.)

ii. Alternative paving materials are permitted for use in every parking lot, subject to the following standards:

a) Any product installed within areas designated by the Fire Department as a fire lane must be approved by the Fire Department.

b) Permeable interlocking concrete pavers and permeable pavers shall have a minimum thickness of 80 mm (3.14 inches).

c) If plantings are an element of the alternative paving material, the irrigation system shall not utilize potable water except for plant establishment.

d) Products and underlying drainage material shall be installed per manufacturers' specifications. Sub-grade soils shall be compacted as required per the product installation specifications.

e) Decomposed granite, crushed rock and gravel shall only be allowed for driveways and parking areas serving a maximum of two dwelling units.

2. Parking Lot Landscaping

a. General

i. Projects may comply with either Option 1 or Option 2 in order to meet the requirements of this Section.

ii. The required stall length of parking stalls may overhang the planting areas required by the parking lot landscaping standards by 2 feet or less.

iii. All planting areas shall comply with *Sec. 4C.4.4. (Plant Design & Installation)* in addition to any planting area requirements of the chosen parking lot landscaping option.

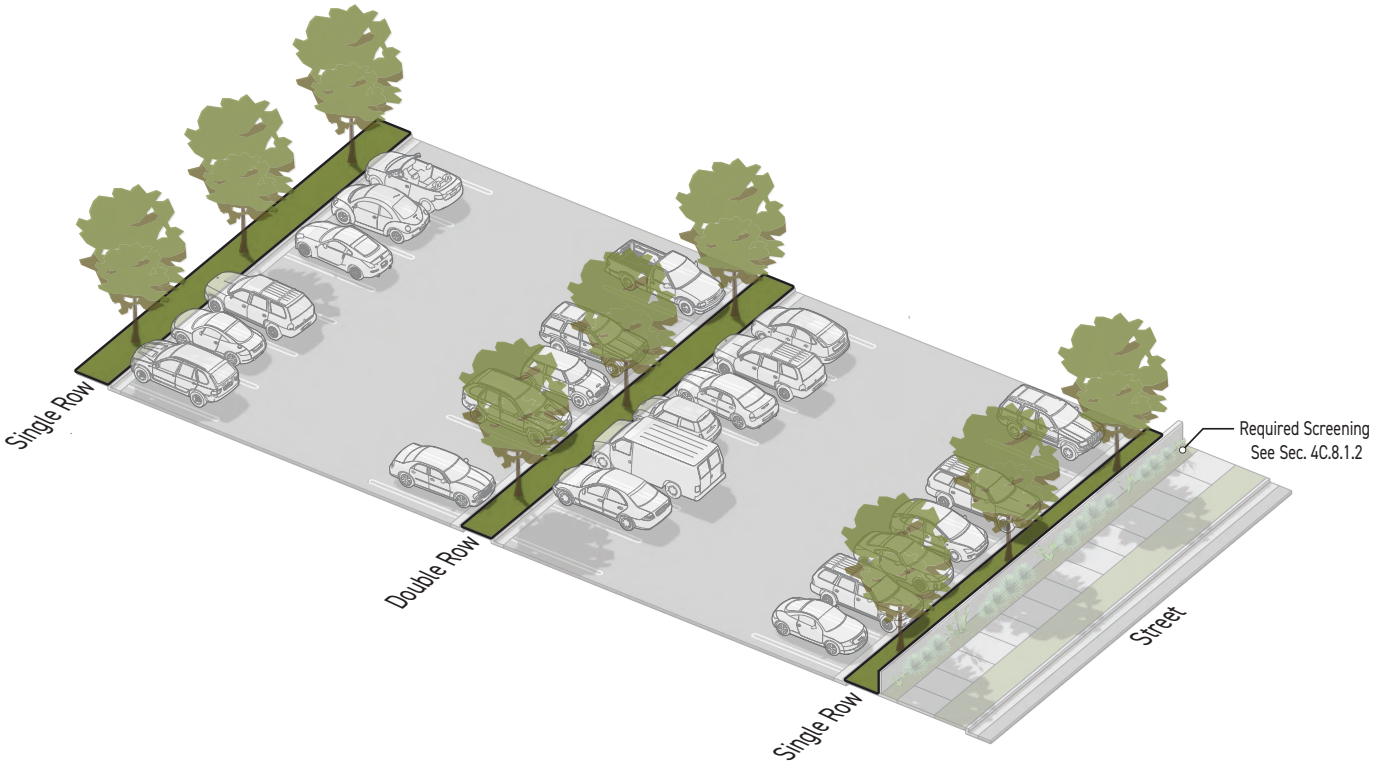
b. Option 1: Prescriptive Standard

i. Trees planted within a planting area located along a single row of parking stalls shall be provided at a rate of 1 large species tree or 2 small species trees for every 34 parking stalls.

ii. Trees planted between two rows of parking stalls shall be provided at a rate of 1 large species tree *(Sec. 4C.4.4.C.3.a.)* or 2 small species trees *(Sec. 4C.4.4.C.3.a.)* for every 68 parking stalls.

iii. Trees planted between two rows of parking stalls shall be provided at a rate of 1 large species tree *(Sec. 4C.4.4.C.3.a.)* or 2 small species trees *(Sec. 4C.4.4.C.3.a.)* for every 6 parking stalls.

iv. Required trees shall be spaced evenly along the entire length of the required planting area.



v. When calculating the total number of trees results in a fraction of a tree, any fraction less than one-half may be disregarded and any fraction of one-half or more will require one additional tree.

c. Option 2: Performance-Based Standard

Trees shall be planted so that at least 50% of all parking lot stalls will be shaded by tree canopy after 10 years of planting.

3. Screening

a. Where a parking lot faces a frontage lot line, common lot line or an alley lot line the entire length of the parking lot shall be screened.

i. A type *F2 frontage screen (Sec. 4C.8.1.C.2.b.)* or a type *F3 frontage screen (Sec. 4C.8.1.C.2.c.)* is required between the parking lot and frontage lot lines for any portion of the length of the parking lot that faces a frontage lot line.

ii. A Type *T1 transition screen (Sec. 4C.8.2.C.2.a.)* is required between the parking lot and common lot lines shared with lots having a 1L, 2L, 3L or 4L Density District for any portion of the length of the parking lot that faces a common lot line.

iii. A Type *T1 transition screen (Sec. 4C.8.2.C.2.a.)* is required between the parking lot and alley lot lines for any portion of the length of the parking lot that faces an alley lot line where lots zoned with a 1L, 2L, 3L or 4L Density District abut the opposite side of the alley right-of-way.

b. The required stall length of parking stalls may overhang the planting area of a required frontage screen or transition screen by 2 feet or less.

c. Screens may only be located in a frontage yard where they comply with frontage yard fences and wall standards in the applied *Frontage District (Part 3B)*.

4. Containment Perimeter

Parking lots shall include a containment perimeter that obstructs motor vehicles from leaving the designated parking lot. The containment perimeter shall be providing using one or more of the following containment methods around the entire perimeter except for crossings and access points required for driveways, drive aisles, pedestrian accessways, pedestrian passageways:

a. Continuous curbs of no less than 4 inches in height.

b. Permanent bollards, walls, raised planters, or a similar containment method having a height no less than 30 inches and having a clear width of no more than 66 inches.

c. A planting area meeting *Sec. 4C.6.4.C.2 (Planting Areas)* with no horizontal dimension less than 5 feet.

5. Lighting

Parking areas shall be illuminated in accordance with *Sec. 4C.10.1. (Outdoor Lighting)*.

D. Measurement

1. For lot line determination see *Sec. 14.1.12 (Lot Line Determination)*.
2. For frontage yard designation see *Sec. 14.1.20.G. (Frontage yard)*.
3. For parking frontage setback see *Sec. 3C.2.1. (Parking Setback)*.
4. For the length that a parking lot is facing a lot line see *Sec. 14.1.6. (Facing)*.
5. To measure planting area width see *Sec. 4C.4.4.D.1 (Planting Area Width)*.

E. Relief

1. A deviation from any parking lot design dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
2. A deviation from any parking lot design standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.4.6. PARKING STRUCTURE DESIGN

A. Intent

To limit the visual and environmental impact of motor vehicle use areas on the public realm to extent appropriate to the mobility context.

B. Applicability

1. General

Parking structure design standards apply to all parking structures.

2. Primary St.

Where the applied *Development Standard District (Part 4B)* specifies a parking structure design treatment under the "Primary St." heading, the specified parking structure design treatment standards apply to all portions of a structure that face a primary street lot line and include a motor vehicle use area within 30 feet of the primary street lot line-facing facade.

3. Side St.

a. Where the applied *Development Standard District (Part 4B)* specifies a parking structure design treatment under the "Side St." heading, the specified parking structure design treatment standards apply to all portions of a structure that face a side street lot line and include a motor vehicle use area within 30 feet of the side street lot line-facing facade.

b. On a lot zoned with a *Dual Frontage District (Div 4B.8.)*, the parking structure design treatment standards specified under the "Side St." heading, apply to all portions of a structure that face a special lot line and include a motor vehicle use area within 30 feet of the special lot line facing facade.

4. Parking Garage

Where the applied *Development Standard District (Part 4B)* specifies a parking structure design treatment under the "Parking Garage" subheading, the specified parking structure design treatment standards apply to all parking garages.

5. Integrated Parking

Where the applied *Development Standard District (Part 4B)* specifies a parking structure design treatment under the "Integrated Parking" subheading, the specified parking structure design treatment standards apply to structures including integrated parking.

6. Ground Story

Where the applied *Development Standard District (Part 4B)* specifies a parking structure design treatment for the ground story, the specified parking structure design treatment standards apply along the ground story facade.

7. Upper Stories

Where the applied *Development Standard District (Part 4B)* specifies a parking structure design treatment for upper stories, the specified parking structure design treatment standards apply along upper story facades.

C. Standards

1. General

a. Parking structure design treatments are hierarchical according to the following order:

i. Screened Parking

ii. Concealed Parking

iii. Adaptable Parking

iv. Wrapped Parking

b. If a treatment listed with a lower number is specified by the applied *Development Standards District (Part 4B)*, the applicant may choose to meet the standards of a treatment with a higher number.

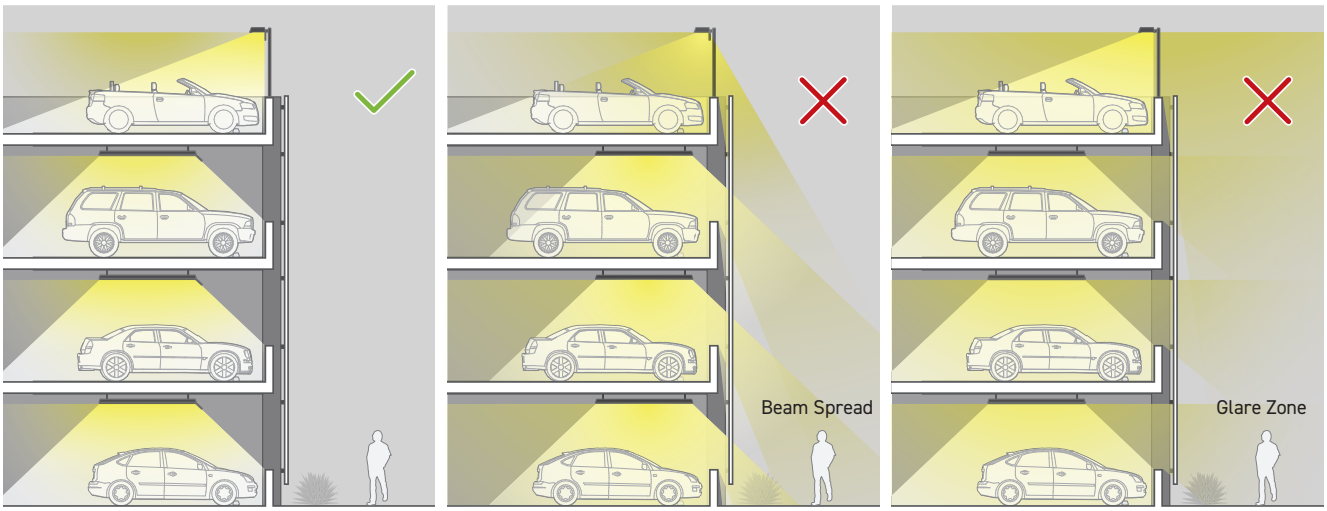
c. Ground story motor vehicle use areas located in a parking structure shall also meet any parking setback standards specified by the applied *Frontage District (Part 3B)*.

2. Lighting

All luminaires located in parking structures shall meet the following standards:

a. Luminaires shall meet the standards of *Sec. 4C.10.1. (Outdoor Lighting)*.

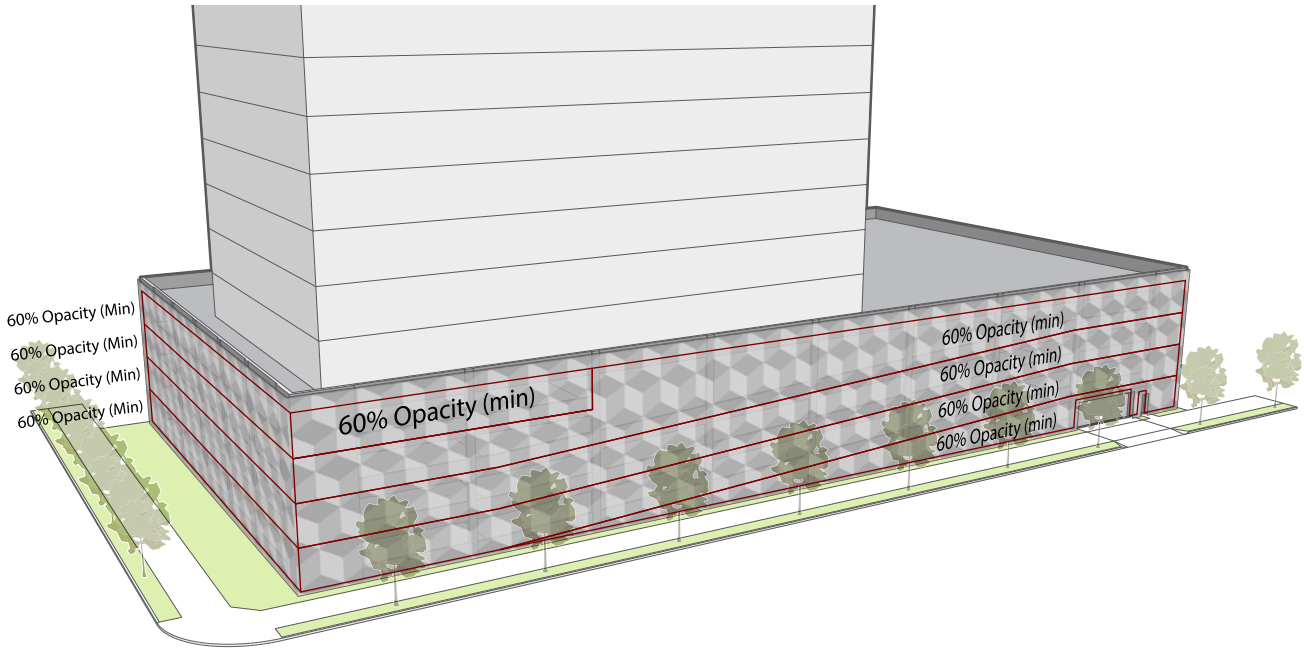
b. Beam spread and glare zone from luminaires shall be contained within the parking structure.



3. Parking Structure Design Treatments

a. Screened Parking

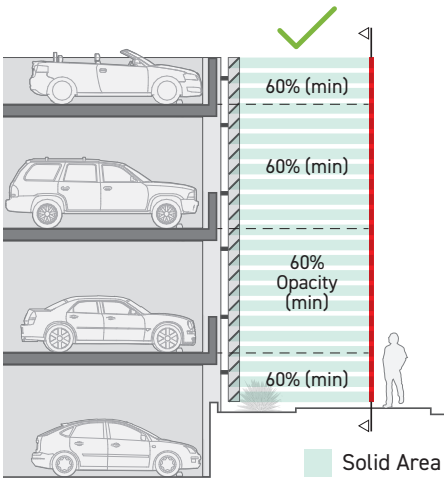
Intended to limit the visual and environmental impact of motor vehicle use areas on the public realm.



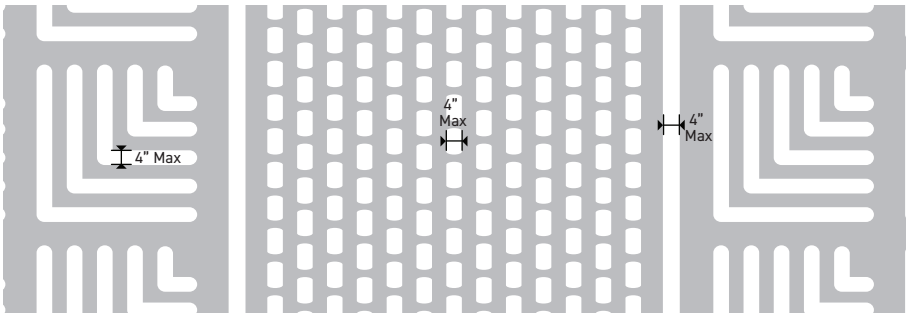
i. Parking structure facades required to be screened shall meet any frontage standards required by the applicable Frontage District.

ii. All above grade parking structure facades shall be screened with a permanent structure that meets the following standards:

a) Shall not have less than 60% opacity for any individual tier of parking measured in elevation projection.



b) Openings in screens shall be 4 inches or less in at least one dimension except for openings provided for pedestrian or vehicle access.



c) Upper story parking screening, when projected from an angle of elevation of 45 degrees shall not have a lower opacity than when measured in elevation projection.

d) Parking structure screen openings accommodating automobile access are allowed for a width no greater than the maximum allowed driveway width allowed by the applicable Development Standards District.

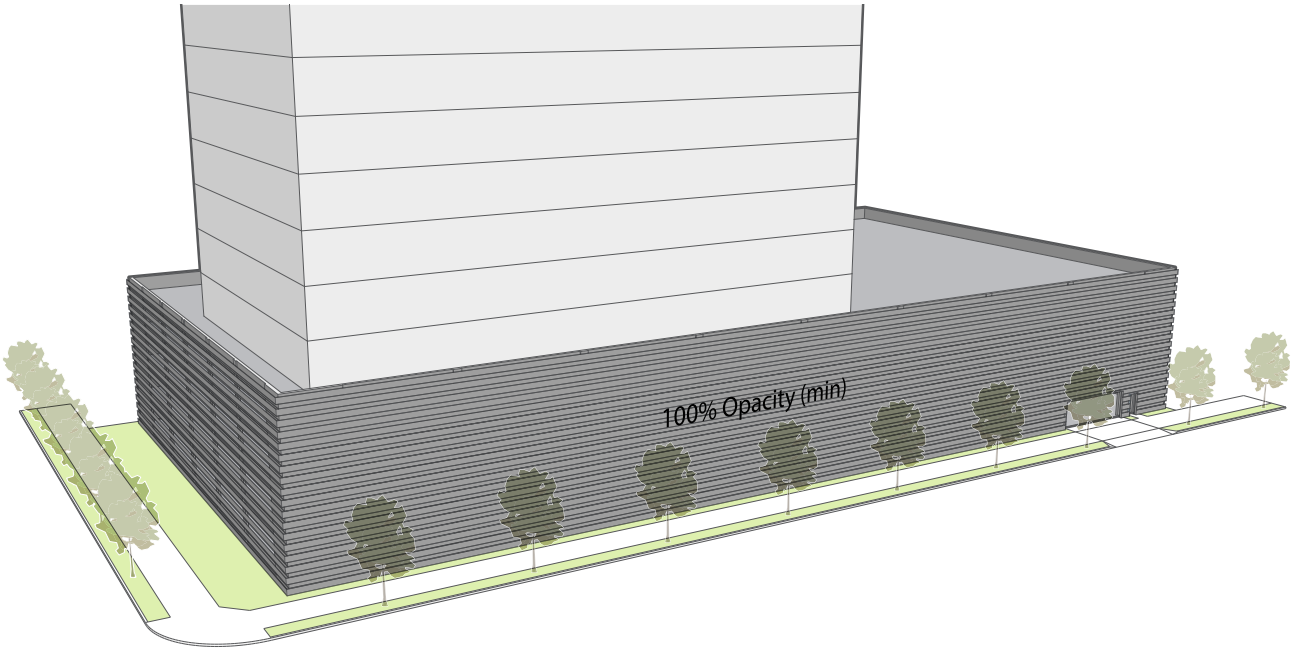
e) Parking structure screen openings accommodating pedestrian accessways are allowed for a width no greater than 8 feet in width for each individual pedestrian accessway. Where an opening in the parking garage screening accommodates both pedestrian and automobile access, the maximum allowable opening width is 8 feet greater than the maximum allowed driveway width.

f) Parking structure screen openings shall have a height no greater than 1 story.

iii. In addition to the screening above, a F-Screen 1 or F-Screen 2 frontage screen *(Sec. 4C.8.1.C.2.)* is required between ground story parking and all frontage lot lines.

b. Concealed Parking

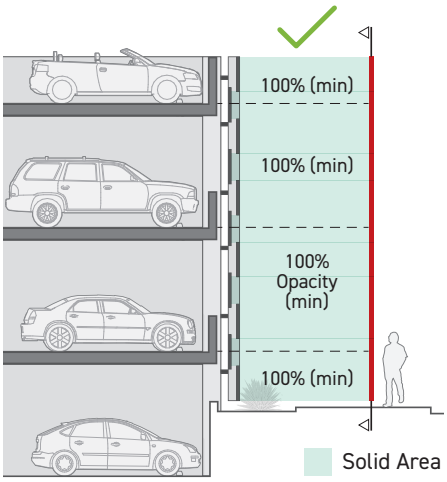
Intended to entirely block views of cars, people and direct light from inside parking structures to the public realm.



i. Parking structure facades required to be concealed shall meet any frontage standards required by the applicable Frontage District.

ii. All above-grade parking structure facades shall be screened with a permanent structure meeting the following standards:

a) Shall not have an opacity of less than 100%.



b) Parking structure enclosures shall not include perforated metal screening products.

c) Parking structure screen openings accommodating automobile access are allowed for a width no greater than the maximum allowed driveway width allowed by the applicable Development Standards District.

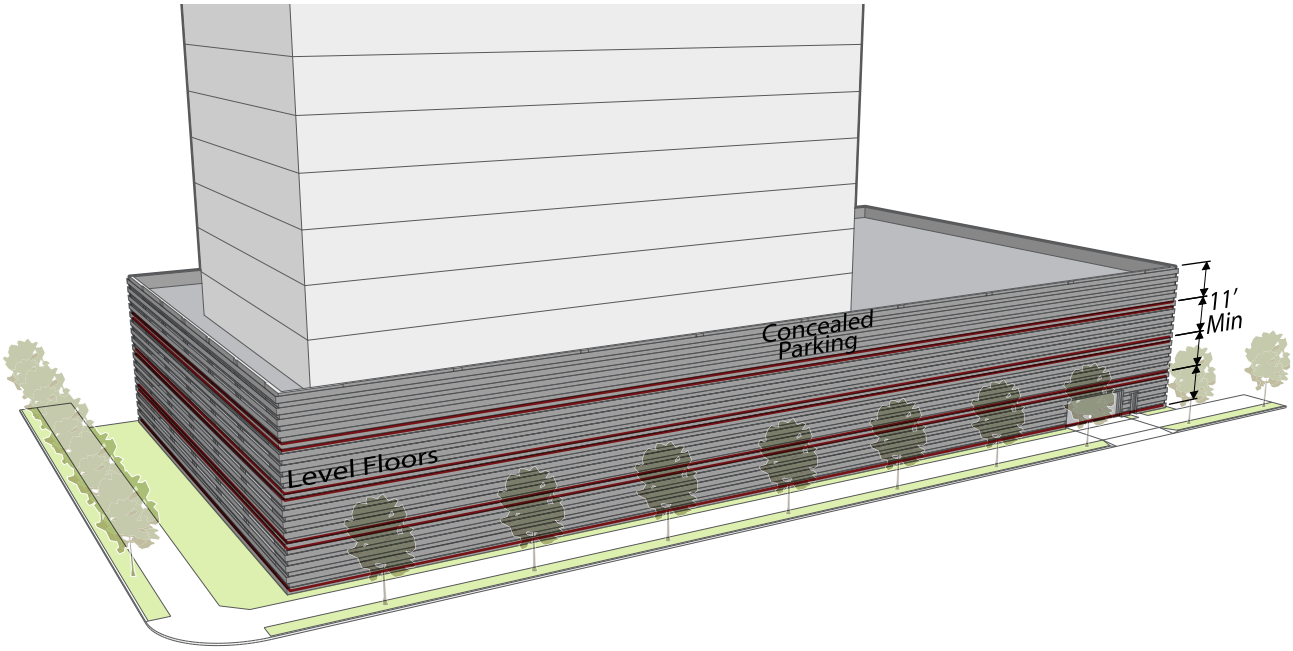
d) Parking structure screen openings accommodating pedestrian accessways are allowed for a width no greater than 8 feet in width for each individual pedestrian accessway. Where an opening in the parking garage screening accommodates both pedestrian and automobile access, the maximum allowable opening width is 8 feet greater than the maximum allowed driveway width.

e) Parking structure screen openings shall have a height no greater than 1 story.

iii. In addition to the screening above, a type F-Screen 1 or F-Screen 2 frontage screen *(Sec. 4C.8.1.C.3)* is required between ground story parking and all frontage lot lines.

C. Adaptable Parking

Intended to ensure floors used for parking are built in a way that allows motor vehicle use areas to change to active uses in the future without significant structural renovation.



i. Parking structure facades required to be adaptable shall meet any frontage standards required by the applicable Frontage District.

ii. Where required to be adaptable by the applicable Development Standards District; parking structures shall meet the following standards for a minimum depth of 30 feet from the applicable street-facing building facade:

a) Floor plates shall be level except to the minimum extent required for drainage.

b) Structure shall be constructed to accommodate loads associated with office building corridors above first floor as indicated by the Los Angeles Building Code.

c) Floor to floor heights shall be a minimum of 11 feet.

iii. All parking required to be adaptable shall also meet the standards for concealed parking *(Sec. 4C.4.6.C.3.b.)*.

d. Wrapped Parking

Intended to ensure active uses along the public right-of-way in order to provide a human-scale and visual interest to buildings along streets and sidewalks, contributing to public safety, walkability and social engagement.

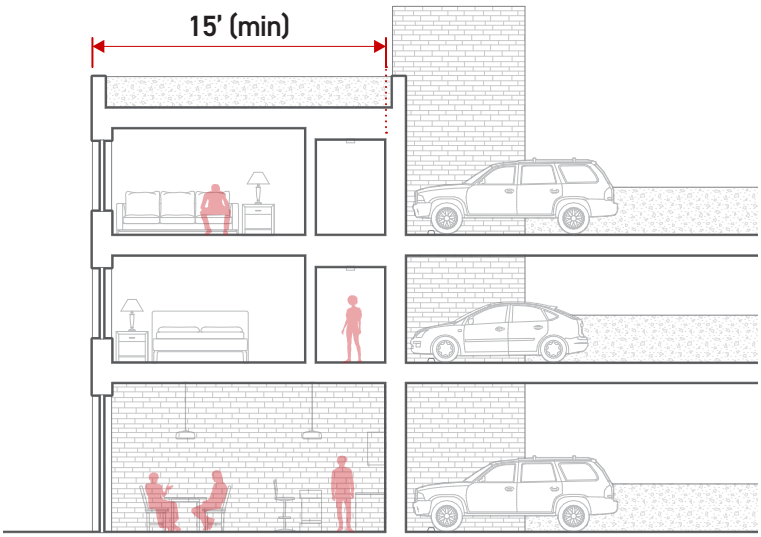


i. Parking structure facades required to be wrapped shall meet any frontage standards required by the applicable Frontage District.

ii. Where parking structures are required to be wrapped by the applicable Development Standards District; parking structures shall meet the following standards for the portion of the building width required to meet the minimum build-to width specified in the applicable Frontage District.

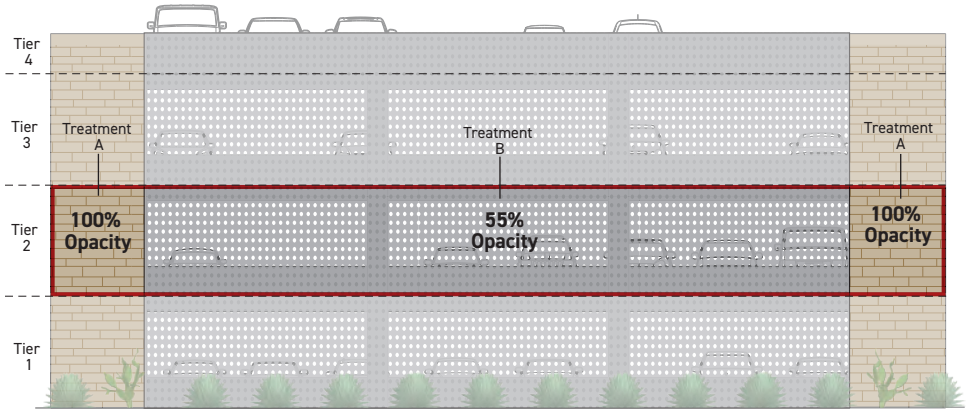
a) Parking and other motor vehicle use areas shall be separated from the frontage lot line by indoor active uses for a minimum depth of 15 feet measured from the applicable street-facing building face.

b) For the purpose of wrapping parking, active uses include indoor occupiable spaces designed and intended for tenants, residents or guests. Areas for circulation, storage, mechanical equipment, utilities, and waste collection shall not account for more than 15% of an area designated as an active use on any story.



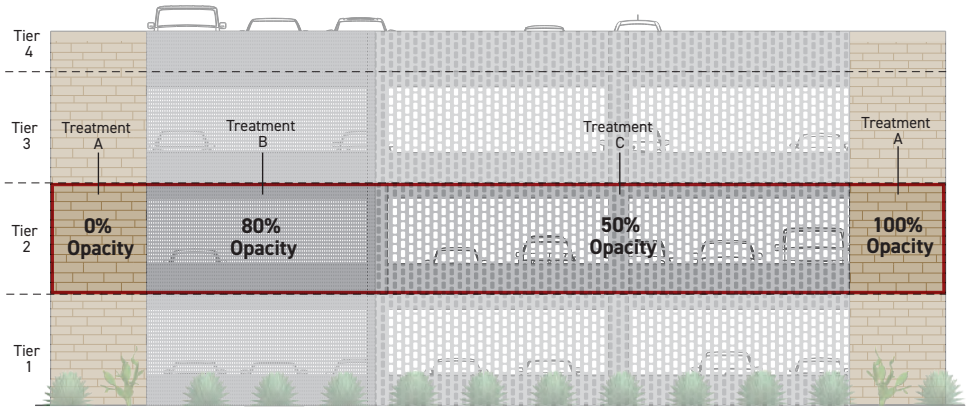
iii. The portion of the building width not required to meet the minimum build-to width required by the applicable Frontage District may meet either the standards for wrapped parking or concealed parking *(Sec. 4C.4.6.C.3.b.)*.

D. Measurement



TIER 2 OPACITY CALCULATION

	% OPACITY	x PORTION OF TOTAL FACADE AREA	= WEIGHTED VALUE
TREATMENT A	100%	0.2	20%
TREATMENT B	55%	0.8	42%
TIER 2 TOTAL OPACITY			62%



TIER 2 OPACITY CALCULATION

	% OPACITY	x PORTION OF TOTAL FACADE AREA	= WEIGHTED VALUE
TREATMENT A	100%	0.2	20%
TREATMENT B	80%	0.3	24%
TREATMENT C	50%	0.5	25%
TIER 2 TOTAL OPACITY			69%

1. Opacity

a. Opacity of screening is calculated separately for each tier of parking on each building facade.

b. Minimum opacity is measured as a percentage calculated as the sum of all solid areas on a parking facade area divided by the total parking facade area projected horizontally and perpendicular to the facade area. Also see *Sec. 14.1.13. (Opacity %)*.

c. When a parking structure tier uses more than one screening treatment with varying opacities, the opacity for the entire tier is calculated as a weighted average of the opacities of all the treatments used on the tier. The opacity of each screening treatment is weighted by the percent of the total parking screen facade area covered by that screening treatment.

d. For the purpose of measuring opacity, above-grade portions of underground and ground story parking structure facade area using a green wall meeting the standards of *Sec. 3C.4.2.E.3.c. (Green Wall)* are considered to have an opacity of 60%.

2. Parking Structure Screen Openings

a. Parking structure screen opening width is measured as the maximum horizontal dimension of the area not including the parking structure treatment required by *Part 4B. (Development Standard Districts)*. Parking structure screen opening width is measured parallel to the parking structure facade.

b. Parking structure screen opening height is measured as the maximum vertical dimension of the area on a parking structure facade that does not include the parking structure treatment required by *Part 4B. (Development Standard Districts)*.

E. Exceptions

Sites that have a total lot area of less than 30,000 square feet and contain parking structures where upper stories are required to comply with *Sec. 4C.4.6.C.3.d. (Wrapped Parking)* may design upper story portions of parking structures to comply with the following standards rather than with *Sec. 4C.4.6.C.3.d. (Wrapped Parking)*:

1. Upper story motor vehicle use areas shall be in a fully enclosed building; and
2. The parking structure facades shall meet all standards specified by the applied *Frontage District (Part 3B)*.

F. Relief

1. An alternative to any parking structure design standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any parking structure design dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. A deviation from any parking structure design standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

DIV. 4C.5. TRANSPORTATION DEMAND MANAGEMENT

SEC. 4C.5.1. SMALL PROJECTS

A. Intent

To alter travel behavior through programs of incentives, services, and policies appropriate for small projects, including encouraging the use of alternatives to single-occupancy vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work-schedule that move trips out of the peak period or eliminates them altogether.

B. Applicability

Small projects transportation demand management standards apply to new construction and additions adding more than 25,000 square feet of non-residential floor area.

C. Standards

Applicants shall execute and record a covenant and agreement to the satisfaction of LADOT, to provide and continually maintain in a state of good repair a bulletin board, display case, or kiosk meeting the following standards:

1. The required bulletin board, display case or kiosk shall be located where the greatest number of employees are likely to see it.

2. The required bulletin board, display case or kiosk display shall include, but is not limited to, the following:

a. Current routes and schedules for public transit serving the site;

b. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations;

c. Ridesharing promotion material supplied by commuter-oriented organizations;

d. Regional/local bicycle route and facility information;

e. A listing of on-site services or facilities which are available for carpool, vanpool, bicycle, and transit riders.

D. Measurement

[None]

E. Relief

1. An alternative to small project transportation demand management standards may be requested in accordance with Sec. 13B.5.1 (Alternative Compliance).

2. A deviation from any small project transportation demand management dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. A deviation from any small project transportation demand management standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

4. In cases of extreme hardship, duly established to its satisfaction, the City Council, acting in its legislative capacity, and by resolution, may grant an exemption from any/or all the provisions of *Sec 4C.5.1. (Small Projects)*. In granting such an exemption, the City Council shall make the following findings:

   a. Specific features of the development make it infeasible to satisfy all of the provisions of this subsection; and

   b. The applicant has committed to provide equivalent alternative measures to reduce vehicle trips.

SEC. 4C.5.2. MEDIUM PROJECTS

A. Intent

To alter travel behavior through programs of incentives, services, and policies appropriate for medium projects, including encouraging the use of alternatives to single-occupancy vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work-schedule that move trips out of the peak period or eliminates them altogether.

B. Applicability

Medium projects transportation demand management standards apply to new construction and additions adding more than 50,000 square feet of non-residential floor area.

C. Standards

Applicants shall execute and record a covenant and agreement to the satisfaction of LADOT, to provide and continually maintain in a state of good repair the following trip reduction features:

1. All trip reduction features required for small projects *(Sec. 4C.5.1.)*.

2. A designated parking area for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s). This area shall include at least ten percent of the parking stalls required for the site. The spaces shall be signed and striped sufficient to meet the employee demand for such spaces. The carpool/vanpool parking area shall be identified on the driveway and circulation plan upon application for a building permit;

3. One permanent, clearly identified (signed and striped) carpool/vanpool parking stall for the first 50,000 to 100,000 square feet of floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking stall for any development over 100,000 square feet of floor area;

4. Parking stalls clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking stalls within the designated carpool/vanpool parking area may be used by other vehicles;

5. No signed and striped parking stalls for carpool/vanpool parking shall displace any handicapped parking;

6. A statement that preferential carpool/vanpool spaces are available on-site and a description of the method for obtaining permission to use such spaces shall be included on the required transportation information board;

7. Additional carpool/vanpool spaces within the designated preferential area will be signed and striped for the use of ridesharing employees based on demand for such spaces;

8. A minimum vertical clearance of 7 feet 2 inches shall be provided for all parking stalls and accessways used by vanpool vehicles when located within a parking structure;

9. Bicycle parking shall be provided in conformance with *Div. 4C.3 (Bicycle Parking)*.

D. Measurement

[None]

E. Relief

1. An alternative to medium project transportation demand management standards may be requested in accordance with Sec. 13B.5.1 (Alternative Compliance).

2. A deviation from any medium project transportation demand management dimensional standard of up to 10% may be requested in accordance with Sec. 13B.5.2 (Adjustment).

3. A deviation from any medium project transportation demand management standard may be allowed as a variance in accordance with Sec. 13B.5.3 (Variance).

4. In cases of extreme hardship, duly established to its satisfaction, the City Council, acting in its legislative capacity, and by resolution, may grant an exemption from any/or all the provisions of *Sec 4C.5.2. (Medium Projects)*. In granting such an exemption, the City Council shall make the following findings:

    a. Specific features of the development make it infeasible to satisfy all of the provisions of this subsection; and

    b. The applicant has committed to provide equivalent alternative measures to reduce vehicle trips.

SEC. 4C.5.3. LARGE PROJECTS

A. Intent

To alter travel behavior through programs of incentives, services, and policies appropriate for large projects, including encouraging the use of alternatives to single-occupancy vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work-schedule that move trips out of the peak period or eliminates them altogether.

B. Applicability

Large projects transportation demand management standards apply to new construction or additions adding more than 100,000 square feet of non-residential floor area.

C. Standards

Applicants shall execute and record a covenant and agreement to the satisfaction of LADOT, to provide and continually maintain in a state of good repair the following trip reduction features:

1. All trip reduction features required for small projects *(Sec. 4C.5.1.)*.
2. All trip reduction features required f or medium projects *(Sec. 4C.5.2.)*.
3. A safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area;
4. Sidewalks or other designated passageways following direct and safe routes from the external pedestrian circulation system to each building in the development;
5. If determined necessary by the City to mitigate the project impact, bus stop improvements shall be provided. The City will consult with the local bus service providers in determining appropriate improvements. When locating bus stops or planning building entrances, entrances shall be designed to provide safe and efficient access to nearby transit stations/stops;
6. Safe and convenient access from the external circulation system to bicycle parking facilities on-site.

D. Measurement

[Reserved]

E. Relief

1. An alternative to large project transportation demand management standards may be requested in accordance with Sec. 13B.5.1 (Alternative Compliance).
2. A deviation from any large project transportation demand management dimensional standard of up to 10% may be requested in accordance with Sec. 13B.5.2 (Adjustment).

3. A deviation from any large project transportation demand management standard may be allowed as a variance in accordance with Sec. 13B.5.3 (Variance).

4. In cases of extreme hardship, duly established to its satisfaction, the City Council, acting in its legislative capacity, and by resolution, may grant an exemption from any/or all the provisions of *Sec 4C.5.3. (Large Projects)*. In granting such an exemption, the City Council shall make the following findings:

   a. Specific features of the development make it infeasible to satisfy all of the provisions of this subsection; and

   b. The applicant has committed to provide equivalent alternative measures to reduce vehicle trips.

F. Monitoring

LADOT shall be responsible for monitoring the owner/applicant's continual implementation and maintenance of the project trip reduction features required by this ordinance.

DIV. 4C.6. PLANTS

SEC. 4C.6.1. PROTECTED VEGETATION

Provisions for protected vegetation are outlined in *LAMC Sec. 46.02. (Requirements for Public Works Permits to Relocate of Remove Protected Trees and Shrubs)* and *Sec. 11.1.3.P. (Protected Vegetation Regulations)*.

SEC. 4C.6.2. REQUIRED TREES

A. Intent

To maintain and increase the City's tree canopy, reduce consumption of electricity, improve air quality, promote infiltration of stormwater runoff, offset urban heat island effect, mitigate noise pollution, sequester carbon and support urban biodiversity.

B. Applicability

Any new construction or site modification shall comply with the required tree standards.

C. Standards

1. One *large species tree (Sec. 4C.4.4.C.3.a.i.a.)* or two *small species trees (Sec. 4C.4.4.C.3.a.i.b.)* shall be planted for every 4,000 square feet of total floor area constructed on a lot. For each additional 4,000 square feet of floor area, one additional one large species tree or two small species trees shall be required. However, no less than one *large species tree (Sec. 4C.4.4.C.3.a.i.a.)* or two *small species trees (Sec. 4C.4.4.C.3.a.i.b.)* shall be planted on every lot.

2. One large species tree or two small species trees shall be planted for each 500 square feet of total required on-site planting area.

3. One small tree planted in a pedestrian amenity space or public amenity space is permitted in lieu of two small trees. One large tree planted in a pedestrian amenity space or public amenity space is permitted in lieu of large trees.

4. Required trees shall be planted either on-site, in a common area accessible to multiple lots from a shared pedestrian accessway, or in the abutting parkway. Trees planted in the parkway require approval from the Board of Public Works or its designee per *LAMC Sec. 63.169 (Permit Required to Plant Streets)*.

5. When calculating the total number of required trees results in the requirement of a fraction of a tree, any fraction up to and including one-half may be disregarded and any fraction over one-half will require one additional tree.

6. Trees provided to comply with other standards, including *Sec. 4C.4.4. (Parking Lot Design)*, *Sec. 4C.6.4. (Planting Areas)*, *Div. 4C.8. (Screening)*, *Sec. 3C.4.2.E.2. (Ground Story Inactive Wall Treatment Options)*, *Sec. 3C.4.2.E.3. (Foundation Inactive Wall Treatment Options)*, and *Sec.*

8.3.2.A.3. (Freeway Screening), may also be counted toward compliance with required trees standards. Additional trees beyond the minimum number required to comply with this section, *required trees (Sec. 4C.6.2.)*, may be required to comply with other standards.

7. All required trees shall be planted in accordance with the plant design and installation standards outlined in *Sec. 4C.6.4. (Plant Design & Installation)*.

D. Measurements

1. For measuring floor area see *Sec. 14.1.7 (Floor Area)*.

2. For large tree measurements see *Sec. 4C.4.4.C.3 (Tree Types)*.

3. For small tree measurements see *Sec. 4C.4.4.C.3 (Tree Types)*.

4. For measurement of caliper see *Sec. 4C.4.4.D.10. (Caliper)*.

5. For measurement of container size see *Sec. 4C.4.4.D.9. (Container Size)*.

E. Relief

1. An alternative to tree planting standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

2. A Director's Determination may be requested to plant a required tree off-site on private property (with prior approval of the property owner) or along public streets (with the prior approval of the Board of Public Works or its designee) within one mile of the lot of the project, or pay an in-lieu fee in accordance with *LAMC Sec. 62.177 (Establishment of Tree Replacement and Planting In-Lieu Fee)* instead of planting a required tree. In order to approve the Director's Determination, the Director of Planning shall make the supplemental finding that required trees cannot feasibly be planted on-site or in the abutting parkway.

3. A deviation from any tree requirement standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.6.3. STREETSCAPE

[RESERVED]

SEC. 4C.6.4. PLANT DESIGN & INSTALLATION

A. Intent

To provide the necessary elements to support a healthy urban ecological system.

B. Applicability

1. All plants shall comply with plant design and installation standards unless otherwise specified.

2. Where standards are specified as applying only to required plants, these standards do not apply to plants which are not required by this Zoning Code (Chapter 1A).

C. Standards

1. General

a. No invasive species may be planted in the city of Los Angeles. Any plant listed by the California Invasive Plant Inventory as an invasive or watch plant (including the ratings of "limited", "moderate", "high" or "watch") is considered an invasive species. (https://www.cal-ipc.org/plants/inventory/)

b. Plants shall not interfere with visibility at intersections and driveways per *LAMC Sec. 62.200 (Street Intersections - Obstructions to Visibility)*.

c. No plant identified by the Los Angeles Fire Department as a prohibited flammable plant species is allowed in a Very High Fire Severity Hazard Zone, as established in *LAMC Sec. 57.4908.1 (Very High Fire Severity Zone Established)*.

d. No artificial plants, trees, or other plants may be installed as required planting.

e. Required planting located on a lot identified as being within a targeted planting area established by the *Targeted Planting Map (Sec. 1.4.5.)* shall meet the requirements outlined in the targeted planting list for the applicable targeted planting area.

f. Projects with planting areas may be subject to water efficiency standards according to *LAMC Sec. 99.04.304 (Outdoor Water Use)* and *LAMC Sec. 99.05.304 (Outdoor Water Use)*.

g. Projects with planting areas may be subject to *LAMC Sec. 64.72 (Stormwater and Urban Runoff Pollution Control Measures for Development Planning and Construction Activities)*.

2. Planting Areas

An area on a lot designated and designed for plants.

a. General

i. Area that includes structures, foundation walls, footings or flatwork shall not count toward any planting area requirement with the following exceptions:

a) Planters located within 10 feet of a building that are used to meet *LAMC Sec. 64.72 (Stormwater and Urban Runoff Pollution Control Measures for Development Planning and Construction Activities)* may count toward required planting area.

b) Planters located on or above a structure (examples include: roofs, terraces, bridges, balconies, and above or below ground parking structures) may count toward required planting area.

ii. Where planters are allowed to count toward planting area (See *Sec. 4C.6.4.C.2.a.i.*), planters shall not be more than 4 feet in height, measured from finished grade.

iii. Where planters are allowed to count toward planting area (See *Sec. 4C.6.4.C.2.a.i.*), planters located within 5 feet of the public right-of-way, and located entirely below the top of the ground story, shall not have facing the public right-of-way.

iv. Planting areas shall include an automatic irrigation system in compliance with *LAMC Sec. 99.04.304 (Outdoor Water Use)*.

v. Planting areas shall have no horizontal dimension less than 3 feet.

vi. Planting areas shall have a minimum plant coverage of 75 percent.

vii. All plants required to meet the minimum plant coverage standard shall meet the applicable plant type planting specification standards in *Sec. 4C.6.4.C.3.(Plant Type)*. When *rooftop planting area standards (Sec. 4C.6.4.C.2.b.)* apply and conflict with the plant type planting specifications, rooftop planting area standards supersede.

viii. Planting areas shall include at least the minimum number of trees as specified in *Sec. 4C.6.2.C.3. (Standards)*.

b. Rooftop Planting Areas

Plants provided on or over a built structure, including but not limited to, a roof, a bridge, a balcony or a parking structure, shall comply with the following standards:

i. Where rooftop planting area standards conflict with plant type planting hole standards *(Sec. 4C.6.4.C.3.)*, rooftop planting area standards supersede.

ii. Minimum soil depth or soil volume for required plants, is as follows:

TREES		
Height at Maturity	Soil Volume (min)	Soil Depth (min)
15' to 19'	220 ft3	36"
20' to 24'	400 ft3	36"
25' to 29'	620 ft3	42"
30' to 34'	900 ft3	42"
35' to 39'	1,200 ft3	42"
40' or more	1,600 ft3	48"

OTHER PLANTS	
Height at Maturity	Soil Depth (min)
<5.9"	12"
6" to 11"	18"
1' to 7'	24"
8' to 14'	30"
15' to 24'	36"
25' or more	42"

iii. All large species trees shall be setback from the edge of the roof a minimum of two-thirds the mature height of the tree measured perpendicularly from the edge of the roof to the center of the tree trunk. The required setback may be reduced by an amount equivalent to the height of a guard rail or wall that is provided along the perimeter of the roof edge. The guard rail or wall height is measured vertically from the top of the rootflair to the topmost point of the wall or guardrail.

iv. All rooftop gardens and landscapes, occupied or unoccupied, shall comply with *LAMC Sec. 57.317 (Rooftop Gardens and Landscaped Roofs)*.

3. Plant Type

a. Trees

i. i. General

a) Palms and bamboo do not count as required trees, with the exception of existing palm trees located on a lot identified as being within a targeted planting area established by the Targeted Planting Map (*Sec. 1.4.5.*). In these targeted planting areas, existing palms may count as a required tree provided that the specific palm tree species meets the requirements outlined in the targeted planting list for the applicable targeted planting area.

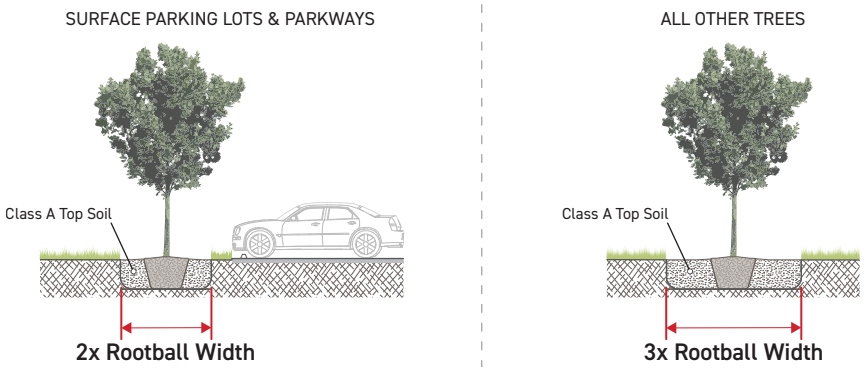
b) Existing trees count toward the minimum tree requirement based on tree type (large species or small species) in accordance with *Sec. 4C.6.4.C.3.a. (Tree Types)*, provided each tree is healthy and has a minimum 1 inch caliper, and meets all other applicable standards. An existing significant tree is permitted in lieu of two large species trees or four small species trees.

ii. Tree Types

a) Large species tree shall have a minimum height of 30 feet at maturity.

b) Small species tree shall have a height at maturity between 15 and 30 feet.

iii. Planting Specifications



All trees that are provided in order to comply with a standard in this Zoning Code (Chapter 1A) and and their planting holes shall meet the following standards:

a) Located within in a planting area meeting *Sec. 4C.6.4.C.2 (Planting Areas)*.

b) For trees located in surface parking lots and parkways, planting holes shall be a minimum width of 2 times the width of the rootball

c) For all other trees, planting holes shall be a minimum width of 3 times the width of the rootball.

d) Planting holes shall be no deeper than the height of the rootball.

e) Planting hole shall be backfilled with class A top soil or native variety.

f) Backfill soil shall be compacted to no more than 70%.

g) Soil beneath the rootball shall be compacted to at least 90%.

h) No other plants may be planted within 2 feet of a tree, measured from the center of the tree trunk.

i) All required trees, shall have a minimum 15 gallon container size and a minimum caliper of 1 inch at the time of planting or as specified by *ASNS (American Standard for Nursery Stock)*.

b. Screening Plants

i. General

a) Required screening plants shall be perennial including, shrubs, vines, succulents, grasses and ferns.

b) Required screening plants shall have a minimum height at maturity of 3 feet.

ii. Planting Specifications

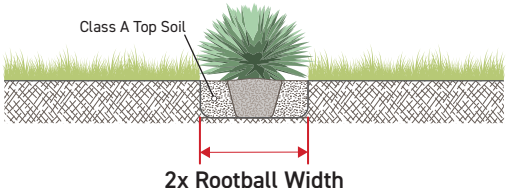
All screening plants and their planting holes provided to meet a screening requirement shall meet the following standards:

a) Located within in a planting area meeting *Sec. 4C.6.4.C.2 (Planting Areas)*.

b) Planting holes shall have a minimum width of 2 times the width of the rootball.

c) Planting holes shall be no deeper than the height of the rootball.

d) Planting holes shall be backfilled with Class A top soil or native variety.



e) Required screening plants shall have a minimum height of 18 inches at time of planting.

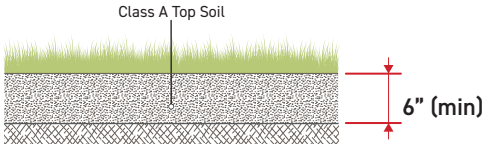
c. Groundcover & Turf Plants

Turf plants such as sodded or seeded grass areas provided to meet a planting requirement shall meet the following standards:

i. Located within in a planting area meeting *Sec. 4C.6.4.C.2 (Planting Areas)*.

ii. Minimum top soil depth of 6 inches.

iii. Top soil shall be Class A top soil or native variety.



d. Hedges

i. General

a) Hedges include all shrubs planted closer than 1/2 of their height at maturity from another shrub or tree and all trees planted closer than 1/2 of their canopy diameter at maturity from another tree.

b) Trees planted at least 3 feet apart having no branches a minimum of six feet from surrounding grade are not considered a hedge and are not regulated by maximum hedge standards.

ii. Planting Specifications

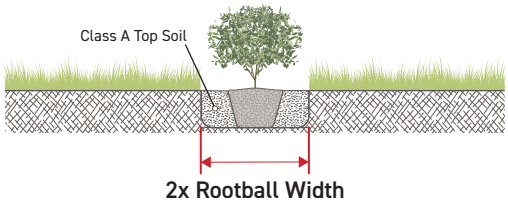
Shrubs and their planting holes provided as part of a hedge shall meet the following standards:

a) Located within in a planting area meeting *Sec. 4C.6.4.C.2 (Planting Areas)*.

b) Planting holes shall have a minimum width of 2 times the width of the rootball.

c) Planting holes shall be no deeper than the height of the rootball.

d) Planting holes shall be backfilled with Class A top soil or native variety.



e. Living Walls

Living walls provided to meet a standard shall meet the following standards:

i. Permanently attached to the exterior of a building or structure.

ii. Automatic irrigation system permanently integrated into the assembly in compliance with *LAMC Sec 99.04.304 (Outdoor Water Use)*.

iii. Growing medium shall be permanently integrated into the assembly while retaining the ability to remove, replace and maintain the plants and growing medium.

iv. Minimum soil depth of 4 inches of Class A top soil or native variety

v. Minimum 75 percent plant coverage at maturity, measured vertically.

vi. For living walls adjacent to the public right-of-way, plants shall be maintained so as not to obstruct the public right-of-way.

f. All Other Plants

All plants, other than living walls, hedges, groundcover and turf plants, screening plants and trees provided to meet a planting requirement shall meet the following standards:

i. Located within in a planting area meeting *Sec. 4C.4.4.C.2 (Planting Areas)*.

ii. Planting holes shall have a minimum width of 2 times the width of the rootball.

iii. Planting holes shall be no deeper than the height of the rootball.

iv. Planting holes shall be backfilled with Class A top soil or native variety.

4. Maintenance

a. All required plants shall be maintained in good and healthy condition.

b. All required plants shall be allowed to reach and be maintained at no less than the anticipated spread at maturity or canopy diameter and the anticipated height at maturity.

c. Landscape and screening areas shall be kept free of weeds and trash.

d. "Topping," defined as removal of more than 1/3 of the leaves and branches of a tree as measured from the lowest branch on the trunk of the tree to the top of the tree, is prohibited, except as required by a City department, utility, or other government agency.

D. Measurement

1. Planting Area Width

Planting area width is measured as the narrowest horizontal dimension from one edge of an area complying with *Sec. 4C.4.4.C.2 (Planting Areas)* to the opposite edge.

2. Plant Coverage

Plant coverage is measured as the cumulative area of a planting area covered by plants divided by the total planting area.

a. Trees count as plant coverage only for the portion of a planting area within 2 feet of a tree, measured as a circle, centered on the trunk of the tree, with a radius of 2 feet.

b. All other plants count as plant coverage for 70% of the plant's anticipated *canopy diameter or spread at maturity (Sec. 4C.4.4.D.7.)*.

3. Canopy Diameter, Spread, and Height at Maturity

Canopy diameter at maturity, spread at maturity and height at maturity shall be specified in Landscape Plants for California Gardens, or other locally calibrated and professionally recognized source.

4. Soil Depth

Soil depth is measured as the shortest vertical dimension of growing medium provided, for all portions of a planting area.

5. Soil Volume

Soil volume is measured as the total volume of growing medium provided. Drainage layers and other elements located within a container or planter that are not growing medium are not included in the calculation of soil volume.

6. Rootball Depth

Depth of the rootball is measured from the root flare to the bottom of the root mass or bottom of the container.

7. Rootball Width

Width of the rootball is measured as the shortest horizontal dimension of the root mass or container from one end to the opposite end.

8. Height at Planting

a. Height at planting is measured from the root flare.

b. For evergreens, height at planting is measured vertically to the midpoint of the leader between the uppermost whorl (branch) and the top of the leader.

c. For deciduous shrubs, height at planting is measured vertically to the top of the shortest of all canes.

d. For all other plants, height at planting is measured vertically to the highest point of the plant.

9. Container Size

a. Container Size is measured in accordance with the American Standard for Nursery Stock (ASNS).

b. When a minimum container size is indicated by a standard, all equivalent or greater container sizes are also requested in accordance with ASNS Container class volume ranges.

10. Caliper

a. For fruit trees, small fruits, understock and seedling trees and shrubs, caliper measurement shall be taken at the root collar or at the other points expressly described in the applicable Sections of the American Standard for Nursery Stock.

b. Caliper for trees with multiple stems is measured as one-half the sum of the calipers of the three largest trunks.

c. For all other plants, caliper measurement shall be taken six inches above the root collar.

11. Height at Maturity

a. Height at maturity is measured from the root flare.

b. For evergreens, height at maturity is measured vertically to the midpoint of the leader between the uppermost whorl (branch) and the top of the leader.

c. For deciduous shrubs, height at maturity is measured vertically to the top of the shortest of all canes.

d. For all other plants, height at maturity is measured vertically to the highest point of the plant.

E. Relief

1. An alternative to plant design and installation standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any plant design and installation dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. A deviation from any plant design and installation standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

DIV. 4C.7. FENCES & WALLS

SEC. 4C.7.1. FRONTAGE YARD FENCES & WALLS

For fences, walls, and hedges allowed in a frontage yard, see *Sec. 3C.3.2. (Frontage Yard Fences & Walls)*.

SEC. 4C.7.2. SIDE/REAR YARD FENCES & WALLS

A. Intent

To provide security and privacy for private ground story uses facing side and rear yards in a manner appropriate to context.

B. Applicability

All walls, fences and hedges located in a rear or side yard. See *Sec. 14.1.15. (Yards)*, excluding retaining walls. Retaining walls shall meet the standards of *Sec. 4C.10.2. (Retaining Walls)*.

C. Standards

1. Where a required *frontage screen (Sec. 4C.8.1.)* or *transition screen (Sec. 4C.8.2.)* includes a wall or fence with a minimum height that exceeds the maximum height established by Sec 4C.7.2.C.2. below, the maximum fence and wall height shall be 2 feet greater than the minimum fence and wall height specified by the required frontage or transition screen.

2. Side and rear yard fences, walls and hedges shall be no taller than specified in the following table:

SIDE/REAR YARD FENCE & WALL HEIGHT	
Use Districts	Height (Max)
Open Space	8'
Agricultural	8'
Residential	8'
Residential Mixed	8'
Commercial Mixed	8'
Commercial	None*
Industrial Mixed	8'
Industrial	None*
Public	None*

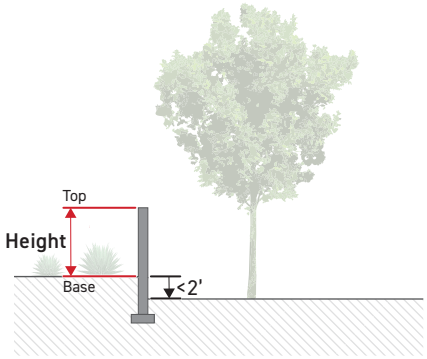
* A *class 1 conditional use permit (Sec. 13B.2.1.)* is required for fences and walls exceeding 8 feet in height or the maximum height established by *Sec 4C.7.2.C.1* above where they are adjacent to a lot zoned with a Use District other than a Commercial, Industrial, or Public Use District.

3. All fences and walls provided shall comply with *Sec. 4C.7.3 (Fence/Wall Design and Installation)*.

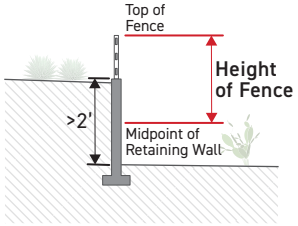
4. All hedges provided shall comply with *Sec. 4C.4.4. (Plant Design & Installation)*.

D. Measurement

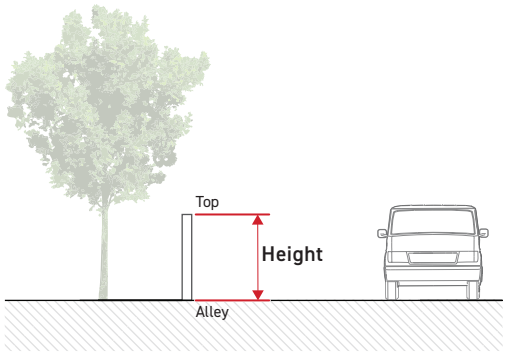
1. Where the difference in finished grade on either side of a fence or wall is less than 2 feet, height is measured from finished grade at the base of the wall or fence on the side with the highest finished grade. Finished grade on either side of a fence or wall is measured as the highest and lowest finished grade within 3 feet of the fence or wall.



2. Where the difference in finished grade on either side of a fence or wall is 2 feet or greater, height is measured from the top of the wall or fence to the average of the finished grades on either side of the fence or wall. Finished grade on either side of a fence or wall is measured as the highest and lowest finished grade within 3 feet of the fence or wall.



3. Fences and walls located in a rear yard or side yard adjacent to an alley are measured vertically from the nearest surface of the adjacent alley, to the topmost point of the wall or fence.



E. Relief

1. An alternative to side/rear yard fences and walls standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

2. A deviation from any side/rear yard fences and walls dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. A deviation from any side/rear yard fences and walls standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.7.3. FENCE/WALL DESIGN & INSTALLATION

A. Intent

To allow for needed security and privacy while preventing looming, and ensuring adequate access to light and air for abutting properties.

B. Applicability

All fences, walls and hedges provided on a lot shall comply with fence/wall design and installation standards unless otherwise specified.

C. Standards

1. General

a. No wall or fence may be constructed of tires, junk, leaves or other discarded materials.

b. Fences and walls shall not interfere with visibility at intersections and driveways see *LAMC Sec. 62.200 (Street Intersections - Obstructions to Visibility)*.

2. Maintenance

Walls and fences shall be maintained in good repair and shall be kept vertical, structurally sound and protected from deterioration.

D. Measurement

[Reserved]

E. Relief

1. An alternative to fence/wall design and installation standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

2. A deviation from any fence/wall design and installation dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. A deviation from any fence/wall design and installation standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

DIV. 4C.8. SCREENING

SEC. 4C.8.1. FRONTAGE SCREENS

A device or combination of elements along a frontage lot line that conceals, obstructs or protects the public realm from adjacent uses*, activities, or site elements*.

A. Intent

To mitigate negative impacts from subject uses*, activities, or site elements* with significant impacts on the public realm, promoting visual interest and increasing comfort for users of the public realm.

B. Applicability

Frontage screen standards are applicable when required by the applied *Use District (Part 5B)*, *Sec. 4C.2.2. (Motor Vehicle Use Area Design)*, *Sec. 4C.2.2.C.2. (Drive-Through Facilities)*, *Sec. 4C.2.2.C.3. (Freight Loading Areas)*, *Sec. 4C.4.4. (Parking Lot Design)* or *Sec. 4C.4.4. (Parking Structure Design)*.

C. Standards

1. General

a. Required frontage screens shall be located between the use, area, or site element subject to screening requirements and all frontage lot lines. Any wall and planting area required by the frontage screen type shall be continuous with the following exceptions:

i. Openings in a required frontage screen accommodating pedestrian accessways are allowed for a width no greater than 8 feet in width for each individual pedestrian accessway. Where an opening in the frontage screen accommodates both pedestrian and automobile access, the maximum allowable opening width is 8 feet greater than the maximum allowed driveway width.

ii. Openings in a required frontage screen accommodating automobile access are allowed for a width no greater than the maximum allowed driveway width allowed by the applied *Development Standards District (Part 4B)*.

iii. For portions of frontage lot lines where a building of no less that 10 feet in height is located between the frontage lot line and the use use, area, or site element subject to frontage screening requirements, no wall is required as part of the frontage screen, provided that the building is contiguous with the required wall.

b. Required frontage screens including their sub-grade elements, such as footings or foundations, shall be located entirely on-site.

c. Where there are overlapping frontage screen requirements, the screen type with the highest minimum fence or wall shall apply. Where none of the required screen types have a fence or wall requirement, the screen type with the widest required planting area shall apply.

d. Where a required frontage screen includes a wall, the wall may only be located in the frontage yard if the wall complies with the allowed frontage yard fence and wall standards specified by the applied *Frontage District (Part 3B)*. Uses, activities, or site elements subject to frontage screening requirements shall not be located in a frontage yard if the required minimum wall height specified by the frontage screen exceeds the maximum height of allowed frontage yard fences and walls as specified by the *Frontage District (Part 3B)*.

e. Where a required frontage screen includes a wall with a minimum height that exceeds the maximum height allowed in the rear or side yard *(See Sec 4C.7.2.C.2.)*, the maximum wall height shall be 2 feet greater than the minimum wall height specified by the frontage screen.

f. All walls provided in a frontage screen shall comply with *Sec. 4C.7.3 (Fence/Wall Design and Installation)*.

g. All plants provided in a frontage screen shall comply with *Sec. 4C.4.4. (Plant Design and Installation)*.

h. Maximum wall and fence height is regulated by *Sec. 4C.7.1. (Frontage Yard Fences & Walls)* and *Sec. 4C.7.2. (Side/Rear Yard Fences & Walls)*.

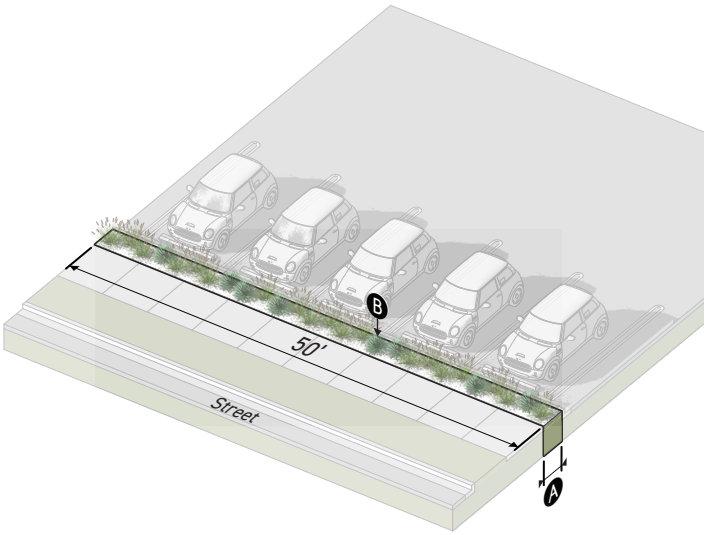
i. Walls provided to meet the standards of Frontage Screen 4 and 5 shall not include chain link, barbed wire, or concertina.

2. Frontage Screen Types

Packages of standards for required frontage screen

a. F-Screen 1

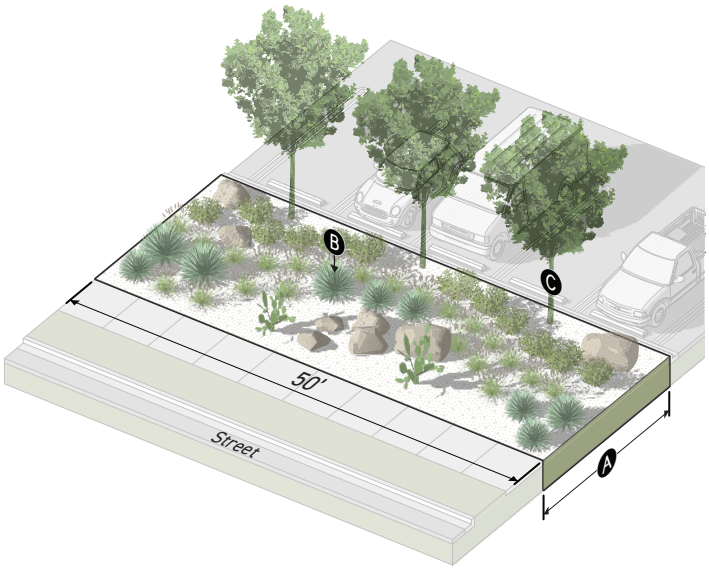
Intended for screening motor vehicle use areas that face a frontage lot line, including vehicle display areas.



PLANTING AREA	*Sec. 4C.8.1.D.*
A Width (min)	3'
B **Screening Plants** (min per 50')	20
WALLS	*Sec. 4C.8.1.D.*
Height	n/a
Opacity	n/a

b. F-Screen 2

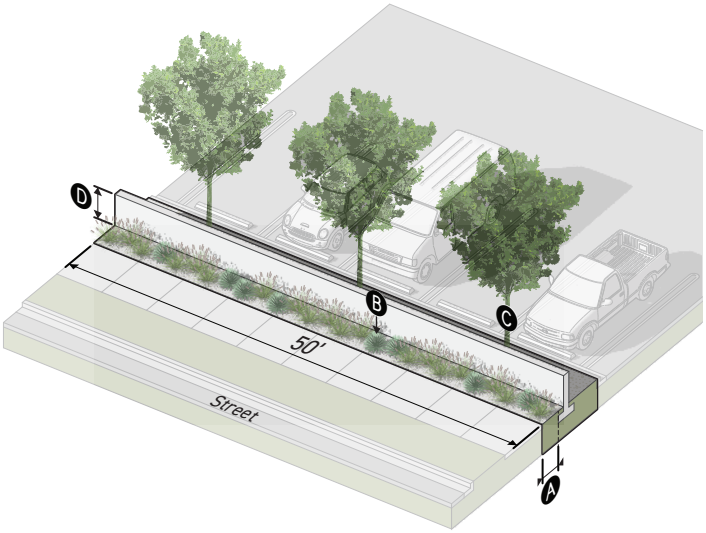
Intended for screening motor vehicle areas including drive-through lanes, drive aisles, maneuvering areas and fire lanes that face a frontage lot line.



PLANTING AREA	*Sec. 4C.8.1.D.*
A Width (min)	15'
B **Screening Plants** (min per 50')	45
C **Large Species Trees** (min per 50')	3
WALLS	*Sec. 4C.8.1.D.*
Height	n/a
Opacity	n/a

c. F-Screen 3

Intended for screening motor vehicle areas including drive-through lanes, drive aisles, maneuvering areas and fire lanes that face a frontage lot line.

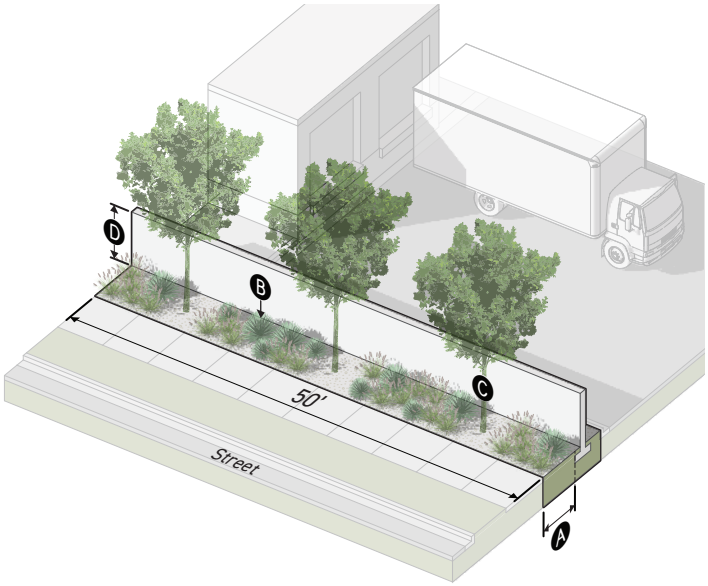


PLANTING AREA	*Sec. 4C.8.1.D.*
A **Width** (min)*	3'
B **Screening Plants** (min per 50')	20
C **Large Species Trees** (min per 50')*	3
WALLS	*Sec. 4C.8.1.D.*
D **Height** (min)	3.5'
Opacity	
Below 3.5' (min)	90%
3.5' and above (max)	50%

* Additional planting area may be required to accommodate large species trees.

d. F-Screen 4

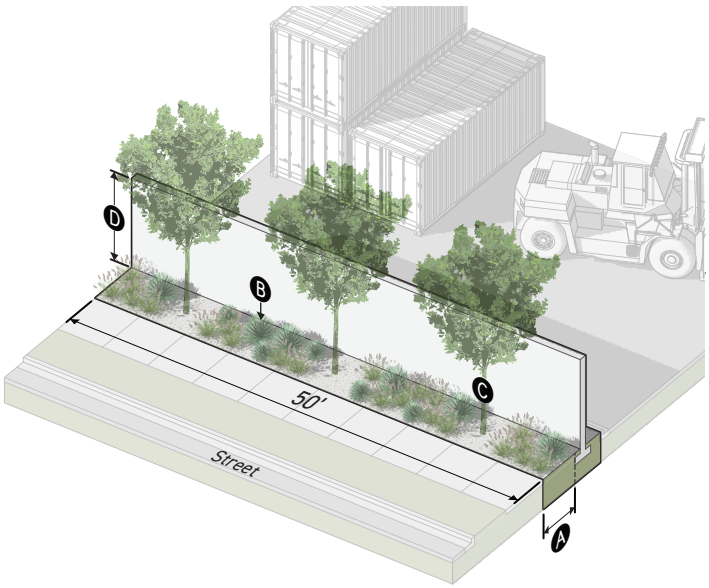
Intended for screening outdoor areas associated with moderate-impact uses that face a frontage lot line.



PLANTING AREA	*Sec. 4C.8.1.D.*
A **Width** (min)	5'
B **Screening Plants** (min per 50')	30
C **Large Species Trees** (min per 50')	3
WALLS	*Sec. 4C.8.1.D.*
D **Height** (min)	6'
Opacity	
Below 6' (min)	100%
6' and above (max)	50%

e. F-Screen 5

Intended for screening outdoor areas associated with high-impact uses that face a frontage lot line.



PLANTING AREA	*Sec. 4C.8.1.D.*
Ⓐ **Width** (min)	5'
Ⓑ **Screening Plants** (min per 50')	30
Ⓒ **Large Species Trees** (min per 50')	3
WALLS	*Sec. 4C.8.1.D.*
Ⓓ **Height** (min)	10'
Opacity	
Below 10' (min)	100%
10' and above (max)	100%

D. Measurement

1. Planting Area

a. Width

For measuring planting area width see *Sec. 4C.4.4.D.1 (Planting Area Width)*.

b. Frequency

For measuring frequency, for example 5 per 50', see *Sec. 14.1.8. (Frequency)*.

c. Screening Plants

For screening plant standards see *Sec. 4C.4.4.C.3.b. (Screening Plants)*.

d. Large Species Trees

For large tree standards see *Sec. 4C.4.4.C.3.a.i (Tree Type- Large Tree)*.

2. Walls

a. Height

Frontage screen wall height is measured for the portion of the wall constructed of concrete or masonry that has a minimum thickness of 8 inches and meets the minimum opacity specified by the *Frontage screen type (4C.8.1.C.2.)*. For measuring wall height in a rear yard or side yard, see *Sec. 4C.7.2.D. (Fence and Wall Height)*. For measuring wall height in a frontage yard *see Sec. 3C.3.2.D.2 (Fence and Wall Height)*.

b. Opacity

For measuring opacity see *Sec. 14.1.13. (Opacity %)*.

E. Relief

1. An alternative to frontage screen standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

2. A deviation from any frontage screen dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. A deviation from any frontage screen standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.8.2. TRANSITION SCREENS

A device or combination of elements along a common lot line that conceals, obstructs or protects abutting lots from impactful uses, activities, or site elements.

A. Intent

To mitigate negative impacts from subject uses , *activities, or site elements* on adjacent uses, promoting visual interest and increasing comfort for users of the subject lot, the public realm and adjacent lots.

B. Applicability

Transition screen standards are applicable when required by the applied *Use District (Part 5B), Sec. 4C.2.2. (Motor Vehicle Use Area Design)*, *Sec. 4C.2.2.C.2. (Drive-Through Facilities)*, *Sec. 4C.2.2.C.3. (Freight Loading Areas)*, *Sec. 4C.4.4. (Parking Lot Design)*, *Sec. 4C.4.4. (Parking Structure Design)*, *Sec. 4C.8.2.C.2.a. (Freeway Screening)*, or *Sec. 8.3.2.A.3. (Freeway Screening)*.

C. Standards

1. General

a. Required transition screens shall be located between the use, area, or site element subject to screening requirements and all common lot lines. Any walls and planting areas required by the transition screen type shall be continuous with the following exceptions:

i. Openings in a required transition screen accommodating pedestrian accessways are allowed for a width no greater than 6 feet in width for each individual pedestrian accessway.

ii. For portions of common lot lines where a building of no less that 10 feet in height is located between the common lot line and the use, area, or site element subject to transition screen requirements, no wall is required as part of the transition screen, provided that the building is contiguous with the required wall.

b. Required transition screens including their sub-grade elements, such as footings or foundation, shall be located entirely on-site.

c. Where there are overlapping transition screen requirements, the screen with the highest minimum wall shall apply. Where none of the required screen types have a fence or wall requirement, the screen type with the widest required planting area shall apply.

d. Where a required transition screen includes a wall, the wall may only be located in the frontage yard if the wall complies with the allowed frontage yard fence and wall standards specified by the applied *Frontage District (Part 3B)*. Uses, activities, or site elements subject to screening requirements shall not be located in a frontage yard if the required minimum wall height specified by the transition screen exceeds the maximum height of allowed frontage yard fences and walls as specified by the *Frontage District (Part 3B)*.

e. Where a required transition screen includes a wall with a minimum height that exceeds the maximum height allowed in the rear or side yard *(See Sec 4C.7.2.C.2.)*, the maximum wall height shall be 2 feet greater than the minimum wall height specified by the transition screen.

f. All walls provided in a transition screen shall comply with *Sec. 4C.7.3 (Fence/Wall Design and Installation)*.

g. All plants provided in a transition screen shall comply with *Sec. 4C.4.4. (Plant Design and Installation)*.

h. Maximum wall and fence height is regulated by *Sec. 4C.7.1. (Frontage Yard Fences & Walls)* and *Sec. 4C.7.2. (Side/Rear Yard Fences & Walls)*.

i. Walls provided to meet the standards of Frontage Screen 4 and 5 shall not include chain link, barbed wire, or concertina.

2. Freeway Screening

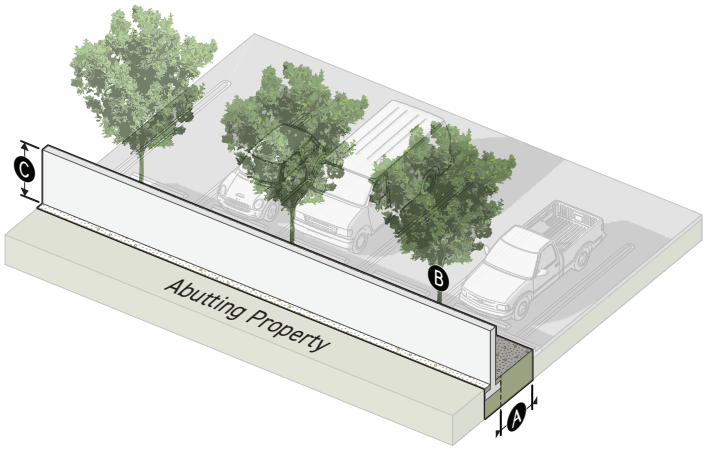
a. Lots abutting a *Freeway (FWY) Special District (Sec. 8.3.2.)* shall provide a *T-3 transition screen (Sec. 4C.8.2.C.2.c.)* for the entire length of any lot line abutting a *Freeway (FWY) Special District*.

b. In *Freeway (FWY) Special Districts (Sec. 8.3.2.)*, *T-3 transition screens (Sec. 4C.8.2.C.2.c.)* shall be provided as according to *Sec. 8.3.2.A.3. (Freeway Screening)*.

3. Transition Screen Types

a. T-Screen 1

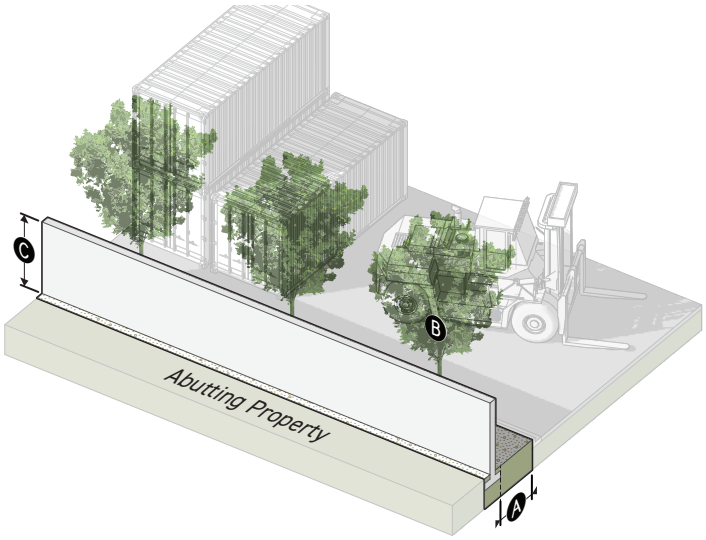
Intended for screening moderate-impact uses from abutting lower-intensity uses.



PLANTING AREA	*Sec. 4C.8.2.D.*
A **Width** (min)	5'
B **Large Species Trees** (min per 50')	3
WALLS	*Sec. 4C.8.2.D.*
C **Height** (min)	6'
Opacity	
Below 6' (min)	100%
6' and above (max)	50%

b. T-Screen 2

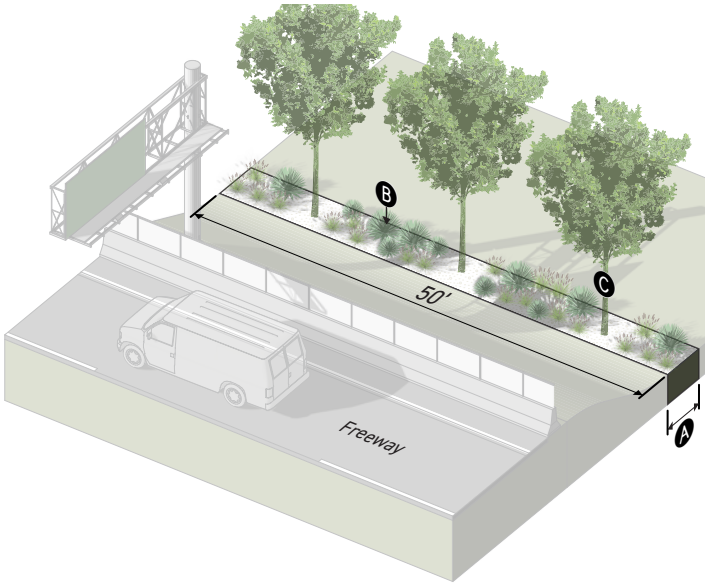
Intended for screening high-impact uses from lower-intensity abutting uses.



PLANTING AREA	*Sec. 4C.8.2.D.*
A **Width** (min)	5'
B **Large Species Trees** (min per 50')	3
WALLS	*Sec. 4C.8.2.D.*
C **Height** (min)	10'
Opacity	
Below 10' (min)	100%
10' and above (max)	100%

c. T-Screen 3

Intended for screening uses from adjacent sources of noise pollution and particulate air pollution such as freeways.



PLANTING AREA	Sec. 4C.8.2.D.
Ⓐ **Width** (min)	5'
Ⓑ **Screening Plants** (min per 50')	30
Ⓒ **Large Species Trees** (min per 50')	3
WALLS	**Sec. 4C.8.2.D.**
Height (min)	None

D. Measurement

1. Planting Area

a. Width

For measuring planting area width see *Sec. 4C.4.4.D.1 (Planting Area Width)*.

b. Frequency

For measuring frequency, for example 5 per 50', see *Sec. 14.1.8. (Frequency)*.

c. Screening Plants

For screening plant standards see *Sec. 4C.4.4.C.3.b. (Screening Plants)*.

d. Large Species Trees

For large tree standards see *Sec. 4C.4.4.C.3.a.i (Tree Type- Large Species Tree)*.

2. Walls

a. Height

Transition screen wall height is measured for the portion of the wall constructed of concrete or masonry that has a minimum thickness of 8 inches and meets the minimum opacity specified by the *transition screen type (4C.8.2.C.3.)*. For measuring wall height in a rear yard or side yard, see *Sec. 4C.7.2.D. (Fence and Wall Height)*. For measuring wall height in a frontage yard *see Sec. 3C.3.2.D.2 (Fence and Wall Height)*.

b. Opacity

For measuring opacity see *Sec. 14.1.13. (Opacity %)*.

E. Relief

1. An alternative to transition screen standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

2. A deviation from any transition screen dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. A deviation from any transition screen standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.8.3. OUTDOOR STORAGE

Material and equipment, new or used, held outside of a building for future use. Outdoor storage includes the storage of vehicles, boats, or airplanes which are inoperable, wrecked, damaged or unlicensed, i.e. not currently licensed by the Department of Motor Vehicles.

A. Intent

To ensure outdoor storage areas are designed in a manner that conceals, obstructs or protects abutting lots from impactful activities associated with outdoor storage.

B. Applicability

Outdoor storage screening standards are applicable where required by an applicable *Part 5B. Use District*. Outdoor storage screening standards do not apply to outdoor storage use areas where they are permitted by the applied *Use District (Part 5B)* but no outdoor storage screen is specified for the use.

C. Standards

1. Location

Outdoor storage and its screening enclosure shall not be located in any of the following locations:

a. In a frontage yard.

b. Closer to any frontage lot line than the frontage lot line setback listed in outdoor storage screen types.

2. Screening Enclosure

a. Outdoor storage areas shall be screened with the outdoor storage screening type specified by the applicable *Use District (Part 5B.)*.

b. Necessary gates provided in the screening structure shall meet the standards of the specified outdoor storage screening type in addition to the following standards:

i. Shall have a height of no less than the minimum required fence or wall height.

ii. Where a screening structure is taller than the minimum height, gates may be no more than 1 foot shorter than the height of the wall or fence provided.

iii. In no case shall gates exceed the height of the screening structure by more than 1 foot.

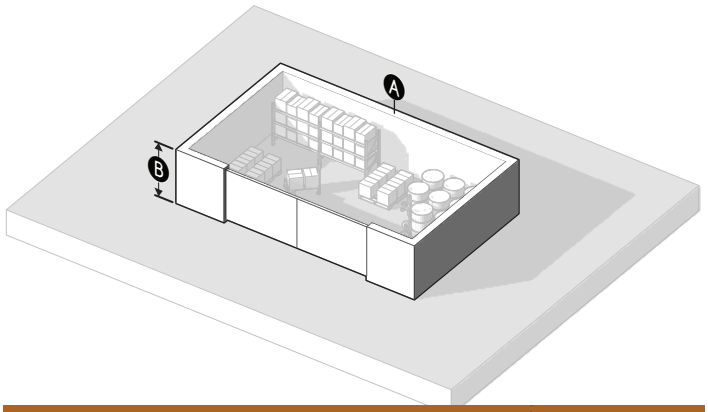
c. No material or equipment shall be stored to a height greater than the height of the enclosing wall or fence.

d. All provided fences and walls shall comply with *Sec 4C.7.3 (Fence/Wall Design and Installation)*.

3. Outdoor Storage Screening Types

a. S-Screen 1

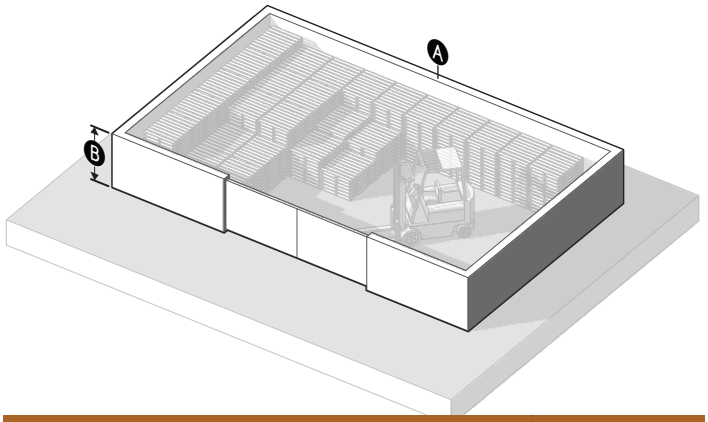
Applicable as required by *Article 5. (Use)*.



SITING	*Sec. 4C.8.3.D.*
Frontage lot line setback (min)	60'
Area (max)	3000 SF
FENCES & WALLS	*Sec. 4C.8.3.D.*
A **Enclosure** (min)	100%
B **Height** (min)	6'
Opacity (min)	90%

b. S-Screen 2

Applicable as required by *Article 5. (Use)*.



SITING	*Sec. 4C.8.3.D.*
Frontage lot line setback (min)	n/a
Area (max)	n/a
FENCES & WALLS	*Sec. 4C.8.3.D.*
A **Enclosure** (min)	100%
B **Height** (min)	6'
Opacity (min)	90%

D. Measurement

1. Siting

a. For frontage yard designation see *Sec. 14.1.20.G. (Frontage Yard)*.

b. Frontage lot line setbacks are measured perpendicular from all frontage lot lines toward the interior of the lot

c. For lot line designation see *Sec. 14.1.12. (Lot Line Determination)*.

d. For measurement of outdoor storage area, the area of an outdoor storage space is measured as all portions of a lot used for outdoor storage uses and enclosed by a screening structure. The area does not include the screening structure.

2. Fences and Walls

a. For measurement of enclosure see *Sec. 14.1.4. (Enclosure)*.

b. For measurement of fence or wall height see *Sec. 4C.7.1.D.2. (Fence and Wall Height)*.

c. For measurement of opacity see *Sec. 14.1.13. (Opacity %)*.

E. Relief

1. An alternative to outdoor storage screening standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

2. A deviation from any outdoor storage screen type dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. Deviation from any outdoor storage standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

DIV. 4C.9. GRADING & RETAINING WALLS

SEC. 4C.9.1. GRADING & HAULING

[Reserved]

SEC. 4C.9.2. RETAINING WALLS

A freestanding continuous structure, as viewed from the top, intended to support earth, which is not attached to a building.

A. Intent

To prevent retaining walls which loom over neighboring properties and public right-of-ways in our Hillside Areas and improve the aesthetic quality of large retaining walls.

B. Applicability

This Section applies to retaining walls that meet all of the following criteria:

1. Located in an Agricultural or Residential Use District;

2. Located on land designated as a Hillside Area; and

3. Located on a lot developed or to be developed with dwelling units.

C. Standards

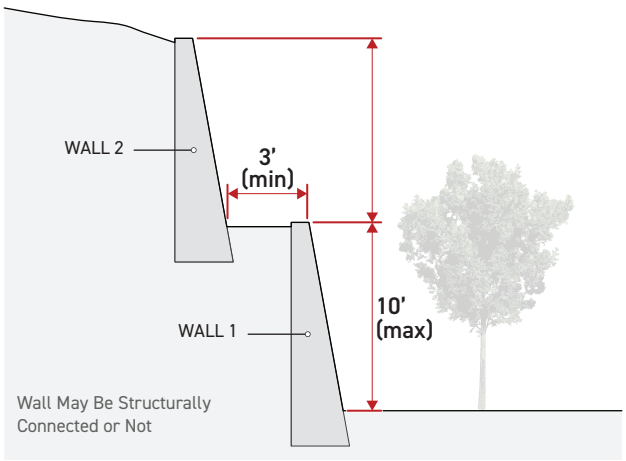
1. General

A maximum of one free-standing vertical or approximately vertical retaining wall may be built on any lot with a maximum height of 12 feet. However, as shown in the diagram below, a maximum of two vertical or approximately vertical walls or portions of a wall can be built if they comply with all of the following standards:

a. The minimum horizontal distance between the two walls is three feet,

b. Neither of the two walls exceed a height of 10 feet, and

c. In no case shall the height of a wall located in a yard exceed the maximum height specified by the frontage yard fence and wall type *(Sec. 4C.7.1.C.2.)* allowed in the applied Frontage District, except as allowed in Sec. *4C.7.2. (Side/Rear Yard Fences & Walls)*.



2. Landscaping

All retaining walls of 8 feet or greater in height shall be landscaped so as to be completely hidden from view and in accordance with any plant standards in Div 4C.6 (Plants), and fences and wall standards in Div. 4C.7. (Fences and Walls).

D. Measurement

The height of retaining walls is measured from the top of the wall to the lower side of the adjacent ground elevation.

E. Exceptions

1. Exception for Public Agency Projects

This Section does not apply to projects undertaken by a public agency.

2. Exception for Retaining Walls Required by Building and Safety

The provisions of this subdivision do not apply to any retaining wall built to comply with an order issued by the Department of Building and Safety to repair an unsafe or substandard condition.

F. Relief

The Zoning Administrator may approve retaining walls that exceed the heights or the maximum number allowed in *Sec. 4C.9.2.C. (Standards)* pursuant to *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*.

DIV. 4C.10. OUTDOOR LIGHTING & GLARE

SEC. 4C.10.1. OUTDOOR LIGHTING

A. Intent

Minimize light trespass and provide lighting standards to support a variety of environments.

B. Applicability

1. All exterior luminaires and luminaires located within parking structures shall meet the requirements of Section 4C.10.1.C.1 (Light Trespass).

2. Any new exterior luminaire shall meet the requirements of Section 4C.10.1.C.2 (Lighting Quantity).

C. Standards

1. Light Trespass

a. Outdoor luminaires that have the ability to be redirected, shall be directed away from adjacent lots to minimize light trespass onto adjacent properties.

b. No person shall construct, establish, create, or maintain any stationary exterior light source that may cause light trespass onto adjacent properties exceeding the following amounts:

i. From any lot onto a lot zoned with a Residential or Residential-Mixed Use District, the maximum allowable light trespass shall be 0.5 foot-candles (5.38 lux).

ii. From any lot onto a lot zoned with a non-Residential or non-Residential-Mixed Use District, the maximum allowable light trespass shall be 1 foot-candle (10.76 lux).

c. The owner of a lot with any existing light source shall bring such light source into compliance with this section upon receipt of written notice from the Department of Building and Safety.

2. Lighting Quantity

a. All parking areas and garages provided for 3 or more dwelling units shall have an average horizontal illuminance of not less than 0.2 footcandles (2.15 lux), measured from the finished surface of the parking area.

b. Any lot adjacent to a Special River Lot Line according to Sec. 14.1.11.E. (Special Lot Line) must meet the additional standards below:

i. All site and building mounted lighting shall be designed such that it produces a maximum initial luminance value no greater than 0.20 horizontal and vertical footcandles (2.15 lux) at the site boundary and no greater than 0.01 horizontal footcandles (0.11 lux) 15 feet beyond the site.

ii. All low pressure sodium, high pressure sodium, metal halide, fluorescent, quartz, incandescent greater than 60 watts, mercury vapor, and halogen fixtures shall be fully shielded in such a manner as to not exceed the limitations in *Sec. 4C.10.1.C.2.a.* above.

iii. All low pressure sodium, high pressure sodium,metal halide, fluorescent, quartz, incandescent greater than 60 watts, mercury vapor, and halogen lighting shall be in a fully shielded luminaire.

3. Pedestrian-Oriented Lighting

The walking surface of spaces required to install pedestrian-oriented lighting shall be illuminated to the following standards:

a. A minimum average horizontal illuminance of 0.75 footcandles.

b. A uniformity ratio of 3:1.

c. Luminaires shall be mounted no more than 15 feet above the walking surface.

D. Measurement

A footcandle is a unit of illuminance. 1 lumen per square foot is equivalent to 1 footcandle, a measurement typically recorded using a light meter.

E. Relief

A deviation from any lighting standard may be requested as a variance in accordance with Sec. 13B.5.3 (Variance).

SEC. 4C.10.2. GLARE

A. Intent

To prevent the generation of high levels of glare and reflected heat resulting in detrimental effects on surrounding properties and the public realm.

B. Applicability

All materials installed on a building facade shall comply with glare standards.

C. Standards

Buildings may not use materials with an external reflectance rating of 30 percent or greater.

D. Measurement

External reflectance values are based on spectrophotometric measurements and energy distribution of solar radiation, and are measured according to the listed specifications for each glass product.

E. Relief

1. An alternative to any glare standards may be requested in accordance with Sec. 13B.5.1 (Alternative Compliance).

2. A deviation from any glare standard may be requested as a variance in accordance with Sec. 13B.5.3 (Variance).

DIV. 4C.11. SIGNS

SEC. 4C.11.1. GENERAL SIGN RULES

A. Intent

The purpose of this Division is to promote public safety and welfare by regulating signs in keeping with the following objectives:

1. That the design, construction, installation, repair and maintenance of signs will not interfere with traffic safety or otherwise endanger public safety.
2. That the regulations will provide reasonable protection to the visual environment by controlling the size, height, spacing and location of signs.
3. That both the public and sign users will benefit from signs having improved legibility, readability and visibility.
4. That consideration will be given to equalizing the opportunity for messages to be displayed.
5. That adequacy of message opportunity will be available to sign users without dominating the visual appearance of the area.
6. That the regulations will conform to judicial decisions, thereby limiting costly litigation and facilitating enforcement of these regulations.

B. Applicability

1. All exterior signs, window signs, and sign support structures not located entirely in the public right-of-way shall conform to general sign rules.
2. A sign, having no sign face visible from any public or private right-of-way, that is enclosed by permanent, opaque architectural features on the project site, including building walls, freestanding walls, roofs, or overhangs, is not subject to the requirements of this Division except for the general brightness limitation set forth in *Sec. 4C.11.1.C.3. (Sign Illumination Limitations)*.

C. Standards

1. Ideological, Political, and Non-Commercial Messages

No provision of this Division prohibits an ideological, political or other noncommercial message on a sign otherwise permitted by this Division.

2. Sign Height

No sign may be located at a height that exceeds the building height limit specified by the applicable *Form District (Part 2B)*.

3. Sign Illumination Limitations

No sign shall be arranged and illuminated in a manner that will produce a light intensity of greater than 3.0 footcandles above ambient lighting, as measured at the property line. Sign illumination shall also comply with any applicable provision from Sec. 4C.10.1. (Outdoor Lighting).

4. Maintenance

a. Appearance

Every sign shall be maintained in a clean, safe and good working condition, including the replacement of defective parts, defaced or broken faces, lighting and other acts required for the maintenance of the sign. Display surfaces shall be kept neatly painted or posted at all times.

b. Debris Removal

The base of any sign erected on the ground shall be kept clear of weeds, rubbish or other combustible material at all times.

c. Abandoned Signs

Ninety days after the cessation of a business activity, service or product, the related signs shall be removed, or the face of the signs removed and replaced with blank panels, or be painted out.

5. Hazard To Traffic

a. Prohibition

No sign or sign support structure shall be erected, constructed, painted or maintained, and no permit can be issued, if the sign or sign support structure, because of its location, size, nature or type, constitutes a hazard to the safe and efficient operation of vehicles upon a street or a freeway, or creates a condition that endangers the safety of persons or property.

b. Hazard Referral

The Department of Building and Safety will refer the following to LADOT for hazard evaluation and determination prior to the issuance of a building permit:

i. All permit applications for signs that will be visible from and are located within 500 feet of the main traveled roadway of a freeway; and

ii. All other permit applications and any signs that are determined by the Department of Building and Safety to have a potential for hazard.

c. Hazard Determination

LADOT will return to the Department of Building and Safety each application given to it together with a statement of its determination. If LADOT determines that the sign or sign support structure will constitute a hazard, the Department of Building and Safety shall deny the application for permit.

6. Freeway Exposure

a. No person shall erect, construct, install, paint or maintain, and no building or electrical permit can be issued for, any sign or sign support structure within 2,000 feet of a freeway unless the Department of Building and Safety has determined that the sign will not be viewed primarily from a main traveled roadway of a freeway or an on-ramp/off-ramp.

b. The phrase viewed primarily from means that the message may be seen with reasonable clarity for a greater distance by a person traveling on the main traveled roadway of a freeway or on-ramp/off-ramp than by a person traveling on the street adjacent to the sign.

7. Sign Permit Priority Status

a. To maintain location, area, frontage, or spacing status, signs shall be installed within 6 months of issuance of a building permit and prior to expiration of any permit extension granted by the Department of Building and Safety.

b. When more than one permit is issued for a sign or signs on a lot and the more recently issued permit or permits cause such sign or signs to violate this Division, the more recently issued permit or permits are invalid and are subject to revocation. Any prior issued permits remain valid provided that such permits were issued in compliance with this Division.

8. Prohibited Signs

Signs are prohibited if they:

a. Contain obscene matters, as defined in *California Penal Code, Section 311*.

b. Contain or consist of posters, pennants, banners, ribbons, streamers or spinners, except as permitted in *Sec. 4C.11.2 (Temporary Signs)*.

c. Contain flashing, mechanical and strobe lights in conflict with the provisions of *Chapter VIII., Division B, Section 80.08.4 (Flashing Lights – Interference With Traffic Signals)* and *Chapter 9, Article 3, Section 93.0107 (Distracting, Confusing or Nuisance Lighting Viewed From Public Streets, Highways or Other Public Thoroughfares Used by Vehicular Traffic)*.

d. Are revolving and where all or any portion rotate at greater than 6 revolutions per minute.

e. Are tacked, pasted or otherwise temporarily affixed on the walls of buildings, barns, sheds, trees, poles, posts or fences, except as permitted in *Sec. 4C.11.2 (Temporary Signs)*.

f. Are affixed to any vehicle or trailer on private property if the vehicle or trailer is not intended to be otherwise used in the business and the sole purpose of attaching the sign to the vehicle or trailer is to attract people to a place of business.

g. Emit audible sounds, odor or visible matter.

h. Use human beings, live animals, animated figures, motion pictures or projectors or any other means that causes continuous motion in connection with any sign.

i. Are supergraphic signs, except where supergraphic signs are specifically permitted pursuant to a legally-adopted Specific Plan, a Supplemental Use District, an approved development agreement or a Sign District. In addition, despite the provisions of *Sec. 13B.10.1.B. (Vesting of Development Plan)*, this prohibition does not apply to any building permit issued prior to August 14, 2009 if the Department of Building and Safety determines that both substantial liabilities have been incurred, and substantial work has been performed on-site, in accordance with the terms of that permit pursuant to *Chapter 9, Section 91.106.4.3.1.*

j. Are off-site signs, including off-site digital displays, except when off-site signs are specifically permitted by pursuant to a relocation agreement entered into pursuant to *California Business and Professions Code Section 5412*. This prohibition also applies to alterations, enlargements or conversions to digital displays of legally existing off-site signs, except for alterations that conform to the provisions of *Chapter 9, Section 91.6216 (Existing Signs)* and all other requirements of this Code. This prohibition does not apply to off-site signs, including off-site digital displays, that are specifically permitted pursuant to a legally-adopted Specific Plan, a Supplemental Use District, an approved development agreement or a Sign District. In addition, despite the provisions of *Sec. 13B.10.1.B. (Vesting of Development Plan)*, this prohibition does not apply to any building permit issued prior to August 14, 2009 if the Department of Building and Safety determines that both substantial liabilities have been incurred, and substantial work has been performed on-site, in accordance with the terms of that permit pursuant to *Chapter 9, Section 91.106.4.3.1. (Limit of Authorization)*.

k. Are inflatable devices, except where inflatable devices are specifically permitted pursuant to a legally-adopted Specific Plan, a Supplemental Use District, an approved development agreement or a Sign District.

9. Prohibited Locations

a. No sign or sign support structure shall project into any public alley, except that a sign or sign support structure above a height of 14 feet may project no more than 6 inches into a public alley.

b. No sign or sign support structure shall be located less than 6 feet horizontally or 12 feet vertically from overhead electrical conductors energized in excess of 750 volts. As used here, the term overhead electrical conductors means any electrical conductor, either bare

or insulated, installed above-ground, except electrical conductors that are enclosed in iron pipe or other material covering of equal strength. Arcs of 6-foot radius may be used to define corners of the prohibition area.

c. No sign or sign support structure shall be erected in a visibility triangle as defined by *LAMC Chapter 6, Section 62.200 (Street Intersections - Obstructions to Visibility)*.

d. No sign or sign support structure shall be located within 2 feet of the curb or edge of any roadway.

10. Temporary Signs

For additional standards applicable to temporary signs, see *Sec. 4C.11.2 (Temporary Signs)*.

11. Off-site Signs

For additional standards applicable to off-site signs, see *Sec. 4C.11.3 (Off-Site Signs)*.

12. On-Site Signs

For additional standards applicable to on-site signs, see *Sec. 4C.11.4 (On-Site Signs)*.

D. Measurement

For the measurement of footcandle, see Sec. 4C.10.1.D. (Measurement).

E. Exceptions

1. Wall Signs

Wall signs in compliance with all of the standards below are exempt from the limitations in *Sec. 4C.11.1.C.6. (Freeway Exposure)*.

a. The total area of all wall signs on a building shall not exceed 100 square feet.

b. An individual wall sign shall not exceed 50 square feet in area.

c. Wall signs that can be viewed primarily from an off ramp and not from the main traveled roadway of a freeway.

d. Wall signs shall not have moving parts or any arrangement of lights that create the illusion of movement.

2. Original Art Murals, Vintage Original Art Murals and Public Art Installations

a. General

i. A building permit from the Department of Building and Safety is required for the necessary physical alterations to a building or other structures due to a new hand-tiled or digitally printed original art mural or any public art installation that may require a building permit.

ii. If any part, sentence, phrase, clause, term or word in this *Sec. 4C.11.1.E.2. (Original Art Murals, Vintage Original Art Murals and Public Art Installations)*, relating to original art murals, vintage original art murals, or public art installations is declared invalid or unconstitutional by a valid court judgment or decree of any court of competent jurisdiction, the declaration of such unconstitutionality does not affect the constitutionality or lawfulness of the remainder of this zoning code (Chapter 1A), the *LAAC* or any other City regulation regulating signage, billboards or original art murals.

b. Original Art Mural

A one-of-a-kind, hand-painted, hand-tiled, or digitally printed image on the exterior wall of a building that does not contain any commercial message.

i. An original art mural that conforms to the requirements of *Chapter 7, Section 22.119 (Original Art Murals on Private Property)* of the Los Angeles Administrative Code is not considered a sign and is not subject to the provisions of this *Div. 4C.11. (Signs)* or any other ordinance that regulates signs.

ii. Any supposed "mural" that does not conform to the requirements of *Chapter 7, Section 22.119 (Original Art Murals on Private Property)* of the Los Angeles Administrative Code is considered a sign and is subject to the provisions of this *Div. 4C.11. (Signs)* or any other ordinance that regulates signs and digital displays.

c. Vintage Original Art Mural

An original art mural that existed prior to October 12, 2013 (the operative date of Los Angeles Ordinance No. 182706).

i. A vintage original art mural that conforms to the requirements of *LAAC Chapter 7, Section 22.119.(c) (Grandfathering of Vintage Original Art Murals)* is not considered a sign and is not subject to the provisions of this *Div. 4C.11. (Signs)* or any other ordinance that regulates signs.

d. Public Art Installation

A facility, amenity or project that does not contain any commercial message and which is either an "approved public arts project" as defined by *LAAC Chapter 6, Section 19.85.4* or approved pursuant to *LAMC Chapter 9, Section 91.107.4.6 (Arts Development Fee)*.

i. A public art installation registered pursuant to the requirements of *LAMC Chapter 6, Section 19.85.4 (Direct Expenditures on Approved Arts Projects)* or the requirements of *LAMC Chapter 9, Section 91.107.4.6. (Arts Development Fee)* is not considered a sign, but is subject to *Sec. 4C.11.1.C.3. (Sign Illumination Limitations)* and any other applicable zoning and land use regulations set forth in the *LAMC*.

F. Relief

1. A deviation from any rules for all signs dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

2. Deviation from any rules for all signs standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.11.2. TEMPORARY SIGNS

Any sign that is to be maintained for a limited duration, including paper signs, posters, pennants, banners, ribbons, streamers, spinners, and other signs that are not permanently affixed to the ground or building.

A. Intent

See *Sec. 4C.11.1.A. (Intent)*.

B. Applicability

All temporary signs and sign support structures not located entirely in the public right-of-way shall conform to the requirements of this *Div. 4C.11. (Signs)* and all other applicable provisions of this zoning code (Chapter 1A).

C. Standards

1. Permit Required

a. A building permit is required for a temporary sign, pennant, banner, ribbon, streamer or spinner. The permit application shall specify the dates being requested for authorized installation and the proposed location.

b. Notwithstanding any other provision of this zoning code (Chapter 1A), a building permit shall be required for a temporary sign, other than one that contains a political, ideological or other noncommercial message. The permit application shall specify the dates being requested for authorized installation and the proposed location.

2. General

Temporary signs may display only on-site or noncommercial messages.

3. Temporary Signs

a. Location

Temporary signs may, including those that do not require a building permit, be tacked, pasted or otherwise temporarily affixed to windows or on the walls of buildings, barns, sheds or fences.

b. Area

i. The combined sign area of temporary signs shall not exceed 10 square feet in an Agricultural or Residential Use District, or 2 square feet for each foot of street frontage in all other Use Districts. Square footage for temporary signs shall not be counted toward the total sign area allocation from the Sign Packages, See *Sec. 4C.11.5. (Sign Packages)*.

ii. The combined sign area of temporary signs, when placed upon a window and any other window signs shall not exceed a maximum of 10% of the window area.

c. Construction

Temporary signs may be made of paper or any other material. If the temporary sign is made of cloth, it shall be flame-proofed when the aggregate area exceeds 100 square feet. Every temporary cloth sign shall be supported and attached with stranded cable of 1/16-inch minimum diameter or by other methods as approved by the Department of Building and Safety.

d. Time Limit

i. Temporary signs that require a permit shall be removed within 30 days of installation and shall not be reinstalled for a period of 30 days of the date of removal of the previous sign. The installation of temporary signs shall not exceed a total of 90 days in any calendar year.

ii. Temporary signs that do not require a permit shall be removed within 30 days of the date of installation of the sign.

D. Measurement

[Reserved]

E. Relief

1. A deviation from any temporary sign dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

2. Deviation from any temporary sign standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.11.3. OFF-SITE SIGNS

A sign that displays any message directing attention to a business, product, service, profession, commodity, activity, event, person, institution, or any other commercial message, which is generally conducted, sold, manufactured, produced, offered or occurs elsewhere than on the premises where the sign is located.

A. Intent

See *Sec. 4C.11.1.A. (Intent)*.

B. Applicability

All exterior off-site signs, including window signs, and sign support structures not located entirely in the public right-of-way shall conform to the requirements of this Section and all other applicable provisions of this Zoning Code (Chapter 1A).

C. Standards

1. Location

a. No portion of an off-site sign with a sign area greater than 80 square feet shall be placed within 200 feet of a lot or a property zoned with a Residential Use District, which is located on the same side of the same street as the lot on which the sign is placed. However, where a lot has 2 or more street frontages, a sign may be located on that street frontage, which is not on the same street as the lot or property zoned with a Residential Use District; provided the sign and sign support structure are placed in that half of the lot that is the farthest from the street frontage on which the lot is located.

b. No portion of an off-site sign or sign support structure can be located in that half of a lot located farthest from the street frontage when a lot or a property zoned with a Residential Use District is located to the rear of that street frontage.

c. Off-site signs are not permitted along that portion of a lot having a street frontage of less than 50 feet.

d. No more than 4 off-site signs can be located at the intersection of 2 or more streets when the off-site signs are located within 150 feet of the intersection of 2 street frontages.

e. An off-site sign face shall not be located within 1 foot of a side lot line.

2. Area

The sign area of a single face cannot exceed 800 square feet.

3. Height

a. The height to the top of the off-site sign is limited to a maximum of 42 feet above the sidewalk grade or edge of roadway grade nearest the sign, except that a sign that is more than 80% above a roof of a building may extend to the top of the sign a maximum of 30 feet above the surface of the roof under the sign.

b. In no event can the height to the top of the off-site sign exceed a height greater than that height specified in the Form District in which the sign is located, or a height of 60 feet above the sidewalk grade or edge of roadway grade nearest the sign, whichever is more restrictive.

c. The bottom of the off-site sign shall be at least 8 feet above the sidewalk grade or edge of roadway grade nearest the sign.

4. Spacing

An off-site sign, which is either single-faced or parallel double-faced, shall be spaced as specified below from any other existing or previously permitted off-site sign, which is single-faced or parallel double-faced.

SPACING REQUIREMENTS BETWEEN OFF-SITE SIGNS

Existing or Permitted Sign by Sign Area	Proposed Sign by Sign Area		
	<80 SF	80 - 300 SF	>300 SF
<80 SF	100'	100'	200'
80 - 300 SF	100'	300'	300'
>300SF	200'	300'	600'

5. Double-Faced Off-site Signs

a. Off-site signs may be either single or double-faced.

b. For double-faced off-site signs whose faces are parallel, the distance between sign faces cannot exceed 6 feet.

c. For double-faced off-site signs whose faces are not parallel, the distance between sign faces at their widest point cannot exceed 35 feet. The separation of sign faces at their closest point cannot exceed 6 feet. In no event can the angle between sign faces exceed 37 degrees.

6. Projection

Off-site signs shall not project over the public right-of-way.

7. Covering

The backs of off-site signs exposed to public view shall be covered with a finished surface or material and shall be properly maintained.

8. Other Requirements

a. A maximum of two poles are permitted for any off-site sign. The maximum cross-sectional dimension of a pole cannot exceed 10% of the overall height of the sign.

b. Off-site sign supports shall be structurally independent of a building.

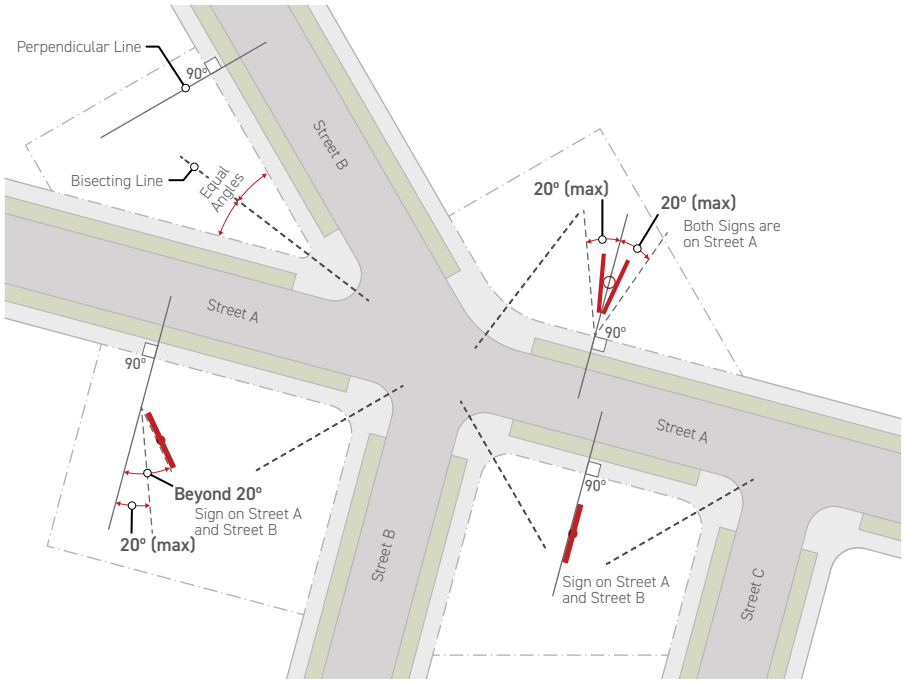
c. Sign support structures shall be located directly under the sign face as viewed from the front of the sign. The maximum horizontal distance between the center of the sign support structure and the sign face can not exceed 10 feet.

D. Measurement

1. Lots with Multiple Street Frontages

If a lot is a corner lot or any other lot with two or more street lot lines, the following rules for the determination of which street an off-site sign is located on shall apply:

a. For the purposes of *Sec. 4C.11.3.C.2 (Area)* and *Sec. 4C.11.3.D. (Measurement)*, an off-site sign shall be considered to be on a single street, if the sign and its support structure are located entirely on the side of the bisecting line closest to that street and the sign face is placed at the same angle as the perpendicular line or at an angle not to exceed 20 degrees from either side of the perpendicular line.



b. An off-site sign located on a through lot shall be located on a single street if the sign and its support structure are located entirely on that half of the lot closest to the lot line adjoining that street.

c. Any off-site sign not in conformance with either *Sec. 4C.11.3.D.1.a.* or *Sec. 4C.11.3.D.1.b.* is considered to be located on more than one street frontage.

2. Spacing

a. For any double-faced off-site sign, the spacing requirements are based on the area of the largest sign face.

b. For double-faced off-site signs whose faces are not parallel, the spacing between any proposed, permitted or existing off-site sign is determined by the following formula:

$$D = S \left[1 + \frac{(B - 5)}{90} \right]$$

Where:

D = required spacing between signs, in feet.

S = sign spacing determined by the table in *Sec. 4C.11.3.C.4. (Spacing)*.

B = widest edge separation of sign faces in feet.

c. Spacing is measured between off-site signs that are located on the same side of the same street. Spacing is measured from a line that is perpendicular to the street line and that passes through a point on the street line that is closest to the nearest sign face edge. Spacing is measured along the center line of the street.

E. Relief

1. A deviation from any off-site sign dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

2. Deviation from any off-site sign standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.11.4. ON-SITE SIGNS

A sign that is other than an off-site sign.

A. Intent

See *Sec. 4C.11.1.A. (Intent)*.

B. Applicability

All exterior signs, including window signs, and sign support structures not located entirely in the public right-of-way shall conform to the requirements of *Div. 4C.11. (Signs)* and all other applicable provisions of this Zoning Code (Chapter 1A).

C. Standards

1. Sign Packages

On-site signs shall comply with all the applicable sign package.

2. Sign Types

On-site signs shall comply with all applicable sign type standards.

3. Street Address Requirement

No sign shall be maintained on any property unless a street address for the property has been obtained, and is maintained in accordance with the provisions of *LAMC Chapter 6, Section 63.113 (Street Address Numbers - Responsibility Therefor, Designation, Location, Size, Maintenance, Change and Removal)*.

4. Projection Over the Public Right-Of-Way

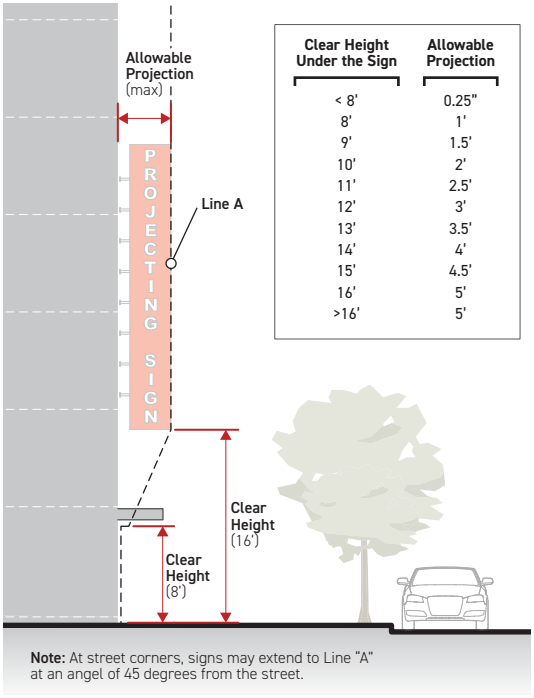
Where on-site signs are allowed to project over the public right-of-way, they shall comply with the following standards:

a. An on-site sign with a clear height less than 8 feet has a maximum projection allowance of 0.25 inches.

b. An on-site sign with a clear height equal to 8 feet has a maximum projection allowance of 1 foot.

c. For every extra foot of clear height over 8 feet, the projection maximum for on-site signs increases by half an inch.

d. The maximum allowed projection for any on-site sign is 5 feet, which applies to on-site signs with a clear height of 16 feet or greater.



Clear Height Under the Sign	Allowable Projection
< 8'	0.25"
8'	1'
9'	1.5'
10'	2'
11'	2.5'
12'	3'
13'	3.5'
14'	4'
15'	4.5'
16'	5'
>16'	5'

D. Measurement

See *Sec. 4C.11.6.D. (Measurement, Sign Types)*.

E. Relief

1. A deviation from any on-site sign dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

2. Deviation from any on-site sign standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.11.5. SIGN PACKAGES

A. Intent

The intent of the sign packages is to provide variety in the sign allocation based on the extent of reliance on specific modes of travel.

1. Sign Package 1 is intended for areas with a variety of transportation modes.

2. Sign Package 2 is intended for areas with a focus on pedestrian experience and alternative transportation modes besides automobiles.

B. Applicability

Sign package standards apply to all on-site signs determined by the sign package assigned by the applicable Development Standards District.

C. Standards

1. Digital Display

Digital displays are prohibited in Sign Package 2.

2. Total Sign Area Allowed

a. The maximum total area of on-site signs allowed on a lot is specified by sign package according to the category of the applied Use District (Part 5B) as specified below:

	Sign Package 1	Sign Package 2
AGRICULTURAL, RESIDENTIAL & OPEN SPACE USE DISTRICTS		
Total Sign Area Allocation for All Sign Types Allowed (max)	30 SF	30 SF
ALL OTHER USE DISTRICTS		
Total Sign Area Allocation for All Sign Types Allowed (max)	4 SF per foot of street frontage	4 SF per foot of building frontage
Combined Sign Area of Illuminated Canopy Signs, Roof Signs, Roof Signs: Open Panel & Wall Signs Facing the Same Direction (max)	2 SF per foot of street frontage, + 1 SF for each foot of building frontage	n/a

b. In Sign Package 1, Awning Signs, High Rise Signs and Marquee Signs do not count towards the total sign area allocation of 4 square feet per foot of street frontage.

c. In Sign Package 2, Awing Signs and Tall Building Signs do not count towards the total sign area allocation of 4 square feet per foot of street frontage.

3. Sign Types Allowed

		Sign Package 1	Sign Package 2
AGRICULTURAL, RESIDENTIAL & OPEN SPACE USE DISTRICTS			
Awning Sign	*(Sec. 4C.11.6.C.1.)*	●	●
High Rise Sign 1	*(Sec. 4C.11.6.C.2.)*	○	○
Illuminated Canopy Sign	*(Sec. 4C.11.6.C.3.)*	○	○
Marquee Sign	*(Sec. 4C.11.6.C.4.)*	○	○
Monument Sign	*(Sec. 4C.11.6.C.5.)*	●	●
Pedestrian Sign	*(Sec. 4C.11.6.C.6.)*	○	○
Pole Sign	*(Sec. 4C.11.6.C.7.)*	●	○
Projecting Sign	*(Sec. 4C.11.6.C.8.)*	○	○
Roof Sign	*(Sec. 4C.11.6.C.9.)*	○	○
Roof Sign: Open Panel	*(Sec. 4C.11.6.C.10.)*	○	○
High-Rise 2 Sign	*(Sec. 4C.11.6.C.11.)*	○	○
Wall Sign	*(Sec. 4C.11.6.C.12.)*	●	●
Window Sign	*(Sec. 4C.11.6.C.13.)*	○	○
Yard Sign	*(Sec. 4C.11.6.C.14.)*	●	●
ALL OTHER USE DISTRICTS			
Awning Sign	*(Sec. 4C.11.6.C.1.)*	●	●
High Rise Sign 1	*(Sec. 4C.11.6.C.2.)*	●	○
Illuminated Canopy Sign	*(Sec. 4C.11.6.C.3.)*	●	○
Marquee Sign	*(Sec. 4C.11.6.C.4.)*	●	●
Monument Sign	*(Sec. 4C.11.6.C.5.)*	●	●
Pedestrian Sign	*(Sec. 4C.11.6.C.6.)*	●	●
Pole Sign	*(Sec. 4C.11.6.C.7.)*	●	○
Projecting Sign	*(Sec. 4C.11.6.C.8.)*	●	●
Roof Sign	*(Sec. 4C.11.6.C.9.)*	●	○
Roof Sign: Open Panel	*(Sec. 4C.11.6.C.10.)*	○	●
High-Rise 2 Sign	*(Sec. 4C.11.6.C.11.)*	○	●
Wall Sign	*(Sec. 4C.11.6.C.12.)*	●	●
Window Sign	*(Sec. 4C.11.6.C.13.)*	●	●
Yard Sign	*(Sec. 4C.11.6.C.14.)*	○	○

● = Sign type not allowed
○ = Sign type allowed

a. Where a sign meets the standards and definition of both an allowed sign type and a sign type that is not allowed per the table in this paragraph, the sign is considered to be the allowed sign type.

D. Measurement

1. Sign Area

a. Maximum sign area is measured independently for each sign face.

b. Sign area is measured as the area circumscribed by the smallest geometric shape created with a maximum of eight straight lines that will enclose all words, letters, figures, symbols, designs and pictures, together with all framing, background material, colored or illuminated areas and attention-attracting devices, forming an integral part of an individual message except that:

i. For wall signs having no discernible boundary, each of the following shall be included in any computation of surface area:

a) The areas between letters;

b) Words intended to be read together; and

c) Any device intended to draw attention to the sign message.

ii. For spherical, cylindrical or other three-dimensional signs, the area of the sign shall be computed from the smallest two-dimensional geometrical shape or shapes, which will best approximate the greatest actual surface area visible from any one direction. Sign support structures are excluded if neutral in color.

2. Sign Area Allocation

a. Sign area allocation, either total or by sign type, when specified per foot of street frontage is calculated by multiplying the specified area by the length of the street frontage.

b. Sign area allocation, either total or by sign type, when specified per foot of building frontage is calculated by multiplying the specified area by the length of the building frontage.

c. The sign area for all signs, including required signs and signs displaying addresses, is counted toward the total sign area allocation as specified in Sec.4C.11.5.C. (Sign Packages).

E. Exceptions

Flag lots containing less than 50 feet of street frontage are allotted 50 feet of street frontage for the purpose of determining the type of sign permitted and for the allowable sign area.

F. Relief

1. In sign package 2, deviations from the dimensional standards for projecting signs shall be authorized in accordance with *Sec. 13B.2.5. (Director Determination)*. In addition to the findings otherwise required by *Sec. 13B.2.5. (Director Determination)*, the Director of Planning shall find that the proposed projecting sign meets the following criteria:

a. The total sign area of all projecting signs, including existing projecting signs and existing pole signs *(Sec. 4C.11.6.C.8.ii.)*, does not exceed 25 SF plus 1.5 SF per foot of street frontage, with no individual projecting sign exceeding 300 SF per sign face; and

b. The proposed projecting sign contributes to the existing pattern and character of signs of the area within a 500 foot radius of the site.

2. A deviation from any sign package dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. Deviation from any sign package standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.11.6. SIGN TYPES

A. Intent

That the regulations will provide reasonable protection to the visual environment by controlling the size, height, spacing and location of signs.

B. Applicability

1. General

a. Any project including the construction or modification of an on-site sign.

b. Sign type standards apply to each lot according the Sign Package (Sec. 4C.11.5.C.) specified by the applied Development Standards District.

2. Combination Signs

A sign subject to more than one type of classification, shall meet the requirements for the type to which each portion is subject.

C. Standards

The standards for each sign type are specified in the tables below:

1. Awning Sign



DEFINITION

A sign painted, sewn, or otherwise adhered to the material of an awning as an integrated part of the awning itself.

GENERAL STANDARDS

i. Signs are only allowed on awnings that comply with all applicable provisions of *LAMC Sec. 91.3202 (General)*, *LAMC Sec. 91.3202.3.1 (Awnings, Canopies, Marquees and Signs)*.

ii. No sign can be placed on any portion of an awning except the valance that is parallel to the building face. No sign can extend outside the awning.

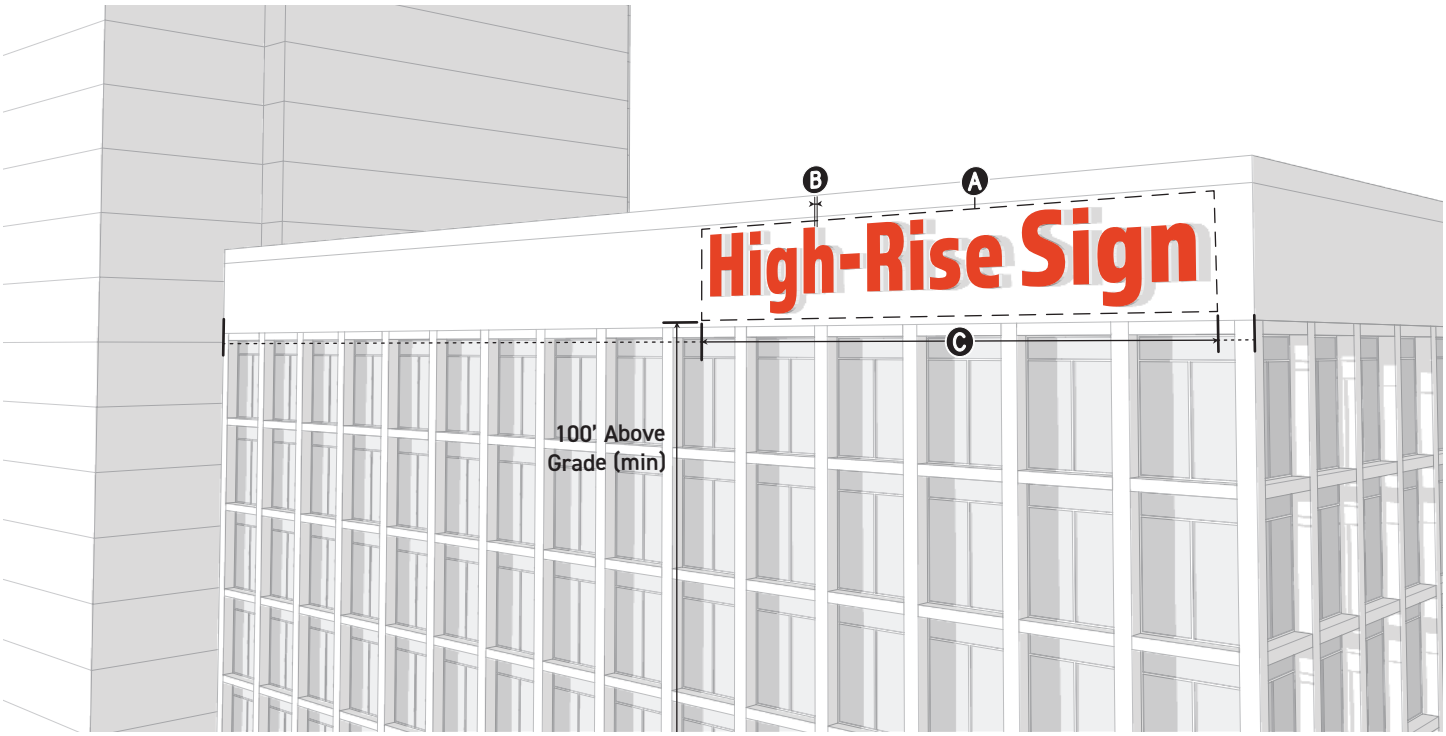
iii. Signs are not allowed on awnings with a valance above 14 feet in height measured from the nearest sidewalk or edge of roadway grade to the top of the valance.

SIGN TYPE PERMISSIONS	Sign Package 1	Sign Package 2
OS, A, & RG Use Districts	●	●
All other Use Districts	●	●

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS	Sign Package 1	Sign Package 2
Combined sign area for all Awning Signs (max)		
OS, A, & RG Use Districts	n/a	n/a
All other Use Districts	2 SF per foot of street frontage	2 SF per foot of street frontage
A **Area of individual Awning Sign** (max)		
OS, A, & RG Use Districts	20 SF	20 SF
All other Use Districts	n/a	12 SF
B **Sign display height** (max)	1'	1'

2. High-Rise Sign 1



DEFINITION

A sign located at least 100 feet above grade and attached to the wall of a building.

GENERAL STANDARDS

i. The plane of the sign face of a high-rise 1 sign shall be approximately parallel to the face of the building.

ii. A high-rise 1 sign shall not extend above the top of the wall of the building, except where there is less than 3 feet between the top of the wall and the top of a window, the high-rise 1 sign may extend above the top of the wall by a maximum of 3 feet.

SIGN TYPE PERMISSIONS	Sign Package 1	Sign Package 2
OS, A, & RG Use Districts	○	○
All other Use Districts	●	○

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS	
Combined sign area for all High-Rise 1 Signs (max)	n/a
Ⓐ **Area of individual High-Rise 1 Sign** (max)	5% of the area of the building wall to which the sign is attached
Ⓑ **Projection from building face** (max)	2'
Ⓒ **Width** (max % of facade length)	80%

3. Illuminated Canopy Sign



DEFINITION

A sign integrated into an enclosed internally illuminated canopy that is attached to the wall of a building.

GENERAL STANDARDS

i. An illuminated canopy sign shall not extend above the top of the wall of a building.

ii. For emergency personnel access, illuminated canopy signs shall not occupy a 4-foot distance along the exterior wall at one corner of the building's street frontage and an additional 4-foot distance along every 50 feet of the building frontage.

iii. An illuminated canopy sign shall bear the electric sign label of an approved testing agency with a re-inspection service.

iv. Only canopies at grade level may contain illuminated canopy signs over a door or window.

v. An illuminated canopy sign shall be internally illuminated so as to illuminate the canopy and the exterior wall below.

vi. Illuminated canopy signs may project over a public right-of-way.

SIGN TYPE PERMISSIONS	Sign Package 1	Sign Package 2
OS, A, & RG Use Districts	○	○
All other Use Districts	●	○

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS	
Combined sign area for all Illuminated Canopy Signs (max)	2 SF per foot of street frontage
Ⓐ **Area of individual Illuminated Canopy Sign** (max)	n/a
Ⓑ **Sign display height** (max)	3'
Depth (max)	8"
Ⓒ **Clear height** (min)	8'-2"
Ⓓ **Projection from building face** (max)	3'

4. Marquee Sign



DEFINITION

A sign attached to the periphery of a marquee.

GENERAL STANDARDS

i. Signs shall not extend above or below the marquee.

ii. Signs shall not be attached to any portion of the marquee except on the periphery.

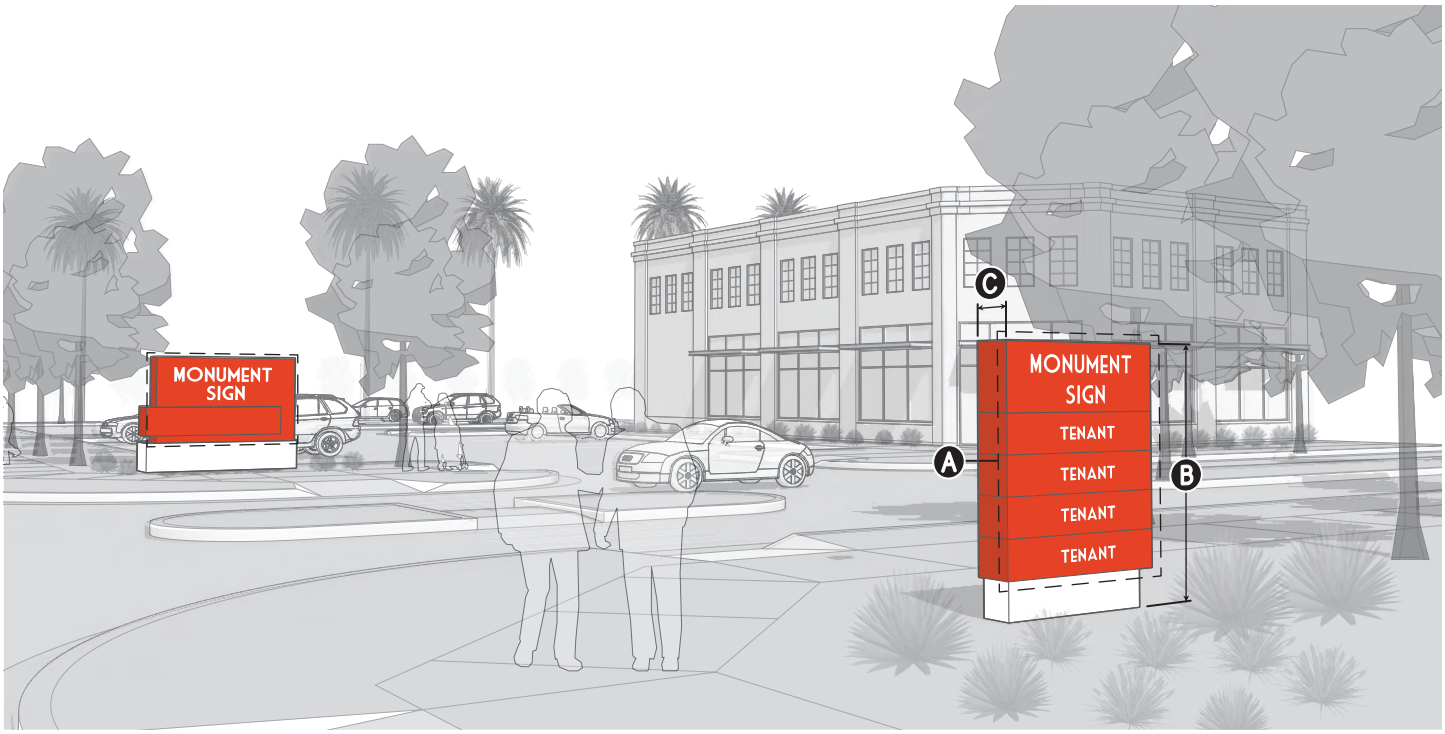
iii. Cloth or banner signs or drop-roll curtains may be suspended below the exterior periphery and extend within 7 feet of the grade.

	Sign Package 1	Sign Package 2
SIGN TYPE PERMISSIONS		
OS, A, & RG Use Districts	○	○
All other Use Districts	●	●

● = Sign type allowed ○ = Sign type not allowed

	DIMENSIONAL STANDARDS	
	Combined sign area for all Marquee Signs (max)	n/a
Ⓐ	**Area of individual Marquee Sign** (max)	Limited by marquee size

5. Monument Sign



DEFINITION

A freestanding sign which is wholly independent of a building for support, erected directly upon the original grade or finished grade, or that is raised no more than 12 inches from the grade to the bottom of the sign.

GENERAL STANDARDS

i. A monument sign shall be set back at least 7.5 feet from a side lot line.

ii. A monument sign shall be located at least 15 feet from any other monument sign, projecting sign or pole sign in any direction.

iii. A monument sign shall be located so as not to present a physical visibility obstruction that could interfere with or present a hazard to pedestrian or vehicular traffic.

iv. A monument sign shall not project over a public right-of-way.

	Sign Package 1	Sign Package 2
SIGN TYPE PERMISSIONS		
OS, A, & RG Use Districts	●	●
All other Use Districts	●	●

● = Sign type allowed ○ = Sign type not allowed

	Sign Package 1	Sign Package 2
DIMENSIONAL STANDARDS		
Combined sign area for all Monument Signs (max)		
OS, A, & RG Use Districts	n/a	n/a
All other Use Districts	1.5 SF per foot of street frontage	1.5 SF per foot of building frontage
Ⓐ **Area of individual Monument Sign** (max)		
OS, A, & RG Use Districts	9 SF per sign face	9 SF per sign face
All other Use Districts	75 SF per sign face	32 SF per sign face
Number of Monument Signs allowed (max)		
OS, A, & RG Use Districts	1	1
All other Use Districts	n/a	n/a
Ⓑ **Height** (max)		
A & RG Use Districts	6'	6'
All other Use Districts	8'	8'
Ⓒ **Depth** (max)	2'	2'

6. Pedestrian Sign



DEFINITION

A small sign attached perpendicular to the building facade that hangs from a bracket or support.

GENERAL STANDARDS

i. A hanging bracket shall be an integral part of the sign design.

ii. Pedestrian signs shall be located below the window sills of the 2nd story on a multi-story building or below the top of the exterior wall on a single-story building.

iii. Pedestrian signs shall be located within 5 feet horizontally of a ground story tenant entrance.

iv. Pedestrian signs shall be located at least 15 feet from any other pedestrian sign or projecting sign.

v. Pedestrian signs shall be attached to a building to withstand the loads as required by *LAMC Sec. 91.6212*.

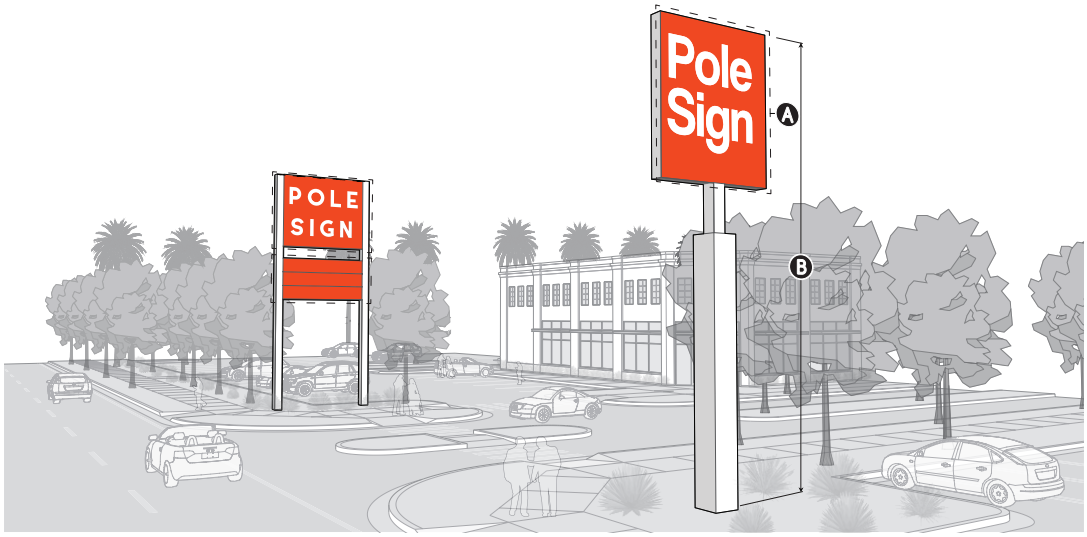
vi. Pedestrian signs shall comply with *Sec. 4C.11.4.C.4. (Projection Over the Public Right-Of-Way)*.

SIGN TYPE PERMISSIONS	Sign Package 1	Sign Package 2
OS, A, & RG Use Districts	○	○
All other Use Districts	●	●

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS	
Combined sign area for all Pedestrian Signs (max)	n/a
Ⓐ **Area of individual Pedestrian Sign** (max)	9 SF per sign face
Ⓑ **Sign display height** (max)	3'
Ⓒ **Projection from building face** (min/max)	1'/3'
Ⓓ **Depth** (max)	6"
Ⓔ **Clear height** (min)	8'

7. Pole Sign



DEFINITION

A freestanding sign that is wholly independent of a building for support, permanently affixed to the ground using one or more poles or posts.

GENERAL STANDARDS

i. A pole sign shall be located at least 10 feet from a side lot line; however, on a corner lot, a pole signs may be at least 5 feet from side lot lines.

ii. A pole sign shall be located at least 15 feet from any other pole sign, projecting sign or monument sign.

iii. The maximum width of a pole or post shall not exceed 10% of the overall sign height.

iv. A pole sign shall be located so as not to interfere or present a hazard to pedestrian or automobile traffic.

v. Where the lower part of a pole sign is less than 8 feet above sidewalk grade or the edge of roadway grade nearest the sign, the sign shall extend to 18 inches from grade or be installed in a planter that extends beyond the edges of the sign and any support structure that is 18 inches minimum in height.

vi. A pole sign may project over a public right-of-way, but shall comply with *Sec. 4C.11.4. (Projection Over the Public Right-Of-Way)*. Sign projections shall fall within an area that is perpendicular to the public right-of-way and has a width of 3 feet as measured parallel to the public right-of-way.

SIGN TYPE PERMISSIONS	Sign Package 1	Sign Package 2
OS, A, & RG Use Districts	●	○
All other Use Districts	●	○

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS

	Combined sign area for all Pole Signs (max)	
	OS, A & RG Use Districts	n/a
	All other Use Districts	2 SF per foot of street frontage + 1 SF per foot of building frontage
	Total number of Pole Signs & Projecting Signs (max)	
	OS, A & RG Use Districts	1
	All other Use Districts	
	0' to < 50' of street frontage	0
	50' to ≤ 200' of street frontage	1
	>200' to ≤ 400' of street frontage	2
	>400' to ≤ 600' of street frontage	3
	>600' of street frontage	+1 / 200' of street frontage
Ⓐ	**Area of individual Pole Sign (max)**	
	OS, A & RG Use Districts	9 SF per sign face
	All other Use Districts	400 SF per sign face
Ⓑ	**Height**[(1)] **including pole** (max)	
	A & RG Use Districts	6'
	All other Use Districts	
	0' to < 50' of street frontage	none
	50' of street frontage	25'
	>50' to ≤ 100' of street frontage	35'
	>100' of street frontage	42'

(1) Any pole sign located at the street corner of a corner lot may use the greater street frontage for determining height limitations. In no event may a pole sign, including the pole, exceed the maximum building height specified by the applied Form District.

8. Projecting Sign



DEFINITION

A sign attached approximately perpendicular to the building facade that does not meet the standards for a *pedestrian sign (Sec. 4C.11.6.C.6.)*.

GENERAL STANDARDS

i. The plane of the sign face shall be within 15 degrees of a line perpendicular to the face of the building, except at the corner of the building.

ii. A projecting sign shall not extend above the top of the building wall.

iii. A projecting sign shall be located at least 7.5 feet from any side lot line and be located at least 15 feet from any other projecting sign, monument sign or pole sign, measured in any direction.

iv. Projecting signs shall be attached to a building to withstand the loads as required by *LAMC Sec. 91.6212.*

v. A projecting sign may project over the public right-of-way, but shall comply with *Sec. 4C.11.4. (Projection Over the Public Right-Of-Way)*. Sign projections shall fall within an area that is perpendicular to the public right-of-way and has a maximum width of 3 feet as measured parallel with the public right-of-way.

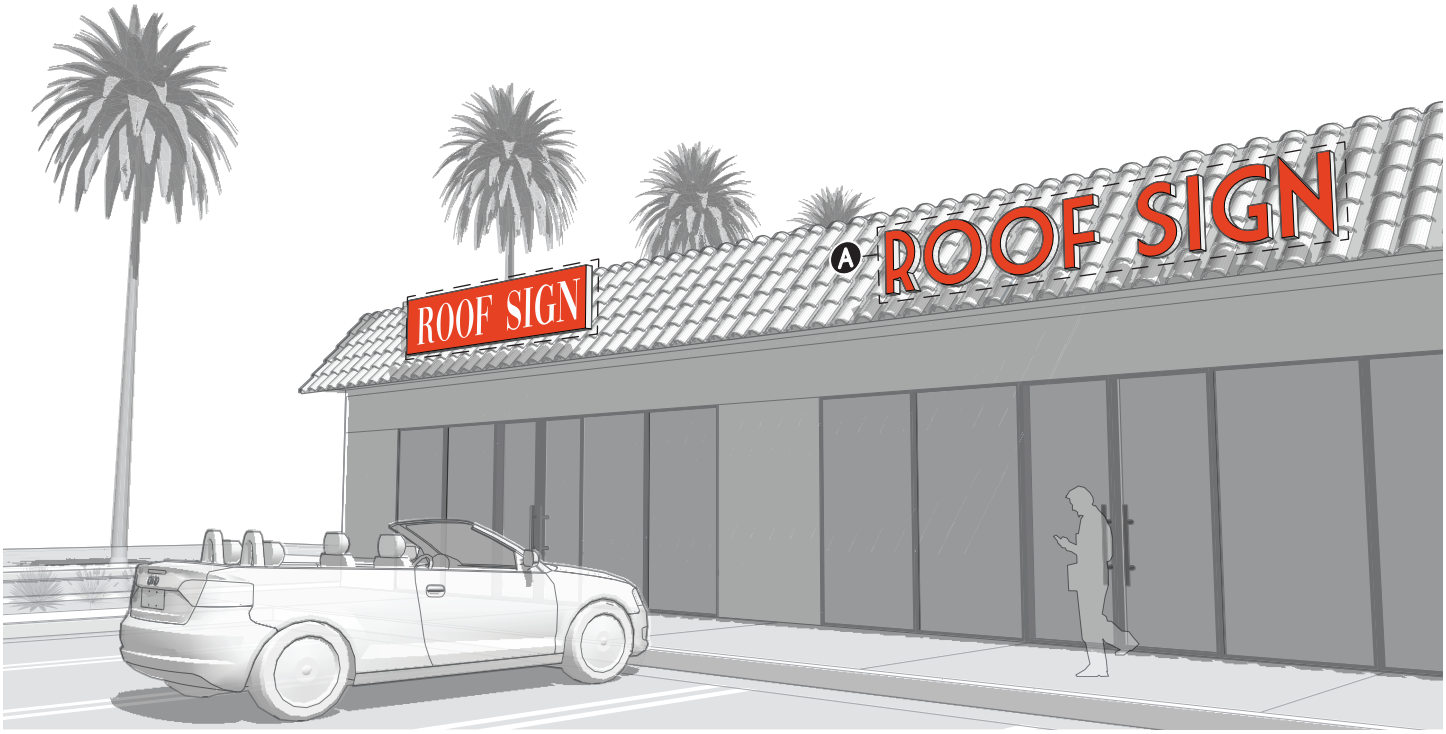
vi. For projecting signs located above 16 feet and on a lot having a street frontage greater than 50 feet, projections over the public right-of-way may vary linearly from 5 feet at 50 feet to 8 feet at 100 feet of street frontage. This is an exception to the provision above (Sec 4C.11.6.C.8.vi.)., and does not require compliance with Sec. 4C.11.6.D.2.

SIGN TYPE PERMISSIONS	Sign Package 1	Sign Package 2
OS, A, & RG Use Districts	○	○
All other Use Districts	●	●

● = Sign type allowed ○ = Sign type not allowed

	DIMENSIONAL STANDARDS	Sign Package 1	Sign Package 2
	Combined sign area for all Projecting Signs (max)	25 SF + 1.5 SF per foot of street frontage	25 SF + 1.5 SF per foot of building frontage
	Total number of Pole Signs & Projecting Signs (max)		
	0' to < 50' of street frontage	0	0
	50' to ≤ 200' of street frontage	1	1
	>200' to ≤ 400' of street frontage	2	2
	>400' to ≤ 600' of street frontage	3	3
	>600' of street frontage	+1 / 200' of street frontage	+1 / 200' of street frontage
Ⓐ	**Area of individual Project Sign (max)**	300 SF per sign face	48 SF per sign face
Ⓑ	**Projection from building face** (max)	8'	5'
Ⓒ	**Clear height** (min)	8'	8'

9. Roof Sign



DEFINITION

A sign erected on a roof of a building.

GENERAL STANDARDS

i. Roof signs are allowed only when placed directly upon a roof that slopes downward toward and extends to or over the top of an exterior wall.

ii. The top of the roof sign shall be located at least 2 feet below the highest point of the roof where the sign is located.

iii. Roof signs shall be located at least 2 feet from the edge of the roof.

iv. Roof signs shall be located at least 10 feet from side lot lines.

v. The plane of the sign face of a roof sign shall be approximately parallel to the face of the building.

SIGN TYPE PERMISSIONS	Sign Package 1	Sign Package 2
OS, A, & RG Use Districts	○	○
All other Use Districts	●	○

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS		
	Combined sign area for all Roof Signs (max)	2 SF per foot of street frontage, + 1 SF for each foot of building frontage
A	**Area of individual Roof Sign** (max)	300 SF

10. Roof Sign: Open Panel

[Reserved]

DEFINITION

A sign erected on a roof of a building consisting of channel letters, graphic segments, open lighting elements, or other open forms affixed to a non-solid panel sign support structure.

GENERAL STANDARDS

i. The sign shall be located on the roof of a building.

ii. The plane of the sign face shall be approximately parallel to the face of the building.

iii. The sign shall consist of open channel lettering or graphic segments. Box and cabinet signs are not allowed.

APPROVAL

Sign type only allowed accordance with *Sec. 13B.2.5. (Director Determination)*.

Supplemental Findings. The proposed sign contributes to the existing pattern and character of signs of the area within a 500 foot radius of the site.

SIGN TYPE PERMISSIONS	Sign Package 1	Sign Package 2
OS, A, & RG Use Districts	○	○
All other Use Districts	○	●

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS		
	Combined sign area for all Open Panel Roof Signs (max)	2 SF per foot of building frontage
Ⓐ	**Area of individual Open Panel Roof Sign** (max)	80 SF
Ⓑ	**Sign display height** (max height above roof-line or parapet)	3'
Ⓒ	**Distance from another roof sign** (min)	15'

11. High-Rise Sign 2

[Reserved]

DEFINITION

A sign located at least 120 feet above grade and attached to the wall of a building.

GENERAL STANDARDS

i. No building may have more than two high-rise 2 signs and no more than one on any side of the building. In the case of a cylindrical or elliptical building, the building should be considered to have four quadrants, which will in no case exceed 25% of the perimeter of the building. Both tall building signs on a building must be identical in design.

ii. The plane of the sign face of a high-rise 2 sign shall be approximately parallel to the face of the building.

iii. On a flat-topped building, high-rise 2 signs must be located between the top of the windows on the topmost floor and the top of the roof parapet or within an area 16 feet below the top of the roof parapet.

iv. On buildings with stepped, non-flat, or otherwise articulated tops, high-rise 2 signs may be located within an area 16 feet below the top of the building or within an area 16 feet below the top of the parapet of the main portion of the building below the stepped or articulated top.

GENERAL STANDARDS

i. High-rise 2 signs must be located on a wall and may not be located on a roof, including a sloping roof, and may not block any windows.

ii. The sign shall consist of open channel lettering or graphic segments. Box and cabinet signs are not allowed.

iii. High-rise 2 signs are limited to one line of text.

SIGN TYPE PERMISSIONS	Sign Package 1	Sign Package 2
OS, A, & RG Use Districts	○	○
All other Use Districts	○	●

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS	
Combined sign area for all High-Rise 2 Signs (max)	n/a
Ⓐ **Area of individual High-Rise 2 Sign** (max)	50% of the area of the building wall to which the sign is attached or 800 SF, whichever is less

12. Wall Sign



DEFINITION

A sign on the wall of a building or structure, with the exposed face of the sign in a plane approximately parallel to the plane of the wall, that has been attached to, painted on, or erected against the wall, projected onto the wall, or printed on any material which is supported and attached to the wall by an adhesive or other materials or methods.

GENERAL STANDARDS

i. For wall signs made up of individual letters that use the wall of the building as background, sign area allocated in *Sec. 4C.11.5.C.2.* and *Sec. 4C.11.5.C.3.* may be increased by 20%, provided there is no change in color between the background and the surrounding wall area.

ii. If any message is placed on the edge of a wall sign, then that portion of the wall sign is regulated as a pedestrian sign or a projecting sign.

iii. A wall sign cannot extend above the top of the wall of the building, except where there is less than 3 feet between the top of the wall and the top of a window, the wall sign may extend above the top of the wall by a maximum of 3 feet.

iv. The plane of the sign face of a wall sign shall be approximately parallel to the face of the building.

v. Wall signs cannot be illuminated when installed on a wall that faces the rear or side lot line that is located within 30 feet of properties zoned with an Agricultural or Residential Use District and a Density District of 8 to 60 or 1L to 4L.

vi. No wall sign shall project over any public property or any public right-of-way greater than that permitted in *Sec. 4C.11.4. (Projection Over the Public Right-Of-Way)*.

vii. Where a parking lot exists between a wall sign and the street, and there is a freestanding wall or fence between the parking lot and the street, a sign may be placed on the wall or fence provided the sign does not project beyond the lot line. The sign is limited to that portion of the wall or fence between 2.5' and 3.5' in height above the finished grade at the base of the wall generally facing the street.

	Sign Package 1	Sign Package 2
SIGN TYPE PERMISSIONS		
OS, A, & RG Use Districts	●	●
All other Use Districts	●	●

● = Sign type allowed ○ = Sign type not allowed

		Sign Package 1	Sign Package 2
DIMENSIONAL STANDARDS			
	Combined sign area for all Wall Signs (max)		
	OS, A, & RG Use Districts	n/a	n/a
	All other Use Districts		
	Single story buildings	2 SF per foot of street frontage, + 1 SF for each foot of building frontage.	3 SF per foot of building frontage
	Multistory buildings	2 SF per foot of street frontage,+ 1 SF for each foot of building frontage, + 10% for each additional story (not to exceed 150% of single story max).	2 SF per foot of building frontage
Ⓐ	**Area of individual Wall Sign (max)**		
	OS, A, & RG Use Districts	20 SF	20 SF
	All other Use Districts	n/a	80 SF
Ⓑ	**Projection from building face** (max)	2'	1'

13. Window Sign



DEFINITION

A sign, except for a supergraphic sign, that is attached to, affixed to, leaning against, or otherwise placed within 6 feet of a window or door in a manner so that the sign is visible from outside the building.

GENERAL STANDARDS

The total area of all window signs shall not exceed 10% of the area of a single window pane or 10% of the aggregate area of all immediately adjacent window panes separated at most by a mullion, muntin or grid no thicker than 6 inches in width.

SIGN TYPE PERMISSIONS	Sign Package 1	Sign Package 2
OS, A, & RG Use Districts	○	○
All other Use Districts	●	●

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS	Sign Package 1	Sign Package 2
Combined sign area for all Window Signs (max)	n/a	
Ⓐ Area of individual Window Sign (max)	n/a	32 SF

14. Yard Sign



DEFINITION

A small sign placed in a yard or other amenity space.

GENERAL STANDARDS

Yard signs shall not have mechanical or moving parts and no electricity or other source of illumination or power may be attached or made a part of the sign.

SIGN TYPE PERMISSIONS	Sign Package 1	Sign Package 2
OS, A, & RG Use Districts	●	●
All other Use Districts	○	○

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS	
Combined sign area for all Yard Signs (max)	n/a
Ⓐ **Area of individual Yard Sign** (max)	
Agricultural Use Districts	20 SF
OS & RG Use Districts	12 SF
Ⓑ **Height** (max)	6'

D. Measurement

1. Sign Height

a. The height of all signs permitted by this article, except for yard signs, shall be measured as the distance in a straight vertical line from the top of the sign to the sidewalk grade, or to the edge of roadway grade nearest the sign if there is no sidewalk. Yard sign height is measured from finished grade at the base of the sign.

b. Any pole sign located at the street corner on a corner lot may use the greater of the two intersecting street frontages for determining maximum sign height. In no event can a sign exceed the height in which the sign is located.

E. Relief

1. A deviation from any sign type dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

2. Deviation from any sign type standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

DIV. 4C.12. SITE ELEMENTS

SEC. 4C.12.1. ROOF-MOUNTED EQUIPMENT

A. Intent

To ensure roof mounted equipment is designed to minimize effects on surrounding properties and the public realm and to ensure roof-mounted equipment is obscured from view on the city skyline.

B. Applicability

All mechanical or utility equipment located on a roof, with the exception of solar panels and their required appurtenances and equipment for wireless telecommunication uses, shall meet the following screening standards. Rooftop wireless telecommunication uses shall be screened according to *Sec. 4C.8.8. (Wireless Telecommnication Facilities)*.

C. Standards

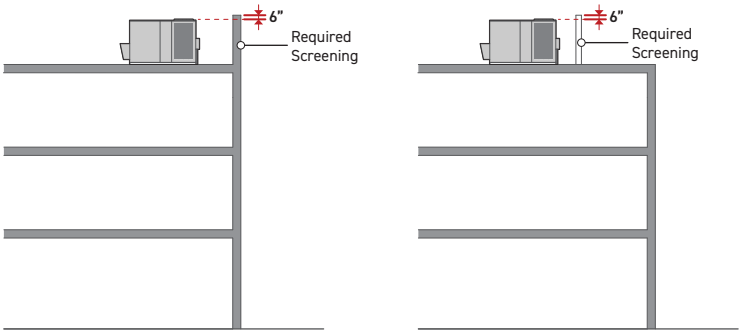
1. Roof-mounted mechanical or utility equipment (including but not limited to, compressors, condensers, conduits, pipes, vents, and ducts) shall be screened on all sides by a parapet or screening enclosure that:

a. Is no less than 75% opaque;

b. Has a minimum height 6 inches greater in height than the topmost point of the equipment; and

c. Encloses the equipment 100% up to the minimum height of the screening structure.

2. The screening structure shall meet *Sec. 4C.7.3 (Fence/Wall Design & Installation)*.



D. Measurement

1. For measurement of opacity see *Sec. 14.1.13. (Opacity %)*.

2. For measurement of enclosure see *Sec. 14.1.4. (Enclosure)*.

3. Height from topmost point of the equipment is measured to the top of the screening structure at its lowest height.

E. Exceptions

The following are exempt:

1. Sustainable energy systems;
2. Los Angeles Fire Department equipment;
3. Helipads; and
4. Window cleaning systems.

F. Relief

1. An alternative to roof-mounted equipment screening standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any roof-mounted equipment screening dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. Deviation from any roof-mounted equipment screening standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.12.2. GROUND-MOUNTED EQUIPMENT

A. Intent

To minimize visibility of ground-mounted equipment from the public realm and support the intent of the applicable *Frontage District (Part 3B)*.

B. Applicability

1. Mechanical or utility equipment having the following characteristics:

a. Publicly or privately owned.

b. Located at an elevation within 6 feet of surrounding grade.

c. Serves 5 or more dwelling units or at least 5,000 square feet of floor area.

d. Does not include equipment for wireless telecommunication uses. These uses shall comply with *Sec. 4C.8.8. (Wireless Telecommunication Facilities)*.

2. Ground-mounted equipment screening standards do not apply to lots owned or leased by the Los Angeles Department of Water and Power.

3. Ground-mounted equipment standards do not apply to fire hydrants.

C. Standards

1. Location

a. Ground mounted equipment located in a frontage yard shall be installed entirely below finished grade in a vault.

b. Ground mounted equipment may be located within a building or structure, such as a utility room or parking garage, provided no portion of the equipment faces a frontage yard unobstructed.

c. Ground mounted equipment may be located outdoors and above-grade provided that it meets the following standards:

i. No portion of the equipment is located in a frontage yard.

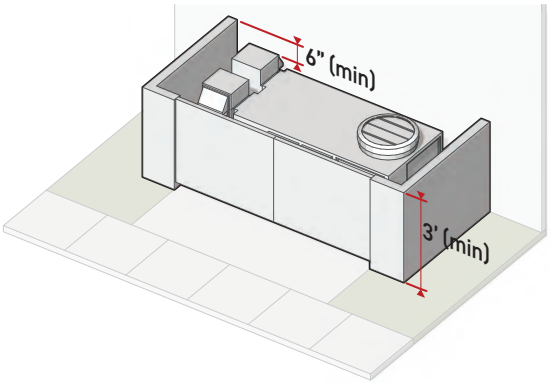
ii. When located on a corner lot, the equipment and its padmount shall not be located in the parking setback specified by the applied *Frontage District (Part 3B)*.

iii. Equipment is screened with a a fence/wall screen that meets the requirements of *Sec. 4C.12.C.2. (Fence/Wall Screen)* or a landscape screen that meets the requirements of *Sec. 4C.12.C.3. (Landscape Screen)*. Fence/wall screens and landscape screens may be combined to achieve full screening of the subject equipment.

2. Fence/Wall Screen

Fences or walls used to meet ground mounted equipment screening requirements shall meet the following standards:

a. Form a screening enclosure that creates a contiguous perimeter around 100% of the subject equipment for a height no less that 6 inches taller than the topmost point of the equipment. In no case may the screening enclosure be less than 3 feet in height.



b. Have a minimum opacity of 90%

c. Access gates provided in the screening enclosure shall meet the following standards:

i. Shall have a height no less that 6 inches taller than the topmost point of the equipment.

ii. Where a screening enclosure is taller than the minimum height, gates may be no more than 1 foot shorter than the height of the wall or fence provided.

iii. In no case shall gates exceed the height of the screening enclosure by more than 1 foot.

iv. Has a minimum opacity of 90%.

d. A building wall of an existing or proposed building may serve as a partial element of the screening enclosure, provided that the building wall meets the height requirements outlined in *Sec. 4C.12.C.2.a.* and the opacity requirements outlined in *Sec. 4C.12.C.2.b.*

e. Areas within the screening enclosure shall be maintained free of trash and debris.

f. Screening enclosure shall comply with *Sec. 4C.7.3 (Fence/Wall Design & Installation)*.

g. Screening may need to comply with additional access and clearance standards as may be required by LADWP.

3. Landscape Screen

Plants and landscaping used meet ground mounted equipment screening requirements shall meet the following standards:

a. General

i. Landscape screens shall be composed of hedges meeting the requirements of *Sec. 4C.12.2.C.3.b. (Hedges)* or screening plants meeting the requirements of *Sec. 4C.12.2.C.3.c. (Screening Plants).* Landscape screens may be composed of a combination of screening plants and hedges.

ii. All required screening plants and hedges shall have a minimum height at maturity no lower than the height of the topmost point of the equipment subject to screening.

iii. All required screening plants and hedges shall comply with *Sec. 4C.6.4. (Plant Design and Installation)*.

iv. Areas within the landscape screen shall be maintained free of trash and debris.

v. All plants provided in a landscape screen shall be planted and maintained so as to ensure a minimum of 3 feet of clearance between all portions of the equipment and the plants, based on spread at maturity.

vi. Screening may need to comply with additional access and clearance standards as may be required by LADWP

b. Hedges

i. A continuous perimeter of hedge shall surround 100% of the subject equipment. A maximum gap of 3 feet breaking the continuous perimeter is permitted to allow for equipment access, provided that the access gap does not face a frontage lot line.

ii. Hedges shall meet the requirements of *Sec.4C.6.4.C.3.d. (Hedges)*.

c. Screening Plants

i. Screening plants shall be planted in a planting area no less than 3 feet in depth that creates a contiguous perimeter surrounding 100% of the subject equipment. A maximum gap of 3 feet breaking the contiguous perimeter is permitted to allow for equipment access, provided that the access gap does not face a frontage lot line.

ii. A minimum of 20 screening plants shall be planted for every 50 linear feet of planting area, measured at the outside perimeter of the planting area.

iii. Screening plants shall meet the requirements of *Sec.4C.6.4.C.3.b. (Screening Plants)*.

D. Measurement

1. For measurement of opacity see *Sec. 14.1.13. (Opacity %)*.

2. For measurement of enclosure see *Sec. 14.1.4. (Enclosure)*.

3. Height from topmost point of the equipment is measured to the top of the screen and gate at their lowest point.

4. For measurement of plant and hedge height at maturity, see *Sec. 4C.6.4.D.11, (Height at Maturity)*.

5. For measurement of plant and hedge spread at maturity, see *Sec.4C.6.4.D.3. (Canopy Diameter, Spread, and Height at Maturity)*.

6. For measurement of planting area width, see *Sec. 4C.6.4.D.1. (Planting Area Width)*.

7. For measurement of parking setback see *Sec. 3C.2.1.D. (Measurement, Parking Setback)*.

8. For measurement of building width see *Sec 2C.6.1.D. (Building Width)*.

E. Relief

1. Where Los Angeles Department of Water and Power determines that utility equipment must be located in the frontage yard and that locating the equipment in a below grade vault is infeasible for reasons not related to cost, the applicant may request an alternative to the ground-mounted equipment location standards in accordance with Sec. 13B.5.2 (Alternative Compliance) allowing for the utility equipment to be located above-grade and in a frontage yard.

2. A deviation from any ground-mounted equipment screening dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. Deviation from any ground-mounted equipment screening standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.12.3. WALL-MOUNTED EQUIPMENT

A. Intent

To ensure wall-mounted equipment is concealed to minimize effects on the public realm.

B. Applicability

Wall mounted equipment standards apply to all mechanical or utility equipment attached to the exterior wall of a building or structure, with the exceptions of wireless telecommunication uses. Wireless telecommunication uses shall meet the screening requirements outlined in *Sec. 4C.8.8. (Wireless Telecommunication Facilities*). Wall-Mounted Equipment standards do not apply to fire alarms.

C. Standards

1. Location

Wall-mounted electrical meters, gas meters, cable boxes and other utility equipment shall not be attached to a building facade facing a frontage yard and shall not be located in a frontage yard unless it is fully screened with a screening enclosure meeting the standards below and that screening enclosure complies with the frontage yard fences and walls type standards allowed in the applicable Frontage District.

2. Screening Enclosure

Wall-mounted equipment located on a building or structure facade abutting a frontage yard shall be screened with an enclosure that meets the following requirements:

a. Has a minimum of 75% enclosure for a height of at least 6 inches taller than the topmost point of the equipment. For wall mounted equipment located more than 3 feet above the base of the wall, the enclosure shall have a minimum of 75% enclosure for no less than 6 inches below the bottommost point of the equipment.

b. Has a minimum opacity of 75%.

c. Access gates provided in the screening enclosure shall meet the following standards:

i. Shall have a height no less than 6 inches taller than the topmost point of the equipment and, where located more than 3 feet above the base of the wall, shall continue no less than 6 inches below the bottommost point of the equipment.

ii. Where a screening structure is taller than the minimum height, gates may differ no more than 1 foot from the height of the wall or fence provided.

iii. In no case shall gates exceed the height of the screening structure by more than 1 foot.

iv. Has a minimum opacity of 90%.

d. The screening structure shall comply with *Sec. 4C.7.3 (Fence/Wall Design & Installation)*.

D. Measurement

1. For measurement of opacity see *Sec. 14.1.13. (Opacity %)*.

2. For measurement of enclosure see *Sec. 14.1.4. (Enclosure)*.

3. Height from topmost point of the equipment is measured to the top of the screen and gate at their lowest height.

E. Exceptions

[Reserved]

F. Relief

1. An alternative to wall-mounted equipment screening standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

2. A deviation from any wall-mounted equipment screening dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. Deviation from any wall-mounted equipment screening standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.12.4. WIRELESS TELECOMMUNICATION FACILITIES

A. Intent

To minimize visual impacts, make the installation, operation, and appearance of wireless telecommunication facilities as inconspicuous as possible, to prevent the facility from visually dominating the surrounding area, and to hide the installation from predominant views from surrounding properties.

B. Applicability

All wireless telecommunications uses, excluding satellite dish antennae, radio, and television transmitters and antennae incidental to residential uses.

C. Standards

Wireless telecommunications facilities shall meet the following screening design standards. Specific screening and design requirements depend on the proposed site and surroundings based on discretionary review by the approving authority.

1. General

a. All wireless telecommunications facilities shall meet the minimum siting distances to habitable structures required for compliance with Federal Communications Commission (FCC) regulations and standards governing the environmental effects of radio frequency emissions.

b. New wireless telecommunication equipment shall be installed at an approved existing facility, when co-location is feasible.

c. Existing rooftop facilities in which new wireless telecommunication equipment is installed shall be subject to the standards included in Sec. 4C.8.8.C.2.

d. Existing monopole facilities in which new wireless telecommunication equipment is installed shall be subject to the standards included in Sec. 4C.8.8.C.3.

2. Rooftop Wireless Telecommunications Facilities

Rooftop wireless telecommunications facilities, including antennas and any associated equipment shall meet the following standards:

a. Rooftop Wireless Telecommunications facilities are only allowed where they are a permitted use in the applied *Use District (Part 5B)*.

b. Where located on the rooftop of a designated historic resource or a surveyed historic resource rooftop Wireless Telecommunications facilities require review and approval pursuant to Sec. 13B.2.2. (Class 2 Conditional Use Permit).

c. Shall be located on rooftops no less than 40 feet above grade.

d. Shall be screened on all sides by a parapet or screening enclosure that meet the standards provided in *Sec. 4C.8.5.C (Roof-Mounted Equipment)*.

e. The structure covering the antenna and any equipment cabinet shall be painted and textured to match the exterior walls of the building.

f. Any wireless antenna structures and associated equipment shall have a height no greater than 10 feet, measured from rooftop surface at the base of the structures or equipment.

g. Where mounted on the walls of a rooftop enclosure for mechanical equipment or vertical circulation, wireless antenna structures and associated equipment cabinets shall not exceed the height of the rooftop enclosure.

h. The cumulative area occupied by all rooftop wireless telecommunications facilities and associated equipment shall not exceed 10% of the total area of the rooftop.

3. Monopole Installations

Monopole wireless telecommunications facilities, including antennas and any associated equipment shall meet the following standards:

a. The footing of a monopole antenna shall be structurally designed to support a monopole which is at least 15 feet higher than the monopole under review, while being within the applicable requirements of the maximum height specified in the applied *Form District (Part 2C)*, in order to allow a future wireless network to replace an existing monopole with a new monopole capable of supporting equipment co-location.

b. Monopoles shall be set back a minimum distance equal to 20 percent of the monopole height or 35 feet, whichever is greater, from the following lot lines:

i. Primary and side street lot lines;

ii. Lot lines shared with a lot that includes a sensitive use; and

iii. Lot lines shared with a lot that zoned with a residential or agricultural use district.

c. Monopoles shall be screened on all sides with a planting area meeting the following standards:

i. Shall have a minimum width of 5 feet.

ii. Shall provide a screening plant at a frequency of 30 per 50 feet of planting area.

iii. Shall provide a large species tree at a frequency of 3 per 50 feet of planing area.

d. All monopole wireless telecommunication facilities shall use surfacing and camouflaging techniques that satisfy the following criteria:

i. Exterior colors, textures, and shapes are visually compatible with the surrounding built or natural environment.

ii. Exterior finish is non-reflective, unless otherwise required by the Federal Aviation Administration

iii. Shall be situated so as to utilize existing natural or man-made features including topography, vegetation, buildings, or other structures to provide the greatest amount of visual screening.

e. The approving authority may require additional measures designed to camouflage a monopole wireless telecommunication facility, including placing the facility entirely within a vertical screening structure. Suitable architectural features include, but are not limited to, clock towers, bell towers, church steeples, icon signs, lighthouses, flagpoles or utility poles. All facility components, including the antennas, shall be mounted inside said structure.

f. Monopoles that are not vertically screened shall be of tapered design (3 foot diameter at the base up to 1.5 foot diameter at the top).

g. All wireless telecommunication facilities shall be removed within 90 days of discontinuance of use.

D. Measurement

1. Setbacks from Lot Lines are measured according to *Sec. 2C.2.2.D. (Building Setbacks)*.

2. Planting area width is measured according to *Sec. 4C.6.4.D.1. (Planting Area Width)*.

3. Planting frequency is measured according to *Sec. 14.1.8. (Frequency)*.

4. Screening Plants are measured as provided or not provided, based on the presence of screening plants that comply with *Sec. 4C.6.4.C.3.b. (Screening Plants)* and all other applicable provisions of *Sec. 4C.6.4. (Plant Design and Installation)*.

5. Large species trees are measured as provided or not provided, based on the presence of large species trees that comply with *Sec. 4C.6.4.C.3.a. (Trees)* and all other applicable provisions of *Sec. 4C.6.4. (Plant Design and Installation)*.

E. Relief

1. An alternative to wireless telecommunication facilities standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

2. A deviation from any wireless telecommunication facilities dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. Deviation from any wireless telecommunication facilities standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.12.5. WASTE RECEPTACLES

A. Intent

To ensure waste receptacle service areas are designed in a manner that does not detract from the safety, comfort, or enjoyment of users of the lot, neighboring lots or the public realm.

B. Applicability

1. All solid waste, recycling, and organic waste receptacles 96 gallon in size or greater stored on a lot, with the exception of lots containing only residential uses and 4 or fewer dwelling units.

2. Use modification project activities on a site having less than 2,500 square feet of lot area shall be exempt from waste receptacle screening and enclosure standards.

C. Standards

1. Location

a. Waste receptacles and their screening enclosures shall not be located in a frontage yard.

b. Waste receptacles may be located within a building or structure provided they are located in a room with 100% enclosure.

c. Waste receptacles may be located in the same area, room, or enclosure as required recycling areas as long as the area, room, or enclosure meets both the *waste receptacle standards (Sec. 4C.9.5.)* and the recycling areas standards outlined in *Sec. 4C.12.6. (Recycling Areas)*.

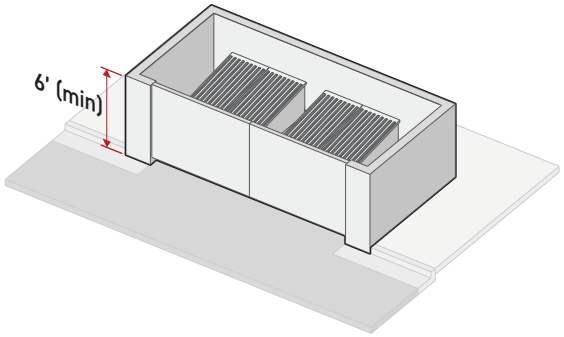
d. Waste receptacle storage areas shall be made accessible to the public right of way, a driveway, or a motor vehicle use area through a pedestrian accessway with a minimum width of 4 feet in order to accommodate waste hauling services.

2. Screening Enclosure

The outdoor waste receptacle shall be screened with an enclosure that meets the following requirements:

a. Has 100% enclosure for a minimum height of 6 feet , but no less than 1 foot taller than the height of the waste receptacles the facility is designed to enclose.

b. Has a minimum opacity of 90%.



c. Outdoor waste receptacle enclosures located on a lot zoned with a Residential or Agricultural Use Uistrict or located on a lot abutting a Residential or Agricultural use district shall be sheltered. The sheltering structure shall meet the following standards:

i. Shall have a slope of no less than 5 degrees;

ii. Shall be and made of non pervious material to ensure runoff; and

iii. Shall provide a minimum clear height of 8 feet under the structure.

d. Wheel stops with a minimum height of 8 inches shall be installed a minimum of 6 inches from interior walls of waste receptacle enclosures to prevent damage to walls.

e. Access gates provided in the screening enclosure shall meet the following standards:

i. Shall have a height of no less than 6 feet.

ii. Where a screening structure is 7 feet or greater in height, gates may be no more than 1 foot shorter than th height of the screening enclosure provided.

iii. In no case shall gates exceed the height of the screening structure by more than 1 foot.

iv. Has a minimum opacity of 90%.

f. All provided screening enclosures shall comply with *Sec. 4C.7.3 (Fence/Wall Design & Installation)*.

D. Measurement

1. For frontage yard designation see *Sec. 14.1.16.G. (Frontage Yard)*.

2. For measurement of height see *Sec. 4C.7.1.D.1 (Fence and Wall Height)*.

3. For measurement of enclosure see *Sec. 14.1.4. (Enclosure)*.

4. For measurement of opacity see *Sec. 14.1.13. (Opacity %)*.

E. Relief

1. An alternative to waste receptacle standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

2. A deviation from any waste receptacle dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. Deviation from any waste receptacle standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.12.6. RECYCLING AREAS

An outdoor enclosure or a room within a building which is designated for the collection of recyclable materials generated by the use(s) on a lot.

A. Intent

To ensure that adequate facilities for collecting and loading recyclable materials are provided in order to divert solid waste, address source reduction, and facilitate recycling and composting activities by users, tenants, and residents.

B. Applicability

1. Recycling areas standards apply to projects involving new construction resulting in:

a. A 25% increase in floor area for residential projects with four or more dwelling units; or

b. a 30% increase of floor area for non-residential projects. For marinas, floor area includes the space dedicated to the docking or mooring of marine vessels

2. Any site where multiple building permits are issued within a 12-month period that result in the addition of floor area beyond the above thresholds is also required to meet the recycling areas standards.

C. Standards

1. General

a. Recycling areas shall be equipped with recycling receptacle containers that are covered, durable, waterproof, rustproof, and of incombustible construction, and that either provide protection against the environment or are located in a building or structure that is covered and enclosed. Containers must be clearly labeled to indicate the type of material to be deposited, and all recyclable materials must be placed or stored in such containers.

b. When a project provides a trash chute, including adding a trash chute to an existing development, a recycling chute shall also be provided. Recycling chutes shall be clearly marked "recycling only" at every point of entry.

c. Outdoor recycling areas shall be constructed with a concrete floor sloped to drain, and a water faucet for hose attachment shall be located adjacent to or within the enclosure.

d. The recycling area shall be clearly identified by one or more signs with a minimum dimension of 16 inches by 20 inches that designate the area for recycling collection and loading;

e. The recycling area shall be available for use by persons residing or employed on the property

f. No payment shall be made to persons depositing recycling materials in the recycling area and no processing of recycling materials shall be permitted within the recycling area. For recyclable materials deposited or redeemed for monetary value, see Sec.5C.1.8.D.1. (Recycling Facility, Collection). For sorting or processing of recyclable materials from off-site sources, see Sec.5C.1.8.D.3. (Recycling Facility, Sorting & Processing).

g. Each property owner or lessee shall contract with a recycler or hauler for the pick-up of recyclable materials, separate from trash collection, when receptacles are full or every week, whichever occurs first.

h. To encourage active participation in recycling to the maximum extent possible, each property owner, manager, or lessee shall inform all tenants and/or employees living or working on the property of the availability and location of the recycling area(s), the types of materials that are collected for recycling, and that the recycling collection facilities are located on the property pursuant to state law requiring the diversion of a substantial portion of solid waste.

i. No toxic or hazardous material shall be stored in recycling areas or receptacles;.

j. Recycling areas shall be kept free of litter, debris, spillage, bugs, rodents, odors, and other similar undesirable hazards.

2. Location

a. Outdoor recycling areas and their screening enclosures shall not be located in a frontage yard.

b. Recycling areas may be located within a building or structure provided they have 100% enclosure.

c. Recycling areas shall be placed within 10 feet of waste receptacles or waste receptacle service areas or rooms wherever feasible. Where multiple recycling areas are provided, at least one recycling area must be placed within 10 feet of at least one waste receptacle or waste receptacle service area or room.

d. Recycling areas may be located in the same area, room, or enclosure as waste receptacles as long as the area, room, or enclosure meets both the recycling area standards and the waste receptacle standards outlined in Sec. 4C.12.5. (Waste Receptacles).

e. Recycling areas shall not diminish the required number of automobile parking stalls or bicycle parking spaces or impair traffic flow.

3. Size

a. For residential uses with 20 or fewer dwelling units or any other uses with a total floor area of less than 3,000 square feet, the minimum area of the required recycling area shall be 30 square feet;

b. For residential uses of 21 to 50 dwelling units or any other uses having a total floor area of 3,001 to 7,500 square feet, the minimum area of the required recycling area shall be 60 square feet;

c. For residential uses of 51 or more dwelling units, or any other uses having a total floor area of greater than 7,500 square feet, the minimum area of the required recycling room shall be 100 square feet;

d. No individual area recycling area shall exceed an area of 300 square feet.

e. Multiple recycling areas on the same lot may be combined to meet the applicable required minimum area, as long as no individual recycling area has an area of less than 30 feet and the total combined area of the provided recycling areas does not exceed 300 square feet.

f. Every recycling area shall contain a minimum clear height at least eight feet.

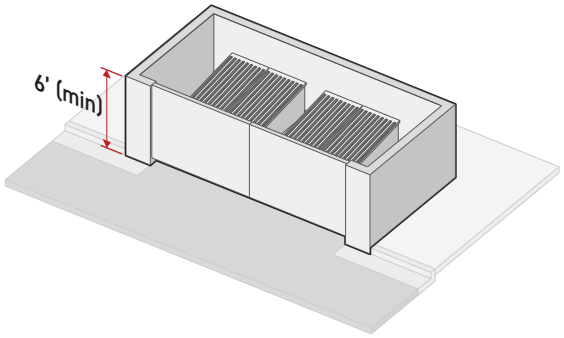
g. The recycling area shall be of adequate size for the collection of all recyclable materials generated by the use(s) occupying the site, without such materials overflowing the area or forcing significant amounts of recycling to be discarded as general refuse. If the Department of Building and Safety determines the proposed recycling area to be inadequate, they may require a larger space, even if the proposed area exceeds the minimum requirements listed in Sec. 4C. 12.C.3.a-c. (Size) above.

4. Screening Enclosure

Outdoor recycling areas shall be screened with an enclosure that meets the following requirements:

a. Has 100% enclosure for a minimum height of 6 feet.

b. Has a minimum opacity of 90%.



c. Access gates provided in the screening enclosure shall meet the following standards:

i. Shall have a height of no less than 6 feet.

ii. Where a screening structure is 7 feet or greater in height, gates may be no more than 1 foot shorter than th height of the screening enclosure provided.

iii. In no case shall gates exceed the height of the screening structure by more than 1 foot.

iv. Has a minimum opacity of 90%.

d. All provided screening enclosures shall comply with Sec. 4C.7.3 (Fence/Wall Design & Installation).

D. Measurement

1. For frontage yard designation see *Sec. 14.1.16.G. (Frontage Yard)*.

2. For measurement of height see *Sec. 4C.7.1.D.1 (Fence and Wall Height)*.

3. For measurement of enclosure see *Sec. 14.1.4. (Enclosure)*.

4. For measurement of opacity see *Sec. 14.1.13. (Opacity %)*.

E. Relief

1. An alternative to recycling receptacle standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

2. A deviation from any recycling receptacle dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. Deviation from any recycling receptacle standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.12.7. SHOPPING CART CONTAINMENT

A. Intent

To prevent or reduce the accumulation of abandoned shopping carts in the City, which may obstruct pedestrian and vehicular traffic, and constitute a hazard to the health, safety, and general welfare of the public.

B. Applicability

Shopping cart containment requirements apply to projects involving new construction, site modification, use modification, and major renovation for commercial uses established in *Sec. 5C.1.5. (General Commercial Uses)* that provide six or more shopping carts.

C. Standards

1. General

a. Shopping Cart Noticing

Every shopping cart owned or provided by any business establishment in the City must have a notice permanently affixed to it that:

i. Identifies the owner of the cart or the name of the business establishment, or both.

ii. Notifies the public of the procedure to be utilized for authorized removal of the cart from the business premises.

iii. Notifies the public that the unauthorized removal of the cart from the premises or parking area of the business establishment is a violation of State and City law.

iv. Lists a telephone number to contact to report the location of the abandoned cart.

v. Lists an address for returning the cart to the owner or business establishment.

b. Shopping Cart Collection Areas

Shopping cart corrals and/or storage areas shall be provided with a minimum width of 5 feet and minimum depth of 15 feet, but shall not be located within a required frontage yard.

c. Signs

Signs that warn customers that shopping cart removal is prohibited and constitutes a violation of *Sec. 22435.1. of the California Business and Professions Code* and *Sec. 41.45. of Chapter 4 (Public Welfare) of the LAMC* shall be installed and maintained at exits, shopping cart collection areas, and any vehicular or pedestrian accessways. Signs shall be no less than 16 inches by 20 inches, and placed at a minimum height of 3 feet and a maximum height of 6 feet.

2. Containment Methods

A project shall include a practical containment approach with one or more of the following containment methods to ensure that shopping carts remain on the premises.

a. Wheel Locking or Stopping Mechanisms

Shopping carts shall be equipped with a wheel locking or stopping mechanism that is used in conjunction with an electronic magnetic barrier along the perimeter of the commercial use or lot, including customer entrances, loading areas, basements, landscaped areas, along crossings and access points required for driveways, drive aisles, pedestrian accessways, and pedestrian passageways, or any other perimeter identified on a shopping cart containment plan. The wheel locking or stopping mechanism must activate when the shopping cart crosses the electronic or magnetic barrier.

b. Screening Plants

A type F1 frontage screen, in accordance with *Sec. 4C.8.1.C.2.a. (F-Screen 1)*, shall be provided along the perimeter of the commercial use or lot, or any other perimeter identified on a shopping cart containment plan.

c. Bollards

Bollards shall be installed at customer entrances, or within 10 feet of the entrances, and shall be spaced at a maximum distance of 17 inches from each other or nearby enclosed space.

d. Other Methods

Other methods for shopping cart containment so long as the Department of Public Works, Bureau of Sanitation, or its successor agency, has approved the system or method which would effectively contain or control shopping carts on the premises.

3. Performance Standards

Applicants shall execute and record a covenant and agreement to the satisfaction of the Department of Public Works, Bureau of Sanitation, meeting the following standards:

a. Daily After Hours Cart Containment

A plan for securing shopping carts whenever the store is not open for business shall be provided.

b. Shopping Cart Retrieval

The owner shall be responsible for retrieving their own carts or provide evidence of a contract with a shopping cart retrieval service with terms requiring collection of abandoned shopping carts within 24 hours of notification of an abandoned shopping cart.

c. Employee Training

The owner of the retail establishment shall implement and maintain a periodic training program for its new and existing employees designed to educate employees about the abandonment and retrieval of shopping carts from the premises of the retail establishment.

D. Measurement

1. Shopping Cart Containment Plan

A shopping cart containment plan shall be prepared that identifies areas on a lot where shopping carts can be removed from the lot and identifies the proposed containment method for each area.

2. Recorded Agreement

Prior to issuance of a Building Permit, a covenant acceptable to the Department of Public Works, Bureau of Sanitation and consistent with *Sec. 1.3.2.C.6. (Recorded Agreements)* shall be recorded with the Los Angeles County Recorder, guaranteeing that the contaminants methods, general requirements, and performance standards established in this Section are met.

E. Relief

1. A deviation from shopping cart containment standards established in this Section may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.
2. A deviation from any shopping cart containment dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. A deviation from any shopping cart containment standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

F. Enforcement

Regardless of *Div. 13B.10. (Department of Building and Safety)*, the Department of Public Works, Bureau of Sanitation shall have the authority and responsibility to enforce the provisions of this Section.

DIV. 4C.13. ENVIRONMENTAL PROTECTION

SEC. 4C.13.1. ENVIRONMENTAL PROTECTION MEASURES

A. Intent

1. Ensure that development in the City does not result in detrimental impacts to those residing or working in and around construction activities, and to abutting properties, and the public right of way, including the habitat, cultural resources, and historic or fragile buildings.

2. Provide a mechanism for mitigation measures adopted to certify environmental impact reports for City plans, policies, or regulations to be made enforceable on future development projects consistent with *CEQA Guidelines, Section 15162.4*.

3. Provide a flexible mechanism to adopt and amend uniformly applicable development standards to allow streamlined environmental review, including pursuant to *CEQA Guidelines Section 15183.3*.

B. Applicability

No permit shall be issued by the Department of Building and Safety without the applicant demonstrating compliance with applicable environmental protection measures.

C. Adoption and Maintenance of the Environmental Protection Measures

The Director of Planning, as they deem necessary and appropriate, shall have the authority to prepare, maintain, amend, and adopt the environmental protection measures. The Director of Planning may, as they deem appropriate, use technical consultants or a consultant advisory panel to make recommendations on new environmental protection measures or updates to existing environmental protection measures.

D. Noncompliance

Failure to comply with the environmental protection measures or any condition or commitments made in compliance with the environmental protection measures is a violation of the Code, subject to all available administrative, criminal and civil remedies. Additionally, upon confirmation of non-compliance, the Director of Planning may require as deemed necessary and appropriate the applicant or property owner to retain at its own expense an independent consultant, subject to the Director of Planning's approval, to ensure compliance with the environmental protection measures and any conditions or commitments made in compliance with the environmental protection measures.

DIV. 4C.14. DEVELOPMENT REVIEW

SEC. 4C.14.1. DEVELOPMENT REVIEW THRESHOLD PACKAGES

A. Intent

To require the discretionary review of development projects when certain thresholds are met, and to allow for variation in these thresholds appropriate to the context of development.

Applicability

Individual projects and related or successive project activities which are determined by the Director to be part of a larger project, meeting a condition specified in either *development review threshold package 1 (Sec. 4C.14.1.C.1.)* or *development review threshold package 2 (Sec. 4C.14.1.C.2.)*.

B. Standards

1. Development Review Threshold Package 1

a. Project Review Thresholds

When the applicable *Development Standards District (Part 4B)* specifies development review threshold package 1, the following development projects are subject to *Sec. 13B.2.4. (Project Review)*:

i. Any development project which creates, or results in an increase of, 50,000 square feet or more of nonresidential floor area.

ii. Any development project which creates, or results in an increase of, 50 or more dwelling units.

iii. Any development project that includes drive-through lanes which results in a net increase of 500 or more average daily trips.

iv. Any change of use which results in a net increase of 1,000 or more average daily trips.

v. Any one unit development with a floor area of 17,500 square feet or larger located in the Hillside Area Map (Sec. 1.4.4).

b. Major Development Project Review Thresholds

When the applied *Development Standards District (Part 4B)* specifies Development Review Threshold Package 1, development projects having one or more of the characteristics listed below are subject to *Sec. 4C.14.C.3. (Supplemental Procedure)*:

i. Any development project that creates or results in an increase of 250,000 square feet or more of warehouse floor area.

ii. Any development project that creates or results in an increase of 250 or more lodging units.

iii. Any development project that creates or results in an increase of 100,000 square feet or more of floor area in other non-residential or non-warehouse uses.

2. Development Review Threshold Package 2

a. Project Review Thresholds

When the applicable *Development Standards District (Part 4B)* specifies development review threshold package 2, development projects participating in the *community benefits program (Div. 9.3.)* having one or more of the characteristics listed below are subject to *Sec. 13B.2.4. (Project Review)*. Any development project that is not participating in the community benefits program is subject to development review threshold package 1:

i. Any development project including a building or structure having a height of 500 feet or taller.

ii. Any development project which adds at least 500,000 square feet of nonresidential floor area.

iii. Any development project which adds at least 500 dwelling units.

iv. Any development project that includes drive-through lanes which results in a net increase of 500 or more average daily trips.

v. Any change of use which results in a net increase of 1,000 or more average daily trips.

vi. Any one unit development with a floor area of 17,500 square feet or larger located in the Hillside Area Map (Sec. 1.4.4).

b. Major Development Project Review Thresholds

When the applied *Development Standards District (Part 4B)* specifies Development Review Threshold Package 2, no development projects participating in the *Community Benefits Program (Div. 9.3.)* are subject to the review process outlined in *Sec. 4C.14.C.3.(Supplemental Procedure)*. Any development project that is not participating in the community benefits program is subject to Development Review Threshold Package 1, including the review process and review thresholds outlined in Sec. 4C.14.C.1.b. (Major Development Project Review Thresholds) and the review thresholds outlined in Sec. 4C.14.C.3. (Supplemental Procedure)

3. Supplemental Proceedure

Development projects meeting the thresholds outlined in *Sec. 4C.14.C.1.b. (Major Development Project Review Thresholds)*, shall use an alternative project review approval process. These projects are subject to the process outlined in *Sec. 13B.2.4. (Project Review)*; however, development approval decisions shall be appealed to the City Planning Commission,

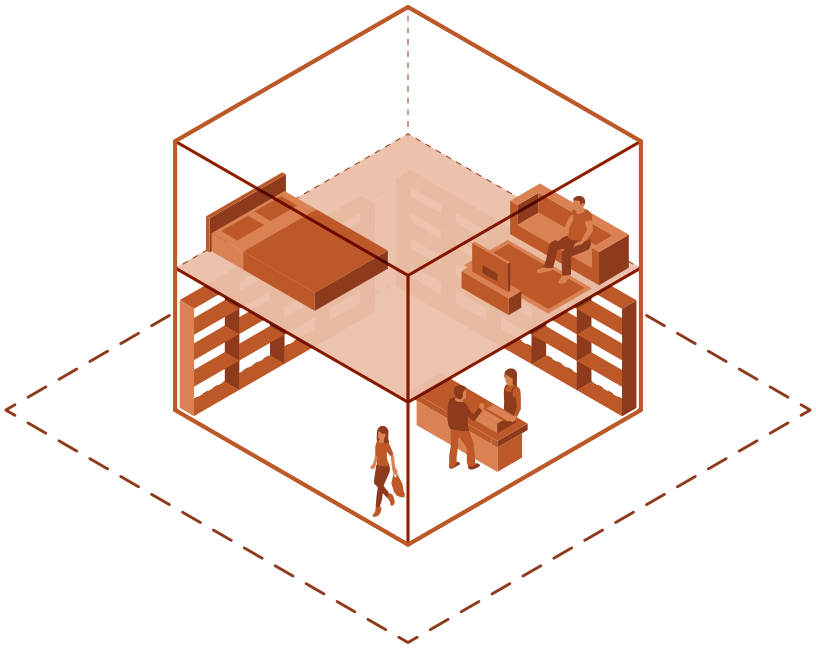
rather than the Area Planning Commission, as described in Sec. 13B.2.4. (Project Review). Additionally, if the Director of Planning fails to make a decision on an application within the time limit specified in Sec. 13B.2.4. (Project Review), the applicant may file a request for transfer of jurisdiction to the City Planning Commission pursuant to Sec. 13.2.6. (Transfer of Jurisdiction), rather than a transfer of jurisdiction to the Area Planning Commission.

C. Measurement

1. For calculating floor area see *Sec. 14.1.7. (Floor Area)*.
2. Average daily trips are determined by, and using the trip generation factors promulgatd the Department of Transportation.
3. For building height in feet see *Sec. 2C.4.2.D. (Height in Feet)*.

D. Relief

None.



ARTICLE 5. **USE**

[FORM - FRONTAGE - STANDARDS] [**USE** - DENSITY]

Part 5A. **Introduction**

Part 5B. **Use Districts**

Part 5C. **Use Rules**

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DIV. 5A.1. ORIENTATION

SEC. 5A.1.1. RELATIONSHIP TO ZONE STRING

A zone string is composed of the following Districts:



The Use District is a separate and independent component of each zone.

SEC. 5A.1.2. HOW TO USE ARTICLE 5 (USE)

A. Identify the Applied Use District

The fourth component in a zone string identifies the Use District applied to a property.

B. Determine What Uses are Permitted

1. Reference the Use District Table

Each Use District outlines the permissions levels and use limitations for all uses in a table that is organized by a uniform list of use categories and uses.

2. Reference the Use Permissions

Permission levels are outlined in *Div. 5C.2. (Use Permissions)*, and a key is also included in the footer of each page of the Use District table for each Use District.

3. Reference the Use Definitions

Refer to *Div. 5C.1. (Use Definitions)* to confirm the definition of any use listed in each Use District.

C. Identify Use Standards

Use District standards are outlined in *Div. 5C.3. (Use Standards)*. Each Use District page identifies the applicable standards specific to each use within that Use District.

1. Identify Supplemental Standards

When identified as a use standard on the Use District table, supplemental standards are required. The required supplemental standards for each use are outlined after the allowed uses and standards table for each Use District established in *Part 5B. (Use Districts)*.

2. Identify Supplemental Procedures

When identified as a use standard on the Use District table, supplemental procedures are required. The required supplemental procedures for each use are outlined after the supplemental standards for each Use District established in *Part 5B. (Use Districts)*.

D. Interpret Use Standards

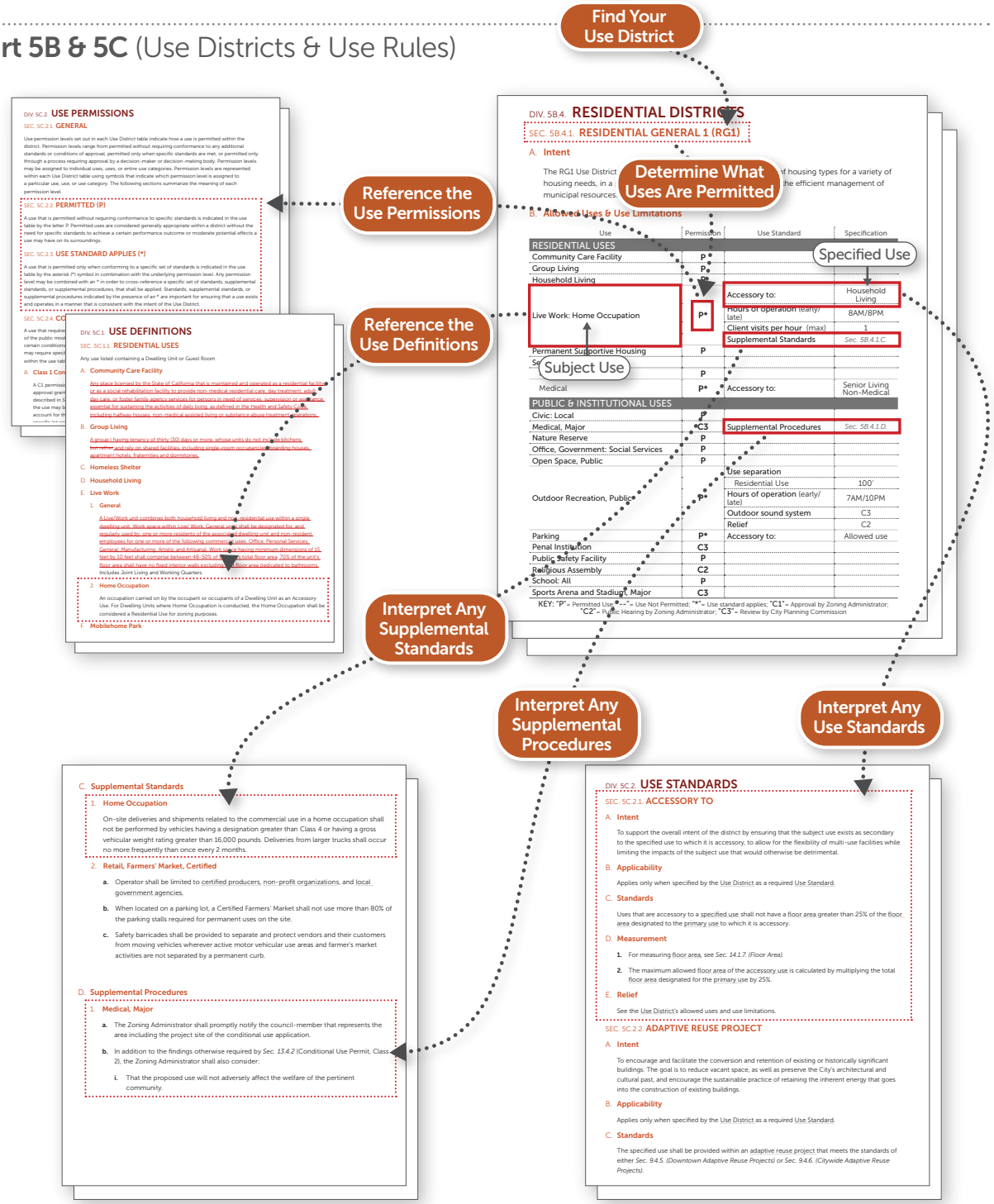
Each use standard on a Use District page in *Part 5B. (Use Districts)* corresponds with a Section in *Part 5C. (Use Rules)*, where the use standard is explained in detail.

Use District Example:

Zone String

[LLM2-MU2-5] [**RG1**-FA]

Part 5B & 5C (Use Districts & Use Rules)



SEC. 5A.1.3. USE DISTRICT NAMING CONVENTION

All Use District names are comprised of two components: a Use District Category and a variation number.

A. Use District Category

The first component of each Use District name is a Use District Category. Use District Category group all districts with similar characteristics. Use District Category are organized as follows:

1. Open Space
2. Agricultural
3. Residential
4. Residential-Mixed
5. Commercial-Mixed
6. Commercial
7. Industrial-Mixed
8. Industrial
9. Public

B. Variation Number

The last component of each Use District name is a variation number. All Use Districts are numbered in the order they fall within Article 5 (Use).



DIV. 5A.2. OPENING PROVISIONS

SEC. 5A.2.1. USE INTENT

The intent of Article 5 (Use) is to establish the Use Districts, Use Standards, and Use Definitions in order to regulate the activities on a lot, and to mitigate any potential impacts within a lot and on surrounding property as a result of those activities.

SEC. 5A.2.2. USE APPLICABILITY

A. General

1. Most lots, operations, and facilities will contain more than one use. No use that is not permitted by the Use District shall be allowed with the exception of incidental uses as established in *Sec. 5A.1.2.A.4. (Incidental Uses)*.

2. All projects filed after the effective date of this Zoning Code (Chapter 1A) shall comply with the Use District standards and all other provisions in Article 5 (Use), as further specified below. For vested rights, see *Sec. 1.4.5. (Vested Rights)*, and for continuance of existing development, see *Sec. 1.4.6. (Continuance of Existing Development)*.

3. Project Activities

4. Categories of Use rules apply to a project based on what types of project activities are proposed, as shown in the table below. Typically, more than one project activity will apply to a proposed project (for example, an addition will also include a use modification).

USE RULE CATEGORY		PROJECT ACTIVITIES								
		New Construction	Major Demolition	Lot Modification	Site Modification	Facade Modification	Use Modification	Temporary Use	Renovation	Maintenance & Repair
Div. 5C.1.	Use Definitions	●	○	○	○	○	●	●	○	○
Div. 5C.2.	Use Permissions	●	○	○	○	○	●	●	○	○
Div. 5C.3.	Use Standards	●	●	●	●	○	●	●	○	○

● = Rules generally apply to this project activity
○ = Rules are not applicable

5. Project activities are defined in *Sec. 14.1.15. (Project Activities)*.

6. Where a category of the Use rules are listed as generally applicable in the table above, the project activity shall meet all applicable Use standards within that Division. This general applicability may be further specified for each standard in the applicability provisions in *Part*

5C. (Use Rules). Project applicability may also be modified by *Article 12. (Nonconformities)*. Where a category of Use rules is listed as not applicable in the table above, no standards from that Use rule category apply to the project activity.

B. Applicable Components of Lots, Buildings, and Structures

1. Use regulations apply to all portions of a lot.
2. Use regulations apply to all portions of buildings and structures on a lot.
3. Specific use regulations may further limit which components of buildings and lots are required to comply with *Part 5C (Use Rules)*.

C. Nonconformity

Article 12. (Nonconformity) provides relief from the requirements of Article 5 (Use) for existing lots, site improvements, buildings, structures, and uses that conformed to the zoning regulations, if any, at the time they were established, but do not conform to current Use District standards or use permissions. For lots with uses nonconforming as to the provisions of *Div. 5C.2. (Use Permissions)*, *Div. 5C.3. (Use Standards)*, or *Div. 5C.1. (Use Definitions)* specified by the applied *Use District (Part 5B)*, no project activity may decrease the conformance with any regulations specified in Article 5 (Use), unless otherwise specified by *Div. 12.6. (Nonconforming Use)*. Consider the following examples:

1. An addition to an existing counter service business: Where the current total floor area of the use exceeds the maximum allowed commercial tenet size of the applied Use District, the addition is not allowed; however, the existing nonconforming tenet area is allowed to be continued.
2. Building a screening wall along the edge of a motor vehicle use area at a gas station: Where fueling station is not a permitted use in applied Use District, the screening wall site modification is allowed because it does not decrease the degree of non-conformity.
3. Demolition of a brewery facility where an accessory restaurant use remains: Where the restaurant is allowed only accessory to food and beverage manufacturing, this major demolition is not allowed unless the restaurant use is discontinued.

D. Incidental Uses

1. A use may be allowed as an incidental use, provided the Zoning Administrator determines it is incidental to and directly associated with an allowed use.
2. The Zoning Administrator shall consider the following characteristics when determining whether a use is incidental to and directly associated with an allowed use:
   a. The use is customarily associated with the permitted use;
   b. The use is subordinate in both intent and size to the permitted use;
   c. The use is located on the same lot as the permitted use;
   d. The use is abutting, adjacent to, or integrated within the use area of the permitted use;
   e. The impact of the use is not detrimental when compared to the impact of the permitted use.
3. Where a use standard specifies the use is allowed only when incidental to a specified use, the subject use may not be allowed incidental to any other use except the specified use. See *Sec. 5C.3.14. (Incidental To)* for more standards rules.

SEC. 5A.2.3. RELATIONSHIP TO FORM, FRONTAGE, & DEVELOPMENT STANDARDS

Regardless of allowed uses, the form of a building, its architectural elements, and site improvements are regulated by Form, Frontage, and Development Standards Districts which shall be met. For example, an eating & drinking use might be allowed, but the Development Standard regulations may prohibit drive-through facilities.

SEC. 5A.2.4. RELATIONSHIP TO DENSITY DISTRICTS

Use Districts that contain provisions for Residential Uses do not include regulations regarding the number of dwelling units that are permitted. The Density District component of the zone-string, as described in *Article 6 (Density)*, is the mechanism that regulates the number of dwelling units permitted on any lot.

PART 5B. USE DISTRICTS

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DIV. 5B.1. OPEN SPACE DISTRICTS

Open Space Use Districts regulate open spaces to be preserved as natural resources or used for outdoor recreation opportunities.

SEC. 5B.1.1. OPEN SPACE 1 (OS1)

A. Intent

The OS1 Use District is intended to protect and preserve natural resources, provide outdoor recreation opportunities, and facilitate the efficient management of municipal resources.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	--		
Household Business:			
Family Child Care	--		
Home Occupation	--		
Home Sharing	--		
Joint Living & Work Quarters	--		
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	--		
Medical Care	--		
Transitional Shelter	--		
PUBLIC & INSTITUTIONAL			
Cemetery	**P***	**Building separation**	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	**P**		
Regional	--		
Detention Facility	**C3**		
Fleet Services	--		
Medical:			
Local	--		
Regional	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Office, Government	**--**		
Parking	**P***	**In conjunction with:**	Other allowed use
Public Safety Facility	**P**		
Religious Assembly	**--**		
School:			
Preschool/Daycare	**--**		
K-12	**--**		
Post-secondary	**--**		
Social Services	**--**		
Utilities:			
Minor	**P***	**Screening**	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	**C3**		
Solar Energy Facility	**C2***	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	**C2***	**Supplemental standards**	*Sec. 5B.1.1.C.1.*
Wireless Facility, Rooftop	**C2***	**Supplemental standards**	*Sec. 5B.1.1.C.1.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	**--**		
Nature Reserve	**P**		
Open Space, Public	**P**		
Outdoor Recreation, Commercial:			
General	**C3***	**Government owned**	*Required*
Golf Course	**C3***	**Government owned**	*Required*
Recreation, Public	**P***	**Use separation**	
		Residential Use	100'
		Hours of operation (early/late)	7AM/10PM
		Outdoor sound system	C3
		Relief	C2
Amphitheater or Stadium			
Local	**C3**		
Regional	**C3**		
TRANSPORTATION			
Airport	**--**		
Freight Terminal	**--**		
Railway Facility	**--**		
Transit Station	**--**		
Heliport	**--**		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
GENERAL COMMERCIAL	*	Government owned	Required
Animal Services:			
General	--		
Kennel	--		
Veterinary Care	--		
Commissary Kitchen	--		
Eating & Drinking:			
Alcohol Service	C2*	*(see General Commercial)*	
		In conjunction with:	Restaurant
		Supplemental procedures	*Sec. 5B.1.1.D.1.*
Bar	--		
Counter Service	C1*	*(see General Commercial)*	
Restaurant	C1*	*(see General Commercial)*	
Entertainment Venue, Indoor:			
Local	C2*	*(see General Commercial)*	
Regional	C3*	*(see General Commercial)*	
Financial Services:			
General	--		
Alternative	--		
Instructional Services	--		
Lodging	--		
Medical Clinic	--		
Office	--		
Personal Services:			
General	--		
Massage, Licensed	--		
Massage, Unlicensed	--		
Postmortem Services	--		
Retail:			
General	C1*	*(see General Commercial)*	
Alcohol	C1*	*(see General Commercial)*	
Farmers' Market, Certified	C1*	*(see General Commercial)*	
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	8AM/8PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	--		
Food & Beverage	C1*	*(see General Commercial)*	
Large Format	--		
Merchant Market	--		
Pet Shop	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Temporary, Outdoor	C1*	*(see General Commercial)*	
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	--		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	--		
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	Accessory to:	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
Commercial Vehicle	--		
LIGHT INDUSTRIAL			
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		
Research & Development	C3*	Government owned	*Required*
Soundstages & Backlots	--		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Manufacturing, Heavy:	--		
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:	--		
Collection	--		
Donation Bin	--		
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	**C2***	**Supplemental standards**	*Sec. 5B.1.1.C.2.*
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	--		
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	**P**		
Farming	--		
Truck Gardening	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

C. Supplemental Standards

1. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

2. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

DIV. 5B.2. AGRICULTURAL DISTRICTS

Agricultural Use Districts emphasize agriculture-related uses while also allowing for residential uses.

SEC. 5B.2.1. AGRICULTURAL 1 (A1)

A. Intent

The A1 Use District is intended to protect and preserve agricultural resources and facilitate the efficient management of municipal resources.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	**P**		
Household Business:			
Family Child Care	**P***	**In conjunction with:**	Dwelling
		Persons in care (max)	20
		Relief	C2
Home Occupation	**P***	**In conjunction with:**	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.2.1.C.1.*
Home Sharing	**P***	**In conjunction with:**	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	**--**		
Live/Work	**--**		
Mobilehome Park	**P***	**Screening**	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Relief	C2
Supportive Housing:			
General	**P**		
Medical Care	**C2***	**Accessory to:**	Supportive Housing: Non-medical
Transitional Shelter	**--**		
PUBLIC & INSTITUTIONAL			
Cemetery	**P***	**Building separation**	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Civic Facility:			
Local	**P**		
Regional	**--**		
Detention Facility	**C3**		
Fleet Services	**--**		
Medical:			
Local	**C2**		
Regional	**C3**		
Office, Government	**--**		
Parking	**P***	**In conjunction with:**	Other allowed use
Public Safety Facility	**P**		
Religious Assembly	**C2**		
School:			
Preschool/Daycare	**P***	**Persons in care** (max)	20
		Relief	C2
K-12	**--**		
Post-secondary	**--**		
Social Services	**--**		
Utilities:			
Minor	**P***	**Screening**	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	**C3**		
Solar Energy Facility	**C2***	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	**C2***	**Supplemental standards**	*Sec. 5B.2.1.C.2.*
Wireless Facility, Rooftop	**C2***	**Supplemental standards**	*Sec. 5B.2.1.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	**--**		
Nature Reserve	**P**		
Open Space, Public	**P**		
Outdoor Recreation, Commercial:			
General	**C2**		
Golf Course	**P**		
Recreation, Public	**P***	**Use separation**	
		Residential Use	100'
		Hours of operation (early/late)	7AM/10PM
		Outdoor sound system	C3
		Relief	C2

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Amphitheater or Stadium			
Local	**C3**		
Regional	**C3**		
TRANSPORTATION			
Airport	**--**		
Freight Terminal	**--**		
Heliport	**C2***	Incidental to:	• Residential Use • Medical
Railway Facility	**--**		
Transit Station	**--**		
GENERAL COMMERCIAL			
Animal Services:			
General	**--**		
Kennel	**--**		
Veterinary Care	**--**		
Commissary Kitchen	**--**		
Eating & Drinking:			
Alcohol Service	**--**		
Bar	**--**		
Counter Service	**--**		
Restaurant	**--**		
Entertainment Venue, Indoor:			
Local	**--**		
Regional	**--**		
Financial Services:			
General	**--**		
Alternative	**--**		
Instructional Services	**--**		
Lodging	**--**		
Medical Clinic	**--**		
Office	**--**		
Personal Services:			
General	**--**		
Massage, Licensed	**--**		
Massage, Unlicensed	**--**		
Postmortem Services	**C2**		
Retail:			
General	**--**		
Alcohol	**--**		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Farmers' Market, Certified	C1*	**Hours of operation** (early/late)	7AM/7PM
		Service hours (early/late)	8AM/8PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	--		
Food & Beverage	--		
Large Format	--		
Merchant Market	--		
Pet Shop	--		
Temporary, Outdoor	--		
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	--		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	--		
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	**Accessory to:**	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
Commercial Vehicle	--		
LIGHT INDUSTRIAL			
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		
Research & Development	**C2**		
Soundstages & Backlots	**C3**		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	--		
Donation Bin	--		
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	**C2***	**Supplemental standards**	*Sec. 5B.2.1.C.3.*
Off-Shore Drilling Servicing Installation	--		
Waste Facility:			
Green Waste	**C3**		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:	*	**Building separation**	
		On-site dwelling units	35'
		Off-site dwelling units	75'
		Relief	C1

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Use	Permission	Use Standard	Specification
Bees	P*	**Lot Area** (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.2.1.C.4.*
Dairy	P*	**Lot area** (min)	871,200 SF
Equine, Commercial	C2*	**Lot area** (min)	17,500 SF
		Per equine	4,000 SF
		Relief	C2
		(see Animal Keeping)	
Equine, Non-commercial	P*	**Lot area** (min)	17,500 SF
		Per equine	4,000 SF
		Relief	C2
		(see Animal Keeping)	
Livestock	P*	**Lot area** (min)	17,500 SF
		Per bovine	4,000 SF
		Per swine	3,500 SF
		Relief	C2
		(see Animal Keeping)	
Pets	P*	**In conjunction with:**	Other allowed use
Small Animals	P*	**Lot area** (min)	
		Commercial purposes	217,800 SF
		Non-commercial purposes	n/a
		(see Animal Keeping)	
Wild Animals	C2*	*(see Animal Keeping)*	
Plant Cultivation:			
Community Garden	P		
Farming	P*	**Supplemental standards**	*Sec. 5B.2.1.C.5.*
Truck Gardening	P		

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C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

4. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

5. Plant Cultivation, Farming

One farm stand having a floor area no larger than 200 square feet is allowed accessory to farming provided it meets the following standards:

a. Only agricultural products produced on the lot may be sold at the farm stand.

b. The farm stand shall be set back a minimum of 10 feet from all frontage lot lines.

DIV. 5B.3. RESIDENTIAL DISTRICTS

Residential Use Districts emphasize residential uses and only allow a minimal amount of compatible services and amenities.

SEC. 5B.3.1. RESIDENTIAL 1 (RG1)

A. Intent

The RG1 Use District is intended to: accommodate a wide variety of housing types for a variety of housing needs, in a predominately residential setting and facilitate the efficient management of municipal resources.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	**P**		
Household Business:			
Family Child Care	**P***	**In conjunction with:**	Dwelling
		Persons in care (max)	20
		Relief	C2
Home Occupation	**P***	**In conjunction with:**	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.3.1.C.1.*
Home Sharing	**P***	**In conjunction with:**	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	**--**		
Live/Work	**--**		
Mobilehome Park	**P***	**Screening**	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Relief	C2
Supportive Housing:			
General	**P**		
Medical Care	**P***	**Accessory to:**	Supportive Housing, Non-medical
Transitional Shelter	**--**		
PUBLIC & INSTITUTIONAL			
Cemetery	**--**		
Civic Facility:			
Local	**P**		
Regional	**--**		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Detention Facility	**C3**		
Fleet Services	**--**		
Medical:			
Local	**C2**		
Regional	**C3**		
Office, Government	**--**		
Parking	**P***	**In conjunction with:**	Allowed use
Public Safety Facility	**P**		
Religious Assembly	**C2**		
School:			
Preschool/Daycare	**P***	**Persons in care (max)**	20
		Relief	C2
K-12	**P**		
Post-secondary	**P**		
Social Services	**P**		
Utilities:			
Minor	**P***	**Screening**	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	**C3**		
Solar Energy Facility	**C2***	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	**C2***	**Supplemental standards**	*Sec. 5B.3.1.C.2.*
Wireless Facility, Rooftop	**C2***	**Supplemental standards**	*Sec. 5B.3.1.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	**--**		
Nature Reserve	**P**		
Open Space, Public	**P**		
Outdoor Recreation, Commercial:			
General	**--**		
Golf Course	**--**		
Recreation, Public	**P***	**Use separation**	
		Residential Use	100'
		Hours of operation (early/late)	7AM/10PM
		Outdoor sound system	C3
		Relief	C2
Amphitheater or Stadium			
Local	**C3**		
Regional	**C3**		
TRANSPORTATION			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	• Residential • Office • Medical Use
Railway Facility	--		
Transit Station	--		
GENERAL COMMERCIAL			
Animal Services:			
General	--		
Kennel	--		
Veterinary Care	--		
Commissary Kitchen	--		
Eating & Drinking:			
Alcohol Service	--		
Bar	--		
Counter Service	--		
Restaurant	--		
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	--		
Lodging	--		
Medical Clinic	--		
Office	--		
Personal Services:			
General	--		
Massage, Licensed	--		
Massage, Unlicensed	--		
Postmortem Services	--		
Retail:			
General	--		
Alcohol	--		
Farmers' Market, Certified	C1*	**Hours of operation** (early/late)	7AM/7PM
		Service hours (early/late)	8AM/8PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	--		
Food & Beverage	--		

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Use	Permission	Use Standard	Specification
Large Format	--		
Merchant Market	--		
Pet Shop	--		
Temporary, Outdoor	--		
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	--		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	--		
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	**Accessory to:**	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 1
Cargo Container	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
Commercial Vehicle	--		
LIGHT INDUSTRIAL			
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		
Research & Development	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Soundstages & Backlots	**C3**		
Wholesale Trade & Warehousing	**--**		
HEAVY INDUSTRIAL			
Animal Products Processing	**--**		
Manufacturing, Heavy:			
General	**--**		
Chemical Products	**--**		
Petroleum & Coal Products	**--**		
Salvage Yard	**--**		
Recycling Facility:			
Collection	**C2***	**In conjunction with:**	Public & Institutional use
		Area (max)	200 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Screening	
		Outdoor storage screen	S-Screen 2
		Supplemental standards	*Sec. 5B.3.1.C.3.*
		Supplemental procedures	*Sec. 5B.3.1.D.1.*
Donation Bin	**--**		
Sorting & Processing	**--**		
Resource Extraction:			
General	**--**		
Exploratory Core Hole	**C2***	**Supplemental standards**	*Sec. 5B.3.1.C.4.*
Off-Shore Drilling Servicing Installation	**--**		
Solid Waste Facility:			
Green Waste	**--**		
Hazardous Waste Facility	**--**		
Solid Waste	**--**		
AGRICULTURAL			
Animal Keeping:			

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Use	Permission	Use Standard	Specification
Bees	**P***	**Accessory to:**	Dwelling
		Lot Area (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.3.1.C.5.*
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	**P***	**Lot area** (min)	20,000SF
		Per equine	5,000SF
		Building separation	
		On-site Residential building	35'
		Off-site Residential building	75'
		Relief	C1
Livestock	--		
Pets	**P***	**In conjunction with:**	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	**P**		
Farming	--		
Truck Gardening	**P**		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Recycling Facility, Collection

a. All recycled goods, temporary installations, debris, trash, and any other material associated with the use, shall be placed or stored in a fully covered and enclosed recycling collection facility and not be left or stored outdoors beyond the hours of operation.

b. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, telephone number, hours of operation, and a notice that no material shall be left outside the enclosure, and each recycling receptacle shall clearly indicate the type of material to be deposited.

4. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

5. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Recycling Facility, All

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.3.2. RESIDENTIAL 2 (RG2)

[Introduced with the Boyle Heights Proposed Draft]

SEC. 5B.3.3. RESIDENTIAL LIMITED (RG3)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	**P**		
Household Business:			
Family Child Care	**P***	**In conjunction with:**	Dwelling
		Relief	C2
Home Occupation	**P***	**In conjunction with:**	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.3.3.C.1.*
Home Sharing	**P***	**In conjunction with:**	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	**--**		
Live/Work	**--**		
Mobilehome Park	**P***	**Screening**	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Relief	C2
Supportive Housing:			
General	**P**		
Medical Care	**P***	**Accessory to:**	Supportive Housing General
Transitional Shelter	**--**		
PUBLIC & INSTITUTIONAL			
Cemetery	**--**		
Civic Facility:			
Local	**P**		
Regional	**--**		
Detention Facility	**C3**		
Fleet Services	**--**		
Medical:			
Local	**C2**		

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Use	Permission	Use Standard	Specification
Regional	C3		
Office, Government	--		
Parking	P*	In conjunction with:	Allowed use
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P*	Persons in care (max)	20
		Relief	C2
K-12	C3		
Post-secondary	C3		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	C2*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	*Sec. 5B.3.3.C.2.*
Wireless Facility, Rooftop	C2*	Supplemental standards	*Sec. 5B.3.3.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation:			
Public	P		
Commercial	--		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	--		
Golf Course	--		
Amphitheater or Stadium			
Minor (<3,000 seats)	C3		
Major (3,000 or more seats)	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	• Residential • Office • Medical Use
Railway Facility	--		
Transit Station	P		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
GENERAL COMMERCIAL			
Animal Services:			
General	--		
Kennel	--		
Veterinary Care	--		
Commissary Kitchen	--		
Eating & Drinking:			
Alcohol Service	--		
Bar	--		
Counter Service	--		
Restaurant	--		
Entertainment Venue, Indoor:			
Local (<3,000 seats)	--		
Regional (3,000 or more seats)	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	--		
Lodging	--		
Medical Clinic	--		
Office	--		
Personal Services:			
General	--		
Massage, Licensed	--		
Massage, Unlicensed	--		
Postmortem Services	--		
Retail:			
General	--		
Alcohol	--		
Farmers' Market, Certified	**C1***	**Hours of operation** (early/late)	7AM/7PM
		Service hours (early/late)	8AM/8PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	--		
Food & Beverage	--		
Large Format	--		
Merchant Market	--		
Pet Shop	--		
Temporary, Outdoor	--		
Smoke & Vape Shop	--		
Sexually Oriented Business:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
General	--		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	--		
Heavy	--		
Car Wash	--		
Fueling Station:	--		
Gas Station, Standard	--		
Gas Station, Commercial	--		
EV Charging Facility	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	--		
Cargo Container	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
Commercial Vehicle	--		
LIGHT INDUSTRIAL			
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		
Research & Development	--		
Soundstages & Backlots	--		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL	*		
Animal Products Processing	--		
Manufacturing, Heavy:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	P*	**In conjunction with:**	Public & Institutional use
		Area (max)	200 SF
		Building separation	
		Agricultural, Residential, or Residential-Mixed Use District (min)	150'
		Other buildings on site	10'
		Relief	C2
		Use enclosure	Covered and enclosed
		Screening	
		Outdoor storage screen	S-Screen 2
		Hours of operation (open/ close)	7AM/7PM
		Supplemental standards	*Sec. 5B.3.3.C.3.*
		Supplemental procedures	*Sec. 5B.3.3.D.1.*
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.3.3.C.4.*
		Supplemental procedures	*Sec. 5B.3.3.D.1.*
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.3.3.C.5.*
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Bees	P*	**Accessory to:**	Dwelling
		Lot Area (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.3.3.C.6.*
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	**In conjunction with:**	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Recycling Facility, Collection

a. All recycled goods, temporary installations, debris, trash, and any other material associated with the use, shall be placed or stored in a fully covered and enclosed recycling collection facility and not be left or stored outdoors beyond the hours of operation.

b. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, telephone number, hours of operation, and a notice that no material shall be left outside the enclosure, and each recycling receptacle shall clearly indicate the type of material to be deposited.

4. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

5. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

6. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Recycling Facility, All

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.3.4. RESIDENTIAL AGRICULTURE (RG4)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
		Relief	C2
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.3.1.xx*
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	--		
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	P		
Medical Care	P*	Accessory to:	Supportive Housing General
Transitional Shelter	--		
PUBLIC & INSTITUTIONAL			
Cemetery	--		
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	--		
Medical:			
Local	C2		
Regional	C3		
Office, Government	--		
Parking	P*	In conjunction with:	Allowed use
Public Safety Facility	--		
Religious Assembly	C2		
School:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Preschool/Daycare	P*	Persons in care (max)	20
		Relief	C2
K-12	C3		
Post-secondary	C3		
Social Services	--		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	C2*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	*Sec. 5B.3.1.xx*
Wireless Facility, Rooftop	C2*	Supplemental standards	*Sec. 5B.3.1.xx*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	--		
Nature Reserve	P		
Open Space, Public			
Outdoor Recreation, Commercial:			
General	--		
Golf Course	P		
Recreation, Public	P*	Use separation	
		Residential Use	100'
		Hours of operation (early/late)	7AM/10PM
		Outdoor sound system	C3
		Relief	C2
Amphitheater or Stadium			
Local	C3		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	• Residential • Office • Medical Use
Railway Facility	--		
Transit Station	--		
GENERAL COMMERCIAL			
Animal Services:			
General	--		
Kennel	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Veterinary Care	--		
Commissary Kitchen	--		
Eating & Drinking:			
Alcohol Service	--		
Bar	--		
Counter Service	--		
Restaurant	--		
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	--		
Lodging	--		
Medical Clinic	--		
Office	--		
Personal Services:			
General	--		
Massage, Licensed	--		
Massage, Unlicensed	--		
Postmortem Services	--		
Retail:			
General	--		
Alcohol	--		
Farmers' Market, Certified	**C1***	**Hours of operation** (early/late)	7AM/7PM
		Service hours (early/late)	6AM/8PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	--		
Food & Beverage	--		
Large Format	--		
Merchant Market	--		
Pet Shop	--		
Temporary, Outdoor	--		
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	--		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
General	--		
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	Accessory to:	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 1
Cargo Container	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
Commercial Vehicle	--		
LIGHT INDUSTRIAL			
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		
Research & Development	--		
Soundstages & Backlots	--		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Recycling Facility:			
Collection	**P***	**In conjunction with:**	Public & Institutional use
		Area (max)	200 SF
		Building separation	
		Agricultural, Residential, or Residential-Mixed Use District (min)	150'
		Other buildings on site	10'
		Relief	C2
		Use enclosure	Covered and enclosed
		Screening	
		Outdoor storage screen	S-Screen 2
		Hours of operation (open/close)	7AM/7PM
		Supplemental standards	*Sec. 5B.3.1.xx*
		Supplemental procedures	*Sec. 5B.3.1.xx*
Donation Bin	--		
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	**C2***	**Supplemental standards**	*Sec. 5B.3.1.xx*
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	**P***	**Accessory to:**	Dwelling
		Lot Area (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.3.1.xx*

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Dairy	P*	In conjunction with:	Dwelling
		Lot area (min)	871,200 SF
Equine, Commercial	--	In conjunction with:	Dwelling
		Lot area (min)	17,500SF
		Per equine	4,000SF
		Building separation	
		On-site residential building	35'
		Off-site residential building	75'
		Relief	C2
Equine, Non-commercial	P*	Lot area (min)	17,500SF
		Per equine	4,000SF
		Building separation	
		On-site residential building	35'
		Off-site residential building	75'
		Relief	C2
Livestock	P*	In conjunction with:	Dwelling
		Lot area (min)	17,500 SF
		Per bovine	4,000 SF
		Per swine	3,500 SF
		Building separation	
		On-site residential building	35'
		Off-site residential building	75'
		Relief	C2
Pets	P*	In conjunction with:	Other allowed use
Small Animals	P*	Lot area (min)	Dwelling
		Commercial purposes	217,800 SF
		Non-commercial purposes	n/a
		Building separation	
		On-site residential building	35'
		Off-site residential building	75'
		Relief	C2
Wild Animals	C2*	Building separation	
		On-site residential building	35'
		Off-site residential building	75'
Plant Cultivation:			
Community Garden	P		
Farming	P*	Supplemental standards	*Sec. 5B.3.1.xx*
Truck Gardening	P		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Recycling Facility, Collection

a. All recycled goods, temporary installations, debris, trash, and any other material associated with the use, shall be placed or stored in a fully covered and enclosed recycling collection facility and not be left or stored outdoors beyond the hours of operation.

b. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, telephone number, hours of operation, and a notice that no material shall be left outside the enclosure, and each recycling receptacle shall clearly indicate the type of material to be deposited.

4. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

5. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Recycling Facility, All

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

DIV. 5B.4. RESIDENTIAL-MIXED DISTRICTS

Residential-Mixed Use Districts emphasize residential uses and only allow a minimal amount of compatible services and amenities and limited commercial uses.

SEC. 5B.4.1. RESIDENTIAL-MIXED 1 (RX1)

A. Intent

The RX1 Use District is intended to accommodate a wide variety of housing types for a variety of housing needs, in a primarily residential setting supported by neighborhood-serving commercial uses and facilitate the efficient management of municipal resources.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	**P**		
Household Business:			
Family Child Care	**P***	**In conjunction with:**	Dwelling
Home Occupation	**P***	**In conjunction with:**	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.4.1.C.1.*
Home Sharing	**P***	**In conjunction with:**	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	**--**		
Live/Work	**--**		
Mobilehome Park	**P***	**Screening**	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Relief	C2
Supportive Housing:			
General	**P**		
Medical Care	**P**		
Transitional Shelter	**P**		
PUBLIC & INSTITUTIONAL			
Cemetery	**--**		
Civic Facility:			
Local	**P**		
Regional	**--**		
Detention Facility	**C3**		
Fleet Services	**--**		
Medical:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Local	C2		
Regional	C3		
Office, Government	P*	Non-residential tenant size (max)	1,500 SF
		Relief	C2
		Upper story location	Prohibited
		Hours of operation (early/late)	6AM/10PM
Parking	P*	In conjunction with:	Allowed use
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	C2*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	*Sec. 5B.4.1.C.2.*
Wireless Facility, Rooftop	C2*	Supplemental standards	*Sec. 5B.4.1.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P*	Non-residential tenant size (max)	1,500 SF
		Relief	C2
		Upper story location	Prohibited
		Hours of operation (early/late)	6AM/10PM
Nature Reserve	P		
Open Space, Public	P		
Recreation, Public	P*	Use separation	
		Residential Use	100'
		Hours of operation (early/late)	7AM/10PM
		Outdoor sound system	C3
		Relief	C2
Outdoor Recreation, Commercial:			
General	--		
Golf Course	--		
Amphitheater or Stadium			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Local	C3		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Use, Office or Medical
Railway Facility	--		
Transit Station	--		
GENERAL COMMERCIAL	*	Non-residential tenant size (max)	1,500 SF
		Relief	C2
		Upper story location	Prohibited
		Hours of operation (early/late)	6AM/10PM
Animal Services:			
General	--		
Kennel	--		
Veterinary Care	--		
Commissary Kitchen	--		
Eating & Drinking:			
Alcohol Service	C2*	*(see General Commercial)*	
		In conjunction with:	Restaurant
		Supplemental procedures	*Sec. 5B.4.1.D.1.*
Bar	C2*	*(see General Commercial)*	
		Supplemental procedures	*Sec. 5B.4.1.D.2.*
Counter Service	P*	*(see General Commercial)*	
Restaurant	P*	*(see General Commercial)*	
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	P*	*(see General Commercial)*	
Lodging	--		
Medical Clinic	--		
Office	P*	*(see General Commercial)*	
Personal Services:			
General	P*	*(see General Commercial)*	
Massage, Licensed	P*	*(see General Commercial)*	
Massage, Unlicensed	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Postmortem Services	--		
Retail:			
General	**P***	*(see General Commercial)*	
Alcohol	**C2***	*(see General Commercial)*	
Farmers' Market, Certified	**C1***	**Hours of operation** (early/late)	7AM/7PM
		Service hours (early/late)	8AM/8PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	--		
Food & Beverage	**P***	*(see General Commercial)*	
Large Format	--		
Merchant Market	--		
Pet Shop	--		
Temporary, Outdoor	--		
Smoke & Vape Shop	--		
Sexually Oriented Business:	--		
General	--		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	--		
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Household Moving Truck Rental	--		
Standard Vehicle	--		
Commercial Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	**P***	**Accessory to:**	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 1
Cargo Container	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
Commercial Vehicle	--		
LIGHT INDUSTRIAL			
Electronics Assembly	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		
Research & Development	--		
Soundstages & Backlots	C3		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	C2*	**In conjunction with:**	Public & Institutional use
		Area (max)	200 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Screening	
		Outdoor storage screen	S-Screen 2
		Supplemental standards	*Sec. 5B.4.1.C.3.*
		Supplemental procedures	*Sec. 5B.4.1.D.3.*
Donation Bin	--		
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.4.1.C.3.*
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	P*	**Accessory to:**	Dwelling
		Lot Area (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Use Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.4.1.C.4.*
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	**In conjunction with:**	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Recycling Facility, Collection

a. All recycled goods, temporary installations, debris, trash and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling collection facility and not be left or stored outdoors beyond the hours of operation.

b. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, telephone number, hours of operation, and a notice that no material shall be left outside the enclosure, and each recycling receptacle shall clearly indicate the type of material to be deposited.

4. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

5. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Recycling Facility, All

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.4.2. RESIDENTIAL-MIXED 2 (RX2)

[Introduced with the Boyle Heights Proposed Draft]

SEC. 5B.4.3. SMALL SHOP RESIDENTIAL (RX3)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	**P**		
Household Business:			
Family Child Care	**P***	**In conjunction with:**	Dwelling
Home Occupation	**P***	**In conjunction with:**	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.4.2.C.1.*
Home Sharing	**P***	**In conjunction with:**	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	**P***	**Designated work space:**	
		Work space area (min)	20%
Live/Work	**P***	**Designated work space:**	
		Work space dimensions (min):	Depth: 20'
			Width: 15' (frontage)
			Height: 14'
		Location	Ground floor
Mobilehome Park	**P***	**Screening**	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Relief	C2
Supportive Housing:			
General	**P**		
Medical Care	**P**		
Transitional Shelter	**P**		
PUBLIC & INSTITUTIONAL			
Cemetery	**--**		
Civic Facility:			
Local	**P**		
Regional	**--**		
Detention Facility	**C3**		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Fleet Services	--		
Medical:			
Local	C2		
Regional	C3		
Office, Government	--		
Parking	P*	In conjunction with:	Allowed use
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P*	Persons in care (max)	20
		Relief	C2
K-12	C3		
Post-secondary	C3		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	C2*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	*Sec. 5B.4.2.C.2.*
Wireless Facility, Rooftop	C2*	Supplemental standards	*Sec. 5B.4.2.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation:			
Public	P		
Commercial	P*	In conjunction with:	Residential use
		Non-residential tenant size (max)	1,500 SF
		Relief	C2
		Upper story location	Prohibited
		Hours of operation (early/late)	6AM/10PM
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	--		
Golf Course	--		
Amphitheater or Stadium			
Minor (<3,000 seats)	C3		

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Use	Permission	Use Standard	Specification
Major (3,000 or more seats)	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Use, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL	*	Non-residential tenant size (max)	1,500 SF
		Relief	C2
		Upper story location	Prohibited
		Hours of operation (early/late)	6AM/10PM
Animal Services:			
General	--		
Kennel	--		
Veterinary Care	--		
Commissary Kitchen	--		
Eating & Drinking:			
Alcohol Service	--		
Bar	--		
Counter Service	P*	*(see General Commercial)*	
Restaurant	P*	*(see General Commercial)*	
Entertainment Venue, Indoor:			
Local (<3,000 seats)	--		
Regional (3,000 or more seats)	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	--		
Lodging	--		
Medical Clinic	--		
Office	--		
Personal Services:			
General	P*	*(see General Commercial)*	
Massage, Licensed	P*	*(see General Commercial)*	
Massage, Unlicensed	--		
Postmortem Services	--		
Retail:			
General	P*	*(see General Commercial)*	
Alcohol	--		

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Use	Permission	Use Standard	Specification
Farmers' Market, Certified	C1*	**Hours of operation** (early/late)	7AM/7PM
		Service hours (early/late)	8AM/8PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	--		
Food & Beverage	P*	*(see General Commercial)*	
Large Format	--		
Merchant Market	--		
Pet Shop	--		
Temporary, Outdoor	--		
Smoke & Vape Shop	--		
Sexually Oriented Business:	--		
General	--		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	--		
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Light	--		
Heavy	--		
Motor Vehicle Sales & Rental:			
Household Moving Truck Rental	--		
Standard Vehicle	--		
Commercial Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	--		
Cargo Container	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
Commercial Vehicle	--		
LIGHT INDUSTRIAL			
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		

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Use	Permission	Use Standard	Specification
Artistic & Artisanal	--		
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		
Research & Development	--		
Soundstages & Backlots	--		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL	*		
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	P*	**In conjunction with:**	Public & Institutional use
		Area (max)	200 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Other buildings on site	10'
		Use enclosure	Covered and enclosed
		Screening	
		Outdoor storage screen	S-Screen 2
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	*Sec. 5B.4.2.C.3.*
		Supplemental procedures	*Sec. 5B.4.2.D.1.*
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.4.2.C.4.*
		Supplemental procedures	*Sec. 5B.4.2.D.1.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.4.2.C.5.*

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Use	Permission	Use Standard	Specification
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	P*	**Accessory to:**	Dwelling
		Lot Area (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Use Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.4.2.C.6.*
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	**In conjunction with:**	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

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C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Recycling Facility, Collection

a. All recycled goods, temporary installations, debris, trash and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling collection facility and not be left or stored outdoors beyond the hours of operation.

b. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, telephone number, hours of operation, and a notice that no material shall be left outside the enclosure, and each recycling receptacle shall clearly indicate the type of material to be deposited.

4. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

5. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

6. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the proposed use will not adversely affect the welfare of the pertinent community.

ii. That the granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a 1,000-foot radius of the lot, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.

iii. That the proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from sensitive uses, and other establishments dispensing alcoholic beverages, including beer and wine.

c. Permission for multiple approvals to allow bars for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Recycling Facility, All

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.4.4. MIXED-USE NEIGHBORHOOD (RX4)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	**P**		
Household Business:			
Family Child Care	**P***	**In conjunction with:**	Dwelling
Home Occupation	**P***	**In conjunction with:**	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.4.3.C.1.*
Home Sharing	**P***	**In conjunction with:**	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	**P***	**Designated work space:**	
		Work space area (min)	20%
Live/Work	**P***	**Designated work space:**	
		Work space dimensions (min):	Depth: 20'
			Width: 15' (frontage)
			Height: 14'
		Location	Ground floor
Mobilehome Park	**P***	**Screening**	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Relief	C2
Supportive Housing:			
General	**P**		
Medical Care	**P**		
Transitional Shelter	**P**		
PUBLIC & INSTITUTIONAL			
Cemetery	**--**		
Civic Facility:			
Local	**P**		
Regional	**--**		
Detention Facility	**C3**		
Fleet Services	**--**		
Medical:			
Local	**C2**		
Regional	**C3**		

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Use	Permission	Use Standard	Specification
Office, Government	--		
Parking	P*	In conjunction with:	Allowed use
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P		
K-12	C3		
Post-secondary	C3		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	C2*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	*Sec. 5B.4.3.C.2.*
Wireless Facility, Rooftop	C2*	Supplemental standards	*Sec. 5B.4.3.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation:			
Public	P		
Commercial	P*	Non-residential tenant size (max)	3,000 SF
		Relief	
		Upper story location	Prohibited
		Hours of operation (open/close)	6AM/10PM
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	--		
Golf Course	--		
Amphitheater or Stadium			
Minor (<3,000 seats)	C3		
Major (3,000 or more seats)	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Use, Office or Medical

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Use	Permission	Use Standard	Specification
Railway Facility	--		
Transit Station	--		
GENERAL COMMERCIAL	3,000 SF @ ground story	Non-residential tenant size (max)	3,000 SF
		Relief	C2
		Upper story location	Prohibited
		Hours of operation (early/late)	6AM/10PM
Animal Services:			
General	P*	Use enclosure	Fully indoor
Kennel	--		
Veterinary Care	--		
Commissary Kitchen	--		
Eating & Drinking:			
Alcohol Service	C2*	*(see General Commercial)*	
		In conjunction with:	Restaurant
		Supplemental procedures	*Sec. 5B.4.3.D.1.*
Bar	C2*	*(see General Commercial)*	
		Supplemental procedures	*Sec. 5B.4.3.D.1.*
Counter Service	P*	*(see General Commercial)*	
Restaurant	P*	*(see General Commercial)*	
Entertainment Venue, Indoor:			
Local (<3,000 seats)	P*	*(see General Commercial)*	
		Relief	C2
Regional (3,000 or more seats)	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	P*	*(see General Commercial)*	
Lodging	--		
Medical Clinic	--		
Office	--		
Personal Services:			
General	P*	*(see General Commercial)*	
Massage, Licensed	P*	*(see General Commercial)*	
Massage, Unlicensed	--		
Postmortem Services	--		
Retail:			
General	P*	*(see General Commercial)*	
Alcohol	C2*	Supplemental procedures	*Sec. 5B.4.3.D.2.*
Farmers' Market, Certified	C1*		
Firearms	--		
Food & Beverage	P*	*(see General Commercial)*	

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Use	Permission	Use Standard	Specification
Large Format	--		
Merchant Market	--		
Pet Shop	--		
Temporary, Outdoor	--		
Smoke & Vape Shop	--		
Sexually Oriented Business:	--		
General	--		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	--		
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Household Moving Truck Rental	--		
Standard Vehicle	--		
Commercial Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	--		
Cargo Container	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
Commercial Vehicle	--		
LIGHT INDUSTRIAL			
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		
Research & Development	--		
Soundstages & Backlots	--		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL	*		

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Use	Permission	Use Standard	Specification
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	**C2***	**In conjunction with:**	Public & Institutional use
		Area (max)	200 SF
		Building separation	
		Agricultural, Residential, or Residential-Mixed Use District (min)	150'
		Other buildings on site	10'
		Relief	C2
		Use enclosure	Covered and enclosed
		Screening	
		Outdoor storage screen	S-Screen 2
		Hours of operation (open/ close)	7AM/7PM
		Supplemental standards	*Sec. 5B.4.3.C.3.*
		Supplemental procedures	*Sec. 5B.4.3.D.3.*
Donation Bin	**P***	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.4.3.C.4.*
		Supplemental procedures	*Sec. 5B.4.3.D.3.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	**C2***	**Supplemental standards**	*Sec. 5B.4.3.C.5.*
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
AGRICULTURAL			
Animal Keeping:			
Bees	**P***	**Accessory to:**	Dwelling
		Lot Area (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Use Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.4.2.C.6.*
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	**P***	**In conjunction with:**	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	**P**		
Farming	--		
Truck Gardening	**P**		

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C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Recycling Facility, Collection

a. All recycled goods, temporary installations, debris, trash and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling collection facility and not be left or stored outdoors beyond the hours of operation.

b. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, telephone number, hours of operation, and a notice that no material shall be left outside the enclosure, and each recycling receptacle shall clearly indicate the type of material to be deposited.

4. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

5. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

6. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. The Zoning Administrator shall promptly notify the council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider, the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

3. Recycling Facility, All

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

DIV. 5B.5. COMMERCIAL-MIXED DISTRICTS

Commercial-Mixed Use Districts promote neighborhoods with a mixture of uses including commercial and residential.

SEC. 5B.5.1. COMMERCIAL-MIXED 1 (CX1)

A. Intent

The CX1 Use District allows for commercial uses generally within a 10,000 square foot establishment size on the ground story, as well as a wide range of housing types. The Use District is intended to support the clustering of commercial, cultural, entertainment, and institutional uses that cater to immediately surrounding neighborhoods.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.5.1.C.1.*
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	P*	Designated work space:	
		Work space area (min/max)	10%/50%
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Live/Work	P*	**Unit size** (min avg.)	750 SF
		Designated work space:	
		Work space area (min/max)	48%/50%
		Work space dimensions (min)	10' X 15'
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Open plan area (min)	70%
Mobilehome Park	P*	**Screening**	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Relief	C2
Supportive Housing:			
General	P		
Medical Care	P		
Transitional Shelter	P		
PUBLIC & INSTITUTIONAL			
Cemetery	P*	**Building separation**	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	--		
Medical:			
Local	C2		
Regional	C3		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	P		
School:			
Preschool/Daycare	P		

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Use	Permission	Use Standard	Specification
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	*Sec. 5B.5.1.C.2.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.5.1.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P*	Non-residential tenant size (max)	10,000 SF
		Relief	C2
		Upper story location	Prohibited
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P*	Non-residential tenant size (max)	10,000 SF
		Relief	C2
		Upper story location	Prohibited
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium			
Local	C2		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL	*	Non-residential tenant size (max)	15,000 SF
		Relief	C2
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	--		

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Use	Permission	Use Standard	Specification
Veterinary Care	P*	*(see General Commercial)*	
		Use enclosure	Fully indoor
Commissary Kitchen	P*	*(see General Commercial)*	
Eating & Drinking:			
Alcohol Service	P*	*(see General Commercial)*	
		In conjunction with:	Restaurant
		Special use program	*Sec. 5C.4.2.*
		Relief	C2
		Supplemental procedures	*Sec. 5B.5.1.D.1.*
Bar	C2*	*(see General Commercial)*	
		Supplemental procedures	*Sec. 5B.5.2.D.2.*
Counter Service	P*	*(see General Commercial)*	
Restaurant	P*	*(see General Commercial)*	
Entertainment Venue, Indoor:			
Local	P*	*(see General Commercial)*	
Regional	C3		
Financial Services:			
General	P*	*(see General Commercial)*	
Alternative	--		
Lodging	P*	Use separation	
		Agricultural, Residential, or Residential Mixed Use District (min)	500'
		Supplemental standards	*Sec. 5B.5.1.C.3.*
		Relief	C2
Medical Clinic	P*	*(see General Commercial)*	
Office	P*	*(see General Commercial)*	
Personal Services:			
General	P*	*(see General Commercial)*	
Massage, Licensed	P*	*(see General Commercial)*	
Massage, Unlicensed	--		
Postmortem Services	C2*	*(see General Commercial)*	
Retail:			
General	P*	*(see General Commercial)*	
Alcohol	C2*	*(see General Commercial)*	
		Supplemental procedures	*Sec. 5B.5.1.D.3.*
Farmers' Market, Certified	C1*	Hours of operation (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Food & Beverage	P*	*(see General Commercial)*	

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Use	Permission	Use Standard	Specification
Large Format	--		
Merchant Market	P		
Pet Shop	P*	*(see General Commercial)*	
Temporary Outdoor	C2		
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	--		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	--		
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	**Accessory to:**	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 1
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
LIGHT INDUSTRIAL	*	**Non-residential tenant size** (max)	10,000 SF
		Relief	C2
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		

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Use	Permission	Use Standard	Specification
Research & Development	C3*	*(see Light Industrial)*	
Soundstages & Backlots	C3*	*(see Light Industrial)*	
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	C2*	In conjunction with:	Other allowed use
		Area (max)	200 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	*Sec. 5B.5.1.C.4.*
		Supplemental procedures	*Sec. 5B.5.1.D.4.*
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.5.1.C.5.*
		Supplemental procedures	*Sec. 5B.5.1.D.5.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	*Sec. 5B.5.1.C.6.*

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Use	Permission	Use Standard	Specification
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	In conjunction with:	Other Allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

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C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Lodging

A Lodging use shall not be permitted where it requires a change of use from any residential use.

4. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

5. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

6. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider, the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. The Zoning Administrator shall promptly notify the council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider, the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

3. Recycling Facility, All

An annual site inspection shall be conducted by LADBS pursuant to Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards).

4. Recycling Facility, Donation Bin

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.5.2. COMMERCIAL-MIXED 2 (CX2)

A. Intent

The CX2 Use District allows for commercial uses generally within a 50,000 square foot establishment size on the ground story, as well as a wide range of housing types. The Use District is intended to support a broad range of residential, commercial, and civic facility uses to serve surrounding neighborhoods as well as visitors to the area. Public and institutional services and amenities are also allowed.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	**P**		
Household Business:			
Family Child Care	**P***	**In conjunction with:**	Dwelling
Home Occupation	**P***	**In conjunction with:**	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.5.2.C.1.*
Home Sharing	**P***	**In conjunction with:**	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	**P***	**Designated work space:**	
		Work space area (min/max)	10%/50%
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
Live/Work	**P***	**Unit size** (min avg.)	750 SF
		Designated work space	
		Work space area (min/max)	48%/50%
		Work space dimensions (min)	10' X 15'
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Open plan area (min)	70%

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Use	Permission	Use Standard	Specification
Mobilehome Park	P*	Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Relief	C2
Supportive Housing:			
General	P		
Medical Care	P		
Transitional Shelter	P		
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	--		
Medical:			
Local	P		
Regional	P		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	P		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3

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Use	Permission	Use Standard	Specification
Wireless Facility, Monopole	C2*	Supplemental standards	*Sec. 5B.5.2.C.2.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.5.2.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P*	Non-residential tenant size (max)	50,000 SF
		Upper story location	Prohibited
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P*	Non-residential tenant size (max)	50,000 SF
		Upper story location	Prohibited
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium			
Local	P		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL	*	Non-residential tenant size (max)	50,000 SF
		Relief	C2
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	--		
Veterinary Care	P*	*(see General Commercial)*	
		Use enclosure	Fully indoor
Commissary Kitchen	P*	*(see General Commercial)*	
Eating & Drinking:			
Alcohol Service	P*	*(see General Commercial)*	
		In conjunction with:	Restaurant
		Special use program	*Sec. 5C.4.2.*
		Relief	*C2*
		Supplemental procedures	*Sec. 5B.5.2.D.1.*
Bar	C2*	*(see General Commercial)*	
		Supplemental procedures	*Sec. 5B.5.2.D.2.*
Counter Service	P*		
Restaurant	P*	*(see General Commercial)*	

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Use	Permission	Use Standard	Specification
Entertainment Venue, Indoor:			
Local	**P***	*(see General Commercial)*	
Regional	**P***	*(see General Commercial)*	
Financial Services:			
General	**P***	*(see General Commercial)*	
Alternative	**C2***	*(see General Commercial)*	
Instructional Services	**P***	*(see General Commercial)*	
Lodging	**P***	**Use separation**	
		Agricultural, Residential, or Residential Mixed Use District (min)	500'
		Exception	Regional Center, Transit Core, or Traditional Core General Plan Designation
		Supplemental standards	*Sec. 5B.5.2.C.3.*
		Relief	C2
Medical Clinic	**P***	*(see General Commercial)*	
Office	**P**		
Personal Services:			
General	**P***	*(see General Commercial)*	
Massage, Licensed	**P***	*(see General Commercial)*	
Massage, Unlicensed	**--**		
Postmortem Services	**C2***	*(see General Commercial)*	
Retail:			
General	**P***	*(see General Commercial)*	
Alcohol	**C2***	*(see General Commercial)*	
		Supplemental procedures	*Sec. 5B.5.2.D.3.*
Farmers' Market, Certified	**C1***	**Hours of operation** (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Food & Beverage	**P***	*(see General Commercial)*	
Large Format	**--**		
Merchant Market	**P**		
Pet Shop	**P***	*(see General Commercial)*	
Temporary Outdoor	**C2**		
Smoke & Vape Shop	**P***	*(see General Commercial)*	
Sexually Oriented Business:			
General	**P***	*(see General Commercial)*	
Sexual Encounter	**--**		

HEAVY COMMERCIAL

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Use	Permission	Use Standard	Specification
Motor Vehicle Services:			
General	--		
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	**Accessory to:**	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 1
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
LIGHT INDUSTRIAL	*	**Non-residential tenant size** (max)	50,000 SF
		Relief	C2
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	C2*	*(see Light Industrial)*	
		Accessory to:	Restaurant
Artistic & Artisanal	P*	*(see Light Industrial)*	
		Accessory to:	General Retail or Merchant Market
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		
Research & Development	C3*	*see Light Industrial)*	
Soundstages & Backlots	C3*	*(see Light Industrial)*	
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	C2*	**In conjunction with**	Other allowed use
		Area (max)	600 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	*Sec. 5B.5.2.C.4.*
		Supplemental procedures	*Sec. 5B.5.2.D.4.*
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.5.2.C.5.*
		Supplemental procedures	*Sec. 5B.5.2.D.5.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.5.2.C.6.*
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
AGRICULTURAL			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Lodging

A Lodging use shall not be permitted where it requires a change of use from any residential use.

4. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

5. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

6. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses

3. Recycling Facility, All

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

4. Recycling Facility, Donation Bin

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.5.3. COMMERCIAL-MIXED 3 (CX3)

A. Intent

The CX3 Use District allows for primarily commercial uses. This District is intended to accommodate a variety of uses, mixing housing with small and large-scale commercial amenities and services.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	**P**		
Household Business:			
Family Child Care	**P***	**In conjunction with:**	Dwelling
Home Occupation	**P***	**In conjunction with:**	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.5.3.C.1.*
Home Sharing	**P***	**In conjunction with:**	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	**P***	**Designated work space:**	
		Work space area (min/max)	10%/50%
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
Live/Work	**P***	**Unit size** (min avg.)	750 SF
		Designated work space	
		Work space area (min/max)	48%/50%
		Work space dimensions (min)	10' X 15'
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Open plan area (min)	70%
Mobilehome Park	**P***	**Screening**	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Relief	C2

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Use	Permission	Use Standard	Specification
Supportive Housing:			
General	**P**		
Medical Care	**P**		
Transitional Shelter	**P**		
PUBLIC & INSTITUTIONAL			
Cemetery	**P***	**Building separation**	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	**P**		
Regional	**P**		
Detention Facility	**C3**		
Fleet Services	**--**		
Medical:			
Local	**P**		
Regional	**P**		
Office, Government	**P**		
Parking	**P**		
Public Safety Facility	**P**		
Religious Assembly	**P**		
School:			
Preschool/Daycare	**P**		
K-12	**P**		
Post-secondary	**P**		
Social Services	**P**		
Utilities:			
Minor	**P***	**Screening**	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	**C3**		
Solar Energy Facility	**P***	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	**C2***	**Supplemental standards**	*Sec. 5B.5.3.C.1.*
Wireless Facility, Rooftop	**P***	**Supplemental standards**	*Sec. 5B.5.3.C.1.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	**P**		

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Use	Permission	Use Standard	Specification
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P		
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium			
Local	P		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Allowed use
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	--		
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	P*	In conjunction with:	Restaurant
		Special use program	*Sec. 5C.4.2.*
		Relief	*C2*
		Supplemental procedures	*Sec. 5B.5.3.D.1.*
Bar	C2*	Supplemental procedures	*Sec. 5B.5.3.D.2.*
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local	P		
Regional	P		
Financial Services:			
General	P		
Alternative	C2		
Instructional Services	P		

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Use	Permission	Use Standard	Specification
Lodging	P*	Use separation	
		Agricultural, Residential, or Residential Mixed Use District (min)	500'
		Exception	Regional Center, Transit Core, or Traditional Core General Plan Designation
		Supplemental standards	*Sec. 5B.5.3.C.3.*
		Relief	C2
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	--		
Postmortem Services	C2		
Retail:			
General	P		
Alcohol	C2*	Supplemental procedures	*Sec. 5B.5.3.D.3.*
Farmers' Market, Certified	C1*	Hours of operation (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	C2*	Supplemental procedures	*Sec. 5B.5.3.D.4.*
Food & Beverage	P		
Large Format	C3*	Supplemental procedures	*Sec. 5B.5.3.D.5.*
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	C2		
Smoke & Vape Shop	P		
Sexually Oriented Business:			
General	P		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	--		

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Use	Permission	Use Standard	Specification
Car Wash	P*	**Use separation** (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	
		Car Wash, mechanized	Fully indoor
		Car Wash, self-service	Covered
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of service and operation (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.5.3.C.4.*
Commercial Vehicle	--		
Fueling Station	P*	**Use separation**	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Service Hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.5.3.C.5.*
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	C2*	**Accessory to:**	Self-Service Indoor Storage
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Standard Vehicle	P*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	--		
Self-Service Facility	C2		
Storage, Outdoor:			

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Use	Permission	Use Standard	Specification
General	P*	Accessory to:	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 1
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
LIGHT INDUSTRIAL			
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	P*	Accessory to:	Restaurant
Artistic & Artisanal	P*	Accessory to:	Retail: General, Merchant Market
Cosmetic, Pharmaceutical	--		
Food & Drink	P*	Accessory to:	Eating & Drinking: General, Restaurant
Textile & Apparel	P*	Accessory to:	Retail: General, Merchant Market
Research & Development	C3		
Soundstages & Backlots	C3		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

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Use	Permission	Use Standard	Specification
Collection	C2*	**In conjunction with**	Other allowed use
		Area (max)	600 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	*Sec. 5B.5.3.C.6.*
		Supplemental procedures	*Sec. 5B.5.3.D.6.*
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.6.3.C.7.*
		Supplemental procedures	*Sec. 5B.6.3.D.7.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.6.3.C.8.*
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

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C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Lodging

A lodging use shall not be permitted where it requires a change of use from any residential use.

4. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

5. Motor Vehicle Services, Fueling Station

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods, and any other activities requiring the use of commercial vehicles for transportation.

6. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

7. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

8. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses

3. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider the number of firearms available for sale at the lot.

4. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius, based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area, as well as the anticipated customer volume of the study area, shall be included in the report.

ii. The destruction or demolition of any buildings, structures, facilities, or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, Nature Reserve, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing, that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot, then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along, but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot, directing users to dedicated congregation areas and amenities.

5. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

6. Recycling Facility, Donation Bin

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.5.4. COMMERCIAL-MIXED 4 (CX4)

A. Intent

The CX4 District allows for primarily commercial uses. This District is intended to accommodate a variety of uses, mixing housing with small and large-scale commercial amenities and services.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.5.4.C.1.*
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	P*	Designated work space:	
		Work space area (min/max)	10%/50%
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
Live/Work	P*	Unit size (min avg.)	750 SF
		Designated work space	
		Work space area (min/max)	48%/50%
		Work space dimensions (min)	10' X 15'
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Open plan area (min)	70%
Mobilehome Park	P*	Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Relief	C2
Supportive Housing:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
General	P		
Medical Care	P		
Transitional Shelter	P		
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional	P		
Detention Facility	C3		
Fleet Services	--		
Medical:			
Local	C2		
Regional	C3		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	P		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	*Sec. 5B.5.4.C.2.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.5.4.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P		
Nature Reserve	P		

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Use	Permission	Use Standard	Specification
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P		
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium			
Local	P		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	--		
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	P*	In conjunction with:	Restaurant
		Special use program	*Sec. 5C.4.2.*
		Relief	*C2*
		Supplemental procedures	*Sec. 5B.5.4.D.1.*
Bar	P*	Special use program	*Sec. 5C.4.3.*
		Relief	*C2*
		Supplemental procedures	*Sec. 5B.5.4.D.2.*
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local	P		
Regional	P		
Financial Services:			
General	P		
Alternative	C2		
Instructional Services	P		
Lodging	P*	Supplemental standards	*Sec. 5B.5.4.C.3.*
		Relief	C2
Medical Clinic	P		
Office	P		

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Use	Permission	Use Standard	Specification
Personal Services:			
General	**P**		
Massage, Licensed	**P**		
Massage, Unlicensed	**--**		
Postmortem Services	**C2**		
Retail:			
General	**P**		
Alcohol	**C2***	**Supplemental procedures**	*Sec. 5B.5.4.D.3.*
Farmers' Market, Certified	**C1***	**Hours of operation** (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	**--**		
Food & Beverage	**P**		
Large Format	**C3***	**Supplemental procedures**	*Sec. 5B.5.4.D.4.*
Merchant Market	**P**		
Pet Shop	**P**		
Temporary Outdoor	**C2**		
Smoke & Vape Shop	**P**		
Sexually Oriented Business:			
General	**P**		
Sexual Encounter	**--**		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	**--**		
Car Wash	**--**		
Commercial Vehicle	**--**		
Fueling Station	**--**		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	**--**		
Household Moving Truck Rental	**--**		
Standard Vehicle	**P***	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	**--**		
Self-Service Facility	**--**		
Storage, Outdoor:			

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Use	Permission	Use Standard	Specification
General	P*	Accessory to:	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 1
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
LIGHT INDUSTRIAL			
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	P*	Accessory to:	Restaurant
Artistic & Artisanal	P*	Accessory to:	General Retail or Merchant Market
Cosmetic, Pharmaceutical	--		
Food & Drink	P*	Accessory to:	General Eating & Drinking or Restaurant
Textile & Apparel	P*	Accessory to:	General Retail or Merchant Market
Research & Development	C3		
Soundstages & Backlots	C3		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

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Use	Permission	Use Standard	Specification
Collection	C2*	**In conjunction with**	Other allowed use
		Area (max)	600 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	*Sec. 5B.5.4.C.4.*
		Supplemental procedures	*Sec. 5B.5.4.D.5.*
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.5.4.C.5.*
		Supplemental procedures	*Sec. 5B.5.4.D.6.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.5.4.C.6.*
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		

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Use	Permission	Use Standard	Specification
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

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C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Lodging

A Lodging use shall not be permitted where it requires a change of use from any residential use.

4. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

5. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

6. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

3. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures, facilities or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing, that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot, then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along, but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

4. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

5. Recycling Facility, Donation Bin

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.5.5. COMMERCIAL-MIXED 5 (CX5)

[Introduced with the Boyle Heights Proposed Draft]

SEC. 5B.5.6. NEIGHBORHOOD CENTER (CX6)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	**P**		
Household Business:			
Family Child Care	**P***	**In conjunction with:**	Dwelling
Home Occupation	**P***	**In conjunction with:**	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.5.5.C.1.*
Home Sharing	**P***	**In conjunction with:**	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	**P***	**Designated work space:**	
		Work space area (min)	20%
Live/Work	**P***	**Designated work space**	
		Work space dimensions (min)	Depth: 20' Width: 15' (frontage) Height: 14'
		Location	Ground floor
Mobilehome Park	**P***	**Screening**	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Relief	C2
Supportive Housing:			
General	**P**		
Medical Care	**P**		
Transitional Shelter	**P**		
PUBLIC & INSTITUTIONAL			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	--		
Medical:			
Local	C2		
Regional	C3		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P		
K-12	C3		
Post-secondary	C2		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	*Sec. 5B.5.5.C.2.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.5.5.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation:			
Public	P		
Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Public	P		
Commercial	P		
Golf Course	--		
Amphitheater or Stadium			
Minor (<3,000 seats)	P*	Use separation Agricultural or Residential Use District (min) Relief	 500' C2
Major (3,000 or more seats)	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL	*	Non-residential tenant size (max) Relief Use Standard Applicability Abutting Screening Transition Screen	10,000 SF C2 Residential and Residential Mixed Use Districts T-Screen 1
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	--		
Veterinary Care	P*	*(see General Commercial)* Use enclosure	 Fully Indoor
Commissary Kitchen	P*	(see General Commercial)	
Eating & Drinking:			
Alcohol Service	S*	*(see General Commercial)* In conjunction with: Special use program Relief Supplemental procedures	 Restaurant *Sec. 5C.4.2.* C2 *Sec. 5B.5.5.D.1.*
Bar	S*	*(see General Commercial)* Supplemental procedures	 *Sec. 5B.5.5.D.1.*
Counter Service	P*	(see General Commercial)	
Restaurant	P*	(see General Commercial)	
Entertainment Venue, Indoor:			
Local (<3,000 seats)	P*	(see General Commercial)	

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Use	Permission	Use Standard	Specification
Regional (3,000 or more seats)	--		
Financial Services:			
General	P*		
Alternative	--		
Instructional Services	P*	(see General Commercial)	
Lodging	P*	**Use separation**	
		Agricultural or Residential Use District (min)	500'
		Supplemental standards	*Sec. 5B.5.5.C.3.*
		Relief	C2
Medical Clinic	P*	(see General Commercial)	
Office	P*	(see General Commercial)	
Personal Services:			
General	P*	(see General Commercial)	
Massage, Licensed	P*	(see General Commercial)	
Massage, Unlicensed	--		
Postmortem Services	--		
Retail:			
General	P*	(see General Commercial)	
Alcohol	C2*	(see General Commercial)	
		Supplemental procedures	*Sec. 5B.5.5.D.2.*
Farmers' Market, Certified	C1*	**Hours of operation** (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	--		
Food & Beverage	P*	(see General Commercial)	
Large Format	--		
Merchant Market	P		
Pet Shop	P*	(see General Commercial)	
Temporary Outdoor	C2		
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	--		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	--		
Heavy	--		
Car Wash	--		
Fueling Station:			

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Use	Permission	Use Standard	Specification
Gas Station, Standard	--		
Gas Station, Commercial	--		
EV Charging Facility	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	--		
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
LIGHT INDUSTRIAL	*	Non-residential tenant size (max) Relief	10,000 SF C2
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		
Research & Development	**C3***	(see Light Industrial)	
Soundstages & Backlots	**C3***	(see Light Industrial)	
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Collection	P*	**In conjunction with**	Other allowed use
		Area (max)	600 SF
		Building separation	
		Agricultural, Residential or Residential Mixed-Use District (min)	150'
		Other buildings on site	10'
		Relief	C2
		Use enclosure	Covered and enclosed
		Screening	
		Outdoor storage screen	S-Screen 2
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	*Sec. 5B.5.5.C.4.*
		Supplemental procedures	*Sec. 5B.5.5.D.3.*
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.5.5.C.4.*
		Supplemental procedures	*Sec. 5B.5.5.D.3.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.5.5.C.5.*
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Bees	P*	**Lot area (min)**	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear, and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.5.5.C.7.*
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	**In conjunction with:**	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Lodging

A Lodging use shall not be permitted where it requires a change of use from any residential use.

4. Recycling Facility, All

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

5. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

6. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

7. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

3. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

4. Recycling Facility, Donation Bin

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.5.7. COMMUNITY CENTER (CX7)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	**P**		
Household Business:			
Family Child Care	**P***	**In conjunction with:**	Dwelling
Home Occupation	**P***	**In conjunction with:**	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.5.6.C.1.*
Home Sharing	**P***	**In conjunction with:**	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	**P***	**Designated work space:**	
		Work space area (min)	20%
Live/Work	**P***	**Designated work space**	
		Work space dimensions (min):	Depth: 20'
			Width: 15' (frontage)
			Height: 14'
		Location	Ground floor
Mobilehome Park	**P***	**Screening**	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Relief	C2
Supportive Housing:			
General	**P**		
Medical Care	**P**		
Transitional Shelter	**P**		
PUBLIC & INSTITUTIONAL			
Cemetery	**P***	**Building separation**	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Local	P		
Regional	P		
Detention Facility	C3		
Fleet Services	--		
Medical:			
Local	P		
Regional	P		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	P		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	**Screening**	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	P*	**Supplemental standards**	*Sec. 5B.5.6.C.2.*
Wireless Facility, Rooftop	P*	**Supplemental standards**	*Sec. 5B.5.6.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation:			
Public	P		
Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	P		
Golf Course	--		
Amphitheater or Stadium			
Minor (<3,000 seats)	P*	**Use separation**	
		Agricultural or Residential Use District (min)	500'
		Relief	C2
Major (3,000 or more seats)	C3		

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Use	Permission	Use Standard	Specification
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL	*	Non-residential tenant size (max) Relief Use Standard Applicability Abutting Screening Transition Screen	50,000 SF C2 Residential and Residential Mixed Use Districts T-Screen 1
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	P*	Use enclosure	Fully Indoor
Veterinary Care	P*	*(see General Commercial)*	
		Use enclosure	Fully Indoor
Commissary Kitchen	P*	*(see General Commercial)*	
Eating & Drinking:			
Alcohol Service	S*	*(see General Commercial)*	
		In conjunction with:	Restaurant
		Special use program	*Sec. 5C.4.2.*
		Relief	C2
		Supplemental procedures	*Sec. 5B.5.6.D.1.*
Bar	S*	*(see General Commercial)*	
		Supplemental procedures	*Sec. 5B.5.6.D.1.*
Counter Service	P*	*(see General Commercial)*	
Restaurant	P*	*(see General Commercial)*	
Entertainment Venue, Indoor:			
Local (<3,000 seats)	P*	*(see General Commercial)*	
Regional (3,000 or more seats)	C3*	*(see General Commercial)*	
Financial Services:			
General	P*	*(see General Commercial)*	
Alternative	--		
Instructional Services	P*	*(see General Commercial)*	

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Use	Permission	Use Standard	Specification
Lodging	P*	Use separation	
		Agricultural, Residential, or Residential Mixed Use District (min)	500'
		Supplemental standards	*Sec. 5B.5.6.C.3.*
		Relief	C2
Medical Clinic	P*	*(see General Commercial)*	
Office	P*	*(see General Commercial)*	
Personal Services:			
General	P*	*(see General Commercial)*	
Massage, Licensed	P*	*(see General Commercial)*	
Massage, Unlicensed	--		
Postmortem Services	--		
Retail:			
General	P*	*(see General Commercial)*	
Alcohol	C2*	*(see General Commercial)*	
		Supplemental procedures	*Sec. 5B.5.6.D.2.*
Farmers' Market, Certified	C1*	Hours of operation (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	--		
Food & Beverage	P*	*(see General Commercial)*	
Large Format	--		
Merchant Market	P		
Pet Shop	P*	*(see General Commercial)*	
Temporary Outdoor	C2		
Smoke & Vape Shop	P*	Use separation (max)	
		School: K-12	500'
		Relief	C2
Sexually Oriented Business:			
General	P*	*(see General Commercial)*	
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	--		
Heavy	--		
Car Wash	--		
Fueling Station:			
Gas Station, Standard	--		
Gas Station, Commercial	--		

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Use	Permission	Use Standard	Specification
EV Charging Facility	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	--		
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
LIGHT INDUSTRIAL	*	**Non-residential tenant size** Relief **Use Standard Applicability** Abutting **Screening** Transition Screen **Use enclosure**	10,000 SF C2 Sensitive Use Residential Use Districts Agricultural Use Districts T-Screen 1 Fully indoor
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	P*	*(see Light Industrial)* **Incidental to:** Relief	 General Commercial C2
Artistic & Artisanal	P		
Cosmetic, Pharmaceutical	--		
Food & Drink	P*	*(see Light Industrial)* **Incidental to:** Relief	 General Commercial C2
Garment & Accessory	P*	*(see Light Industrial)* **Incidental to:** Relief:	 General Commercial C2
Textile	--		

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Use	Permission	Use Standard	Specification
Research & Development	C3		
Soundstages & Backlots	C3		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	P*	In conjunction with	Other allowed use
		Area (max)	600 SF
		Building separation	
		Agricultural, Residential, or Residential Mixed Use District (min)	150'
		Other buildings on site	10'
		Relief	C2
		Use enclosure	Covered and enclosed
		Screening	
		Outdoor storage screen	S-Screen 2
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	*Sec. 5B.5.6.C.4.*
		Supplemental procedures	*Sec. 5B.5.6.D.3.*
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.5.6.C.5.*
		Supplemental procedures	*Sec. 5B.5.6.D.3.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	*Sec. 5B.5.6.C.5.*
Off-Shore Drilling Servicing Installation	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	P*	**Lot area (min)**	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear, and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.5.6.C.6.*
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	**In conjunction with:**	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Lodging

A Lodging use shall not be permitted where it requires a change of use from any residential use.

4. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

5. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

6. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

3. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

4. Recycling Facility, Donation Bin

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.5.8. AUTO SALES / ACCESSORY PRODUCTION (CX8)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (open/ close)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.5.7.C.1.*
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	P*	Designated work space:	
		Work space area (min)	20%
Live/Work	P*	Designated work space:	
		Work space dimensions (min):	Depth: 20'
			Width: 15' (frontage)
			Height: 14'
		Location	Ground floor
Mobilehome Park	P*	Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Relief	C2
Supportive Housing:			
General	P		
Medical Care	P		
Transitional Shelter	P		
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			

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Use	Permission	Use Standard	Specification
Local	P		
Regional	P		
Detention Facility	C3		
Fleet Services	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Medical:			
Local	P		
Regional	P		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	P		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	P*	Supplemental standards	*Sec. 5B.5.7.C.2.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.5.7.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation:			
Public	P		
Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	P		
Golf Course	--		
Amphitheater or Stadium			

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Use	Permission	Use Standard	Specification
Minor (<3,000 seats)	P*	Use Separation (min)	
		Agricultural, Residential, or Residential Mix Use District	500'
		Relief	C2
Major (3,000 or more seats)	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	P*	Use enclosure	Fully Indoor
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	S/C2*	In conjunction with:	Restaurant
		Special use program	*Sec. 5C.4.2.*
		Relief	C2
		Supplemental procedures	*Sec. 5B.5.7.D.1.*
Bar	C2*	Supplemental procedures	*Sec. 5B.5.7.D.1.*
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local (<3,000 seats)	P		
Regional (3,000 or more seats)	C3		
Financial Services:			
General	P		
Alternative	--		
Instructional Services	P		
Lodging	P*	Use separation	
		Agricultural, Residential, or Residential Mixed Use District (min)	500'
		Supplemental standards	*Sec. 5B.5.7.C.3.*
		Relief	C2
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		

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Use	Permission	Use Standard	Specification
Massage, Licensed	P		
Massage, Unlicensed	--		
Postmortem Services	--		
Retail:			
General	P		
Alcohol	C2*	**Supplemental procedures**	*Sec. 5B.5.7.D.2.*
Farmers' Market, Certified	C1*	**Hours of operation** (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	--		
Food & Beverage	P		
Large Format	C3*	**Supplemental procedures**	*Sec. 5B.5.7.D.3.*
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	C2		
Smoke & Vape Shop	P*	**Use separation (max)**	
		School: K-12	500'
		Relief	C2
Sexually Oriented Business:			
General	P		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	P*	**Incidental to:**	Motor Vehicle Sales & Rental
		Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close)	7AM/7PM
		Service hours (open/close)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.5.7.C.4.*
		Relief	C2

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Use	Permission	Use Standard	Specification
Heavy	P*	Incidental to:	Motor Vehicle Sales & Rental
		Use separation (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close)	7AM/7PM
		Service hours (open/close)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.5.7.C.4.*
Car Wash	P*	Incidental to:	Motor Vehicle Sales & Rental
		Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District (min)	200'
		Relief	C2
		Use enclosure	
		Car Wash, mechanized	Fully indoor
		Car Wash, self-service	Covered
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of service and operation (open/close)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.5.7.C.5.*
Fueling Station			

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Use	Permission	Use Standard	Specification
Gas Station, Standard	C2*	Incidental to:	Motor Vehicle Sales & Rental
		Use separation	
		Sensitive use	200'
		Residential or Agricultural Use District (min)	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.5.7.C.6.*
Gas Station, Commercial	--		
EV Charging Facility	P		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	C2*	Accessory to:	Self-Service Indoor Storage
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Standard Vehicle	C2	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P*	Incidental to:	Other allowed use
Self-Service Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Use separation (min)	
		Other self-service facility	500'
		Relief	C2
		Supplemental procedures	*Sec. 5B.5.7.D.4.*
Storage, Outdoor:			
General	--		
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		

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Use	Permission	Use Standard	Specification
LIGHT INDUSTRIAL USES	*	Non-residential tenant size (max)	10,000 SF
		Relief	C2
		Use Standard Applicability	
		Abutting	Sensitive Use Residential Use Districts Agricultural Use Districts
		Screening	
		Transition Screen	T-Screen 1
		Use enclosure	Fully indoor
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	P*	*(see Light Industrial)*	
		In conjunction with:	General Commercial
		Relief:	C2
Artistic & Artisanal	P		
Cosmetic, Pharmaceutical	--		
Food & Drink	P*	*(see Light Industrial)*	
		In conjunction with:	General Commercial
		Relief:	C2
Garment & Accessory	P*	*(see Light Industrial)*	
		In conjunction with:	General Commercial
		Relief:	C2
Textile	--		
Research & Development	C3		
Soundstages & Backlots	C3		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

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Use	Permission	Use Standard	Specification
Collection	P*	In conjunction with:	Other allowed use
		Area (max)	600 SF
		Building separation	
		Agricultural, Residential, or Residential-Mixed Use District (min)	150'
		Other buildings on site	10'
		Relief	C2
		Use enclosure	Covered and enclosed
		Screening	
		Outdoor storage screen	S-Screen 2
		Hours of operation (open/close)	7AM/7PM
		Supplemental standards	*Sec. 5B.5.7.C.7.*
		Supplemental procedures	*Sec. 5B.5.7.D.5.*
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.5.7.C.8.*
		Supplemental procedures	*Sec. 5B.5.7.D.5.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	*Sec. 5B.5.7.C.9.*
Off-Shore Drilling Servicing Installation	--		
Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			

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Use	Permission	Use Standard	Specification
Bees	P*	**Lot area (min)**	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear, and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.5.7.C.10.*
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	**In conjunction with:**	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

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C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Lodging

A Lodging use shall not be permitted where it requires a change of use from any residential use.

4. Motor Vehicle Services, Light & Heavy

a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:

i. Shall remain closed except during the allowed hours of operation, and

ii. Shall not face any frontage lot line.

b. An off-street loading area, in compliance with development standard requirements for loading areas *(Sec. 4C.2.2.3.)*, shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.

c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

5. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

6. Fueling Station: Gas Station, Standard

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods, and any other activities requiring the use of commercial vehicles for transportation.

7. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

8. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

9. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use*

Permit), finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

3. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures, facilities or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing, that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot, then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along, but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

4. Storage Indoor: Self-Service Facility

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. That the granting of the application will support the intent of the use district, including contributing to high quality employment and productive industries.

b. That the granting of the application will support applicable Community Plan policies intended to generate active pedestrian oriented development and higher employment densities in the surrounding area.

5. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.5.9. AUTO SERVICE / ACCESSORY PRODUCTION (CX9)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (open/close)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.5.8.C.1.*
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	*Sec. 5B.4.4.*
Joint Living & Work Quarters	P*	Designated work space:	
		Work space area (min)	20%
Live/Work	P*	Designated work space:	
		Work space dimensions (min):	Depth: 20'
			Width: 15' (frontage)
			Height: 14'
		Location	Ground floor
Mobilehome Park	P*	Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Relief	C2
Supportive Housing:			
General	P		
Medical Care	P		
Transitional Shelter	P		
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			

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Use	Permission	Use Standard	Specification
Local	P		
Regional	P		
Detention Facility	C3		
Fleet Services	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Medical:			
Local	P		
Regional	P		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	P		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	P*	Supplemental standards	*Sec. 5B.5.8.C.2.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.5.8.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation:			
Public	P		
Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	P		
Golf Course	--		
Amphitheater or Stadium			

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Use	Permission	Use Standard	Specification
Minor (<3,000 seats)	C2*	Use Separation (min)	
		Agricultural, Residential, or Residential Mix Use District	500'
		Relief	C2
Major (3,000 or more seats)	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	P*	Use enclosure	Fully Indoor
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	S*	In conjunction with:	Restaurant
		Special use program	*Sec. 5B.4.2.*
		Relief	C2
		Supplemental procedures	*Sec. 5B.5.8.D.1.*
Bar	S*	Supplemental procedures	*Sec. 5B.5.8.D.1.*
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local (<3,000 seats)	P		
Regional (3,000 or more seats)	--		
Financial Services:			
General	P		
Alternative	C2		
Instructional Services	P		
Lodging	P*	Use separation	
		Agricultural, Residential, or Residential Mixed Use District (min)	500'
		Supplemental standards	*Sec. 5B.5.8.C.3.*
		Relief	C2
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		

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Use	Permission	Use Standard	Specification
Massage, Licensed	P		
Massage, Unlicensed	--		
Postmortem Services	C2		
Retail:			
General	P		
Alcohol	C2*	**Supplemental standards**	*Sec. 5B.5.8.D.2.*
Farmers' Market, Certified	C1*	**Hours of operation** (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	*Sec. 5B.4.1.*
Firearms	C2*	**Supplemental standards**	*Sec. 5B.5.8.D.3.*
Food & Beverage	P		
Large Format	--		
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	C2		
Smoke & Vape Shop	P*	**Use separation (max)**	
		School: K-12	500'
		Relief	C2
Sexually Oriented Business:			
General	P		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	P*	**Use separation (min)**	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close)	7AM/7PM
		Service hours (open/close)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.5.8.C.4.*

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Use	Permission	Use Standard	Specification
Heavy	P*	**Use separation (min)**	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close)	7AM/7PM
		Service hours (open/close)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.5.8.C.4.*
Car Wash	P*	**Use separation (min)**	
		Sensitive Use	200'
		Residential or Agricultural Use District (min)	200'
		Relief	C2
		Use enclosure	
		Car Wash, mechanized	Fully indoor
		Car Wash, self-service	Covered
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of service and operation (open/close)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.5.8.C.5.*
Fueling Station			
Gas Station, Standard	P*	**Use separation (min)**	
		Sensitive use	200'
		Residential or Agricultural Use District (min)	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.5.8.C.6.*

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Use	Permission	Use Standard	Specification
Gas Station, Commercial	C2*	**Use separation**	
		Sensitive use	200'
		Residential or Agricultural Use District (min)	200'
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.5.8.xx*
EV Charging Facility	P		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	C2*	**Accessory to:**	Self-Service Indoor Storage
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Standard Vehicle	C2	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P*	**Incidental to:**	Other allowed use
Self-Service Facility	P*	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Use separation (min)	
		Other self-service facility	500'
		Relief	C2
		Supplemental procedures	*Sec. 5B.5.8.D.4.*
Storage, Outdoor:			
General	--		
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		

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Use	Permission	Use Standard	Specification
LIGHT INDUSTRIAL USES	*	Non-residential tenant size (max)	10,000 SF
		Relief	C2
		Use Standard Applicability	
		Abutting	Sensitive Use Residential Use Districts Agricultural Use Districts
		Screening	
		Transition Screen	T-Screen 1
		Use enclosure	Fully indoor
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	P*	*(see Light Industrial)*	
		In conjunction with:	General Commercial
		Relief:	C2
Artistic & Artisanal	P		
Cosmetic, Pharmaceutical	--		
Food & Drink	P*	*(see Light Industrial)*	
		In conjunction with:	General Commercial
		Relief:	C2
Garment & Accessory	P*	*(see Light Industrial)*	
		In conjunction with:	General Commercial
		Relief:	C2
Textile	--		
Research & Development	C3		
Soundstages & Backlots	C3		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL	*		
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

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Use	Permission	Use Standard	Specification
Collection	P*	In conjunction with:	Other allowed use
		Area (max)	600 SF
		Building separation	
		Agricultural, Residential, or Residential-Mixed Use District (min)	150'
		Other buildings on site	10'
		Relief	C2
		Use enclosure	Covered and enclosed
		Screening	
		Outdoor storage screen	S-Screen 2
		Hours of operation (open/close)	7AM/7PM
		Supplemental standards	*Sec. 5B.5.8.C.7.*
		Supplemental procedures	*Sec. 5B.5.8.D.5.*
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.5.8.C.8.*
		Supplemental procedures	*Sec. 5B.5.8.D.5.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	*Sec. 5B.5.8.C.9.*
Off-Shore Drilling Servicing Installation	--		
Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			

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Use	Permission	Use Standard	Specification
Bees	P*	**Lot area (min)**	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear, and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.5.8.C.10.*
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	**In conjunction with:**	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

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C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Lodging

A Lodging use shall not be permitted where it requires a change of use from any residential use.

4. Motor Vehicle Services, Light & Heavy

a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:

i. Shall remain closed except during the allowed hours of operation, and

ii. Shall not face any frontage lot line.

b. An off-street loading area, in compliance with development standard requirements for loading areas *(Sec. 4C.2.2.3.)*, shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.

c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

5. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

6. Fueling Station: Gas Station, Standard

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods, and any other activities requiring the use of commercial vehicles for transportation.

7. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

8. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

9. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use*

Permit), finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

3. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. Whether the proposed use will result in an over-concentration of this use in the area, and

b. The number of firearms available for sale at the lot.

4. Storage, Indoor: Self-Service Facility

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. That the granting of the application will support the intent of the use district, including contributing to high quality employment and productive industries.

b. That the granting of the application will support applicable Community Plan policies intended to generate active pedestrian oriented development and higher employment densities in the surrounding area.

5. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.5.10. REGIONAL PERMISSIVE (CX10)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (open/close)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.5.9.C.1.*
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	P*	Designated work space:	
		Work space area (min)	20%
Live/Work	P*	Designated work space:	
		Work space dimensions (min):	Depth: 20'
			Width: 15' (frontage)
			Height: 14'
		Location	Ground floor
Mobilehome Park	P*	Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
		Relief	C2
Supportive Housing:			
General	P		
Medical Care	P		
Transitional Shelter	P		
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			

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Use	Permission	Use Standard	Specification
Local	P		
Regional	P		
Detention Facility	C3		
Fleet Services	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Medical:			
Local	P		
Regional	P		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	P		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	P*	Supplemental standards	*Sec. 5B.5.9.C.2.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.5.9.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation:			
Public	P		
Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	P		
Golf Course	--		
Amphitheater or Stadium			

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Use	Permission	Use Standard	Specification
Minor (<3,000 seats)	P*	Use Separation (min)	
		Agricultural, Residential, or Residential Mix Use District	500'
		Relief	C2
Major (3,000 or more seats)	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	P*	Use enclosure	Fully Indoor
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	S/C2*	In conjunction with:	Restaurant
		Special use program	*Sec. 5C.4.2.*
		Relief	C2
		Supplemental procedures	*Sec. 5B.5.9.D.1.*
Bar	C2*	Supplemental procedures	*Sec. 5B.5.9.D.1.*
Counter Service	P*		
Restaurant	P*		
Entertainment Venue, Indoor:			
Local (<3,000 seats)	P		
Regional (3,000 or more seats)	C3		
Financial Services:			
General	P		
Alternative	C2		
Instructional Services	P		
Lodging	P*	Use separation	
		Agricultural, Residential, or Residential Mixed Use District (min)	500'
		Supplemental standards	*Sec. 5B.5.9.C.3.*
		Relief	C2
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		

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Use	Permission	Use Standard	Specification
Massage, Licensed	P		
Massage, Unlicensed	C2		
Postmortem Services	P		
Retail:			
General	P		
Alcohol	C2*	**Supplemental standards**	*Sec. 5B.5.9.D.2.*
Farmers' Market, Certified	C1*	**Hours of operation** (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	C2*	**Supplemental procedures**	*Sec. 5B.5.9.D.3.*
Food & Beverage	P		
Large Format	C3*	**Supplemental procedures**	*Sec. 5B.5.9.D.4.*
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	C2		
Smoke & Vape Shop	P*	**Use separation (max)**	
		School: K-12	500'
		Relief	C2
Sexually Oriented Business:			
General	P		
Sexual Encounter	C2		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	P*	**Incidental to:**	Motor Vehicle Sales & Rental
		Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Supplemental standards	*Sec. 5B.5.9.C.4.*
Heavy	--		

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Use	Permission	Use Standard	Specification
Car Wash	C2*	Incidental to:	
		Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District (min)	200'
		Use enclosure	
		Car Wash, mechanized	Fully indoor
		Car Wash, self-service	Covered
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of service and operation (open/close)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.5.9.C.5.*
Fueling Station			
Gas Station, Standard	C2*	Incidental to:	Motor Vehicle Sales
		Use separation (min)	
		Sensitive use	200'
		Residential or Agricultural Use District (min)	200'
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.5.9.C.6.*
Gas Station, Commercial	--		
EV Charging Facility	P		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	C2*	Accessory to:	Self-Service Indoor Storage
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Standard Vehicle	C2	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P*	Incidental to:	Other allowed use

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Use	Permission	Use Standard	Specification
Self-Service Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Use separation (min)	
		Other self-service facility	500'
		Relief	C2
		Supplemental procedures	*Sec. 5B.5.9.D.5.*
Storage, Outdoor:			
General	--		
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
LIGHT INDUSTRIAL USES	*	Non-residential tenant size (max)	10,000 SF
		Relief	C2
		Use Standard Applicability	
		Abutting	Sensitive Use Residential Use Districts Agricultural Use Districts
		Screening	
		Transition Screen	T-Screen 1
		Use enclosure	Fully indoor
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	P*	*(see Light Industrial)*	
		In conjunction with:	General Commercial
		Relief:	C2
Artistic & Artisanal	P		
Cosmetic, Pharmaceutical	--		
Food & Drink	P*	*(see Light Industrial)*	
		In conjunction with:	General Commercial
		Relief:	C2
Garment & Accessory	P*	*(see Light Industrial)*	
		In conjunction with:	General Commercial
		Relief:	C2
Textile	--		
Research & Development	C3		

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Use	Permission	Use Standard	Specification
Soundstages & Backlots	C3		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL	*		
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	P*	In conjunction with:	Other allowed use
		Area (max)	600 SF
		Building separation	
		Agricultural, Residential, or Residential-Mixed Use District (min)	150'
		Other buildings on site	10'
		Relief	C2
		Use enclosure	Covered and enclosed
		Screening	
		Outdoor storage screen	S-Screen 2
		Hours of operation (open/close)	7AM/7PM
		Supplemental standards	*Sec. 5B.5.9.C.7.*
		Supplemental procedures	*Sec. 5B.5.9.D.6.*
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.5.9.C.8.*
		Supplemental procedures	*Sec. 5B.5.9.D.6.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	*Sec. 5B.5.9.C.9.*
Off-Shore Drilling Servicing Installation	--		
Waste Facility:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	P*	**Lot area (min)**	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear, and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.5.9.C.10.*
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	**In conjunction with:**	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Lodging

A Lodging use shall not be permitted where it requires a change of use from any residential use.

4. Motor Vehicle Services, Light & Heavy

a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:

i. Shall remain closed except during the allowed hours of operation, and

ii. Shall not face any frontage lot line.

b. An off-street loading area, in compliance with development standard requirements for loading areas *(Sec. 4C.2.2.3.)*, shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.

c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

5. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

6. Fueling Station: Gas Station, Standard

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods, and any other activities requiring the use of commercial vehicles for transportation.

7. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

8. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

9. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use*

Permit), finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

3. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. Whether the proposed use will result in an over-concentration of this use in the area, and

b. The number of firearms available for sale at the lot.

4. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures, facilities or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing, that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot, then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along, but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

5. Storage, Indoor: Self-Service Facility

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. That the granting of the application will support the intent of the use district, including contributing to high quality employment and productive industries.

b. That the granting of the application will support applicable Community Plan policies intended to generate active pedestrian oriented development and higher employment densities in the surrounding area.

6. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

DIV. 5B.6. COMMERCIAL DISTRICTS

Commercial Use Districts cater to light industrial and commercial uses including ones that may create more significant impacts, such as vehicle repair and fueling stations.

[Reserved]

DIV. 5B.7. INDUSTRIAL-MIXED DISTRICTS

Industrial-Mixed Use Districts accommodate a mixture of light industrial, office, and research and development activity, with limited residential uses and other compatible uses.

SEC. 5B.7.1. INDUSTRIAL-MIXED 1 (IX1)

A. Intent

The IX1 District is intended to accommodate a wide variety of employment, cultural, and recreational opportunities while supporting vulnerable residents with affordable housing and social services, and facilitate the efficient management of municipal resources.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL	*	Use Separation (min)	
		Heavy Industrial	50'
		Relief	C1
Dwelling	P*	*(see Residential)*	
		Restricted affordable units	100% of dwelling units
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.7.1.C.1.*
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	P*	*(see Residential)*	
		Designated work space:	
		Work space area (min/max)	10%/50%
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Restricted affordable units	100%

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Use	Permission	Use Standard	Specification
Live/Work	P*	*(see Residential)*	
		Unit size (min avg.)	750 SF
		Designated work space	
		Work space area (min/max)	48%/50%
		Work space dimensions (min)	10' X 15'
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Open plan area (min)	70%
		Restricted affordable units	100%
Mobilehome Park	--		
Supportive Housing:			
General	P*	*(see Residential)*	
		Restricted affordable units	100%
Medical Care	P*	*(see Residential)*	
Transitional Shelter	P*	*(see Residential)*	
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	P		
Medical:			
Local	C2		
Regional	C3		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P		

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Use	Permission	Use Standard	Specification
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	*Sec. 5B.7.1.C.2.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.7.1.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P		
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium			
Local	P		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	P*	Use enclosure	Fully indoor
		Use separation	
		Residential Use District (min)	500'
		Relief	C2
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			

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Use	Permission	Use Standard	Specification
Alcohol Service	C2*	In conjunction with:	Restaurant
		Supplemental procedures	*Sec. 5B.7.1.D.3.*
Bar	--		
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local	P		
Regional	P		
Financial Services:			
General	P		
Alternative	--		
Instructional Services	P		
Lodging	--		
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	--		
Postmortem Services	C2		
Retail:			
General	P		
Alcohol	--		
Farmers' Market, Certified	C1*	**Hours of operation** (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	C2*	**Supplemental procedures**	*Sec. 5B.7.1.D.4.*
Food & Beverage	P		
Large Format	C3*	**Supplemental procedures**	*Sec. 5B.7.1.D.5.*
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	P		
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	--		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			

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Use	Permission	Use Standard	Specification
General	**P***	**Use separation** (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.7.1.C.3.*
		Relief	C2
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	**P**		
Self-Service Facility	**P**		
Storage, Outdoor:			
General	**P***	**Accessory to:**	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	**P***	**Screening**	
		Frontage screen	F-Screen 1
		Transition screen	T-Screen 1
		Use separation (min)	
		Residential or Agricultural Use District	300'
Standard Vehicle	--		

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Use	Permission	Use Standard	Specification
LIGHT INDUSTRIAL	*	Use standard applicability	
		Abutting	Sensitive Use, Residential or Agricultural Use District
		Screening	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	*(see Light Industrial)*	
Maintenance & Repair Services	P*	*(see Light Industrial)*	
Manufacturing, Light:			
General	P*	*(see Light Industrial)*	
Alcoholic Beverage	P*	*(see Light Industrial)*	
Artistic & Artisanal	P*	*(see Light Industrial)*	
Cosmetic, Pharmaceutical	P*	*(see Light Industrial)*	
Food & Drink	P*	*(see Light Industrial)*	
Textile & Apparel	P*	*(see Light Industrial)*	
Research & Development	P*	*(see Light Industrial)*	
Soundstages & Backlots	P*	*(see Light Industrial)*	
Wholesale Trade & Warehousing	P*	*(see Light Industrial)*	
		Non-residential tenant size (max)	50,000 SF
		Relief	C2
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

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Use	Permission	Use Standard	Specification
Collection	C2*	**In conjunction with**	Other allowed use
		Area (max)	600 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Agricultural or Residential Use District (min)	50'
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	*Sec. 5B.7.1.C.4.*
		Supplemental procedures	*Sec. 5B.7.1.D.6.*
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.7.1.C.5.*
		Supplemental procedures	*Sec. 5B.7.1.D.7.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.7.1.C.6.*
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P		
Truck Gardening	P		

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C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Motor Vehicle Services, General

a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:

i. Shall remain closed except during the allowed hours of operation, and

ii. Shall not face any frontage lot line.

b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.

c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

4. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

5. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

6. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. Whether the proposed use will result in an over-concentration of this use in the area, and

b. The number of firearms available for sale at the lot.

3. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures, facilities, or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

4. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

5. Recycling Facility, Donation Bin

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.7.2. INDUSTRIAL-MIXED 2 (IX2)

A. Intent

The IX2 District is intended to accommodate light industrial uses, office space, and research and development activity. The Use District also allows a wide range of commercial uses as well as Joint Living and Work Quarters.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	--		
Household Business:			
Family Child Care	--		
Home Occupation	--		
Home Sharing	--		
Joint Living & Work Quarters	**P***	**Designated work space:**	
		Work space area (min/max)	10%/50%
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Use separation	
		From Heavy Industrial Uses	50'
		Relief	C1
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	--		
Medical Care	--		
Transitional Shelter	**P***	**Use separation**	
		From Heavy Industrial Uses	50'
		Relief	C2
PUBLIC & INSTITUTIONAL			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen required	F-Screen 2
		Transition screen required	T-Screen 1
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	P		
Medical:			
Local	C2		
Regional	C3		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P		
K-12	P		
Post-Secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	*Sec. 5B.7.2.C.1.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.7.2.C.1.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P		
Golf Course	--		

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Use	Permission	Use Standard	Specification
Recreation, Public	P		
Amphitheater or Stadium			
Local	P		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	P*	Use enclosure	Fully indoor
		Use separation	
		Residential Use District (min)	500'
		Relief	C2
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with:	Restaurant
		Supplemental procedures	*Sec. 5B.7.2.D.1.*
Bar	C2*	Supplemental procedures	*Sec. 5B.7.2.D.2.*
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local	P		
Regional	P		
Financial Services:			
General	P		
Alternative	--		
Instructional Services	P		
Lodging	--		
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	C2		
Postmortem Services	C2		
Retail:			

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Use	Permission	Use Standard	Specification
General	P		
Alcohol	C2*	Supplemental procedures	*Sec. 5B.7.2.D.3.*
Farmers' Market, Certified	C1*	Hours of operation (early/late)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	C2*	Supplemental procedures	*Sec. 5B.7.2.D.4.*
Food & Beverage	P		
Large Format	C3*	Supplemental procedures	*Sec. 5B.7.2.D.5.*
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	P		
Smoke & Vape Shop	P		
Sexually Oriented Business:	*	Use separation (min)	
		Other Sexually Oriented Business Use	1,000'
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
General	P*	*(see Sexually Oriented Business)*	
Sexual Encounter	C2*	*(see Sexually Oriented Business)*	
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.7.2.C.2.*

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Use	Permission	Use Standard	Specification
Car Wash	P*	**Use separation** (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	
		Car Wash, mechanized	Fully indoor
		Car Wash, self-service	Covered
		Screening	Prohibited
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.7.2.C.3.*
Commercial Vehicle	--		
Fueling Station	P*	**Use separation**	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.7.2.C.4.*
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	C2*	**Accessory to:**	Self-Service Storage
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Standard Vehicle	P*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P		

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Use	Permission	Use Standard	Specification
Self-service Facility	P		
Storage, Outdoor:			
General	P*	**Accessory to:**	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	P*	**Screening**	
		Frontage screen	F-Screen 1
		Transition screen	T-Screen 1
		Use separation (min)	
		Residential or Agricultural Use District	300'
Standard Vehicle	P*	**Accessory to:**	General Motor Vehicle Services
LIGHT INDUSTRIAL		**Use standard applicability**	
		Abutting	Sensitive Use, Residential or Agricultural Use District
		Screening	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	*(see Light Industrial)*	
Maintenance & Repair Services	P*	*(see Light Industrial)*	
Manufacturing, Light:			
General	P*	*(see Light Industrial)*	
Alcoholic Beverage	P*	*(see Light Industrial)*	
Artistic & Artisanal	P*	*(see Light Industrial)*	
Cosmetic, Pharmaceutical	P*	*(see Light Industrial)*	
Food & Drink	P*	*(see Light Industrial)*	
Textile & Apparel	P*	*(see Light Industrial)*	
Research & Development	P*	*(see Light Industrial)*	
Soundstages & Backlots	P*	*(see Light Industrial)*	
Wholesale Trade & Warehousing	P*	*(see Light Industrial)*	
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		

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Use	Permission	Use Standard	Specification
Salvage Yard	--		
Recycling Facility:			
Collection	C2*	**In conjunction with:**	Other allowed use
		Area (max)	600 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	*Sec. 5B.7.2.C.5.*
		Supplemental procedures	*Sec. 5B.7.2.D.6.*
Donation Bin	P*	**In conjunction with**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.7.2.C.6.*
		Supplemental procedures	*Sec. 5B.7.2.D.7.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.7.2.C.7.*
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURE			
Animal Keeping:			
Bees	--		
Dairy	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P		
Truck Gardening	P		

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C. Supplemental Standards

1. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

2. Motor Vehicle Services, General

a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:

i. Shall remain closed except during the allowed hours of operation, and

ii. Shall not face any frontage lot line.

b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.

c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

3. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

4. Motor Vehicle Services, Fueling Station

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods, and any other activities requiring the use of commercial vehicles for transportation.

5. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

6. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

7. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses

3. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. Whether the proposed use will result in an over-concentration of this use in the area, and

b. The number of firearms available for sale at the lot.

4. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures, facilities, or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

5. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

6. Recycling Facility, Donation Bin

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.7.3. INDUSTRIAL-MIXED 3 (IX3)

A. Intent

The IX3 District is intended to promote a mixing of uses that support creative production industries, accommodate a wide variety of employment, cultural and recreational opportunities, while supporting vulnerable residents with affordable housing and social services, and facilitate the efficient management of municipal resources.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL	*	Use Separation (min)	
		Heavy Industrial	50'
		Relief	C1
Dwelling	P*	*(see Residential)*	
		In conjunction with:	• Office • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Floor area (min)	1.0 FAR
		Exception	Adaptive reuse projects
			100% Restricted affordable units
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.7.3.C.1.*
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	P*	*(see Residential)*	
		Designated work space:	
		Work space area (min/max)	10%/50%
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal

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Use	Permission	Use Standard	Specification
Live/Work	P*	*(see Residential)*	
		Unit size (min avg.)	750 SF
		Designated work space	
		Work space area (min/max)	48%/50%
		Work space dimensions (min)	10' X 15'
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Open plan area (min)	70%
		In conjunction with:	• Office • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Floor area (min)	1.0 FAR
		Exception	Adaptive reuse projects, 100% Restricted affordable housing
		Supplemental standards	*Sec. 5B.7.2.C.2.*
Mobilehome Park	--		
Supportive Housing:			
General	P*	*(see Residential)*	
Medical Care	--		
Transitional Shelter	P*	*(see Residential)*	
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen required	F-Screen 2
		Transition screen required	T-Screen 1
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	P		
Medical:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Local	C2		
Regional	C3		
Office, Government	**P**		
Parking	**P**		
Public Safety Facility	**P**		
Religious Assembly	**C2**		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	**P**		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	*Sec. 5B.7.3.C.3.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.7.3.C.3.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	**P**		
Nature Reserve	**P**		
Open Space, Public	**P**		
Outdoor Recreation, Commercial:			
General	P		
Golf Course	--		
Recreation, Public	**P**		
Amphitheater or Stadium			
Local	P		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	**P**		
GENERAL COMMERCIAL			
Animal Services:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
General	P*	Use enclosure	Fully Indoor
Kennel	--		
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with:	Restaurant
		Supplemental procedures	*Sec. 5B.7.3.D.3.*
Bar	C2*	Supplemental procedures	*Sec. 5B.7.3.D.4.*
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local	P		
Regional	P		
Financial Services:			
General	P		
Alternative	--		
Instructional Services	P		
Lodging	C2*	Supplemental standards	*Sec. 5B.7.3.C.3.*
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	--		
Postmortem Services	C2		
Retail:			
General	P		
Alcohol	C2*	Supplemental procedures	*Sec. 5B.7.3.D.5.*
Farmers' Market, Certified	C1*	Hours of operation (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	C2*	Supplemental procedures	*Sec. 5B.7.3.D.6.*
Food & Beverage	P		
Pet Shop	P		
Merchant Market	P		
Temporary Outdoor	P		
Smoke & Vape Shop	P		
Sexually Oriented Business:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
General	P*	**Use separation** (min)	
		Other Sexually Oriented Business Use	1,000'
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	P*	**Use separation** (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.7.3.C.5.*
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	P*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	**Accessory to:**	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	--		
Commercial Vehicle	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Official Motor Vehicle Impound	P*	Screening	
		Frontage screen	F-Screen 1
		Transition screen	T-Screen 1
		Use separation (min)	
		Residential or Agricultural Use District	300'
Standard Vehicle	P*	Accessory to:	General Motor Vehicle Services
LIGHT INDUSTRIAL		Use standard applicability	
		Abutting	Sensitive Use, Residential or Agricultural Use District
		Screening	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	*(see Light Industrial)*	
Maintenance & Repair Services:		*(see Light Industrial)*	
General	P*	*(see Light Industrial)*	
Alcoholic Beverage	P*	*(see Light Industrial)*	
Artistic & Artisanal	P*	*(see Light Industrial)*	
Cosmetic, Pharmaceutical	P*	*(see Light Industrial)*	
Food & Drink	P*	*(see Light Industrial)*	
Textile & Apparel	P*	*(see Light Industrial)*	
Research & Development	P*	*(see Light Industrial)*	
Soundstages & Backlots	P*	*(see Light Industrial)*	
Wholesale Trade & Warehousing	P*	*(see Light Industrial)*	
		Non-residential tenant size (max)	50,000 SF
		Relief	C2
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

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Use	Permission	Use Standard	Specification
Collection	C2*	**In conjunction with:**	Other allowed use
		Area (max)	600 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	*Sec. 5B.7.3.C.6.*
		Supplemental procedures	*Sec. 5B.7.3.D.7.*
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.7.3.C.7.*
		Supplemental procedures	*Sec. 5B.7.3.D.8.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.7.3.C.8.*
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P		
Truck Gardening	P		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Live/Work

The designated work space area within each Live/Work unit may count toward the minimum floor area requirement.

3. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

4. Lodging

A lodging use shall not be permitted where it requires a change of use from any residential use.

5. Motor Vehicle Services, General

a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:

i. Shall remain closed except during the allowed hours of operation, and

ii. Shall not face any frontage lot line.

b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading and any other activities requiring the use of commercial vehicles for transportation.

c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

6. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

7. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

8. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

3. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. Whether the proposed use will result in an over-concentration of this use in the area, and

b. The number of firearms available for sale at the lot.

4. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures, facilities or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

5. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

6. Recycling Facility, Donation Bin

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.7.4. INDUSTRIAL-MIXED 4 (IX4)

A. Intent

The IX4 District supports office and commercial uses, as well as research and development, wholesale, and light industrial uses. The Use District allows for a limited amount of live/work units. The District is intended to promote productive industries and entrepreneurial activities.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL	*	Use Separation (min)	
		Heavy Industrial	50'
		Relief	C1
Dwelling	P*	*(see Residential)*	
		Restricted affordable units	100% of dwelling units
Household Business:			
Family Child Care	P*	**In conjunction with:**	Dwelling
Home Occupation	P*	**In conjunction with:**	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.7.4.C.1.*
Home Sharing	P*	**In conjunction with:**	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	P*	*(see Residential)*	
		Designated work space:	
		Work space area (min/max)	10%/50%
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal

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Use	Permission	Use Standard	Specification
Live/Work	P*	*(see Residential)*	
		Unit size (min avg.)	1,000 SF
		Designated work space	
		Work space area (min/max)	48%/50%
		Work space dimensions (min)	10' X 15'
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Open plan area (min)	70%
		In conjunction with	• Office • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Floor area (min)	1.5 FAR
		Exception	Adaptive reuse projects
			100% Restricted affordable units
		Supplemental standards	*Sec. 5B.7.4.C.2.*
Mobilehome Park	--		
Supportive Housing:			
General	P*	*(see Residential)*	
Medical Care	--		
Transitional Shelter	P*	*(see Residential)*	
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen required	F-Screen 2
		Transition screen required	T-Screen 1
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	P		
Medical:			
Local	C2		

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Use	Permission	Use Standard	Specification
Regional	C3		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P		
K-12	P		
Post-Secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	*Sec. 5B.7.4.C.3.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.7.4.C.3.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P		
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium			
Local	P		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	• Residential Uses • Office • Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Kennel	--		
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with:	Restaurant
		Supplemental procedures	*Sec. 5B.7.4.D.1.*
Bar	C2*	Supplemental procedures	*Sec. 5B.7.4.D.2.*
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local	P		
Regional	P		
Financial Services:			
General	P		
Alternative	--		
Instructional Services	P		
Lodging	C2*	Supplemental standards	*Sec. 5B.7.4.C.4.*
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	--		
Postmortem Services	C2		
Retail:			
General	P		
Alcohol	C2*	Supplemental procedures	*Sec. 5B.7.4.D.3.*
Farmers' Market, Certified	P*	**Hours of operation** (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	C2*	Supplemental procedures	*Sec. 5B.7.4.D.4.*
Food & Beverage	P		
Large Format	C3*	Supplemental procedures	*Sec. 5B.7.4.D.5.*
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	P		
Smoke & Vape Shop	P		
Sexually Oriented Business:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
General	P*	**Use separation** (min)	
		Other Sexually Oriented Business	1,000'
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	P*	**Use separation** (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.7.4.C.5.*
Commercial Vehicle	--		
Car Wash	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	P*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	**Accessory to:**	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	--		
Commercial Vehicle	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Official Motor Vehicle Impound	P*	Screening	
		Frontage screen	F-Screen 1
		Transition screen	T-Screen 1
		Use separation (min)	
		Residential or Agricultural Use District	300'
Standard Vehicle	P*	Accessory to:	General Motor Vehicle Services
LIGHT INDUSTRIAL	*	Use standard applicability	
		Abutting	• Sensitive Use • Residential Use District • Agricultural Use Districts
		Screening:	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	*(see Light Industrial)*	
Maintenance & Repair Services	P*	*(see Light Industrial)*	
Manufacturing, Light:			
General	P*	*(see Light Industrial)*	
Alcoholic Beverage	P*	*(see Light Industrial)*	
Artistic & Artisanal	P*	*(see Light Industrial)*	
Cosmetic, Pharmaceutical	P*	*(see Light Industrial)*	
Food & Drink	P*	*(see Light Industrial)*	
Textile & Apparel	P*	*(see Light Industrial)*	
Research & Development	P*	*(see Light Industrial)*	
Soundstages & Backlots	P*	*(see Light Industrial)*	
Wholesale Trade & Warehousing	P*	*(see Light Industrial)*	
		Non-residential tenant size (max)	50,000 SF
		Relief	C2
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Collection	C2*	**In conjunction with**	Other allowed use
		Area (max)	600 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	*Sec. 5B.7.4.C.6.*
		Supplemental procedures	*Sec. 5B.7.4.D.6.*
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.7.4.C.7.*
		Supplemental procedures	*Sec. 5B.7.4.D.7.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.7.4.C.8.*
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P		
Truck Gardening	P		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Live/Work

The designated work space area within each live/work unit shall not count toward the minimum floor area requirement.

3. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

4. Lodging

A lodging use shall not be permitted where it requires a change of use from any residential use.

5. Motor Vehicle Services, General

a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:

i. Shall remain closed except during the allowed hours of operation, and

ii. Shall not face any frontage lot line.

b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.

c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

6. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

7. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

8. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)* finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

3. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. Whether the proposed use will result in an over-concentration of this use in the area, and

b. The number of firearms available for sale at the lot.

4. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review

in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures, facilities, or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms, requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

5. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

6. Recycling Facility, Donation Bin

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.7.5. LIVE-WORK NEIGHBORHOOD (IX5)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL	*	Use Separation (min)	
		Heavy Industrial	50'
		Relief	C1
Dwelling	P*	*(see Residential)*	
		In conjunction with:	Designated production space
		Floor Area (min)	0.5 FAR
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.7.5.C.1.*
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	P*	*(see Residential)*	
		Designated work space:	
		Work space area (min/max)	20%
Live/Work	P*	*(see Residential)*	
		Designated work space	
		Work space dimensions (min)	Depth: 20'
			Width: 15' (frontage)
			Height: 14'
		Location	Ground floor
Mobilehome Park	--		
Supportive Housing:			
General	P*	*(see Residential)*	
		Restricted affordable units	100%
Medical Care	P*	*(see Residential)*	
Transitional Shelter	P*	*(see Residential)*	
PUBLIC & INSTITUTIONAL			

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Use	Permission	Use Standard	Specification
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural, Residential, or Residential Mixed Use District (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional	P		
Detention Facility	C3		
Fleet Services	P		
Medical:			
Local	P		
Regional	P		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	P		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	*Sec. 5B.7.5.C.2.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.7.5.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation			
Public	P		
Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation			

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Use	Permission	Use Standard	Specification
Public	P		
Commercial	P		
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium			
Minor (<3,000 seats)	P		
Major (3,000 seats or more)	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL	*	Non-residential tenant size (max)	10,000 SF
		Relief	C2
		Use standard applicability	
		Abutting	Agricultural, Residential and Residential Mixed Use District
		Transition Screen	T-Screen 1
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	P*	Use enclosure	Fully indoor
		Use separation	
		Residential Use District (min)	500'
		Relief	C2
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P*	*(see General Commercial)*	
Eating & Drinking:			
Alcohol Service	S*	In conjunction with:	Restaurant
		Special use program	*Sec. 5C.4.2.*
		Relief	C2
		Supplemental procedures	*Sec. 5B.7.5.D.1.*
Bar	C2*	Supplemental procedures	*Sec. 5B.7.5.D.1.*
Counter Service	P*	*(see General Commercial)*	
Restaurant	P		
Entertainment Venue, Indoor:			
Local (<3,000 seats)	P		
Regional (3,000 or more seats)	C3		
Financial Services:			

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Use	Permission	Use Standard	Specification
General	P*	*(see General Commercial)*	
Alternative	--		
Instructional Services	P*	*(see General Commercial)*	
Lodging	P*	**Use separation**	
		Agricultural, Residential, or Residential Mixed Use District (min)	500'
		Supplemental standards	*Sec. 5B.7.5.C.3.*
		Relief	C2
Medical Clinic	P*	*(see General Commercial)*	
Office	P*	*(see General Commercial)*	
Personal Services:			
General	P*	*(see General Commercial)*	
Massage, Licensed	P*	*(see General Commercial)*	
Massage, Unlicensed	--		
Postmortem Services	--		
Retail:			
General	P*	*(see General Commercial)*	
Alcohol	C2*	**Supplemental procedures**	*Sec. 5B.7.5.D.2.*
Farmers' Market, Certified	C1*	**Hours of operation** (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	--		
Food & Beverage	P*	*(see General Commercial)*	
Large Format	C3*	**Supplemental procedures**	*Sec. 5B.7.5.D.3.*
Merchant Market	P		
Pet Shop	P*	*(see General Commercial)*	
Temporary Outdoor	C2		
Smoke & Vape Shop	P*	*(see General Commercial)*	
Sexually Oriented Business:			
General	P*	**Use separation (min)**	
		Other Sexually Oriented Business Use	1,000'
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District (min)	500'
Sexual Encounter	--		
HEAVY COMMERCIAL	*	Non-residential tenant size (max)	10,000 SF
Motor Vehicle Services:			
Light	--		

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Use	Permission	Use Standard	Specification
Heavy	--		
Car Wash	--		
Fueling Station			
Gas Station, Standard	--		
Gas Station, Commercial	--		
EV Charging Facility	P*		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	P*	**Incidental to:**	Other allowed use
Self-Service Facility	P*	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Use separation (min)	
		Other Self-Service Facility	500'
		Relief	C2
		Supplemental procedures	*Sec. 5B.7.5.D.4.*
Storage, Outdoor:			
General	--		
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
LIGHT INDUSTRIAL	*	**Non-residential tenant size (max)**	10,000 SF
		Use standard applicability	
		Abutting	Sensitive Use, Agricultural, Residential or Residential Mixed Use District
		Screening	
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	*(see Light Industrial)*	
Maintenance & Repair Services	P*	*(see Light Industrial)*	
Manufacturing, Light:			
General	P*	*(see Light Industrial)*	
Alcoholic Beverage	P*	*(see Light Industrial)*	
Artistic & Artisanal	P		
Cosmetic, Pharmaceutical	P*	*(see Light Industrial)*	

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Use	Permission	Use Standard	Specification
Food & Drink	P*	*(see Light Industrial)*	
Textile & Apparel	P*	*(see Light Industrial)*	
Research & Development	P*	*(see Light Industrial)*	
Soundstages & Backlots	P*	*(see Light Industrial)*	
Wholesale Trade & Warehousing	C3*	**Supplemental procedures**	*Sec. 5B.7.5.D.5.*
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	P*	**In conjunction with**	Other allowed use
		Area (max)	600 SF
		Building separation (min)	
		Agricultural, Residential, or Residential Mixed Use District	150'
		Other buildings on site	10'
		Relief	C2
		Use enclosure	Covered and enclosed
		Screening	
		Outdoor storage screen	S-Screen 2
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	*Sec. 5B.7.5.C.4.*
		Supplemental procedures	*Sec. 5B.7.5.D.6.*
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use setback (min)	
		Frontage lot line	20'
		Common lot line	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.7.5.C.5.*
		Supplemental procedures	*Sec. 5B.7.5.D.6.*
Sorting & Processing	--		
Resource Extraction:			
General	--		

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Use	Permission	Use Standard	Specification
Exploratory Core Hole	C2*	Supplemental standards	*Sec. 5B.7.5.C.6.*
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	P*	**Lot Area** (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.7.5.C.7.*
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	**In conjunction with:**	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P*	**Incidental to:**	Other allowed use
		Use enclosure	Fully indoor
Truck Gardening	P		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Lodging

A Lodging use shall not be permitted where it requires a change of use from any residential use.

4. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

5. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

6. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)* finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

7. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses

3. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures facilities or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

4. Storage, Indoor: Self-Service Facility

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. That the granting of the application will support the intent of the use district, including contributing to high quality employment and productive industries.

b. That the granting of the application will support applicable Community Plan policies intended to generate active pedestrian oriented development and higher employment densities in the surrounding area.

5. Wholesale Trade & Warehousing

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. Whether the project contributes to an over concentration of trucking related uses that may cumulatively impact the respiratory health of surrounding residents

b. Whether freight traffic accessing the site adheres to the Countywide Strategic Truck Arterial Network (CSTAN) through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.

6. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.7.6. INDUSTRIAL-MIXED, TRANSITION (IX6)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL	*	Use Separation (min)	
		Heavy Industrial	50'
		Relief	C1
Dwelling	P*	*(see Residential)*	
		In conjunction with:	Designated production space
		Floor Area (min)	0.5 FAR
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	*Sec. 5B.7.6.C.1.*
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	*Sec. 5C.4.4.*
Joint Living & Work Quarters	P*	*(see Residential)*	
		Designated work space:	
		Work space area (min/max)	20%
Live/Work	P*	*(see Residential)*	
		Designated work space	
		Work space dimensions (min)	Depth: 20'
			Width: 15' (frontage)
			Height: 14'
		Location	Ground floor
Mobilehome Park	--		
Supportive Housing:			
General	P*	*(see Residential)*	
		Restricted affordable units	100%
Medical Care	P*	*(see Residential)*	
Transitional Shelter	P*	*(see Residential)*	
PUBLIC & INSTITUTIONAL			

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Use	Permission	Use Standard	Specification
Cemetery	P*	**Building separation** (min)	
		Street	300'
		Agricultural, Residential, or Residential Mixed Use District	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	P		
Medical:			
Local	C2		
Regional	C3		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P		
K-12	C3		
Post-secondary	C2		
Social Services	P		
Utilities:			
Minor	P*	**Screening**	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	**Supplemental standards**	*Sec. 5B.7.6.C.2.*
Wireless Facility, Rooftop	P*	**Supplemental standards**	*Sec. 5B.7.6.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation			
Public	P		
Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation			

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Use	Permission	Use Standard	Specification
Public	P		
Commercial	P		
Golf Course	--		
Amphitheater or Stadium			
Local	P*	**Use separation (min)**	
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C2
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	**Incidental to:**	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	**Use enclosure**	Fully Indoor
Kennel	P*	**Use enclosure**	Fully indoor
		Use separation	
		Residential Use District (min)	500'
		Relief	C2
Veterinary Care	P*	**Use enclosure**	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	**In conjunction with:**	Restaurant
		Supplemental procedures	*Sec. 5B.7.6.D.1.*
Bar	C2*	**Supplemental procedures**	*Sec. 5B.7.6.D.1.*
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local (<3,000 seats)	P		
Regional (3,000 or more seats)	C3		
Financial Services:			
General	P		
Alternative	C2		
Instructional Services	P		

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Use	Permission	Use Standard	Specification
Lodging	P*	Use separation	
		Agricultural, Residential, or Residential Mixed Use District	500'
		Supplemental standards	*Sec. 5B.7.6.C.3.*
		Relief	C2
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	C2		
Postmortem Services	P		
Retail:			
General	P		
Alcohol	C2*	Supplemental procedures	*Sec. 5B.7.6.D.2.*
Farmers' Market, Certified	C1*	Hours of operation (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	C2	Use separation (min)	
		Agricultural, Residential, or Residential Mixed Use District	*500'*
		Supplemental procedures	*Sec. 5B.7.6.D.3.*
Food & Beverage	P		
Large Format	C3*	Supplemental procedures	*Sec. 5B.7.6.D.4.*
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	C2		
Smoke & Vape Shop	P*	Use separation (min)	
		School: K-12	500'
		Relief	C2
Sexually Oriented Business:			
General	P*	Use separation (min)	
		Other Sexually Oriented Business Use	1,000'
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District (min)	500'

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Use	Permission	Use Standard	Specification
Sexual Encounter	P*	**Use separation (min)**	
		Other Sexually Oriented Business Use	1,000'
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	P*	**Use separation (min)**	
		Sensitive use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close)	7AM/7PM
		Service hours (open/close)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.7.6.C.4.*
Heavy	--		
Car Wash	C2*	**Use separation (min)**	
		Sensitive use	200'
		Agricultural, Residential, or Residential Mixed Use District (min)	200'
		Use enclosure	
		Car Wash, mechanized	Fully indoors
		Car Wash, self-service	Covered
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close)	7AM/7PM
		Service hours (open/close)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.7.6.C.5.*
Fueling Station:			

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Use	Permission	Use Standard	Specification
Gas Station, Standard	C2*	**Use separation (min)**	
		Sensitive use	200'
		Agricultural, Residential, or Residential Mixed Use District (min)	200'
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.7.6.C.6.*
Gas Station, Commercial	P*	**Use separation (min)**	
		Sensitive use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.7.6.C.6.*
EV Charging Facility	P		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	C2*	**Accessory to:**	Self-Service Storage
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Standard Vehicle	C2*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P*	**Incidental to:**	Other allowed use
Self-Service Facility	P*	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Use separation (min)	
		Other Self-Service Facility	500'
		Relief	C2
		Supplemental procedures	*Sec. 5B.7.6.D.5.*
Storage, Outdoor:			
General	--		

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Use	Permission	Use Standard	Specification
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
LIGHT INDUSTRIAL	*	Use standard applicability	
		Abutting	Sensitive Use, Agricultural, Residential, or Residential Mixed Use District
		Screening	
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	*(see Light Industrial)*	
Maintenance & Repair Services	P*	*(see Light Industrial)*	
Manufacturing, Light:			
General	P*	*(see Light Industrial)*	
Alcoholic Beverage	P*	*(see Light Industrial)*	
Artistic & Artisanal	P		
Cosmetic, Pharmaceutical	P*	*(see Light Industrial)*	
Food & Drink	P*	*(see Light Industrial)*	
Textile & Apparel	P*	*(see Light Industrial)*	
Research & Development	P*	*(see Light Industrial)*	
Soundstages & Backlots	P*	*(see Light Industrial)*	
Wholesale Trade & Warehousing	C3*	Supplemental procedures	*Sec. 5B.7.6.D.6.*
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

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Use	Permission	Use Standard	Specification
Collection	P*	**In conjunction with**	Other allowed use
		Area (max)	600 SF
		Building separation (min)	
		Agricultural, Residential, or Residential Mixed Use District	150'
		Other buildings on site	10'
		Relief	C2
		Use enclosure	Covered and enclosed
		Screening	
		Outdoor storage screen	S-Screen 2
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	*Sec. 5B.7.6.C.7.*
		Supplemental procedures	*Sec. 5B.7.6.D.7.*
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.7.6.C.8.*
		Supplemental procedures	*Sec. 5B.7.6.D.7.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.7.6.C.9.*
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			

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Use	Permission	Use Standard	Specification
Bees	P*	**Lot Area** (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.7.6.C.10.*
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	**In conjunction with:**	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P*	**Incidental to:**	Other allowed use
		Use enclosure	Fully indoor
Truck Gardening	P		

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C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Lodging

A Lodging use shall not be permitted where it requires a change of use from any residential use.

4. Motor Vehicle Services, Light & Heavy

a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:

i. Shall remain closed except during the allowed hours of operation, and

ii. Shall not face any frontage lot line.

b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.

c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

5. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

6. Fueling Station, All

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods, and any other activities requiring the use of commercial vehicles for transportation.

7. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

8. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

9. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use*

Permit) finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

10. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses

3. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider the number of firearms available for sale at the lot.

4. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures facilities or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

5. Storage, Indoor: Self-Service Facility

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. That the granting of the application will support the intent of the use district, including contributing to high quality employment and productive industries.

b. That the granting of the application will support applicable Community Plan policies intended to generate active pedestrian oriented development and higher employment densities in the surrounding area.

6. Wholesale Trade & Warehousing

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. Whether the project contributes to an over concentration of trucking related uses that may cumulatively impact the respiratory health of surrounding residents

b. Whether freight traffic accessing the site adheres to the Countywide Strategic Truck Arterial Network (CSTAN) through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.

7. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.7.7. INDUSTRIAL-MIXED, M1 TRANSLATION (IX7)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL	*	Use Separation (min)	
		Heavy Industrial	50'
		Relief	C1
Dwelling	--		
Household Business:			
Family Child Care	--		
Home Occupation	--		
Home Sharing	--		
Joint Living & Work Quarters	C2*	*(see Residential)*	
		Designated work space:	
		Work space area (min)	20%
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	--		
Medical Care	--		
Transitional Shelter	P*	*(see Residential)*	
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural, Residential, or Residential Mixed Use District	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	P		
Medical:			
Local	C2		
Regional	C3		

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Use	Permission	Use Standard	Specification
Office, Government	**P**		
Parking	**P**		
Public Safety Facility	**P**		
Religious Assembly	**C2**		
School:			
Preschool/Daycare	**P**		
K-12	**C3**		
Post-secondary	**C2**		
Social Services	**P**		
Utilities:			
Minor	**P***	**Screening**	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	**C3**		
Solar Energy Facility	**P***	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	**C2***	**Supplemental standards**	*Sec. 5B.7.7.C.1.*
Wireless Facility, Rooftop	**P***	**Supplemental standards**	*Sec. 5B.7.7.C.1.*
OPEN SPACE & RECREATION			
Indoor Recreation:			
Public	**P**		
Commercial	**P**		
Nature Reserve	**P**		
Open Space, Public	**P**		
Outdoor Recreation:			
Public	**P**		
Commercial	**P**		
Golf Course	**--**		
Recreation, Public	**P**		
Amphitheater or Stadium			
Minor (<3,000 seats)	**P***	**Use separation (min)**	
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C2
Major (3,000 seats or more)	**C3**		
TRANSPORTATION			
Airport	**--**		
Freight Terminal	**--**		
Heliport	**C2***	**Incidental to:**	Residential Uses, Office or Medical

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	P*	Use enclosure	Fully indoor
		Use separation	
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C2
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with:	Restaurant
		Supplemental procedures	*Sec. 5B.7.7.D.1.*
Bar	C2*	Supplemental procedures	*Sec. 5B.7.7.xx*
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local (<3,000 seats)	P		
Regional (3,000 or more seats)	C3		
Financial Services:			
General	P		
Alternative	C2		
Instructional Services	P		
Lodging	P*	Use separation	
		Agricultural, Residential, or Residential Mixed Use District	500'
		Supplemental standards	*Sec. 5B.7.7.C.2.*
		Relief	C2
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	C2		
Postmortem Services	P		
Retail:			
General	P		
Alcohol	C2*	Supplemental procedures	*Sec. 5B.7.7.D.2.*

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Use	Permission	Use Standard	Specification
Farmers' Market, Certified	C1*	**Hours of operation** (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	C2*	**Use separation (min)**	
		Agricultural, Residential, or Residential Mixed Use District	500'
		Supplemental procedures	*Sec. 5B.7.7.D.3.*
Food & Beverage	P		
Large Format	C3*	**Supplemental procedures**	*Sec. 5B.7.7.D.4.*
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	C2		
Smoke & Vape Shop	P*	**Use separation (min)**	
		School: K-12	500'
		Relief	C2
Sexually Oriented Business:			
General	P*	**Use separation (min)**	
		Other Sexually Oriented Business Use	1,000'
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
Sexual Encounter	C2*	**Use separation (min)**	
		Other Sexually Oriented Business Use	1,000'
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
HEAVY COMMERCIAL			
Motor Vehicle Services:			

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Use	Permission	Use Standard	Specification
Light	P*	**Use separation (min)**	
		Sensitive use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close)	7AM/7PM
		Service hours (open/close)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.7.7.C.3.*
Heavy	--		
Car Wash	P*	**Use separation (min)**	
		Sensitive use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Use enclosure	
		Car Wash, mechanized	Fully indoors
		Car Wash, self-service	Covered
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close)	7AM/7PM
		Service hours (open/close)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.7.7.C.4.*
Fueling Station:			
Gas Station, Standard	P*	**Use separation (min)**	
		Sensitive use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.7.7.C.5.*

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Use	Permission	Use Standard	Specification
Gas Station, Commercial	P*	**Use separation (min)**	
		Sensitive use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.7.7.C.5.*
EV Charging Facility	P*		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	C2*	**Accessory to:**	Self-Service Storage
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Standard Vehicle	C2*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P*	**Incidental to:**	Other allowed use
Self-Service Facility	P*	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Use separation (min)	
		Other Self-Service Facility	500'
		Relief	C2
		Supplemental procedures	*Sec. 5B.7.7.D.5.*
Storage, Outdoor:			
General	--		
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		

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Use	Permission	Use Standard	Specification
LIGHT INDUSTRIAL	*	Use standard applicability	
		Abutting	Sensitive Use, Agricultural, Residential, or Residential Mixed Use District
		Screening	
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	*(see Light Industrial)*	
Maintenance & Repair Services	P*	*(see Light Industrial)*	
Manufacturing, Light:			
General	P*	*(see Light Industrial)*	
Alcoholic Beverage	P*	*(see Light Industrial)*	
Artistic & Artisanal	P		
Cosmetic, Pharmaceutical	P*	*(see Light Industrial)*	
Food & Drink	P*	*(see Light Industrial)*	
Textile & Apparel	P*	*(see Light Industrial)*	
Research & Development	P*	*(see Light Industrial)*	
Soundstages & Backlots	P*	*(see Light Industrial)*	
Wholesale Trade & Warehousing	C3*	Supplemental procedures	*Sec. 5B.7.7.D.6.*
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

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Use	Permission	Use Standard	Specification
Collection	C2*	**Use separation** (min)	
		Sensitive Use	1000'
		Agricultural, Residential, or Residential Mixed Use District	1000'
		Relief	C3
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Hours of operation (early/late)	
		Within 1000' of Agricultural, Residential, or Residential Mixed Use District	7AM/7PM
		Beyond 1000' of Agricultural, Residential, or Residential Mixed Use District	24-hours
		Service hours (early/late)	
		Within 1000' of Agricultural, Residential, or Residential Mixed Use District	7AM/8PM
		Beyond 1000' of Agricultural, Residential, or Residential Mixed Use District	24-hours
		Supplemental standards	*Sec. 5B.7.7.C.6.*
		Supplemental procedures	*Sec. 5B.7.7.D.7.*
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use setback (min)	
		Frontage lot line	20'
		Common lot line	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.7.7.C.7.*
		Supplemental procedures	*Sec. 5B.7.7.D.7.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.7.7.C.8.*
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	P*	**Lot Area** (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.7.7.C.9.*
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	**In conjunction with:**	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P*	**Incidental to:**	Other allowed use
		Use enclosure	Fully indoor
Truck Gardening	P		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

C. Supplemental Standards

1. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

2. Lodging

A Lodging use shall not be permitted where it requires a change of use from any residential use.

3. Motor Vehicle Services, Light & Heavy

a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:

i. Shall remain closed except during the allowed hours of operation, and

ii. Shall not face any frontage lot line.

b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.

c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

4. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

5. Fueling Station, All

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods, and any other activities requiring the use of commercial vehicles for transportation.

6. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

7. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

8. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)* finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

9. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses

3. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider the number of firearms available for sale at the lot.

4. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures facilities or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

5. Storage, Indoor: Self-Service Facility

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. That the granting of the application will support the intent of the use district, including contributing to high quality employment and productive industries.

b. That the granting of the application will support applicable Community Plan policies intended to generate active pedestrian oriented development and higher employment densities in the surrounding area.

6. Wholesale Trade & Warehousing

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. Whether the project contributes to an over concentration of trucking related uses that may cumulatively impact the respiratory health of surrounding residents

b. Whether freight traffic accessing the site adheres to the Countywide Strategic Truck Arterial Network (CSTAN) through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.

7. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

DIV. 5B.8. INDUSTRIAL DISTRICTS

SEC. 5B.8.1. INDUSTRIAL 1 (I1)

A. Intent

The I1 District allows heavy commercial and light industrial uses as well as a limited amount of commercial activity. This District intends to support employment, goods movement, and warehousing.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	--		
Household Business:			
Family Child Care	--		
Home Occupation	--		
Home Sharing	--		
Joint Living & Work Quarters	--		
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	--		
Medical Care	--		
Transitional Shelter	--		
PUBLIC & INSTITUTIONAL			
Cemetery	**P***	**Building setbacks**	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Relief	C1
		Screening	
		Frontage screen required	F-Screen 2
		Transition screen required	T-Screen 1
Civic Facility:			
Local	**P**		
Regional	**P**		
Detention Facility	**C3**		
Fleet Services	**P**		
Medical:			
Local	**C2**		

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Use	Permission	Use Standard	Specification
Regional	C3		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	--		
K-12	--		
Post-Secondary	C2		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	P*	Supplemental standards	*Sec. 5B.8.1.xx*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.8.1.xx*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	--		
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium:			
Local	C3		
Regional	C3		
TRANSPORTATION			
Airport	--		
Heliport	C2*	Incidental to:	Office or Medical
Freight Terminal	C3		
Railway Facility	C3		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor

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Use	Permission	Use Standard	Specification
Kennel	P*	**Use enclosure**	
		Animal Keeping	Fully indoor
		Use separation	
		Residential Use District (min)	200'
		Relief	C2
Veterinary Care	P*	**Use enclosure**	
		Animal Keeping	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with:	Restaurant
		Supplemental procedures	*Sec. 5B.8.1.xx*
Bar	C2*	Accessory to:	Food & Drink Light Manufacturing
		Supplemental procedures	*Sec. 5B.8.1.xx*
Counter Service	P		
Restaurant	P*	Accessory to:	Food & Drink Light Manufacturing
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	P*	Accessory to:	Other allowed use
Lodging	--		
Medical Clinic	--		
Office	P*	Accessory to:	Other allowed use
Personal Services:			
General	--		
Massage, Licensed	--		
Massage, Unlicensed	C2		
Postmortem Services	P		
Retail:			
General	P*	Accessory to:	Other allowed use
Alcohol	C2*	Accessory to:	• Food & Drink Light Manufacturing • Fueling Station
		Supplemental procedures	*Sec. 5B.8.1.xx*
Farmers' Market, Certified	C1*	**Hours of operation** (early/late)	7AM/9PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	C2*	**Supplemental procedures**	*Sec. 5B.8.1.xx*

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Use	Permission	Use Standard	Specification
Food & Beverage	**P***	**Accessory to:**	• Food & Drink Light Manufacturing • Fueling Station
Large Format	**C3***	**Supplemental procedures**	*Sec. 5B.8.1.xx*
Merchant Market	**P**		
Pet Shop	**P**		
Temporary Outdoor	**P**		
Smoke & Vape Shop	**P**		
Sexually Oriented Business:	*	**Use separation** (min)	
		Other Sexually Oriented Business	1,000'
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
General	**P***	*(see Sexually Oriented Business)*	
Sexual Encounter	**C2***	*(see Sexually Oriented Business)*	
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	**P***	**Use separation** (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.1.xx*

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Use	Permission	Use Standard	Specification
Car Wash	P*	**Use separation** (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	
		Car Wash, mechanized	Fully indoor
		Car Wash, self-service	Covered
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.1.xx*
Commercial Vehicle	P*	**Use separation (min)**	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Fueling Station	P*	**Use separation**	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.1.xx*
Motor Vehicle Sales & Rental:			
Commercial Vehicle	P*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1

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Use	Permission	Use Standard	Specification
Household Moving Truck Rental	P*	**Use separation (min)**	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Standard Vehicle	P*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P		
Self-Service Facility	P		
Storage, Outdoor:			
General	P*	**Accessory to:**	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	P*	**Use separation** (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental standards	*Sec. 5B.8.1.xx*
		Supplemental procedures	*Sec. 5B.8.1.xx*
Commercial Vehicle	P*	**Use separation** (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1

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Use	Permission	Use Standard	Specification
Official Motor Vehicle Impound	P*	**Use separation** (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Standard Vehicle	P*	**Use separation** (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
LIGHT INDUSTRIAL	*	**Use standard applicability**	
		Abutting	• Sensitive Use • Residential Use Districts • Agricultural Use Districts
		Screening	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	*(see Light Industrial)*	
Maintenance & Repair Services	P*	*(see Light Industrial)*	
Manufacturing, Light:			
General	P*	*(see Light Industrial)*	
Alcoholic Beverage	P*	*(see Light Industrial)*	
Artistic & Artisanal	P*	*(see Light Industrial)*	
Cosmetic, Pharmaceutical	P*	*(see Light Industrial)*	
Food & Drink	P*	*(see Light Industrial)*	
Textile & Apparel	P*	*(see Light Industrial)*	
Research & Development	P*	*(see Light Industrial)*	
Soundstages & Backlots	P*	*(see Light Industrial)*	
Wholesale Trade & Warehousing	P*	*(see Light Industrial)*	
HEAVY INDUSTRIAL			

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Use	Permission	Use Standard	Specification
Animal Products Processing	P*	**Use separation** (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental standards	*Sec. 5B.8.1.xx*
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	P*	**Use separation** (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental procedures	*Sec. 5B.8.1.xx*
Recycling Facility			

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Use	Permission	Use Standard	Specification
Collection	P*	**Use separation** (min)	
		Sensitive Use	1000'
		Residential or Agricultural Use District	1000'
		Relief	C3
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Hours of operation (early/late)	
		Within 1000' of Residential or Agricultural Use District	7AM/7PM
		Beyond 1000' of Residential or Agricultural Use District	24-hours
		Service hours (early/late)	
		Within 1000' of Residential or Agricultural Use District	7AM/8PM
		Beyond 1000' of Residential or Agricultural Use District	24-hours
		Supplemental standards	*Sec. 5B.8.1.xx*
		Supplemental procedures	*Sec. 5B.8.1.xx*
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.8.1.xx*
		Supplemental procedures	*Sec. 5B.8.1.xx*

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Use	Permission	Use Standard	Specification
Sorting & Processing	P*	**Use separation** (min)	
		Sensitive Use	1000'
		Residential or Agricultural Use District	1000'
		Relief	C3
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Hours of operation (early/late)	7AM/7PM
		Within 1000' of Residential or Agricultural Use District	7AM/7PM
		Beyond 1000' of Residential or Agricultural Use District	24-hours
		Service hours (early/late)	7AM/7PM
		Within 1000' of Residential or Agricultural Use District	7AM/8PM
		Beyond 1000' of Residential or Agricultural Use District	24-hours
		Supplemental standards	*Sec. 5B.8.1.xx*
		Supplemental procedures	*Sec. 5B.8.1.xx*
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.8.1.xx*
Off-Shore Drilling Servicing Installation	--		
Waste Facility			
Green Waste	P*	**Use separation** (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Supplemental standards	*Sec. 5B.8.1.xx*
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURE			

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Use	Permission	Use Standard	Specification
Animal Keeping:	*	**Building separation**	
		Off-site dwelling units	75'
		Relief	C1
Bees	P*	**Lot Area** (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.8.1.xx*
Dairy	P*	**Lot area** (min)	871,200 SF
Equine, Commercial	P*	**Lot area** (min)	17,500 SF
		Per equine	4,000 SF
		Relief	C2
		(see Animal Keeping)	
Equine, Non-commercial	--		
Livestock	P*	**Lot area** (min)	17,500 SF
		Per bovine	4,000 SF
		Per swine	3,500 SF
		Relief	C2
		(see Animal Keeping)	
Pets	P*	**In conjunction with:**	Other allowed use
Small Animals	P*	**Lot area** (min)	
		Commercial purposes	217,800 SF
		Non-commercial purposes	n/a
		(see Animal Keeping)	
Wild Animals	C2*	*(see Animal Keeping)*	
Plant Cultivation:			
Community Garden	P		
Farming	P		
Truck Gardening	P		

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C. Supplemental Standards

1. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

2. Motor Vehicle Services, General

a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:

i. Shall remain closed except during the allowed hours of operation, and

ii. Shall not face any frontage lot line.

b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading and any other activities requiring the use of commercial vehicles for transportation.

c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

3. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

4. Motor Vehicle Services, Fueling Station

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods and any other activities requiring the use of commercial vehicles for transportation.

5. Outdoor Storage, Cargo Container

a. The entire lot shall be graded pursuant to *Chapter 9, Division 70 (Grading, Excavation and Fills) of the LAMC*.

b. All driveways, accessways, and parking areas shall be covered with a decomposed granite, crushed gravel, or similar material and be treated with dust control methods.

c. All containers shall be empty and cleaned of any residue which may pose any kind of physical or health risk.

6. Animal Products Processing

No hides (raw) curing, tanning, or storage permitted.

7. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

8. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

9. Recycling Facility, Sorting & Processing

All leachates shall be collected, controlled, disposed of, and shall not be allowed to remain at the lot at any time.

10. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)* finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

11. Waste Facility, Green Waste and Wood Waste

All leachates shall be collected, controlled, disposed of, and shall not be allowed to remain at the lot at any time.

12. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses

3. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider the number of firearms available for sale at the lot.

4. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures facilities or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

5. Outdoor Storage, Cargo Container

a. The stacking of cargo containers more than 20 feet high shall only be permitted if a structural analysis done by a licensed engineer or architect in the State of California is submitted to and approved by the Los Angeles Department of Building and Safety (LADBS).

b. An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

6. Manufacturing Heavy, Salvage Yard

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

7. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.8.2. INDUSTRIAL 2 (I2)

A. Intent

The I2 District allows heavy commercial, light industrial, and heavy industrial uses as well as a limited amount of commercial activity. This District is intended to support employment and accommodate the most intense industrial activities while minimizing potential disruptions to surrounding uses.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL USES			
Dwelling	--		
Household Business:			
Family Child Care	--		
Home Occupation	--		
Home Sharing	--		
Joint Living & Work Quarters	--		
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	--		
Medical Care	--		
Transitional Shelter	--		
PUBLIC & INSTITUTIONAL			
Cemetery	**P***	**Building setbacks**	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	**P**		
Regional	**P**		
Detention Facility	**C3**		
Fleet Services	**P**		
Medical:			
Local	**C2**		
Regional	**C3**		
Office, Government	**P**		

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Use	Permission	Use Standard	Specification
Parking	P		
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	--		
K-12	--		
Post-Secondary	C3		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	P*	Supplemental standards	*Sec. 5B.8.2.C.1.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.8.2.C.2.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	--		
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium			
Local	C3		
Regional	C3		
TRANSPORTATION			
Airport	C3		
Freight Terminal	C3		
Heliport	C2*	Incidental to:	Office or Medical
		Relief	C3
Railway Facility	C3		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor

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Use	Permission	Use Standard	Specification
Kennel	P*	**Use enclosure**	
		Animal Keeping	Fully indoor
		Use separation	
		Residential Use District (min)	200'
		Relief	C2
Veterinary Care	P*	**Use enclosure**	
		Animal Keeping	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	**In conjunction with:**	Restaurant
		Supplemental procedures	*Sec. 5B.8.2.D.1.*
Bar	C2*	**Accessory to:**	Manufacturing, Light: Food & Drink
		Supplemental procedures	*Sec. 5B.8.2.D.2.*
Counter Service	P		
Restaurant	P*	**Accessory to:**	Manufacturing, Light: Food & Drink
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	P*	**Accessory to:**	Other allowed use
Lodging	--		
Medical Clinic	--		
Office	P*	**Accessory to:**	Other allowed use
Personal Services:			
General	--		
Massage, Licensed	--		
Massage, Unlicensed	C2		
Postmortem Services	P		
Retail:			
General	P*	**Accessory to:**	Other allowed use
Alcohol	C2*	**Accessory to:**	• Manufacturing, Light: Food & Drink, • Fueling Station
		Supplemental procedures	*Sec. 5B.8.2.D.3.*
Farmers' Market, Certified	C1*	**Hours of operation** (early/late)	7AM/9PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	C2*	**Supplemental procedures**	*Sec. 5B.8.2.D.4.*

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Use	Permission	Use Standard	Specification
Food & Beverage	P*	Accessory to:	• Manufacturing, Light: Food & Drink • Fueling Station
Large Format	C3*	Supplemental procedures	*Sec. 5B.8.2.D.5.*
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	P		
Smoke & Vape Shop	P		
Sexually Oriented Business:	*	Use separation (min)	
		Other Sexually Oriented Business	1,000'
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
General	P*	*(See Sexually Oriented Business)*	
Sexual Encounter	C2*	*(See Sexually Oriented Business)*	
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.2.C.2.*
Car Wash	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	
		Car Wash, mechanized	Fully indoor
		Car Wash, self-service	Covered
		Screening	Prohibited
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.2.C.3.*

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Use	Permission	Use Standard	Specification
Commercial Vehicle	P*	**Use separation (min)**	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Fueling Station	P*	**Use separation**	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.2.C.4.*
Motor Vehicle Sales & Rental:			
Commercial Vehicle	P*	**Use separation (min)**	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Household Moving Truck Rental	P*	**Use separation (min)**	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1

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Use	Permission	Use Standard	Specification
Standard Vehicle	P*	**Use separation (min)**	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P		
Self-Service Facility	P		
Storage, Outdoor:			
General	P*	**Use separation (min)**	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	P*	**Use separation** (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental standards	*Sec. 5B.8.2.C.5.*
		Supplemental procedures	*Sec. 5B.8.2.D.6.*
Commercial Vehicle	P*	**Use separation** (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1

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Use	Permission	Use Standard	Specification
Official Motor Vehicle Impound	**P***	**Use separation** (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Standard Vehicle	**P***	**Use separation** (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
LIGHT INDUSTRIAL	*	**Use standard applicability**	
		Abutting	• Sensitive Use • Residential Use District • Agricultural Use Districts
		Screening	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	**P***	*(see Light Industrial)*	
Maintenance & Repair Services	**P***	*(see Light Industrial)*	
Manufacturing, Light:			
General	**P***	*(see Light Industrial)*	
Alcoholic Beverage	**P***	*(see Light Industrial)*	
Artistic & Artisanal	**P***	*(see Light Industrial)*	
Cosmetic, Pharmaceutical	**P***	*(see Light Industrial)*	
Food & Drink	**P***	*(see Light Industrial)*	
Textile & Apparel	**P***	*(see Light Industrial)*	
Research & Development	**P***	*(see Light Industrial)*	
Soundstages & Backlots	**P***	*(see Light Industrial)*	
Wholesale Trade & Warehousing	**P***	*(see Light Industrial)*	

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Use	Permission	Use Standard	Specification
HEAVY INDUSTRIAL	*	**Use standard applicability**	
		Abutting	• Sensitive Use • Residential Use Districts • Agricultural Use Districts
		Screening	
		Frontage Screen	F-Screen 5
		Transition Screen	T-Screen 2
		Use enclosure	Fully Indoor
Animal Products Processing	P*	**Use separation** (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Use enclosure	Fully indoor
		(See Heavy Industrial Uses)	
Manufacturing, Heavy:			
General	P*	**Use separation** (min)	
		Sensitive Use	1000'
		Residential or Agricultural Use District	1000'
		Relief	C3
		Use enclosure	Fully indoor
		(See Heavy Industrial Uses)	
Chemical Products	P*	**Use separation** (min)	
		Sensitive Use	1000'
		Residential or Agricultural Use District	1000'
		Relief	C3
		Use enclosure	Fully indoor
		(See Heavy Industrial Uses)	
Petroleum and Coal Product	C3*	**Use separation** (min)	
		Sensitive Use	1,500'
		Residential or Agricultural Use District	1,500'
		Relief	C3
		Supplemental procedures	*Sec. 5B.8.2.D.7.*

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Use	Permission	Use Standard	Specification
Salvage Yard	P*	**Use separation** (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental procedures	*Sec. 5B.8.2.D.8.*
Recycling Facility			
Collection	P*	**Use separation** (min)	
		Sensitive Use	1000'
		Residential or Agricultural Use District	1000'
		Relief	C3
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Use enclosure	Fully indoor
		Supplemental standards	*Sec. 5B.8.2.C.6.*
		Supplemental procedures	*Sec. 5B.8.2.D.9.*
Donation Bin	P*	**In conjunction with**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.8.2.C.7.*
		Supplemental procedures	*Sec. 5B.8.2.D.9.*

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Use	Permission	Use Standard	Specification
Sorting & Processing	P*	**Use separation** (min)	
		Sensitive Use	1000'
		Residential or Agricultural Use District	1000'
		Relief	C3
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Use enclosure	Fully indoor
		Supplemental standards	*Sec. 5B.8.2.C.8.*
		Supplemental procedures	*Sec. 5B.8.2.D.9.*
Resource Extraction:			
General	C3*	**Supplemental procedures**	*Sec. 5B.8.2.D.10.*
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.8.2.C.9.*
Off-Shore Drilling Servicing Installation	C3		
Waste Facility:			
Green Waste	P*	**Use separation** (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Use enclosure	Fully indoor
		Supplemental standards	*Sec. 5B.8.2.C.10.*
Hazardous Waste	C3*	**Use separation** (min)	
		Sensitive Use	1,500'
		Residential or Agricultural Use District	1,500'
		Relief	C3
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Use enclosure	Fully indoor
		Supplemental standards	*Sec. 5B.8.2.C.11.*
		Supplemental procedures	*Sec. 5B.8.2.D.11.*

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Use	Permission	Use Standard	Specification
Solid Waste	C3*	**Use separation** (min)	
		Sensitive Use	1,500'
		Residential or Agricultural Use District	1,500'
		Relief	C3
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Use enclosure	Fully indoor
		Supplemental standards	*Sec. 5B.8.2.C.12.*
		Supplemental procedures	*Sec. 5B.8.2.D.12.*
AGRICULTURE			
Animal Keeping:	*	**Building separation**	
		Off-site dwelling units	75'
		Relief	C1
Bees	P*	**Lot Area** (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.8.2.C.13.*
Dairy	P*	**Lot area** (min)	871,200 SF
Equine, Commercial	P*	**Lot area** (min)	17,500 SF
		Per equine	4,000 SF
		Relief	C2
		(see Animal Keeping)	
Equine, Non-commercial	--		
Livestock	P*	**Lot area** (min)	17,500 SF
		Per bovine	4,000 SF
		Per swine	3,500 SF
		Relief	C2
		(see Animal Keeping)	
Pets	P*	**In conjunction with:**	Other allowed use

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Use	Permission	Use Standard	Specification
Small Animals	P*	**Lot area** (min)	
		Commercial purposes	217,800 SF
		Non-commercial purposes	n/a
		(see Animal Keeping)	
Wild Animals	C2*	*(see Animal Keeping)*	
Plant Cultivation:			
Community Garden	P		
Farming	P		
Truck Gardening	P		

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C. Supplemental Standards

1. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

2. Motor Vehicle Services, General

a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:

i. Shall remain closed except during the allowed hours of operation, and

ii. Shall not face any frontage lot line.

b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.

c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

3. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

4. Motor Vehicle Services, Fueling Station

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods, and any other activities requiring the use of commercial vehicles for transportation.

5. Outdoor Storage, Cargo Container

a. The entire lot shall be graded pursuant to *Chapter 9, Division 70 (Grading, Excavation and Fills) of the LAMC*.

b. All driveways, accessways, and parking areas shall be covered with a decomposed granite, crushed gravel, or similar material and be treated with dust control methods.

c. All containers shall be empty and cleaned of any residue which may pose any kind of physical or health risk.

6. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

7. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

8. Recycling Facility, Sorting & Processing

All leachates shall be collected, controlled, disposed of, and shall not be allowed to remain at the lot at any time.

9. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)* finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

10. Waste Facility, Green Waste

All leachates shall be collected, controlled, disposed of, and shall not be allowed to remain at the lot at any time.

11. Waste Facility, Hazardous Waste

All leachates shall be collected, controlled, disposed of, and shall not be allowed to remain at the lot at any time.

12. Waste Facility, Solid Waste

All leachates shall be collected, controlled, disposed of, and shall not be allowed to remain at the lot at any time.

13. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

3. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider the number of firearms available for sale at the lot.

4. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures, facilities, or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

5. Outdoor Storage, Cargo Container

a. The stacking of cargo containers more than 20 feet high shall only be permitted if a structural analysis done by a licensed engineer or architect in the State of California is submitted to and approved by the Los Angeles Department of Building and Safety (LADBS).

b. An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers or Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards).*

6. Manufacturing, Heavy, Petroleum and Coal Product Manufacturing

In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new petroleum-based oil refineries and existing refineries expanding operations beyond the current property lines are required to:

a. Comply with all of the required Unified Programs (Unified Hazardous Waste and Hazardous Materials Management Regulatory Program). California Environmental Reporting System (CERS) database submittals may serve as proof of compliance.

b. Submit a health assessment of the project for the surrounding vicinity identifying pollution and population indicators, such as, but not limited to, those analyzed in the California Communities Environmental Health Screening Tool; the number of people affected by the project; short term or permanent impacts caused by the project; likelihood that impacts will occur; and recommended mitigation measures.

c. Submit a health assessment of the project for the surrounding vicinity identifying pollution and population indicators, such as, but not limited to, those analyzed in the California Communities Environmental Health Screening Tool; the number of people affected by the project; short term or permanent impacts caused by the project; likelihood that impacts will occur; and recommended mitigation measures.

d. Submit a truck routing plan that minimizes the incidence of a commercial truck traveling past residences, churches, schools, hospitals, public playgrounds, nursing homes, daycare centers, and other similar uses.

7. Manufacturing Heavy, Salvage Yard

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

8. Recycling Facility, All

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

9. Resource Extraction, General

In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new resource extraction facilities and existing resource extraction facilities expanding operations beyond the current property lines are required to:

a. Comply with all of the required Unified Programs (Unified Hazardous Waste and Hazardous Materials Management Regulatory Program). California Environmental Reporting System (CERS) database submittals may serve as proof of compliance.

b. Submit a health assessment of the project for the surrounding vicinity identifying pollution and population indicators, such as, but not limited to, those analyzed in the California Communities Environmental Health Screening Tool; the number of people affected by the project; short term or permanent impacts caused by the project; likelihood that impacts will occur; and recommended mitigation measures.

c. Submit a health assessment of the project for the surrounding vicinity identifying pollution and population indicators, such as, but not limited to, those analyzed in the California Communities Environmental Health Screening Tool; the number of people affected by the project; short term or permanent impacts caused by the project; likelihood that impacts will occur; and recommended mitigation measures.

d. Submit a truck routing plan that minimizes the incidence of a commercial truck traveling past residences, churches, schools, hospitals, public playgrounds, nursing homes, child care centers, and other similar uses.

10. Waste Facility, Hazardous Waste

In addition to the other findings required by *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, the City Planning Commission shall make all of the following findings:

a. That the proposed location of the facility will not result in an undue concentration of waste processing facilities in the immediate area, will not create a cumulative impact with special consideration given to the location of waste facilities already permitted, and will support the equitable distribution of these facilities citywide.

b. That the facility will not detrimentally affect nearby residential uses and other sensitive land uses, taking into consideration the number and proximity of residential buildings, churches, schools, hospitals, public playgrounds, nursing homes, daycare centers, and other similar uses within a 1,500-foot radius of the proposed lot.

c. That the facility operator will provide community benefits as determined appropriate to businesses and residents likely to be impacted by this facility, taking into consideration the location of the proposed lot and nearby uses.

11. Waste Facility, Solid Waste

In addition to the other findings required by *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, the City Planning Commission shall make all of the following findings:

a. That the proposed location of the facility will not result in an undue concentration of waste processing facilities in the immediate area, will not create a cumulative impact with special consideration given to the location of waste facilities already permitted, and will support the equitable distribution of these facilities citywide.

b. That the facility will not detrimentally affect nearby residential uses and other sensitive land uses, taking into consideration the number and proximity of residential buildings, churches, schools, hospitals, public playgrounds, nursing homes, daycare centers, and other similar uses within a 1,500-foot radius of the proposed lot.

c. That the facility operator will provide community benefits as determined appropriate to businesses and residents likely to be impacted by this facility, taking into consideration the location of the proposed lot and nearby uses.

SEC. 5B.8.3. INDUSTRIAL 3 (I3)

[Introduced with the Boyle Heights Proposed Draft]

SEC. 5B.8.4. LIGHT INDUSTRIAL, PARK (I4)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	--		
Household Business:			
Family Child Care	--		
Home Occupation	--		
Home Sharing	--		
Joint Living & Work Quarters	--		
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	--		
Medical Care	--		
Transitional Shelter	--		
PUBLIC & INSTITUTIONAL			
Cemetery	**P***	**Building setbacks** (min)	
		Street	300'
		Agricultural, Residential, or Residential Mixed Use District	300'
		Relief	C1
		Screening	
		Frontage screen required	F-Screen 2
		Transition screen required	T-Screen 1
Civic Facility:			
Local	**P**		
Regional	**P**		
Detention Facility	**C3**		
Fleet Services	**P**		
Medical:			
Local	**C2**		
Regional	**C3**		
Office, Government	**P**		

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Parking	**P**		
Public Safety Facility	**P**		
Religious Assembly	**C2**		
School:			
Preschool/Daycare	**P**		
K-12	**P**		
Post-Secondary	**P**		
Social Services	**P**		
Utilities:			
Minor	**P***	**Screening**	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	**C3**		
Solar Energy Facility	**P***	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	**P***	**Supplemental standards**	*Sec. 5B.8.4.C.1.*
Wireless Facility, Rooftop	**P***	**Supplemental standards**	*Sec. 5B.8.4.C.1.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	**P**		
Nature Reserve	**P**		
Open Space, Public	**P**		
Outdoor Recreation			
Public	**P**		
Commercial	**P**		
Golf Course	**--**		
Amphitheater or Stadium			
Minor	**P***	**Use Separation (min)**	
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C2
Major	**C3**		
TRANSPORTATION			
Airport	**--**		
Heliport	**C2***	**Incidental to:**	Office or Medical
Freight Terminal	**--**		
Railway Facility	**--**		
Transit Station	**P**		
GENERAL COMMERCIAL			
Animal Services:			
General	**P***	**Use enclosure**	Fully Indoor

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Use	Permission	Use Standard	Specification
Kennel	P*	Use enclosure	
		Animal Keeping	Fully indoor
		Use separation	
		Residential Use District (min)	200'
		Relief	C2
Veterinary Care	P*	Use enclosure	
		Animal Keeping	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with:	Restaurant
		Supplemental procedures	*Sec. 5B.8.4.D.1.*
Bar	C2*	Incidental to:	Food & Drink or Alcoholic Beverage Light Manufacturing
		Supplemental procedures	*Sec. 5B.8.4..D.1.*
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local	P		
Regional	C3		
Financial Services:			
General	P		
Alternative	--		
Instructional Services	P		
Lodging	P*	Use separation (min)	
		Agricultural, Residential, Residential Mix Use District	500'
		Supplemental standards	*Sec. 5B.8.4.C.2.*
		Relief	C2
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	--		
Postmortem Services	--		
Retail:			
General	P*		
Alcohol	C2*	Incidental to:	Food & Drink or Alcoholic Beverage Light Manufacturing
		Supplemental procedures	*Sec. 5B.8.4.D.2.*

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Use	Permission	Use Standard	Specification
Farmers' Market, Certified	C1*	**Hours of operation** (early/late)	7AM/9PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	--		
Food & Beverage	P*	Accessory to:	• Food & Drink Light Manufacturing • Fueling Station
Large Format	C3*	**Supplemental procedures**	*Sec. 5B.8.4.D.3.*
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	P		
Smoke & Vape Shop	P	**Use separation** (min)	
		School: K-12	500'
		Relief	C2
Sexually Oriented Business:			
General	P*	**Use separation** (min)	
		Other Sexually Oriented Business	1,000'
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	--		
Heavy	--		
Car Wash	--		
Fueling Station:			
Gas Station, Standard	--		
Gas Station, Commercial	--		
EV Charging Facility	P		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	P*	**Incidental to:**	Other allowed use

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Use	Permission	Use Standard	Specification
Self-Service Facility	P*	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Use separation (min)	
		Other self-service facility	500'
		Relief	C2
		Supplemental procedures	*Sec. 5B.8.4.D.4.*
Storage, Outdoor:			
General	--		
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
LIGHT INDUSTRIAL	*	**Use standard applicability**	
		Abutting	• Sensitive Use • Residential Use Districts • Agricultural Use Districts
		Screening	
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	*(see Light Industrial)*	
Maintenance & Repair Services	P*	*(see Light Industrial)*	
Manufacturing, Light:			
General	P*	*(see Light Industrial)*	
Alcoholic Beverage	P*	*(see Light Industrial)*	
Artistic & Artisanal	P*	*(see Light Industrial)*	
Cosmetic, Pharmaceutical	P*	*(see Light Industrial)*	
Food & Drink	P*	*(see Light Industrial)*	
Textile & Apparel	P*	*(see Light Industrial)*	
Research & Development	P*	*(see Light Industrial)*	
Soundstages & Backlots	P*	*(see Light Industrial)*	
Wholesale Trade & Warehousing	P*	*(see Light Industrial)*	
		In conjunction with:	Other allowed use
		Floor area (min)	0.25 FAR
		Use separation (min)	
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C3
		Supplemental procedures	*Sec. 5B.8.4.D.5.*
HEAVY INDUSTRIAL			

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Use	Permission	Use Standard	Specification
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	C2*	**In conjunction with**	Other allowed use
		Area (max)	600 SF
		Use separation (min)	
		Agricultural, Residential, or Residential Mixed Use District	150'
		Use setback (min)	
		Frontage lot line	20'
		Common lot line	10'
		Agricultural, Residential, or Residential Mixed Use District	50'
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	*Sec. 5B.8.4.C.7.*
		Supplemental procedures	*Sec. 5B.8.4.D.6.*
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use setback (min)	
		Frontage lot line	20'
		Common lot line	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.8.4.C.8.*
		Supplemental procedures	*Sec. 5B.8.4.D.6.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.8.4.C.9.*
Off-Shore Drilling Servicing Installation	--		
Waste Facility			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		

AGRICULTURE

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Use	Permission	Use Standard	Specification
Animal Keeping:			
Bees	**P***	**Lot Area** (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.8.4.C.10.*
Dairy	**--**		
Equine, Commercial	**P***		
Equine, Non-commercial	**--**		
Livestock	**--**		
Pets	**P***	**In conjunction with:**	Other allowed use
Small Animals	**--**		
Wild Animals	**--**		
Plant Cultivation:			
Community Garden	**P**		
Farming	**P***	**Use enclosure**	Fully indoor
Truck Gardening	**P**		

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C. Supplemental Standards

1. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

2. Lodging

A Lodging use shall not be permitted where it requires a change of use from any residential use.

3. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

4. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

5. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)* finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

6. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses

3. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review

in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures facilities or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

4. Storage, Indoor: Self-Service Facility

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. That the granting of the application will support the intent of the use district, including contributing to high quality employment and productive industries.

b. That the granting of the application will support applicable Community Plan policies intended to generate active pedestrian oriented development and higher employment densities in the surrounding area.

5. Wholesale Trade & Warehousing

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. Whether the project contributes to an over concentration of trucking related uses that may cumulatively impact the respiratory health of surrounding residents

b. Whether freight traffic accessing the site adheres to the Countywide Strategic Truck Arterial Network (CSTAN) through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.

6. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.8.5. LIGHT INDUSTRIAL, SENSITIVE (I5)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	--		
Household Business:			
Family Child Care	--		
Home Occupation	--		
Home Sharing	--		
Joint Living & Work Quarters	--		
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	--		
Medical Care	--		
Transitional Shelter	--		
PUBLIC & INSTITUTIONAL			
Cemetery	**P***	**Building setbacks**	
		Street	300'
		Agricultural, Residential, or Residential Mixed Use District	300'
		Relief	C1
		Screening	
		Frontage screen required	F-Screen 2
		Transition screen required	T-Screen 1
Civic Facility:			
Local	**P**		
Regional	**P**		
Detention Facility	**C3**		
Fleet Services	**P**		
Medical:			
Local	**C2**		
Regional	**C3**		
Office, Government	**P**		
Parking	**P**		
Public Safety Facility	**P**		
Religious Assembly	**C2**		
School:			

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Use	Permission	Use Standard	Specification
Preschool/Daycare	--		
K-12	--		
Post-Secondary	C2		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	P*	Supplemental standards	*Sec. 5B.8.5.C.1.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.8.5.C.1.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation			
Public	P		
Commercial	P		
Golf Course	--		
Amphitheater or Stadium			
Minor	P*	Use Separation (min)	
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C2
Major	C3		
TRANSPORTATION			
Airport	--		
Heliport	C2*	Incidental to:	Office or Medical
Freight Terminal	--		
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Kennel	P*	Use enclosure	
		Animal Keeping	Fully indoor
		Use separation	
		Residential Use District (min)	200'
		Relief	C2
Veterinary Care	P*	Use enclosure	
		Animal Keeping	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with:	Restaurant
		Supplemental procedures	*Sec. 5B.8.5.D.1.*
Bar	C2*	Accessory to:	Food & Drink or Alcoholic Beverage Light Manufacturing
		Supplemental procedures	*Sec. 5B.8.5..D.1.*
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local	P		
Regional	C3		
Financial Services:			
General	P		
Alternative	C2		
Instructional Services	P		
Lodging	--		
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	C2		
Postmortem Services	P		
Retail:			
General	P		
Alcohol	C2*	Supplemental procedures	*Sec. 5B.8.5.D.2.*
Farmers' Market, Certified	C1*	Hours of operation (early/late)	7AM/9PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	C2*	Supplemental procedures	*Sec. 5B.8.5.D.3.*
Food & Beverage	P		
Large Format	C3*	Supplemental procedures	*Sec. 5B.8.5.D.4.*
Merchant Market	P		

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Use	Permission	Use Standard	Specification
Pet Shop	P		
Temporary Outdoor	C2		
Smoke & Vape Shop	P	**Use separation** (min)	
		School: K-12	500'
		Relief	C2
Sexually Oriented Business:			
General	P*	**Use separation** (min)	
		Other Sexually Oriented Business	1,000'
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
Sexual Encounter	C2*	**Use separation** (min)	
		Other Sexually Oriented Business	1,000'
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	P*	**Use separation** (min)	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.5.C.2.*

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Use	Permission	Use Standard	Specification
Heavy	P*	**Use separation** (min)	
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500''
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.5.C.2.*
Car Wash	P*	**Use separation** (min)	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Use enclosure	
		Car Wash, mechanized	Fully indoor
		Car Wash, self-service	Covered
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.5.C.3.*
Fueling Station:			
Gas Station, Standard	P*	**Use separation**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.5.C.4.*

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Use	Permission	Use Standard	Specification
Gas Station, Commercial	P*	**Use separation (min)**	
		Sensitive use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.5.C.4.*
EV Charging Facility	P		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	P*	**Use separation (min)**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Household Moving Truck Rental	P*	**Use separation (min)**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Standard Vehicle	P*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P*	**Incidental to:**	Other allowed use
Self-Service Facility	P*	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Use separation (min)	
		Other self-service facility	500'
		Relief	C2
		Supplemental procedures	*Sec. 5B.8.5.D.5.*
Storage, Outdoor:			
General	--		

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Use	Permission	Use Standard	Specification
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
LIGHT INDUSTRIAL	*	Use standard applicability	
		Abutting	• Sensitive Use • Residential Use Districts • Agricultural Use Districts
		Screening	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	*(see Light Industrial)*	
Maintenance & Repair Services	P*	*(see Light Industrial)*	
Manufacturing, Light:			
General	P*	*(see Light Industrial)*	
Alcoholic Beverage	P*	*(see Light Industrial)*	
Artistic & Artisanal	P*	*(see Light Industrial)*	
Cosmetic, Pharmaceutical	P*	*(see Light Industrial)*	
Food & Drink	P*	*(see Light Industrial)*	
Textile & Apparel	P*	*(see Light Industrial)*	
Research & Development	P*	*(see Light Industrial)*	
Soundstages & Backlots	P*	*(see Light Industrial)*	
Wholesale Trade & Warehousing	C3*	Supplemental procedures	*Sec. 5B.8.5.D.6.*
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

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Use	Permission	Use Standard	Specification
Collection	P*	**Use separation** (min)	
		Sensitive Use	1000'
		Agricultural, Residential, or Residential Mixed Use District	1000'
		Relief	C3
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Hours of operation (early/late)	
		Within 1000' of Agricultural, Residential, or Residential Mixed Use District	7AM/7PM
		Beyond 1000' of Agricultural, Residential, or Residential Mixed Use District	24-hours
		Service hours (early/late)	
		Within 1000' of Agricultural, Residential, or Residential Mixed Use District	7AM/8PM
		Beyond 1000' of Agricultural, Residential, or Residential Mixed Use District	24-hours
		Supplemental standards	*Sec. 5B.8.5.C.5.*
		Supplemental procedures	*Sec. 5B.8.5.D.7.*
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use setback (min)	
		Frontage lot line	20'
		Common lot line	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.8.5.C.6.*
		Supplemental procedures	*Sec. 5B.8.5.D.7.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.8.5.C.7.*
Off-Shore Drilling Servicing Installation	--		
Waste Facility			
Green Waste	--		
Hazardous Waste Facility	--		

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Use	Permission	Use Standard	Specification
Solid Waste	--		
AGRICULTURE			
Animal Keeping:			
Bees	P*	**Lot Area** (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.8.5.C.8.*
Dairy	--		
Equine, Commercial	P*		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	**In conjunction with:**	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P*	**Use enclosure**	Fully indoor
Truck Gardening	P		

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C. Supplemental Standards

1. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

2. Motor Vehicle Services, Light & Heavy

a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:

i. Shall remain closed except during the allowed hours of operation, and

ii. Shall not face any frontage lot line.

b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.

c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

3. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

4. Fueling Station, All

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods, and any other activities requiring the use of commercial vehicles for transportation.

5. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

6. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

7. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)* finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

8. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses

3. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider the number of firearms available for sale at the lot.

4. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures facilities or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

5. Storage, Indoor: Self-Service Facility

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. That the granting of the application will support the intent of the use district, including contributing to high quality employment and productive industries.

b. That the granting of the application will support applicable Community Plan policies intended to generate active pedestrian oriented development and higher employment densities in the surrounding area.

6. Wholesale Trade & Warehousing

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. Whether the project contributes to an over concentration of trucking related uses that may cumulatively impact the respiratory health of surrounding residents

b. Whether freight traffic accessing the site adheres to the Countywide Strategic Truck Arterial Network (CSTAN) through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.

7. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.8.6. LIGHT INDUSTRIAL, PRESERVE (I6)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	--		
Household Business:			
Family Child Care	--		
Home Occupation	--		
Home Sharing	--		
Joint Living & Work Quarters	--		
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	--		
Medical Care	--		
Transitional Shelter	--		
PUBLIC & INSTITUTIONAL			
Cemetery	**P***	**Building setbacks**	
		Street (min)	300'
		Agricultural, Residential, or Residential Mixed Use District	300'
		Relief	C1
		Screening	
		Frontage screen required	F-Screen 2
		Transition screen required	T-Screen 1
Civic Facility:			
Local	**P**		
Regional	**P**		
Detention Facility	**C3**		
Fleet Services	**P**		
Medical:			
Local	**C2**		
Regional	**C3**		
Office, Government	**P**		
Parking	**P**		
Public Safety Facility	**P**		
Religious Assembly	**C2**		
School:			

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Use	Permission	Use Standard	Specification
Preschool/Daycare	--		
K-12	--		
Post-Secondary	C2		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	P*	Supplemental standards	*Sec. 5B.8.6.C.1.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.8.6.C.1.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation			
Public	P		
Commercial	P		
Golf Course	--		
Amphitheater or Stadium			
Minor	P*	Use Separation (min)	
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C2
Major	C3		
TRANSPORTATION			
Airport	--		
Heliport	C2*	Incidental to:	Office or Medical
Freight Terminal	--		
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor

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Use	Permission	Use Standard	Specification
Kennel	P*	Use enclosure	
		Animal Keeping	Fully indoor
		Use separation	
		Residential Use District (min)	200'
		Relief	C2
Veterinary Care	P*	Use enclosure	
		Animal Keeping	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with:	Restaurant
		Supplemental procedures	*Sec. 5B.8.6.D.1.*
Bar	C2*	Incidental to:	Food & Drink or Alcoholic Beverage Light Manufacturing
		Supplemental procedures	*Sec. 5B.8.6.D.1.*
Counter Service	P		
Restaurant	P	Incidental to:	Food & Drink or Alcoholic Beverage Light Manufacturing
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	P		
Lodging	--		
Medical Clinic	--		
Office	P*	Incidental to:	Light Industrial or Heavy Industrial use
Personal Services:			
General	--		
Massage, Licensed	--		
Massage, Unlicensed	--		
Postmortem Services	P		
Retail:			
General	P*	Incidental to:	Light Industrial or Heavy Industrial use
Alcohol	C2*	Incidental to:	Food & Drink or Alcoholic Beverage Light Manufacturing
		Supplemental procedures	*Sec. 5B.8.6.D.2.*

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Use	Permission	Use Standard	Specification
Farmers' Market, Certified	C1*	**Hours of operation** (early/late)	7AM/9PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	C2*	**Supplemental procedures**	*Sec. 5B.8.6.D.3.*
Food & Beverage	P*	**Incidental to:**	Food & Drink, Alcoholic Beverage Light Manufacturing, or Fueling Station
Large Format	C3*	**Supplemental procedures**	*Sec. 5B.8.6.D.4.*
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	C2		
Smoke & Vape Shop	P	**Use separation** (min)	
		School: K-12	500'
		Relief	C2
Sexually Oriented Business:			
General	P*	**Use separation** (min)	
		Other Sexually Oriented Business	1,000'
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
Sexual Encounter	C2*	**Use separation** (min)	
		Other Sexually Oriented Business	1,000'
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	P*	**Use separation** (min)	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.6.C.2.*

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Use	Permission	Use Standard	Specification
Heavy	P*	**Use separation** (min)	
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500''
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.6.C.2.*
Car Wash	P*	**Use separation** (min)	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Use enclosure	
		Car Wash, mechanized	Fully indoor
		Car Wash, self-service	Covered
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.6.C.3.*
Fueling Station:			
Gas Station, Standard	P*	**Use separation (min)**	
		Sensitive use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.6.C.4.*

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Use	Permission	Use Standard	Specification
Gas Station, Commercial	P*	**Use separation (min)**	
		Sensitive use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.6.C.4.*
EV Charging Facility	P		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	P*	**Use separation (min)**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Household Moving Truck Rental	P*	**Use separation (min)**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Standard Vehicle	P*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P*	**Incidental to:**	Other allowed use
Self-Service Facility	P*	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Use separation (min)	
		Other self-service facility	500'
		Relief	C2
		Supplemental procedures	*Sec. 5B.8.6.D.5.*
Storage, Outdoor:			

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Use	Permission	Use Standard	Specification
General	P*	**Accessory to:**	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	P*	**Use separation** (min)	
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental standards	*Sec. 5B.8.6.C.5*
		Supplemental procedures	*Sec. 5B.8.6.D.8*
Commercial Vehicle	P*	**Use separation** (min)	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Official Motor Vehicle Impound	P*	**Use separation** (min)	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Standard Vehicle	P*	**Use separation** (min)	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1

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Use	Permission	Use Standard	Specification
LIGHT INDUSTRIAL	*	Use standard applicability	
		Abutting	• Sensitive Use • Residential Use Districts • Agricultural Use Districts
		Screening	
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	*(see Light Industrial)*	
Maintenance & Repair Services	P*	*(see Light Industrial)*	
Manufacturing, Light:			
General	P*	*(see Light Industrial)*	
Alcoholic Beverage	P*	*(see Light Industrial)*	
Artistic & Artisanal	P*	*(see Light Industrial)*	
Cosmetic, Pharmaceutical	P*	*(see Light Industrial)*	
Food & Drink	P*	*(see Light Industrial)*	
Textile & Apparel	P*	*(see Light Industrial)*	
Research & Development	P*	*(see Light Industrial)*	
Soundstages & Backlots	P*	*(see Light Industrial)*	
Wholesale Trade & Warehousing	P*	Supplemental procedures	*Sec. 5B.8.6.D.6.*
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility			

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Use	Permission	Use Standard	Specification
Collection	P*	**Use separation** (min)	
		Sensitive Use	1000'
		Agricultural, Residential, or Residential Mixed Use District	1000'
		Relief	C3
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Hours of operation (early/late)	
		Within 1000' of Agricultural, Residential, or Residential Mixed Use District	7AM/7PM
		Beyond 1000' of Agricultural, Residential, or Residential Mixed Use District	24-hours
		Service hours (early/late)	
		Within 1000' of Agricultural, Residential, or Residential Mixed Use District	7AM/8PM
		Beyond 1000' of Agricultural, Residential, or Residential Mixed Use District	24-hours
		Supplemental standards	*Sec. 5B.8.6.C.4.*
		Supplemental procedures	*Sec. 5B.8.6.D.7.*
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use setback (min)	
		Frontage lot line	20'
		Common lot line	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.8.6.C.5.*
		Supplemental procedures	*Sec. 5B.8.6.D.7.*
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	**Supplemental standards**	*Sec. 5B.8.6.C.6.*
Off-Shore Drilling Servicing Installation	--		
Waste Facility			
Green Waste	--		
Hazardous Waste Facility	--		

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Use	Permission	Use Standard	Specification
Solid Waste	--		
AGRICULTURE			
Animal Keeping:			
Bees	P*	**Lot Area** (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.8.6.C.7.*
Dairy	--		
Equine, Commercial	P*		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	**In conjunction with:**	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P*	**Use enclosure**	Fully indoor
Truck Gardening	P		

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C. Supplemental Standards

1. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

2. Motor Vehicle Services, Light & Heavy

a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:

i. Shall remain closed except during the allowed hours of operation, and

ii. Shall not face any frontage lot line.

b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.

c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

3. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

4. Fueling Station, All

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods, and any other activities requiring the use of commercial vehicles for transportation.

5. Outdoor Storage, Cargo Container

a. The entire lot shall be graded pursuant to *Chapter 9, Division 70 (Grading, Excavation and Fills) of the LAMC*.

b. All driveways, accessways, and parking areas shall be covered with a decomposed granite, crushed gravel, or similar material and be treated with dust control methods.

c. All containers shall be empty and cleaned of any residue which may pose any kind of physical or health risk.

6. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

7. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

8. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use*

Permit) finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

9. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses

3. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider the number of firearms available for sale at the lot.

4. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures facilities or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

5. Storage, Indoor: Self-Service Facility

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. That the granting of the application will support the intent of the use district, including contributing to high quality employment and productive industries.

b. That the granting of the application will support applicable Community Plan policies intended to generate active pedestrian oriented development and higher employment densities in the surrounding area.

6. Wholesale Trade & Warehousing

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. Whether the project contributes to an over concentration of trucking related uses that may cumulatively impact the respiratory health of surrounding residents

b. Whether freight traffic accessing the site adheres to the Countywide Strategic Truck Arterial Network (CSTAN) through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.

7. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

8. Outdoor Storage, Cargo Container

a. The stacking of cargo containers more than 20 feet high shall only be permitted if a structural analysis done by a licensed engineer or architect in the State of California is submitted to and approved by the Los Angeles Department of Building and Safety (LADBS).

b. An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.8.7. HEAVY INDUSTRIAL, SENSITIVE (I7)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	--		
Household Business:			
Family Child Care	--		
Home Occupation	--		
Home Sharing	--		
Joint Living & Work Quarters	--		
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	--		
Medical Care	--		
Transitional Shelter	--		
PUBLIC & INSTITUTIONAL			
Cemetery	**P***	**Building setbacks**	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Relief	C1
		Screening	
		Frontage screen required	F-Screen 2
		Transition screen required	T-Screen 1
Civic Facility:			
Local	**P**		
Regional	**P**		
Detention Facility	**C3**		
Fleet Services	**P**		
Medical:			
Local	--		
Regional	--		
Office, Government	**P**		
Parking	**P**		
Public Safety Facility	**P**		
Religious Assembly	**C2**		
School:			

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Use	Permission	Use Standard	Specification
Preschool/Daycare	--		
K-12	--		
Post-Secondary	C2		
Social Services	**P**		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	P*	Supplemental standards	*Sec. 5B.8.7.C.1.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.8.7.C.1.*
OPEN SPACE & RECREATION			
Indoor Recreation			
Public	P		
Commercial	P		
Nature Reserve	**P**		
Open Space, Public	**P**		
Outdoor Recreation:			
Public	P		
Commercial	--		
Golf Course	--		
Amphitheater or Stadium			
Minor (<3,000 seats)	C2*	Use separation (min)	
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C2
Major (3,000 seats or more)	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	C3		
Heliport	C2*	Incidental to:	Office or Medical
Railway Facility	C3		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor

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Use	Permission	Use Standard	Specification
Kennel	P*	Use enclosure	
		Animal Keeping	Fully indoor
		Use separation	
		Residential Use District (min)	200'
		Relief	C2
Veterinary Care	P*	Use enclosure	
		Animal Keeping	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with:	Restaurant
		Supplemental procedures	*Sec. 5B.8.7.D.1.*
Bar	C2*	Accessory to:	Food & Drink or Alcoholic Beverage Light Manufacturing
		Supplemental procedures	*Sec. 5B.8.7.D.1.*
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local	P		
Regional	C3		
Financial Services:			
General	P		
Alternative	C2		
Instructional Services	P		
Lodging	--		
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	C2		
Postmortem Services	P		
Retail:			
General	P		
Alcohol	C2*	Supplemental procedures	*Sec. 5B.8.7.D.2.*
Farmers' Market, Certified	C1*	Hours of operation (early/late)	7AM/9PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	C2*	Supplemental procedures	*Sec. 5B.8.7.D.3.*
Food & Beverage	P		

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Use	Permission	Use Standard	Specification
Large Format	C3*	Supplemental procedures	*Sec. 5B.8.7.D.4.*
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	C2		
Smoke & Vape Shop	P	Use separation (min)	
		School: K-12	500'
		Relief	C2
Sexually Oriented Business:			
General	P*	Use separation (min)	
		Other Sexually Oriented Business	1,000'
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
Sexual Encounter	C2*	Use separation (min)	
		Other Sexually Oriented Business	1,000'
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	P*	Use separation (min)	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage creen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close)	7AM/7PM
		Service hours (open/close)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.7.C.2.*

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Use	Permission	Use Standard	Specification
Heavy	P*	**Use separation (min)**	
		Sensitive Use	*500'*
		Agricultural, Residential, or Residential Mixed Use District	*500'*
		Relief	*C2*
		Use enclosure	*Fully indoors*
		Screening	
		Frontage screen	*F-Screen 3*
		Transition screen	*T-Screen 1*
		Hours of operation (open/close)	*7AM/7PM*
		Service hours (open/close)	*7AM/7PM*
		Outdoor sound system	*Prohibited*
		Supplemental standards	*Sec. 5B.8.7.C.2.*
Car Wash	P*	**Use separation (min)**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Use enclosure	
		Car Wash, mechanized	Fully indoors
		Car Wash, self-service	Covered
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close)	7AM/7PM
		Service hours (open/close)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.7.C.3.*
Fueling Station:			
Gas Station, Standard	P*	**Use separation (min)**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.7.C.4.*

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Use	Permission	Use Standard	Specification
Gas Station, Commercial	P*	**Use separation (min)**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.7.C.4.*
EV Charging Facility	P		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	P*	**Use separation (min)**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Household Moving Truck Rental	P*	**Use separation (min)**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Standard Vehicle	P*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P*	**Incidental to:**	Other allowed use
Self-Service Facility	P*	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Use separation (min)	
		Other self-service facility	500'
		Relief	C2
		Supplemental procedures	*Sec. 5B.8.7.D.5.*
Storage, Outdoor:			

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Use	Permission	Use Standard	Specification
General	P*	Incidental to:	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	P*	Use separation (min)	
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental standards	*Sec. 5B.8.7.C.5.*
		Supplemental procedures	*Sec. 5B.8.7.D.6.*
Commercial Vehicle	P*	Use separation (min)	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Official Motor Vehicle Impound	P*	Use separation (min)	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Standard Vehicle	P*	Use separation (min)	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1

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Use	Permission	Use Standard	Specification
LIGHT INDUSTRIAL	*	Use standard applicability	
		Abutting	• Sensitive Use • Residential Use Districts • Agricultural Use Districts
		Screening	
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	*(see Light Industrial)*	
Maintenance & Repair Services	P*	*(see Light Industrial)*	
Manufacturing, Light:			
General	P*	*(see Light Industrial)*	
Alcoholic Beverage	P*	*(see Light Industrial)*	
Artistic & Artisanal	P		
Cosmetic, Pharmaceutical	P*	*(see Light Industrial)*	
Food & Drink	P*	*(see Light Industrial)*	
Textile & Apparel	P*	*(see Light Industrial)*	
Research & Development	P*	*(see Light Industrial)*	
Soundstages & Backlots	P*	*(see Light Industrial)*	
Wholesale Trade & Warehousing	P*	*(see Light Industrial)*	
		Use separation (min)	
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C3
		Supplemental procedures	*Sec. 5B.8.7.D.7.*
HEAVY INDUSTRIAL			
Animal Products Processing	P*	Use separation (min)	
		Sensitive Use	500'
		Residential or Agricultural Use	500'
		Relief	C2
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental standards	*Sec. 5B.8.7.C.6.*
Manufacturing, Heavy:			

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Use	Permission	Use Standard	Specification
General	P*	**Use separation (min)**	
		Sensitive Use	1000'
		Agricultural, Residential, or Residential Mixed Use District	1000'
		Relief	C3
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility			
Collection	P*	**Use separation (min)**	
		Sensitive Use	1000'
		Agricultural, Residential, or Residential Mixed Use District	1000'
		Relief	C3
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Hours of operation (open/close)	
		Within 1000' of Agricultural, Residential, or Residential Mixed Use District	7AM/7PM
		Beyond 1000' of Agricultural, Residential, or Residential Mixed Use District	24-hours
		Service hours (open/close)	
		Within 1000' of Agricultural, Residential, or Residential Mixed Use District	7AM/8PM
		Beyond 1000' of Agricultural, Residential, or Residential Mixed Use District	24-hours
		Supplemental standards	*Sec. 5B.8.7.C.7.*
		Supplemental procedures	*Sec. 5B.8.7.D.8.*

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Use	Permission	Use Standard	Specification
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.8.7.C.8.*
		Supplemental procedures	*Sec. 5B.8.7.D.8.*
Sorting & Processing	P*	Use separation (min)	
		Sensitive Use	1000'
		Agricultural, Residential, or Residential Mixed Use District	1000'
		Relief	C3
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Hours of operation (open/close)	
		Within 1000' of Agricultural, Residential, or Residential Mixed Use District	7AM/7PM
		Beyond 1000' of Agricultural, Residential, or Residential Mixed Use District	24-hours
		Service hours (open/close)	
		Within 1000' of Agricultural, Residential, or Residential Mixed Use District	7AM/7PM
		Beyond 1000' of Agricultural, Residential, or Residential Mixed Use District	24-hours
		Supplemental standards	*Sec. 5B.8.7.C.9.*
		Supplemental procedures	*Sec. 5B.8.7.D.8.*
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	*Sec. 5B.8.7.C.10.*
Off-Shore Drilling Servicing Installation	--		
Waste Facility:			

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Use	Permission	Use Standard	Specification
Green Waste	P*	**Use separation (min)**	
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C2
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Hours of operation (open/close)	7AM/7PM
		Service hours (open/close)	7AM/7PM
		Supplemental standards	*Sec. 5B.8.7.C.11.*
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURE			
Animal Keeping:	P*	**Building separation**	
		Off-site dwelling units	75'
		Relief	C1
Bees	P*	**Lot Area** (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.8.7.C.12.*
Dairy	P*	**Lot area (min)**	871,200 SF
Equine, Commercial	P*	**Lot area (min)**	17,500 SF
		Per equine	4,000 SF
		Relief	C2
		(see Animal Keeping)	
Equine, Non-commercial	--		
Livestock	P*	**Lot area (min)**	17,500 SF
		Per bovine	4,000 SF
		Per swine	3,500 SF
		Relief	C2
		(see Animal Keeping)	

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Use	Permission	Use Standard	Specification
Pets	P*	In conjunction with:	Other allowed use
Small Animals	P*	Lot area (min)	
		Commercial purposes	217,800 SF
		Non-commercial purposes	n/a
		(see Animal Keeping)	
Wild Animals	C2*	*(see Animal Keeping)*	
Plant Cultivation:			
Community Garden	P		
Farming	P		
Truck Gardening	P		

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C. Supplemental Standards

1. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

2. Motor Vehicle Services, Light & Heavy

a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:

i. Shall remain closed except during the allowed hours of operation, and

ii. Shall not face any frontage lot line.

b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.

c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

3. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

4. Fueling Station, All

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods, and any other activities requiring the use of commercial vehicles for transportation.

5. Outdoor Storage, Cargo Container

a. The entire lot shall be graded pursuant to *Chapter 9, Division 70 (Grading, Excavation and Fills) of the LAMC*.

b. All driveways, accessways, and parking areas shall be covered with a decomposed granite, crushed gravel, or similar material and be treated with dust control methods.

c. All containers shall be empty and cleaned of any residue which may pose any kind of physical or health risk.

6. Animal Products Processing

No hides (raw) curing, tanning, or storage permitted.

7. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

8. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

9. Recycling Facility, Sorting & Processing

All leachates shall be collected, controlled, disposed of, and shall not be allowed to remain at the lot at any time.

10. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)* finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

11. Waste Facility, Green Waste

All leachates shall be collected, controlled, disposed of, and shall not be allowed to remain at the lot at any time.

12. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses

3. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider the number of firearms available for sale at the lot.

4. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures facilities or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

5. Storage, Indoor: Self-Service Facility

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. That the granting of the application will support the intent of the use district, including contributing to high quality employment and productive industries.

b. That the granting of the application will support applicable Community Plan policies intended to generate active pedestrian oriented development and higher employment densities in the surrounding area.

6. Outdoor Storage, Cargo Container

a. The stacking of cargo containers more than 20 feet high shall only be permitted if a structural analysis done by a licensed engineer or architect in the State of California is submitted to and approved by the Los Angeles Department of Building and Safety (LADBS).

b. An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

7. Wholesale Trade & Warehousing

In addition to the findings otherwise required by Sec. 13B.2.2. (Class 2 Conditional Use Permit), the Zoning Administrator shall also consider:

a. Whether the project contributes to an over concentration of trucking related uses that may cumulatively impact the respiratory health of surrounding residents

b. Whether freight traffic accessing the site adheres to the Countywide Strategic Truck Arterial Network (CSTAN) through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.

8. Recycling Facility, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.8.8. HEAVY INDUSTRIAL, PRESERVE (I8)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	--		
Household Business:			
Family Child Care	--		
Home Occupation	--		
Home Sharing	--		
Joint Living & Work Quarters	--		
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	--		
Medical Care	--		
Transitional Shelter	--		
PUBLIC & INSTITUTIONAL			
Cemetery	**P***	**Building setbacks**	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Relief	C1
		Screening	
		Frontage screen required	F-Screen 2
		Transition screen required	T-Screen 1
Civic Facility:			
Local	**P**		
Regional	**P**		
Detention Facility	**C3**		
Fleet Services	**P**		
Medical:			
Local	--		
Regional	--		
Office, Government	**P**		
Parking	**P**		
Public Safety Facility	**P**		
Religious Assembly	**C2**		
School:			

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Use	Permission	Use Standard	Specification
Preschool/Daycare	--		
K-12	--		
Post-Secondary	C2		
Social Services	**P**		
Utilities:			
Minor	P*	**Screening**	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	P*	**Supplemental standards**	*Sec. 5B.8.8.C.1.*
Wireless Facility, Rooftop	P*	**Supplemental standards**	*Sec. 5B.8.8.C.1.*
OPEN SPACE & RECREATION			
Indoor Recreation:			
Public	P		
Commercial	P		
Nature Reserve	**P**		
Open Space, Public	**P**		
Outdoor Recreation:			
Public	P		
Commercial	--		
Golf Course	--		
Amphitheater or Stadium			
Minor (<3,000 seats)	P*	**Use separation (min)**	
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C2
Major (3,000 seats or more)	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	C3		
Heliport	C2*	**Incidental to:**	Office or Medical
Railway Facility	C3		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	**Use enclosure**	Fully Indoor

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Use	Permission	Use Standard	Specification
Kennel	P*	Use enclosure	
		Animal Keeping	Fully indoor
		Use separation	
		Residential Use District (min)	200'
		Relief	C2
Veterinary Care	P*	Use enclosure	
		Animal Keeping	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with:	Restaurant
		Supplemental procedures	*Sec. 5B.8.8.D.1.*
Bar	C2*	Incidental to:	Food & Drink Light Manufacturing
		Supplemental procedures	*Sec. 5B.8.8.D.1.*
Counter Service	P		
Restaurant	P*	Incidental to:	Food & Drink Light Manufacturing
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	P*	Incidental to:	Other allowed use
Lodging	--		
Medical Clinic	--		
Office	P*	Incidental to:	Other allowed use
Personal Services:			
General	--		
Massage, Licensed	--		
Massage, Unlicensed	--		
Postmortem Services	P		
Retail:			
General	P*	Incidental to:	Other allowed use
Alcohol	C2*	Incidental to:	• Food & Drink Light Manufacturing • Fueling Station
		Supplemental procedures	*Sec. 5B.8.8.D.2.*
Farmers' Market, Certified	C1*	Hours of operation (early/late)	7AM/9PM
		Operating days per week (max)	2
		Special use program	*Sec. 5C.4.1.*
Firearms	C2*	Supplemental procedures	*Sec. 5B.8.8.D.3.*

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Use	Permission	Use Standard	Specification
Food & Beverage	P*	Incidental to:	• Food & Drink Light Manufacturing • Fueling Station
Large Format	C3*	Supplemental procedures	*Sec. 5B.8.8.D.4.*
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	P		
Smoke & Vape Shop	P*	Use separation (min)	
		School: K-12	500'
		Relief	C2
Sexually Oriented Business:			
General	P*	Use separation (min)	
		Other Sexually Oriented Business	1000'
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
Sexual Encounter	C2*	Use separation (min)	
		Other Sexually Oriented Business	1000'
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	P*	Use separation (min)	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close)	7AM/7PM
		Service hours (open/close)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.8.C.2.*

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Use	Permission	Use Standard	Specification
Heavy	P*	**Use separation (min)**	
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close)	7AM/7PM
		Service hours (open/close)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.8.C.2.*
Car Wash	P*	**Use separation (min)**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Use enclosure	
		Car Wash, mechanized	Fully indoors
		Car Wash, self-service	Covered
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (open/close)	7AM/7PM
		Service hours (open/close)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.8.C.3.*
Fueling Station			
Gas Station, Standard	P*	**Use separation (min)**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.8.C.4.*

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Use	Permission	Use Standard	Specification
Gas Station, Commercial	P*	**Use separation (min)**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	*Sec. 5B.8.8.C.4.*
EV Charging Facility	P		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	P*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Household Moving Truck Rental	P*	**Use separation (min)**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Standard Vehicle	P*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P*	**Incidental to:**	Other allowed use
Self-Service Facility	P*	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Use separation (min)	
		Other self-service facility	500'
		Relief	C2
		Supplemental procedures	*Sec. 5B.8.8.D.5.*
Storage, Outdoor:			
General	P*	**Incidental to:**	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 2

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Use	Permission	Use Standard	Specification
Cargo Container	P*	**Use separation (min)**	
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental standards	*Sec. 5B.8.8.C.5.*
		Supplemental procedures	*Sec. 5B.8.8.D.6.*
Commercial Vehicle	P*	**Use separation (min)**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Official Motor Vehicle Impound	P*	**Use separation (min)**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Standard Vehicle	P*	**Use separation (min)**	
		Sensitive Use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
LIGHT INDUSTRIAL	*	**Use standard applicability**	
		Abutting	• Sensitive Use • Residential Use Districts • Agricultural Use Districts
		Screening	
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	*(see Light Industrial)*	
Maintenance & Repair Services	P*	*(see Light Industrial)*	

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Use	Permission	Use Standard	Specification
Manufacturing, Light:			
General	**P***	*(see Light Industrial)*	
Alcoholic Beverage	**P***	*(see Light Industrial)*	
Artistic & Artisanal	**P***	*(see Light Industrial)*	
Cosmetic, Pharmaceutical	**P***	*(see Light Industrial)*	
Food & Drink	**P***	*(see Light Industrial)*	
Textile & Apparel	**P***	*(see Light Industrial)*	
Research & Development	**P***	*(see Light Industrial)*	
Soundstages & Backlots	**P***	*(see Light Industrial)*	
Wholesale Trade & Warehousing	**P***	*(see Light Industrial)*	
		Use separation (min)	
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C3
		Supplemental procedures	*Sec. 5B.8.8.D.7.*
HEAVY INDUSTRIAL			
Animal Products Processing	**P***	**Use separation (min)**	
		Sensitive Use	500'
		Residential or Agricultural Use	500'
		Relief	C2
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental standards	*Sec. 5B.8.8.C.6.*
Manufacturing, Heavy:			
General	**P***	**Use separation (min)**	
		Sensitive Use	1000'
		Agricultural, Residential, or Residential Mixed Use District	1000'
		Relief	C3
Chemical Products	**P***	**Use separation (min)**	
		Sensitive Use	1000'
		Agricultural, Residential, or Residential Mixed Use District	1000'
		Relief	C3

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Use	Permission	Use Standard	Specification
Petroleum & Coal Products	C3*	**Use separation (min)**	
		Sensitive Use	1000'
		Agricultural, Residential, or Residential Mixed Use District	1000'
		Relief	C3
		Supplemental procedures	*Sec. 5B.8.8.D.8.*
Salvage Yard	P*	**Use separation (min)**	
		Sensitive Use	1000'
		Agricultural, Residential, or Residential Mixed Use District	1000'
		Relief	C3
		Supplemental procedures	*Sec. 5B.8.8.D.9.*
Recycling Facility			
Collection	P*	**Use separation (min)**	
		Sensitive Use	1000'
		Agricultural, Residential, or Residential Mixed Use District	1000'
		Relief	C3
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Hours of operation (open/close)	
		Within 1000' of Agricultural, Residential, or Residential Mixed Use District	7AM/7PM
		Beyond 1000' of Agricultural, Residential, or Residential Mixed Use District	24-hours
		Service hours (open/close)	
		Within 1000' of Agricultural, Residential, or Residential Mixed Use District	7AM/8PM
		Beyond 1000' of Agricultural, Residential, or Residential Mixed Use District	24-hours
		Supplemental standards	*Sec. 5B.8.8.C.7.*
		Supplemental procedures	*Sec. 5B.8.8.D.10.*

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Use	Permission	Use Standard	Specification
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	*Sec. 5B.8.8.C.8.*
		Supplemental procedures	*Sec. 5B.8.8.D.10.*
Sorting & Processing	P*	Use separation (min)	
		Sensitive Use	1000'
		Agricultural, Residential, or Residential Mixed Use District	1000'
		Relief	C3
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Hours of operation (open/close)	
		Within 1000' of Agricultural, Residential, or Residential Mixed Use District	7AM/7PM
		Beyond 1000' of Agricultural, Residential, or Residential Mixed Use District	24-hours
		Service hours (open/close)	
		Within 1000' of Agricultural, Residential, or Residential Mixed Use District	7AM/7PM
		Beyond 1000' of Agricultural, Residential, or Residential Mixed Use District	24-hours
		Supplemental standards	*Sec. 5B.8.8.C.9.*
		Supplemental procedures	*Sec. 5B.8.8.D.10.*
Resource Extraction:			
General	C3*	Supplemental procedures	*Sec. 5B.8.8.D.11.*
Exploratory Core Hole	C2*	Supplemental standards	*Sec. 5B.8.8.C.10.*
Off-Shore Drilling Servicing Installation	C3		
Waste Facility			

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Use	Permission	Use Standard	Specification
Green Waste	P*	**Use separation (min)**	
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
		Relief	C2
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Hours of operation (open/close)	7AM/7PM
		Service hours (open/close)	7AM/7PM
		Supplemental standards	*Sec. 5B.8.8.C.11.*
Hazardous Waste Facility	C3*	**Use separation (min)**	
		Sensitive Use	1,500'
		Agricultural, Residential, or Residential Mixed Use District	1,500'
		Supplemental standards	*Sec. 5B.8.8.C.11.*
		Supplemental procedures	*Sec. 5B.8.8.D.12.*
Solid Waste	C3*	**Use separation (min)**	
		Sensitive Use	1,500'
		Agricultural, Residential, or Residential Mixed Use District	1,500'
		Supplemental standards	*Sec. 5B.8.8.C.11.*
		Supplemental procedures	*Sec. 5B.8.8.D.12.*
AGRICULTURE			
Animal Keeping:	P*	**Building separation**	
		Off-site dwelling units	75'
		Relief	C1
Bees	P*	**Lot Area** (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	*Sec. 5B.8.8.C.12.*
Dairy	P*	**Lot area (min)**	871,200 SF

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Use	Permission	Use Standard	Specification
Equine, Commercial	P*	Lot area (min)	17,500 SF
		Per equine	4,000 SF
		Relief	C2
		(see Animal Keeping)	
Equine, Non-commercial	--		
Livestock	P*	Lot area (min)	17,500 SF
		Per bovine	4,000 SF
		Per swine	3,500 SF
		Relief	C2
		(see Animal Keeping)	
Pets	P*	In conjunction with:	Other allowed use
Small Animals	P*	Lot area (min)	
		Commercial purposes	217,800 SF
		Non-commercial purposes	n/a
		(see Animal Keeping)	
Wild Animals	C2*	*(see Animal Keeping)*	
Plant Cultivation:			
Community Garden	P		
Farming	P		
Truck Gardening	P		

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C. Supplemental Standards

1. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

2. Motor Vehicle Services, Light & Heavy

a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:

i. Shall remain closed except during the allowed hours of operation, and

ii. Shall not face any frontage lot line.

b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.

c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

3. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

4. Fueling Station, All

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods, and any other activities requiring the use of commercial vehicles for transportation.

5. Outdoor Storage, Cargo Container

a. The entire lot shall be graded pursuant to *Chapter 9, Division 70 (Grading, Excavation and Fills) of the LAMC*.

b. All driveways, accessways, and parking areas shall be covered with a decomposed granite, crushed gravel, or similar material and be treated with dust control methods.

c. All containers shall be empty and cleaned of any residue which may pose any kind of physical or health risk.

6. Animal Products Processing

No hides (raw) curing, tanning, or storage permitted.

7. Recycling Facility, Collection

a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.

b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

8. Recycling Facility, Donation Bin

a. No more than one collection bin shall be located on any lot.

b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.

d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.

e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

9. Recycling Facility, Sorting & Processing

All leachates shall be collected, controlled, disposed of, and shall not be allowed to remain at the lot at any time.

10. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)* finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

11. Waste Facility, All

All leachates shall be collected, controlled, disposed of, and shall not be allowed to remain at the lot at any time.

12. Animal Keeping, Bees

a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.

b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Alcohol Service or Bar

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.

ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.

v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Alcohol

a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses

3. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider the number of firearms available for sale at the lot.

4. Retail, Large Format

a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

ii. The destruction or demolition of any buildings, structures facilities or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.

iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.

v. Fiscal impact on City tax revenue, either positive or negative.

vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.

vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:

i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:

a) Is sufficient in size based on reasonably expected users;

b) Located along but clear of a pedestrian accessway leading to a primary entrance; and

c) Is covered to provide adequate shelter from the weather.

ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

5. Storage, Indoor: Self-Service Facility

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. That the granting of the application will support the intent of the use district, including contributing to high quality employment and productive industries.

b. That the granting of the application will support applicable Community Plan policies intended to generate active pedestrian oriented development and higher employment densities in the surrounding area.

6. Outdoor Storage, Cargo Container

a. The stacking of cargo containers more than 20 feet high shall only be permitted if a structural analysis done by a licensed engineer or architect in the State of California is submitted to and approved by the Los Angeles Department of Building and Safety (LADBS).

b. An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

7. Wholesale Trade & Warehousing

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

a. Whether the project contributes to an over concentration of trucking related uses that may cumulatively impact the respiratory health of surrounding residents

b. Whether freight traffic accessing the site adheres to the Countywide Strategic Truck Arterial Network (CSTAN) through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.

8. Manufacturing, Heavy, Petroleum and Coal Product Manufacturing

In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new petroleum-based oil refineries and existing refineries expanding operations beyond the current property lines are required to::

a. Comply with all of the required Unified Programs (Unified Hazardous Waste and Hazardous Materials Management Regulatory Program). California Environmental Reporting System (CERS) database submittals may serve as proof of compliance.

b. Submit a health assessment of the project for the surrounding vicinity identifying pollution and population indicators, such as, but not limited to, those analyzed in the California Communities Environmental Health Screening Tool; the number of people affected by the project; short term or permanent impacts caused by the project; likelihood that impacts will occur; and recommended mitigation measures.

c. Submit a health assessment of the project for the surrounding vicinity identifying pollution and population indicators, such as, but not limited to, those analyzed in the California Communities Environmental Health Screening Tool; the number of people affected by the project; short term or permanent impacts caused by the project; likelihood that impacts will occur; and recommended mitigation measures.

d. Submit a truck routing plan that minimizes the incidence of a commercial truck traveling past residences, churches, schools, hospitals, public playgrounds, nursing homes, child care centers, and other similar uses.

9. Salvage Yard

An annual site inspection shall be conducted by LADBS pursuant to Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards).

10. Recycling Facility, All

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

11. Resource Extraction, General

In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new resource extraction facilities

and existing resource extraction facilities expanding operations beyond the current property lines are required to:

a. Comply with all of the required Unified Programs (Unified Hazardous Waste and Hazardous Materials Management Regulatory Program). California Environmental Reporting System (CERS) database submittals may serve as proof of compliance.

b. Submit a health assessment of the project for the surrounding vicinity identifying pollution and population indicators, such as, but not limited to, those analyzed in the California Communities Environmental Health Screening Tool; the number of people affected by the project; short term or permanent impacts caused by the project; likelihood that impacts will occur; and recommended mitigation measures.

c. Submit a health assessment of the project for the surrounding vicinity identifying pollution and population indicators, such as, but not limited to, those analyzed in the California Communities Environmental Health Screening Tool; the number of people affected by the project; short term or permanent impacts caused by the project; likelihood that impacts will occur; and recommended mitigation measures.

d. Submit a truck routing plan that minimizes the incidence of a commercial truck traveling past residences, churches, schools, hospitals, public playgrounds, nursing homes, child care centers, and other similar uses.

12. Waste Facility, Hazardous Waste & Solid Waste

In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, the City Planning Commission shall make all of the following findings:

a. That the proposed location of the facility will not result in an undue concentration of waste processing facilities in the immediate area, will not create a cumulative impact with special consideration given to the location of waste facilities already permitted, and will support the equitable distribution of these facilities citywide.

b. That the facility will not detrimentally affect nearby residential uses and other sensitive land uses, taking into consideration the number and proximity of residential buildings, churches, schools, hospitals, public playgrounds, nursing homes, daycare centers, and other similar uses within a 1,500-foot radius of the proposed lot.

c. That the facility operator will provide community benefits as determined appropriate to businesses and residents likely to be impacted by this facility, taking into consideration the location of the proposed lot and nearby uses.

DIV. 5B.9. PUBLIC DISTRICTS

Public Use Districts promote public and institutional uses and allow a limited amount of compatible uses.

SEC. 5B.9.1. PUBLIC 1 (P1)

A. Intent

The P1 Use District allows for government buildings, structures, offices, and services facilities. This District is intended to provide regulations for the use and development of land owned by a government agency. For most uses, district permissions assume those of the most restrictive adjoining use district.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	**A-**		
Household Business:			
Family Child Care	**A-**		
Home Occupation	**A-**		
Home Sharing	**A-**		
Joint Living & Work Quarters	**A-**		
Live/Work	**A-**		
Mobilehome Park	**A-**		
Supportive Housing:			
General	**A-**		
Medical Care	**A-**		
Transitional Shelter	**P**		
PUBLIC & INSTITUTIONAL			
Cemetery	**A-**		
Civic Facility:			
Local	**P***	Government owned	Required
		Relief	C3
Regional	**C3**		
Detention Facility	**C3**		
Fleet Services	**P**		
Medical:			
Local	**P***	Government owned	Required
Regional	**P***	Government owned	Required
Office, Government	**P**		
Parking	**A-**		

KEY: "P"= Permitted Use; "*"= Use standard applies; "A+"= Dependent on most permissive zoning; "A-"= Dependent on most restrictive zoning; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Public Safety Facility	**P**		
Religious Assembly	**A-**		
School:			
Preschool/Daycare	**P**		
K-12	**P***	**Government owned**	Required
Post-secondary	**C3**		
Social Services	**P**		
Utilities:			
Minor	**P***	**Screening**	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	**C3**		
Solar Energy Facility	**P***	**In conjunction with:**	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	**C2***	**Supplemental standards**	*Sec. 5B.9.1.C.1.*
Wireless Facility, Rooftop	**P***	**Supplemental standards**	*Sec. 5B.9.1.C.1.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	**A-**		
Nature Reserve	**P**		
Open Space, Public	**P**		
Outdoor Recreation, Commercial:			
General	**A-**		
Golf	**A-**		
Recreation, Public	**P**		
Amphitheater or Stadium			
Local	**C2**		
Regional	**C3**		
TRANSPORTATION			
Airport	**A-**		
Freight Terminal	**A-**		
Heliport	**A-**		
Railway Facility	**A-**		
Transit Station	**A-**		
GENERAL COMMERCIAL			
Animal Services:			
General	**A-**		
Kennel	**A-**		
Veterinary Care	**A-**		
Commissary Kitchen	**A-**		

KEY: "P"= Permitted Use; "*"= Use standard applies; "A+"= Dependent on most permissive zoning; "A-"= Dependent on most restrictive zoning; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Eating & Drinking:			
Alcohol Service	**A-**		
Bar	**A-**		
Counter Service	**A-**		
Restaurant	**A-**		
Entertainment Venue, Indoor:			
Local	**A-**		
Regional	**C2**		
Financial Services:			
General	**A-**		
Alternative	**A-**		
Instructional Services	**A-**		
Lodging	**A-**		
Medical Clinic	**P***	Government owned	Required
Office	**A-**		
Personal Services:			
General	**A-**		
Massage, Licensed	**A-**		
Massage, Unlicensed	**A-**		
Postmortem Services	**A-**		
Retail:			
General	**A-**		
Alcohol	**A-**		
Farmers' Market, Certified	**A-**		
Firearms	**A-**		
Food & Beverage	**A-**		
Large Format	**A-**		
Merchant Market	**A-**		
Pet Shop	**A-**		
Temporary, Outdoor	**A-**		
Smoke & Vape Shop	**A-**		
Sexually Oriented Business:			
General	**A-**		
Sexual Encounter	**A-**		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	**A-**		
Car Wash	**A-**		
Commercial Vehicle	**A-**		
Fueling Station	**A-**		
Motor Vehicle Sales & Rental:			

KEY: "P"= Permitted Use; "*"= Use standard applies; "A+"= Dependent on most permissive zoning; "A-"= Dependent on most restrictive zoning; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Commercial Vehicle	A-		
Household Moving Truck Rental	A-		
Standard Vehicle	A-		
Storage, Indoor:	A-		
General	A-		
Self-Service Facility	A-		
Storage, Outdoor:			
General	A-		
Cargo Container	A-		
Commercial Vehicle	A-		
Official Motor Vehicle Impound	A-		
Standard Vehicle	A-		
LIGHT INDUSTRIAL USES			
Electronics Assembly	A-		
Maintenance & Repair Services	A-		
Manufacturing, Light:			
General	A-		
Alcoholic Beverage	A-		
Artistic & Artisanal	A-		
Cosmetic, Pharmaceutical	A-		
Food & Drink	A-		
Textile & Apparel	A-		
Research & Development	C3		
Soundstages & Backlots	A-		
Wholesale Trade & Warehousing	A-		
HEAVY INDUSTRIAL USES			
Animal Products and Processing	A-		
Manufacturing, Heavy:			
General	A-		
Chemical Products	A-		
Petroleum & Coal Products	A-		
Salvage Yard	A-		
Recycling Facility			
Collection	C3		
Donation Bin	A-		
Sorting & Processing	C3		
Resource Extraction:			
General	A-		
Exploratory Core Hole	A-		

KEY: "P"= Permitted Use; "*"= Use standard applies; "A+"= Dependent on most permissive zoning; "A-"= Dependent on most restrictive zoning; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Off-Shore Drilling Servicing Installation	A-		
Waste Facility:			
Green Waste	A-		
Hazardous Waste	A-		
Solid Waste	C3		
AGRICULTURE USES			
Animal Keeping:			
Bees	A-		
Dairy	A-		
Equine, Commercial	A-		
Equine, Non-commercial	A-		
Livestock	A-		
Pets	A-		
Small Animals	A-		
Wild Animals	A-		
Plant Cultivation:			
Community Garden	A-		
Farming	A-		
Truck Gardening	A-		

KEY: "P"= Permitted Use; "*"= Use standard applies; "A+"= Dependent on most permissive zoning; "A-"= Dependent on most restrictive zoning; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

C. Supplemental Standards

1. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

SEC. 5B.9.2. PUBLIC 2 (P2)

A. Intent

The P2 Use District allows for government buildings, structures, offices, and services facilities. This District is intended to provide regulations for the use and development of land owned by a government agency. For most uses, district permissions assume those of the most permissive adjoining use district.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	**P***	**Use separation**	
		Heavy Industrial	300'
		Restricted affordable units	100% of dwelling units
		Supplemental procedures	*Sec.5B.9.2.C.1.*
		Relief	C3
		Supplemental procedures	*Sec.5B.9.2.D.1.*
		Government owned	Required
Household Business:			
Family Child Care	**A+**		
Home Occupation	**A+**		
Home Sharing	**A+**		
Joint Living & Work Quarters	**A+**		
Live/Work	**A+**		
Mobilehome Park	**A+**		
Supportive Housing:			
General	**A+**		
Medical Care	**A+**		
Transitional Shelter	**P**		
PUBLIC & INSTITUTIONAL			
Cemetery	**A+**		
Civic Facility:			
Local	**P***	**Government owned**	Required
		Relief	C3
Regional	**C3**		
Detention Facility	**C3**		
Fleet Services	**P**		
Medical:			
Local	**P***	**Government owned**	Required
Regional	**P***	**Government owned**	Required
Office, Government	**P**		

KEY: "P"= Permitted Use; "*"= Use standard applies; "A+"= Dependent on most permissive zoning; "A-"= Dependent on most restrictive zoning; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Parking	A+		
Public Safety Facility	P		
Religious Assembly	A+		
School:			
Preschool/Daycare	P		
K-12	P*	Government owned	Required
Post-secondary	C3		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	*Sec. 5B.10.2.C.1.*
Wireless Facility, Rooftop	P*	Supplemental standards	*Sec. 5B.10.2.C.1.*
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	A+		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	A+		
Golf	A+		
Recreation, Public	P		
Amphitheater or Stadium			
Local	C2		
Regional	C3		
TRANSPORTATION			
Airport	A+		
Freight Terminal	A+		
Heliport	A+		
Railway Facility	A+		
Transit Station	A+		
GENERAL COMMERCIAL			
Animal Services:			
General	A+		
Kennel	A+		
Veterinary Care	A+		

KEY: "P"= Permitted Use; "*"= Use standard applies; "A+"= Dependent on most permissive zoning; "A-"= Dependent on most restrictive zoning; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Commissary Kitchen	**A+**		
Eating & Drinking:			
Alcohol Service	**A+**		
Bar	**A+**		
Counter Service	**A+**		
Restaurant	**A+**		
Entertainment Venue, Indoor:			
Local	**A+**		
Regional	**C2**		
Financial Services:			
General	**A+**		
Alternative	**A+**		
Instructional Services	**A+**		
Lodging	**A+**		
Medical Clinic	**P***	Government owned	Required
Office	**A+**		
Personal Services:			
General	**A+**		
Massage, Licensed	**A+**		
Massage, Unlicensed	**A+**		
Postmortem Services	**A+**		
Retail:			
General	**A+**		
Alcohol	**A+**		
Farmers' Market, Certified	**A+**		
Firearms	**A+**		
Food & Beverage	**A+**		
Large Format	**A+**		
Merchant Market	**A+**		
Pet Shop	**A+**		
Temporary, Outdoor	**A+**		
Smoke & Vape Shop	**A+**		
Sexually Oriented Business:			
General	**A+**		
Sexual Encounter	**A+**		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	**A+**		
Car Wash	**A+**		
Commercial Vehicle	**A+**		

KEY: "P"= Permitted Use; "*"= Use standard applies; "A+"= Dependent on most permissive zoning; "A-"= Dependent on most restrictive zoning; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
Fueling Station	A+		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	A+		
Household Moving Truck Rental	A+		
Standard Vehicle	A+		
Storage, Indoor:	A+		
General	A+		
Self-Service Facility	A+		
Storage, Outdoor:			
General	A+		
Cargo Container	A+		
Commercial Vehicle	A+		
Official Motor Vehicle Impound	A+		
Standard Vehicle	A+		
LIGHT INDUSTRIAL USES			
Electronics Assembly	A+		
Maintenance & Repair Services	A+		
Manufacturing, Light:			
General	A+		
Alcoholic Beverage	A+		
Artistic & Artisanal	A+		
Cosmetic, Pharmaceutical	A+		
Food & Drink	A+		
Textile & Apparel	A+		
Research & Development	C3		
Soundstages & Backlots	A+		
Wholesale Trade & Warehousing	A+		
HEAVY INDUSTRIAL USES			
Animal Products and Processing	A+		
Manufacturing, Heavy:			
General	A+		
Chemical Products	A+		
Petroleum & Coal Products	A+		
Salvage Yard	A+		
Recycling Facility			
Collection	C3		
Donation Bin	A+		
Sorting & Processing	C3		
Resource Extraction:			

KEY: "P"= Permitted Use; "*"= Use standard applies; "A+"= Dependent on most permissive zoning; "A-"= Dependent on most restrictive zoning; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

Use	Permission	Use Standard	Specification
General	A+		
Exploratory Core Hole	A+		
Off-Shore Drilling Servicing Installation	A+		
Waste Facility:			
Green Waste	A+		
Hazardous Waste	A+		
Solid Waste	C3		
AGRICULTURE USES			
Animal Keeping:			
Bees	A+		
Dairy	A+		
Equine, Commercial	A+		
Equine, Non-commercial	A+		
Livestock	A+		
Pets	A+		
Small Animals	A+		
Wild Animals	A+		
Plant Cultivation:			
Community Garden	A+		
Farming	A+		
Truck Gardening	A+		

KEY: "P"= Permitted Use; "*"= Use standard applies; "A+"= Dependent on most permissive zoning; "A-"= Dependent on most restrictive zoning; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission

C. Supplemental Standards

1. Dwelling

An alternative percentage of restricted affordable units may be authorized by a Community Plan Implementation Overlay (CPIO) Subarea.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

D. Supplemental Procedures

1. Dwelling

In addition to the findings otherwise required by *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, the City Planning Commission shall also find:

a. A minimum percentage of restricted affordable housing shall be provided in accordance with the most applicable Local Affordable Housing Incentive Program.

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DIV. 5C.1. USE DEFINITIONS

Where a use definition contains a list of included uses, the uses on the list are to be considered example uses, and not all-inclusive. The Zoning Administrator has the responsibility for categorizing all uses, including uses determined to be similar to those listed.

SEC. 5C.1.1. RESIDENTIAL USES

Uses that provide housing accommodations, residential support services, and home-based enterprise.

A. Dwelling

Housing accommodations serving as a primary residency or having a tenancy of 30 days or greater. Includes household dwelling unit, efficiency dwelling unit, accessory dwelling unit, junior accessory dwelling unit.

B. Household Business

Household business uses combine dwelling with productive uses and entrepreneurial activities within a unit or building.

1. Family Child Care

The provision of non-medical care and supervision for children in the provider's own household dwelling unit, for periods of less than 24 hours per day. No more than 14 children shall be in care concurrently, unless use district standards specify otherwise. Any children under the age of 10 years who reside within the dwelling unit and are in care count toward the maximum number of children in care. Any such use shall comply with all regulations set forth in Health and Safety Code Section 1597.465.

2. Home Occupation

The incidental use of a dwelling unit for the intent of conducting a business enterprise by a primary resident of the dwelling unit.

3. Home Sharing

The temporary use of a dwelling unit or portion thereof for transient occupancy for periods of 30 days consecutively or less. The use of a dwelling unit for home-sharing shall be incidental to a dwelling use. Such uses shall be licensed and meet the standards in Sec. 5C.4.4. (Home-Sharing Program).

4. Joint Living & Work Quarters

The adaptive reuse of a building or portion of a building, that is part of an adaptive reuse project, from commercial or industrial uses to live/work use.

5. Live/Work

A live/work unit combines both a dwelling unit with work space designated for productive uses and entrepreneurial activities within a single dwelling unit.

C. Mobilehome Park

Any lot or portion of a lot used to provide rental or lease sites for 2 or more individual manufactured homes, mobile homes, park trailers, or recreational vehicles.

D. Supportive Housing

A residential living facility that provides housing accommodations and support services to residents on an ongoing basis.

1. General

Residential use with no limit on length of stay for persons who may require frequent support from on-site or off-site supportive services for daily living. May include, among other populations, seniors, children within the foster care system, emancipated minors, families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, individuals receiving rehabilitation or mental health support, veterans, and persons or families experiencing homelessness. The housing is linked to on-site or off-site supportive services, and any floor area used for the delivery of supportive services shall be considered incidental to the residential use. Full-time medical services shall not be provided on the premises. Supportive Housing, General includes all residential community care facilities and permanent supportive housing. Residential uses with 6 or fewer beds shall be classified as a dwelling rather than non-medical supportive housing. For non-residential community care facilities see Government Office, Social Services (Sec. 5C.1.2.E.2.).

2. Medical Care

Residential use of long, and short-term occupation which may be licensed by the California Department of Health to provide full-time non-acute medical services on the premises. May include dwelling units, common dining areas, or other community rooms.

3. Transitional Shelter

A facility operated by a "provider," other than a "community care facility" as defined in the California Health and Safety Code, Section 1502, which provides temporary accommodations or services to persons or families experiencing homelessness and which meets the standards for shelters contained in the California Code of Regulations, Chapter 7, Title 25. The term temporary accommodations means that a person or family experiencing homelessness will be

allowed to reside at the shelter for a time period not to exceed 6 months. For the purpose of this definition, a provider shall mean a government agency or private non-profit organization which provides, or contracts with recognized community organizations to provide, emergency or temporary shelter or services for persons or families experiencing homelessness, and which has been certified by the Housing and Community Investment Department of the City of Los Angeles to meet all applicable requirements as such which are contained in the California Health and Safety Code and the California Code of Regulations.

SEC. 5C.1.2. PUBLIC & INSTITUTIONAL USES

Uses dedicated to serving the public through the provision of government services, utilities, healthcare, education, and culture.

A. Cemetery

As defined by the California Health and Safety Code. The term cemetery includes columbarium, crypt, and mausoleum facilities integrated within a burial ground. Includes burial park, columbarium, and mausoleum. For crematorium see Postmortem Services (Sec. 5C.1.5.K.).

B. Civic Facility

Any publicly-accessible facility that provides essential or cultural services and is owned by a governmental or community organization. Includes post office, civic center, community center, museum, and library.

1. Local

A publicly-accessible facility that provides essential or cultural services to a city or town and is owned by a governmental or community organization. May include no more than 75 parking stalls to be consider a Civic, Local use. Includes post office, civic center, community center, and branch library. For similar uses that include more than 75 parking stalls, see civic facility, regional (Sec. 5C.1.2.B.2.). For similar uses that are not publicly accessible see office (Sec. 5C.1.5.J.).

2. Regional

A publicly-accessible facility that provides essential or cultural services to a region and for display, preservation, or enjoyment of heritage, history, and the arts, or any municipal building which is owned by a governmental or community organization and includes more than 75 parking stalls. Includes city hall, cultural center, main library, museum, and observatory. For similar uses that include fewer than 75 parking stalls, see civic facility, local (Sec. 5C.1.2.B.1.). For similar uses that are not publicly accessible, see office (Sec. 5C.1.5.I.).

C. Detention Facility

Any facility where persons are incarcerated or otherwise involuntarily confined or where unaccompanied minors are housed, under the jurisdiction and custody of a governmental entity. All detention facilities shall be operated solely by a public or governmental entity. Includes correctional facilities, penal institutions, and any facility where unaccompanied minors are housed in the custody of the federal government. A detention facility shall not include any facility described in Penal Code Section 9502, except a facility described in subsection (d) if that facility is used to house persons in the custody of the federal government.

D. Fleet Services

Maintenance, storage, and management of motor vehicles, such as school buses or ambulances, in service of any civic institutional use. Where uses, such as dispatch, do not include motor vehicle maintenance or storage, they are allowed as Government Office.

E. Medical

An inpatient or outpatient healthcare facility that provides direct medical treatment to patients.

1. Local

An inpatient or outpatient acute or sub acute care facility with a capacity of fewer than 100 beds that provides direct medical treatment to patients. For outpatient facilities not providing acute or sub acute care, see Sec. 5C.1.5.H. (Medical Clinic).

2. Regional

An inpatient acute care and sub acute care facility with a capacity of more than 100 beds that provides direct medical treatment to patients. For inpatient facilities providing sub acute care with a capacity of fewer than 100 beds, see Sec. 5C.1.2.E.1. (Medical, Local).

F. Office, Government

Government administrative services and professional services that support government administration and are operated by a government entity.

G. Parking

A use intended for the temporary storage of operable vehicles and designed to meet the standards of Sec 4C.4.3. (Parking Area Design). Includes parking structure and surface parking lot. For vehicle storage, see Sec. 5C.1.6.D. (Outdoor Storage).

H. Public Safety Facility

Any government facility that provides public safety services. Includes fire station and police station.

I. Religious Assembly

Any facility which is used primarily for the congregation of people for religious or spiritual activities. Includes a house of worship, church, chapel, meditation center, mosque, religious meeting room, religious retreat, synagogue, or temple.

J. School

An institution of learning and development which offers instruction, inclusive of preschool, K-12, and post-secondary education. For other educational or instruction based uses, see Sec. 5C1.5.F. (Instructional Services).

1. Preschool/Daycare

An establishment providing care, supervision, and educational services to children during the day. Includes all forms of early childhood education, daycare, and after school supervision. For in-home child care see Family Child Care (Sec. 5C.1.1.B.1.).

2. K-12

An institution of learning which offers instruction in grades Kindergarten through 12th grade, and associated recreation and athletic facilities serving its students.

3. Post-Secondary

An institution offering a formal educational program beyond K-12, including programs whose intent is academic, vocational, or continuing professional education. Includes athletic and recreational facility associated with the educational facility, not including stadium with a capacity of 10,000 seats or more. Includes college, technical school, trade school, and university. For post-secondary school uses involving heavy industrial activities or equipment, see Sec. 5C.1.8. (Heavy Industrial Uses). For postsecondary schools including stadiums with seating capacity in excess of 10,000 seats, see Sec. 5C.1.3.F. (Sports Arena or Stadium, Major).

K. Social Services

Publicly-accessible administrative services and governmental services that support public welfare through social programs. May be operated by a government entity, a non-profit or a non-governmental organization. Includes welfare services, foster family services, day treatment, adult day care, special needs care, and all other non-residential community care facilities.

L. Utilities

Infrastructure necessary for the provision of services such as water, sewer, power or communications. Excluding off-site transmission lines, pipes, or other systems for conveying and transmitting services within utility easements, those systems are allowed in all Use Districts.

1. Minor

Utility infrastructure with no on-site personnel and having modest impact on surrounding properties. Minor Utilities includes passive energy generation such as wind turbine, geothermal system, and solar photovoltaic system, serving no more than 10 different lots with supporting on-site storage, control and transmission equipment, storm water retention or detention ponds, aeration and septic system, reservoir, lift station, water supply well and water tank or tower, telecommunications switching facility, and electrical substation. For wireless telecommunication facilities, see Sec. 5C.1.2.L.4. (Wireless Facility, Monopole) and Sec. 5C.1.2.L.5. (Wireless Facility, Rooftop).

2. **Major**

Utility infrastructure providing services and having considerable impacts on adjacent lots, often including on-site staff. Includes power generation facilities serving 11 or more lots, wastewater treatment, and water supply treatment. For wireless telecommunication facilities, see *Sec. 5C.1.2.L.4. (Wireless Facility, Monopole) and Sec. 5C.1.2.L.5. (Wireless Facility, Rooftop).*

3. **Solar Energy Facility**

Utility infrastructure that generates energy using a solar photovoltaic system primarily for off-site use or sale serving 11 or more lots. For solar energy generating facilities generating energy primarily for no more than 10 different lots, see Sec. 5C.1.2.L.1. (Utilities, Minor).

4. **Wireless Facility, Monopole**

A device or system that is mounted on a monopole tower for the transmitting or receiving of electromagnetic signals, including, but not limited to, radio waves and microwaves, for cellular technology, personal communications services, mobile services, paging systems and related technologies. Facilities include antennas, microwave dishes, parabolic antennas and all other types of equipment used in the transmission and reception of such signals; structures for the support of such facilities, associated buildings or cabinets to house support equipment, and other accessory structures or development. A wireless communication facility is a type of telecommunications facility.

5. **Wireless Facility, Rooftop**

A device or system that is mounted on a building or structure rooftop for the transmitting or receiving of electromagnetic signals, including, but not limited to, radio waves and microwaves, for cellular technology, personal communications services, mobile services, paging systems and related technologies. Facilities include antennas, microwave dishes, parabolic antennas and all other types of equipment used in the transmission and reception of such signals; structures for the support of such facilities, associated buildings or cabinets to house support equipment, and other accessory structures or development. A wireless communication facility is a type of telecommunications facility.

SEC. 5C.1.3. OPEN SPACE & RECREATION USES

Uses that provide opportunities for recreation, sport, and the enjoyment of open space and nature.

A. Indoor Recreation, Commercial

Any indoor commercial use not operated by an educational or public institution, engaged in providing sports and recreation services. Includes health clubs, fitness centers, dance studios, gymnasiums, yoga studios, swimming pools, athletic facilities, and sports courts.

B. Nature Reserve

An area managed so as to protect its flora, fauna, and physical features. Includes ecological preserve, marine preserve, natural resource preserve, and water conservation area.

C. Open Space, Public

Publicly accessible, outdoor areas for passive recreation. Includes spaces such as parks, plazas, walking trails, lawns, and picnic benches.

D. Outdoor Recreation, Commercial

Any outdoor commercial use engaged in providing sports, athletics, or recreation services, typically for an entry or membership fee. For outdoor recreation uses that are accessible to the public and where no entrance or membership fee is charged, see outdoor recreation, public (Sec. 5C.1.3.E.). For similar uses with seating capacity of more than 10,000 seats, see Sec. 5C.1.3.F. (Sports Arena or Stadium, Major).

1. General

Any commercial outdoor recreation use, excluding golf courses (Sec. 5C.1.3.D.2.). Includes outdoor batting cage, skate park, and sports court.

2. Golf Course

An area of land designed and intended for the game of golf with a series of holes each including tee, fairway, and putting green, and often one or more natural or artificial hazards. A golf course use includes only standard-sized golf courses having an average fairway length of 125 yards or greater. This use also includes a clubhouse incidental to a standard-sized golf course. For miniature golf, pitch & putt, driving range, or any illuminated courses, see General Commercial Outdoor Recreation (Sec. 5C.1.3.1.).

E. Outdoor Recreation, Public

Publicly accessible, outdoor areas for active recreation. Public outdoor recreation includes sports courts or athletic fields charging no entry or membership fees and having fewer than 200 seat capacity. Includes skate parks, play equipment, sports courts, and other athletic fields. For outdoor recreation uses with a capacity of 200 seats or greater, or where entry or membership fees are

charged, see outdoor recreation, commercial (Sec. 5C.1.3.D.). For outdoor recreation associated with an educational institution, see Sec. 5C.1.2.J. (School).

F. Amphitheater or Stadium

1. Local

Any outdoor or semi outdoor assembly facility intended to accommodate a large number of spectators for performances or sporting events and having an associated seating capacity of less than 3,000 seats. For facilities with seating capacity of 3,000 seats or more, see Sec. 5C.1.3.F.2. (Amphitheater or Stadium, Regional). For an amphitheater or stadium associated with a school, see Sec. 5C.1.2.J. (School). For a fully indoor assembly facility intended to accommodate a large number of spectators for performances or sporting events, see Sec. 5C.1.5.D. (Entertainment Venue).

2. Regional

Any outdoor or semi outdoor assembly facility intended to accommodate a large number of spectators for performances or sporting events and having an associated seating capacity of 3,000 seats or more. For facilities with seating capacity of less than 3,000 seats, see Sec. 5C.1.3.F.1. (Amphitheater or Stadium, Local). For an amphitheater or stadium associated with a school, see Sec. 5C.1.2.J. (School). For a fully indoor assembly facility intended to accommodate a large number of spectators for performances or sporting events, see Sec. 5C.1.5.D. (Entertainment Venue).

SEC. 5C.1.4. TRANSPORTATION USES

Uses that facilitate major modes of transportation for the loading or unloading of passengers and freight.

A. Airport

A runway landing area or other facility used for the landing and taking off of aircraft including all the necessary taxiways, aircraft storage and tie-down areas, hangars, passenger terminals, and other necessary facilities.

B. Freight Terminal

A facility intended for freight pick-up, transfer, or distribution by ground or water, including the facility used in connection with such activities. Includes freight yard, railroad yard, and trucking yard. For the storage of empty cargo containers, see Sec. 5C.1.6.D.2. (Outdoor Storage, Cargo Container).

C. Railway Facility

Any facility related to a freight railway; or a railway yard, maintenance, or fueling facility related to a passenger or freight railway.

D. Transit Station

Any publicly accessible facility, such as a bus or rail station, where transport vehicles regularly load and unload passengers along a fixed route.

E. Heliport

Any public-use, special-use, or personal-use airport, as defined by the California Code of Regulations, suitable only for use by helicopters.

SEC. 5C.1.5. GENERAL COMMERCIAL USES

Uses that involve business activity serving the general public, including retail, professional and personal services, hospitality, and entertainment.

A. Animal Services

A use involving the provision of services related primarily to domestic animal care and keeping.

1. General

Any use in which domestic dogs or cats are provided non-medical care, grooming, training, or supervision. The maximum number of adult dogs or cats is limited to no more than 20, or 1 for every 60 square feet of floor area of the facility rounded up to the nearest whole number, whichever results in the greater number of animals. No more than thirty percent 30% of the floor area of the facility shall be used for overnight boarding. Animal boarding areas shall not occupy the area within the first twenty 20 feet, as measured from the storefront of the facility, and shall be separated from retail, grooming, or food storage areas. For uses where the overnight boarding of dogs or cats exceeds 30% of the floor area of a facility, see (Sec.5C.1.5.A.2.). For the medical treatment of animals, see Animal Sales and Services, Veterinary (Sec.5C.1.5.A.3.).

2. Kennel

Any use in which 4 or more dogs or cats, at least 4 months of age, are sheltered for periods beyond 24 hours per day. This definition does not include animal retail uses. For animal retail use, see Retail, Pet Shop. (Sec. 5C.1.5.L.8.). For uses where the sheltering dogs or cats beyond 24 hours per day occupies less than 30% of the floor area of a facility, see Animal Services, General (Sec.5C.1.5.A.1.).

3. Veterinary

Any use in which animals or pets are given medical or surgical treatment and care. For the non-medical treatment and care of dogs and cats, see Animal Services, General (Sec.5C.1.5.A.1.).

B. Commissary Kitchen

A kitchen facility used for cooking and preparing food to be primarily served and consumed off-site. Research, design, and processing are allowed as an incidental use. Includes multi-tenant, incubator, preparatory kitchen, and catering kitchen.

C. Eating & Drinking

The sale of prepared, ready-to-consume meals or drinks for consumption by the public.

1. Alcohol Service

The sale of alcoholic beverages that are served to customers while seated at tables where food may also be served. Alcoholic beverages shall be consumed on-site while seated during a dining experience.

2. Bar

Any use, except for a restaurant, that sells alcoholic beverages for consumption by the public. Includes bars integrated within any other use, such as night club or bowling alley. Includes lounge, tavern, or pub.

3. Counter Service

The sale of prepared food and drinks primarily for off-site consumption which may include limited seating for casual dining. On-site seating areas for casual dining are incidental to the primary use of the establishment as floor area dedicated to kitchen and counter service. Temporary outdoor seating shall not count towards on-site seating area. Includes bakery, coffee shop, delicatessen, fast-food establishment, food kiosk, and ice cream shop.

4. Restaurant

An eating and drinking establishment that provides a dining environment where customers are seated at tables and served made-to-order meals prepared in a full-service kitchen on-site and beverages for consumption on-site. Takeout and delivery service is incidental to on-site dining. See Alcohol Services (Sec. 5C.1.5.C.1.) for the inclusion of alcoholic beverages for on-site consumption.

D. Entertainment Venue, Indoor

Any indoor assembly use designed or intended for entertainment.

1. Regional

Any indoor assembly use designed or intended for entertainment, having a capacity of 3,000 person or greater. Includes multiplex theater, auditorium, concert hall, and night club. For similar indoor spaces having a capacity less than 3,000, see Entertainment Venue, Indoor, Local (Sec. 5C.1.5.E.3.). Does not include activities established in Sec. 5C.1.5.M. (Sexually Oriented Business). See Bar (Sec. 5C.1.5.C.2.) for the inclusion of alcoholic beverages for on-site consumption.

2. Local

Any indoor assembly facility designed or intended for entertainment having a capacity of less than 3,000 persons. For similar indoor spaces having a capacity of 3,000 or greater, see Entertainment Venue, Indoor, Regional (Sec. 5C.1.5.E.2.). Includes community theater, movie theater, live-music venue, night club, comedy club, karaoke lounge, banquet hall. Does not

include activities established in Sec. 5C.1.5.M. (Sexually Oriented Business). For the inclusion of alcoholic beverages for on-site consumption, see Bar (Sec. 5C.1.5.C.2.).

E. Financial Services

Professional services involving the investment, lending, or management of money and assets in a publicly-accessible setting rather than a private office setting. For private office settings, see Sec. 5C.1.5.I. (Office).

1. General

Financial institutions that provide retail banking services. This definition includes only those institutions engaged in the circulation of money, such as banks and credit unions. For uses such as check-cashing businesses and payday lenders, see financial services, alternative (Sec. 5C.1.5.F.).

2. Alternative

Any for-profit lending facility offering small, unsecured, short-term loans, such as bail bonds, or a use that primarily consists of check cashing services for a fee, or any business where articles of personal property may be left as security in exchange for a loan of money. Includes pawnshop, precious metal buyback center, short-term credit lender, and title loan center. Does not include remittance service.

F. Instructional Services

Any establishment primarily engaged in offering avocational or recreational educational courses to adults or children for the purposes of play, amusement, or relaxation, including education offered for the intent of teaching the fundamentals, skills, or techniques of a hobby or activity. Includes establishments offering programs in art, cooking, drama, driving, language, music, sewing, tutoring, or other similar forms of self-improvement. For vocational and other educational uses, see Sec. 5C.1.2.J. (School).

G. Lodging

Commercial dwelling accommodations for transient occupancy, often for periods of less than 30 days consecutively. Lodging uses shall not serve as a primary residence. Example include, hotel and motel. For home share see Sec. 5C.1.1.B.3. (Home Sharing). For residential housing accommodations see Sec. 5.C.1.1. (Residential Uses).

H. Medical Clinic

An outpatient healthcare facility that provides direct medical, dental, or therapeutic services to patients. This definition does not include healthcare facilities providing acute or sub acute care to patients. For outpatient and inpatient facilities providing acute or sub acute care, see Sec. 5C.1.2.E.1. (Medical, Local) and Sec. 5C.1.2.E.2. (Medical, Regional).

I. Office

Administrative and professional services that provide support to businesses in a private setting. Office uses may be operated independently or combined with other uses, provided each of the other uses is permitted and meets the applicable standards. Includes sales, clerical, legal, accounting, design, consulting, and dry lab.

J. Personal Services

Any commercial use providing services directly to individuals seeking services primarily for personal benefit, rather than commercial gain, in a publicly-accessible setting, rather than a private office setting. Includes repair and maintenance services that meet the above criteria and are less than 3,000 square feet in area. Personal services does not include medical office in Sec. 5C.1.5.H. (Medical Clinic), professional service in Sec. 5C.1.5.I. (Office), financial services in Sec. 5C.1.5.M. (Sexually Oriented Business), or motor vehicle services as established in Sec. 5C.1.6.A. (Motor Vehicle Services).

1. General

Any personal service use excluding licensed and unlicensed massage. Includes travel agent, real estate agent, hair cutting and styling, spa treatment, cleaning service, jewelry repair, tailor or seamstress, tattooing, body piercing, and bicycle repair.

2. Massage, Licensed

Any personal service use providing massage, alcohol rub, fomentation, electric or magnetic treatment, or similar treatment or manipulation of the human body, that is administered by a medical practitioner, chiropractor, physical therapist, or similar professional licensed by the State of California.

3. Massage, Unlicensed

Any personal service use providing massage, alcohol rub, fomentation, electric or magnetic treatment, or similar treatment or manipulation of the human body, that is administered by persons not licensed by the State of California.

K. Postmortem Services

Any commercial use engaged in the provision of services involving the care, preparation, or arrangement of human or animal remains, and conducting memorial services. Includes crematorium, funeral home, mortuary, and pet crematorium. For cemetery, see Sec. 5C.1.2.A. (Cemetery).

L. Retail

A commercial use involved in the sale or dispensing of any material good to the public, including any associated outdoor display and point of sales. For outdoor storage, see Sec. 5C.1.6.D.

1. General

Any retail use involved in the sale of new or used products, or the provision of consumer or rental services, to individuals and businesses. Includes hardware store, pharmacy, electronics store, furniture store, print shop, and clothing store.

2. Alcohol

A retail use involving the sale or dispensing of alcoholic beverages for off-site consumption. Alcohol retail establishments shall be licensed or seeking a license to sell or otherwise dispense alcoholic beverages for off-site consumption, as defined by the California State Alcoholic Beverage Control Act. For uses offering on-site consumption of alcoholic beverages, see Eating & Drinking, Bar (Sec. 5C.1.5.D.3.), and eating & drinking, restaurant (Sec. 5C.1.5.D.4.).

3. Farmers' Market, Certified

A retail use involved in the sale or dispensing of agricultural products by producers or certified producers directly to consumers or to individuals, organizations, or entities that subsequently sell or distribute the products directly to end users. Certified farmers' markets shall be certified by Los Angeles County Agricultural Commissioner.

4. Firearms

A use where firearms, ammunition, and related accessories are sold.

5. Food & Beverage

Any retail use primarily involved in the retail sale of food and beverages for off-site consumption. Includes meat market, produce market, and grocery store. Does not include alcoholic beverage sales, see Retail, Alcohol (Sec. 5C.1.5.L.2.).

6. Large Format

Any retail use with a non-residential tenant size of 100,000 square feet or greater. May include any of the following types of retail when occupying a non-residential tenant size of 100,000 square feet or greater: superstore, department store, wholesale club, furniture store, and home improvement store. For furniture and appliance retail with a non-residential tenant size of less than 100,000 square feet, see General Retail (Sec. 5C.1.5.L.1.).

7. Merchant Market

Any retail use that includes ten or more tenants or vendors within a shared facility with common entrances and walkways, where goods are offered or displayed for sale or exchange.

8. Pet Shop

Any use open to the public where dogs, cats, rabbits, birds, reptiles, or any other animals are kept and offered for adoption or sale, for hire, or sold, provided that the facility operates pursuant to a pet shop permit issued by the Department of Animal Services, and is not used for the breeding of dogs, cats, or rabbits, or the commercial boarding of animals. The total number of adult dogs and cats in a pet shop shall not exceed one for every 45 square feet of floor area of the facility, rounded up to the nearest whole number, up to a maximum of 40 adult dogs and cats.

9. Temporary, Outdoor

Any event based or seasonal retail use primarily located outdoors. Includes seasonal sale of Christmas trees and pumpkins, swap meet, non-certified farmers' market.

10. Smoke & Vape Shop

Any establishment, the main intent of which is the sale of tobacco products, substances intended for smoking, or smoking accessories, including but not limited to pipes, vaporizing devices, or other smoking paraphernalia. If the establishment is solely dedicated to the retail or wholesale sales of tobacco products, substances intended for smoking, or smoking accessories, an attached public or private smokers' lounge that is solely dedicated to smoking may be included. Does not include medicinal or recreational cannabis establishment.

M. Sexually Oriented Business

Any commercial use involving the retail sale, rental or exhibition, of any goods or services that are characterized by an emphasis on the exposure or display of specified sexual activities or specified anatomical areas. Each sexually oriented business use shall constitute a separate sexually oriented business, even if operated in conjunction with another adult business at the same establishment, for the intent of meeting applicable use standards.

1. General

Any sexually oriented business use, other than a sexual encounter establishment. Includes adult arcade, adult bookstore, adult cabaret, adult motel, adult motion picture theater, adult theater.

2. Sexual Encounter

Any sexually oriented business use, other than lodging offering public accommodations, which, for any form of consideration, provides a place where two or more persons may congregate, associate or consort in connection with specified sexual activities or the exposure of specified anatomical areas. Does not include a use where a medical practitioner, psychologist, psychiatrist, or similar professional licensed by the State of California engages in sexual therapy.

SEC. 5C.1.6. HEAVY COMMERCIAL USES

Uses that involve the servicing and sale of motor vehicles, and businesses dedicated primarily to storage.

A. Motor Vehicle Services

A use involving the diagnosing of malfunctions, repairing, or maintaining motor vehicles.

1. General

Any motor vehicle services use involving the diagnosis, repair, maintenance or servicing of non-commercial motor vehicles. Includes automotive emissions testing, electrical diagnostic, battery testing, changing, and charging, tire removal, replacement, and repair, mechanical adjustment, lubrication, sound system, alarm service and installation, window tint, paint, and body work. Does not include car wash or fueling station.

2. Car Wash

Any motor vehicle services use engaged in cleaning, washing, or waxing of non-commercial motor vehicles, such as passenger cars, trucks, vans, and trailers. For wash facilities for commercial vehicles, see Sec. 5C.1.6.A.4. (Commercial Vehicle).

3. Fueling Station

Any motor vehicle services use that sells and dispenses vehicle fuel, including diesel, gasoline, hydrogen, and other alternative fuels. Includes electric vehicle charging station and commercial vehicle fueling. Does not include electric vehicles charging spaces within a parking area serving another use or uses.

4. Commercial Vehicle

Any motor vehicle services use involving the diagnosing of malfunctions, repairing or maintaining of commercial vehicles.

B. Motor Vehicle Sales and Rental

Any heavy commercial use that sells, rents, or leases motor vehicles.

1. Household Moving Truck Rental

Any use involving the rental of household moving rental trucks or utility trailers.

2. Standard Vehicle

Any display of 3 or more new or used non-commercial motor vehicles for sale, rental, or lease, including recreational vehicles, passenger vehicles, pickup trucks, motorcycles, or boats. For vehicle storage, see Sec. 5C.1.6.D. (Outdoor Storage).

3. Commercial Vehicle

Any use involving the sale, rental, or lease of new or used commercial motor vehicles. For vehicle storage, see Sec. 5C.1.6.D. (Outdoor Storage).

C. Storage, Indoor

The holding of goods, merchandise, supplies, material, machinery, equipment, or other items for future use located indoors.

1. General

Any indoor storage use, excluding self-service indoor storage.

2. Self-Service

Any indoor storage use that offers secure self-storage for household goods in individual rooms, compartments, lockers, or containers, to which clients bring goods for storage and retrieve them at any time during normal business hours.

D. Storage, Outdoor

The outdoor holding of goods, merchandise, supplies, material, machinery, equipment, vehicles, or other items for future use. Includes contractor's equipment storage yard and lumber yard.

1. General

Any outdoor storage use that does not involve the keeping of empty cargo containers (Sec. 5C.1.6.D.2.), inactive commercial vehicles (Sec. 5C.1.6.D.3.), towing and storage for official motor vehicle impound (Sec. 5C.1.6.D.4.), or inactive standard vehicles (Sec. 5C.1.6.D.5.).

2. Cargo Container

Any outdoor storage use involving the keeping of empty cargo containers. Cargo container outdoor storage may include storage of container chassis and commercial truck cabs, repair facility, warehouse, and office, incidental to the movement or storage of cargo containers. For the storage of cargo containers that are not empty, or uses which are part of any freight transfer, see Sec. 5C.1.4.D. (Freight Terminals).

3. Commercial Vehicle

The storage of commercial motor vehicles that are not actively used by the principal occupants of the lot. Includes storage of tractor trailers, cement trucks, and specialized trailers for oversized loads. For uses where vehicles are actively used by the principal occupants of lot, see Sec. 5C.1.2.I. (Parking).

4. Official Motor Vehicle Impound

Any vehicle towing and storage service that involves City-approved vendors that support the public safety mission of the Los Angeles Police Department (LAPD) and Department of Transportation (DOT).

5. Standard Vehicle

The storage of non-commercial motor vehicles, including passenger vehicles, pickup trucks, motorcycles, and boats, that are not actively used by the principal occupants of the lot. Includes storage of inoperable vehicles. For uses where vehicles are actively used by the principal occupants of lot, see Sec. 5C.1.2.I. (Parking).

SEC. 5C.1.7. LIGHT INDUSTRIAL USES

Uses involving the production, warehousing, or manufacturing of goods, materials, and products in an intensive manner that require a significant separation from residential and commercial districts.

A. Electronics Assembly

Light industrial use involved in the assembly of computer and electronic products, electrical equipment, appliances, fixtures, and electronic product components. This use includes testing and repair incidental to the product or component assembly. For uses including manufacturing of computer and electrical equipment see Sec. 5C.1.7.C. (Manufacturing, Light).

B. Maintenance & Repair Services

Light industrial use engaged in the maintenance or repair of industrial, business, or consumer machinery, equipment, or products. Includes carpet cleaning, dry-cleaning, and maintenance and repair of household appliances, furniture, office equipment. For repair and maintenance under 3,000 square feet, see Sec. 5C.1.5.K. (Personal Services). For motor vehicle repair and maintenance, see Sec. 5C.1.6.A. (Motor Vehicle Services).

C. Manufacturing, Light

Any light industrial use involving the making or processing of materials or components into products.

1. General

The manufacturing of finished goods intended to be sold as consumer goods to the general public, including devices and instruments used in a workplace. Includes the manufacturing and assembly of the following: medical equipment and supplies, semiconductors and electronic instruments, signs and printed material, musical instruments, toys, furniture, crates, boxes, and barrels. Excludes the manufacturing of heavy machinery, motor vehicles, aircraft and watercraft, metal fabrication, and manufacturing involving the processing, mixing, or refinement of inorganic raw materials, see Manufacturing, Heavy; General (Sec. 5C.1.8.B.1.).

2. Alcoholic Beverage

Any light manufacturing use where beer, wine, or other alcoholic beverages are processed or prepared for consumption.

3. Artistic & Artisanal

A small-scale light manufacturing use which does not involve automated or mechanized production methods. Instead, skilled craftspersons are integral to the creation of each product, requiring products to be produced in small quantities. Artistic & artisanal uses are less than 3,000 square feet in area or include a staff of fewer than 25 persons.

4. Cosmetic, Pharmaceutical

Any light manufacturing use where cosmetics, soaps, or pharmaceutical drugs are produced. Includes manufacturing of makeup products, deodorants, shampoos, hair dyes, perfumes, skin moisturizers, medications, and supplements.

5. Food & Drink

Any light manufacturing use where food or drink products are processed or manufactured. The food and beverage products manufactured in these facilities are typically sold to wholesalers or retailers for distribution to consumers. Includes manufacturing and packaging of tobacco products, animal food, sodas, juices, dairy products, ice, the preserving of fruit and vegetables, grain milling, oilseed milling, seafood products, and sugar and confectionery products. For animal slaughtering or meat related products, see Sec. 5C.1.8.A. (Animal Product Processing). For breweries, distilleries, and wineries see Sec. 5C.1.7.C.2. (Alcoholic Beverage).

6. Textile & Apparel

Any light manufacturing use that processes or otherwise manufactures textile and other apparel products. Includes fabric mill, finishing and coating mill, jewelry manufacture, and leather product manufacture.

D. Research & Development

Any light industrial use requiring a wet laboratory where chemicals, drugs, or other material or biological matter are handled in liquid solutions or volatile phases, requiring direct ventilation, and specialized piped utilities. For uses requiring a dry laboratory, see Sec. 5C.1.5.K. (Office).

E. Soundstages & Backlots

Any light industrial use providing space for the construction and use of indoor sets, or any outdoor set, backlot, or other outdoor facility, including supporting indoor workshops and craft shops.

F. Wholesale Trade & Warehousing

Any light industrial use engaged in operating wholesale, warehousing, or storage facilities for general merchandise, refrigerated goods, food and beverage products, and other warehouse products. May also provide logistics services related to the distribution of goods.

SEC. 5C.1.8. HEAVY INDUSTRIAL USES

Uses involving manufacturing, processing of waste, and resource extraction, which shall be conducted away from the general public due to potentially adverse impacts on the immediate surroundings.

A. Animal Products Processing

A use engaged in one or more of the following: dressing or dyeing furs, preparing processed meat and meat byproducts, preparing, tanning, and finishing hides and skins, refining or rendering animal fat, bones, and meat scraps, and slaughtering animals.

B. Manufacturing, Heavy

Any heavy industrial use involving the making or processing of materials or components into finished products.

1. General

Manufacturing that requires significant health, safety, and environmental precautions due to potential adverse impacts from the manufacturing process on immediate surroundings. Includes the manufacturing of heavy machinery, motor vehicles, aircraft and watercraft, petroleum and coal products, plastic and rubber products, primary metal products, wood and paper products, metal fabrication, and manufacturing involving the processing, mixing, or refinement of inorganic raw materials.

2. Chemical Products

Any heavy manufacturing use producing basic chemicals or manufacturing products by predominantly chemical processes. Includes production of acid, alkali, organic chemical, salt, dry color, pigment, synthetic fiber, fertilizer, explosive, and paint. For the production of asphalt coating, petroleum lubricating oil, plastic, and natural rubber, see Sec. 5C.1.8.B.3. (Petroleum & Coal Products).

3. Petroleum & Coal Products

Any heavy manufacturing use that processes petroleum, coal, plastic, or rubber materials into products.

C. Salvage Yard

Any heavy industrial use, having any portion of the use located outdoors, where a junk dealer or automobile dismantler operates, or where partially dismantled, obsolete, or wrecked automobiles are stored. For motor vehicle storage see Sec. 5C.1.6.D. (Outdoor Storage).

D. Recycling Facility

Any use that includes the recovery and processing of recyclable or reusable materials.

1. Collection

Any recycling facility use where recyclable materials including paper, plastic, glass, metal, newspaper, and cardboard, are deposited or redeemed for monetary value. May include baling or crushing operations for the purposes of efficiency of storage and transfer, but shall not include sorting or processing activities for other than temporary storage purposes. Includes reverse vending machine and buyback center.

2. Donation Bin

Any box, canister, receptacle, or other container that can be opened and closed, and is used for collecting salvageable personal property, including, but not limited to, clothing, shoes, books, and household items for periodic off-site processing or redistribution. For purposes of this definition, salvageable personal property shall not include recyclable materials not intended for re-use, including, but not limited to, newspapers, plastic, glass, aluminum, electronics, toxic or hazardous materials, and solid waste.

3. Sorting & Processing

Any recycling facility use that accepts recyclable materials for on-site sorting or processing. For the purpose of this definition, processing shall mean the process of changing the physical characteristics of a recyclable material, including the shredding, smelting, grinding and crushing of cans, bottles, and other materials, for other than temporary storage purposes. Includes scrap metal processing and transfer station.

E. Resource Extraction

Any heavy industrial use involving the withdrawal of materials from the natural environment.

1. General

Any resource extraction use engaged in the extraction of metallic minerals, non-metallic minerals, oil, or gas. Includes the exploration or development of any lot for such purposes, and any preparation of those resources until the point of shipment from the producing property. Includes metal ore mining, nonmetallic mineral mining, quarrying, drilled wells, oil fields, sulfur recovery from natural gas, and recovery of hydrocarbon liquids.

2. Exploratory Core Hole

Any resource extraction use, including a seismic test hole or exploratory core hole, used or intended to be used exclusively for geological, geophysical, and other exploratory testing for natural gas, oil, or other hydrocarbon substances.

3. Off-Shore Oil Drilling Servicing Installation

Onshore installations required in connection with the drilling for, or production of oil, gas, or hydrocarbons in an offshore Oil Drilling District.

F. Solid Waste Facility

Any heavy industrial use involving receipt, storage, separation, conversion, combustion, processing of solid wastes, transfer of solid wastes directly from small to larger vehicles for transport, or operation as a landfill. Includes composting facility, construction, demolition debris and inert material facility, solid waste disposal site, transfer and processing facility, and transformation facility.

1. General

Solid waste facility use that does not involve any storage, treatment, and disposal of hazardous waste, or that does not exclusively receive green waste.

2. Green Waste

Any solid waste facility use that receives green waste or wood waste for chipping and grinding, composting, curing, or mulching. Does not include any chipping and grinding, composting, curing, or mulching conducted for noncommercial, nonprofit purposes.

3. Hazardous Waste

Any solid waste facility use involving the storage, treatment, and disposal of hazardous waste, as defined in the California Health and Safety Code, Section 25117.1.

SEC. 5C.1.9. AGRICULTURAL USES

Uses dedicated to the cultivation of plants or the keeping of animals.

A. Animal Keeping

Any agricultural use that includes the breeding, boarding, training, or raising of animals.

1. Bees

Any animal keeping use that includes the keeping of bees.

2. Dairy

An animal keeping use that including the storage, processing, or distribution of milk or milk products.

3. Equine, Commercial

The keeping, breeding, raising, training, or boarding of more than 2 equines not owned by and registered to residents on the same lot as the equine use. Includes mules and donkeys.

4. Equine, Non-Commercial

The keeping, breeding, raising, training, or boarding of equines owned by and registered to residents on the same lot as the equine use. No more than 2 equines owned by or registered to persons not residing on the same lot shall be allowed. Includes mules and donkeys.

5. Livestock

Any animal keeping use that includes the breeding, raising, training, boarding, and keeping of animals such as alpacas, cattle, donkeys, goats, mules, sheep, swine, or similar livestock, typically for fiber, meat, milk, or other products. Includes day-to-day care, selective breeding, raising, and selling of livestock.

6. Pets

Any animal keeping use that includes keeping common household domestic pets readily classifiable as being incidental to another use. Includes cats, guinea pigs, hamsters, fish, fowl, lizards, rabbits, reptiles, small amphibians, snakes and dogs. For a use where more than three 3 dogs over the age of 4 months are locate on the same lot, see Sec. 5C.1.5.A.1. (Kennel).

7. Small Animals

Any animal keeping use not incidental to another use that includes the breeding, raising, training, boarding, and keeping of animals such as fish, fowl, rabbits, and rodents.

8. Wild Animals

The keeping of any wild, exotic, dangerous, or non-domestic animal. However, the following wild animals shall never be permitted: bear, civet, coyote, eagle, eland, elephant, elk, giraffe,

gnu, gorilla, hyena, hippopotamus, jaguar, leopard, lion, lynx, moose, orangutan, puma, rhinoceros, sea lion, tiger, venomous reptile, vulture, walrus, wart hog, wolf, or yak.

B. Plant Cultivation

Any agricultural use that includes the growing of plants.

1. Community Garden

A plant cultivation use designed and intended for multiple households or organizations to cultivate plants for domestic use. May include shared facilities for storage and services incidental to the agricultural use, and teaching garden.

2. Farming

The cultivation of plants for domestic use, or for sale or distribution either on-site or off-site.

3. Truck Gardening

The cultivation of plants for domestic use, or for off-site sale or distribution.

DIV. 5C.2. USE PERMISSIONS

SEC. 5C.2.1. GENERAL

Use permission levels set out in each Use District table indicate how a use is permitted within the district. Permission levels range from permitted without requiring conformance to any additional standards or conditions of approval, permitted only when specific standards are met, or permitted only through a process requiring approval by a decision-maker or decision-making body. Permission levels may be assigned to individual uses, uses, or entire use categories. Permission levels are represented within each Use District table using symbols that indicate which permission level is assigned to a particular use, use, or use category. The following sections summarize the meaning of each permission level.

SEC. 5C.2.2. PERMITTED (P)

A use that is permitted without requiring conformance to specific standards is indicated in the use table by the letter P. Permitted uses are considered generally appropriate within a district without the need for specific standards to achieve a certain performance outcome or moderate potential effects a use may have on its surroundings.

SEC. 5C.2.3. USE STANDARD APPLIES (*)

A use that is permitted only when conforming to a specific set of standards is indicated in the use table by the asterisk (*) symbol in combination with the underlying permission level. Any permission level may be combined with an * in order to cross-reference a specific set of standards, supplemental standards, or supplemental procedures, that shall be applied. Standards, supplemental standards, or supplemental procedures indicated by the presence of an * are important for ensuring that a use exists and operates in a manner that is consistent with the intent of the Use District.

SEC. 5C.2.4. CONDITIONAL USES (C1, C2 & C3)

A use that requires approval by an authority or decision-making body with input from the members of the public most likely to be affected by the existence of that use. The use may be approved under certain conditions that address potential issues the use may introduce to its surroundings. Uses that may require specific conditions of approval applied through a discretionary process are indicated within the use tables by the following permission levels: C1, C2, and C3.

A. Class 1 Conditional Use (C1)

A C1 permission level indicates that a Class 1 Conditional Use Permit shall be obtained through approval granted by the Zoning Administrator in accordance with the processes and procedures described in *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*. A C1 permission level signifies that the use may be considered generally appropriate, but should be given thorough consideration to account for the welfare of uses and residents in the immediate surrounding properties, as well as specific lot conditions.

B. Class 2 Conditional Use (C2)

A C2 permission level indicates that a Class 2 Conditional Use Permit shall be obtained through approval granted by the Zoning Administrator in accordance with the processes and procedures described in *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*. A C2 permission level signifies that the use may be considered appropriate, but should be given thorough consideration to account for the welfare of uses and residents occupying the surrounding area, as well as specific site conditions.

C. Class 3 Conditional Use (C3)

A C3 permission level indicates that a Class 3 Conditional Use Permit shall be obtained through approval granted by the City Planning Commission in accordance with the processes and procedures described in *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*. A C3 permission level signifies that the use may be considered appropriate, but should be given thorough consideration to account for the welfare of uses and residents occupying the surrounding area, the needs of the region, and specific site conditions.

SEC. 5C.2.5. DEPENDENT ON ADJOINING ZONING (A- & A+)

When an A- or A+ permission level is indicated the use shall assume the same use permissions, use standards, supplemental standards, and any supplemental procedures required by a Use District applied to the zoning of an adjoining lot.

A. Dependent on Most Restrictive Adjoining Zone (A-)

1. Uses assigned an A- permission level are regulated as follows:

a. The use permissions, use standards, supplemental standards, and supplemental procedures of the most restrictive Use District applied to the zoning of an adjoining lot shall apply.

b. Any use that is not permitted in the most restrictive Use District applied to the zoning of an adjoining lot may be permitted by a Class 3 Conditional Use Permit. In addition to the other findings required by *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, the City Planning Commission shall consider:

i. How the use provides a public benefit, whether as a result of increased tax revenue or the provision of public facilities; and

ii. Whether the benefit is sufficient to outweigh any potential detriment to the public interest created by the proposed use of the land.

c. Only joint public and private developments that are approved in accordance with the processes and procedures described in *Sec. 13B.2.5. (Director Determination)* shall be permitted when a use is assigned an A- permission level. No solely private developments are permitted when a use is assigned an A- permission level.

B. Dependent on Most Permissive Adjoining Zone (A+)

1. Uses assigned an A+ permission level are regulated as follows:

a. The use permissions, use standards, supplemental standards, and supplemental procedures of the most restrictive Use District applied to the zoning of an adjoining lot shall apply. The property owner shall also be entitled to the use permissions, use standards, supplemental standards, and supplemental procedures in any other single Use District of an adjoining lot.

b. Any use that is not permitted in the most permissive Use District applied to the zoning of an adjoining lot may be permitted by a Class 3 Conditional Use Permit. In addition to the other findings required by *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, the City Planning Commission shall consider:

i. How the use provides a public benefit, whether as a result of increased tax revenue or the provision of public facilities; and

ii. Whether the benefit is sufficient to outweigh any potential detriment to the public interest created by the proposed use of the land.

c. Only joint public and private developments that are approved in accordance with the processes and procedures described in *Sec. 13B.2.5. (Director Determination)* shall be permitted when a use is assigned an A+ permission level. No solely private developments are permitted when a use is assigned an A+ permission level.

C. Use District in Order of Restrictiveness

For the purposes of this Section, the order of restrictiveness of Use Districts, the first being the most restrictive and the last being the least restrictive, is as follows:

1. Open Space 1 (OS1)

2. Agricultural 1 (A1)

3. Residential 1 (RG1)

4. Residential-Mixed 1 (RX1)

5. Commercial-Mixed 1 (CX1)

6. Commercial-Mixed 2 (CX2)

7. Commercial-Mixed 3 (CX3)

8. Commercial-Mixed 4 (CX4)

9. Industrial-Mixed 1 (IX1)

10. Industrial-Mixed 2 (IX2)

11. Industrial-Mixed 3 (IX3)
12. Industrial-Mixed 4 (IX4)
13. Industrial 1 (I1)
14. Industrial 2 (I2)

SEC. 5C.2.6. NOT PERMITTED (--)

When a double-dash line (--) is indicated as the permission level for a use or use, the use is not permitted. A -- permission level signifies that under no circumstances shall the use be allowed to be established in the Use District.

DIV. 5C.3. USE STANDARDS

SEC. 5C.3.1. ACCESSORY TO

A. Intent

To support the overall intent of the Use District by ensuring that the subject use exists as secondary to the specified use to which it is accessory, and to allow for the flexibility of multi-use facilities while limiting the impacts of the subject use that would otherwise be detrimental.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

Uses that are accessory to a specified use shall not have a floor area greater than 25% of the floor area designated to the specified use.

D. Measurement

1. For measuring floor area, see *Sec. 14.1.7. (Floor Area).*
2. The maximum allowed floor area of the accessory use is calculated by multiplying the total floor area of the specified use by 25%.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B.)*.

SEC. 5C.3.2. ADAPTIVE REUSE PROJECT

A. Intent

To encourage and facilitate the conversion and retention of existing or historically significant buildings, to reduce vacant space, as well as preserve the City's architectural and cultural past, and to encourage the sustainable practice of retaining the inherent energy that went into the construction of existing buildings.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

The specified use shall be provided within an adaptive reuse project that meets the standards of either *Sec. 9.4.5. (Downtown Adaptive Reuse Projects)* or *Sec. 9.4.6. (Citywide Adaptive Reuse Projects)*.

D. Measurement

A use shall be measured as satisfying the adaptive reuse project requirement when it meets the standards.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.3. AREA

A. Intent

To regulate the size of a use in order to enable multi-use facilities while meeting the intent of the Use District.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

1. When the area standard is in the form of a percentage, the lot area designated for the use shall be no less, when a minimum is required, or no greater, when a maximum is required, than the percentage of the total lot area specified by the Use District.

2. When the area standard is in the form of square footage, the number of square feet designated for the use shall be no less, when a minimum is required, or no greater, when a maximum is required, than that specified by the Use District.

D. Measurement

1. For calculating the total lot area, see *Sec. 2C.1.1. (Lot Area)*.

2. The lot area that is either required or allowed to be designated for a specified use is calculated by multiplying the total lot area by the percentage specified by the Use District.

3. The square footage that is either required or allowed to be designated for a specified use is calculated by measuring the total square footage of the area designated for the specified use.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.4. BEDS

A. Intent

To lessen the impact of the subject use on the public realm and neighboring lots containing residential or other sensitive uses by limiting the number of occupants that may be present on the premises overnight.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

The subject use shall concurrently serve no more people as overnight clients or guests than the maximum number of beds specified by the Use District.

D. Measurement

1. Each sleeping facility associated with the subject use shall be included in the calculation of number of beds.
2. A sleeping facility designated for more than 1 occupant shall be measured as 1 bed for each occupant.

E. Relief

See the allowed uses and use limitations of the applicable Use District.

SEC. 5C.3.5. BUILDING SEPARATION

A. Intent

To ensure that buildings and structures are located at an adequate distance from streets, uses, or districts so as not to negatively impact neighboring lots, uses, or the public realm.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

All portions of a building designated with the subject use shall be located at a distance of no less than the minimum required building separation from one or more of the following, as specified by the Use District:

1. A street;
2. A specified use;
3. A specified Use District;

4. An on-site dwelling unit; and

5. An off-site dwelling unit.

D. Measurement

Building separation shall be measured to any portion of a building designated with the subject use from one of the following:

1. When measured from a street, perpendicular from the street lot line inward.

2. When measured from a use, perpendicular from the nearest lot line of the lot designated with the specified use.

3. When measured from a Use District, from the nearest lot line of all lots zoned with the specified Use District.

4. When measured from an on-site or off-site dwelling unit, from the nearest portion of a building that is designated as a dwelling unit and is a habitable space.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.6. CLIENT VISITS PER HOUR

A. Intent

To limit the negative impacts of the subject use on neighboring lots containing residential or other sensitive uses.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

The number of clients visiting the subject use per hour shall not exceed the maximum allowed client visits per hour specified by the Use District.

D. Measurement

Client visits shall be measured as the number of clients present on the property on which the subject use is located and are calculated for each hour.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.7. NON-RESIDENTIAL TENANT SIZE

A. Intent

To protect the character of the area and ensure that the scale of tenant spaces are appropriate to their neighboring context.

B. Applicability

1. Applies only when specified by the Use District as a required use standard.
2. Applies only to the ground story.

C. Standards

The maximum floor area permitted for a non-residential tenant space shall not exceed the maximum non-residential tenant size specified by the Use District.

D. Measurement

1. A "non-residential tenant"shall refer to any individual tenant space that meets the following standards:
   a. Is contained within walls;
   b. Has a designated entrance;
   c. Has no direct connections between other non-residential tenant spaces;
   d. May have connections to common areas and shared facilities; and
   e. Is not dedicated to a residential use.
2. Any limitations on non-residential tenant size restrictions shall apply to the cumulative sum of related or successive permits that are a part of a larger project, such as piecemeal additions to a building, or multiple buildings on a lot or adjacent lots, as determined by the Director of Planning.
3. For the measurement of floor area see *Sec. 14.1.7. (Floor Area)*.
4. Common areas, including corridors and shared restrooms, shall not be included in the calculation of floor area for the purposes of measuring non-residential tenant size.

E. Relief

1. A deviation from the maximum floor area permitted for a non-residential tenant space of up to 20% may be requested in accordance with *Sec. 13B.7.2 (Adjustments)*.
2. Additional floor area for a non-residential tenant space beyond 20% may be requested in accordance with *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

SEC. 5C.3.8. DESIGNATED WORK SPACE AREA

A. Intent

To ensure that each live/work unit contains an area designated for productive uses and entrepreneurial activities as a component of a dwelling unit.

B. Applicability

Applies to all live/work units on a lot where required by the Use District.

C. Standards

1. The designated work space area shall be provided within each live/work unit, and shall be at least the minimum work space size required by Use District.

2. The designated work space area for each unit shall be clearly demarcated on approved building plans.

D. Measurement

Designated work space area is measured as a percentage, calculated as the total floor area of the designated work space area divided by the total floor area of the live/work unit.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.9. DESIGNATED WORK SPACE DIMENSIONS

A. Intent

To ensure that any designated work space area required as a component of a live/work unit is designed to accommodate sufficient area for productive uses and entrepreneurial activities to take place within a dwelling unit.

B. Applicability

Applies to all live/work units on a lot where required by the Use District.

C. Standards

1. The designated work space area shall have the minimum horizontal dimensions set by the Use District.

2. The designated work space dimensions for each dwelling unit shall be clearly demarcated on approved building plans.

D. Measurement

Work space size is measured as the shortest horizontal distance along the boundaries of the dedicated work space area to determine the shorted minimum horizontal dimension. For determining any other required horizontal dimension that is greater than the minimum, the horizontal dimension measurement may be taken between any two boundaries of the dedicated work space area.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.10. DESIGNATED WORK SPACE USES

A. Intent

To ensure that any designated work space area required as a component of a live/work unit is used for productive uses and entrepreneurial activities to take place within a dwelling unit.

B. Applicability

Applies to all live/work units on a lot where required by the Use District.

C. Standards

1. The designated work space area within each live/work unit shall be reserved for use by any of the uses specified as designated work space uses within the Use District.
2. Uses not specified as designated work space uses within the Use District shall not be allowed within a live/work unit.

D. Measurement

A designated work space use is measured based on the utilization of the designated work space area for regular business activity, or activities related to the design and production of products, associated with any use specified as a designated work space use within the Use District.

E. Relief

See the allowed uses and use limitations of the applicable Use District.

SEC. 5C.3.11. GOVERNMENT OWNED

A. Intent

To limit private development of certain uses and facilitate the efficient management of municipal resources.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

The subject use shall be permitted if the lot is owned by a government agency.

D. Measurement

A lot is measured as government owned when the lot owner is a government agency.

E. Relief

See the allowed uses and use limitations of the applicable Use District.

SEC. 5C.3.12. HOURS OF OPERATION

A. Intent

To limit the negative impacts of the subject use on neighboring lots containing residential or other sensitive uses by limiting the duration of activity for a subject use.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

1. The subject use shall not open earlier than the time of earliest open specified by the Use District.
2. The subject use shall not close later than the time of latest close specified by the Use District.
3. The earliest open and latest close times may differ for each day of the week.
4. Service hours are not considered hours of operation, see *Sec. 5C.3.18. (Service Hours)*.

D. Measurement

Times at which the subject use is open to the public.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.13. IN CONJUNCTION WITH

A. Intent

To allow for the subject use only when accompanied by a specified use, allowing for the flexibility of multi-use facilities and ensuring compatibility with district intent and neighborhood context.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

1. The subject use shall be permitted on a lot, provided that the use it is required to be in conjunction with is located concurrently on the same tenant space or lot.
2. When a subject use is required to be in conjunction with a specified use, the specified use shall adhere to the minimum or maximum size requirements specified by the Use District.
3. Where permitted as an exception, any subject use located within an adaptive reuse project shall not be required to meet the standards for in conjunction with.

D. Measurement

1. A use shall be measured as in conjunction with another use when both uses are present concurrently on the same tenant space or lot.
2. Floor area ratio (FAR) shall be measured according to the provisions in *Sec. 2C.4.1. (Floor Area Ratio)*.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.14. INCIDENTAL TO

A. Intent

To ensure that the existence of the incidental use is subordinate to the permitted use on the tenant space or lot, to ensure compatibility with the district's intent, and to allow for flexibility of multi-use facilities.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

1. The subject use is only allowed as incidental to the specified use.
2. The subject use shall not be allowed incidental to any other use except for the specified use or uses.
3. Uses that are incidental to a specified use shall not have a floor area greater than the floor area designated to the specified use to which it is incidental.

D. Measurement

1. For measuring floor area, see *Sec. 14.1.7. (Floor Area).*
2. For determining incidental uses see *Sec. 5A.2.2,E. (Incidental Uses)*.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*

SEC. 5C.3.15. MINIMUM FLOOR AREA

A. Intent

To ensure the subject lot meets the intentions of the district and allows for the privatization of a subject use by requiring a minimum floor area for that subject use in proportion to the lot area.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

The minimum floor area designated for the subject in proportion to the lot area shall be no less than the ratio specified by the Use District.

D. Measurement

1. For calculating the floor area, see *Sec. 14.1.7. (Floor Area)*.
2. The minimum floor area of the subject use is calculated based on the proportion of the subject use to the lot area specified by the Use District.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.16. OPEN PLAN AREA

A. Intent

To ensure that live/work units are designed to promote the flexible use of floor area for productive uses and entrepreneurial activities to take place within each dwelling unit.

B. Applicability

Applies to all live/work units on a lot where required by the Use District.

C. Standards

Excluding area used for restrooms and storage, a minimum of 70% of the total floor area of each live/work unit shall be open, with no fixed interior separation wall.

D. Measurement

Open plan area shall be measured as the presence of a contiguous floor area with no fixed interior separation walls.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.17. OPERATING DAYS PER WEEK

A. Intent

To limit the negative impacts of the subject use on neighboring lots containing residential or other sensitive uses by limiting the duration of activity for a subject use.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

The subject use shall not be in operation for more than the maximum number of operating days per week permitted by the Use District.

D. Measurement

Any day that the use is in operation for any length of time shall be measured as an operating day.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.18. OUTDOOR SOUND SYSTEM

A. Intent

To limit the negative impacts of the subject use on neighboring lots containing residential or other sensitive uses due to sound amplification.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

Where prohibited, there shall be no fixed systems for amplified sound present outdoors on the lot. This prohibition includes public address systems.

D. Measurement

An outdoor sound system is measured as present when it is located outdoors and is installed or affixed for permanent or long-term use.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.19. PERSONS IN CARE

A. Intent

To limit the number of persons on a property at any given time to lessen the impact of the subject use on neighboring lots containing residential or other sensitive uses.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

The number of persons that may be in the care of the facility associated with the subject use at any given time shall not exceed the maximum specified by the Use District.

D. Measurement

1. Any person who is in the care of the facility associated with the subject use shall be included in the calculation of number of persons in care.
2. Employees, visitors, and legal guardians shall not be considered persons in care.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.20. RESTRICTED AFFORDABLE UNITS

A. Intent

To increase the production of affordable housing in the City of Los Angeles, consistent with the General Plan and other City policies related to housing.

B. Applicability

1. Applies only when specified by the Use District as a required use standard.
2. Does not apply to a manager's dwelling unit.

C. Standards

The percentage of dwelling units on a lot that are affordable shall be at least the percentage specified by the Use District.

D. Measurement

1. The percentage of dwelling units on a lot that are restricted affordable is calculated by dividing the number of affordable units by the total number of dwelling units on the lot , exclusive of a manager's unit or units.

2. Dwelling units are measured as restricted affordable when provided in accordance with the definition restricted affordable unit in *Div.14.2. (Glossary)*.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.21. SCREENING

A. Intent

To mitigate negative impacts from subject uses to adjacent uses, promoting visual interest and increasing comfort for users of the subject lot, the public realm, and adjacent lots.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

1. Subject uses shall be screened using the screen type specified by the Use District.

2. Frontage screens shall meet the standards provided in *Sec. 4C.8.1.C. (Frontage Screens)*.

3. Transition screens shall meet the standards provided in *Sec. 4C.8.2.C. (Transition Screens)*.

4. Outdoor storage screens shall meet the standards provided in *Sec. 4C.8.2.C. (Outdoor Storage Screens)*.

D. Measurement

1. Frontage screens shall be measured according to the provisions of *Sec. 4C.8.1.D. (Frontage Screens)*.

2. Transition screens shall be measured according to the provisions of *Sec. 4C.8.2.D. (Transition Screens)*.

3. Outdoor storage screens shall be measured according to the provisions of *Sec. 4C.8.2.D. (Outdoor Storage Screens)*.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.22. SEATING CAPACITY

A. Intent

To limit the negative impacts of the gathering of large numbers of persons on any neighboring lots containing residential or other sensitive uses, and to contribute to the overall intent of the Use District.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

The number of seats provided by a subject use shall not exceed the maximum seating capacity specified by the Use District.

D. Measurement

Seating capacity is measured as the number of seats provided by a subject use.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.23. SERVICE HOURS

A. Intent

To limit the negative impacts of deliveries, trash pickup, and other services necessary for operation of the subject use on neighboring lots containing residential or other sensitive uses.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

1. Services necessary for business operation shall be conducted within the hours specified by the Use District.
2. Services may include the following:
    a. Lot preparation associated with the use;
    b. Clearing of all temporary installations, debris, trash and any other material associated with the use;

c. Trash service; and

d. Loading and unloading activities, including deliveries and shipments.

3. Trash service is prohibited on Sundays and legal holidays.

D. Measurement

Times at which service activities are occurring.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.24. SIZE

A. Intent

To regulate the size of a use in order to limit its scale and impact.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

The total size of the use shall not exceed the dimensions specified by the Use District.

D. Measurement

1. Maximum height in feet or inches is measured as the vertical distance from finished grade to the top of the structure containing or enclosing the use.

2. Maximum depth in feet or inches is measured as the narrowest horizontal distance measured perpendicular from one edge of the structure containing or enclosing the use to the opposite edge.

3. Maximum width in feet or inches is measured as the longest horizontal distance measured perpendicular to the depth from one edge of the structure containing or enclosing the use to the opposite edge of the structure containing the use.

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B).

SEC. 5C.3.25. SUPPLEMENTAL PROCEDURES

Supplemental procedures are additional policies or administrative requirements that apply to uses when specified by the Use District. Supplemental procedures are unique for each use and for each Use District. See the Use District for applicable supplemental procedures.

SEC. 5C.3.26. SUPPLEMENTAL STANDARDS

Supplemental standards are development and operational regulations that apply only to the specified use. Supplemental standards are unique for each use and for each Use District. See the Use District for applicable supplemental standards.

SEC. 5C.3.27. UNIT SIZE

A. Intent

To ensure that adequate space is provided for the subject use and support the intent of the Use District.

B. Applicability

Applies to all dwelling units on a lot having the specified use designation where required by Use District.

C. Standards

The average dwelling unit size shall be at least the minimum average unit size specified by the Use District.

D. Measurement

1. Unit size when specified as a minimum average is calculated as follows:
    a. Average unit size is measured by calculating the sum of the floor area of all applicable dwelling units; then
    b. Divide the sum by the number of applicable units.
2. For the measurement of floor area see *Sec. 14.1.7. (Floor Area).*

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.28. UPPER STORY LOCATION

A. Intent

To regulate the placement of the subject use in order to ensure compatibility with the intent of the Use District and the neighboring context.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

Where upper story location is prohibited, no portion of the subject use shall be located on any upper story of a building.

D. Measurement

1. Any story located above the ground story of a building shall be considered an upper story.
2. For the determination of the ground story, see *Sec. 14.1.10. (Ground Story Determination)*.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.29. USE ENCLOSURE

A. Intent

To ensure the subject use is contained indoors to limit any negative impacts on neighboring lots containing residential or other sensitive uses.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

1. When a subject use is required to be fully indoors, no area on a lot designated with the subject use shall be located outdoors.
2. When a subject use is required to be covered it shall meet the standards of a covered area specified in *Sec. 14.1.1.A. (Covered Area %)*.
3. When a subject use is required to be enclosed it shall meet the standards of enclosure specified in *Sec. 14.1.4.A. (Enclosure)*.

D. Measurement

1. A subject use shall be measured as "fully indoors" where the area on a lot designated with the subject use is contained entirely within a building envelope.
2. For the measurement of covered, see *Sec. 14.1.1.B. (Covered Area %)*.
3. For the measurement of enclosed, see *Sec. 14.1.4.B. (Enclosure)*.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.30. USE SEPARATION

A. Intent

To limit negative impacts of the subject use on nearby uses, Use Districts, or buildings by requiring a minimum distance between them.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

The subject use shall be located at least the minimum distance away from any specified use, Use District, or lot line.

D. Measurement

Use separation shall be measured as the horizontal distance to any portion of a lot or floor area designated with the subject use from one of the following:

1. When measured from a use, the nearest lot line of all lots containing the specified use.
2. When measured from a Use District, the nearest lot line of all lots zoned as the specified Use District.

SEC. 5C.3.31. USE SETBACK

A. Intent

To limit negative impacts of the subject use on abutting lots or the public right-of-way by requiring a minimum distance between them.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

The subject use shall be located at least the minimum distance away from any specified lot line.

D. Measurement

Use separation shall be measured as the horizontal distance to any portion of a lot or floor area designated with the subject use from the lot line specified by the Use District.

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B).

SEC. 5C.3.32. USE STANDARD APPLICABILITY

A. Intent

To ensure that Use Standards are met in specified contexts where their intended impact provides a necessary benefit, while limiting the requirement of Use Standards where their impact may be detrimental or unnecessary.

B. Applicability

1. Applies only when specified by the Use District as a required use standard.
2. Where listed bold and not indented, use standard applicability limits the applicability of all use standards required of a use category, or use as specified by the Use District.
3. Where listed indented, use standard applicability only limits the applicability of the use standard in bold located above the use standard applicability standard.

C. Standards

When use applicability is specified as abutting specified uses or Use Districts, lots containing the subject use that are abutting a lot containing a specified use or zoned with a specified Use District shall satisfy the Use Standards.

D. Measurement

1. The use standard applicability standard shall be measured as satisfied when the required use standards are met by the lot containing an applicable subject use.
2. A lot is measured as abutting another lot when the two lots share a common lot line.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.33. LOT ELIGIBILITY

A. Intent

To limit subject uses only to lots having specific qualities required in order to ensure the use is appropriately sited within its surroundings and complies with the intent of the Use District.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

1. Alley Abutting

Where the applied Use District specifies 'Alley Abutting' for the lot eligibility standard, the subject use may be permitted when the subject use is located on a lot that abuts an alley having a width of 15 feet or greater.

2. Boulevard or Avenue Fronting

Where the applied Use District specifies 'Boulevard or Avenue Fronting' for the lot eligibility standard, the subject use may be permitted when the subject use is located on a lot sharing a lot line with a street designated as a Boulevard or Avenue.

3. Corner Lot

Where the applied Use District specifies 'Corner Lot' for the lot eligibility standard, the subject use may be permitted when the subject use is located on a lot located at the intersection of two streets.

4. Minimum Lot Area

Where the applied Use District specifies 'Minimum Lot Area' for the lot eligibility standard, the subject use may be permitted when the subject use is located on a lot having an area that is equal to or greater than the minimum area specified by the applied use district (*Part 5B*).

D. Measurement

1. Alley width is measured as the narrowest horizontal distance between opposite edges of a designated alley.

2. For lot line determination see *Sec. 14.1.12. (Lot Line Determination)*.

3. For lot area measurement see *Sec. 2C.1.1.D. (Lot Area, Measurement)*.

E. Relief

See the allowed uses and use limitations of the applied Use District (*Part 5B*).

DIV. 5C.4. SPECIAL USE PROGRAMS

Special use programs are established for uses that require a detailed and prescriptive set of performance standards for safe, orderly, and efficient operation, in addition to any use standards and supplemental standards that may be included in the Use District.

SEC. 5C.4.1. FARMERS' MARKET

A. Intent

To increase access to healthy food in neighborhoods and expand opportunities for small-scale entrepreneurs through a set of performance standards that ensure the safe, orderly, and efficient operation of farmer's markets.

B. Performance Standards

1. Operator shall be limited to certified producers, non-profit organizations, and local government agencies.
2. If selling fruits, nuts, or vegetables, the producer is authorized by the County Agricultural Commissioner to sell directly to consumers these products that are produced upon the land which the certified producer farms and owns, rents, leases or sharecrops; and
3. If selling eggs, honey, fish and other seafood and freshwater products, live plants, and other agricultural products, the market operator and producer secure all necessary licenses, certificates and health permits which are required to sell these products directly to consumers, provided these products are raised, grown, caught, and processed, if necessary, in California.
4. Safety barricades shall be provided to separate and protect vendors and their customers from moving vehicles wherever active motor vehicle use areas and farmer's market activities are not separated by a permanent curb.
5. Trash containers shall be provided during the hours of operation.
6. Any portion of the lot used for market activities shall be cleaned at the close of hours of operation. For purposes of this section only, "cleaned" shall include, but not be limited to, the removal of stalls, materials, debris and trash, etc., used in conjunction with market activities;
7. (EBT) card payments shall be accepted by all vendors for all hours of operation. A Food and Nutrition Service (FNS) Number issued by the United States Department of Agricultural shall be available at the public's request as proof of Electronic Benefit Transfer (EBT) card acceptance.
8. Certification of the Certified Farmers' Market and contact information for the operator shall be posted at the main entry, and otherwise available at the public's request. The contact person shall be available during the hours of operation and shall respond to any complaints. The operator shall keep a log of complaints received, the date and time received, and their disposition.

SEC. 5C.4.2. RESTAURANT BEVERAGE PROGRAM

A. Intent

To provide a set of performance standards to enable the administrative review (Sec. 13B.3.1) for the sale or dispensing of alcoholic beverages in conjunction with a restaurant for consumption on the premises, when permitted by a use district.

B. Eligibility

Restaurants that comply with the following shall be permitted through *Administrative Review (Sec. 13B.3.1)*:

1. Alcohol service may only be permitted in conjunction with a restaurant.

2. Alcoholic beverages shall only be served to customers while they are seated at tables or counters during a dining experience.

3. The restaurant shall have a maximum of 150 patron seats, including any outdoor seating.

4. The restaurant shall not include drive-through facilities.

5. There shall be no age limitation restricting access to any portion of the restaurant.

6. The restaurant shall not charge for admission, require a minimum drink purchase, or host events involving the pre-purchasing of tickets or tokens to be exchanged for alcoholic beverages.

7. Distilled spirits shall not be sold by the bottle, or wine and champagne bottles that exceed 750 milliliters.

C. Development Standards and Operations

1. The restaurant shall not share seating with any other businesses.

2. The restaurant shall only use a fixed bar for the preparation of alcoholic beverages. Portable bars are prohibited.

3. Walls or partitions used to separate a private dining or banquet area shall be composed of a transparent surface for a minimum of 50% of the surface area along the portion located between the floor and 6 feet in height for the entire wall or partition.

4. Any portion of the restaurant used for private events shall be subject to all the same provisions and hours of operation stated herein.

5. When a property that abuts or is located across an alley from a residential use district includes outdoor dining where alcohol is served, the following standards apply:

a. The outdoor dining area shall be screened on all sides that abut a residential use district or alley lot line by a *T-Screen 1 (Sec. 4C.8.2.2.a.)* or a fully enclosed building or structure.

b. Outdoor dining that includes alcohol service shall be limited to the ground story.

c. Television monitors and outdoor sound systems shall not be permitted in any outdoor dining areas.

6. A telephone number and email address shall be provided for complaints or concerns regarding the operation of the establishment. The phone number and email address shall be posted on a sign at least 8.5" x 11" in size at the following locations: the entry, made visible to pedestrians, and at the customer service desk, front desk, or near the reception area.

7. Complaints shall be responded to within 24 hours by the establishment. The establishment shall maintain a log of all calls and emails trailing a period of three years, detailing the date the complaint was received, the nature of the complaint, and the manner in which the complaint was resolved. This log shall be made available to the Department of City Planning upon request.

8. Live musical entertainment or amplified music for dancing when occurring in conjunction with alcohol service shall require approval pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

D. Security

1. Within the restaurant, the interior shall be adequately illuminated so as to make discernible all objects and persons by providing a minimum average surface illumination of 2.0 footcandles (21.5 lux).

2. All exterior portions of the lot shall be adequately illuminated in the evening so as to make discernible the faces and clothing of persons utilizing the space, or have a minimum average surface illumination of 0.2 footcandles (2.15 lx). Lighting shall be directed onto the lot without being disruptive to persons on adjacent properties.

3. A camera surveillance system shall be installed and in operation at all times to monitor the interior, entrance, exits, and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days and are intended for use by the Los Angeles Police Department.

4. An electronic age verification device shall be retained on the premises available for use during operational hours. This device shall be maintained in operational condition and all employees shall be instructed in its use.

5. A minimum of one on-duty manager with authority over the activities within the restaurant shall be on the premises at all times that the restaurant is open for business. The on-duty manager's responsibilities shall include the monitoring of the premises to ensure compliance with all applicable State laws, Municipal Code requirements, and the conditions imposed by the Department of Alcoholic Beverage Control (ABC). The restaurant shall be responsible for discouraging illegal and criminal activity on the subject premises and any exterior area under its control.

6. Within the first six months of operation or the administrative clearance, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR), or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program, or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the restaurant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. Said letter shall be maintained on the premises and shall be made available to the City upon request. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.

E. Administration

1. The owner or the operator shall reapply for *Administrative Review (Sec. 13B.3.1)* if there is:

   a. a change in State alcohol license type;

   b. a modification to the floor plan, including, but not limited to, floor area or number of seats; or

   c. a change in the ownership or the operator of the restaurant.

2. The applicant shall pay the fees required per *Article 15 (Fees) of this Zoning Code (Chapter 1A)* for Monitoring Restaurant Beverage Special Use Program Compliance and Inspection and Field Compliance Review of Operations. The applicant shall comply with the requirements of the City's Monitoring, Verification, and Inspection Program (MViP).

3. The applicant shall comply with the requirements of the City's Monitoring, Verification, and Inspection Program (MViP). In complying with the MViP program, the restaurant is subject to the following:

   a. Within the first 24 months of the administrative clearance, a MViP inspector will conduct a site visit to assess compliance with, or violations of, any of the operating standards. A second inspection shall take place after 36 months of the first inspection.

   b. The owner and operator shall be notified of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective actions taken by the City.

4. A copy of the *Restaurant Beverage Special Use Program (Sec. 5C4.2.)* requirements , shall be retained on the premises at all times and produced upon request by the Police Department, the Department of Building and Safety, the Department of City Planning, or the California Department of Alcoholic Beverage Control.

5. If three citations for violating the *Restaurant Beverage Special Use Program (Sec. 5C4.2.)* are issued to the restaurant in a two year period, the restaurant shall not be eligible for the *Restaurant Beverage Special Use Program (Sec. 5C4.2.)* and instead shall be subject to the requirements of *Sec. 13B.2.2. (Class 2 Conditional Use Permit)* for use permission.

    a. A citation shall include citations issued by the Police Department that have been filed with the Los Angeles County Superior Court or Orders to Comply issued by the Department of Building and Safety.

    b. The California Department of Alcoholic Beverage Control may be notified by the Los Angeles Police Department or other enforcement agency of the issued citations, which may affect the State issued alcohol license.

6. The owner and operator shall provide a floor plan and site plan to the Department of City Planning that shows compliance with the applicable floor plan and site plan standards pursuant to the *Restaurant Beverage Special Use Program (Sec. 5C4.2.)*.

SEC. 5C.4.3. NIGHTLIFE BEVERAGE PROGRAM (ON-SITE ALCOHOL CONSUMPTION IN ENTERTAINMENT DISTRICTS)

A. Intent

To provide a set of performance standards to enable the administrative review (Sec. 13B.3.1) for the sale or dispensing of alcoholic beverages in a bar establishment for consumption on the premises, when permitted by a use district.

B. Eligibility

Bar establishments that comply with the following shall be permitted through *Administrative Review (Sec. 13B.3.1)*:

1. The bar establishment shall have a maximum of 150 patron seats, including any outdoor seating.

2. The bar establishment shall be used as a private club or for private events.

3. The bar establishment shall not charge for admission, require a minimum drink purchase, or host events involving the pre-purchasing of tickets or tokens to be exchanged for alcoholic beverages.

C. Development Standards and Operations

1. The bar establishment shall only use a fixed bar for the preparation of alcoholic beverages. Portable bars are prohibited.

2. When a property that abuts or is located across an alley from a residential use district includes an outdoor area where alcohol is served, the following standards apply:

a. The outdoor area shall be screened on all sides that abut a residential use district or alley lot line by a *T-Screen 1 (Sec. 4C.8.2.2.a.)* or a fully enclosed building or structure.

b. Outdoor areas that include alcohol service shall be limited to the ground story.

c. Television monitors and outdoor sound systems shall not be permitted in any outdoor areas.

3. A telephone number and email address shall be provided for complaints or concerns regarding the operation of the establishment. The phone number and email address shall be posted on a sign at least 8.5" x 11" in size at the following locations: the entry, made visible to pedestrians, and at the customer service desk, front desk, or near the reception area.

4. Complaints shall be responded to within 24 hours by the establishment. The establishment shall maintain a log of all calls and emails trailing a period of three years, detailing the date the complaint was received, the nature of the complaint, and the manner in which the complaint was resolved. This log shall be made available to the Department of City Planning upon request.

5. Live musical entertainment or amplified music for dancing when occurring in conjunction with a bar shall require approval pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

D. Security

1. All exterior portions of the lot shall be adequately illuminated in the evening so as to make discernible the faces and clothing of persons utilizing the space, or have a minimum average surface illumination of 0.2 footcandles (2.15 lx). Lighting shall be directed onto the lot without being disruptive to persons on adjacent properties.

2. A camera surveillance system shall be installed and in operation at all times to monitor the interior, entrance, exits, and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days and are intended for use by the Los Angeles Police Department.

3. An electronic age verification device shall be retained on the premises available for use during operational hours. This device shall be maintained in operational condition and all employees shall be instructed in its use.

4. A minimum of one on-duty manager with authority over the activities within the restaurant shall be on the premises at all times that the bar establishment is open for business. The on-duty manager's responsibilities shall include the monitoring of the premises to ensure compliance with all applicable State laws, Municipal Code requirements, and the conditions imposed by the Department of Alcoholic Beverage Control (ABC). The bar establishment shall be responsible for discouraging illegal and criminal activity on the subject premises and any exterior area under its control.

5. Within the first six months of operation or the administrative clearance, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR), or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program, or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the bar establishment shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. Said letter shall be maintained on the premises and shall be made available to the City upon request. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.

E. Administration

1. The owner or the operator shall reapply for *Administrative Review (Sec. 13B.3.1)* if there is:

   a. a change in State alcohol license type;

   b. a modification to the floor plan, including, but not limited to, floor area or number of seats; or

   c. a change in the ownership or the operator of the bar establishment.

2. The applicant shall pay the fees required per *Article 15 (Fees) of this Zoning Code (Chapter 1A)* for Monitoring Nightlife Beverage Special Use Program Compliance and Inspection and Field Compliance Review of Operations. The applicant shall comply with the requirements of the City's Monitoring, Verification, and Inspection Program (MViP).

3. The applicant shall comply with the requirements of the City's Monitoring, Verification, and Inspection Program (MViP). In complying with the MViP program, the restaurant is subject to the following:

    a. Within the first 24 months of the administrative clearance, a MViP inspector will conduct a site visit to assess compliance with, or violations of, any of the operating standards. A second inspection shall take place after 36 months of the first inspection.

    b. The owner and operator shall be notified of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective actions taken by the City.

4. A copy of the Nightlife Beverage Special Use Program requirements (Sec. 5C4.3.), shall be retained on the premises at all times and produced upon request by the Police Department, the Department of Building and Safety, the Department of City Planning, or the California Department of Alcoholic Beverage Control.

5. If three citations for violating the *Nightlife Beverage Special Use Program (Sec. 5C4.3.)* are issued to the restaurant in a two year period, the bar establishment shall not be eligible for the *Nightlife Beverage Special Use Program (Sec. 5C4.3.)* and instead shall be subject to the requirements of *Sec. 13B.2.2. (Class 2 Conditional Use Permit)* for use permission.

    a. A citation shall include citations issued by the Police Department that have been filed with the Los Angeles County Superior Court or Orders to Comply issued by the Department of Building and Safety.

    b. The California Department of Alcoholic Beverage Control may be notified by the Los Angeles Police Department or other enforcement agency of the issued citations, which may affect the State issued alcohol license.

6. The owner and operator shall provide a floor plan and site plan to the Department of City Planning that shows compliance with the applicable floor plan and site plan standards pursuant to the *Nightlife Beverage Special Use Program (Sec. 5C4.3.)*.

SEC. 5C.4.4. HOME-SHARING

A. Intent

To allow for the efficient use and sharing of a residential structure which is a host's primary residence, without detracting from the surrounding residential character or the City's available housing stock.

B. Definitions

The following definitions shall apply to this Section:

1. Administrative Guidelines

The Department of City Planning or Office of Finance may promulgate regulations, which may include, but are not limited to, application requirements, interpretations, conditions, reporting requirements, enforcement procedures, and disclosure requirements, to implement the provisions, and consistent with the intent, of this Section.

2. Booking Service

Any reservation or payment service provided by a person that facilitates a short-term rental transaction between a person and a prospective guest or transient user, and for which the person collects or receives, directly or indirectly through an agent or intermediary, a fee in connection with the reservation or payment of services provided for the transaction.

3. Citation

Includes any enforcement citation, order, ticket or similar notice of violation, relating to the condition of or activities at a person's primary residence or property, issued by the Los Angeles Department of Building and Safety, Los Angeles Housing and Community Investment Department, Los Angeles Police Department, or Los Angeles Fire Department, including an administrative citation issued pursuant to *Chapter 1, Article 1.2. (Administrative Citations)*.

4. Extended Home-Sharing

Home-sharing that is permitted for an unlimited number of days in a calendar year.

5. Hosting Platform

A person that participates in short-term rental business by collecting or receiving a fee, directly or indirectly through an agent or intermediary, for conducting a booking service transaction using any medium of facilitation.

6. Host

An individual who is registered for home-sharing as the term is defined in *Sec. 5C.1.1.B.2. (Home Sharing)*.

7. Person

Person shall have the same meaning as that term is defined in *Chapter 2, Section 21.7.2. (Definitions) of the LAMC*.

8. Platform Agreement

A signed agreement between a home-sharing hosting platform and the City, which, among other things, provides that the platform will collect and submit the transient Occupancy Tax to the City on behalf of hosts and persons listed for Short Term Rentals.

9. Primary Residence

The sole residence from which the host conducts home-sharing and in which the host resides for more than 6 months of the calendar year.

10. Rental Unit

A dwelling unit or other residential structure, or portion thereof.

11. Short-Term Rental

A rental unit, rented in whole or in part, to any person(s) for transient use of 30 consecutive days or less. Rental units within City-approved lodging uses shall not be considered a short-term rental.

12. Transient

Transient shall have the same meaning as that term is defined in *Chapter 2, Section 21.7.2. (Definitions) of the LAMC*.

C. Home-Sharing Registration

To register a home-sharing, home-based business, the applicant shall provide the material below to the satisfaction of the Director of Planning within 45 days of when the application is first submitted:

1. Information verifying the host's identification and primary residence;

2. Identification of a local responsible contact person;

3. A list of all hosting platforms to be used;

4. Whether home-sharing is for an entire rental unit or a portion thereof;

5. Any other information required by the instructions on the application or by the guidelines promulgated by the Director of Planning; and

6. Payment of any filing fee required under *Article 15. (Fees)*.

D. Eligibility Requirements

The following requirements shall be met at the time of submitting an application for home-sharing registration:

a. The applicant has obtained a Transient Occupancy Registration Certificate from the Office of Finance pursuant to *Chapter 2, Section 21.7.6. (Registration) of the LAMC*, unless the applicant exclusively lists his or her primary residence on hosting platforms that have a platform agreement with the City of Los Angeles.

b. The proposed home sharing is consistent with the provisions of this Subsection and is limited to the host's primary residence.

i. A renter or lessee shall not engage in home-sharing without prior written approval of the landlord. A renter or lessee shall provide copies of the landlord's written approval to the City at the time of filing the application for registration. A landlord may proactively prohibit home sharing by tenants at any or all of the owner's properties by submitting a notification in writing to the Department of City Planning.

ii. A primary residence that is subject to affordable housing covenants, or *Chapter 15 (Rent Stabilization Ordinance) of the LAMC*, or are income-restricted under City, State, or Federal law, is not eligible for home-sharing.

iii. No primary residence which is the subject of any pending citation may be registered for home sharing.

iv. No person may apply for or obtain more than one home-sharing registration or otherwise operate more than one home sharing rental unit at a time in the City of Los Angeles.

1. Expiration and Renewal

a. A home-sharing registration is valid for one year from the date of issuance. It may not be transferred or assigned and is valid only at the host's primary residence. A home-sharing registration may be renewed annually if the host:

i. Pays the renewal fee;

ii. Has complied with the provisions of this Section for the past year;

iii. Provides information concerning any changes to the previous application for, or renewal of, the home-sharing registration; and

iv. Submits home sharing records described in *Sec. 5C.4.4.D. (Eligibility Requirements)* for the last year to demonstrate compliance with this Section, unless the host lists exclusively on a hosting platform with a platform agreement that includes a provision for pass-through registration for applicants for a home sharing registration.

b. The records described in *Sec. 5C.4.4.D. (Eligibility Requirements)* shall be made public to the extent required by law.

2. Suspensions and Revocations

Notwithstanding any other provision to the contrary, the Director of Planning may require the suspension, modification, discontinuance or revocation of any home-sharing registration if it is found that the host has violated this subdivision or any other City, State, or Federal regulation, ordinance or statute.

a. Suspension

If a host receives two citations, the host's home-sharing registration shall be suspended for 30 days, or as long as at least one citation is open, whichever is longer. The suspension shall become effective 15 days after the mailing of a Notice of Intent to Suspend the host. If a host initiates an appeal of either citation, the suspension will take effect only if the appeal is not resolved entirely in the host's favor.

i. A host may challenge a citation by submitting an appeal to the City department that issued the citation and providing notice to the Department of City Planning as described in the Administrative Guidelines.

ii. Where no process is described in the citation, a host may challenge a citation by submitting an appeal to the Director of Planning in accordance with the process in *Sec. 13B.6.1. (Evaluation of Non-Compliance)*, with no further appeal to a Commission or City Council.

b. Revocation

If three citations have been issued to the host and have been sustained (after exhaustion of any related remedies, including appeals) within a registration year, the host's home-sharing registration shall be revoked. The revocation of a host's home-sharing registration shall become effective 15 days after the mailing of a Notice of Intent to Revoke to the host.

i. A host may challenge a Notice of Intent to Revoke by submitting an appeal to the Director of Planning in accordance with the process in *Sec. 13B.6.1. (Evaluation of Non-Compliance*), with no further appeal to a Commission or City Council.

ii. Pursuant to the revocation, the host shall be prohibited from participating in home-sharing for one year from the effective date of the Notice of Intent to Revoke.

c. Modification

The Director of Planning may modify, discontinue or revoke any home-sharing registration based upon an order to show cause, pursuant to *Sec. 13B.6.2.A.1. (Zoning Administrator Authority)*, why any proposed modifications, discontinuances or revocations of any home-sharing registration should not be issued. The Director of Planning shall provide notice to the host or recorded owner and lessees of the host's primary residence to appear at

a public hearing at a time and place fixed by the Director of Planning to respond to the Director of Planning's order to show cause.

3. Prohibitions

a. No person shall offer, advertise, book, facilitate or engage in home-sharing or short-term rental activity in a manner that does not comply with this subdivision.

b. A host may not participate in home-sharing unless all advertisements clearly list the City-issued home-sharing registration number or pending registration status number.

c. No host shall engage in home-sharing for more than 120 days in any calendar year unless the City has issued the host an extended home-sharing registration pursuant to Paragraph (h) (Extended home-sharing).

d. Accessory dwelling units for which a complete building permit application was submitted on or after January 1, 2017, to the Department of Building and Safety pursuant to *Sec. 13B.10.1. (General Provisions; Permits and Vesting of Development Plan)* may not be used for home-sharing, unless an applicant demonstrates the accessory dwelling unit is the applicant's primary residence.

e. No host shall offer, advertise, or engage in home-sharing in a non-residential building, including but not limited to, a vehicle parked on the property, a storage shed, trailer or any temporary structure, including, but not limited to, a tent.

f. If a host lists a primary residence on multiple listings on multiple hosting platforms, only one listing may be booked at any given time.

g. A host may not rent all or a portion of his primary residence for the purposes of home-sharing to more than one group of guests or under more than one booking, at any given time.

h. Home-sharing is not permitted in buildings that have been converted from units subject to *Chapter 15 (Rent Stabilization Ordinance) of the LAMC* to single-unit dwellings until 5 years after the date of conversion.

i. Except for allowable Home Occupations, non-residential uses including, but not limited to, sales or exchange of products, events that charge a fee, or the promotion, display or servicing of any product shall not be permitted during home-sharing activity.

j. A host shall only advertise on a hosting platform that was listed on the host's home-sharing application form, unless the host has submitted a written request and received written approval from the Department of City Planning to use another hosting platform.

k. No more than 2 overnight guests (not including children) are allowed per habitable room, not including kitchens, during home-sharing activities.

l. There shall be no use of sound amplifying equipment, as that term is defined in *Chapter 11, Section 111.01.(j) of the LAMC* after 10:00 pm and no evening outdoor congregations of more than 8 people (excluding children) during home-sharing activities. Home-sharing activities are subject to the noise regulations in *Chapter 11 (Sound Amplifying Equipment) of the LAMC*.

m. A host whose home sharing registration has been suspended is prohibited from participating in home sharing for the duration of the suspension.

n. A host whose home sharing registration has been revoked may not participate in home-sharing unless and until a new registration is authorized.

E. Host Requirements

1. A host may be responsible for any nuisance violations, as described in *Sec. 13B.6.2.A.1. (Nuisance Abatement/Revocation; Applicability; Zoning Administrator Authority)*, arising at the host's primary residence during home-sharing activities. The host, or owner of the host's primary residence if the host does not own it, may be assessed a minimum inspection fee, as specified in *Chapter 9, Section 98.0412. (Inspection Fees)* for each site inspection.

2. The host shall keep and preserve, for a minimum period of three years, all records regarding each home-sharing stay, including the length of stay and the price paid for each stay, and any other records required by Administrative Guidelines promulgated by the Director of Planning.

3. On the home-sharing registration application, a host shall acknowledge and consent to Office of Finance and other City agencies' inspection of records at all reasonable times and places for purposes of enforcement of this Subdivision.

4. The host shall fully comply with all the requirements of *Chapter 2, Article 1.7. (Transient Occupancy Tax) of the LAMC*.

5. The host shall pay a per-night fee for each night of home-sharing, which will be deposited into the Short Term Rental Enforcement Fund per the requirements in *Section 5.576 of the Los Angeles Administrative Code*. The City Council shall adopt, by resolution, a per-night fee based on an analysis of the cost of implementing, maintaining, and enforcing this Subsection.

6. Every host shall provide and maintain working fire extinguishers, smoke detectors, and carbon monoxide detectors, in compliance with fire, life and safety codes; information related to emergency exit routes on the property and contact information, including the contact information of the host or a designated responsible agent of the host.

7. Every host that lists a primary residence located in a Very High Fire Hazard Severity Zone designated by the City of Los Angeles Fire Department pursuant to *California Government Code Section 51178* shall include in all host listings and post written notices on any patio or deck that smoking is not permitted in any exterior of the property.

8. Every host shall provide a code of conduct to guests that includes the relevant provisions of this Subdivision and other information to address behavioral, safety, security, and other matters, as required in the Department of City Planning Administrative Guidelines.

9. Every host shall authorize any hosting platform on which his or her primary residence is listed to provide to the City the host listing and other information described in *Sec. 5C.4.4.E.4.*

10. Every host shall consent to receive all City notices and citations regarding their home-sharing registration by U.S. mail.

F. Hosting Platform Responsibilities

1. Hosting platforms shall not process or complete any booking service transaction for any person, unless the person has a valid home-sharing registration number issued by the City or a pending registration status number.

2. Hosting platforms shall not process or complete any booking service transaction for any host listing that has exceeded the authorized 120-day limit in one calendar year, unless the host has obtained an extended home-sharing approval.

3. Within 45 days of the effective date of this Section, hosting platforms with listings located in the City shall provide to the Department of City Planning the contact information for an employee or representative responsible for responding to requests for information, including requests related to possible violations of this Subdivision. Hosting platforms that commence listings in the City after the effective date shall provide this information prior to facilitating home-sharing activity or providing booking services within the City.

4. Subject to applicable laws, a hosting platform with listings in the City shall provide to the Department of City Planning, on at least a monthly basis, in a format as specified by the City, the home-sharing registration number of each listing, the name of the person responsible for each listing, the street address of each listing and, for each booking that occurs within the reporting period, the number of days booked.

5. In the event a hosting platform has entered into an agreement with the Office of Finance to collect and remit transient Occupancy Tax pursuant to *Chapter 2, Article 1.7. (Transient Occupancy Tax) of the LAMC*, and a host has assigned the responsibilities for the collection and remittance of the transient Occupancy Tax to the hosting platform, then the hosting platform and the host shall have the same duties and liabilities, including but not limited to the collection and remittance of the tax to the City on a monthly basis.

G. Exception

1. The provisions of this paragraph shall not apply to a hosting platform whenever it (a) complies with the Administrative Guidelines, issued by DCP and approved by resolution of the City Council, that describe how the platform shall satisfy the hosting platform responsibilities in this paragraph, or (b) enters into a platform agreement, the terms of which shall be set forth in a master platform agreement approved by the City Council, that establishes the manner in

which the hosting platform supports the City's enforcement of this subdivision and meets the purposes of the platform responsibilities in this paragraph. Each individual platform agreement shall be approved by the City Council.

H. Enforcement of Violations

1. The provisions in this Subsection shall be in addition to any criminal, civil, or other legal remedy established by law that may be pursued to address violations of this Section.

2. Any person who has failed to comply with the provisions of this Section may be subject to the provisions of *Chapter 1, Section 11.00 (Provisions Applicable to Code) of the LAMC*. The owner or operator of any property used for Short Term Rentals, including the host or owner of any host primary residence, may be assessed a minimum inspection fee, as specified in *Chapter 9, Section 98.0412. (Inspection Fees) of the LAMC* for each site inspection.

3. The Director of Planning may, at any time, require the modification, discontinuance, or revocation of any home-sharing registration in the manner prescribed in Subdivision C.4. (Suspensions and Revocations).

4. The ACE program in *Chapter 1, Article 1.2. (Administrative Citations) of the LAMC* may be utilized to issue administrative citations and impose fines pursuant to this Section. The citation shall be served by personal service or by depositing in the mail for delivery by the United States Postal Service, in a sealed envelope, postage prepaid, addressed to the operator of the Short Term Rental, the host, or the property owner, if different than the operator or host, shown on the County's last equalized property tax assessment roll. Fines for violations of this subdivision shall be as follows:

a. Hosting platform: a $1,000 fine per day shall be imposed for any of the following violations:

i. Completing a booking service transaction for each listing without a valid City home-sharing registration number or pending registration status number.

ii. Completing a booking service transaction for each listing where more than one property is affiliated with a single host, or each listing where the host's home address does not match the listing location.

iii. Completing a booking service transaction for any listing for a rental unit where the host's home sharing or extended home-sharing registration has been revoked or suspended by the City.

iv. Completing a booking service transaction for any rental unit lacking extended home-sharing approval that has exceeded the authorized 120-day limit for hosting short-term rentals in one calendar year.

b. Owner of primary residence or host or person:

i. A daily fine of $500, or two times the nightly rate charged, whichever is greater, for advertising a rental unit for the purposes of short-term rental in violation of this Subdivision.

ii. A daily fine of $2,000, or two times the nightly rent charged, whichever is greater, for each day of home-sharing activity beyond the 120 day limit in a calendar year, unless the host has a valid extended home-sharing Registration.

iii. For all other violations of this subdivision, the administrative fine shall be levied according to the amounts described in *Chapter 1, Section 11.2.04.(a)(2) (Administrative Fines)* of *Chapter 1 (General Provisions and Zoning)*. The square footage for the use in calculating the fine shall be the amount of indoor space to which the transient guest has access. If the square footage is unable to be ascertained, it shall be deemed to be between 500 and 2,499 square feet.

c. The fine amounts listed above shall be updated annually, from the date of effective date of this ordinance, according to the Consumer Price Index for All Urban Consumers (CPI-U).

I. Extended Home-Sharing

For hosts who participate in extended home-sharing, the following shall apply:

1. Application and Eligibility Requirements

a. Ministerial Approval

Extended home-sharing may be approved by the Director of Planning if, in addition to the eligibility requirements for home-sharing, all of the following requirements are met:

i. The host maintains a current home-sharing registration and has maintained a home-sharing registration for at least six months or has hosted for at least 60 days based on substantial evidence provided by the host or hosting platform.

ii. No more than one citation was issued within the prior three years.

iii. The host provides proof of mailing of a notification concerning commencement of extended home sharing, which includes a Director of Planning-issued publication outlining the complaint process, to adjacent and abutting owners and occupants on a form provided by the Department of City Planning.

b. Discretionary Approval

A discretionary review of an extended home-sharing application is required if the host complies with Subparagraph a.i., but two citations have been issued within the prior three years.

c. If the Director of Planning finds that the matter may have a significant effect on neighboring properties, the Director of Planning may set the matter for public hearing. Written notice of the hearing shall be sent by First Class Mail at least 21 days prior to the

hearing to the applicant, owners, and tenants of the property involved, owners and tenants of all properties adjacent and abutting the proposed extended home-sharing activity, the City Council Member representing the area in which the property is located, and the applicable Neighborhood Council. If the Director of Planning determines that the matter will not have a significant effect on neighboring properties, no hearing shall be held.

d. The extended home-sharing application may only be approved if, in addition to the eligibility requirements for home sharing, all of the following requirements are met, to the satisfaction of the Director of Planning:

i. The host provides proof of mailing of a notification, which includes a Director of Planning-issued publication outlining the complaint process, to adjacent and abutting owners and occupants on a form provided by the Department of City Planning.

ii. In consideration of any comments received by the public on the application, the Director of Planning finds the use is in substantial conformance with the following findings:

a) That the extended home-sharing will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region;

b) That the extended home-sharing operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, the availability of housing, or the public health, welfare, and safety;

c) That the extended home-sharing substantially conforms with the purpose, intent, and provisions of the General Plan, the applicable community plan, and any applicable Specific Plan; and

d) That there is no substantial evidence of continued nuisance behavior from the location.

e. If no appeal is filed within 15 days from the date of the Director of Planning's determination approving or denying an extended home-sharing application, the Director of Planning's decision is final. An appeal to the Area Planning Commission may be filed by the applicant or any adjacent and abutting owner and occupant. An appeal shall be filed at the public counter of the Department of City Planning within 15 days of the date of the Director of Planning's decision. The appeal shall set forth specifically how the appellant believes the Director of Planning's findings and decision are in error. The Area Planning Commission may grant, conditionally grant, or deny the appeal. The failure of the Commission to act upon an appeal within 75 days after the expiration of the appeal period, or within an additional period as may be agreed upon by the applicant and the Director of Planning, shall be deemed a denial of the appeal and the original action on the matter shall become final.

i. Ineligibility

If the host's home sharing registration has been suspended or revoked, the host is not eligible to apply for extended home-sharing for two years from the effective date of the revocation or suspension or as long as a citation remains open or unresolved, whichever is later.

ii. Expiration and Renewal

An extended home sharing registration is valid for one year from the date of issuance. An extended home-sharing registration is subject to the same expiration and renewal terms described in Subdivision C.3. (Expiration and Renewal) and may be renewed annually if the host meets the same renewal requirements in that subparagraph.

iii. Revocations

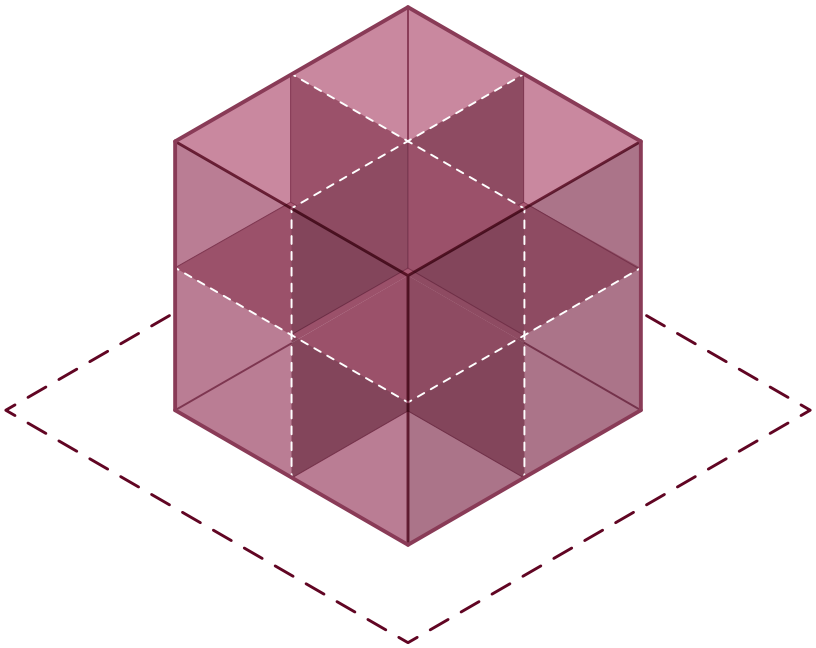
An extended home-sharing approval shall be revoked if there are two citations within a registration year in accordance with the process set forth in Subdivision C.4. (Suspensions and Revocations). Pursuant to the revocation, the host shall be prohibited from participating in home-sharing for two years from the effective date of the Notice of Revocation or as long as a citation remains open or unresolved, whichever is later.

J. Administration and Regulations

No person shall fail to comply with the Administrative Guidelines.

K. Effective Date

This effective date of this Section is July 1, 2019.



ARTICLE 6. **DENSITY**

[FORM - FRONTAGE - STANDARDS] [USE - **DENSITY**]

Part 6A. **Introduction**

Part 6B. **Density Districts**

Part 6C. **Density Rules**

The Downtown Community Plan will bring forward for adoption the New Zoning Code, including this Article via CPC-2014-1582-CA and CPC-2017-432-CPU. The Harbor LA Community Plans Update will bring forward the unique zones and additional standards or regulations needed to implement the Harbor LA Community Plans.

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PART 6A. INTRODUCTION

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DIV. 6A.1. ORIENTATION

SEC. 6A.1.1. RELATIONSHIP TO ZONE STRING

A zone string is composed of the following districts, as established in *Sec. 1.5.2. (Zoning Map)*:



The Density District is a separate and independent component of each zone.

SEC. 6A.1.2. HOW TO USE ARTICLE 6 (DENSITY)

A. Identify the Density District

The fifth component in a zone string identifies the Density District for a property.

B. Density District Standards

Density Districts standards are located in *Part 6B. (Density Districts)*. Each Density District identifies the standards specific to that Density District.

C. Interpreting Density District Standards

Each standard in a Density District in *Part 6B. (Density Districts)* provides a reference to *Part 6C. (Density Rules)* where the standard is explained in detail.

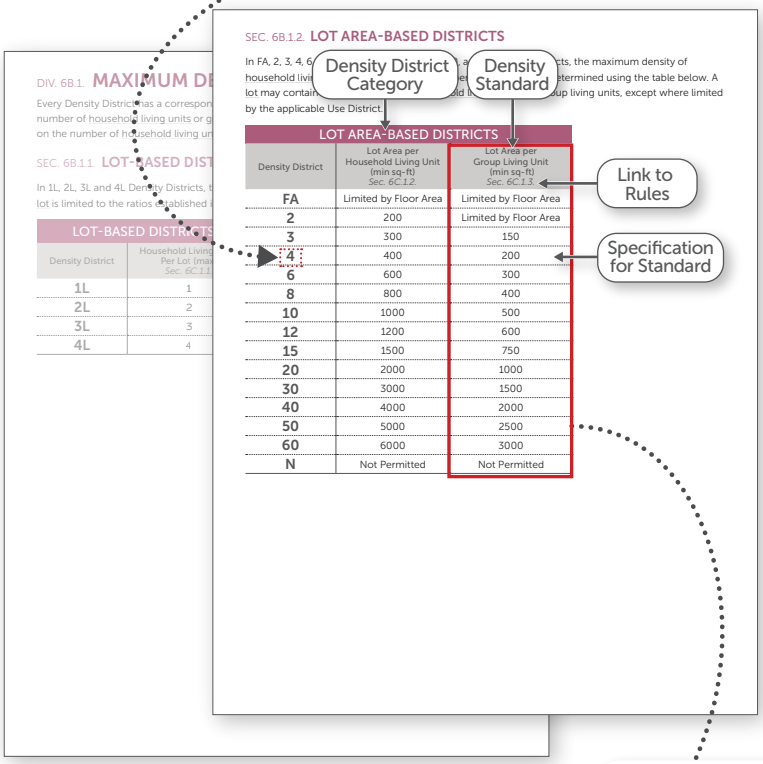
Form District Example:

Zone String

[LM2-MU2-5] [RG1-**4**]

Find Your Applied Density District

Part 6B (Density Districts)



SEC. 6B.1.2. **LOT AREA-BASED DISTRICTS**

In FA, 2, 3, 4, 6, ... the maximum density of household living ... determined using the table below. A lot may contain ... group living units, except where limited by the applicable Use District.

Density District Category

Density Standard

LOT AREA-BASED DISTRICTS

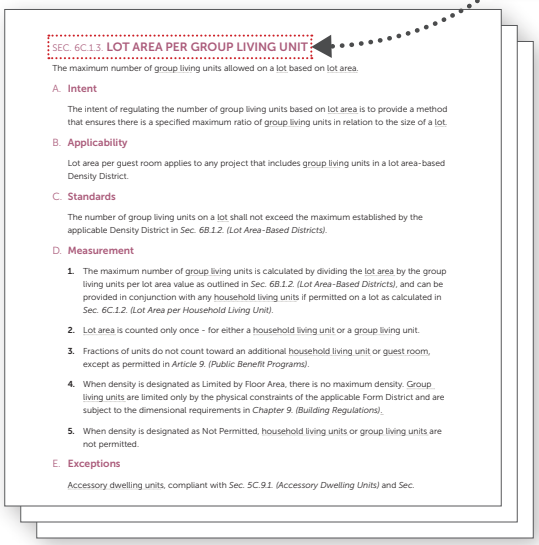
Density District	Lot Area per Household Living Unit (min sq-ft) *Sec. 6C.1.2.*	Lot Area per Group Living Unit (min sq-ft) *Sec. 6C.1.3.*
FA	Limited by Floor Area	Limited by Floor Area
2	200	Limited by Floor Area
3	300	150
4	400	200
6	600	300
8	800	400
10	1000	500
12	1200	600
15	1500	750
20	2000	1000
30	3000	1500
40	4000	2000
50	5000	2500
60	6000	3000
N	Not Permitted	Not Permitted

Link to Rules

Specification for Standard

Learn More About Your Rules

Part 6C (District Rules)



SEC. 6C.1.3. **LOT AREA PER GROUP LIVING UNIT**

The maximum number of group living units allowed on a lot based on lot area.

A. **Intent**

The intent of regulating the number of group living units based on lot area is to provide a method that ensures there is a specified maximum ratio of group living units in relation to the size of a lot.

B. **Applicability**

Lot area per guest room applies to any project that includes group living units in a lot area-based Density District.

C. **Standards**

The number of group living units on a lot shall not exceed the maximum established by the applicable Density District in *Sec. 6B.1.2. (Lot Area-Based Districts).*

D. **Measurement**

1. The maximum number of group living units is calculated by dividing the lot area by the group living units per lot area value as outlined in *Sec. 6B.1.2. (Lot Area-Based Districts)*, and can be provided in conjunction with any household living units if permitted on a lot as calculated in *Sec. 6C.1.2. (Lot Area per Household Living Unit).*
2. Lot area is counted only once - for either a household living unit or a group living unit.
3. Fractions of units do not count toward an additional household living unit or guest room, except as permitted in *Article 9. (Public Benefit Programs).*
4. When density is designated as Limited by Floor Area, there is no maximum density. Group living units are limited only by the physical constraints of the applicable Form District and are subject to the dimensional requirements in *Chapter 9. (Building Regulations)*.
5. When density is designated as Not Permitted, household living units or group living units are not permitted.

E. **Exceptions**

Accessory dwelling units, compliant with *Sec. 5C.9.1. (Accessory Dwelling Units)* and Sec.

SEC. 6A.1.3. DENSITY DISTRICT NAMING CONVENTION

There are two categories of Density Districts, lot-based and lot area-based.

A. Lot-Based Districts

Lot-Based Districts names include a number, representing the maximum quantity of household dwelling units that are allowed on a lot, followed by the letter "L".

B. Lot Area-Based Districts

With the exception of the "FA" and "N" Density Districts, lot-based Density District names are a number that represents how many hundreds of square feet of lot area are required per household dwelling unit or efficiency dwelling unit. The FA Density District is an abbreviation for "Floor Area", indicating that floor area is the only practical limit to density in this district and that the effective minimum lot area per household dwelling unit or efficiency dwelling unit is 0 square feet. The N Density District is an abbreviation for "Not Permitted", indicating that no household dwelling units or efficiency dwelling units are allowed in this Density District.

DIV. 6A.2. OPENING PROVISIONS

SEC. 6A.2.1. DENSITY INTENT

The intent of *Article 6 (Density)* is to establish Density Districts, a mechanism that regulates the number of household dwelling units or efficiency dwelling units permitted on any lot, otherwise known as density. Density Districts allow for a wide variety of zoning approaches to housing.

SEC. 6A.2.2. DENSITY APPLICABILITY

A. General

All projects filed after the effective date of this Zoning Code shall comply with the Density Standards in Article 6 (Density), as further specified below. For vested rights, see *Sec. 1.4.5. (Vested Rights)*, and for continuance of existing development, see *Sec. 1.4.6. (Continuance of Existing Development)*.

B. Project Activities

1. Categories of Density rules apply to a project based on what types of project activities are proposed, as shown in the table below. Typically, more than one project activity will apply to a proposed project (for example, an addition that expands an existing use includes both new construction and a use modification).

	PROJECT ACTIVITIES								
DENSITY RULE CATEGORY	New Construction	Demolition	Lot Modification	Site Modification	Facade Modification	Use Modification	Temporary Use	Renovation	Maintenance & Repair
Div. 6C.1 **Maximum Density**	●	○	●	○	○	●	○	○	○

● = Rules generally apply to this project activity
○ = Rules are not applicable

2. Project Activities are defined in *Sec. 14.1.15. (Project Activities).*

3. Where a category of Density rules are listed as generally applicable in the table above, and the applied Density District (*Part 6B)* provides specifications for a standard in that Density rule category, the project activity shall meet all applicable Density standards within that Division. This general applicability may be further specified for each standard in the applicability provisions in *Part 6C. (Density Rules)*. Project applicability may also be modified by *Article 12. (Nonconformities)*. Where a Division of the Density District rules is listed as not applicable in the table above, no standards from that Density rule category apply to the project activity.

C. Nonconformity

Nonconformity provides relief from the requirements of Article 6 (Density) for existing lots, site improvements, buildings and structures, and uses that conformed to the zoning regulations, if any, at the time they were established, but do not conform to current district standards or use permissions. No project activity may decrease conformance with any Density Standards in Article 6 (Density) for a nonconforming use, unless otherwise specified by *Div. 12.7. (Nonconforming Density)*.

SEC. 6A.2.3. RELATIONSHIP TO USE DISTRICTS

A. When household dwelling units or efficiency dwelling units are permitted by a Use District in *Part 5B. (Use Districts)*, the Density Districts in *Article 6 (Density)* establish limits on the number of household dwelling units or efficiency dwelling units.

B. Some Use Districts in *Part 5B. (Use Districts)* establish additional requirements for household dwelling units and efficiency dwelling units in addition to those in *Article 6 (Density)*.

SEC. 6A.2.4. RELATIONSHIP TO PUBLIC BENEFIT SYSTEMS

Affordable housing incentive programs, outlined in *Article 9. (Public Benefit Systems)*, offer a variety of methods to obtain additional density (in excess of the limits established in *Article 6 (Density)* and the applied Density District) in exchange for different affordability levels and types of affordable housing.

SEC. 6A.2.5. RELATIONSHIP TO FORM DISTRICTS

Form Districts do not directly limit density, but do establish requirements that may result in physical constraints that could impact the number of household dwelling units or efficiency dwelling units that can be accommodated on a lot.

PART 6B. DENSITY DISTRICTS

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Sec. 6B.1.1. Lot-Based Districts 6-10
Sec. 6B.1.2. Lot Area-Based Districts 6-11

DIV. 6B.1. MAXIMUM DENSITY

Every Density District has a corresponding maximum density. The maximum density either limits the number of dwelling units allowed based on lot area or indicates a flat limit on the number of dwelling units allowed per lot.

SEC. 6B.1.1. LOT-BASED DISTRICTS

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

In 1L, 2L, 3L and 4L Density Districts, the maximum number of dwelling units permitted on a lot is limited according to the table below.

LOT-BASED DISTRICTS	
Density District	Dwelling Units Per Lot (max) *Sec. 6C.1.1.*
1L	1
2L	2
3L	3
4L	4

SEC. 6B.1.2. LOT AREA-BASED DISTRICTS

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU. Changes highlighted in the table below are introduced with the Boyle Heights Community Plan via CPC-2016-2905-CPU.]

In FA, 2, 3, 4, 6, 8, 10, 12, 15, 20, 25, 30, 40, 50, 60, and N Density Districts, the maximum density of household dwelling units and efficiency dwelling units permitted on a lot is limited according to the table below. A lot may contain any combination of household dwelling units and efficiency dwelling units.

LOT AREA-BASED DISTRICTS		
Density District	Lot Area per Household Dwelling Unit (min SF) *Sec. 6C.1.2.*	Lot Area per Efficiency Dwelling Unit (min SF) *Sec. 6C.1.3.*
FA	Limited by Floor Area	Limited by Floor Area
2	200	100
3	300	150
4	400	200
6	600	300
8	800	400
10	1000	1000
12	1200	1200
15	1500	1500
20	2000	2000
25	2500	2500
30	3000	3000
40	4000	4000
50	5000	5000
60	6000	6000
N	Not Permitted	Not Permitted

PART 6C. DENSITY RULES

Div. 6C.1. Maximum Density 6-14

DIV. 6C.1. MAXIMUM DENSITY

[Introduced with the Downtown Community Plan via CPC-2014-1582-CA and CPC-2017-432-CPU]

ARTICLE 7.
ALTERNATE TYPOLOGIES

Part 7A. **Introduction**

Part 7B. **Alternate Typologies**

Part 7C. **Alternate Typology Rules**

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PART 7A. INTRODUCTION

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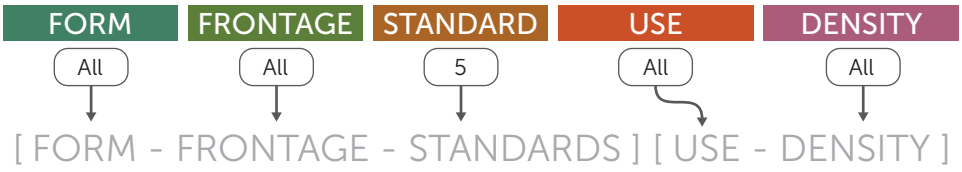
DIV. 7A.1. ORIENTATION

SEC. 7A.1.1. RELATIONSHIP TO ZONE STRING

Alternative Typologies may be used on lots where all districts in the applied zone string are listed as eligible districts in the eligibility table of the proposed Alternate Typology. The proposed Alternate Typology either supersedes or defers to the standards of the underlying applied zone string districts as specified by the proposed Alternate Typology.



SEC. 7A.1.2. HOW TO USE ARTICLE 7 (ALTERNATE TYPOLOGIES)

A. Determine Eligibility

Review each component in a zone string against the eligible districts for an Alternate Typology.

B. Form Standards

Form regulations are outlined in subsection D. of each Alternate Typology.

C. Frontage Standards

Frontage regulations are outlined in subsection E. of each Alternate Typology.

D. Development Standards

Development Standards regulations are outlined in subsection F. of each Alternate Typology.

E. Use Standards

Use regulations are outlined in subsection G. of each Alternate Typology.

F. Density Standards

Density regulations are outlined in subsection H. of each Alternate Typology.

G. Interpret Standards

Each standard in an Alternate Typology in *Part 7B. (Alternate Typologies)* provides a reference to *Part 7C. (Alternate Typology Rules)* where each standard is explained in detail.

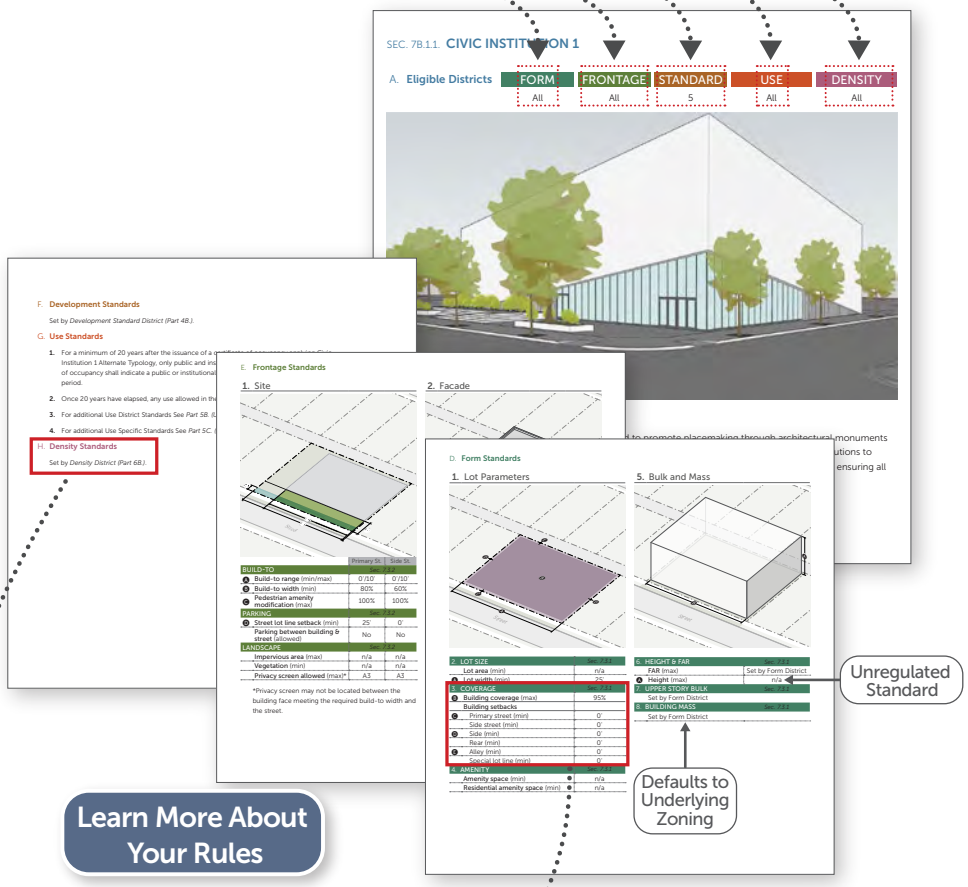
Zone String Example:

Zone String

[LM2-MU2-5] [RG1-FA]

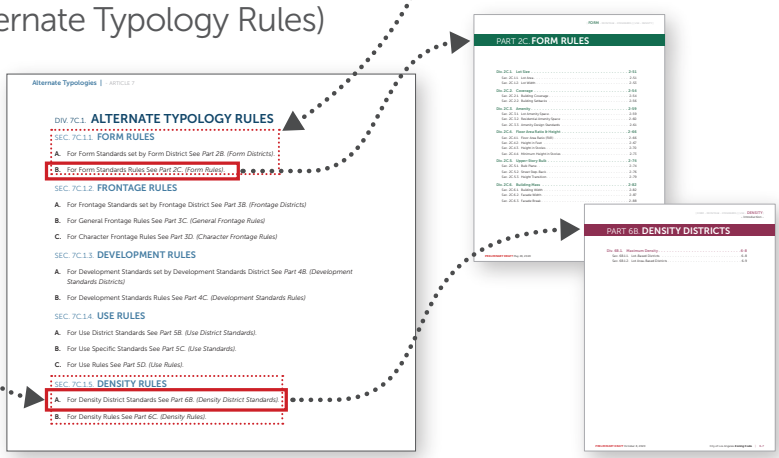
See if Your Zoning is Eligibile

Part 7B (Alternate Typology)



Learn More About Your Rules

Part 7C (Alternate Typology Rules)



SEC. 7A.1.3. ALTERNATE TYPOLOGY GRAPHICS

A. General

1. Illustrations and graphics are included in Article 7 (Alternate Typologies) only to assist users in understanding the intent and requirements of the text. In the event a conflict occurs between the text of Article 7 (Alternate Typologies) and any illustration or graphic, the text prevails.
2. To interpret the Form standard graphics in Article 7 (Alternate Typologies) see *Sec. 2A.1.4.C. (Interpreting Form District Standards)*.
3. To interpret the Frontage standard graphics in Article 7 (Alternate Typologies) see *Sec. 3A.1.4. (Interpreting Frontage District Standards)*.

SEC. 7A.1.4. ALTERNATE TYPOLOGY NAMING CONVENTION

Alternate Typology names are composed of two components: a typology category and a variation number.

A. Typology Category

The first component of each Alternate Typology is a typology category. Typology categories group all typologies with similar allowed uses, characteristics, and intent. Typology categories are organized as follows:

1. Civic Institution
2. Corner Store
3. Small Lot Subdivision
4. Drive-Through
5. Fueling Station

B. Variation Number

The last component of each Alternate Typology name is a variation number. Alternate Typologies are numbered based on the Development Standard Districts in which they are eligible, starting with Development Standards District 5 and ending Development Standards District 1.

DIV. 7A.2. OPENING PROVISIONS

SEC. 7A.2.1. ALTERNATE TYPOLOGIES INTENT

There are certain cases where the desired physical form for a specific type of development is prohibited by the zoning applied to a lot. In those cases, Alternate Typologies provide an option to override specific standards in the underlying zoning that may otherwise prohibit the desired form. In exchange for providing greater flexibility on particular standards, Alternate Typologies require other higher standards that promote the desired form and ensure projects are contextually appropriate.

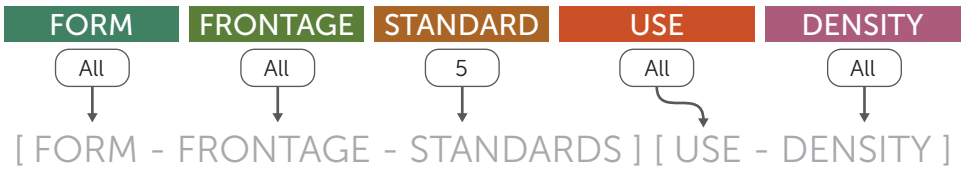
SEC. 7A.2.2. ALTERNATE TYPOLOGIES APPLICABILITY

A. General

All projects approved using an Alternate Typology and filed after the effective date of this Zoning Code (Chapter 1A) shall comply with the applicable Alternate Typology Standards in Article 7 (Alternate Typologies), as further specified below. For vested rights, see *Sec. 1.4.5. (Vested Rights)*, and for continuance of existing development, see *Sec. 1.4.6. (Continuance of Existing Development)*.

B. Eligibility

Alternate Typologies are only allowed in eligible districts. Each Alternate Typology provides an eligibility table that lists all zoning districts where the Alternate Typology is allowed. Any lot within one of the eligible zone districts may use the Alternate Typology. When an eligible district is listed with "_", all variations of the district are eligible (for example, RN_ includes RN1, RN2 and any other RN variation).



C. Project Activities

1. Alternate Typology standards apply to project activities as shown in the applicability tables in Part A of the Zone String Articles, 2-6. More than one project activity may apply to a project (for example, an addition may also include the expansion of a use).

2. Where a rule is listed as generally applicable in the applicability tables in Part A of the Zone String Articles, 2-6, the project activity shall meet the applicable Alternate Typology rules within the Division. This general applicability may be further specified for each standard in the applicability provisions in *Part 2C. (Form Rules)*, *Part 3C. (Frontage Rules)*, *Part 3D. (Character Frontage Rules)*, *Part 4C. (Development Standards Rules)*, *Part 5C. (Frontage Rules)*, and *Part 6C. (Frontage Rules)*. Project applicability may also be modified by *Article 12. (Nonconformities)*. Where a Division of the Alternate Typology rules is listed as not applicable in the applicability tables of the Zone String articles, 2-6, the standards within the Division do not apply to the project activity.

3. For more information about project activities, see *Sec. 14.1.15. (Project Activities)*.

D. Applicable Components of Buildings and Lots

1. Alternate Typology regulations apply to all portions of a lot.

2. Alternate Typology regulations apply to all portions of buildings and structures on a lot.

3. Specific Alternate Typology regulations may further limit which components of buildings and lots are required to comply with the rules in *Part 7C. (Alternate Typology Rules)*.

E. Nonconformity

1. Where an existing lot, site, building, or structure is nonconforming as to the standards specified by the underlying applied zone string districts, a project is eligible to use Alternate Typology for proposed project activities, provided that the uses on the lot will conform to the use standards of the proposed Alternate Typology once the proposed project is complete. Once any project activity is approved under the rules of an Alternate Typology, no future project activity on that lot may decrease the conformance with any Alternate Typology standard in *Article 7 (Alternate Typologies)*, except as specified by the following provision.

2. *Article 12. (Nonconformity)* provides relief from the requirements of *Article 7 (Alternate Typologies)*, for existing lots, site improvements, buildings, structures, and uses that conformed to the zoning regulations, if any, at the time they were established, but do not conform to current district standards or use permissions. No proposed project activity using an Alternate Typology may decrease the conformance with any Form, Frontage, Development Standards, Use, or Density standard in *Article 7 (Alternate Typologies)*, unless otherwise specified in *Div. 12.2. (Form Exceptions)*, *Div. 12.3. (Frontage Exceptions)*, *Div. 12.4. (Development Standards Exceptions)*, *Div. 12.5. (Use Exceptions)*, or *Div. 12.6. (Density Exceptions)*.

SEC. 7A.2.3. RELATIONSHIP TO ZONING DISTRICTS

A. Where a standard is listed in an Alternate Typology, the specification listed for the standard in the Alternate Typology supersedes the specification listed in the underlying zone string districts for the same standard.

B. The underlying zone string district standard applies where an Alternate Typology:

1. Defers to the underlying districts (for example, "Set by Form District");

2. Provides no specification for a standard listed by the underlying zone string districts; or

3. Does not list a standard that is listed by the underlying zone string districts.

SEC. 7A.2.4. RELATIONSHIP TO SPECIFIC PLANS & SUPPLEMENTAL DISTRICTS

A. Alternate Typologies do not supersede the requirements of Specific Plans or Supplemental Districts.

B. Special Districts are not eligible to use Alternate Typologies.

PART 7B. ALTERNATE TYPOLOGIES

Div. 7B.1. Civic institution 7-12
Sec. 7B.1.1. Civic Institution 1 7-13
Sec. 7B.1.2. Civic Institution 2 7-17
Sec. 7B.1.3. Civic Institution 3 7-21
Div. 7B.2. Corner Store 7-25
Div. 7B.3. Small Lot Subdivision 7-25
Div. 7B.4. Drive-Through 7-25
Div. 7B.5. Fueling Station 7-25

DIV. 7B.1. CIVIC INSTITUTION

SEC. 7B.1.1. CIVIC INSTITUTION 1

A. Eligible Districts

FORM	FRONTAGE	STANDARD	USE	DENSITY
All	All	5	All	All



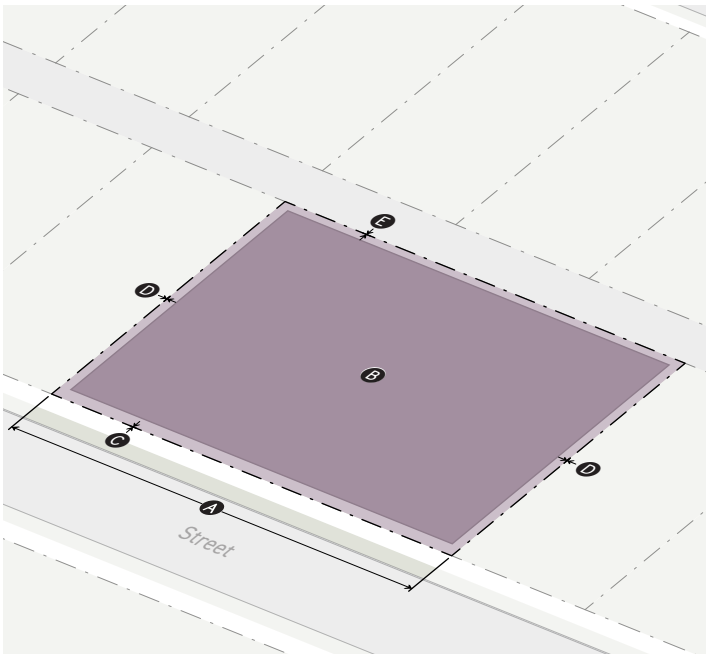
B. Intent

The Civic Institution 1 Alternate Typology is intended to promote placemaking through architectural monuments and publicly accessible spaces. This Alternate Typology allows greater design flexibility for civic institutions to differentiate civic assets from the surrounding urban fabric, while maintaining standards essential for ensuring all projects actively contribute to a highly walkable urban environment.

C. Review

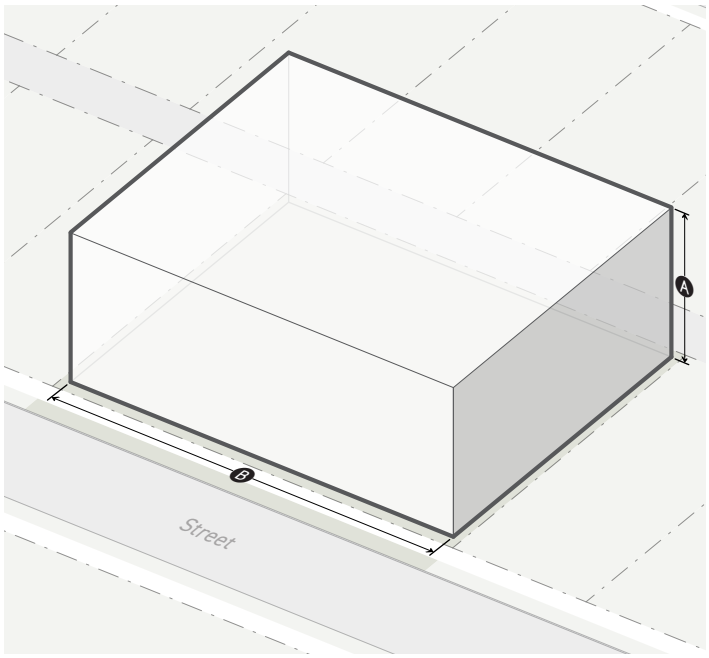
Administrative review is required, see *Sec. 14.5.1. (Administrative Review)*.

D. Form: Lot Parameters



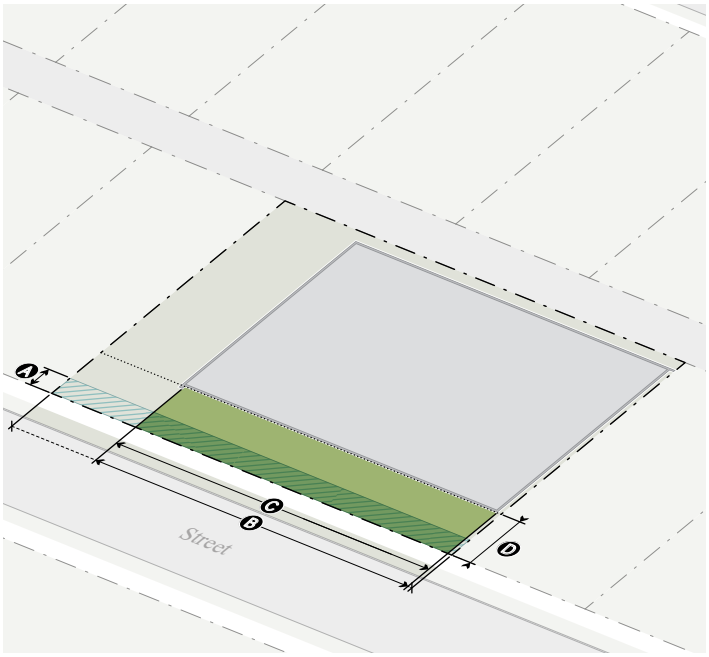
1. LOT SIZE	*Sec. 7.3.1*
Lot area (min)	n/a
Ⓐ **Lot width** (min)	25'
2. COVERAGE	*Sec. 7.3.1*
Ⓑ **Building coverage** (max)	95%
Building setbacks	
Ⓒ Primary street (min)	0'
Side street (min)	0'
Ⓓ Side (min)	0'
Rear (min)	0'
Ⓔ Alley (min)	0'
Special lot line (min)	0'
3. AMENITY	*Sec. 7.3.1*
Lot amenity space (min)	n/a
Residential amenity space (min)	n/a

E. Form: Bulk and Mass



1. HEIGHT & FAR	*Sec. 7.3.1*
FAR (max)	Set by Form District
Ⓐ **Height** (max)	n/a
2. UPPER STORY BULK	*Sec. 7.3.1*
Set by Form District	
3. BUILDING MASS	*Sec. 7.3.1*
Set by Form District	

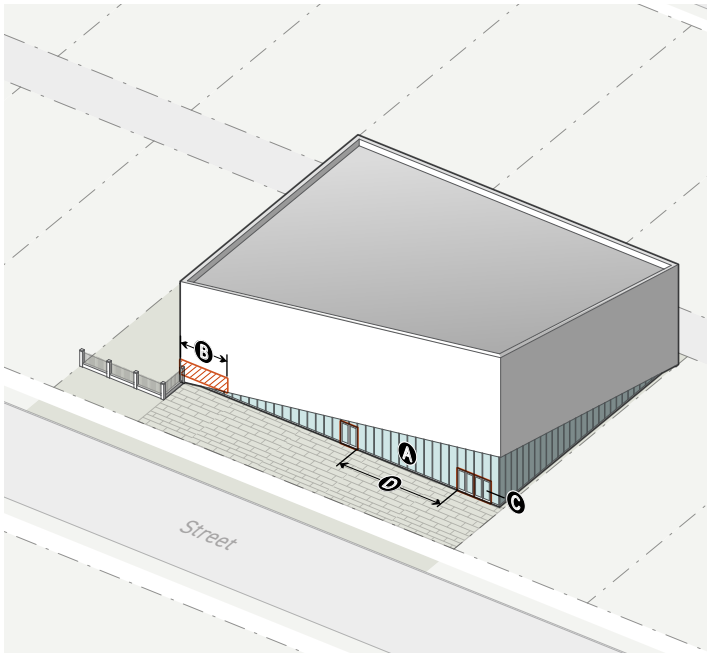
F. Frontage: Site



		Primary St.	Side St.
1. BUILD-TO		*Sec. 7.3.2*	
	Applicable stories (min)	1	1
A	**Build-to depth** (max)	0'/10'	0'/10'
B	**Build-to width** (min)	80%	60%
C	**Pedestrian amenity allowance** (max)	100%	100%
2. PARKING		*Sec. 7.3.2*	
D	**Parking setback** (min)	25'	0'
	Parking between building & street (allowed)	No	No
3. LANDSCAPE		*Sec. 7.3.2*	
	Frontage planting area (min)	n/a	n/a
	Frontage yard fence & wall type allowed:	A3*	A3*

*Fences and walls may not be located between the building face meeting the required build-to width and the street.

G. Frontage: Facade



		Primary St.	Side St.
1. TRANSPARENCY		*Sec. 7.3.2*	
A	**Ground story** (min)	10%*	10%*
	Upper stories (min)	n/a	n/a
B	**Active wall spacing** (max)	70'	90'
2. ENTRANCES		*Sec. 7.3.2*	
C	**Street-facing entrance**	Required	n/a
D	Entrance spacing (max)	100'	150'
	Entry feature	n/a	n/a
3. GROUND STORY		*Sec. 7.3.2*	
	Ground story height (min)		
	Residential (min)	n/a	n/a
	Nonresidential (min)	16'	16'
	Ground floor elevation (min/max)	n/a	n/a

*Ground story window and door glazing may be screened for up to 50% of the glazed area.

H. Development Standards

Set by applied *Development Standard District (Part 4B.)*.

I. Use Standards

1. The Civic Institution 1 Alternate Typology shall only be applied for projects including the following uses for no less than 75% of the total floor area:
    a. Civic Facility: All (examples include community centers, museums, and libraries);
    b. Office, Government;
    c. Public Safety Facility (examples include fire and police stations);
    d. Religious Assembly (examples include churches, mosques, synagogues, and temples);
    e. School: K-12;
    f. School: Post-Secondary;
    g. Social Services; and
    h. Transit Terminal.
2. For projects approved using the Civic Institution 1 Alternate Typology, except for incidental uses and accessory uses, only *Public and Institutional Uses (Sec. 5C.1.2.)* are allowed on the lot for a period of 20 years after the project receives its certificate of occupancy.
3. Once 20 years have elapsed, any use allowed in the applied *Use District (Part 5B)* is permitted.
4. For additional Use District standards, see the applied *Use District (Part 5B).*

J. Density Standards

Set by the applied *Density District (Part 6B.)*.

SEC. 7B.1.2. CIVIC INSTITUTION 2

A. Eligible Districts

FORM	FRONTAGE	STANDARD	USE	DENSITY
All	All	1, 2, 3, & 4	All	All



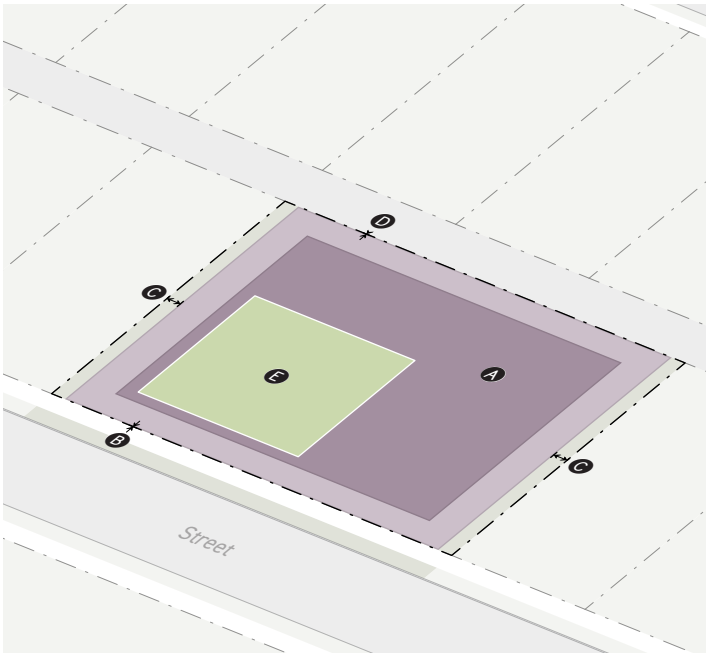
B. Intent

The Civic Institution 2 Alternate Typology is intended to promote placemaking through architectural monuments and publicly accessible spaces. This Alternate Typology allows greater design flexibility for civic institutions to differentiate civic assets from the surrounding urban fabric, while maintaining standards essential for ensuring all projects actively contribute to a highly walkable urban environment.

C. Review

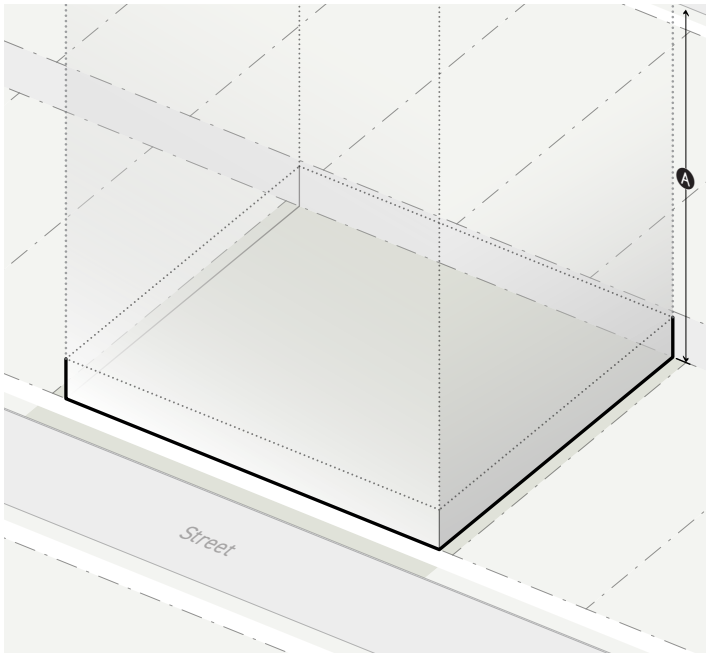
Administrative review is required, see *Sec. 14.5.1. (Administrative Review)*.

D. Form: Lot Parameters



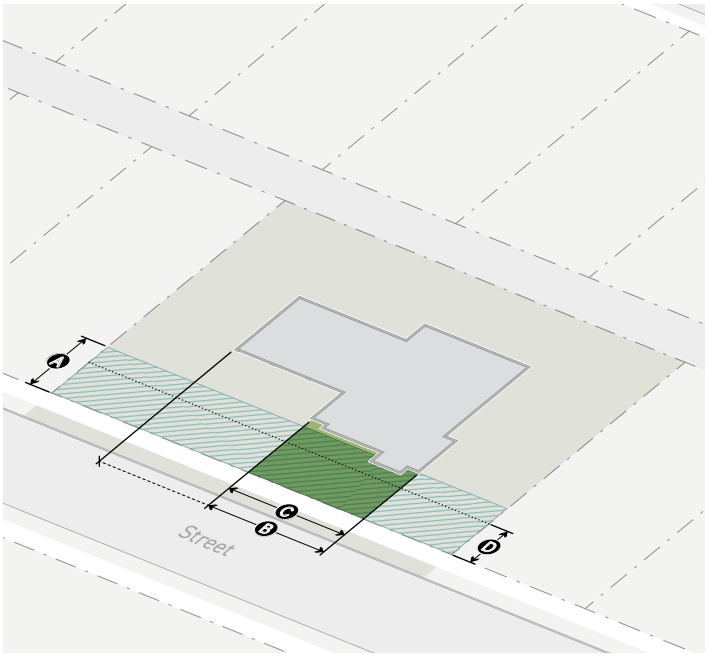
1. LOT SIZE	*Sec. 7C.1.1.*
Lot area (min)	n/a
Lot width (min)	n/a
2. COVERAGE	*Sec. 7C.1.1.*
Ⓐ **Building coverage** (max)	65%
Building setbacks	
Ⓑ Primary street (min)	0'
Side street (min)	5'
Ⓒ Side (min)	5'
Rear (min)	5'
Ⓓ Alley (min)	0'
Special lot line (min)	Set by Form District
3. AMENITY	*Sec. 7C.1.1.*
Ⓔ **Lot amenity space** (min)	20%
Residential amenity space (min)	n/a

E. Form: Bulk and Mass



1. HEIGHT & FAR	*Sec. 7C.1.1.*
FAR (max)	Set by Form District
Ⓐ **Height** (max)	n/a
2. UPPER STORY BULK	*Sec. 7C.1.1.*
Bulk plane	n/a
Street step-back	n/a
Height transition	n/a
District boundary height transition	n/a
3. BUILDING MASS	*Sec. 7C.1.1.*
Set by Form District	

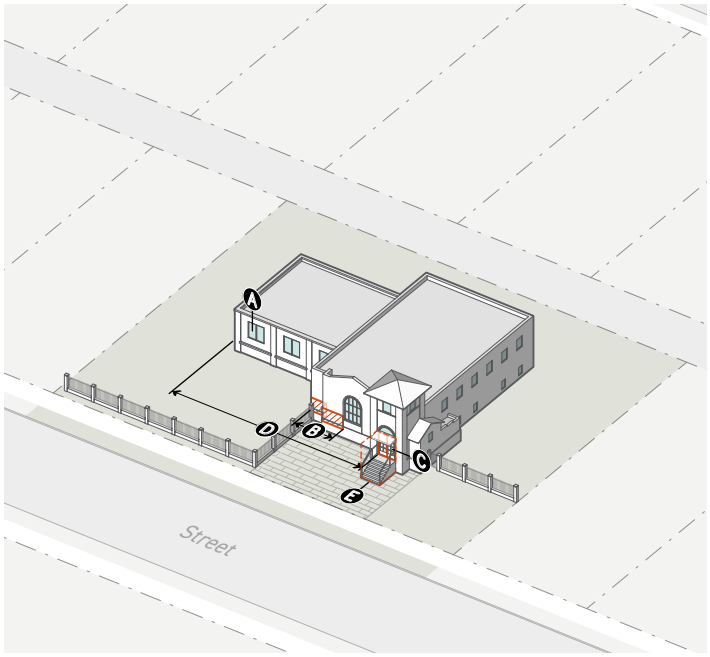
F. Frontage: Site



		Primary St.	Side St.
1.	BUILD-TO	*Sec. 7C.1.2.*	
	Applicable stories (min)	1	n/a
A	Build-to depth (max)	30'	n/a
B	Build-to width (min)	Building-based	n/a
C	Pedestrian amenity allowance (max)	100%	n/a
2.	PARKING	*Sec. 7C.3.2*	
D	Parking setback (min)	20'	0'
	Parking between building & street (allowed)	No	Yes
3.	LANDSCAPE	*Sec. 7C.1.2.*	
	Frontage planting area (min)	70%	70%
	Frontage yard fence & wall type allowed:	A3*	A3

*Fences and walls may not be located between the building face meeting the required build-to width and the street.

G. Frontage: Facade



		Primary St.	Side St.
1.	TRANSPARENCY	*Sec. 7C.1.2.*	
A	Ground story (min)	10%*	10%*
	Upper stories (min)	n/a	n/a
B	Active wall spacing (max)	30'	40'
2.	ENTRANCES	*Sec. 7C.1.2.*	
C	Street-facing entrance	Required	n/a
D	Entrance spacing (max)	100'	150'
	Required entry feature	Yes	No
E	Entry feature options	• Recessed Entry • Covered Entry	
3.	GROUND STORY	*Sec. 7C.1.2.*	
	Ground story height (min)	n/a	n/a
	Ground floor elevation (min/max)	n/a	n/a

*Ground story window and door glazing may be screened for up to 50% of the glazed area.

H. Development Standards

Set by applied *Development Standard District (Part 4B.)*.

I. Use Standards

1. For a minimum of 20 years after the issuance of a Certificate of Occupancy, no less than 75% of the total floor area on the lot shall be designated for one or more of the following uses:
    a. Civic Facility: All (examples include community centers, museums, and libraries);
    b. Office, Government;
    c. Public Safety Facility (examples include fire and police stations);
    d. Religious Assembly (examples include churches, mosques, synagogues, and temples);
    e. School: K-12;
    f. School: Post-Secondary;
    g. Social Services; and
    h. Transit Station.
2. Once 20 years have elapsed, all floor area on the lot may be designated for any use allowed in the applied *Use District (Part 5B)*.
3. For additional Use District standards, see the applied Use District (Part 5B).

J. Density Standards

Set by the applied Density District (Part 6B.).

SEC. 7B.1.3. CIVIC INSTITUTION 3

A. Eligible Districts

FORM	FRONTAGE	STANDARD	USE	DENSITY
All	All	All	All	All



B. Intent

The Civic Institution 3 Alternate Typology is intended to allow greater design flexibility for large-scale, multi-functional hospital and associated medical campuses, and all related support services and uses. Standards are flexible enough to accommodate evolving changes and expansion in medical campus plans, and help create the proper transitions between campus activities and adjacent neighborhoods.

C. Review

Administrative review is required, see *Sec. 14.5.1. (Administrative Review)*.

D. Form: Lot Parameters



1. LOT SIZE	Sec. 7C.1.1.
Lot area (min)	1,000 sf
Lot width (min)	20'
2. COVERAGE	*Sec. 7C.1.1.*
Ⓐ **Building coverage** (max)	100%
Building setbacks	
Ⓑ Primary street (min)	6'
Side street (min)	6'
Ⓒ Side (min)	0'
Rear (min)	0'
Ⓓ Alley (min)	0'
Special lot line (min)	0'
3. AMENITY	*Sec. 7C.1.1.*
Ⓔ **Lot amenity space** (min)	15%
Residential amenity space (min)	n/a

E. Form: Bulk and Mass



1. HEIGHT & FAR	Sec. 7C.1.1.
FAR (max)	set by form district bonus
Ⓐ **Height** (max)	set by form district bonus
2. UPPER STORY BULK	*Sec. 7C.1.1.*
Set by Form District	
3. BUILDING MASS	*Sec. 7C.1.1.*
Building width (max)	unlimited
Building break (min)	n/a

F. Frontage: Site



	Primary	Side.
1. BUILD-TO	*Sec. 7C.1.2.*	
Ⓐ **Build-to depth** (max)	20'	n/a
Ⓑ **Build-to width** (min)	50%	n/a
Ⓒ **Pedestrian amenity allowance (max)**	100%	n/a
Ⓓ **Active depth** (min)	25'	n/a
2. PARKING	*Sec. 7C.3.2*	
Parking between building and street	Allowed	Allowed
3. LANDSCAPING	*Sec. 7C.1.2.*	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A3*	A3

*Fences and walls may not be located between the building face meeting the required build-to width and the street.

G. Frontage: Facade



	Primary	Side
1. TRANSPARENCY	*Sec. 7C.1.2.*	
Ⓐ **Ground story** (min)	30%	15%
Upper stories (min)	15%	15%
Ⓑ **Active wall spacing** (max)	30'	75'
2. ENTRANCES	*Sec. 7C.1.2.*	
Ⓒ **Street-facing entrance**	Required	n/a
Entrance spacing (max)	n/a	n/a
Required entry feature	n/a	/na
3. GROUND STORY	*Sec. 7C.1.2.*	
Ground story height (min)	n/a	n/a
Ground floor elevation (min/max)	n/a	n/a

H. Development Standards

PEDESTRIAN ACCESS	*Div. 4C.1.*		
Pedestrian access package	Package 4		
AUTOMOBILE ACCESS	*Div. 4C.2.*		
Automobile access package	Package 4		
AUTOMOBILE PARKING	*Div. 4C.4.*		
Required parking stalls	Package A		
Change of use parking exemption (max)	n/a		
Parking structure design	Package D		
	Primary St.	Side St.	Special Lot Line
Parking Garage			
Ground Story	Concealed	Screened	Screened
Upper Stories	Screened	Screened	Screened
Integrated Parking			
Ground Story	Concealed	Screened	Screened
Upper Stories	Screened	Screened	Screened
SIGNS	*Div. 4C.11*		
Sign package	1		
DEVELOPMENT REVIEW	*Div. 4C.14.*		
Development review threshold	Package 3		

See *Part 4C. (Development Standards Rules)* for additional development standards that apply to all Development Standards Districts.

I. Use Standards

1. For a minimum of 20 years after the issuance of a Certificate of Occupancy, no less than 75% of the total floor area on the lot shall be designated for medical: regional uses.
2. The remaining 25% of floor area on the lot may be designated for any use allowed in the applied *Use District (Part 5B)*.
3. Once 20 years have elapsed, all floor area on the lot may be designated for any use allowed in the applied *Use District (Part 5B)*.
4. For additional Use District standards, see the applied *Use District (Part 5B)*.

J. Density Standards

Set by the applied *Density District (Part 6B)*.

DIV. 7B.2. CORNER STORE

[Reserved]

DIV. 7B.3. SMALL LOT SUBDIVISION

[Reserved]

DIV. 7B.4. DRIVE-THROUGH

[Reserved]

DIV. 7B.5. FUELING STATION

[Reserved]

PART 7C. ALTERNATE TYPOLOGY RULES

Div. 7C.1. Alternate Typology Rules 7-28
Sec. 7C.1.1. Form Rules 7-28
Sec. 7C.1.2. Frontage Rules 7-28
Sec. 7C.1.3. Development Rules 7-28
Sec. 7C.1.4. Use Rules 7-28
Sec. 7C.1.5. Density Rules 7-28

DIV. 7C.1. ALTERNATE TYPOLOGY RULES

SEC. 7C.1.1. FORM RULES

A. For Form Standards set by Form District, see the applied Form District *Part 2B. (Form Districts)*.

B. For Form Standards Rules, see the applied Form District *Part 2C. (Form Rules)*.

SEC. 7C.1.2. FRONTAGE RULES

A. For Frontage Standards set by Frontage District, see the applied Frontage District *Part 3B. (Frontage Districts)*.

B. For General Frontage Rules, see the applied Frontage District *Part 3C. (General Frontage Rules)*.

C. For Character Frontage Rules, see the applied Frontage District *Part 3D. (Character Frontage Rules)*.

SEC. 7C.1.3. DEVELOPMENT RULES

A. For Development Standards set by the applied Development Standards District, see *Part 4B. (Development Standards Districts)*.

B. For Development Standards Rules, see the applied Development Standards District *Part 4C. (Development Standards Rules)*.

SEC. 7C.1.4. USE RULES

A. For Use District Standards, see the applied Use District *Part 5B. (Use District Standards)*.

B. For Use Specific Standards, see the applied Use District *Part 5C. (Use Standards)*.

C. For Use Rules, see the applied Use District *Part 5D. (Use Rules)*.

SEC. 7C.1.5. DENSITY RULES

A. For Density District Standards, see the applied Density District *Part 6B. (Density District Standards)*.

B. For Density Rules, see the applied Density District *Part 6C. (Density Rules)*.

APPENDIX G

Street Reclassifications and Dimensions

Reclassification of Mobility Plan 2035 Street Designations

The Proposed Plans amend the Street Designations of the Citywide General Plan Circulation System Map of the Mobility Plan 2035 for the Harbor Gateway CPA as follows:

STREET NAME	ORIENTATION	SEGMENT BEGINNING	SEGMENT ENDING	EXISTING (MP 2035) DESIGNATION	HC PROPOSED DESIGINATION	PROPOSED RIGHT-OF-WAY WIDTH	PROPOSED ROADWAY WIDTH	PROPOSED SIDEWALK WIDTH
Gardena Boulevard	E/W	Vermont Avenue	Estrella Avenue	Avenue II	Modified Avenue II	86/56/15’	55'	10'
Del Amo Boulevard	E/W	Western Avenue	Denker Avenue	Avenue I	Modified Industrial Collector	100/70/15’	30'	5'
Sepulveda Boulevard	E/W	Western Avenue	Normandie Avenue	Boulevard II	Modified Boulevard II	100’	86'	8'/10 - 7'

The Proposed Plans amend the Street Designations of the Citywide General Plan Circulation System Map of the Mobility Plan 2035 for the Wilmington-Harbor City CPA as follows:

STREET NAME	ORIENTATION	SEGEMENT BEGINNING	SEGMENT ENDING	EXISTING (MP 2035) DESIGNATION	WHC PROPOSED DESIGNATION	PROPOSED RIGHT-OF-WAY WIDTH	PROPOSED ROADWAY WIDTH	PROPOSED SIDEWALK WIDTH
Avalon Boulevard	N/S	Northern Boundary	246th Street	Avenue II	Modified Avenue II	80’	56’	12’
Avalon Boulevard	N/S	L Street	Opp Street	Avenue II	Modified Avenue II	84’	60’	12’
Avalon Boulevard	N/S	Opp Street	I Street	Boulevard II	Modified Avenue II	80’	56’	12’
Avalon Boulevard	N/S	I Street	Harry Bridges	Avenue II	Modified Avenue II	80’	56’	12’
Banning Boulevard	N/S	Anaheim Street	C Street	Local	Industrial Local	64’	44’	10’
Blinn Avenue	N/S	Lomita Boulevard	Q Street	Local	Industrial Local	64’	44’	10’
Broad Avenue	N/S	L Street	Anaheim Street	Avenue II	Modified Collector	80’	56’	12’
Broad Avenue	N/S	Anaheim Street	Harry Bridges Boulevard	Avenue II	Modified Collector	80’	56’	12’
Figueroa Place	N/S	North of Anaheim Street	110-Interstate Freeway ramp	Collector	Avenue III	72’	46’	13’
Flint Avenue	N/S	Anaheim Street	South of F Street	Local	Industrial Local	64’	44’	20’
Fries Avenue	N/S	Anaheim Street	South Boundary	Avenue II	Modified Avenue II	76’	56’	10’

STREET NAME	ORIENTATION	SEGEMENT BEGINNING	SEGMENT ENDING	EXISTING (MP 2035) DESIGNATION	WHC PROPOSED DESIGNATION	PROPOSED RIGHT-OF-WAY WIDTH	PROPOSED ROADWAY WIDTH	PROPOSED SIDEWALK WIDTH
George De La Torre Avenue	N/S	Anaheim Street to	North of Alameda Street	Collector	Industrial Collector	68’	48’	10’
Henry Ford Avenue	N/S	South of Alameda Street	Anchorage Road	Boulevard II	Modified Boulevard I	110’	84’	8’
Lakme Avenue	N/S	Anaheim Street	A Street	Local	Industrial Local	64’	44’	10’
Lecouvreur Avenue	N/S	E Street	Alameda Street	Local	Industrial Local	64’	44’	10’
McFarland Avenue	N/S	Anaheim Street	Alameda Street	Local	Industrial Local	64’	44’	10’
Pioneer Avenue	N/S	Anaheim Street	F Street	Local	Industrial Local	64’	44’	10’
Quay Avenue	N/S	G Street	C Street	Collector	Industrial Collector	68’	48’	10’
Sanford Avenue	N/S	Anaheim Street	E Street	Local	Industrial Local	64’	44’	10’
Vermont Avenue	N/S	Lomita Boulevard	Pacific Coast Highway	Avenue II	Modified Avenue I	100’	76	12
Watson Avenue	N/S	Anaheim Street	Alameda Street	Collector	Industrial Local	64’	44’	10’
Wilmington Boulevard	N/S	Lomita Boulevard	Anaheim Street	Avenue II	Modified Avenue II	80’	56’	12’
Wilmington Boulevard	N/S	Anaheim Street	C Street	Avenue II	Modified Avenue II	80’	56’	12’
240th Street	E/W	Western Avenue	Frampton Avenue	Collector	Industrial Local	64’	44’	10’
A Street	E/W	300’ West of Avalon Boulevard	Avalon Boulevard	Avenue II	Modified Avenue II	60’	36’	12’
Anaheim Street	E/W	Western Avenue	5 Points	Avenue II	Modified Avenue II	80’	56’	12’
Anaheim Street	E/W	Alameda Street	Farragut Avenue	Boulevard II	Modified Boulevard II	104’	84’	10’
E Street	E/W	Avalon Boulevard	Broad Avenue	Collector	Industrial Collector	68’	48’	10’
E Street	E/W	Broad Avenue	Alameda Street	Collector	Divided Industrial Collector	68’	48’	10’
Frampton Avenue	E/W	240th Street	City Boundary	Collector	Industrial Local	64’	44’	10’
G Street	E/W	Avalon Boulevard	Broad Avenue	Collector	Modified Collector	66’	46’	10’
G Street	E/W	Broad Avenue	Sanford Street	Collector	Industrial Collector	68’	48’	10’
G Street	E/W	Sanford Avenue	Watson Avenue	Collector	Industrial Collector	68’	48’	10’

STREET NAME	ORIENTATION	SEGEMENT BEGINNING	SEGMENT ENDING	EXISTING (MP 2035) DESIGNATION	WHC PROPOSED DESIGNATION	PROPOSED RIGHT-OF-WAY WIDTH	PROPOSED ROADWAY WIDTH	PROPOSED SIDEWALK WIDTH
I Street	E/W	Terminal Island Freeway	City Boundary (east)/ City of Long Beach	Local	Industrial Collector	68’	48’	10
I Street	E/W	Pennington Avenue	Farragut Avenue	Divided Local	Industrial Local	64’	44’	10’
Lomita Boulevard	E/W	Western Boundary (Ebony)	Frampton Avenue	Boulevard II	Modified Boulevard II	100’	80’	10’
Palos Verdes Drive North	E/W	Leesdale Avenue	Senator Avenue	Boulevard I	Divided Boulevard I	136’	100’	18’
Palos Verdes Drive North	E/W	Senator Avenue	Alameda Street	Avenue I	Divided Avenue I	100’	70’	15’
Q Street	E/W	Blinn Avenue	Drumm Street	Local	Industrial Local	64’	44’	10’

Reclassifications of Enhanced Networks in the Mobility Plan 2035 Amend the identified Enhanced Network Maps in the Mobility Plan 2035 as provided in the following table and attached map(s):

Transit Enhanced Network (TEN)

STREET NAME	ORIENTATION	SEGEMENT BEGINNING	SEGMENT ENDING	EXISTING MP 2035 TEN	WHC PROPOSED TEN
Pacific Coast Highway	E/W	Western Avenue	110 Freeway	n/a	Moderate TEN

Neighborhood Enhanced Network (NEN)

STREET NAME	ORIENTATION	SEGEMENT BEGINNING	SEGMENT ENDING	EXISTING MP 2035 NEN	WHC PROPOSED NEN
Avalon Boulevard	N/S	East Bonds Streets	East Harry Bridges	Included in NEN	Remove from NEN

APPENDIX H

Letter of Determination

LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300
www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: FEB 05 2019

Case No. CPC-2018-4236-GPA Council District: 15 – Buscaino
CEQA: ENV-2018-4237-CE
Plan Area: Harbor Gateway

Project Site: 20245 South Vermont Avenue;
40 parcels identified within the Del Amo Superfund Site, roughly bounded by: 190th Street on the North, Normandie Avenue on the West, Hamilton Avenue on the East, and Del Amo Boulevard on the South

Applicant: Carol Campagna, Shell Oil Company
Representative: Michael R. Leslie, Boles Schiller, Flexner, LLP

At its meeting of **November 8, 2018**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following:

As requested by a United States Environmental Protection Agency (USEPA) Record of Decision and federal consent decree, a General Plan Amendment to add a footnote to the Harbor Gateway Community Plan Land use Map, restricting future development to commercial and industrial uses only, for all parcels identified as being located within the Del Amo Superfund Site. There is no development project proposed.

1. **Determined**, pursuant to CEQA Guidelines, Section, 15300, an Exemption from CEQA Class 5, (Minor Alterations in Land Use Limitations), Class 5, Category 12 of the City Guidelines (Minor alterations in land use limitations in areas with less than a 20 percent slope, which do not result in any changes in land use or density), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Recommended** that the Mayor and the City Council **adopt** a resolution approving a General Plan Amendment to the Harbor Gateway Community Plan to add a footnote prohibiting residential development on select parcels within the Del Amo Superfund site; and
3. **Adopted** the attached Findings.

The vote proceeded as follows:

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

Vote: **8 - 0**

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

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

Effective Date/Appeals: *The decision of the Los Angeles City Planning Commission is not appealable.*

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

Attachments: Findings, Resolution, Land Use Map

c: Faisal Roble, Principal City Planner
Debbie Lawrence, Senior City Planner

FINDINGS

A. General Plan/Charter Findings

The General Plan defines the foundation for all land use decisions. The City of Los Angeles' General Plan consists of the Framework Element, seven required Elements that are mandated by State law including Land Use, Transportation, Housing, Conservation, Noise, Safety, and Open Space, and optional Elements including Air Quality and Service Systems, as well as the Health and Wellness Element. Thirty-five individual community plans comprise the Land Use Element for the City of Los Angeles. This section provides relevant goals, objectives, policies, and programs that are established in the General Plan that form the basis for the Staff's recommended actions for the proposed project.

1. General Plan Land Use Designation

The subject property is within the Harbor Gateway Community Plan Area, which was adopted by the City Council on December 6, 1995 under Case No. 94-0213 CPU. The Plan Map designates the subject properties for Heavy Manufacturing, Light Manufacturing, Neighborhood Office Commercial, and Public Facilities with corresponding zoning of M3, M2 MR2, C4 and PF. The Harbor Gateway Community Plan is in the process of being updated, and is currently in the first phase of the update outreach/engagement process. To date, some of the issues identified include the impacts of past and present industrial uses on adjacent, single-family neighborhoods, the lack of open space in the community, and how to accommodate growth. Outreach efforts will continue as staff seeks to obtain input regarding land use policies, issues, and opportunities from community members and other stakeholders.

2. City Charter Finding 555

The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity.

In 1980 Congress established the Comprehensive Environmental Response Compensation and Liability Act (CERCLA), which is informally called Superfund. It allows EPA to clean up contaminated sites, and forces parties responsible for the contamination to either perform cleanups or reimburse the government for EPA-led cleanup work. Superfund's goals are to: Protect human health and the environment, make responsible parties pay for cleanup, involve communities in the process, and return sites to productive use. The proposed amendment to the General Plan would bring attention to future planners that this area is Superfund Site, and as such, is not appropriate for residential use. The General Plan may be amended by geographic areas, and this area has significant social, economic or physical identity as an EPA designated Superfund Site.

3. City Charter Finding 556

When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the

Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.

The Plan Map designates the subject properties for Heavy Manufacturing, Light Manufacturing, Neighborhood Office Commercial, and Public Facilities with corresponding zoning of M3, M2 MR2, C4 and PF. The recommended amendment does reflect the land use patterns, trends and uses in the immediate area and furthers the intent, purposes and objectives of the Harbor Gateway Community Plan. The requested Amendment advances these policy goals by ensuring a "health promoting land use" for the identified properties, thereby reducing any potential negative health impacts from contaminants in the soil. The requested Amendment, moreover, is the result of the USEPA's investigative and decision-making processes, and thus, implementing the Amendment would be a collaborative act informed by the USEPA's work. The requested Amendment is also in line with the Framework Element of the City's General Plan, which includes as one of its goals, "to preserve industrial lands for the retention and expansion of existing and attraction of new industrial uses that provide job opportunities.

The preservation of these 40 parcels for manufacturing and industrial use is further consistent with the Harbor Gateway Community Plan's vision, which states: "The Harbor Gateway Community is proposed to remain an area of Low to Medium density residential development, with a substantial amount of industrial development." The Community Plan further recognizes that one of the Industrial Issues in the community is the "cost to mitigate any hazardous waste contamination" for "industrially planned areas." Accordingly, preserving the industrial character of the 40 identified parcels in order to mitigate any potential impacts from contaminants in the soil is in line with the character of the Harbor Gateway community and its stated goals. Therefore, the footnote to prohibit residential uses in the future meets the intent of the goals, objectives and policies of the Harbor Gateway Community Plan.

The requested Amendment advances the goals articulated in the City's General Plan and the Harbor Gateway Community Plan. In particular, the Health and Wellness Element of the City's General Plan seeks to "promote healthy living" and provide "access to healthy and sustainable environments, in part, by "minimizing toxins . . . and waste."

4. **City Charter Finding 558.**

The proposed Amendment to the Harbor Gateway Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice.

The proposed Amendment to the Harbor Gateway Community Plan will be in conformance with Public necessity, convenience and general welfare and good practice, as the community's well-being will be better served by adopting the proposed General Plan Amendment through the use of a footnote to prohibit future residential development. The Planning Commission shall hold a public hearing and make a report and recommendation to the Council regarding the relation of the proposed amendment to the General Plan and whether adoption of the proposed amendment will be in conformity with public necessity, convenience, general welfare and good zoning practice.

The requested footnote will help protect general welfare by preserving the industrial uses of the identified properties, thereby reducing any potential negative health impacts from contaminants in the soil. The requested Amendment, moreover, is the result of the USEPA's investigative and decision-making processes, and thus, implementing the Amendment would be a collaborative act informed by the USEPA's work. The requested Amendment is also in line with the Framework Element of the City's General Plan, which includes as one of its goals, "to preserve industrial lands for the retention and expansion of existing and attraction of new industrial uses……, thus providing for public necessity and good zoning practice.

5. General Plan Text

Framework Element

The Citywide General Plan Framework Element is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. The Framework Element establishes categories of land use including Industrial, stating that it is the intent to preserve industrial lands for the retention and expansion of existing and attraction of new industrial uses that provide job opportunities for the City's residents. It also states that the plan should limit the introduction of new commercial and other non-industrial uses in existing commercial manufacturing zones to uses that support the primary industrial function of the location in which they are located.

The Consent Decree requires Shell to undertake certain remedial measures to minimize human exposure to contaminants identified in the soil at certain Site properties. These remedial measures include: capping select areas; implementation of soil vapor extraction in shallow soil and deep soil, as necessary in select areas; implementation of in-situ chemical oxidation in select areas; implementation of building engineering controls in one building; restrictive covenants to place appropriate land use restrictions on select areas; and to seek the General Plan Amendment requested here for select areas.

The requested Amendment advances the goals articulated in the City's General Plan and the Harbor Gateway Community Plan. In particular, the Health and Wellness Element of the City's General Plan seeks to "promote healthy living" and provide "access to healthy and sustainable environments, in part, by "minimizing toxins . . . and waste." These goals are reflected in the following points in the Health and Wellness Element:

• **Section 5.2** articulates the following policy: "Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions." The section further states that "the City recognizes the prevalence of incompatible land uses that pose health risks to many Angelenos."

• **Section 5.4** articulates the following policy: "Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others." This section further states: "Working in collaboration with the relevant public agencies will enhance decision-making considerations around health impacts, needed mitigations to ensure that the health and well-being of adjacent populations are protected . . . ."

The requested Amendment advances these policy goals by ensuring a “health promoting land use” for the identified properties, thereby reducing any potential negative health impacts from contaminants in the soil. The requested Amendment, moreover, is the result of the USEPA’s investigative and decision-making processes, and thus, implementing the Amendment would be a collaborative act informed by the USEPA’s work.

Harbor Gateway Community Plan

While broader planning issues, goals, objectives and policies are provided by the Citywide General Plan through its Framework Element, the Harbor Gateway Community Plan sets forth planning policies and programs that pertain to the Harbor Gateway Community. The Community Plans further refine the General Plan, and are intended to promote an arrangement of land uses, streets and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community.

The preservation of these 40 parcels for manufacturing and industrial use is further consistent with the Harbor Gateway Community Plan’s vision. The Community Plan recognizes that one of the Industrial Issues in the community is the “cost to mitigate any hazardous waste contamination” for “industrially planned areas.” Accordingly, preserving the industrial character of the 40 identified parcels in order to mitigate any potential impacts from contaminants in the soil is in line with the character of the Harbor Gateway community and its stated goals. Therefore, the footnote to prohibit residential uses in the future meets the intent of the goals, objectives and policies of the Harbor Gateway Community Plan.

B. CEQA Findings

The Proposed General Plan Amendment to add a footnote to the Harbor Gateway Land Use Map to prohibit residential development is not a "project" as defined by CEQA Guidelines, Section 15378. Therefore, the proposed project is exempt from CEQA pursuant to CEQA Guidelines, Section 15061(b)(3), because it can be seen with certainty that there is no possibility that the project to add a footnote to the land use map to prohibit residential development may have a significant effect on the environment, the activity is not subject to CEQA.

The project does not involve in any development. Thus, it is determined to be categorically exempt and does not require mitigation or monitoring measures; no alternatives of the project were evaluated. An appropriate environmental clearance has been granted.

RESOLUTION

WHEREAS, the subject property is located in the Harbor Gateway Community Plan area, adopted by the City Council on December 6, 1995; and

WHEREAS, the City Council on _____ approved a General Plan Amendment to the Harbor Gateway Community Plan to add a footnote to the Harbor Gateway Community Plan Map, prohibiting residential development on select parcels within the Del Amo Superfund site; and

WHEREAS, the City Council approved the requested General Plan Amendment and found that it is consistent with the intent and purposes of the adopted Harbor Gateway Community Plan to designate land use in an orderly and unified manner; and

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

WHEREAS, the subject project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15061(b)(3), because it can be seen with certainty that there is no possibility that the project to add a footnote to the land use map to prohibit residential development may have a significant effect on the environment, the activity is not subject to CEQA.

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

WHEREAS, this resolution formally documents the action to approve the General Plan Amendment to add a footnote #12 to the Harbor Gateway Community Plan Map referencing “Development of the parcels identified in Exhibit A of Case file CPC-2018-4236-GPA, are located within the Del Amo Superfund site, and shall be prohibited from developing residential uses.”; and

NOW, THEREFORE, BE IT RESOLVED, that the Harbor Gateway Community Plan be amended as shown on the attached General Plan Amendment map.

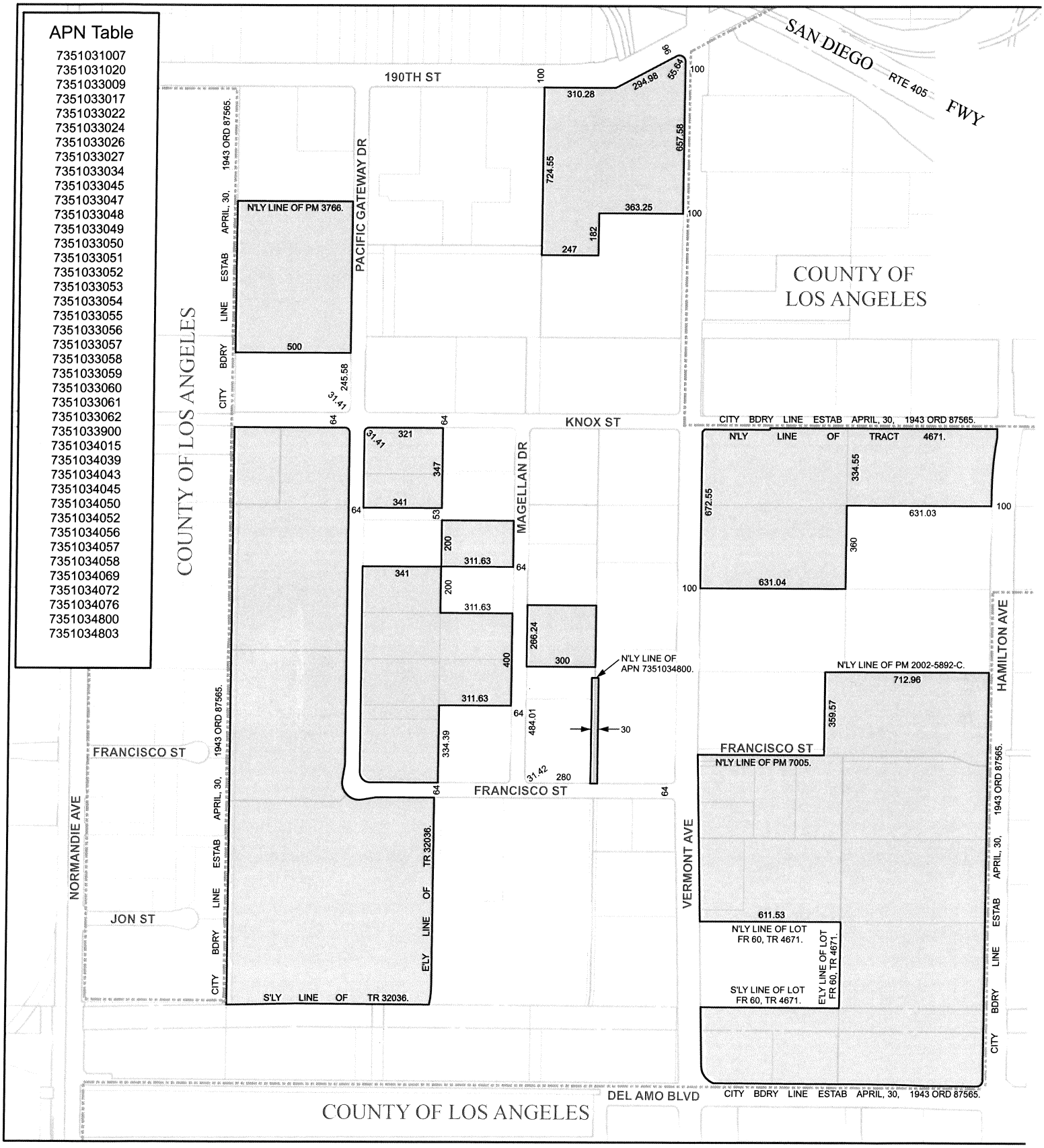


Exhibit A. Footnote #12 Added to the Del Amo Superfund Site of the Harbor Gateway Community Plan.

12. Development of the parcels identified in Exhibit A of Case file CPC-2018-4236-GPA, are located within the Del Amo Superfund Site, and shall be prohibited from residential development.

0 250 500 1,000
Feet

City of Los Angeles

Harbor Gateway

CPC-2018-4236-GPA

AA/

121318

APPENDIX 4.2

Air Quality Data

Harbor CPAs 2019 Construction Example 1 Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Harbor CPAs 2019 Construction Example 1
Construction Start Date	7/1/2019
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	16.0
Location	33.78130929088442, -118.26667891738268
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4641
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.12

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	1.00	Space	0.01	400	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.67	2.06	28.1	18.4	0.06	1.00	1.21	2.21	0.93	0.32	1.25	—	5,749	5,749	0.32	0.63	9.72	5,956
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.07	0.06	0.79	0.50	< 0.005	0.03	0.03	0.06	0.03	0.01	0.03	—	157	157	0.01	0.02	0.12	163
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.01	0.01	0.14	0.09	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	26.0	26.0	< 0.005	< 0.005	0.02	26.9

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2019	2.67	2.06	28.1	18.4	0.06	1.00	1.21	2.21	0.93	0.32	1.25	—	5,749	5,749	0.32	0.63	9.72	5,956
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2019	0.07	0.06	0.79	0.50	< 0.005	0.03	0.03	0.06	0.03	0.01	0.03	—	157	157	0.01	0.02	0.12	163
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2019	0.01	0.01	0.14	0.09	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	26.0	26.0	< 0.005	< 0.005	0.02	26.9

3. Construction Emissions Details

3.1. Demolition (2019) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.95	1.64	17.7	13.6	0.02	0.84	—	0.84	0.77	—	0.77	—	1,664	1,664	0.07	0.01	—	1,670
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.49	0.37	< 0.005	0.02	—	0.02	0.02	—	0.02	—	45.6	45.6	< 0.005	< 0.005	—	45.8
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.55	7.55	< 0.005	< 0.005	—	7.57
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.13	0.16	2.25	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	310	310	0.01	0.01	1.59	315
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.58	0.30	10.2	2.57	0.05	0.16	0.95	1.10	0.16	0.25	0.41	—	3,776	3,776	0.23	0.61	8.13	3,971
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.15	8.15	< 0.005	< 0.005	0.02	8.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.29	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	103	103	0.01	0.02	0.10	109
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.35	1.35	< 0.005	< 0.005	< 0.005	1.37
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.05	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	17.1	17.1	< 0.005	< 0.005	0.02	18.0

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2019	7/15/2019	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	20.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	50.0	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	0.01	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2019	0.00	690	0.05	0.01

8. User Changes to Default Data

Screen	Justification

Construction: Construction Phases	example 1
Construction: Off-Road Equipment	example 1
Construction: Trips and VMT	example 1

Harbor CPAs 2019 Construction Example 2 Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Harbor CPAs 2019 Construction Example 2
Construction Start Date	7/1/2019
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	16.0
Location	33.78130929088442, -118.26667891738268
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4641
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.12

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	1.00	Space	0.01	400	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.35	4.12	56.2	36.8	0.12	2.00	2.42	4.42	1.86	0.63	2.49	—	11,499	11,499	0.63	1.27	19.4	11,911
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.11	1.57	1.00	< 0.005	0.05	0.07	0.12	0.05	0.02	0.07	—	314	314	0.02	0.03	0.23	325
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.02	0.29	0.18	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	52.0	52.0	< 0.005	0.01	0.04	53.9

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2019	5.35	4.12	56.2	36.8	0.12	2.00	2.42	4.42	1.86	0.63	2.49	—	11,499	11,499	0.63	1.27	19.4	11,911
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2019	0.15	0.11	1.57	1.00	< 0.005	0.05	0.07	0.12	0.05	0.02	0.07	—	314	314	0.02	0.03	0.23	325
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2019	0.03	0.02	0.29	0.18	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	52.0	52.0	< 0.005	0.01	0.04	53.9

3. Construction Emissions Details

3.1. Demolition (2019) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.90	3.28	35.5	27.2	0.03	1.68	—	1.68	1.55	—	1.55	—	3,328	3,328	0.14	0.03	—	3,340
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.97	0.74	< 0.005	0.05	—	0.05	0.04	—	0.04	—	91.2	91.2	< 0.005	< 0.005	—	91.5
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	15.1	15.1	< 0.005	< 0.005	—	15.1
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.25	0.32	4.51	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	619	619	0.03	0.02	3.17	629
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	1.16	0.60	20.4	5.14	0.09	0.31	1.90	2.21	0.31	0.51	0.82	—	7,551	7,551	0.47	1.22	16.3	7,942
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	16.3	16.3	< 0.005	< 0.005	0.04	16.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	0.02	0.59	0.14	< 0.005	0.01	0.05	0.06	0.01	0.01	0.02	—	207	207	0.01	0.03	0.19	217
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.70	2.70	< 0.005	< 0.005	0.01	2.74
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.11	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	34.2	34.2	< 0.005	0.01	0.03	36.0

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2019	7/15/2019	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	40.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	100	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	0.01	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2019	0.00	690	0.05	0.01

8. User Changes to Default Data

Screen	Justification

Construction: Construction Phases	example 2
Construction: Off-Road Equipment	example 2
Construction: Trips and VMT	example 2

Harbor CPAs 2019 Construction Example 3 Custom Report

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5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Harbor CPAs 2019 Construction Example 3
Construction Start Date	7/1/2019
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	16.0
Location	33.78130929088442, -118.26667891738268
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4641
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.12

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	1.00	Space	0.01	400	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10.8	8.37	113	75.9	0.24	3.99	5.10	9.09	3.72	1.32	5.04	—	23,307	23,307	1.27	2.54	40.5	24,137
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.30	0.23	3.15	2.05	0.01	0.11	0.14	0.25	0.10	0.04	0.14	—	637	637	0.03	0.07	0.48	659
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.05	0.04	0.57	0.37	< 0.005	0.02	0.03	0.05	0.02	0.01	0.03	—	105	105	0.01	0.01	0.08	109

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2019	10.8	8.37	113	75.9	0.24	3.99	5.10	9.09	3.72	1.32	5.04	—	23,307	23,307	1.27	2.54	40.5	24,137
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2019	0.30	0.23	3.15	2.05	0.01	0.11	0.14	0.25	0.10	0.04	0.14	—	637	637	0.03	0.07	0.48	659
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2019	0.05	0.04	0.57	0.37	< 0.005	0.02	0.03	0.05	0.02	0.01	0.03	—	105	105	0.01	0.01	0.08	109

3. Construction Emissions Details

3.1. Demolition (2019) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	7.80	6.55	70.9	54.4	0.06	3.37	—	3.37	3.10	—	3.10	—	6,657	6,657	0.27	0.05	—	6,680
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.18	1.94	1.49	< 0.005	0.09	—	0.09	0.08	—	0.08	—	182	182	0.01	< 0.005	—	183
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.35	0.27	< 0.005	0.02	—	0.02	0.02	—	0.02	—	30.2	30.2	< 0.005	< 0.005	—	30.3
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.72	0.63	0.79	11.3	0.00	0.00	1.31	1.31	0.00	0.31	0.31	—	1,548	1,548	0.07	0.05	7.93	1,573
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	2.32	1.19	40.9	10.3	0.18	0.62	3.80	4.42	0.62	1.02	1.64	—	15,102	15,102	0.94	2.44	32.5	15,885
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.03	0.28	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	40.8	40.8	< 0.005	< 0.005	0.09	41.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.06	0.03	1.18	0.28	< 0.005	0.02	0.10	0.12	0.02	0.03	0.04	—	414	414	0.03	0.07	0.39	435
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.75	6.75	< 0.005	< 0.005	0.02	6.84
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.01	0.21	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	68.5	68.5	< 0.005	0.01	0.06	72.0

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2019	7/15/2019	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	4.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	100	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	200	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	0.01	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2019	0.00	690	0.05	0.01

8. User Changes to Default Data

Screen	Justification

Construction: Construction Phases	example 3
Construction: Off-Road Equipment	example 3
Construction: Trips and VMT	example 3

Harbor CPAs 2019 Construction Example 4 Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Harbor CPAs 2019 Construction Example 4
Construction Start Date	7/1/2019
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	16.0
Location	33.78130929088442, -118.26667891738268
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4641
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.12

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	1.00	Space	0.01	400	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14.7	11.2	152	106	0.35	5.14	8.31	13.5	4.81	2.14	6.94	—	34,071	34,071	1.88	3.82	64.7	35,322
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.40	0.31	4.25	2.84	0.01	0.14	0.23	0.37	0.13	0.06	0.19	—	930	930	0.05	0.10	0.77	963
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.07	0.06	0.77	0.52	< 0.005	0.03	0.04	0.07	0.02	0.01	0.03	—	154	154	0.01	0.02	0.13	159

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2019	14.7	11.2	152	106	0.35	5.14	8.31	13.5	4.81	2.14	6.94	—	34,071	34,071	1.88	3.82	64.7	35,322
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2019	0.40	0.31	4.25	2.84	0.01	0.14	0.23	0.37	0.13	0.06	0.19	—	930	930	0.05	0.10	0.77	963
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2019	0.07	0.06	0.77	0.52	< 0.005	0.03	0.04	0.07	0.02	0.01	0.03	—	154	154	0.01	0.02	0.13	159

3. Construction Emissions Details

3.1. Demolition (2019) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	9.74	8.19	88.6	68.0	0.08	4.21	—	4.21	3.87	—	3.87	—	8,321	8,321	0.34	0.07	—	8,349
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	0.22	2.43	1.86	< 0.005	0.12	—	0.12	0.11	—	0.11	—	228	228	0.01	< 0.005	—	229
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.44	0.34	< 0.005	0.02	—	0.02	0.02	—	0.02	—	37.7	37.7	< 0.005	< 0.005	—	37.9
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.44	1.25	1.58	22.5	0.00	0.00	2.61	2.61	0.00	0.61	0.61	—	3,097	3,097	0.13	0.10	15.9	3,145
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	3.48	1.79	61.3	15.4	0.27	0.93	5.69	6.63	0.93	1.52	2.46	—	22,653	22,653	1.41	3.66	48.8	23,827
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.05	0.55	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	81.5	81.5	< 0.005	< 0.005	0.19	82.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.10	0.05	1.77	0.42	0.01	0.03	0.15	0.18	0.03	0.04	0.07	—	621	621	0.04	0.10	0.58	652
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.5	13.5	< 0.005	< 0.005	0.03	13.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.32	0.08	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	103	103	0.01	0.02	0.10	108

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2019	7/15/2019	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	5.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	5.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	200	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	300	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	0.01	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2019	0.00	690	0.05	0.01

8. User Changes to Default Data

Screen	Justification

Construction: Construction Phases	example 4
Construction: Off-Road Equipment	example 4
Construction: Trips and VMT	example 4

Harbor CPAs 2040 Construction Example 1 Custom Report

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5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Harbor CPAs 2040 Construction Example 1
Construction Start Date	7/1/2040
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	16.0
Location	33.78130929088442, -118.26667891738268
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4641
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.12

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	1.00	Space	0.01	400	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.02	0.79	7.86	7.71	0.04	0.23	1.19	1.42	0.22	0.32	0.53	—	4,414	4,414	0.16	0.42	1.57	4,546
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.02	0.22	0.21	< 0.005	0.01	0.03	0.04	0.01	0.01	0.01	—	121	121	< 0.005	0.01	0.02	124
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.01	< 0.005	0.04	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.0	20.0	< 0.005	< 0.005	< 0.005	20.6

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2040	1.02	0.79	7.86	7.71	0.04	0.23	1.19	1.42	0.22	0.32	0.53	—	4,414	4,414	0.16	0.42	1.57	4,546
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2040	0.03	0.02	0.22	0.21	< 0.005	0.01	0.03	0.04	0.01	0.01	0.01	—	121	121	< 0.005	0.01	0.02	124
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2040	0.01	< 0.005	0.04	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.0	20.0	< 0.005	< 0.005	< 0.005	20.6

3. Construction Emissions Details

3.1. Demolition (2040) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.83	0.70	5.04	5.98	0.02	0.19	—	0.19	0.17	—	0.17	—	1,669	1,669	0.07	0.01	—	1,674
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.14	0.16	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	45.7	45.7	< 0.005	< 0.005	—	45.9
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.57	7.57	< 0.005	< 0.005	—	7.59
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.02	0.62	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	228	228	< 0.005	< 0.005	0.15	229
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.15	0.06	2.79	1.10	0.02	0.04	0.93	0.97	0.04	0.25	0.30	—	2,517	2,517	0.09	0.41	1.42	2,643
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.02	6.02	< 0.005	< 0.005	< 0.005	6.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.08	0.03	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	69.0	69.0	< 0.005	0.01	0.02	72.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.00	1.00	< 0.005	< 0.005	< 0.005	1.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.4	11.4	< 0.005	< 0.005	< 0.005	12.0

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2040	7/15/2040	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	20.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	50.0	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	0.01	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2040	0.00	690	0.05	0.01

8. User Changes to Default Data

Screen	Justification

Construction: Construction Phases	example 1
Construction: Off-Road Equipment	example 1
Construction: Trips and VMT	example 1

Harbor CPAs 2040 Construction Example 2 Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Harbor CPAs 2040 Construction Example 2
Construction Start Date	7/1/2040
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	16.0
Location	33.78130929088442, -118.26667891738268
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4641
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.12

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	1.00	Space	0.01	400	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.03	1.58	15.7	15.4	0.08	0.47	2.38	2.85	0.44	0.63	1.07	—	8,828	8,828	0.32	0.85	3.13	9,092
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.06	0.04	0.44	0.42	< 0.005	0.01	0.06	0.08	0.01	0.02	0.03	—	241	241	0.01	0.02	0.04	249
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.01	0.01	0.08	0.08	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	40.0	40.0	< 0.005	< 0.005	0.01	41.2

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2040	2.03	1.58	15.7	15.4	0.08	0.47	2.38	2.85	0.44	0.63	1.07	—	8,828	8,828	0.32	0.85	3.13	9,092
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2040	0.06	0.04	0.44	0.42	< 0.005	0.01	0.06	0.08	0.01	0.02	0.03	—	241	241	0.01	0.02	0.04	249
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2040	0.01	0.01	0.08	0.08	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	40.0	40.0	< 0.005	< 0.005	0.01	41.2

3. Construction Emissions Details

3.1. Demolition (2040) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.65	1.39	10.1	12.0	0.03	0.38	—	0.38	0.35	—	0.35	—	3,337	3,337	0.14	0.03	—	3,348
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.28	0.33	< 0.005	0.01	—	0.01	0.01	—	0.01	—	91.4	91.4	< 0.005	< 0.005	—	91.7
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.1	15.1	< 0.005	< 0.005	—	15.2
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.05	1.24	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	456	456	< 0.005	< 0.005	0.29	458
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.30	0.11	5.59	2.21	0.05	0.09	1.85	1.94	0.09	0.51	0.60	—	5,035	5,035	0.18	0.82	2.84	5,286
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.0	12.0	< 0.005	< 0.005	< 0.005	12.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.16	0.06	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	138	138	0.01	0.02	0.03	145
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.99	1.99	< 0.005	< 0.005	< 0.005	2.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	22.8	22.8	< 0.005	< 0.005	0.01	24.0

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2040	7/15/2040	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	40.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	100	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	0.01	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2040	0.00	690	0.05	0.01

8. User Changes to Default Data

Screen	Justification

Construction: Construction Phases	example 2
Construction: Off-Road Equipment	example 2
Construction: Trips and VMT	example 2

Harbor CPAs 2040 Construction Example 3 Custom Report

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5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Harbor CPAs 2040 Construction Example 3
Construction Start Date	7/1/2040
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	16.0
Location	33.78130929088442, -118.26667891738268
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4641
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.12

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	1.00	Space	0.01	400	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.10	3.19	31.5	31.4	0.15	0.94	5.02	5.95	0.88	1.32	2.20	—	17,885	17,885	0.64	1.70	6.41	18,413
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.11	0.09	0.88	0.85	< 0.005	0.03	0.14	0.16	0.02	0.04	0.06	—	489	489	0.02	0.05	0.08	503
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.02	0.02	0.16	0.16	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	80.9	80.9	< 0.005	0.01	0.01	83.3

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2040	4.10	3.19	31.5	31.4	0.15	0.94	5.02	5.95	0.88	1.32	2.20	—	17,885	17,885	0.64	1.70	6.41	18,413
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2040	0.11	0.09	0.88	0.85	< 0.005	0.03	0.14	0.16	0.02	0.04	0.06	—	489	489	0.02	0.05	0.08	503
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2040	0.02	0.02	0.16	0.16	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	80.9	80.9	< 0.005	0.01	0.01	83.3

3. Construction Emissions Details

3.1. Demolition (2040) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.31	2.78	20.2	23.9	0.06	0.76	—	0.76	0.70	—	0.70	—	6,674	6,674	0.27	0.05	—	6,697
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.55	0.66	< 0.005	0.02	—	0.02	0.02	—	0.02	—	183	183	0.01	< 0.005	—	183
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.10	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	30.3	30.3	< 0.005	< 0.005	—	30.4
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.19	0.12	3.11	0.00	0.00	1.31	1.31	0.00	0.31	0.31	—	1,141	1,141	0.01	0.01	0.73	1,144
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.60	0.22	11.2	4.42	0.09	0.18	3.71	3.88	0.18	1.02	1.19	—	10,069	10,069	0.37	1.64	5.67	10,572
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.08	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	30.1	30.1	< 0.005	< 0.005	0.01	30.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.32	0.12	< 0.005	< 0.005	0.10	0.11	< 0.005	0.03	0.03	—	276	276	0.01	0.04	0.07	290
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.98	4.98	< 0.005	< 0.005	< 0.005	4.99
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.06	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	45.7	45.7	< 0.005	0.01	0.01	48.0

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2040	7/15/2040	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	4.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	100	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	200	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	0.01	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2040	0.00	690	0.05	0.01

8. User Changes to Default Data

Screen	Justification

Construction: Construction Phases	example 3
Construction: Off-Road Equipment	example 3
Construction: Trips and VMT	example 3

Harbor CPAs 2040 Construction Example 4 Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Harbor CPAs 2040 Construction Example 4
Construction Start Date	7/1/2040
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	16.0
Location	33.78130929088442, -118.26667891738268
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4641
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.12

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	1.00	Space	0.01	400	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.42	4.19	42.2	42.7	0.22	1.22	8.18	9.39	1.14	2.14	3.27	—	25,729	25,729	0.90	2.53	9.98	26,517
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.11	1.18	1.15	0.01	0.03	0.22	0.26	0.03	0.06	0.09	—	703	703	0.02	0.07	0.12	724
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.02	0.22	0.21	< 0.005	0.01	0.04	0.05	0.01	0.01	0.02	—	116	116	< 0.005	0.01	0.02	120

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2040	5.42	4.19	42.2	42.7	0.22	1.22	8.18	9.39	1.14	2.14	3.27	—	25,729	25,729	0.90	2.53	9.98	26,517
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2040	0.15	0.11	1.18	1.15	0.01	0.03	0.22	0.26	0.03	0.06	0.09	—	703	703	0.02	0.07	0.12	724
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2040	0.03	0.02	0.22	0.21	< 0.005	0.01	0.04	0.05	0.01	0.01	0.02	—	116	116	< 0.005	0.01	0.02	120

3. Construction Emissions Details

3.1. Demolition (2040) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.14	3.48	25.2	29.9	0.08	0.95	—	0.95	0.87	—	0.87	—	8,343	8,343	0.34	0.07	—	8,371
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.10	0.69	0.82	< 0.005	0.03	—	0.03	0.02	—	0.02	—	229	229	0.01	< 0.005	—	229
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	37.8	37.8	< 0.005	< 0.005	—	38.0
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.38	0.24	6.22	0.00	0.00	2.61	2.61	0.00	0.61	0.61	—	2,282	2,282	0.01	0.01	1.47	2,288
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.91	0.34	16.8	6.63	0.14	0.26	5.56	5.83	0.26	1.52	1.79	—	15,104	15,104	0.55	2.45	8.51	15,858
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	60.2	60.2	< 0.005	< 0.005	0.02	60.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.48	0.18	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	414	414	0.02	0.07	0.10	434
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.96	9.96	< 0.005	< 0.005	< 0.005	9.99
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.09	0.03	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	68.5	68.5	< 0.005	0.01	0.02	71.9

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2040	7/15/2040	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	5.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	5.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	200	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	300	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	0.01	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2040	0.00	690	0.05	0.01

8. User Changes to Default Data

Screen	Justification

Construction: Construction Phases	example 4
Construction: Off-Road Equipment	example 4
Construction: Trips and VMT	example 4

Harbor CPAs Existing 2019 Custom Report

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5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

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5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Harbor CPAs Existing 2019
Operational Year	2019
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	16.0
Location	33.78078181386239, -118.26518415916735
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4641
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.12

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	14,510	Dwelling Unit	4,711	28,294,500	169,953,555	—	49,371	—

Apartments Mid Rise	21,765	Dwelling Unit	573	20,894,400	0.00	—	74,057	—
Industrial Park	10,782	1000sqft	248	10,782,000	0.00	—	—	—
Government Office Building	393	1000sqft	9.02	393,000	0.00	—	—	—
Regional Shopping Center	3,223	1000sqft	74.0	3,223,000	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	940	2,228	1,944	15,222	28.6	71.7	805	877	70.8	143	214	34,373	4,020,058	4,054,431	3,643	116	16,463	4,196,575
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	594	1,903	2,048	10,733	27.3	69.7	805	875	68.2	143	211	34,373	3,895,080	3,929,453	3,642	122	3,520	4,060,333
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	804	2,113	1,873	12,954	26.3	53.0	805	858	51.9	143	195	34,373	3,647,501	3,681,874	3,637	122	8,913	3,818,210
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	147	386	342	2,364	4.80	9.67	147	157	9.47	26.1	35.6	5,691	603,885	609,576	602	20.3	1,476	632,148

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	530	388	1,361	12,301	25.0	25.2	805	830	23.6	143	167	—	2,543,348	2,543,348	91.4	87.2	13,288	2,584,920
Area	374	1,821	269	2,760	1.66	21.5	—	21.5	22.1	—	22.1	0.00	313,598	313,598	6.09	0.64	—	313,942
Energy	36.3	18.2	314	160	1.98	25.1	—	25.1	25.1	—	25.1	—	1,108,566	1,108,566	85.5	7.88	—	1,113,053
Water	—	—	—	—	—	—	—	—	—	—	—	8,117	54,545	62,662	836	20.3	—	89,623
Waste	—	—	—	—	—	—	—	—	—	—	—	26,256	0.00	26,256	2,624	0.00	—	91,861
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,175	3,175
Total	940	2,228	1,944	15,222	28.6	71.7	805	877	70.8	143	214	34,373	4,020,058	4,054,431	3,643	116	16,463	4,196,575
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	529	389	1,493	10,470	23.8	25.2	805	830	23.6	143	167	—	2,426,448	2,426,448	90.3	93.1	345	2,456,784
Area	28.2	1,496	241	102	1.54	19.5	—	19.5	19.5	—	19.5	0.00	305,521	305,521	5.75	0.58	—	305,836
Energy	36.3	18.2	314	160	1.98	25.1	—	25.1	25.1	—	25.1	—	1,108,566	1,108,566	85.5	7.88	—	1,113,053
Water	—	—	—	—	—	—	—	—	—	—	—	8,117	54,545	62,662	836	20.3	—	89,623
Waste	—	—	—	—	—	—	—	—	—	—	—	26,256	0.00	26,256	2,624	0.00	—	91,861
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,175	3,175
Total	594	1,903	2,048	10,733	27.3	69.7	805	875	68.2	143	211	34,373	3,895,080	3,929,453	3,642	122	3,520	4,060,333

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	530	390	1,523	10,966	24.1	25.2	805	830	23.6	143	167	—	2,457,931	2,457,931	90.6	94.2	5,738	2,493,998
Area	238	1,706	35.6	1,828	0.19	2.72	—	2.72	3.17	—	3.17	0.00	26,459	26,459	0.63	0.09	—	26,500
Energy	36.3	18.2	314	160	1.98	25.1	—	25.1	25.1	—	25.1	—	1,108,566	1,108,566	85.5	7.88	—	1,113,053
Water	—	—	—	—	—	—	—	—	—	—	—	8,117	54,545	62,662	836	20.3	—	89,623
Waste	—	—	—	—	—	—	—	—	—	—	—	26,256	0.00	26,256	2,624	0.00	—	91,861
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,175	3,175
Total	804	2,113	1,873	12,954	26.3	53.0	805	858	51.9	143	195	34,373	3,647,501	3,681,874	3,637	122	8,913	3,818,210
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	96.7	71.1	278	2,001	4.40	4.59	147	152	4.31	26.1	30.4	—	406,939	406,939	15.0	15.6	950	412,910
Area	43.5	311	6.50	334	0.04	0.50	—	0.50	0.58	—	0.58	0.00	4,381	4,381	0.10	0.01	—	4,387
Energy	6.63	3.31	57.3	29.3	0.36	4.58	—	4.58	4.58	—	4.58	—	183,536	183,536	14.2	1.31	—	184,279
Water	—	—	—	—	—	—	—	—	—	—	—	1,344	9,031	10,374	138	3.36	—	14,838
Waste	—	—	—	—	—	—	—	—	—	—	—	4,347	0.00	4,347	434	0.00	—	15,209
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	526	526
Total	147	386	342	2,364	4.80	9.67	147	157	9.47	26.1	35.6	5,691	603,885	609,576	602	20.3	1,476	632,148

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	182,046	182,046	12.9	1.82	—	182,910
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	135,177	135,177	9.57	1.35	—	135,819
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	324,855	324,855	23.0	3.25	—	326,397
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	11,841	11,841	0.84	0.12	—	11,897
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	60,698	60,698	4.30	0.61	—	60,987
Total	—	—	—	—	—	—	—	—	—	—	—	—	714,616	714,616	50.6	7.14	—	718,010
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	182,046	182,046	12.9	1.82	—	182,910
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	135,177	135,177	9.57	1.35	—	135,819
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	324,855	324,855	23.0	3.25	—	326,397

Governm Office Building	—	—	—	—	—	—	—	—	—	—	—	—	11,841	11,841	0.84	0.12	—	11,897
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	60,698	60,698	4.30	0.61	—	60,987
Total	—	—	—	—	—	—	—	—	—	—	—	—	714,616	714,616	50.6	7.14	—	718,010
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	30,140	30,140	2.13	0.30	—	30,283
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	22,380	22,380	1.59	0.22	—	22,486
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	53,783	53,783	3.81	0.54	—	54,039
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	1,960	1,960	0.14	0.02	—	1,970
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	10,049	10,049	0.71	0.10	—	10,097
Total	—	—	—	—	—	—	—	—	—	—	—	—	118,313	118,313	8.38	1.18	—	118,875

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	22.8	11.4	195	83.0	1.25	15.8	—	15.8	15.8	—	15.8	—	247,673	247,673	21.9	0.47	—	248,360
Apartments Mid Rise	6.38	3.19	54.5	23.2	0.35	4.41	—	4.41	4.41	—	4.41	—	69,233	69,233	6.13	0.13	—	69,425
Industrial Park	6.40	3.20	58.2	48.9	0.35	4.42	—	4.42	4.42	—	4.42	—	69,427	69,427	6.14	0.13	—	69,619
Government Office Building	0.23	0.12	2.12	1.78	0.01	0.16	—	0.16	0.16	—	0.16	—	2,531	2,531	0.22	< 0.005	—	2,538
Regional Shopping Center	0.47	0.23	4.26	3.58	0.03	0.32	—	0.32	0.32	—	0.32	—	5,086	5,086	0.45	0.01	—	5,100
Total	36.3	18.2	314	160	1.98	25.1	—	25.1	25.1	—	25.1	—	393,950	393,950	34.9	0.74	—	395,043
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	22.8	11.4	195	83.0	1.25	15.8	—	15.8	15.8	—	15.8	—	247,673	247,673	21.9	0.47	—	248,360
Apartments Mid Rise	6.38	3.19	54.5	23.2	0.35	4.41	—	4.41	4.41	—	4.41	—	69,233	69,233	6.13	0.13	—	69,425
Industrial Park	6.40	3.20	58.2	48.9	0.35	4.42	—	4.42	4.42	—	4.42	—	69,427	69,427	6.14	0.13	—	69,619
Government Office Building	0.23	0.12	2.12	1.78	0.01	0.16	—	0.16	0.16	—	0.16	—	2,531	2,531	0.22	< 0.005	—	2,538
Regional Shopping Center	0.47	0.23	4.26	3.58	0.03	0.32	—	0.32	0.32	—	0.32	—	5,086	5,086	0.45	0.01	—	5,100
Total	36.3	18.2	314	160	1.98	25.1	—	25.1	25.1	—	25.1	—	393,950	393,950	34.9	0.74	—	395,043
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	4.17	2.08	35.6	15.2	0.23	2.88	—	2.88	2.88	—	2.88	—	41,005	41,005	3.63	0.08	—	41,119
Apartments Mid Rise	1.16	0.58	9.95	4.24	0.06	0.80	—	0.80	0.80	—	0.80	—	11,462	11,462	1.01	0.02	—	11,494
Industrial Park	1.17	0.58	10.6	8.92	0.06	0.81	—	0.81	0.81	—	0.81	—	11,494	11,494	1.02	0.02	—	11,526
Government Office Building	0.04	0.02	0.39	0.33	< 0.005	0.03	—	0.03	0.03	—	0.03	—	419	419	0.04	< 0.005	—	420
Regional Shopping Center	0.09	0.04	0.78	0.65	< 0.005	0.06	—	0.06	0.06	—	0.06	—	842	842	0.07	< 0.005	—	844
Total	6.63	3.31	57.3	29.3	0.36	4.58	—	4.58	4.58	—	4.58	—	65,223	65,223	5.77	0.12	—	65,404

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	28.2	14.1	241	102	1.54	19.5	—	19.5	19.5	—	19.5	0.00	305,521	305,521	5.75	0.58	—	305,836
Consumer Products	—	1,361	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	121	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipme	345	326	28.0	2,658	0.13	2.02	—	2.02	2.68	—	2.68	—	8,077	8,077	0.34	0.07	—	8,106
Total	374	1,821	269	2,760	1.66	21.5	—	21.5	22.1	—	22.1	0.00	313,598	313,598	6.09	0.64	—	313,942
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	28.2	14.1	241	102	1.54	19.5	—	19.5	19.5	—	19.5	0.00	305,521	305,521	5.75	0.58	—	305,836
Consumer Products	—	1,361	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	121	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	28.2	1,496	241	102	1.54	19.5	—	19.5	19.5	—	19.5	0.00	305,521	305,521	5.75	0.58	—	305,836
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.35	0.18	3.01	1.28	0.02	0.24	—	0.24	0.24	—	0.24	0.00	3,465	3,465	0.07	0.01	—	3,468
Consumer Products	—	248	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	22.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	43.2	40.7	3.50	332	0.02	0.25	—	0.25	0.34	—	0.34	—	916	916	0.04	0.01	—	919
Total	43.5	311	6.50	334	0.04	0.50	—	0.50	0.58	—	0.58	0.00	4,381	4,381	0.10	0.01	—	4,387

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	3,288	22,095	25,383	339	8.23	—	36,304
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	2,908	19,538	22,445	300	7.28	—	32,102
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,455	9,774	11,228	150	3.64	—	16,059
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	21.2	143	164	2.19	0.05	—	235
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	446	2,996	3,442	45.9	1.12	—	4,923
Total	—	—	—	—	—	—	—	—	—	—	—	8,117	54,545	62,662	836	20.3	—	89,623
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	3,288	22,095	25,383	339	8.23	—	36,304
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	2,908	19,538	22,445	300	7.28	—	32,102
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,455	9,774	11,228	150	3.64	—	16,059
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	21.2	143	164	2.19	0.05	—	235

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	446	2,996	3,442	45.9	1.12	—	4,923
Total	—	—	—	—	—	—	—	—	—	—	—	8,117	54,545	62,662	836	20.3	—	89,623
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	544	3,658	4,202	56.1	1.36	—	6,011
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	481	3,235	3,716	49.6	1.21	—	5,315
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	241	1,618	1,859	24.8	0.60	—	2,659
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	3.52	23.6	27.2	0.36	0.01	—	38.8
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	73.8	496	570	7.60	0.18	—	815
Total	—	—	—	—	—	—	—	—	—	—	—	1,344	9,031	10,374	138	3.36	—	14,838

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	7,059	0.00	7,059	706	0.00	—	24,697

Apartme Mid Rise	—	—	—	—	—	—	—	—	—	—	—	9,971	0.00	9,971	997	0.00	—	34,885
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	7,205	0.00	7,205	720	0.00	—	25,209
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	197	0.00	197	19.7	0.00	—	689
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1,824	0.00	1,824	182	0.00	—	6,381
Total	—	—	—	—	—	—	—	—	—	—	—	26,256	0.00	26,256	2,624	0.00	—	91,861
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	7,059	0.00	7,059	706	0.00	—	24,697
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	9,971	0.00	9,971	997	0.00	—	34,885
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	7,205	0.00	7,205	720	0.00	—	25,209
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	197	0.00	197	19.7	0.00	—	689
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1,824	0.00	1,824	182	0.00	—	6,381
Total	—	—	—	—	—	—	—	—	—	—	—	26,256	0.00	26,256	2,624	0.00	—	91,861
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1,169	0.00	1,169	117	0.00	—	4,089

Apartme Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1,651	0.00	1,651	165	0.00	—	5,776
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,193	0.00	1,193	119	0.00	—	4,174
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	32.6	0.00	32.6	3.26	0.00	—	114
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	302	0.00	302	30.2	0.00	—	1,056
Total	—	—	—	—	—	—	—	—	—	—	—	4,347	0.00	4,347	434	0.00	—	15,209

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	203	203
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	150	150
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,807	2,807
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.96	0.96

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.5	15.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,175	3,175
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	203	203
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	150	150
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,807	2,807
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.96	0.96
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.5	15.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,175	3,175
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.6	33.6
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	24.8	24.8
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	465	465
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.16	0.16

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.56	2.56
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	526	526

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	0.00	2,896,001	2,896,001	2,896,001	1,057,040,365

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	14510
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0

No Fireplaces	21765
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
99607522.5	33,202,508	21,597,000	7,199,000	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	96,243,753	690	0.0489	0.0069	772,807,426
Apartments Mid Rise	71,465,240	690	0.0489	0.0069	216,025,437
Industrial Park	171,743,782	690	0.0489	0.0069	216,630,421
Government Office Building	6,259,999	690	0.0489	0.0069	7,896,100
Regional Shopping Center	32,089,914	690	0.0489	0.0069	15,870,511

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	1,715,952,600	0.00
Apartments Mid Rise	1,517,346,975	0.00
Industrial Park	759,049,620	0.00
Government Office Building	11,086,875	0.00
Convenience Market (24 hour)	232,687,500	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	13,098	—
Apartments Mid Rise	18,501	—
Industrial Park	13,370	—
Government Office Building	365	—
Regional Shopping Center	3,384	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0

Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Government Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

8. User Changes to Default Data

Screen	Justification
Land Use	residential population numbers adjusted to match EIR estimates
Operations: Hearths	Assumes all SF units have natural gas only fireplaces and all MF units have no fireplace across all scenarios.
Operations: Water and Waste Water	Water demand per EIR Utilities Section (daily gpd multiplied by 365 days for annual).

Harbor CPAs Future Without 2040 Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Harbor CPAs Future Without 2040
Operational Year	2040
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	16.0
Location	33.78078181386239, -118.26518415916735
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4641
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.12

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	15,674	Dwelling Unit	5,089	30,564,300	183,587,321	—	53,521	—

Apartments Mid Rise	23,484	Dwelling Unit	618	22,544,640	0.00	—	80,189	—
Industrial Park	16,440	1000sqft	377	16,440,000	0.00	—	—	—
Government Office Building	2,434	1000sqft	55.9	2,434,000	0.00	—	—	—
Regional Shopping Center	4,964	1000sqft	114	4,964,000	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	762	2,424	1,045	10,422	26.9	61.9	1,006	1,068	62.0	179	241	42,694	4,196,704	4,239,398	4,469	97.9	5,989	4,386,269
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	368	2,056	1,052	6,197	25.8	59.8	1,006	1,066	59.2	179	238	42,694	4,087,459	4,130,153	4,467	101	4,723	4,276,520
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	607	2,292	839	8,585	24.6	41.7	1,006	1,048	41.6	179	221	42,694	3,813,682	3,856,376	4,462	101	5,251	4,003,158
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	111	418	153	1,567	4.49	7.60	184	191	7.59	32.7	40.3	7,068	631,399	638,467	739	16.7	869	662,768

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	300	225	378	6,836	22.7	8.70	1,006	1,015	8.14	179	187	—	2,318,192	2,318,192	53.9	63.1	1,299	2,339,647
Area	419	2,177	289	3,380	1.82	23.2	—	23.2	23.9	—	23.9	0.00	340,233	340,233	6.64	0.71	—	340,610
Energy	43.5	21.7	378	206	2.37	30.0	—	30.0	30.0	—	30.0	—	1,476,259	1,476,259	113	10.9	—	1,482,338
Water	—	—	—	—	—	—	—	—	—	—	—	9,230	62,019	71,249	951	23.1	—	101,904
Waste	—	—	—	—	—	—	—	—	—	—	—	33,464	0.00	33,464	3,345	0.00	—	117,080
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,690	4,690
Total	762	2,424	1,045	10,422	26.9	61.9	1,006	1,068	62.0	179	241	42,694	4,196,704	4,239,398	4,469	97.9	5,989	4,386,269
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	294	221	414	5,881	21.8	8.70	1,006	1,015	8.14	179	187	—	2,219,150	2,219,150	52.8	65.9	33.7	2,240,137
Area	30.4	1,814	260	111	1.66	21.0	—	21.0	21.0	—	21.0	0.00	330,030	330,030	6.21	0.62	—	330,370
Energy	43.5	21.7	378	206	2.37	30.0	—	30.0	30.0	—	30.0	—	1,476,259	1,476,259	113	10.9	—	1,482,338
Water	—	—	—	—	—	—	—	—	—	—	—	9,230	62,019	71,249	951	23.1	—	101,904
Waste	—	—	—	—	—	—	—	—	—	—	—	33,464	0.00	33,464	3,345	0.00	—	117,080
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,690	4,690
Total	368	2,056	1,052	6,197	25.8	59.8	1,006	1,066	59.2	179	238	42,694	4,087,459	4,130,153	4,467	101	4,723	4,276,520

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	296	222	423	6,132	22.0	8.70	1,006	1,015	8.14	179	187	—	2,245,811	2,245,811	53.0	66.5	561	2,267,504
Area	268	2,048	37.8	2,247	0.22	2.91	—	2.91	3.38	—	3.38	0.00	29,593	29,593	0.72	0.10	—	29,641
Energy	43.5	21.7	378	206	2.37	30.0	—	30.0	30.0	—	30.0	—	1,476,259	1,476,259	113	10.9	—	1,482,338
Water	—	—	—	—	—	—	—	—	—	—	—	9,230	62,019	71,249	951	23.1	—	101,904
Waste	—	—	—	—	—	—	—	—	—	—	—	33,464	0.00	33,464	3,345	0.00	—	117,080
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,690	4,690
Total	607	2,292	839	8,585	24.6	41.7	1,006	1,048	41.6	179	221	42,694	3,813,682	3,856,376	4,462	101	5,251	4,003,158
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	53.9	40.5	77.2	1,119	4.02	1.59	184	185	1.49	32.7	34.2	—	371,820	371,820	8.78	11.0	92.9	375,411
Area	48.9	374	6.90	410	0.04	0.53	—	0.53	0.62	—	0.62	0.00	4,899	4,899	0.12	0.02	—	4,907
Energy	7.93	3.97	69.0	37.6	0.43	5.48	—	5.48	5.48	—	5.48	—	244,412	244,412	18.7	1.81	—	245,418
Water	—	—	—	—	—	—	—	—	—	—	—	1,528	10,268	11,796	157	3.83	—	16,871
Waste	—	—	—	—	—	—	—	—	—	—	—	5,540	0.00	5,540	554	0.00	—	19,384
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	776	776
Total	111	418	153	1,567	4.49	7.60	184	191	7.59	32.7	40.3	7,068	631,399	638,467	739	16.7	869	662,768

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	196,650	196,650	13.9	1.97	—	197,583
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	145,853	145,853	10.3	1.46	—	146,546
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	495,326	495,326	35.1	4.95	—	497,679
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	73,335	73,335	5.19	0.73	—	73,683
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	93,486	93,486	6.62	0.93	—	93,930
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,004,650	1,004,650	71.2	10.0	—	1,009,421
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	196,650	196,650	13.9	1.97	—	197,583
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	145,853	145,853	10.3	1.46	—	146,546
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	495,326	495,326	35.1	4.95	—	497,679

Governm Office Building	—	—	—	—	—	—	—	—	—	—	—	—	73,335	73,335	5.19	0.73	—	73,683
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	93,486	93,486	6.62	0.93	—	93,930
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,004,650	1,004,650	71.2	10.0	—	1,009,421
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	32,558	32,558	2.31	0.33	—	32,712
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	24,148	24,148	1.71	0.24	—	24,262
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	82,007	82,007	5.81	0.82	—	82,396
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	12,141	12,141	0.86	0.12	—	12,199
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	15,478	15,478	1.10	0.15	—	15,551
Total	—	—	—	—	—	—	—	—	—	—	—	—	166,331	166,331	11.8	1.66	—	167,121

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	24.7	12.3	211	89.7	1.35	17.0	—	17.0	17.0	—	17.0	—	267,542	267,542	23.7	0.50	—	268,284
Apartments Mid Rise	6.89	3.44	58.9	25.0	0.38	4.76	—	4.76	4.76	—	4.76	—	74,701	74,701	6.61	0.14	—	74,908
Industrial Park	9.76	4.88	88.7	74.5	0.53	6.74	—	6.74	6.74	—	6.74	—	105,860	105,860	9.37	0.20	—	106,153
Government Office Building	1.44	0.72	13.1	11.0	0.08	1.00	—	1.00	1.00	—	1.00	—	15,673	15,673	1.39	0.03	—	15,716
Regional Shopping Center	0.72	0.36	6.57	5.52	0.04	0.50	—	0.50	0.50	—	0.50	—	7,834	7,834	0.69	0.01	—	7,855
Total	43.5	21.7	378	206	2.37	30.0	—	30.0	30.0	—	30.0	—	471,609	471,609	41.7	0.89	—	472,917
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	24.7	12.3	211	89.7	1.35	17.0	—	17.0	17.0	—	17.0	—	267,542	267,542	23.7	0.50	—	268,284
Apartments Mid Rise	6.89	3.44	58.9	25.0	0.38	4.76	—	4.76	4.76	—	4.76	—	74,701	74,701	6.61	0.14	—	74,908
Industrial Park	9.76	4.88	88.7	74.5	0.53	6.74	—	6.74	6.74	—	6.74	—	105,860	105,860	9.37	0.20	—	106,153
Government Office Building	1.44	0.72	13.1	11.0	0.08	1.00	—	1.00	1.00	—	1.00	—	15,673	15,673	1.39	0.03	—	15,716
Regional Shopping Center	0.72	0.36	6.57	5.52	0.04	0.50	—	0.50	0.50	—	0.50	—	7,834	7,834	0.69	0.01	—	7,855
Total	43.5	21.7	378	206	2.37	30.0	—	30.0	30.0	—	30.0	—	471,609	471,609	41.7	0.89	—	472,917
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	4.50	2.25	38.5	16.4	0.25	3.11	—	3.11	3.11	—	3.11	—	44,295	44,295	3.92	0.08	—	44,417
Apartments Mid Rise	1.26	0.63	10.7	4.57	0.07	0.87	—	0.87	0.87	—	0.87	—	12,368	12,368	1.09	0.02	—	12,402
Industrial Park	1.78	0.89	16.2	13.6	0.10	1.23	—	1.23	1.23	—	1.23	—	17,526	17,526	1.55	0.03	—	17,575
Government Office Building	0.26	0.13	2.40	2.01	0.01	0.18	—	0.18	0.18	—	0.18	—	2,595	2,595	0.23	< 0.005	—	2,602
Regional Shopping Center	0.13	0.07	1.20	1.01	0.01	0.09	—	0.09	0.09	—	0.09	—	1,297	1,297	0.11	< 0.005	—	1,301
Total	7.93	3.97	69.0	37.6	0.43	5.48	—	5.48	5.48	—	5.48	—	78,080	78,080	6.91	0.15	—	78,297

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	30.4	15.2	260	111	1.66	21.0	—	21.0	21.0	—	21.0	0.00	330,030	330,030	6.21	0.62	—	330,370
Consumer Products	—	1,647	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	152	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipme	388	363	29.2	3,270	0.16	2.14	—	2.14	2.83	—	2.83	—	10,203	10,203	0.43	0.09	—	10,239
Total	419	2,177	289	3,380	1.82	23.2	—	23.2	23.9	—	23.9	0.00	340,233	340,233	6.64	0.71	—	340,610
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	30.4	15.2	260	111	1.66	21.0	—	21.0	21.0	—	21.0	0.00	330,030	330,030	6.21	0.62	—	330,370
Consumer Products	—	1,647	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	152	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	30.4	1,814	260	111	1.66	21.0	—	21.0	21.0	—	21.0	0.00	330,030	330,030	6.21	0.62	—	330,370
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.38	0.19	3.25	1.38	0.02	0.26	—	0.26	0.26	—	0.26	0.00	3,742	3,742	0.07	0.01	—	3,746
Consumer Products	—	301	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	27.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	48.5	45.4	3.65	409	0.02	0.27	—	0.27	0.35	—	0.35	—	1,157	1,157	0.05	0.01	—	1,161
Total	48.9	374	6.90	410	0.04	0.53	—	0.53	0.62	—	0.62	0.00	4,899	4,899	0.12	0.02	—	4,907

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	3,607	24,236	27,842	372	9.03	—	39,822
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	3,104	20,860	23,964	320	7.77	—	34,275
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,796	12,068	13,864	185	4.50	—	19,829
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	120	804	924	12.3	0.30	—	1,321
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	603	4,052	4,655	62.1	1.51	—	6,658
Total	—	—	—	—	—	—	—	—	—	—	—	9,230	62,019	71,249	951	23.1	—	101,904
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	3,607	24,236	27,842	372	9.03	—	39,822
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	3,104	20,860	23,964	320	7.77	—	34,275
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,796	12,068	13,864	185	4.50	—	19,829
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	120	804	924	12.3	0.30	—	1,321

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	603	4,052	4,655	62.1	1.51	—	6,658
Total	—	—	—	—	—	—	—	—	—	—	—	9,230	62,019	71,249	951	23.1	—	101,904
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	597	4,012	4,610	61.5	1.49	—	6,593
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	514	3,454	3,968	52.9	1.29	—	5,675
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	297	1,998	2,295	30.6	0.74	—	3,283
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	19.8	133	153	2.04	0.05	—	219
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	99.8	671	771	10.3	0.25	—	1,102
Total	—	—	—	—	—	—	—	—	—	—	—	1,528	10,268	11,796	157	3.83	—	16,871

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	7,652	0.00	7,652	765	0.00	—	26,773

Apartme Mid Rise	—	—	—	—	—	—	—	—	—	—	—	10,796	0.00	10,796	1,079	0.00	—	37,773
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	10,987	0.00	10,987	1,098	0.00	—	38,438
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	1,220	0.00	1,220	122	0.00	—	4,268
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	2,809	0.00	2,809	281	0.00	—	9,828
Total	—	—	—	—	—	—	—	—	—	—	—	33,464	0.00	33,464	3,345	0.00	—	117,080
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	7,652	0.00	7,652	765	0.00	—	26,773
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	10,796	0.00	10,796	1,079	0.00	—	37,773
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	10,987	0.00	10,987	1,098	0.00	—	38,438
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	1,220	0.00	1,220	122	0.00	—	4,268
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	2,809	0.00	2,809	281	0.00	—	9,828
Total	—	—	—	—	—	—	—	—	—	—	—	33,464	0.00	33,464	3,345	0.00	—	117,080
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1,267	0.00	1,267	127	0.00	—	4,433

Apartme Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1,787	0.00	1,787	179	0.00	—	6,254
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,819	0.00	1,819	182	0.00	—	6,364
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	202	0.00	202	20.2	0.00	—	707
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	465	0.00	465	46.5	0.00	—	1,627
Total	—	—	—	—	—	—	—	—	—	—	—	5,540	0.00	5,540	554	0.00	—	19,384

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	219	219
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	161	161
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,279	4,279
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.92	5.92

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23.8	23.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,690	4,690
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	219	219
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	161	161
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,279	4,279
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.92	5.92
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23.8	23.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,690	4,690
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	36.2	36.2
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	26.7	26.7
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	709	709
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.98	0.98

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.95	3.95
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	776	776

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	0.00	3,609,130	3,609,130	3,609,130	1,317,332,450

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	15674
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0

No Fireplaces	23484
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
107545603.5	35,848,535	35,757,000	11,919,000	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	103,964,479	690	0.0489	0.0069	834,802,453
Apartments Mid Rise	77,109,565	690	0.0489	0.0069	233,087,129
Industrial Park	261,868,650	690	0.0489	0.0069	330,310,158
Government Office Building	38,770,577	690	0.0489	0.0069	48,903,584
Regional Shopping Center	49,424,242	690	0.0489	0.0069	24,443,442

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	1,882,212,290	0.00
Apartments Mid Rise	1,620,043,740	0.00
Industrial Park	937,225,465	0.00
Government Office Building	62,433,615	0.00
Convenience Market (24 hour)	314,686,575	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	14,199	—
Apartments Mid Rise	20,033	—
Industrial Park	20,386	—
Government Office Building	2,264	—
Regional Shopping Center	5,212	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0

Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Government Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

8. User Changes to Default Data

Screen	Justification
Land Use	residential population numbers adjusted to match EIR estimates
Operations: Hearths	Assumes all SF units have natural gas only fireplaces and all MF units have no fireplace across all scenarios.
Operations: Water and Waste Water	Water demand per EIR Utilities Section (daily gpd multiplied by 365 days for annual).

Harbor CPAs Future With 2040 Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Harbor CPAs Future With 2040
Operational Year	2040
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	16.0
Location	33.78078181386239, -118.26518415916735
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4641
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.12

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	15,380	Dwelling Unit	4,994	29,991,000	180,143,741	—	52,572	—

Apartments Mid Rise	31,822	Dwelling Unit	837	30,549,120	0.00	—	108,774	—
Industrial Park	16,988	1000sqft	390	16,988,000	0.00	—	—	—
Government Office Building	2,887	1000sqft	66.3	2,887,000	0.00	—	—	—
Regional Shopping Center	20,311	1000sqft	466	20,311,000	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1,045	3,228	1,231	14,118	35.5	69.1	1,374	1,443	69.4	245	314	57,856	5,476,613	5,534,470	6,041	130	6,735	5,731,028
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	480	2,703	1,241	8,375	34.0	65.9	1,374	1,440	65.1	245	310	57,856	5,326,998	5,384,854	6,039	134	5,006	5,580,723
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	835	3,046	1,043	11,658	33.0	48.9	1,374	1,423	48.8	245	294	57,856	5,071,578	5,129,434	6,034	134	5,726	5,325,991
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	152	556	190	2,128	6.02	8.92	251	260	8.91	44.7	53.6	9,579	839,658	849,236	999	22.2	948	881,779

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	410	308	516	9,336	31.1	11.9	1,374	1,386	11.1	245	256	—	3,166,104	3,166,104	73.6	86.2	1,775	3,195,405
Area	587	2,896	295	4,548	1.85	23.9	—	23.9	24.9	—	24.9	0.00	338,187	338,187	6.70	0.73	—	338,572
Energy	48.3	24.1	421	235	2.63	33.4	—	33.4	33.4	—	33.4	—	1,895,712	1,895,712	144	14.7	—	1,903,681
Water	—	—	—	—	—	—	—	—	—	—	—	11,401	76,610	88,012	1,174	28.5	—	125,880
Waste	—	—	—	—	—	—	—	—	—	—	—	46,455	0.00	46,455	4,643	0.00	—	162,531
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,960	4,960
Total	1,045	3,228	1,231	14,118	35.5	69.1	1,374	1,443	69.4	245	314	57,856	5,476,613	5,534,470	6,041	130	6,735	5,731,028
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	402	302	566	8,032	29.7	11.9	1,374	1,386	11.1	245	256	—	3,030,836	3,030,836	72.1	90.0	46.0	3,059,498
Area	29.9	2,376	255	109	1.63	20.6	—	20.6	20.6	—	20.6	0.00	323,840	323,840	6.10	0.61	—	324,174
Energy	48.3	24.1	421	235	2.63	33.4	—	33.4	33.4	—	33.4	—	1,895,712	1,895,712	144	14.7	—	1,903,681
Water	—	—	—	—	—	—	—	—	—	—	—	11,401	76,610	88,012	1,174	28.5	—	125,880
Waste	—	—	—	—	—	—	—	—	—	—	—	46,455	0.00	46,455	4,643	0.00	—	162,531
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,960	4,960
Total	480	2,703	1,241	8,375	34.0	65.9	1,374	1,440	65.1	245	310	57,856	5,326,998	5,384,854	6,039	134	5,006	5,580,723

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	404	303	577	8,375	30.1	11.9	1,374	1,386	11.1	245	256	—	3,067,247	3,067,247	72.4	90.8	766	3,096,875
Area	383	2,718	44.5	3,048	0.26	3.64	—	3.64	4.36	—	4.36	0.00	32,008	32,008	0.83	0.12	—	32,065
Energy	48.3	24.1	421	235	2.63	33.4	—	33.4	33.4	—	33.4	—	1,895,712	1,895,712	144	14.7	—	1,903,681
Water	—	—	—	—	—	—	—	—	—	—	—	11,401	76,610	88,012	1,174	28.5	—	125,880
Waste	—	—	—	—	—	—	—	—	—	—	—	46,455	0.00	46,455	4,643	0.00	—	162,531
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,960	4,960
Total	835	3,046	1,043	11,658	33.0	48.9	1,374	1,423	48.8	245	294	57,856	5,071,578	5,129,434	6,034	134	5,726	5,325,991
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	73.7	55.4	105	1,528	5.49	2.17	251	253	2.03	44.7	46.7	—	507,818	507,818	12.0	15.0	127	512,723
Area	70.0	496	8.12	556	0.05	0.66	—	0.66	0.80	—	0.80	0.00	5,299	5,299	0.14	0.02	—	5,309
Energy	8.81	4.41	76.8	42.8	0.48	6.09	—	6.09	6.09	—	6.09	—	313,857	313,857	23.8	2.43	—	315,176
Water	—	—	—	—	—	—	—	—	—	—	—	1,888	12,684	14,571	194	4.73	—	20,841
Waste	—	—	—	—	—	—	—	—	—	—	—	7,691	0.00	7,691	769	0.00	—	26,909
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	821	821
Total	152	556	190	2,128	6.02	8.92	251	260	8.91	44.7	53.6	9,579	839,658	849,236	999	22.2	948	881,779

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	192,961	192,961	13.7	1.93	—	193,877
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	197,639	197,639	14.0	1.98	—	198,577
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	511,837	511,837	36.3	5.12	—	514,268
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	86,983	86,983	6.16	0.87	—	87,396
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	382,514	382,514	27.1	3.82	—	384,331
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,371,934	1,371,934	97.2	13.7	—	1,378,449
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	192,961	192,961	13.7	1.93	—	193,877
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	197,639	197,639	14.0	1.98	—	198,577
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	511,837	511,837	36.3	5.12	—	514,268

Governm Office Building	—	—	—	—	—	—	—	—	—	—	—	—	86,983	86,983	6.16	0.87	—	87,396
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	382,514	382,514	27.1	3.82	—	384,331
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,371,934	1,371,934	97.2	13.7	—	1,378,449
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	31,947	31,947	2.26	0.32	—	32,099
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	32,721	32,721	2.32	0.33	—	32,877
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	84,740	84,740	6.00	0.85	—	85,143
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	14,401	14,401	1.02	0.14	—	14,469
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	63,330	63,330	4.49	0.63	—	63,630
Total	—	—	—	—	—	—	—	—	—	—	—	—	227,139	227,139	16.1	2.27	—	228,218

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	24.2	12.1	207	88.0	1.32	16.7	—	16.7	16.7	—	16.7	—	262,524	262,524	23.2	0.49	—	263,252
Apartments Mid Rise	9.33	4.67	79.7	33.9	0.51	6.45	—	6.45	6.45	—	6.45	—	101,224	101,224	8.96	0.19	—	101,504
Industrial Park	10.1	5.04	91.7	77.0	0.55	6.97	—	6.97	6.97	—	6.97	—	109,388	109,388	9.68	0.21	—	109,692
Government Office Building	1.71	0.86	15.6	13.1	0.09	1.18	—	1.18	1.18	—	1.18	—	18,590	18,590	1.65	0.04	—	18,641
Regional Shopping Center	2.96	1.48	26.9	22.6	0.16	2.04	—	2.04	2.04	—	2.04	—	32,053	32,053	2.84	0.06	—	32,142
Total	48.3	24.1	421	235	2.63	33.4	—	33.4	33.4	—	33.4	—	523,778	523,778	46.4	0.99	—	525,231
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	24.2	12.1	207	88.0	1.32	16.7	—	16.7	16.7	—	16.7	—	262,524	262,524	23.2	0.49	—	263,252
Apartments Mid Rise	9.33	4.67	79.7	33.9	0.51	6.45	—	6.45	6.45	—	6.45	—	101,224	101,224	8.96	0.19	—	101,504
Industrial Park	10.1	5.04	91.7	77.0	0.55	6.97	—	6.97	6.97	—	6.97	—	109,388	109,388	9.68	0.21	—	109,692
Government Office Building	1.71	0.86	15.6	13.1	0.09	1.18	—	1.18	1.18	—	1.18	—	18,590	18,590	1.65	0.04	—	18,641
Regional Shopping Center	2.96	1.48	26.9	22.6	0.16	2.04	—	2.04	2.04	—	2.04	—	32,053	32,053	2.84	0.06	—	32,142
Total	48.3	24.1	421	235	2.63	33.4	—	33.4	33.4	—	33.4	—	523,778	523,778	46.4	0.99	—	525,231
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	4.42	2.21	37.7	16.1	0.24	3.05	—	3.05	3.05	—	3.05	—	43,464	43,464	3.85	0.08	—	43,584
Apartments Mid Rise	1.70	0.85	14.6	6.19	0.09	1.18	—	1.18	1.18	—	1.18	—	16,759	16,759	1.48	0.03	—	16,805
Industrial Park	1.84	0.92	16.7	14.1	0.10	1.27	—	1.27	1.27	—	1.27	—	18,110	18,110	1.60	0.03	—	18,161
Government Office Building	0.31	0.16	2.84	2.39	0.02	0.22	—	0.22	0.22	—	0.22	—	3,078	3,078	0.27	0.01	—	3,086
Regional Shopping Center	0.54	0.27	4.90	4.12	0.03	0.37	—	0.37	0.37	—	0.37	—	5,307	5,307	0.47	0.01	—	5,321
Total	8.81	4.41	76.8	42.8	0.48	6.09	—	6.09	6.09	—	6.09	—	86,717	86,717	7.67	0.16	—	86,958

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	29.9	14.9	255	109	1.63	20.6	—	20.6	20.6	—	20.6	0.00	323,840	323,840	6.10	0.61	—	324,174
Consumer Products	—	2,156	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	206	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipme	557	520	39.4	4,439	0.22	3.25	—	3.25	4.30	—	4.30	—	14,347	14,347	0.60	0.12	—	14,398
Total	587	2,896	295	4,548	1.85	23.9	—	23.9	24.9	—	24.9	0.00	338,187	338,187	6.70	0.73	—	338,572
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	29.9	14.9	255	109	1.63	20.6	—	20.6	20.6	—	20.6	0.00	323,840	323,840	6.10	0.61	—	324,174
Consumer Products	—	2,156	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	206	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	29.9	2,376	255	109	1.63	20.6	—	20.6	20.6	—	20.6	0.00	323,840	323,840	6.10	0.61	—	324,174
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.37	0.19	3.19	1.36	0.02	0.26	—	0.26	0.26	—	0.26	0.00	3,672	3,672	0.07	0.01	—	3,676
Consumer Products	—	393	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	37.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	69.6	65.0	4.93	555	0.03	0.41	—	0.41	0.54	—	0.54	—	1,627	1,627	0.07	0.01	—	1,633
Total	70.0	496	8.12	556	0.05	0.66	—	0.66	0.80	—	0.80	0.00	5,299	5,299	0.14	0.02	—	5,309

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	3,539	23,781	27,320	365	8.86	—	39,075
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	4,207	28,266	32,473	433	10.5	—	46,444
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,505	10,116	11,622	155	3.77	—	16,622
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	122	823	945	12.6	0.31	—	1,352
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	2,028	13,624	15,652	209	5.08	—	22,387
Total	—	—	—	—	—	—	—	—	—	—	—	11,401	76,610	88,012	1,174	28.5	—	125,880
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	3,539	23,781	27,320	365	8.86	—	39,075
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	4,207	28,266	32,473	433	10.5	—	46,444
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,505	10,116	11,622	155	3.77	—	16,622
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	122	823	945	12.6	0.31	—	1,352

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	2,028	13,624	15,652	209	5.08	—	22,387
Total	—	—	—	—	—	—	—	—	—	—	—	11,401	76,610	88,012	1,174	28.5	—	125,880
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	586	3,937	4,523	60.4	1.47	—	6,469
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	696	4,680	5,376	71.7	1.74	—	7,689
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	249	1,675	1,924	25.7	0.62	—	2,752
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	20.3	136	156	2.09	0.05	—	224
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	336	2,256	2,591	34.6	0.84	—	3,706
Total	—	—	—	—	—	—	—	—	—	—	—	1,888	12,684	14,571	194	4.73	—	20,841

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	7,517	0.00	7,517	751	0.00	—	26,298

Apartme Mid Rise	—	—	—	—	—	—	—	—	—	—	—	14,645	0.00	14,645	1,464	0.00	—	51,238
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	11,353	0.00	11,353	1,135	0.00	—	39,720
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	1,447	0.00	1,447	145	0.00	—	5,063
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	11,494	0.00	11,494	1,149	0.00	—	40,213
Total	—	—	—	—	—	—	—	—	—	—	—	46,455	0.00	46,455	4,643	0.00	—	162,531
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	7,517	0.00	7,517	751	0.00	—	26,298
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	14,645	0.00	14,645	1,464	0.00	—	51,238
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	11,353	0.00	11,353	1,135	0.00	—	39,720
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	1,447	0.00	1,447	145	0.00	—	5,063
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	11,494	0.00	11,494	1,149	0.00	—	40,213
Total	—	—	—	—	—	—	—	—	—	—	—	46,455	0.00	46,455	4,643	0.00	—	162,531
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1,244	0.00	1,244	124	0.00	—	4,354

Apartme Mid Rise	—	—	—	—	—	—	—	—	—	—	—	2,425	0.00	2,425	242	0.00	—	8,483
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,880	0.00	1,880	188	0.00	—	6,576
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	240	0.00	240	23.9	0.00	—	838
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1,903	0.00	1,903	190	0.00	—	6,658
Total	—	—	—	—	—	—	—	—	—	—	—	7,691	0.00	7,691	769	0.00	—	26,909

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	215	215
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	219	219
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,422	4,422
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.02	7.02

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	97.5	97.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,960	4,960
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	215	215
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	219	219
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,422	4,422
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.02	7.02
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	97.5	97.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,960	4,960
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	35.6	35.6
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	36.2	36.2
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	732	732
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.16	1.16

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.1	16.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	821	821

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	0.00	4,929,220	4,929,220	4,929,220	1,799,165,300

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	15380
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0

No Fireplaces	31822
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
122593743	40,864,581	60,279,000	20,093,000	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	102,014,399	690	0.0489	0.0069	819,143,916
Apartments Mid Rise	104,487,336	690	0.0489	0.0069	315,844,772
Industrial Park	270,597,604	690	0.0489	0.0069	341,320,496
Government Office Building	45,986,301	690	0.0489	0.0069	58,005,196
Regional Shopping Center	202,227,192	690	0.0489	0.0069	100,014,254

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	1,846,907,300	0.00
Apartments Mid Rise	2,195,240,670	0.00
Industrial Park	785,651,185	0.00
Government Office Building	63,894,345	0.00
Convenience Market (24 hour)	1,058,122,590	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	13,947	—
Apartments Mid Rise	27,174	—
Industrial Park	21,065	—
Government Office Building	2,685	—
Regional Shopping Center	21,327	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0

Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Government Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

8. User Changes to Default Data

Screen	Justification
Land Use	residential population numbers adjusted to match EIR estimates. Industrial total includes 14,498,309 sf plus 2,489,740 hybrid industrial.
Operations: Hearths	Assumes all SF units have natural gas only fireplaces and all MF units have no fireplace across all scenarios.
Operations: Water and Waste Water	Water demand per EIR Utilities Section (daily gpd multiplied by 365 days for annual).

OCTOBER 2019

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City of Los Angeles,
Department of City Planning

PREPARED BY:
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Department of City Planning
+
Technical Advisory Panel:
Eyestone Environmental, LLC
Ascent Environmental
Dudek
ESA
Michael Baker
Placeworks
Rincon Consultants
Sirius Environmental
TAHA

AIR QUALITY AND HEALTH EFFECTS

SIERRA CLUB V. COUNTY OF FRESNO

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ATTACHMENTS

1 SCAQMD Final 2016 AQMP - Appendix I Health Effects

2 SCAQMD Sierra Club v. County of Fresno Amicus Brief

3 SJVAPCD Sierra Club v. County of Fresno Amicus Brief

4 SMAQMD Friant Ranch Interim Recommendation

INTRODUCTION

In response to the California Supreme Court decision on December 24, 2018, Sierra Club v. County of Fresno (Friant Ranch), this paper provides a supplemental discussion on the potential for identifiable health impacts to result from air pollutants analyzed in City of Los Angeles (City) environmental documents prepared pursuant to the California Environmental Quality Act (CEQA). The discussion focuses on significant impacts identified in City Environmental Impact Reports (EIRs) and the feasibility of directly relating any identified significant adverse air quality impact to likely health consequences. The Supreme Court opinion in Friant Ranch requires projects with significant air quality impacts to "relate the expected adverse air quality impacts to likely health consequences or explain why it is not feasible at the time of drafting to provide such an analysis, so that the public may make informed decisions regarding the costs and benefits of the project" (Friant Ranch, page 6). The Friant Ranch decision also states that providing "only a general description of symptoms that are associated with exposure"… "fail[s] to indicate the concentrations at which such pollutants would trigger the identified symptoms…." and "the public would have no idea of the health consequences that result when more pollutants are added to a nonattainment basin". This paper provides information to the public regarding health consequences associated with exposure to air pollutants and explains why direct correlation of a project's pollutant emissions and anticipated health effects is currently infeasible, as no expert agency has approved a quantitative method to reliably and meaningfully translate mass emission estimates of criteria air pollutants to specific health effects for the scale of projects typically analyzed in City EIRs.

BACKGROUND AND METHODOLOGY

The purpose of CEQA is to inform the public as to the potential for a proposed project to result in one or more significant adverse effects on the environment (including health effects). This includes the potential for a project to result in a considerable contribution towards one or more significant cumulative impacts. CEQA does not require detailed analysis of impacts that are found to be less than significant or less than a considerable contribution to a significant cumulative impact.

In accordance with CEQA requirements and the CEQA review process, the City assesses air quality impacts of proposed local plans and development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The State CEQA Guidelines Section 15064.7 states that the significance criteria established by the applicable air quality management district or air pollution control district, when available, may be relied upon to make determinations of significance. The City is located within the South Coast Air Basin (Air Basin), under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The City defers to threshold guidance established by the SCAQMD and utilizes the SCAQMD's *CEQA Air Quality Handbook* (approved by the AQMD Governing Board in 1993) and subsequent guidance provided on the SCAQMD website[1]. The SCAQMD is currently in the process of developing *an Air Quality Analysis Guidance Handbook* to replace the 1993 Handbook.

In addition, when considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity to land uses that emit toxic air contaminants (TACs). The California Air Resources Board (CARB) has published and adopted the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005), which considers impacts to sensitive receptors from facilities that emit TAC emissions. CARB has also published Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory, a supplement to the handbook that is intended to provide scientifically based strategies to reduce exposure to traffic emissions near high-volume roadways in order to protect public health and promote equity and environmental justice. The SCAQMD has also adopted land use planning guidelines in

[1] SCAQMD, *Air Quality Analysis Guidance,* http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook#. Accessed August 2019.

the *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (2005). Together, the documents introduce land use-related policies and strategies that rely on design and distance parameters to minimize emissions and lower potential health risks.

It should also be noted that a host of other regional and local plans also generally address issues of air quality and public health. These include the Southern California Association of Governments (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), SCAQMD's Air Quality Management Plan (AQMP), City of Los Angeles' General Plan (including the Framework, Air Quality, Mobility 2035, and Health and Wellness Elements), and City of Los Angeles' Green New Deal (Sustainable pLAn 2019). These contain policies and programs for the protection of the environment and health through improved air quality and serve to provide additional critical guidance for the betterment of public health for the region and City.

CEQA THRESHOLDS OF SIGNIFICANCE

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of an overall endeavor to prevent further deterioration and facilitate improvement in air quality. The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been set at levels considered safe to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly with a margin of safety, and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings[2]. As the scientific methods for the study of air pollution health effects have progressed over the past decades, adverse effects have been shown to occur at lower levels of exposure. For some pollutants, no clear thresholds for effects have been demonstrated. New findings over time have, in turn, led to the revision and lowering of NAAQS which, in the judgment of the U.S. Environmental Protection Agency (EPA), are necessary to protect public health. Ongoing assessments of the scientific evidence from health studies continue to be an important part of setting and informing revisions to federal and state air quality standards[3].

The six principal pollutants for which national and state criteria and standards have been promulgated, known as "criteria pollutants", and which are most relevant to current air quality planning and regulation in the

[2] U.S. EPA, *NAAQS Table*, https://www.epa.gov/criteria-air-pollutants/naaqs-table. Accessed July 2019.
[3] SCAQMD, *Final 2016 AQMP,* 2017. Appendix I-69. https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-i.pdf?sfvrsn=14. Included as Attachment 1 of this memorandum.

Air Basin include: ozone (O_3), respirable and fine particulate matter (PM_{10} and $PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead (Pb). The State of California has also set standards for sulfates (SO_4), which are a component of particulate matter, and a nuisance odor standard for hydrogen sulfide (H_2S). The Air Basin is currently in non-attainment and exceeds air quality standards for two criteria pollutants: ozone and particulate matter. The Los Angeles County portion of the Air Basin is also designated non-attainment for lead.

Although the SCAQMD's primary mandate is attaining the State and National Ambient Air Quality Standards for criteria pollutants within the district, SCAQMD also has a general responsibility pursuant to the Health and Safety Code §41700 to control emissions of air contaminants and prevent endangerment to public health. Additionally, state law requires the SCAQMD to implement airborne toxic control measures (ATCM) adopted by the California Air Resources Board (CARB), and to implement the Air Toxics "Hot Spots" Act. As a result, the SCAQMD has regulated pollutants other than criteria pollutants such as volatile organic compounds (VOCs), TACs, greenhouse gases, and stratospheric ozone depleting compounds. The SCAQMD has developed a number of rules to control non-criteria pollutants from both new and existing sources. These rules originated through state directives, Clean Air Act (CAA) requirements, or the SCAQMD rulemaking process.

As such, in addition to criteria pollutants, VOCs and TACs are also of concern in the Air Basin. Some VOCs are also classified by the state as TACs. While there are no specific VOC ambient air quality standards, VOCs are a prime component (along with NO_x) of the photochemical processes by which such criteria pollutants as ozone, nitrogen dioxide, and certain fine particles are formed. They are therefore regulated as "precursors" to formation of these criteria pollutants.

TACs is a term used to describe airborne pollutants that may be expected to result in an increase in mortality or serious illness or which may pose a present or potential hazard to human health, and include both carcinogens and non-carcinogens. CARB and the California Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. CARB has listed approximately 200 toxic substances, including those identified by the EPA, which are identified on the California Air Toxics Program's TAC List. TACs are also not classified as "criteria" air pollutants. The effects of TACs can be diverse and their health impacts tend to be local rather than regional; consequently ambient air quality standards for these pollutants have not been established, and analysis of health effects is instead based on cancer risk and exposure levels.

To achieve and maintain air quality standards, the SCAQMD has established numerical emission indicators of significance for regional and localized air quality impacts for both construction and operational phases of a local plan or project. The SCAQMD has established the thresholds based on "scientific and factual data that is contained in the federal and state Clean Air Acts" and recommends "that these thresholds be used by

lead agencies in making a determination of significance."[4] The numerical emission indicators are based on the recognition that the Air Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health[5]. SCAQMD's thresholds identified below represent the maximum emissions from a plan or project that are not expected to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. By analyzing a plan or project's emissions against the thresholds, EIRs assess whether these emissions directly contribute to any regional or local exceedances of the applicable ambient air quality standards and exposure levels.

Note: In the thresholds referenced below, "emissions" refer to the actual quantity of pollutant measured in pounds per day (ppd). "Concentrations" refer to the amount of pollutant material per volumetric unit of air and are measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter (µg/m3).

Construction (Regional and Localized)

Given that construction impacts are temporary and limited to the construction phase, the SCAQMD has established numeric indicators of significance specific to construction activity. Based on the indicators in the SCAQMD *CEQA Air Quality Handbook*, a project would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

- Regional construction emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed daily emissions thresholds:[6]
    - 75 pounds per day for VOC
    - 100 pounds per day for NO_x
    - 550 pounds per day for CO
    - 150 pounds per day for SO_2
    - 150 pounds per day for PM_{10}
    - 55 pounds per day for $PM_{2.}5$

In addition, the SCAQMD has developed a methodology to assess the potential for localized emissions to cause an exceedance of applicable ambient air quality standards or ambient concentration limits. The localized significance thresholds are only applicable to NO_x, CO, PM_{10} and $PM_{2.5}$. The SCAQMD has established conservative screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable

[4] SCAQMD, *CEQA Air Quality Handbook 1993,* Page 6-2.
[5] Ibid.
[6] SCAQMD, *Air Quality Significance Thresholds,* March 2015. http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed August 2019.

ambient air quality standards without project-specific dispersion modeling. The screening criteria depend on: (1) the area in which the Project is located, (2) the size of the Project Site, and (3) the distance between the Project Site and the nearest sensitive receptor. Otherwise, impacts would be considered significant if the following would occur:

- Maximum daily localized emissions of NO_x and/or CO during construction are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for NO_2 and/or CO.[7]
- Maximum daily localized emissions of PM_{10} and/or $PM_{2.5}$ during construction are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed 10.4 µg/m3 over 24 hours (SCAQMD Rule 403 control requirement).

Operation (Regional and Localized)

Based on the numeric indicators of significant in the SCAQMD *CEQA Air Quality Handbook*, a project would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

- Operational emissions exceed any of the following SCAQMD daily regional numeric indicators:[8]
  - 55 pounds a day for VOC
  - 55 pounds per day for NO_x
  - 550 pounds per day for CO
  - 150 pounds per day for SO_2
  - 150 pounds per day for PM_{10}
  - 55 pounds per day for $PM_{2.5}$

In addition, the SCAQMD has developed a methodology to assess the potential for localized emissions to cause an exceedance of applicable ambient air quality standards. The localized significance thresholds are only applicable to NO_x, CO, PM_{10} and $PM_{2.5}$. The SCAQMD has established conservative screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality

[7] SCAQMD, *Final Localized Significance Threshold Methodology,* 2008, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed August 2019.
[8] SCAQMD, *Air Quality Significance Thresholds,* March 2015. http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed August 2019.

standards without project-specific dispersion modeling. The screening criteria depend on: (1) the area in which the Project is located, (2) the size of the Project Site, and (3) the distance between the Project Site and the nearest sensitive receptor. Otherwise, impacts would be considered significant if the following would occur:

- Maximum daily localized emissions of NO_x and/or CO during operation are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for NO_2 and/or CO[9].
- Maximum daily localized emissions of PM_{10} and/or $PM_{2.5}$ during operation are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed 2.5 µg/m3 over 24 hours (SCAQMD Rule 1303 allowable change in concentration).

Toxic Air Contaminants

Based on the criteria set forth by the SCAQMD, the Project would expose sensitive receptors to substantial concentrations of TACs if any of the following would occur[10]:

- The Project emits carcinogenic materials or TACs that exceed the maximum incremental cancer risk of 10 in 1 million or a cancer burden greater than 0.5 excess cancer cases (in areas greater than or equal to 1 in 1 million) or an acute or chronic hazard index of 1.0.

AVAILABLE MODELS

Current models used in CEQA in air quality analyses are designed to calculate and disclose the mass emissions expected from the construction and operation of a proposed project. The estimated emissions are then compared to significance thresholds, which are in turn, keyed to reducing emissions to levels that will not interfere with the region's ability to attain the health-based standards. While this serves to protect public health in the overall region, there is currently no methodology to determine the impact of emissions (e.g., pounds per

[9] SCAQMD, *Final Localized Significance Threshold Methodology,* 2008, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed August 2019.
[10] SCAQMD, *CEQA Air Quality Handbook,* Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants), 1993; *South Coast Air Quality Management District Air Quality Significance Thresholds,* March 2015, http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed August 2019.

day) on concentration levels (e.g., parts per million or micrograms per cubic meter) in specific geographic areas.[11]

Based on SCAQMD guidance, the City utilizes the California Emissions Estimator Model (CalEEMod) to quantify construction and operational air quality impacts from land use projects. Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with CARB and SCAQMD guidance, and may be followed by a more detailed analysis utilizing CARB's Hotspots Analysis and Reporting Program (HARP model) where the project results in a substantial source of TACs or if a project would site sensitive land uses in proximity to TAC sources. However, although CARB and SCAQMD provide guidance for TAC analysis, most land use projects analyzed in City EIRs do not contain substantial on-site sources of TACs, and siting new sensitive uses near existing TAC sources is generally not considered a CEQA impact.

The following table provides a summary of other common available air quality models and identifies their general purposes as well as limitations in quantifying emissions and health effects. Although there are a number of other models available (e.g. models to quantify emissions, dispersion models to determine pollutant concentrations, and regional-scale models which estimate health impacts), this suite of tools is currently not designed to meet the City's need to accurately analyze project-level health effects:

MODEL	SOURCE	PURPOSE	LIMITATIONS
CalEEMod California Emissions Estimator Model	SCAQMD	CalEEMod is a statewide land use **emissions computer model** designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operational from a variety of land use projects.	The model can quantify emissions, but is not able to model concentrations or dispersion of pollutants or related health effects.
AERMOD	USEPA / American Meteorological Society	AERMOD models the **dispersion** of criteria air pollutant emissions over a period of time from discrete emission sources across a defined spatial boundary and can help inform exceedance of pollutant concentration standards. AERMOD provides more refined modeling than AERSCREEN, since it uses actual meteorological data (rather than simulated data) for the vicinity of the project site. *NOTE:* The U.S. EPA has adopted the	AERMOD can estimate pollutant concentrations of NO_x, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, total suspended particulates, lead, and other pollutants. However, AERMOD cannot estimate concentrations of VOCs, O_3 or secondary PM. While AERMOD can estimate concentrations for certain pollutants, no methods have been demonstrated to reliably and meaningfully connect pollutant concentrations to specific health effects.

[11] SMAQMD, *Friant Ranch Interim Recommendation*, 2019. http://www.airquality.org/LandUseTransportation/Documents/FriantInterimRecommendation.pdf. Accessed August 2019. Included as Attachment 4 of this memorandum.

MODEL	SOURCE	PURPOSE	LIMITATIONS
		AERMOD air dispersion model into its list of regulatory approved models in place of the previously used ISCST3 (Industrial Source Complex Short Term) model and CARB recommends AERMOD, instead of ISCST3, for Hot Spots risk assessments.	
AERSCREEN	USEPA	AERSCREEN is a screening version of the AERMOD **dispersion model,** intended to produce concentration estimates that are equal to or greater than the estimates produced by AERMOD with a fully developed set of meteorological and terrain data, but the degree of conservatism will vary depending on the application. This program is useful as a screening Health Risk Assessment (HRA) for minor or temporary sources such as construction-only projects.	As with AERMOD, AERSCREEN can estimate concentrations for certain pollutants; however, AERSCREEN does not connect pollutant concentrations to specific health effects.
BenMAP-CE Environmental Benefits Mapping and Analysis Program - Community Edition	USEPA	BenMAP-CE is a **regional-scale model** that can be used to estimate the resulting **health impacts** from change in ambient $PM_{2.5}$ concentrations for related health endpoints such as premature mortality, hospital admissions, and emergency room visits. The USEPA CMAQ model can be used to predict changes in the ambient air concentration of ozone, the results of which can be used in BenMAP-CE to estimate the resulting health impacts.	The model is used for assessing impacts over large areas and populations and is not intended to be used for individual projects, as it would not provide meaningful or reliable results at the smaller scale.
CalEnviroScreen California Communities Environmental Health Screening Tool	OEHHA & CalEPA	CalEnviroScreen is a **mapping tool** that helps identify California communities that are most affected by many sources of pollution, identified by a data-driven scoring system.	While the tool is useful to identify communities disproportionately burdened by certain pollutants, the tool is not used to track or model dispersal of project emissions.
CALINE-4	Caltrans	CALINE-4 is a **line-source dispersion model** for predicting air pollutant concentrations at receptors near highways and arterial streets, specifically for CO, NO_2, and PM. Caltrans guidance recommends only utilizing the tool for CO hot-spot analysis, and does not recommend using CALINE-4 to analyze any other pollutant.	CALINE-4 is limited to estimating concentrations of CO, NO_2, and PM from line sources such as roadways. CALINE-4 does not have the capability to evaluate concentrations of O_3 or secondary PM, or concentrations from other types of emissions sources (e.g., point, volume, or area sources). CALINE-4 is also not able to connect pollutant concentrations to specific health effects.

MODEL	SOURCE	PURPOSE	LIMITATIONS
CAMx Compressive Air Quality Model	Ramboll & Environ	CAMx is a **grid-based dispersion model** that simulates the chemical interactions and three-dimensional dispersion patterns on a regional, statewide, and national scale.	Since CAMx is designed to model emissions on a regional, statewide, and national scale, it is unsuitable for project-level analysis.
CMAQ Community Multiscale Air Quality Modeling System	USEPA	CMAQ is an atmospheric **dispersion model** consisting of a suite of programs for conducting air quality model simulations. CMAQ combines current knowledge in atmospheric science and air quality modeling, multi-processor computing techniques, and an open-source framework to deliver estimates of ozone, particulates, toxics and acid deposition. The program can be used to predict the concentration and deposition of both criteria pollutants and TACs.	There are limitations on the minimum modeling domain at which the model is still reasonably accurate. (e.g. the EPA recommends nesting a local regional model within a larger regional domain. However, the EPA recognized that expanding to a larger regional domain needs more data, which currently may not be available to the public. In addition, the minimum resolution of the CMAQ model is 1 sq. km., meaning that it would have difficulty in modeling impact areas that are less than 247 acres with meaningful or reliable results.)
EMFAC EMissions FACtor	CARB	EMFAC2017 is used to estimate **emissions** from on-road vehicles in California.	The model can quantify emissions, but is not able to model concentrations or dispersion of pollutants or related health effects.
HARP Hotspots Analysis and Reporting Program	CARB	HARP is a software suite that addresses the programmatic requirements of the Air Toxics "Hot Spots" Program (Assembly Bill 2588) and can perform air **dispersion** runs and **health risk assessments**, as well as can create and manage facility and emissions data. HARP is useful for determining how increases in specific TAC concentrations could affect receptors in terms of the increased cancer risks, chronic hazards, and acute hazards.	The tool is not used for evaluation of criteria air pollutants and related health effects.
OFFROAD	CARB	OFFROAD calculates **emissions** from off-road sources. The OFFROAD model is now being replaced by category specific methods and inventory models that are being developed for specific regulatory support projects.	The model can quantify emissions, but is not able to model concentrations or dispersion of pollutants or related health effects. In addition, the model is not comprehensive and lacks emissions forecasts for certain types of equipment.
Roadway Construction Emissions Model	SMAQMD	The model can be used to assist roadway project proponents with determining the **emission** impacts of their projects.	The Roadway Construction Emissions Model can quantify emissions, but is not able to model concentrations or dispersion of pollutants or related health effects.

As demonstrated above, while a number of models and tools are available to quantify emissions and pollutant concentrations, these models are limited by a number of factors in determining health impacts of individual development and infrastructure projects as well as local plan-level projects. The USEPA currently performs health impact assessments (HIAs) using the CMAQ model for pollutant transport modeling and BENMAP for health impact calculations. However, as described in further detail below, these models are designed to estimate health impacts over a large scale (e.g. city-wide, state-wide). In addition, the CMAQ model requires inputs such as regional sources of pollutants and global meteorological data, which are generally not accessible. In addition to the unsuitability of regional models in providing reliable results for local-level plans or individual projects, other general limitations of the current suite of models include limitations on the ability of certain tools to model concentrations or the dispersion of pollutants for all types of sources, other models only addressing a partial and incomplete range of pollutants and secondary pollutants, and limitations on being able to correlate identified concentrations to related health effects.

As such, neither the SCAQMD, CARB, "nor any air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions".[12]

[12] SMAQMD, *Friant Ranch Interim Recommendation*, 2019. http://www.airquality.org/LandUseTransportation/Documents/FriantInterimRecommendation.pdf. Accessed August 2019. Included as Attachment 4 of this memorandum.

AIR QUALITY AND HEALTH EFFECTS

The following information and analysis of health effects is relevant where a City EIR concludes that regional or localized air pollutant emissions would exceed the SCAQMD's thresholds of significance identified above and such impacts are deemed significant and unavoidable.

Ambient air pollution is a general public health concern, and in particular, Southern California has a long and well-documented history in battling poor air quality. Since the mid-20th century, the greater Los Angeles region has been at the forefront of air pollution science, low-emissions technology development, and innovative air quality regulation. These efforts have led to substantial and noticeable improvements in air quality and public health within the South Coast Air Basin, all during a period of dramatic increases in economic activity, population, and vehicle miles traveled. Despite these successes, the health of the region's residents continues to be seriously affected by the poor air quality that confronts the region.[13] Ambient air pollution continues to be linked to increases in respiratory illness (morbidity) and increases in death rates (mortality).[14]

Air pollution has many effects on the health of both adults and children. Adverse health outcomes linked to air pollution include asthma, cardiovascular effects, premature mortality, respiratory effects, cancer, reproductive effects, neurological effects, and other health outcomes.

The evidence linking these effects to air pollutants is derived from population based (i.e., large-scale) observational and field studies (epidemiological) as well as controlled laboratory studies involving human subjects and animals. There have been an increasing number of studies focusing on the mechanisms (that is, on learning how specific organs, cell types, and biochemicals are involved in the human body's response to air pollution) and specific pollutants responsible for individual effects. Yet the underlying biological pathways for these effects are not always clearly understood.

[13] SCAQMD, *Final 2016 AQMP*, 2017, Page Preface. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed August 2019.
[14] SCAQMD, *Final 2016 AQMP*, 2017, Page Appendix I-1. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed August 2019. Included as Attachment 1 of this memorandum.

Although individuals inhale pollutants as a mixture under ambient conditions, the regulatory framework and the control measures developed are mostly pollutant-specific. Individual pollutants usually differ in their sources, their times and places of occurrence, the kinds of health effects they may cause, and their overall levels of health risk. To meet the air quality standards, comprehensive plans are developed, including the Air Quality Management Plan (AQMP) and Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). These plans examine multiple pollutants, cumulative effects, and transport issues related to attaining healthful air quality in the region. In addition, a host of regulatory standards function to identify and limit exposure of air pollutants and toxic air contaminants.

HEALTH EFFECTS ADDRESSED IN PLANS AND REGULATORY STANDARDS

As previously stated, the NAAQS and CAAQS have been set at levels considered safe to protect public health. These standards are informed by and revised based on evolving scientific evidence of air pollution health effects. The SCAQMD (together with SCAG) has the responsibility for ensuring that national and state ambient air quality standards are achieved and maintained throughout the Air Basin. Failure to comply with these standards puts state and local agencies at risk for penalties such as: lawsuits, fines, a federal takeover of state implementation plans, and a loss of funds from federal agencies such as the Federal Highway Administration and Federal Transit Administration.

Criteria Pollutants

To meet the standards, the SCAQMD has adopted a series of AQMPs, which serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The 2016 AQMP includes strategies to ensure that rapidly approaching attainment deadlines for ozone and $PM_{2.5}$ are met and that public health is protected to the maximum extent feasible. The most significant air quality challenge in the Air Basin is to reduce NO_X emissions[15] sufficiently to meet the upcoming ozone standard deadlines, as NO_X plays a critical role in the creation of ozone. The AQMP's strategy to meet the 8-hour ozone standard in 2023 should lead to sufficient NO_X emission reductions to attain the 1-hour

[15] NOx emissions are a precursor to the formation of both ozone and secondary $PM_{2.5}$.

ozone standard by 2022. Since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the ozone standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.[16][17]

The SCAQMD's strategy to meet national and state standards distributes the responsibility for emission reductions across federal, state and local levels and industries. The 2016 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources, which include aircraft, locomotives and ocean-going vessels. These strategies are to be implemented in partnership with the CARB and U.S. EPA. In addition, SCAG recently approved their 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies (2016-2040 RTP/SCS) Plan[18] which includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP.

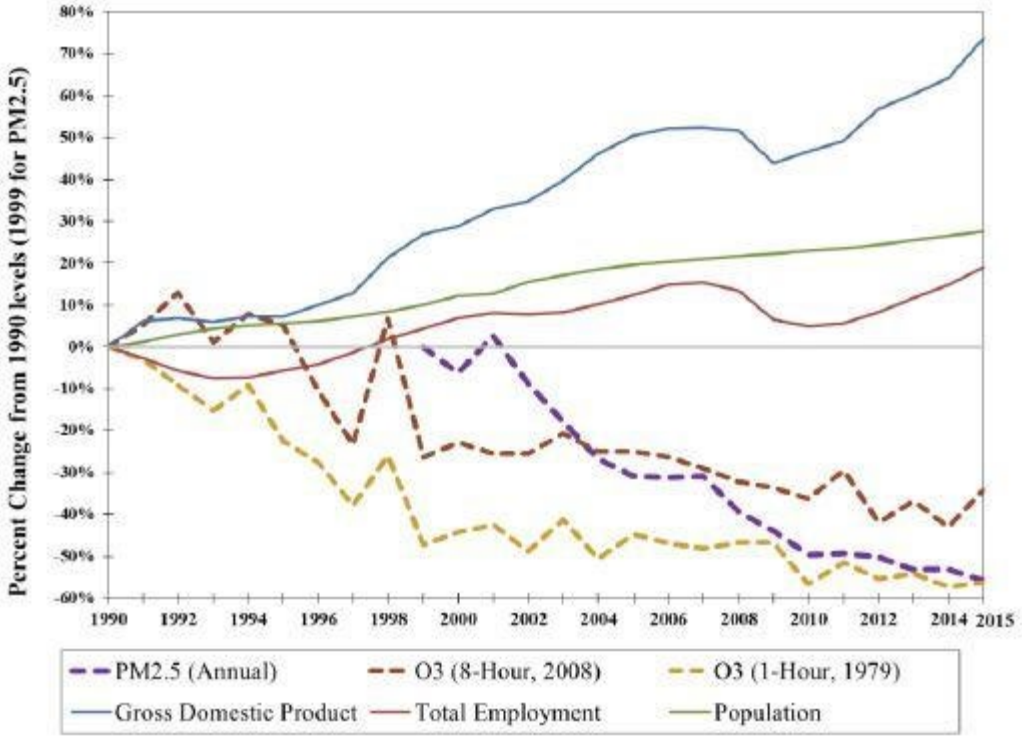
Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. The SCAQMD combines its portion of the Plan with those prepared by SCAG.[19] The RTP/SCS and Transportation Control Measures, included as Appendix IV-C of the 2016 AQMP for the Air Basin, are based on SCAG's 2016-2040 RTP/SCS.

The 2016 AQMP forecasts the 2031 emissions inventories "with growth" based on SCAG's 2016-2040 RTP/SCS. The region is projected to see a 12 percent growth in population, 16 percent growth in housing units, 23 percent growth in employment, and 8 percent growth in vehicle miles traveled between 2012 and 2031. Despite this regional growth, air quality has improved substantially over the years, primarily due to the effects of air quality control programs at the local, state and federal levels. Figure 1, provided below, shows the trends since 1990 of the 8-hour ozone levels, the 1-hour ozone levels, and annual average $PM_{2.5}$ concentrations (since 1999), compared to the regional gross domestic product, total employment and population. Human activity in the region has an impact on achieving reductions in emissions. However, the ozone and particulate matter levels continue

[16] Estimates are based on the inventory and modeling results and are relative to the baseline emission levels for each attainment year (see Final 2016 AQMP for detailed discussion).
[17] SCAQMD, *Final 2016 AQMP*, 2017. Page ES-2. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed August 2019.
[18] SCAG, *Final 2016 RTP/SCP*, 2016 http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. Accessed August 2019.
[19] SCAQMD, *Final 2016 AQMP*, 2017. Page ES-2. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed August 2019.

to trend downward as the economy and population increase, demonstrating that it is possible to maintain a healthy economy while improving public health through air quality improvements.[20]

Figure 1:
Percent Change in Air Quality Along with
Demographic Data for the 4-County Region (1990-2015)



Source: SCAQMD, Figure 1-4 of the Final 2016 AQMP.

Consistency with AQMP and 2016-2040 RTP/SCS Growth Assumptions

As discussed above, the 2016 AQMP incorporates the SCAG 2016–2040 RTP/SCS and updated emission inventory methodologies for various source categories to demonstrate attainment with applicable state and federal standards. With regard to land use, the 2016-2040 RTP/SCS land use control measures (i.e., goals and policies) focus on the reduction of vehicle trips and VMT.

The City's EIRs provide an analysis of a project's consistency with both the AQMP and the 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS is expected to help SCAG reduce VMT, with reductions in per capita transportation emissions of 18 percent by 2035 and 21-percent by 2040. In addition, the 2016-2040 RTP/SCS provides a 2012 Base Year projected daily Total VMT per capita of 21.5 and 18.4 daily Total VMT per capita for the

[20] SCAQMD, *Final 2016 AQMP*, 2017. Page 1-6. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed August 2019.

2040 Plan Year. As the AQMP control strategy is based on projections from local General Plans, projects which are consistent with local General Plans are considered consistent with the growth assumptions of the air quality related regional plans and their emissions are assumed to be accounted for in the AQMP emissions inventory. Projects which include amendments to General or Specific Plans, or are considered significant projects, undergo further scrutiny for AQMP consistency.

Toxic Air Contaminants

In addition, the state's California Air Toxics Program is an established two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air. In the risk identification step, CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of ATCMs, both for mobile and stationary sources. These ATCMs include measures such as limits on heavy-duty diesel motor vehicle idling and emission standards for off-road diesel construction equipment in order to reduce public exposure to diesel PM and other TACs. These actions are also supplemented by the AB 2588 Air Toxics "Hot Spots" program and SB 1731, which require facilities to report their air toxics emissions, assess health risks, notify nearby residents and workers of significant risks if present, and reduce their risk through implementation of a risk management plan. SCAQMD has further adopted two rules to limit cancer and non-cancer health risks from facilities located within its jurisdiction. Rule 1401 (New Source Review of Toxic Air Contaminants) regulates new or modified facilities, and Rule 1402 (Control of Toxic Air Contaminants from Existing Sources) regulates facilities that are already operating. Rule 1402 incorporates requirements of the AB 2588 program, including implementation of risk reduction plans for significant risk facilities.

City EIRs acknowledge that these plans and regulatory standards have been set at levels considered safe to protect public health and are part of the regulatory environment when considering local plan and project-level impacts.

HEALTH EFFECTS OF CRITERIA POLLUTANTS AND TOXIC AIR CONTAMINANTS

A summary discussion of the health effects due to exposure of pollutants exceeding SCAQMD's significance thresholds is provided in City EIRs and an expanded discussion is provided below (substantially drawn from reviews presented in the SCAQMD's Final 2016 Air Quality Management Plan, Chapter 2 (Air Quality and Health Effects), March 2017). A more detailed discussion of the health effects of these pollutants is provided in Attachment 1 to this memorandum (SCAQMD Final 2016 Air Quality Management Plan, Appendix I: Health Effects)

Ozone (O_3)

Ozone is a gas that is formed when volatile organic compounds (VOCs) and NO_X—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. Ozone is one of the most important air pollutants affecting human health in regions like Southern California. Ozone is a molecule built of three atoms of oxygen linked together in a very energetic combination. When ozone comes into contact with a surface it rapidly releases this extra force in the form of chemical energy. When this happens in biological systems, such as the respiratory tract, this energy can cause damage to sensitive tissues in the upper and lower airways.

The major subgroups of the population considered to be at increased risk from ozone exposure are outdoor exercising individuals including children and people with preexisting respiratory disease(s) such as asthma. The database identifying the former group as being at increased risk to ozone exposure is much stronger and more quantitative than that for the latter group, probably because of a larger number of studies conducted were with healthy individuals. The adverse effects reported with short-term ozone exposure are greater with increased activity because activity increases the breathing rate and the volume of air reaching the lungs, resulting in an increased amount of ozone reaching the lungs. Children may be a particularly vulnerable population to air pollution effects because they spend more time outdoors, are generally more active, and have a higher ventilation rate than adults. A number of adverse health effects associated with ambient ozone levels have been identified from laboratory and epidemiological studies. These include increased respiratory symptoms, damage to cells of the respiratory tract, decreases in lung function, increased susceptibility to respiratory infection, and increased risk of hospitalization.

The Children's Health Study, conducted by researchers at the University of Southern California, followed a cohort of children that live in 12 communities in southern California with differing levels of air pollution for several years. A publication from this study found that school absences in fourth graders for respiratory illnesses were associated with ambient ozone levels. An increase of 20 ppb ozone was associated with an 83 percent increase in illness related absence rates.[21] However, it is not recommended to base assumptions of health impacts off of a single example or study. It should also be noted that the study is based on one specific subgroup and may not apply to the general population. Furthermore, the study analyzed changes in regional air quality, and these region-wide changes could not be reasonably attributable to a single project or local plan based on existing science and models.

The number of hospital admissions and emergency room visits for all respiratory causes (infections, respiratory failure, chronic bronchitis, etc.) including asthma show a consistent increase as ambient ozone levels increase in a community. These excess hospital admissions and emergency room visits are observed when hourly ozone concentrations are as low as 0.08 to 0.10 ppm.

Numerous recent studies have found positive associations between increases in ozone levels and excess risk of mortality. These associations persist even when other variables including season and levels of particulate matter are accounted for. This indicates that ozone mortality effects are independent of other pollutants.[22]

Several population-based studies suggest that asthmatics are more adversely affected by ambient ozone levels, as evidenced by increased hospitalizations and emergency room visits. Laboratory studies have attempted to compare the degree of lung function change seen in age and gender-matched healthy individuals versus asthmatics and those with chronic obstructive pulmonary disease. While the degree of change evidenced did not differ significantly, that finding may not accurately reflect the true impact of exposure on these respiration-compromised individuals. Since the respiration-compromised group may have lower lung function to begin with, the same degree of change may represent a substantially greater adverse effect overall.

A publication from the Children's Health Study focused on children and outdoor exercise. In communities with high ozone concentrations, the relative risk of developing asthma in children playing three or more sports was found to be over three times higher than in children playing no sports.[23] These findings indicate that new cases of asthma in children are associated with heavy exercise in communities with high levels of ozone. While

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[21] Gilliland FD, Berhane K, Rappaport EB, Thomas DC, Avol E, Gauderman WJ, London SJ, Margolis HG, McConnell R, Islam KT, Peters JM. *The Effects of Ambient Air Pollution on School Absenteeism Due to Respiratory Illnesses.* Epidemiology, 2001. 12(1):43-54.

[22] Bell ML, McDermott A, Zeger SL, Samet, JM, Dominici, F. *Ozone and Short-Term Mortality in 95 US Urban Communities, 1987-2000.* 2004. JAMA 292:2372-2378.

[23] McConnell R, Berhane K, Gilliland F, London SJ, Islam T, Gauderman WJ, Avol E, Margolis HG, Peters JM. *Asthma in exercising children exposed to ozone: a cohort study.* 2002. Lancet, 359:386-91.

it has long been known that air pollution can exacerbate symptoms in individuals with respiratory disease, this is among the first studies that indicate ozone exposure may be causally linked to asthma.

Some lung function responses (volume and airway resistance changes) observed after a single exposure to ozone exhibit attenuation or a reduction in magnitude with repeated exposures. Although it has been argued that the observed shift in response is evidence of a probable adaptation phenomenon, it appears that while functional changes may exhibit adaptation, biochemical and cellular changes which may be associated with episodic and chronic exposure effects may not exhibit similar adaptation. That is, internal damage to the respiratory system may continue with repeated ozone exposures, even if externally observable effects (chest symptoms and reduced lung function) disappear.

In a laboratory, exposure of human subjects to low levels of ozone causes reversible decrease in lung function as assessed by various measures such as respiratory volumes, airway resistance and reactivity, irritative cough and chest discomfort. Lung function changes have been observed with ozone exposure as low as 0.08 to 0.12 ppm for 6-8 hours under moderate exercising conditions. Similar lung volume changes have also been observed in adults and children under ambient exposure conditions (0.10 - 0.15 ppm). The responses reported are indicative of decreased breathing capacity and are reversible.

In laboratory studies, cellular and biochemical changes associated with respiratory tract inflammation have also been consistently reported in the airway lining after low level exposure to ozone. These changes include an increase in specific cell types and in the concentration of biochemical mediators of inflammation and injury such as cytokines and fibronectin. These inflammatory changes can be observed in healthy adults exposed to ozone in the range of 0.08 to 0.10 ppm.

The susceptibility to ozone observed under ambient conditions could be due to the combination of pollutants that coexist in the atmosphere or ozone may actually sensitize these subgroups to the effects of other pollutants. Some animal studies show results that indicate possible chronic effects including functional and structural changes of the lung. These changes indicate that repeated inflammation associated with ozone exposure over a lifetime may result in sufficient damage to respiratory tissue such that individuals later in life may experience a reduced quality of life in terms of respiratory function and activity level achievable. An autopsy study involving Los Angeles County residents provided supportive evidence of lung tissue damage (structural changes) attributable to air pollution. A study of birth outcomes in southern California found an increased risk for birth defects in the aortic and pulmonary arteries associated with ozone exposure in the second month of pregnancy.[24] This is the first study linking ambient air pollutants to birth defects in humans. Confirmation by further studies is needed. In summary, acute adverse effects associated with ozone exposures have been well

[24] Ritz B, Yu F, Chapa G, Fruin S. *Effect of Air Pollution on Preterm Birth Among Children Born in Southern California between 1989 and 1993.* 2002. Epidemiology, 11(5)502-11.

documented, although the specific causal mechanism is still somewhat unclear. Additional research efforts are required to evaluate the long-term effects of air pollution and to determine the role of ozone in influencing chronic effects.

Particulate Matter (PM_{10} and $PM_{2.5}$)

The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than ten microns (PM_{10}) and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$), can enter the body and are trapped in the nose, throat, and upper respiratory tract. These small particulates could potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates could become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids. The U.S. Environmental Protection Agency and the California Air Resources Board have recognized adverse health effects that may be associated with exposure to PM_{10} and $PM_{2.5}$, including:[25] (1) Increased respiratory symptoms, such as the irritation of the airways; (2) Coughing, or difficulty breathing; (3) Decreased lung function, particularly in children; (4) Aggravated asthma; (5) Development of chronic bronchitis; (6) Irregular heartbeat; (7) Increased respiratory and cardiovascular hospitalizations; and (8) Premature death in people with heart or lung disease.

Epidemiological studies have provided continued and consistent evidence for most of the effects listed above. An association between increased daily or several-day-average concentrations of PM_{10} and excess mortality and morbidity is consistently reported from studies involving communities across the U.S. as well as in Europe, Asia, and South America.

A number of studies have evaluated the association between particulate matter exposure and indices of morbidity such as hospital admissions, emergency room visits or physician office visits for respiratory and cardiovascular diseases. The effects estimates are generally higher than the effects for mortality. The effects are associated with measures of PM_{10} and $PM_{2.5}$. Thus, it appears that when a relatively small number of people experience severe effects, larger numbers experience milder effects, which may relate either to the coarse or to the fine fraction of airborne particulate matter.

[25] See, e.g., U.S. Environmental Protection Agency, *Health and the Environment*, www.epa.gov/air/particlepollution/health.html. Accessed July 30, 2008; U.S. Environmental Protection Agency, *Particle Pollution and Your Health*, www.epa.gov/airnow/particles-bw.pdf. Accessed July 30, 2008.; California Air Resources Board, *Health Effects of Particulate Matter and Ozone Air Pollution*, January 2004.

In the National Morbidity, Mortality, and Air Pollution Study (NMMAPS), hospital admissions for those 65 years or older were assessed in 14 cities. Hospital admissions for these individuals showed an increase of 6 percent for cardiovascular diseases and a 10 percent increase for respiratory disease admissions, per 50 $\mu g/m^3$ increase in PM_{10}. The excess risk for cardiovascular disease ranges from 3-10 percent per 50 $\mu g/m^3$ PM_{10}. However, as noted below, this study analyzed indirect indicators of health impacts rather than direct health impacts, and other studies have demonstrated greater variability of the effects of PM increases in terms of number of medical visits.

Similarly, school absences, lost workdays and restricted activity days have also been used in some studies as indirect indicators of acute respiratory conditions. The results are suggestive of both immediate and delayed impact on these parameters following elevated particulate matter exposures. These observations are consistent with the hypothesis that increased susceptibility to infection follows particulate matter exposures.

Some studies have reported that short-term particulate matter exposure is associated with changes in lung function (lung capacity and breathing volume); upper respiratory symptoms (hoarseness and sore throat); and lower respiratory symptoms (increased sputum, chest pain and wheeze). The severity of these effects is widely varied and is dependent on the population studied, such as adults or children with and without asthma. Sensitive individuals, such as those with asthma or pre-existing respiratory disease, may have increased or aggravated symptoms associated with short-term particulate matter exposures. Several studies have followed the number of medical visits associated with pollutant exposures. A range of increases from 3 to 42 percent for medical visits for respiratory illnesses was found corresponding to a 50 $\mu g/m^3$ change in PM_{10}. A limited number of studies also looked at levels of $PM_{2.5}$. The findings suggest that both the fine and coarse fractions may have associations with some respiratory symptoms.

While most studies have evaluated the acute effects, some studies specifically focused on evaluating the effects of chronic exposure to PM_{10} and $PM_{2.5}$. Studies have analyzed the mortality of adults living in different U.S. cities. After adjusting for important risk factors, these studies found a consistent positive association of deaths and exposure to particulate matter. A similar association was observable in both total number of deaths and deaths due to cardiorespiratory causes. A shortening of lifespan was also reported in these studies.

Significant associations for $PM_{2.5}$ for both total mortality and cardiorespiratory mortality were reported in a study using data from the American Cancer Society. A re-analysis of the data from this study confirmed the finding.[26] The Harvard Six Cities Study evaluated several size ranges of particulate matter and reported significant associations with PM_{15}, $PM_{2.5}$, sulfates, and non-sulfate particles, but not with coarse particles (PM_{15}–

[26] Krewski D, Burnett RT, Goldberg MS, Hoover K, Siemiatycki J, Abrahamowicz M, White WH, et al. *Reanalysis of the Harvard Six Cities Study and the American Cancer Society Study of Particulate Air Pollution and Mortality. A Special Report of the Institute's Particle Epidemiology Reanalysis Project.* 2000. Health Effects Institute.

$PM_{2.5}$). An extension of the Harvard Six Cities Cohort confirmed the association of mortality with $PM_{2.5}$ levels.[27] These studies provide evidence that the fine particles, as measured by $PM_{2.5}$, may be more strongly associated with mortality effects from long-term particulate matter exposures than are coarse compounds.

A follow-up study of the American Cancer Society cohort confirmed and extended the findings in the initial study. The researchers estimated that, on average, a 10 $\mu g/m^3$ increase in fine particulates was associated with an approximately 4 percent increase in total mortality, a 6 percent increase in cardiopulmonary mortality, and an 8 percent increase risk of lung cancer mortality.[28] The magnitude of effects is larger in the long-term studies than in the short-term investigations, and therefore demonstrates variability and unreliability of a specific numeric indicator (as indicated above) for the general population. Furthermore, an analysis of the American Cancer Society Cohort from the Los Angeles area used a more detailed estimate of long-term $PM_{2.5}$ exposures and found that the risk of mortality was up to three times higher than estimated with the national cohort.[29] These findings indicate that long-term exposures may be more important in terms of overall health effects.

Despite data gaps, the extensive body of epidemiological studies has both qualitative and quantitative consistency suggestive of causality. A considerable body of evidence from these studies suggests that ambient particulate matter, alone or in combination with other coexisting pollutants, is associated with significant increases in mortality and morbidity in a community.

In summary, the scientific literature indicates that an increased risk of mortality and morbidity is associated with particulate matter at ambient levels. The evidence for particulate matter effects is mostly derived from population studies with supportive evidence from clinical and animal studies. Although most of the effects are attributable to particulate matter, co-pollutant effects cannot be ruled out on the basis of existing studies. The difficulty of separating the effects may be due to the fact that particulate levels co-vary with other combustion source pollutants. That is, the particle measurements serve as an index of overall exposure to combustion-related pollution, and some component(s) of combustion pollution other than particles might be at least partly responsible for the observed health effects. In addition, limitations of applying the results of a singular study to determine a specific project's health effects are described above, as well as subsequent discussion (see "Relating Adverse Air Quality Impacts and Health Effects" on page 27). Therefore, at this time, there is no specific numeric indicator that can reliably indicate specific health effects from particulate matter.

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[27] Laden F, Schwartz J, Speizer FE, Dockery DW. *Reduction in Fine Particulate Air Pollution and Mortality.* 2006. Am J Respir Crit Care Med, 173:667-672.

[28] Pope III CA, Burnett RT, Thun MJ, Calle E, Krewski D, Kazuhiko I, Thurston G. *Lung Cancer, Cardiopulmonary Mortality, and Long-Term Exposure to Fine Particulate Air Pollution*. 2002. JAMA, 287:1132-1141.

[29] Jerrett M, Burnett RT, Ma R, Pope CA III, Krewski D, Newbold KB, Thurston G, Shi Y, Finkelstein N, Calle EE, Thun MJ. *Spatial Analysis of Air Pollution and Mortality in Los Angele*s. 2005. Epidemiology, 15(6):727-736.

Carbon Monoxide (CO)

Carbon monoxide is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply delivery to the heart. Inhaled CO has no known direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport, by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, people with conditions requiring an increased oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency), such as is seen at high altitudes. Reductions in birth weight and impaired neurobehavioral development have been observed in animals chronically exposed to CO resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels, including preterm births and heart abnormalities. The U.S. EPA concluded in their most recent review that the evidence linking long-term CO exposures with reproductive health outcomes was suggestive of a causal relationship[30].

Nitrogen Dioxide (NO_2)

NO_2 is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. NO_2 is a gaseous air pollutant that serves as an indicator of gaseous oxides of nitrogen, such as nitric oxide (NO) and other related compounds (NO_X). NO_2 absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. NO_X is also a precursor to the formation of ozone.

The adverse effects of ambient nitrogen dioxide air pollution exposure on health were reviewed in the 2008 U.S. EPA Integrated Science Assessment for Oxides of Nitrogen—Health Criteria[31], and more recently in the

[30] U.S. EPA. *Integrated Science Assessment for Carbon Monoxide (Final Report*). 2010. https://cfpub.epa.gov/ncea/risk/recordisplay.cfm?deid=218686. Accessed August 2019.
[31] U.S. EPA. *Integrated Science Assessment for Oxides of Nitrogen—Health Criteria (Final Report).* 2008. http://cfpub.epa.gov/ncea/isa/recordisplay.cfm?deid=194645. Accessed August 2019.

2016 U.S. EPA Integrated Science Assessment for Oxides of Nitrogen—Health Criteria.[32] The 2016 U.S. EPA review noted the respiratory effects of NO_2, and evidence suggestive of effects on cardiovascular health, mortality and cancer.

Experimental studies have found that NO_2 exposures increase responsiveness of airways, pulmonary inflammation, and oxidative stress, and can lead to the development of allergic responses. These biological responses provide evidence of a plausible mechanism for NO_2 to cause asthma. Additionally, results from controlled exposure studies of asthmatics demonstrate an increase in the tendency of airways to contract in response to a chemical stimulus (airway responsiveness) or after inhaled allergens. Animal studies also provide evidence that NO_2 exposures have negative effects on the immune system, and therefore increase the host's susceptibility to respiratory infections. Epidemiological studies showing associations between NO_2 levels and hospital admissions for respiratory infections support such a link, although the studies examining respiratory infections in children are less consistent.

The Children's Health Study in Southern California found associations of NO_2 with respiratory symptoms in asthmatics.[33] Particles and NO_2 were correlated, and it was determined that NO_2 plays a stronger role. Ambient levels of NO_2 were also associated with a decrease in lung function growth in a group of children followed for eight years. In addition to NO_2, the decreased growth was also associated with particulate matter and airborne acids. The study authors postulated that these may be a measure of a package of pollutants from traffic sources.

Results from controlled exposure studies of asthmatics demonstrated an increase in the tendency of airways to contract in response to a chemical stimulus (bronchial reactivity). Effects were observed with an exposure to 0.3 parts per million (ppm) NO_2 for a period ranging from 30 minutes to 3 hours. A similar response is reported in some studies with healthy subjects at higher levels of exposure (1.5 - 2.0 ppm). Mixed results have been reported when people with chronic obstructive lung disease are exposed to low levels of NO_2.

Toxic Air Contaminants

In addition to criteria pollutants, a number of TACs have the potential to impact human health, including diesel particulate matter (DPM), a pollutant associated with heavy equipment and truck traffic. TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health, but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants

[32] U.S. EPA. *Integrated Science Assessment for Oxides of Nitrogen—Health Criteria (Final Report).* 2016. https://cfpub.epa.gov/ncea/isa/recordisplay.cfm?deid=310879. Accessed August 2019.
[33] McConnell R, Berhane K, Gilliland F, London SJ, Islam T, Gauderman WJ, Avol E, Margolis HG, Peters JM. *Asthma in exercising children exposed to ozone: a cohort study.* 2002. Lancet, 359:386-91.

discussed above, but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and non-carcinogenic, where carcinogenic TACs can cause cancer and non-carcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular).

DPM, which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer (μm)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 μm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.[34] [35] OEHHA's HARP model and Air Toxics Hot Spots Program Guidance Manual (Guidance Manual) for the Preparation of Health Risk Assessments includes an ability to link certain TACs with metrics for cancer-rates or non-cancer effects on certain organ groups.

RELATING ADVERSE AIR QUALITY IMPACTS AND HEALTH EFFECTS

The feasibility of determining a connection between air pollutant emissions and human health is different for a site-specific project, such as for a development project or local area plan, than it is for a larger regional scale analysis of an area-wide project, such as an analysis for a regulation change for the entire Air Coast Basin. As discussed below, directly correlating a single project's emissions in a typical City EIR to quantifiable human

[34] CARB, *Diesel Exhaust and Health*, www.arb.ca.gov/research/diesel/diesel-health.htm, Accessed August 2019.
[35] CARB, *Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results,* March 2008.

health consequences is currently not scientifically feasible, as it is not possible to conduct such an analysis that would provide reliable or meaningful results. As further discussed below, it is also infeasible to correlate regional emissions from local area-wide projects or plans identified in City EIRs to quantified human health consequences in any reliable or meaningful way, for many of the same reasons, and with additional challenges associated with separating and anticipating reasonably foreseeable emissions from other sources.

It should also be noted that in April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing the Friant Ranch decision in the review and analysis of proposed projects under CEQA in Sacramento County (Attachment 4). The SMAQMD is to date the only California air district to formally release, as guidance, an Interim Recommendation (April 2019) for lead agencies and practitioners preparing CEQA documents for projects within Sacramento County to comply with the Friant Ranch decision. Consistent with the expert opinions submitted to the Court in Friant Ranch by the San Joaquin Valley Air Pollution Control District (SJVAPCD) (Attachment 3) and SCAQMD (Attachment 2), the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to the likely health consequences to people of project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible.

The following information is therefore provided to explain that for most projects and local level plans analyzed in City EIRs, it is currently not scientifically feasible to provide a reliable quantitative analysis directly correlating a project's significant pollutant emissions and human health.

Existing Models and Tools

As previously described, a number of existing models and tools exist for quantifying both project emissions and pollutant concentrations. Certain federal and state public health standards for air quality are set in terms of acceptable regional concentration levels of pollutants. The SCAQMD demonstrates attainment of these concentration standards, in part, by setting CEQA thresholds for amounts of construction and operational emissions produced by individual projects or plans. In compliance with CEQA and the identified thresholds, City EIRs for individual development projects and local-level plans disclose and analyze project *emissions* for criteria pollutants and pollutant concentrations for TACs. For CEQA purposes, *concentrations* of criteria pollutants are typically not calculated. While it may be possible to utilize a project's emission data to determine concentration amounts, this would hinge the analysis on an additive range of assumptions and uncertainties, thus contributing to a higher margin of error. In addition, an accurate model of the data would also require a complex set of input data which may not be readily available or would otherwise contribute further to the

unreliability of the results. Furthermore, additional limitations exist for utilizing both regional and local models for this purpose. As such, modeling these concentrations of criteria pollutants utilizing existing tools would result in unreliable data, as discussed in further detail below.

Modeling Concentrations v. Emissions

In order to relate a project's emissions to human health effects, it would first be necessary to model the air pollutant concentrations resulting from a project. As discussed above, studies which link health effects with exposure to pollutants are primarily based on the ultimate ambient or regional concentrations of pollutants. This is especially true for secondary pollutants such as ozone and PM. The lack of correlation between the direct *quantity* of precursor pollutants and the *concentration* of ozone or secondary PM formed is important because it is not necessarily the *quantity* of precursor pollutants (such as NO_X, SO_2, VOCs, etc.) that causes human health effects; rather, it is the *concentration* of resulting ozone and secondary PM that causes these effects. Indeed, the ambient air quality standards for ozone, which are statutorily required to be set by USEPA (at levels that are requisite to protect the public health with a margin of safety) and by CARB (at levels that are requisite to protect the health of the most sensitive groups) are established as concentrations of ozone and not as quantity (i.e., tonnages) of ozone precursor pollutants.[36] [37] Furthermore, since the ambient air quality standards are focused on achieving a particular concentration region-wide, the regional models and health impact analysis tools (i.e., BenMAP-CE, CAMx, CMAQ) and plans for attaining the ambient air quality standards are also regional in nature. However, as further described below (pages 31-32), these regional models are not useful for analysis of the health impacts of specific projects on any given geographic location.

Complexities of Modeling Concentrations

In requiring a health risk type analysis for criteria air pollutants, it is important to understand how criteria pollutants are formed, dispersed, and regulated. As an example, ground level ozone (smog) is not directly emitted into the air, but is instead formed when precursor pollutants such as NO_X and VOC are emitted into the atmosphere and undergo complex chemical reactions in the process of sunlight.[38] Once formed, ozone can be transported long distances by wind.[39] Due to the complexity of ozone formation, a specific tonnage amount of NO_X

[36] U.S. EPA, *Table of Ozone National Ambient Air Quality Standards,* https://www.epa.gov/ground-level-ozone-pollution/table-historical-ozone-national-ambient-air-quality-standards-naaqs. Accessed August 2019.
[37] CARB, *California Ambient Air Quality Standards*, https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards. Accessed August 2019.
[38] SJVAPCD, *Application for Leave to File Amicus Curiae Brief of SJVAPCD in Support of Defendant and Respondent, County of Fresno and Real Party in Interest and Respondent, Friant Ranch, L.P,* April 13, 2015. Page 4. Included as Attachment 2 of this memorandum.
[39] U.S. EPA, *Ground-level Ozone: Basic Information*, www.epa.gov/airquality/ozonepollution/basic.html. Accessed August 2019.

or VOCs emitted in a particular area does not equate to a particular concentration of ozone in that area.[40] In fact, even rural areas that have relatively low emissions of NO_X or VOCs can have high ozone concentrations simply due to wind transport and other meteorological conditions such as temperature inversion and high pressure systems. Conversely, areas that have substantially more NO_X and VOC emissions could experience lower concentrations of ozone simply because sea breezes disperse the emissions.[41]

For those projects where regional construction and operational emissions exceed the SCAQMD's recommended daily significance thresholds, this does not mean that one can determine with accuracy the concentration of ozone that will be created at or near the Project Site on a particular day or month of the year, or the specific human health effects that may occur. Meteorology, the presence of sunlight, geographical distribution of emissions, and other complex photochemical factors all combine to determine the ultimate concentrations and locations of ozone. This is especially true for the typical development project where most of the criteria pollutant emissions derive not from a single "point source," but from area wide sources (consumer products, paint, etc.) or mobile sources (cars and trucks) driving to, from and around the Project Site.

As another example, particulate matter can be divided into two categories: directly emitted PM and secondary PM. While directly emitted PM can have a localized impact, the tonnage emitted does not always equate to a specific local PM concentration because it can be transported long distances by wind.[42] Secondary PM, like ozone, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as sulfur dioxide and NO_X. Due to the complexity of secondary PM formation, the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area.

Furthermore, for modeling to produce reliable results, it is necessary to have data regarding the sources and types of toxic air contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence).[43] Not all of these specific details or factors may be known at the time that a project or plan is undergoing CEQA review. For example, it may not be

[40] SJVAPCD, *Application for Leave to File Amicus Curiae Brief of SJVAPCD in Support of Defendant and Respondent, County of Fresno and Real Party in Interest and Respondent, Friant Ranch, L.P.*, April 13, 2015. Page 4. Included as Attachment 2 of this memorandum.

[41] SJVAPCD, *2007 Ozone Plan, Executive Summary*. Page ES-6. www.valleyair.org/Air_Quality_Plans/AQ_Final_Adopted_Ozone2007.htm. Accessed August 2019.

[42] U.S. EPA, *Particulate Matter: Basic Information*, www.epa.gov/airquality/particlepollution/basic.html. Accessed August 2019.

[43] SCAQMD, *Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae,* April 6, 2015. Pages 9, 10. Included as Attachment 2 of this memorandum.

feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)).[44]

Purposes and Limitations of Regional Models

As described above, local, state, and federal standards are set with the purpose of attaining ambient air quality standards within the region for the protection of public health. In part to meet these ambient standards, the SCAQMD has set numeric thresholds for land-use projects to determine significant air quality impacts. These thresholds are based on regional project emissions, which refer to the actual *quantity* of pollutants generated by the project, and are measured in pounds per day. These pollutant sources (e.g., onsite natural gas usage and offsite vehicular exhaust across the regional roadway network) can be estimated, measured, and quantified. However, once a project's emissions enter the environment, these emissions are subject to a number of complex factors and variables, including chemical changes, dispersal, and weather variation, and ultimately combine with other existing conditions to result in the regional ambient air quality and concentrations of pollutants.

The SCAQMD (and other regional air quality management and air pollution control districts) conducts regional-scale modeling in order to evaluate regional-scale air pollution, including modeling for the AQMP, modeling attainment demonstrations, and the Multiple Air Toxics Exposure Study (MATES) studies. This involves a regional scale photochemical model such as CAMx and CMAQ, which have a modeling domain on the order of hundreds of kilometers. Mobile source emissions are estimated using EMFAC and SCAG RTP/SCS VMT data and traffic data obtained from Caltrans for the entire basin. The effort, resources, and availability of necessary input data required to perform this type of analysis is complex and extensive, and is infeasible for smaller projects.

Unreliability of Using Regional Models at Smaller Scale

As noted in the Brief of Amicus Curiae by the South Coast Air Quality Management District in the Friant Ranch case (Attachment 2), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.[45] The computer models (e.g., CMAQ modeling platform)[46] used to simulate and predict an attainment date for ozone are based on regional inventories of precursor pollutants and meteorology within an air basin. At a very basic level, based on

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[44] SCAQMD, *Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae,* April 6, 2015. Page 10. Included as Attachment 2 of this memorandum.

[45] SCAQMD, *Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae,* April 6, 2015. Pages 9, 10. Included as Attachment 2 of this memorandum.

[46] The SCAQMD 2016 AQMP ozone attainment demonstration was developed using the U.S. EPA recommended CMAQ (version 5.0.2) modeling platform with SAPRC07 chemistry, and the Weather Research and Forecasting Model (WRF) (version 3.6) meteorological fields.

gross assumptions appropriate for regional-scale analyses, the models simulate future ozone levels based on predicted changes in precursor emissions basin wide. It should be noted that it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region.[47] The computer models are not designed to determine whether the emissions generated by an individual development project, or even emissions from most relatively small-scale areas such as specific plan areas or community plan areas, will affect the date that the air basin attains the ambient air quality standards. Instead, the models help inform regional planning strategies based on the extent all of the emission-generating sources within the air basin must be controlled in order to reach attainment.[48]

In addition, this modeling is inappropriate for project-level or local plan-level analysis, as small changes in modeling results could be well within the normal gross margin of error of the CMAQ model performance. For example, SCAQMD states the expected margin of error for comparing CMAQ modeled daily maximum air pollutant concentrations to monitored concentrations is 20 percent.[49] However, even the expected 20 percent margin of error is exceeded in regional scale analyses. SCAQMD found that when maximum values equal or exceed 60 ppb, the normalized gross maximum error ranges from 15.7 to 19.8 percent for the coastal region, 11.5 to 22.3 percent for the San Fernando region, 12.1 to 25.2 for the foothills region, 14.7 to 18.2 for the urban source region, 12.5 to 20.9 percent for the urban receptor region, and 9.6 to 16.8 for the Coachella Valley.[50] The quarterly error statistic for $PM_{2.5}$ ranges from 54 percent to 95.7 percent for the coastal region, 30.1 to 60.6 percent for the San Fernando region, 30.7 to 81.6 percent for the foothills region, 41.1 to 81.6 percent for the urban source region, 23.5 to 53 percent for the urban receptor region, and 38 to 59.6 percent for the Coachella Valley region.[51]

Therefore, using these regional models at the project-level or local plan-level scale would not yield reliable results, as the emissions from a localized project would be small in comparison, falling within margins of error of the regional models. Therefore, results regarding project or local plan-level emissions would not be meaningful or statistically significant.

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[47] SCAQMD, *Final 2012 AQMP*, February 2013, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-(february-2013)/appendix-v-final-2012.pdf, Appendix V. pages v-4-2, v-7-4, v-7-24. Accessed August 2019.

[48] SJVAPCD, *Application for Leave to File Amicus Curiae Brief of SJVAPCD in Support of Defendant and Respondent, County of Fresno and Real Party in Interest and Respondent, Friant Ranch, L.P.,* April 13, 2015. Page 6-7. Included as Attachment 2 of this memorandum.

[49] SCAQMD, *Final 2016 AQMP,* 2017. Appendix V-2-3. https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-v.pdf?sfvrsn=10. Accessed August 2019.

[50] SCAQMD, *Final 2016 AQMP,* 2017. Appendix V, Tables V-5-3 through V-5-8. https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-v.pdf?sfvrsn=10. Accessed August 2019.

[51] Ibid. Table V-6-3

Purposes and Limitations of Localized Models

Certain models (such as AERMOD and HARP) may be able to direct certain pollutant concentrations locally with reliable accuracy. However, these are used to prepare project-level health risk assessments (HRAs) for pollutants like DPM and other TACs, and do not address secondary pollutants such as ozone. Regarding the use of other potential localized models such as CALINE-4, the City's CEQA documents currently provide CO hotspot analyses where appropriate. However, per guidance from the SCAQMD and Caltrans, further modeling of other pollutants would be inappropriate using CALINE-4.[52] In addition, while these models are able to estimate concentrations for certain pollutants, no methods have been demonstrated to reliably and meaningfully connect these pollutant concentrations to specific health effects.

If an attempt were made to potentially utilize a localized model to determine a project's resulting pollutant concentrations, most likely an analysis would follow a methodology similar to how localized air quality analyses are currently performed for CEQA (e.g., freeway HRAs). For example, a project's vehicle emissions could be determined using CalEEMod or EMFAC. The project-related traffic emissions within a ¼ mile of the project site could then be combined with project-related emissions from on-site sources and analyzed for receptors in the vicinity using AERMOD on a microscale basis. The analysis could load traffic emissions along the roadway network consistent with the traffic study. This approach could be used for CO, NO_2, PM_{10}, and $PM_{2.5}$; however, this would not address other pollutants, these models include additional limitations, and a number of uncertainties would be included in the modeling assumptions. Some of the limitations and uncertainties of this approach would include:

Pollutant Emissions. CalEEMod generates total daily regional-wide emissions from a project. These emissions account for different trip lengths based on the trip generation (residential vs. commercial, commute vs. delivery, etc.) and trip type (primary, diverted, pass-by). It would be speculative to assume on a regional basis where these emissions were to occur. It would also be speculative to assume which types of vehicles would use specific roadways (e.g., diesel delivery trips associated with a Project would likely use different routes than commuter trips).

Spatial and temporal data. It would be speculative to assume when and where vehicles would be travelling. AERMOD assumes steady state conditions and may not be able to account for variations in meteorology as well as seasonal variations.

[52] Caltrans, *Project-Level Air Quality Analysis*. https://dot.ca.gov/programs/environmental-analysis/air-quality/project-level-air-quality-analysis. Accessed August 2019.

Ambient data. Health impacts are highly dependent on ambient air quality levels. While data at ambient monitoring stations may be available, nearby localized sources (e.g.; stationary emissions and major roadways) are not known and are not accounted for.

Chemistry. AERMOD is unable to process chemical reactions related to secondary PM and ozone formation.

The combination and compounding of the uncertainties from each component and step of the modeling analysis, particularly in the context of the very small increment of change in regional ambient air pollutant concentrations that a single project would be predicted to cause, would likely result in large margins of error for the overall modeled outcomes. That is, even if a model reports a certain outcome, the actual outcome may be in a relatively broad range surrounding the reported outcome. When these uncertainties are factored into the modeling analysis, the results would not be able to provide a meaningful estimate of health impacts. Furthermore, as described in further detail below, even if reliable pollutant concentration data were available, the concentration information could not be reliably and directly related to a health impact at this time.

Metrics for Determining Health Effects

CEQA Thresholds and Relationship to Specific Health Effects

As one of the many paths that the SCAQMD has established to lead the district towards achieving acceptable levels of pollutant concentrations region-wide, the agency has set CEQA thresholds of significance for project emission quantities. These SCAQMD thresholds are related to basin-wide emissions, are cumulative in nature, and do not indicate thresholds for project-specific concentrations related to particular health effects. Therefore, it should be noted that the SCAQMD regional significance thresholds are not direct indicators of specific health effects.

For example, with respect to ozone precursor emissions, the SCAQMD has set its operational CEQA significance threshold for NO_X and VOC at 10 tons per year (expressed as 55 pounds per day). This is based on the federal Clean Air Act, which defines a major stationary source for extreme ozone nonattainment areas such as the SCAQMD as one emitting 10 tons per year. Under the federal Clean Air Act, such sources are subject to enhanced control requirements, thus SCAQMD determined that 55 pounds (less than .03 tons) per day was an appropriate threshold for making a CEQA significance finding and requiring feasible mitigation. For context, according to the most recent EPA-approved SCAQMD basin-wide emissions inventory, the VOC inventory for emissions is 500 tons per day and for NO_X emissions is 522 tons per day for the baseline year of 2012.[53] The

[53] SCAQMD, *Final 2016 AQMP*, 2017. Figure 3-3. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed August 2019.

threshold quantity of 55 pounds per day therefore represents a very small percentage (approximately .005 percent) of total daily basin-wide emissions. It should also be noted that from a scientific standpoint, it takes a large amount of additional precursor emissions to cause a statistically significant increase in ambient ozone levels over an entire region. In the case of ozone, the SCAQMD's 2012 AQMP showed that reducing baseline year 2008 NO_X by 432 tons per day and reducing VOC by 187 tons per day would only reduce ozone levels at the SCAQMD's monitor site with the highest levels by 9 parts per billion.[54] Therefore, the SCAQMD has stated that "…a project source that emits 10 tons/year of NO_X or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models that are currently used to determine ozone levels. Thus, in this case it would not be feasible to directly correlate project emissions of VOC or NO_X with specific health impacts from ozone."[55] Therefore, the SCAQMD has stated that the agency does not currently know of a way to accurately quantify ozone-related health impacts caused by VOC or NO_X emissions from relatively small projects[56], although this type of analysis may potentially be feasible for regional-scaled projects with very high emissions of ozone precursors.

Lack of Established Metrics by Expert Agencies

Furthermore, both the SCAQMD and SJVAPCD have indicated that it is not feasible to quantify project-level health effects from ozone and secondary-formed pollutants based on available modeling techniques.[57] [58] The SCAQMD Brief also cites the author of the CARB methodology, which reported that a $PM_{2.5}$ methodology is not suited for small projects and may yield unreliable results.[59] In addition, it would be infeasible to determine, with any degree of reliability, the impact on attainment of the ambient air quality standards and the number of nonattainment days that may result when a Project exceeds regional thresholds, and any findings would be speculative. As discussed above, the currently available regional models and health impact analysis tools (i.e., BenMAP-CE, CAMx, CMAQ) are equipped to model the impact of all emission sources in an air basin to demonstrate attainment.

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[54] SCAQMD, *Final 2012 AQMP*, February 2013, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-(february-2013)/appendix-v-final-2012.pdf, Appendix V. pages v-4-2, v-7-4, v-7-24. Accessed August 2019.

[55] SCAQMD, *Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae,* April 6, 2015. Page 12. Included as Attachment 2 of this memorandum.

[56] SCAQMD, *Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae,* April 6, 2015. Page 12. Included as Attachment 2 of this memorandum.

[57] SCAQMD, *Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae,* April 6, 2015. Included as Attachment 2 of this memorandum.

[58] SJVAPCD, *Application for Leave to File Amicus Curiae Brief of SJVAPCD in Support of Defendant and Respondent, County of Fresno and Real Party in Interest and Respondent, Friant Ranch, L.P.,* April 13, 2015. Included as Attachment 2 of this memorandum.

[59] SCAQMD, *Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae,* April 6, 2015. Page 14. Included as Attachment 2 of this memorandum.

Even if a metric could be calculated, it would not be reliable because the models attempt to evaluate the impact of all emission sources in an air basin on attainment and would likely not yield information with sufficient statistical certainty or a measurable increase in ozone concentrations sufficient to quantify health effects for an individual project. The SCAQMD Brief concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.[60] No expert agency, including the SCAQMD and CARB, have approved a quantitative method to reliably and meaningfully translate mass emission estimates of criteria pollutants to specific health effects.

Limitations of Extrapolating Metrics from Health Impact Assessments

Current HRA tools are able to provide some insight into potential health effects from project TACs and these tools have been specifically designed to evaluate how toxic emissions are released, how they disperse throughout an area, and the potential for those toxic pollutants to impact human health. However, these tools for TAC analysis do not address criteria pollutants and their related specific health effects, and also present their own limitations. HRAs typically include three separate components: an emissions inventory, dispersion modeling, and health risk calculations. OEHHA's HARP model and Air Toxics Hot Spots Program Guidance Manual (Guidance Manual) for the Preparation of Health Risk Assessments includes an ability to link certain air quality compounds with metrics for cancer-rates or non-cancer effects on certain organ groups.

The Guidance Manual identifies Response Exposure Levels (RELs) for various pollutants, which are concentration levels at (or below) which no adverse non-cancer health effects are anticipated for a specific exposure duration, usually specific to certain target organs. Exceeding the REL does not automatically indicate an adverse health impact, as the REL is not the threshold where population health effects would first be seen. However, increasing concentrations above the REL value increases, with an undefined probability, the likelihood that the health effect will occur.[61] These RELs are developed by OEHHA based on a highly technical and robust research process, including data gathering, modeling, determining appropriate parameters, making extrapolation adjustments, addressing variables and factors of uncertainty, consulting with expert agencies and the public, and undergoing scientific review. As such, the HARP model has become an accepted industry standard in evaluating health impacts from TACs and providing reliable and meaningful analysis, although the limitations of this analysis is also disclosed in HRA documents.

It should also be noted that the process of assessing health risks and impacts itself includes a degree of uncertainty, dependent on the availability of data and the extent to which assumptions are relied upon in cases

[60] SCAQMD, *Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae,* April 6, 2015. Page 15. Included as Attachment 2 of this memorandum.
[61] OEHHA. *Air Toxics Hot Spots Program Guidance Manual.* February 2015. page 6-2. https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed August 2019.

where the data are incomplete or unknown. In general, sources of uncertainty that may lead to an overestimation or an underestimation of the risk include: extrapolation of toxicity data in animals to humans, uncertainty in the estimation of the emissions, uncertainty in the air dispersion models, and uncertainty in the exposure estimates.[62] In addition to uncertainty, there is a natural range or variability in measured parameters defining the exposure scenario, including variation among the human population. Risk estimates generated by an HRA should therefore not be interpreted as the *expected* rates of disease in the exposed population but rather as *estimates* of potential for disease, based on current knowledge and a number of assumptions.[63]

For criteria pollutants, OEHHA guidance for health risk has only been identified for short-term one-hour peak exposures (acute inhalation) for CO, H_2S, NO_2. Ozone, SO_x, and SO_2, and otherwise the guidance lacks cancer potency factors or RELs for any longer-term exposure of any criteria pollutant. Even so, the HARP model which utilizes these factors or RELs is utilized for stationary sources and does analyze health impacts from mobile source emissions. As emissions from projects analyzed in City local-plan or project EIRs are usually heavily comprised of mobile source emissions, utilization of the HARP model for this analysis would not be useful to provide meaningful information regarding health impacts. Therefore, existing models utilizing these RELs for acute inhalation are not able to provide sufficient information about direct health impacts or probability of specific adverse health effects from criteria pollutants for City EIR projects.

In general, health impact assessments also use Concentration-Response (C-R) functions. C-R functions determine the relationship between the change in pollutant concentration and change in health impacts (baseline vs. project). It should be noted that not all C-R functions are linear. Using AERMOD or Cal3QHC/CALINE4, there is no reliable method to estimate baseline conditions at a project's buildout. While ambient monitoring data is available throughout the air basin, this does not account for nearby related projects or other stationary sources.

There are also many C-R functions based on pollutants, specific health impacts, age, race, pollutant uptake rates, sensitivity to specific pollutants, and other criteria. When calculating health impacts, the appropriate C-R functions would need to be selected. Due to the level of speculation required to make these assumptions, this could expose a project to potential challenges, as experts may debate about the correct C-R function used for analyses. As discussed above, while a microscale model could be used for some aspects of projects to address localized roadway impacts, linking specific health effect to concentrations would be speculative under CEQA due to the uncertainties in such an analysis, as discussed above.

[62] Ibid. page I-5.
[63] Ibid. page I-6.

Limitations on Extrapolating Metrics from Existing Health Studies

In the absence of an adopted metric by an expert agency identifying emission or concentration levels with a particular health effect, there is information on this topic available within a body of health research and series of independent studies, as generally described in previous sections and in Attachment 1 (SCAQMD Final 2016 AQMP, Appendix I: Health Effects). However, utilizing this body of work can also be problematic if attempting to make reliable or meaningful conclusions relating project emissions to specific health impacts, For example, many of the health studies rely on specific population subgroups or provide limited sample sizes, and therefore have conclusions which would not apply to health effects on the general public. In addition, within the universe of these studies, there exists a broad range of findings and at times, inconsistent conclusions between studies. Research in this field is also subject to other limitations, including the scientific infeasibility of parsing out specific pollutants from other variables with an acceptable degree of certainty, which results in weak causal relationships between particular pollutants and specific health effects. Therefore, it would be speculative to use a limited study to relate concentrations of any specific pollutant to specific health impacts for a number of reasons. While pollutant increments could be compared to relevant data identified from a specific study, it is not recommended to base findings of a specific health-related impact on any single limited study. Therefore, even if a project's pollutant concentrations could be determined with an acceptable degree of accuracy, existing available information could still only provide a range or general idea of health impacts to the population at large.

Health Effects from Regional Emissions Generated by Local Plans or Projects are Likely Nominal

The SCAQMD also conducted pollutant modeling for proposed Rule 1315 in which the CEQA analysis accounted for essentially all of the increases in emissions due to new or modified sources in the District between 2010 and 2030, or an approximate increase of 6,620 pounds per day of NO_X and 89,947 pounds per day of VOC. At this regional scale, the SCAQMD was able to correlate this very large emissions increase to expected health outcomes from ozone and particulate matter. The results of the analysis showed that this increase of regional pollutant emissions would contribute to only a small increase in the air basin wide ozone concentrations in 2030 of 2.6 ppb and less than 1 ppb of NO_2.[64]

Comparatively, a typical City project emits much lower amounts of pollutant emissions. For City projects that generate emissions exceeding SCAQMD's operational significance thresholds, (e.g., peak daily regional

[64] SCAQMD, *Final Program Environmental Assessment for Re-Adoption of Proposed Rule 1315,* 2011. Page 1-11. https://www.aqmd.gov/home/research/documents-reports/lead-agency-scaqmd-projects/aqmd-projects---year-2011/re-adoption-of-proposed-rule-1315.

emissions of 150 pounds per day of PM_{10} and 55 pounds per day of NO_X, VOC or $PM_{2.5}$), these projects also typically represent relatively small amounts of pollutant emissions, with regional impacts which may not even be detected by current regional air quality models. For example, when comparing the Rule 1315 analysis to a large City project, such as the Olympia Project (a mixed-use development with 1.8 million square feet of floor area on a 3.3-acre site), Olympia's regional operational emissions would result in approximately 2 pounds of VOC and 12 pounds of NO_X over the SCAQMD's significance thresholds, or approximately 0.06 and 1.0 percent of the emissions analyzed by SCAQMD related to Rule 1315, respectively.

As a further comparison to a local plan or community plan-level City project, such as the Hollywood Community Plan Update (which anticipates an approximate 27 percent increase for both housing/population and employment within a 22 square mile regional center within the City), the plan's regional operational emissions would result in an increase of 472 lbs. per day in VOCs and a decrease of 2,763 lbs. per day of NO_X, or approximately 0.5 percent of the VOC emissions analyzed by SCAQMD related to Rule 1315. NO_X emissions would decrease under the Community Plan and would therefore not exceed any significant thresholds. This demonstrates that most City projects studied in project and plan-level EIRs would result in emissions at much lower rates than those necessary to be able to correlate project emissions with specific health effects. Furthermore, construction and operational emissions are typically more regional (e.g., emitted by mobile sources distributed across region's roadway network) and different than the identified stationary sources as modeled in SCAQMD's analysis of Rule 1315, which would add to the difficulties of modeling project-related emissions.

Running the regional-scale photochemical grid model used for predicting ozone attainment with the emissions from any individual project or even a relatively small-scale area project would not yield reliable information regarding a measurable increase in ozone concentrations sufficient to accurately quantify ozone-related health effects. Any modeled increase in ozone concentrations would not be useful for a meaningful analysis, as the increase would be so comparatively small that it would be well within the margin of error of such models. Similarly, it would also not be feasible to identify a Project's impact on the days of nonattainment per year. Based on this information, a general description of the adverse health effects resulting from the pollutants at issue is all that can be feasibly provided at this time.

CONCLUSION

Federal and state ambient air quality standards are designed to prevent the harmful effects of air pollution. These standards are continually updated based on evolving research, including research which relates air quality impacts with health effects. At the regional level, plans such as the SCAQMD's AQMP and SCAG's RTP/SCS work to ensure that the South Coast Air Basin reaches and maintains attainment with these federal and state standards. Locally, the City's EIRs evaluate a plan or project's consistency with applicable policies identified in the SCAQMD's AQMP and SCAG's RTP/SCS. City EIRs also identify regulatory compliance measures which work to limit risk and exposure to TACs. In addition, in evaluating air quality impacts on a plan- or project-level, the City's EIRs utilize thresholds guidance and air quality models established by the SCAQMD, which have been developed to implement these regional plans for attainment and protection of public health. Improvements to air quality in the region attest to the efficacy of these plans and local implementation practices.

For local plans or projects that exceed any identified SCAQMD air quality threshold, City EIR documents typically identify and disclose generalized health effects of certain air pollutants but are currently unable to establish a reliable connection between any local plan or project and a particular health effect. In addition, no expert agency has yet to approve a quantitative method to reliably and meaningfully do so. A number of factors contribute to this uncertainty, including the regional scope of air quality monitoring and planning, technological limitations for modeling at a local plan- or project-level, and the intrinsically complex nature between air pollutants and health effects in conjunction with local environmental variables. Therefore, at the time, it is infeasible for City EIRs to directly link a plan's or project's significant air quality impacts with a specific health effect. However, as air quality modeling and research on health effects advances over time, the City will continue to seek the latest guidance from local air quality agencies and experts and refine its approach based on future information as it becomes available.

ATTACHMENT 1

SCAQMD FINAL 2016 AQMP - APPENDIX I HEALTH EFFECTS

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Appendix I

Health Effects

2016 AIR QUALITY MANAGEMENT PLAN



March 2017

FINAL 2016 AQMP
APPENDIX I

HEALTH EFFECTS

MARCH 2017

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
GOVERNING BOARD

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Speaker of the Assembly Appointee

Vice Chairman: BEN BENOIT
Mayor Pro Tem, Wildomar
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County of Riverside

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Governor's Appointee

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County of Los Angeles

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County of Orange

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Senate Rules Committee Appointee

DWIGHT ROBINSON
Councilmember, Lake Forest
Cities of Orange County

JANICE RUTHERFORD
Supervisor, Second District
County of San Bernardino

EXECUTIVE OFFICER:

WAYNE NASTRI

CONTRIBUTORS

South Coast Air Quality Management District

Wayne Nastri
Executive Officer
Executive Office

Jill Whynot
Chief Operating Officer
Executive Office

Philip Fine, Ph.D.
Deputy Executive Officer
Planning, Rule Development, and Area Sources

Susan Nakamura
Acting Assistant Deputy Executive Officer
Planning, Rule Development, and Area Sources

Author

Jo Kay Ghosh, Ph.D.
Health Effects Officer

In conjunction with:
California Office of Environmental Health Hazard Assessment

And

In consultation with:
California Air Resources Board

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INTRODUCTION

This document presents a summary of scientific findings on the health effects of ambient air pollutants. The California Health and Safety Code Section 40471(b) requires that the South Coast Air Quality Management District (SCAQMD) prepare a report on the health impacts of particulate matter in the South Coast Air Basin (SCAB) in conjunction with the preparation of the Air Quality Management Plan (AQMP) revisions. This document, which was prepared to satisfy that requirement, also includes sections discussing the health effects of the other major pollutants. The intention of this document is to provide a brief summary of the conclusions of scientific reviews conducted by U.S. EPA and other scientific agencies, with some additional information from more recently published studies.

In addition to the air pollutant health effects summaries, there is an Attachment to this Appendix, which is a list of publications that have resulted from health-related research projects sponsored by SCAQMD over the past several years. Some of these studies are discussed in this Appendix, as appropriate, although there are many other studies referenced here. The studies funded by SCAQMD also help inform the SCAQMD's work in characterizing the air pollution and its effects in our local region and the influences of sources of air pollution in the Basin.

While information on ambient air quality statistics, attainment status, spatial distribution of air pollutants, environmental justice, socioeconomic impacts, control strategies, and cost-effectiveness are important issues that may relate to health effects, these issues are not the focus of this Appendix, and are instead discussed in detail in other chapters and appendices of the AQMP, or in the AQMP Socioeconomic Report.

HEALTH EFFECTS OF AIR POLLUTION

Ambient air pollution is a major public health concern. Excess deaths and increases in illnesses associated with high air pollution levels have been documented in several episodes as early as 1930 in Meuse Valley, Belgium; 1948 in Donora, Pennsylvania; and 1952 in London. Although levels of pollutants that occurred during these acute episodes are now unlikely in the United States, ambient air pollution continues to be linked to increases in illness and other health effects (morbidity) and increases in death rates (mortality).

Adverse health outcomes linked to air pollution include cardiovascular effects, premature mortality, respiratory effects, cancer, reproductive effects, neurological effects, and other health outcomes. The evidence linking these effects to air pollutants is derived from population-based observational and field studies (epidemiological), toxicological studies, as well as controlled laboratory studies involving human subjects and animals. There have been an increasing number of studies focusing on the mechanisms (that is, on learning how specific organs, cell types, and biomarkers are involved in

the human body's response to air pollution). Yet the underlying biological pathways for these effects are not always clearly understood.

Although individuals inhale pollutants as a mixture under ambient conditions, the regulatory framework and the control measures developed are pollutant-specific for six major outdoor pollutants covered under Sections 108 and 109 of the Clean Air Act. This is appropriate, in that different pollutants can differ in their sources, their times and places of occurrence, the kinds of health effects they may cause, and their overall levels of health risk. Different pollutants, from the same or different sources, oftentimes occur together. While the combined effects of multiple air pollutants that occur simultaneously may be important, the air quality standards address each criteria pollutant separately, and thus, this Appendix is divided into sections by pollutant. To meet the air quality standards, comprehensive plans are developed such as the Air Quality Management Plan (AQMP); and to minimize exposure to toxic air contaminants in the South Coast AQMD, a local air toxics control plan is also prepared. These plans examine multiple pollutants, cumulative impacts, and transport issues related to attaining healthful air quality. A brief overview of the effects observed and attributed to various air pollutants is presented in this Appendix. Because the SCAB exceeds the federal standards for ozone and PM2.5, this Appendix focuses more attention in the discussion of these two pollutants, since the health impacts within the SCAB are potentially greater for these two pollutants compared to the health impacts of the other criteria pollutants. For the other pollutants, a brief summary of the associated health effects is provided.

This summary is drawn substantially from reviews presented previously (South Coast Air Quality Management District 1996; South Coast Air Quality Management District 2003; South Coast Air Quality Management District 2007; South Coast Air Quality Management District 2013b), and from the most recent U.S. EPA Integrated Science Assessment (ISA) reviews for Ozone (U.S. EPA 2013b), Carbon Monoxide (U.S. EPA 2010), Particulate Matter (U.S. EPA 2009), Nitrogen Oxides (U.S. EPA 2016), Sulfur Dioxide (U.S. EPA 2008), and Lead (U.S. EPA 2013a). Additional reviews prepared by the California Air Resources Board and the California EPA Office of Environmental Health Hazard Assessment for Particulate Matter (California Air Resources Board and Office of Environmental Health Hazard Assessment 2002), for Ozone (California Air Resources Board and Office of Environmental Health Hazard Assessment 2005) and for Nitrogen Dioxide (California Air Resources Board and Office of Environmental Health Hazard Assessment 2007) were included in the summary. In addition, several large review articles on the health effects of air pollution also helped inform this Appendix (American Thoracic Society 1996a; Brunekreef et al. 2002). More detailed citations and discussions on air pollution health effects can be found in these references.[1] Additionally, a supplemental literature review of mortality and morbidity impacts of PM2.5, ozone, NO_2, and SO_2 was conducted for the AQMP Socioeconomic Evaluation to identify more recent studies (Industrial Economics Inc. 2016b; Industrial Economics Inc. 2016a); this health effects summary also draws upon this literature review to discuss these more recent studies, particularly those published since the

[1] Most of the studies referred to in this Appendix are cited in the above sources. Only specific selected references to provide examples of the types of health effects are cited in this summary.

most recent ISA's. This summary highlights studies that were conducted in the South Coast Air Basin or in Southern California, or alternatively, in California, if few studies from our local region are available on the specific topic. Studies conducted in Southern California give an important "local perspective" in understanding and evaluating the health effects of air pollution. However, studies conducted in other locations also provide critical information that is pertinent to advancing the scientific understanding of the health effects of air pollution, including effects on our local population. As such, this summary also discusses key studies that were conducted in other locations.

Over the decades of national reviews of outdoor air pollution and their health impacts, the U.S. EPA has developed a list of five criteria by which the strength and credibility of data can be judged. This five-tier weight-of-evidence approach provides an objective basis for assessing the breadth, specificity, and consistency of evidence concerning a particular health outcome. Table I-1 shows the five descriptors used by the U.S. EPA for assessing causality, using a weight-of-evidence approach. Within each section discussing a specific pollutant are tables showing summaries of the U.S. EPA conclusions regarding the causality of air pollution health effects, which are the conclusions of their scientific evaluation of the research studies they have reviewed. For the criteria pollutants, the discussion in this Appendix will focus only on those categories of health effects for which the U.S. EPA has determined there is a causal or likely causal relationship with the pollutant, while other health effects may be discussed briefly. In particular, because of the relatively long time gap since the latest U.S. EPA ISA for PM (in 2009), and because the SCAB currently exceeds the federal standards for PM2.5, some additional health endpoints that are emerging as areas of interest with regard to PM exposure are discussed briefly in this Appendix.

It is important to note that the U.S. EPA is tasked with assessing new and emerging air quality science, including health studies, as part of the process of setting the federal air quality standards. In other words, the U.S. EPA's role is to assess the causal relationships between the pollutants and the different types of health endpoints. It is SCAQMD's role to describe the public health impacts of poor air quality in our region, as well as to develop and implement an emission reduction strategy to attain the federal and state ambient air quality standards. Therefore, it is not the intention of this Appendix to assess whether there is or is not an effect of a specific air pollutant on any particular health endpoint, but rather to summarize the health effects and causal determinations as assessed by U.S. EPA and other scientific agencies, to discuss some recent studies published since the latest U.S. EPA reviews, to give some quantitative estimates of the health impacts of particulate matter air pollution in the South Coast Air Basin, and to present a "local perspective" by highlighting studies conducted in the South Coast Air Basin, Southern California, or California.

TABLE I-1

U.S. EPA's Weight of Evidence Descriptions for Causal Determination of Health Effects

DETERMINATION	WEIGHT OF EVIDENCE
Causal Relationship	Evidence is sufficient to conclude that there is a causal relationship with relevant pollutant exposures. That is, the pollutant has been shown to result in health effects in studies in which chance, bias, and confounding could be ruled out with reasonable confidence. For example: (a) controlled human exposure studies that demonstrate consistent effects; or (b) observational studies that cannot be explained by plausible alternatives or are supported by other lines of evidence (e.g., animal studies or mode of action information). Evidence includes replicated and consistent high-quality studies by multiple investigators.
Likely To Be A Causal Relationship	Evidence is sufficient to conclude that a causal relationship is likely to exist with relevant pollutant exposures, but important uncertainties remain. That is, the pollutant has been shown to result in health effects in studies in which chance and bias can be ruled out with reasonable confidence but potential issues remain. For example: (a) observational studies show an association, but co-pollutant exposures are difficult to address and/or other lines of evidence (controlled human exposure, animal, or mode of action information) are limited or inconsistent; or (b) animal toxicological evidence from multiple studies from different laboratories that demonstrate effects, but limited or no human data are available. Evidence generally includes replicated and high-quality studies by multiple investigators.
Suggestive Of A Causal Relationship	Evidence is suggestive of a causal relationship with relevant pollutant exposures, but is limited because chance, bias, and confounding cannot be ruled out. For example, at least one high-quality epidemiologic study shows an association with a given health outcome but the results of other studies are inconsistent.
Inadequate To Infer A Causal Relationship	Evidence is inadequate to determine that a causal relationship exists with relevant pollutant exposures. The available studies are of insufficient quantity, quality, consistency or statistical power to permit a conclusion regarding the presence or absence of an effect.
Not Likely To Be A Causal Relationship	Evidence is suggestive of no causal relationship with relevant pollutant exposures. Several adequate studies, covering the full range of levels of exposure that human beings are known to encounter and considering susceptible populations, are mutually consistent in not showing an effect at any level of exposure.

(Adapted from U.S. EPA, 2009)

OZONE

Ozone is a gaseous air pollutant that is a highly reactive compound and a strong oxidizing agent. When ozone comes into contact with the respiratory tract, it can react with tissues and cause damage in the airways. Ozone, or its reaction products, can penetrate into the gas exchange region of the deep lung. Both short-term and long-term exposures to ozone have been linked to respiratory effects. Ozone from man-made sources is formed by photochemical reactions when pollutants such as volatile organic compounds, nitrogen oxides, and carbon monoxide react with sunlight. The main sources of such ozone precursors are discussed in detail in the draft 2016 AQMP Chapter 3. Additionally, a discussion of the spatial distribution of ozone is provided in the draft 2016 AQMP Chapter 2.

In 1997, the U.S. EPA established the first federal standard for ozone averaged over 8 hours, at 0.08 ppm. In 2005, the California Air Resources Board (CARB) established standards of 0.09 ppm averaged over one hour and at 0.070 ppm averaged over eight hours. In 2008, the U.S. EPA lowered the federal standard for ozone to 0.075 ppm averaged over eight hours. On the basis of recent evaluations of ozone health effects, U.S. EPA's Clean Air Scientific Advisory Committee recommended in 2015 that the National Ambient Air Quality Standard (NAAQS) for ozone be reduced and recommended a range in which 0.070 ppm would be the upper limit. In 2015, the U.S. EPA concluded that the current national standard was not adequate to protect public health and lowered the 8-hour ozone standard to 0.070 ppm (U.S. EPA 2015b). While the federal standards must be attained within a specified time frame, the California standards do not have specific defined deadlines, but must be attained by the earliest practicable date.

The table below provides the overall U.S. EPA staff conclusions on the causality of short-term (i.e. hours, days, weeks) and long-term (i.e. months, years) ozone health effects for the health outcomes evaluated (U.S. EPA 2013b).

TABLE I-2

Summary of U.S. EPA's Causal Determinations for Health Effects of Ozone

SHORT-TERM EXPOSURES	
Health Outcome	**Causality Determination**
Respiratory Effects	Causal relationship
Cardiovascular Effects	Likely to be a causal relationship
Central Nervous System Effects	Suggestive of a causal relationship
Effects on Liver and Xenobiotic Metabolism	Inadequate to infer a causal relationship
Effects on Cutaneous and Ocular Tissues	Inadequate to infer a causal relationship
Mortality	Likely to be a causal relationship
LONG-TERM EXPOSURES	
Health Outcome	**Causality Determination**
Respiratory Effects	Likely to be a causal relationship
Cardiovascular Effects	Suggestive of a causal relationship
Reproductive and Developmental Effects	Suggestive of a causal relationship
Central Nervous System Effects	Suggestive of a causal relationship
Cancer	Inadequate to infer a causal relationship
Mortality	Suggestive of a causal relationship

(From U.S. EPA, 2013a Table 1-1)

Short-Term Exposure Effects of Ozone

The adverse effects reported with short-term ozone exposure are greater with increased activity because activity increases the breathing rate, the depth of the breaths, and the volume of air reaching the lungs, resulting in an increased amount of ozone reaching deeper into the lungs. Children are considered to be a particularly vulnerable population to air pollution effects because their lungs are still growing, they typically spend more time outdoors, are generally more physically active, and have a higher ventilation rate relative to their body weight, compared to adults (U.S. EPA 2013b).

A number of adverse health effects associated with ambient ozone levels have been identified from laboratory and epidemiological studies (American Thoracic Society 1996b; U.S. EPA 2006; U.S. EPA 2013b). These include increased respiratory symptoms, damage to cells of the respiratory tract,

decrease in lung function, increased susceptibility to respiratory infection, an increased risk of hospitalization, and increased risk of mortality. For short-term ozone exposures, the U.S. EPA determined in the most recent ISA that the evidence supports a causal relationship for respiratory effects, and a likely causal relationship for cardiovascular effects and mortality.

In the laboratory, exposure of human subjects to low levels of ozone causes reversible decreases in lung function as assessed by various measures such as respiratory volumes, airway resistance and reactivity, irritative cough and chest discomfort. The results of several studies where human volunteers were exposed to ozone for 6.6 hours at levels between 0.04 and 0.12 ppm were summarized by Brown (Brown et al. 2008). As shown in Figure I-1, there is an increasing response on lung function with increasing exposure levels in moderately exercising subjects. A study published after the analysis by Brown et al. exposed healthy young adults for 6.6 hours under intermittent moderate exercise to each of the following: filtered air, and ozone at 0.06, 0.07, 0.08, and 0.087 ppm (Schelegle et al. 2009). The study found decreases in lung function (forced expiratory volume in 1 second, or FEV1) with each of the different levels of ozone exposure, although the decrease in lung function at 0.06 ppm was not statistically different from exposure to filtered air. Lung function (FEV1) decreases were approximately 5 percent, 7 percent, and 11 percent at ozone exposure levels of 0.07, 0.08, and 0.087 ppm. A more recent study (Kim et al. 2011) exposed young healthy adults to ozone in the range of 0.06 to 0.10 ppm for 6.6 hours while engaging in intermittent moderate exercise, and found that the study participants exhibited an approximately 2 percent reduction in lung function (FEV1) and an increase in pulmonary inflammation after exposure to ozone at the 0.06 ppm concentration.

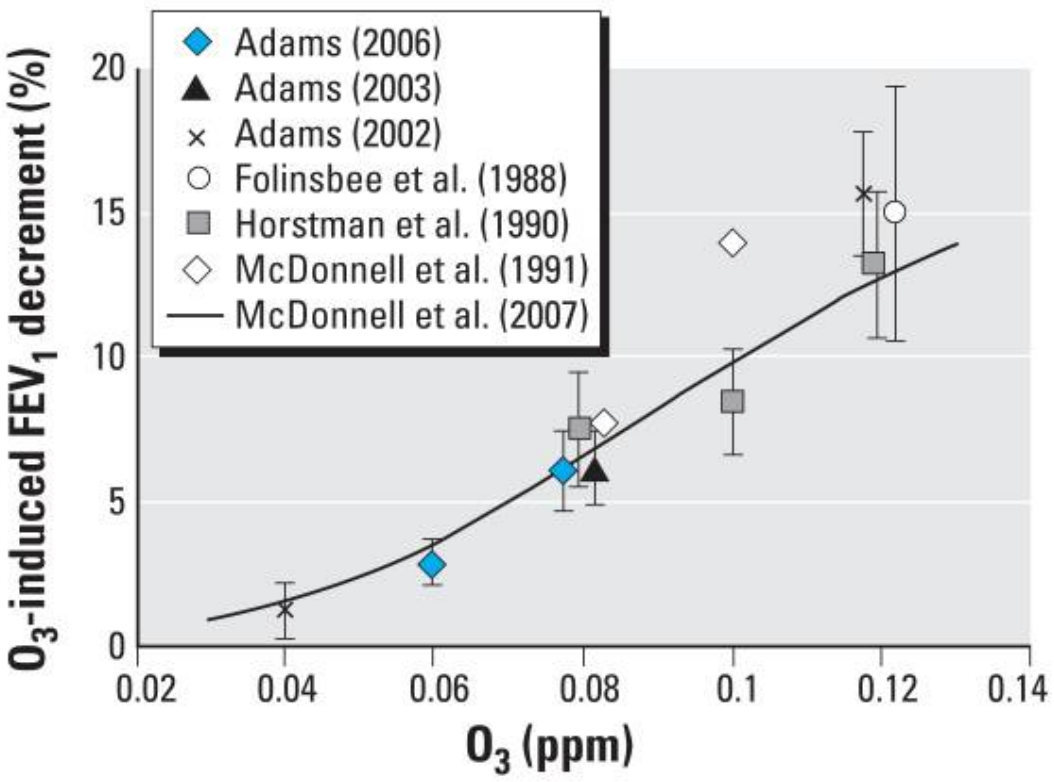


FIGURE I-1

Comparison of mean ozone-induced decrements in lung function following 6.6 hours of ozone exposure. Error bars represent the standard error. McDonnell et al. (2007) was a summary of results from several studies, and is represented by the line in the graph. (From: (Brown et al. 2008))

Some changes in lung function (volume and airway resistance changes) observed after study participants were exposed to ozone only once exhibit attenuated responses or a reduction in magnitude of responses when exposures are repeated, although there were a range of individual human responses observed, including some non-responders (Linn et al. 1988). Although it has been argued that the observed shift in response is evidence of a probable development of tolerance, it appears that while functional changes may exhibit attenuation, biochemical and cellular changes which may be associated with episodic and chronic exposure effects may not exhibit an attenuation. That is, internal damage to the respiratory system may continue with repeated ozone exposures, even if externally observable effects (chest symptoms and reduced lung function) disappear. An additional argument against toleration is that after several days or weeks without ozone exposures, the responsiveness (in terms of lung function as well as symptoms) returns, which is evidence that any tolerance developed is relatively short-lived (U.S. EPA 2013b).

Laboratory studies have also compared the degree of lung function change seen in healthy individuals versus asthmatics and those with chronic obstructive pulmonary disease (COPD). In several

laboratory studies of individuals with COPD, the percent decreases in lung function from short-term ozone exposures ≤0.30ppm among patients with COPD generally did not differ from the lung function decrements experienced by healthy patients (Linn et al. 1982; Solic et al. 1982; Linn et al. 1983; Kehrl et al. 1985). That finding, however, may not accurately reflect the true impact of exposure on these respiration-compromised individuals. Since the respiration-compromised group may have lower lung function to begin with, the same total percent change in lung function may represent a substantially greater relative adverse effect overall. Other studies have found that subjects with asthma are more sensitive to the short-term effects of ozone in terms of lung function and inflammatory response, as evidenced by measuring changes in lung function, increased hospitalizations, and emergency room visits for respiratory conditions (U.S. EPA 2013b). This evidence supports the hypothesis that asthmatics are a particularly sensitive population to the health effects of ozone.

In laboratory studies of animals, cellular and biochemical changes associated with respiratory tract inflammation have also been consistently found in the airway lining after low- level exposure to ozone. These changes include an increase in specific cell types and in the concentration of biochemical mediators of inflammation and injury such as Interleukin-1, Interleukin-6, Interleukin-8, Tumor Necrosis Factor α (TNF-α), and fibronectin (Van Bree et al. 2002; Johnston et al. 2007; U.S. EPA 2013b).

In addition to controlled laboratory conditions, epidemiological studies of individuals exercising outdoors, including children attending summer camp, have shown associations of reduced lung function with ozone exposure. There were wide ranges in responses among individuals. U.S. EPA's 2013 ISA indicated that most studies found reductions in lung function (FEV_1) in the range of approximately <1 to 2 percent when standardized to an increase of 0.04 ppm for a 1-hour maximum, an increase of 0.03 ppm for an 8-hour maximum, and an increase of 0.02 ppm for a 24-hour average (U.S. EPA 2013b). Somewhat greater decrements in lung function (4.9 to 7.3 percent) were found in children with asthma who had respiratory infections or were using corticosteroid medication.

Epidemiologic studies have found that increases in short-term ozone levels are associated with impacts on children's respiratory health, including increases in respiratory symptoms in children with asthma, and increased numbers of absences from school. Studies conducted in various cities in the U.S. and in other countries have reported increased respiratory symptoms among children with asthma, including wheeze, cough, difficulty breathing, and chest symptoms/tightness (U.S. EPA 2013b). The Children's Health Study, conducted by researchers at the University of Southern California, followed for several years a cohort of children that live in 12 communities in Southern California with differing levels of air pollution. A publication from this study reported that school absences in fourth graders for respiratory illnesses were positively associated with short-term increases in ambient ozone levels. An increase of 20 ppb (0.02 ppm) ozone was associated with a 63 percent increase in illness-related absence rates and an 83 percent increase in respiratory illnesses (Gilliland et al. 2001). A small panel study of Hispanic children with asthma living in the Huntington Park neighborhood of Los Angeles, California reported that a 10.8 ppb increase in ozone averaged

over 8 hours nearly doubled the odds of having asthma symptoms that interfered with daily activities (Delfino et al. 2003). Despite these studies, and some others linking ozone exposures with school absences, the U.S. EPA concluded that only limited evidence is currently available linking these ozone exposures to respiratory-related school absences (U.S. EPA 2013b).

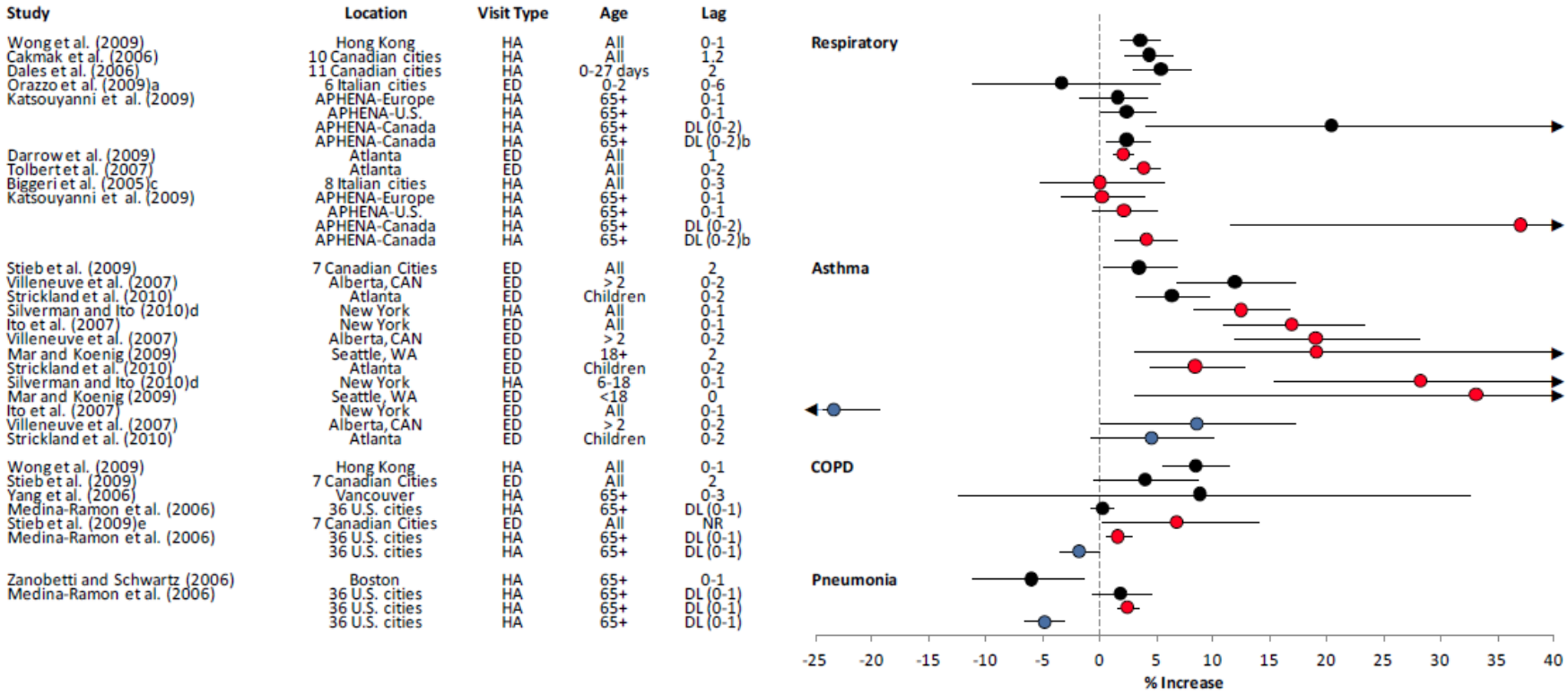
Numerous studies have found associations of short-term ozone levels and hospital admissions and emergency department admissions for respiratory conditions, and the U.S. EPA concluded in the latest ISA that the most recent epidemiological studies conducted in both single cities and multiple cities continue to provide evidence supporting a causal relationship between short-term ozone exposures and respiratory effects (U.S. EPA 2013b). The studies generally found stronger associations for asthma and COPD in the warm season or in the summer months, compared to the cold season, and also provided evidence that children are at greatest risk of ozone-related respiratory health effects. Several of these studies reviewed in the ISA had average ozone concentrations well below 60 ppb averaged over 8 hours and still reported associations with respiratory outcomes. One study of asthma emergency department visits reported ozone effects at concentrations as low as 30 ppb (Strickland et al. 2010). Figure I-2 presents examples of studies regarding all-year and seasonal analysis of ozone exposure and hospital admissions or emergency department visits. This figure illustrates the associations found between ambient ozone exposure and key respiratory outcomes (asthma, COPD and pneumonia), and shows the stronger effects with summertime ozone exposures. Recently, a study in California reported that short-term ozone exposures were associated with emergency department visits for asthma, acute respiratory infections, pneumonia, COPD, and upper respiratory tract infections, with more consistent associations during the warm season (Malig et al. 2016). This California study provides additional supporting evidence for ozone-related respiratory effects.

The potential cardiovascular effects of short-term ozone exposure have been studied in toxicological, human exposure, and epidemiological studies. Controlled human exposure studies have found that ozone exposures produce changes in heart function (as measured by heart rate variability) and increases in biomarkers in the blood for systemic inflammation and oxidative stress. The limited number of toxicological studies on this topic provide evidence of cardiovascular effects. The effects observed include increased heart rate variability, arrhythmias, vascular disease, and inflammation and oxidative stress leading to atherosclerosis, which can lead to tissue damage due to ischemia and reperfusion (i.e. having the blood supply cut off and then restored to the tissues) (U.S. EPA 2013b). The controlled human exposure and toxicological studies provide evidence of cardiovascular effects of ozone, and some plausible mechanisms for these effects. Epidemiological studies, including some recent multi-city studies show relatively consistent associations between short-term ozone exposures and cardiovascular mortality (these studies are discussed further below). However, epidemiological studies do not provide consistent evidence of cardiovascular morbidity with short-term ozone exposures. Studies conducted in the Los Angeles area or in California also do not provide consistent evidence of short-term ozone effects on cardiovascular morbidity. A study of elderly non-smokers in the Los Angeles area with a history of heart disease found no associations between ozone exposure and blood pressure nor ST-segment depression, a measure of cardiac ischemia (Delfino et

al. 2010; Delfino et al. 2011). A Los Angeles-based study of cardiovascular hospital admissions did not find increased risk with ozone exposures (Linn et al. 2000). However, a biomarker study of students at UC Berkeley who spent their summer vacation in either the Los Angeles or San Francisco Bay Area found that ozone exposures over a period of 2 weeks or 1 month were associated with increases in a biomarker of lipid peroxidation, but no association was found for a biomarker of antioxidant capacity (Chen et al. 2007). Lipid peroxidation is an indicator of oxidative stress, which may be triggered by pulmonary inflammation caused by ozone exposure. Given the strong evidence of cardiovascular morbidity from experimental studies and the consistent positive associations reported in epidemiological studies of cardiovascular mortality, but the lack of consistent evidence from epidemiological studies of cardiovascular morbidity, the U.S. EPA determined that there is a likely causal relationship between short-term ozone exposures and cardiovascular effects (U.S. EPA 2013b).

For mortality effects, the U.S. EPA 2013 ISA concluded that there was a likely causal relationship for short-term ozone exposures. This determination is supported by numerous studies have found positive associations between short-term increases in ozone levels and excess risk of mortality from all non-accidental causes, cardiovascular causes, and respiratory causes (Bell et al. 2004; Bell et al. 2005; Huang et al. 2005; Ito et al. 2005; Levy et al. 2005; Bell et al. 2008; Zanobetti et al. 2008). Studies conducted across multiple cities in the U.S. Canada, Europe and Asia reported increased cardiovascular and respiratory mortality risks with increased short-term ozone exposures, and several studies additionally reported increased mortality risk for summer season ozone exposures (Katsouyanni et al. 2009; Samoli et al. 2009; Stafoggia et al. 2010; Wong et al. 2010). Some studies have also demonstrated that these associations persist even when other variables including season and levels of particulate matter are accounted for, indicating that ozone mortality effects may be independent of other pollutants, although there is some variability across studies with regard to the sensitivity of the ozone associations to adjustment for PM (Bell et al. 2004; Huang et al. 2005; Katsouyanni et al. 2009; Stafoggia et al. 2010). With regard to respiratory effects, the substantial evidence supporting a causal relationship between short-term ozone exposures and respiratory morbidity provides strong support for the recent evidence from epidemiological studies linking such exposures to respiratory mortality. For cardiovascular effects, while there is strong evidence linking cardiovascular mortality with short-term ozone exposures, the epidemiological studies of non-fatal outcomes do not provide consistent evidence for a coherent mechanism linking ozone exposures to cardiovascular mortality (U.S. EPA 2013b).

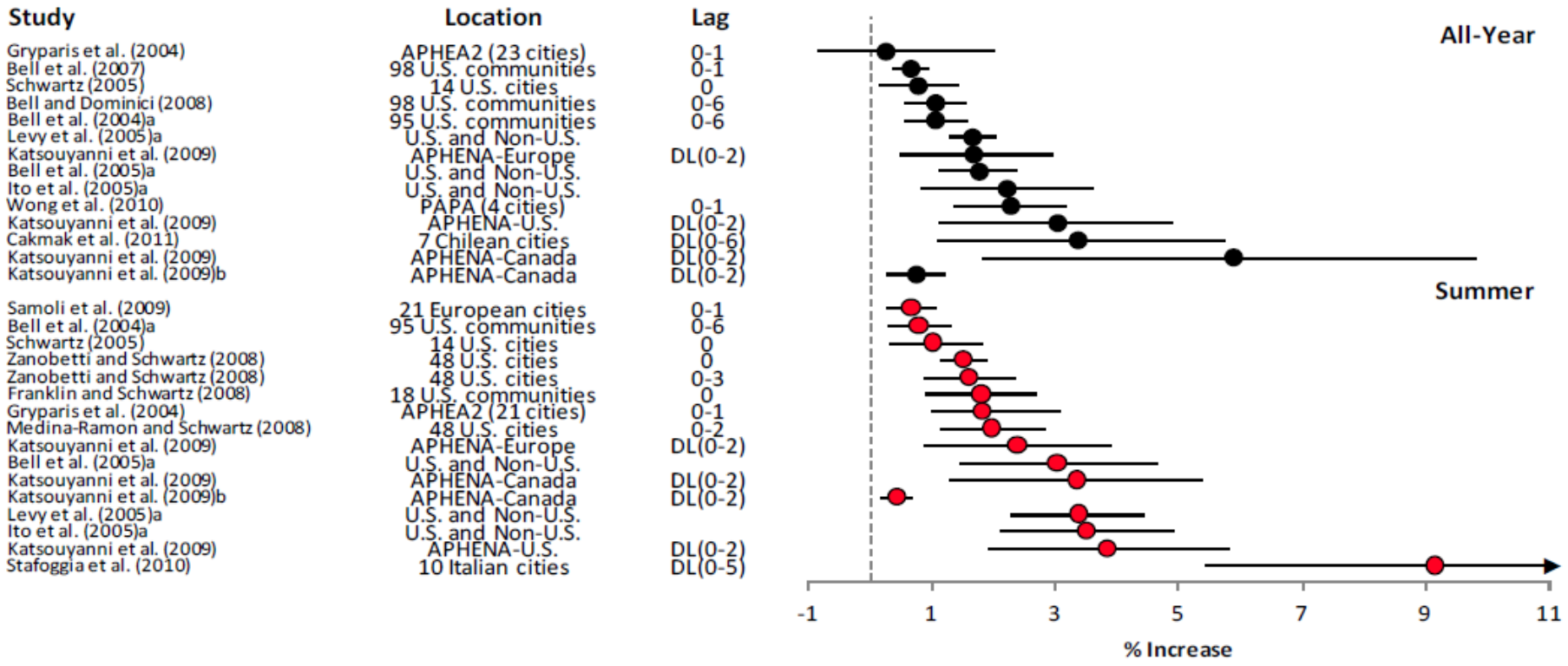
Examples of studies showing the relative change in mortality risks for all-year and summer-only analyses are shown in Figure I-3.



Note: Effect estimates are for a 20 ppb increase in 24-hour; 30 ppb increase in 8-hour max; and 40 ppb increase in 1-hour max O_3 concentrations. HA=hospital admission; ED=emergency department. Black=All-year analysis; Red=Summer only analysis; Blue=Winter only analysis. (From (U.S. EPA 2013b) Figure 6-19)

FIGURE I-2

Change in respiratory-related hospital admission and emergency department visits in studies that presented all-year and/or seasonal results.



Note: Effect estimates are for a 40 ppb increase in 1-hr max, 30 ppb increase in 8-hr max, and 20 ppb increase in 24-hr average O_3 concentrations. (From (U.S. EPA 2013b) Figure 6-27)

FIGURE I-3

Summary of mortality risk estimates for short-term O_3 exposure and all-cause (nonaccidental) mortality.

Long-Term Exposure Effects of Ozone

The U.S. EPA 2013 ISA for Ozone concluded that there was a likely causal relationship between long-term ozone exposure and respiratory effects (U.S. EPA 2013b). Evidence supporting this determination comes from epidemiological and toxicological studies, particularly studies of asthma and related symptoms, asthma-related hospital admissions, lung function, lung inflammation and oxidative stress. Other health effects of long-term ozone exposure were determined to have "suggestive" or "inadequate" evidence of causality, although the few studies of respiratory mortality provide support to the respiratory health effects of ozone.

The Adventist Health and Smog Study (AHSMOG) and Children's Health Study cohorts are two large long-term studies conducted in California that examined several aspects of long-term ozone effects in adults and children, respectively. Several of these studies focused on asthma development and exacerbation. The AHSMOG study included adult, non-smoking, non-Hispanic white Seventh Day Adventists living in California. The 10-year follow-up AHSMOG study reported that a 10 ppb increase in annual mean ozone exposures increased the risk of asthma development in males by three-fold (relative risk 3.12, 95 percent confidence interval: 1.16, 5.85), but no effect was seen among females (relative risk 0.94, 95 percent confidence interval: 0.65, 1.34) (Greer et al. 1993). The 15-year follow-up AHSMOG study used an ozone metric focusing on 8-hour average exposures, and reported that a 10 ppb increase was associated with a 30 percent increased risk of developing asthma in males (relative risk 1.31, 95 percent confidence interval: 1.01, 1.71), and these effects persisted even after accounting for other pollutants (McDonnell et al. 1999). The latter study also found no effect in females, although this may reflect a greater potential for misclassification of air pollution exposure in females compared to males, due to different time-activity patterns resulting in greater time spent outdoors among males (U.S. EPA 2013b). In the Children's Health Study, among children living in 12 Southern California communities with high ozone concentrations, the relative risk of developing asthma in children playing three or more sports was found to be over three times higher than in children playing no sports (McConnell et al. 2002). The high ozone communities had a 4-year mean daytime ozone concentration of 59.6 ppb, compared to 40.0 ppb for the low-ozone communities. These findings indicate that new cases of asthma in children may be associated with performance of heavy exercise in communities with high levels of ozone. While it has long been known that air pollution can exacerbate symptoms in individuals with preexisting respiratory disease, this is among the first studies that indicate ozone exposure may contribute to asthma onset. However, three more recent Southern California studies did not find an association between ozone exposures and childhood asthma incidence, but did report increased risks of asthma onset with higher exposures to particulate matter or NO_2 (Islam et al. 2007; McConnell et al. 2010; Nishimura et al. 2013). These studies did not examine whether genetic factors may have played a role in making some people more susceptible than others to the respiratory effects of ozone exposure. Some analyses from the Children's Health Study identified specific genetic variants that, when combined with ambient ozone exposure, either increase or decrease the risk of developing asthma (Islam et al. 2008; Islam et al. 2009; Salam et al. 2009). These genetic variants are involved with antioxidant and/or anti-

inflammatory pathways, and are likely involved in key elements of asthma development (U.S. EPA 2013b).

Other studies examined the impact of long-term ozone exposures and respiratory symptoms, particularly among asthmatics. Studies have linked long-term ozone exposures to increased risk of having poorly-controlled asthma, increased asthma symptoms, and respiratory-related school absences (Gilliland et al. 2001; Akinbami et al. 2010; Jacquemin et al. 2012). An analysis from the CHS found no association between long-term ozone exposures and chronic lower respiratory tract symptoms, and another found an increased risk of bronchitic symptoms within a community, although the association was reduced when accounting for other pollutants (McConnell et al. 1999; McConnell et al. 2003). However, two studies from the CHS demonstrated gene-environment interactions for genes that are involved in inflammation or antioxidant pathways. One study found that asthmatic children with a particular genetic variant that reduces expression of the cytokine TNF-α (as part of an inflammatory response) had reduced risk of bronchitic symptoms for children in low-ozone communities, but not for children in high-ozone communities (Lee et al. 2009). A second study found that a particular genetic variant reduced the risk of respiratory-related school absences among children living in communities with high levels of ozone (defined in this study as being above the median value of 46.9 ppb) (Wenten et al. 2009).

Results of epidemiologic studies of hospital admissions and emergency department visits support the relationship between ozone exposure and respiratory effects. In a 2007 study conducted in Southern California, an increased risk of having poorly-controlled asthma was associated with living in areas above the 90th percentile ozone level (28.7 ppb, annual average) among men and elderly individuals (Meng et al. 2007). A study in the South Coast Air Basin found that ozone was associated with increased hospital discharges for asthma among children (Moore et al. 2008). Another study in the South Coast Air Basin looked at infants hospitalized for bronchiolitis. This study found a reduced risk of infant bronchiolitis hospitalization with increased ozone exposure, although there was no association for ozone when accounting for the effect of PM2.5, which was positively associated with this respiratory outcome (Karr et al. 2007). A study of people with asthma was conducted in the San Joaquin Valley of California, and found that a 10 ppb increase in ozone exposures averaged over one year increased the odds of asthma-related hospital admissions and emergency department visits by approximately 50 percent, and the odds of asthma symptoms among adults by about 40 percent (Meng et al. 2010). Studies conducted in other locations have also reported increases in asthma hospitalizations (U.S. EPA 2013b).

Some animal studies show results that indicate possible chronic effects including functional and structural changes of the lung. However, morphological, developmental, and immunological differences make it difficult to apply these results to humans experiencing ambient exposures. These changes observed in airway responsiveness provide support for the long-term effects of ozone in asthma development or exacerbation (U.S. EPA 2013b). However, epidemiologic studies examining long-term ozone exposures and lung function deficits have reported mixed results. For example, an analysis of the first CHS cohort found that PM2.5 and NO_2 exposures were associated with decreased

lung function, but did not find an association for ozone (Gauderman et al. 2004). An autopsy study involving Los Angeles County residents who died between ages 14 and 25 years due to violent death, although conducted many years ago when pollutant levels were higher than currently measured, provided supportive evidence of lung tissue damage (structural changes), which the authors suggested were attributable to air pollution (Sherwin 1991), although many uncertainties remain about the extent to which air pollution explains the findings.

Unlike short-term ozone exposures, there is limited evidence linking long-term ozone exposures with mortality. A large study based on the American Cancer Society Cancer Prevention Study II (CPS-II) cohort included 96 metropolitan statistical areas in the U.S., and reported that a 10 ppb increase in daily maximum 1-hour ozone concentrations averaged between April and September (warm season) was associated with a relative risk of 1.040 (95 percent confidence interval: 1.010, 1.067) for respiratory deaths, but no association with cardiovascular deaths (Jerrett et al. 2009). A U.S. study of Medicare enrollees reported increased risk of mortality with higher ozone exposures averaged over the warm season, among patients who had previously been hospitalized for congestive heart failure, myocardial infarction, COPD and diabetes (Zanobetti et al. 2011). A recent large-scale study found increased risk of all-cause, cardiovascular, and respiratory mortality with long-term ozone exposures, even after accounting for the effects of PM2.5 and NO_2, as well as other behavioral and demographic factors, including smoking (Turner et al. 2016). Other studies have found temperature to be an important potential risk factor for mortality, and may confound or modify the associations between air pollution exposure and mortality (Basu et al. 2002; Cheng et al. 2008). The Turner 2016 study examined the role of temperature, and found that the associations between ozone and mortality differed based on average daily maximum temperatures (Turner et al. 2016). While the U.S. EPA determination in the latest ISA was that the evidence was suggestive of long-term ozone exposure causing mortality, the studies of respiratory mortality support the evidence for the respiratory effects of ozone exposure, for which U.S. EPA has concluded there is a causal relationship.

For non-respiratory health endpoints, the U.S. EPA causal determinations were “suggestive of a causal relationship” (for cardiovascular, reproductive and developmental, central nervous system and mortality effects) or “inadequate to infer a causal relationship” (for cancer). Some studies conducted in California have examined reproductive or developmental effects, including birth defects, low birth weight or birth weight reductions, stillbirth and autism (Ritz et al. 2002; Ritz et al. 2007; Morello-Frosch et al. 2010; Becerra et al. 2013; Mobasher et al. 2013; Trasande et al. 2013; Laurent et al. 2014; Green et al. 2015; Symanski et al. 2016). Other recent studies have examined cardiovascular effects (Koken et al. 2003; Ensor et al. 2013; Rodopoulou et al. 2014). While many of these studies have reported associations with ambient ozone levels, the most recent U.S. EPA determination in 2013 was that the evidence was suggestive of a causal determination, but did not yet rise to a higher level.

Sensitive Populations for Ozone-Related Health Effects

A number of population groups are potentially at increased risk for ozone exposure effects. In the most recent ISA for ozone in 2013, the U.S. EPA has identified several populations as having adequate evidence for increased risk from ozone exposures. These include children, older adults, outdoor workers, and individuals with asthma, certain variations in genes related to oxidative metabolism or inflammation, or reduced intake of certain nutrients such as Vitamins C and E (Kreit et al. 1989; Horstman et al. 1995; Sienra-Monge et al. 2004; Romieu et al. 2012; U.S. EPA 2013b; Bell et al. 2014). There is suggestive evidence for other potential factors, such as a person's sex, socioeconomic status, and obesity (U.S. EPA 2013b). Some other factors that could affect sensitivity to ozone have also been studied; however, there was inadequate evidence to conclude whether these were risk factors for ozone sensitivity. The table below summarizes the evidence for factors affecting sensitivity to ozone from the 2013 ISA for ozone.

TABLE I-3

Summary of Evidence for Potential Increased Susceptibility to Ozone-Related Health Effects

Evidence Classification	Potential At Risk Factor
Adequate evidence	Genetic factors Asthma Children Older adults Diet Outdoor worker
Suggestive evidence	Sex SES Obesity
Inadequate evidence	Influenza/infection COPD Cardiovascular disease Diabetes Hyperthyroidism Race/ethnicity Smoking Air conditioning use
Evidence of no effect	--

From (U.S. EPA 2013b) Table 8-6

As previously mentioned, one group that has been recognized as being particularly sensitive to the effects of ozone is young children with asthma, because their lungs are still developing, their potential for increased exposure due to time spent exercising outdoors, and their high ventilation rates relative to body weight (U.S. EPA 2013b). Some factors that may contribute to the increased sensitivity among people with asthma include having an altered innate immune function and factors that decrease their antioxidant defenses (Alexis et al. 2014). Ozone creates secondary oxidation products that are electrophilic, and certain genetic factors influence a person's ability to metabolize

these electrophiles, which can affect respiratory function (U.S. EPA 2013b). Asthma exacerbations are more prevalent and severe in young boys than in girls, but the evidence on whether boys are more susceptible than girls to the effects of air pollution on asthma symptoms is not consistent (Guarnieri et al. 2014).

Summary – Ozone Health Effects

In summary, outdoor ozone exposures have been associated with a range of negative human health effects. The strongest evidence for negative health impacts are on the respiratory system, and are measured by decreased lung function performance and increased cell injury. In addition, the 2013 ISA also concluded that there was a likely causal relationship between short-term ozone exposures and cardiovascular effects (such as changes in heart function, and increased systemic inflammation and oxidative stress) as well as respiratory mortality. Although the specific mechanisms of action for ozone effects on the various health endpoints have not been fully identified, there is evidence of the important roles of oxidation of key enzymes and proteins, inflammatory responses, changes in immune response, and modification and activation of neural reflex pathways (U.S. EPA 2013b).

The previous U.S. EPA review of ozone in the 2006 Air Quality Criteria Document (AQCD) had already concluded that there was clear, consistent evidence that acute ozone exposure is causally associated with respiratory effects (U.S. EPA 2006). Additionally, the 2006 AQCD for ozone concluded that the evidence was highly suggestive of ozone causing mortality, but that there was limited evidence for ozone causing cardiovascular effects. In the 2013 ISA, the U.S. EPA cited that several lines of evidence provide support for the respiratory effects of ozone, including human exposure studies, epidemiology and toxicology, which led to the conclusion that there was a causal relationship with short-term ozone exposures, and a likely causal relationship with long-term ozone exposures. In humans, respiratory effects were detected in laboratory studies at 0.06 ppm ozone concentrations, and in epidemiological studies with average ozone concentrations as low as 0.03 ppm (Strickland et al. 2010; Kim et al. 2011). Some populations are more sensitive to the health effects of ozone than others, including elderly persons, children, outdoor workers and persons with asthma.

PARTICULATE MATTER

Airborne particulates are a complex group of pollutants that vary in physical, chemical, and biological dimensions. Physically, particles can vary by size, surface area and roughness, shape, and mass. Chemically, they vary by chemical composition. Biologically, they can vary by toxicity. In addition, particles vary by source, and can come from anthropogenic (man-made, such as from combustion of fuels, or frictional abrasion) or “natural” (plants – for example, pollens and spores) origins. The composition of particulate matter can vary across sub-regions, and a description of the spatial differences in PM composition can be found in the draft 2016 AQMP Chapter 2 and Appendix II.

The National Ambient Air Quality Standard for particulate matter was established in 1971, and set limits on the ambient level of Total Suspended Particulates (TSP). In 1987, the national particulate matter standards were revised to focus on particles sized 10 µm (micrometers) aerodynamic diameter and smaller. These can be inhaled and deposited throughout the upper and lower

respiratory system, depositing in both airways and gas-exchange areas of the lung. These particles are referred to as PM10. U.S. EPA initially promulgated ambient air quality standards for PM10 of 150 μg/m^3 averaged over a 24-hour period, and 50 μg/m^3 for an annual average. U.S. EPA has since rescinded the annual PM10 standard, but kept the 24-hour standard.

As more health research data has become available, concerns have centered on smaller and smaller particles. Additional focus has been placed on particles having an aerodynamic diameter of 2.5 μm or less (PM2.5). A greater fraction of particles in this size range can penetrate and deposit deep in the lungs. The U.S. EPA established standards for PM2.5 in 1997 and in 2006 lowered the air quality standards for PM2.5 to 35 μg/m^3 for a 24-hour average and reaffirmed 15 μg/m^3 for an annual average standard. There was considerable controversy and debate surrounding the review of particulate matter health effects and the consideration of ambient air quality standards (Kaiser 1997; Vedal 1997) when the U.S. EPA promulgated the initial PM2.5 standards in 1997. In 2002, the California Air Resources Board adopted an air quality standard for PM2.5 at a level of 12 μg/m^3, in the form of an annual average.

Since that time, additional studies have been published and some of the key studies were closely scrutinized and the data reanalyzed by additional investigators. The reanalyses confirmed the original findings, and there are now additional data confirming and extending the range of the adverse health effects of PM2.5 exposures. In 2012, the U.S. EPA revised the PM2.5 annual average standard to 12.0 μg/m^3 (U.S. EPA 2013c). This federal standard is set at same level as the current California PM2.5 annual standard, although the California standard does not have a specified attainment date. In 2014, the U.S. EPA announced it is preparing an ISA as part of the review of the federal PM standards (the process is described briefly in the draft AQMP Chapter 8). The draft AQMP Chapter 2 and Appendix II provide additional information about how PM levels in the South Coast Air Basin compare to the federal and state standards.

There have been several reviews of the health effects of ambient particulate matter (American Thoracic Society 1996a; Brunekreef et al. 2002; U.S. EPA 2004; U.S. EPA 2009; Brook et al. 2010). In addition, the California Air Resources Board (CARB) and the Office of Environmental Health and Hazard Assessment (OEHHA) have reviewed the adequacy of the California Air Quality Standards for Particulate Matter (California Air Resources Board and Office of Environmental Health Hazard Assessment 2002).

The major types of health effects associated with particulate matter include:

- Increased mortality
- Exacerbation of respiratory disease and of cardiovascular disease as evidenced by increases in:
    - Respiratory symptoms, exacerbation of asthma
    - Cardiovascular symptoms, non-fatal myocardial infarction
    - Hospital admissions and emergency room visits

- Physician office visits
- School absences

- Adverse birth outcomes
- Effects on lung function
- Changes in lung morphology

In the 2009 Integrated Science Assessment for Particulate Matter, the U.S. EPA presented conclusions on the particulate matter causal determination of several health effects based on an updated review of scientific studies (U.S. EPA 2009). The conclusions are presented separately for particulates in the size range of 2.5 to 10 micrometers (µm) in aerodynamic diameter (PM10-2.5, often referred to as the coarse fraction) and those ≤2.5 µm (PM2.5, or fine particles). Of note, there is currently no federal or California standard for PM10-2.5, although a PM10 standard remains in effect. These conclusions are depicted in the following tables.

TABLE I-4

Summary of U.S. EPA's Causal Determinations for Health Effects of PM10-2.5

SHORT-TERM EXPOSURES	
Health Outcome	**Causality Determination**
Cardiovascular effects	Suggestive of a causal relationship
Respiratory effects	Suggestive of a causal relationship
Mortality	Suggestive of a causal relationship
LONG-TERM EXPOSURES	
Health Outcome	**Causality Determination**
Cardiovascular effects	Inadequate to infer a causal relationship
Respiratory effects	Inadequate to infer a causal relationship
Mortality	Inadequate to infer a causal relationship
Reproductive and developmental	Inadequate to infer a causal relationship

(From (U.S. EPA 2009) Table 2-3 and Section 2.3.4)

There are also differences in the composition and sources of particles in the different size ranges that may have implications for health effects. The particles in the coarse fraction (PM10-2.5) are mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and resuspension of particles from the ground or road surfaces by wind and human activities, such as agricultural, mining, and construction operations, which may be particularly important in rural areas.

TABLE I-5

Summary of U.S. EPA's Causal Determinations for Health Effects of PM2.5

SHORT-TERM EXPOSURES	
Health Outcome	**Causality Determination**
Cardiovascular effects	Causal relationship
Respiratory effects	Likely to be a causal relationship
Central nervous system	Inadequate to infer a causal relationship
Mortality	Causal relationship
LONG-TERM EXPOSURES	
Health Outcome	**Causality Determination**
Cardiovascular effects	Causal relationship
Respiratory effects	Likely to be a causal relationship
Mortality	Causal relationship
Reproductive and developmental	Suggestive of a causal relationship
Cancer, Mutagenicity, Genotoxicity	Suggestive of a causal relationship

(From (U.S. EPA 2009) Tables 2-1 and 2-2)

In contrast, particles smaller than 2.5 μm are mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary combustion sources. The particles are either directly emitted or are formed in the atmosphere from gases that are emitted. Components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

Attention to another range of very small particles has been increasing over the last several years. These are generally referred to as "ultrafine" particles, with diameters of 0.1 μm or less. Ultrafine particles are mainly composed of particles from fresh emissions of combustion sources, but are also formed in the atmosphere by condensation of vapors that are emitted or by chemical or photochemical reactions with other contaminants in the air.

Ultrafine particles have relatively short half-lives (minutes to hours) and the particle size rapidly grows through condensation and coagulation processes into particles within the PM2.5 size range. Ultrafine particles are garnering interest since a limited number of epidemiological and some laboratory studies, though not all, indicate that their toxicity may be higher on a mass basis than larger particles. There is also evidence that these small particles, or toxic components carried on their surface, can translocate from the lung to the blood and to other organs of the body, or through the olfactory bulb into the brain (U.S. EPA 2009). Currently, there are no federal or California

standards for ultrafine particles. As such, the health effects of ultrafine particles is discussed in a separate section following the discussion of PM10 and PM2.5.

The current federal and California standards for particulate matter are listed in Table I-6.

TABLE I-6

Ambient Air Quality Standards for Particulate Matter

STANDARD	FEDERAL	CALIFORNIA
PM10 24-Hour average	150 μg/m^3	50 μg/m^3
PM10 Annual Average	--	20 μg/m^3
PM2.5 24-Hour Average	35 μg/m^3	--
PM2.5 Annual Average	12 μg/m^3	12 μg/m^3

Short-Term Exposure Effects of PM

Epidemiological studies have provided evidence for most of the effects listed above. In an extensive report focusing on the history of particulate matter research, the U.S. EPA reviewed several well-conducted studies that reported an association between mortality and increased daily or several-day-average concentrations of PM10 (U.S. EPA 2004). In addition, excess mortality and morbidity are reported in many studies involving communities across the U.S. as well as in Europe, Asia, and South America (U.S. EPA 2009; Lu et al. 2015; Shah et al. 2015; Cai et al. 2016), although there are some studies that show no effect for the specific exposures and outcomes evaluated (Milojevic et al. 2014; Wang et al. 2015; Zu et al. 2016). While there were some studies conducted in California, the importance of assessing results from studies from many different locations around the world should not be understated. The repeatability and consistency of results across many locations strengthens the weight of evidence in the determination of causality.

A review and analysis of epidemiological literature for acute adverse effects of particulate matter was published by the American Thoracic Society in 1996, where several adverse effects were listed as associated with daily PM10 exposures (Table I-7). The review also reported that individuals who are elderly or have preexisting lung or heart disease are more susceptible than others to the adverse effects of PM10 (American Thoracic Society 1996a).

TABLE I-7

Combined Effect Estimates of Daily Mean Particulate Pollution (PM10)

	% CHANGE IN HEALTH INDICATOR PER EACH 10 µg/m^3 INCREASE IN PM10
Increase in Daily Mortality	
Total deaths	1.0
Respiratory deaths	3.4
Cardiovascular deaths	1.4
Increase in Hospital Usage (all respiratory diagnoses)	
Admissions	1.4
Emergency department visits	0.9
Exacerbation of Asthma	
Asthmatic attacks	3.0
Bronchodilator use	12.2
Emergency department visits*	3.4
Hospital admissions	1.9
Increase in Respiratory Symptom Reports	
Lower respiratory	3.0
Upper respiratory	0.7
Cough	2.5
Decrease in Lung Function	
Forced expiratory volume	0.15
Peak expiratory flow	0.08

* One study only
(From: (American Thoracic Society 1996a))

Since then, many more recent studies have provided additional evidence that excess mortality and morbidity are associated with short-term exposure to PM10 and PM2.5 (Pope et al. 2006).

Estimates of mortality effects from studies of PM10 exposures range from 0.3 to 1.7 percent increase for a 10 µg/m^3 increase in PM10 levels. The National Morbidity, Mortality, and Air Pollution Study (NMMAPS), a study of 20 of the largest U.S. cities, determined a combined risk estimate of about a 0.5 percent increase in total mortality for a 10 µg/m^3 increase in PM10 (Samet et al. 2000a). This

study also analyzed the effects of gaseous co-pollutants. When the gaseous pollutants were included in the analyses, the estimated associations between PM10 and mortality remained, though they were somewhat reduced. These results suggest that the effects reported in the study are likely due to the particulate exposures; they cannot readily be explained by coexisting weather stresses or other pollutants.

An expansion of the NMMAPS study to 90 U.S. cities also reported association with PM10 levels and mortality (Samet et al. 2000b; Health Effects Institute 2003). After the study was published, it was discovered that some of the study analyses had been performed with incorrect default values. The strong positive association between acute PM10 exposure and mortality remained, both upon reanalysis using revised software and using alternative modeling approaches (Dominici et al. 2002; Health Effects Institute 2003).

Studies of short-term exposures to PM2.5 have also found associations with increases in mortality. The NMMAPS study conducted a national analysis of PM2.5 mortality association for 1999-2000. The risk estimates were 0.29 percent for all-cause mortality and 0.38 percent for cardio-respiratory mortality (Dominici et al. 2007). In its 2009 review, U.S. EPA determined that estimates for PM2.5 generally are in the range of 0.29 to 1.21 percent increase in total deaths per 10 $\mu g/m^3$ increase in 24-hour PM2.5 levels. The estimates for cardiovascular related mortality range from 0.03 to 1.03 percent per 10 $\mu g/m^3$, and for respiratory mortality estimates range from 1.01 to 2.2 percent per 10 $\mu g/m^3$ 24-hour PM2.5 (U.S. EPA 2009). Figure I-4 shows a summary of U.S. and Canadian studies of mortality and short-term PM2.5 exposures, which shows that the most consistent positive associations were seen with cardiovascular and all-cause deaths. Positive associations for respiratory deaths were also seen in several of these studies, although the precision of the estimates for respiratory deaths was lower relative to that of all-cause or cardiovascular deaths.

Several studies have attempted to assess the relative importance of particles smaller than 2.5 µm and those between 2.5 µm and 10 µm (PM10-2.5). While some studies report that PM2.5 levels are better predictors of mortality effects, others suggest that PM10-2.5 is also important. Most of the studies found higher mortality associated with PM2.5 levels than with PM10-2.5. For example, a study of six cities in the U.S. found that particulate matter less than 2.5 µm was associated with increased mortality, but that the larger particles were not. In the U.S. EPA review (U.S. EPA 2009), several studies were presented that found associations of PM10-2.5 and mortality. Some of the studies showed differences by region of the U.S. In one study of 47 U.S. cities that had both PM2.5 and PM10 data available to calculate PM10-2.5 as a difference, overall, the study found a significant association between the computed PM10-2.5 and all-cause, cardiovascular, and respiratory mortality. The study also reported differences by season and climate area (Zanobetti et al. 2009).

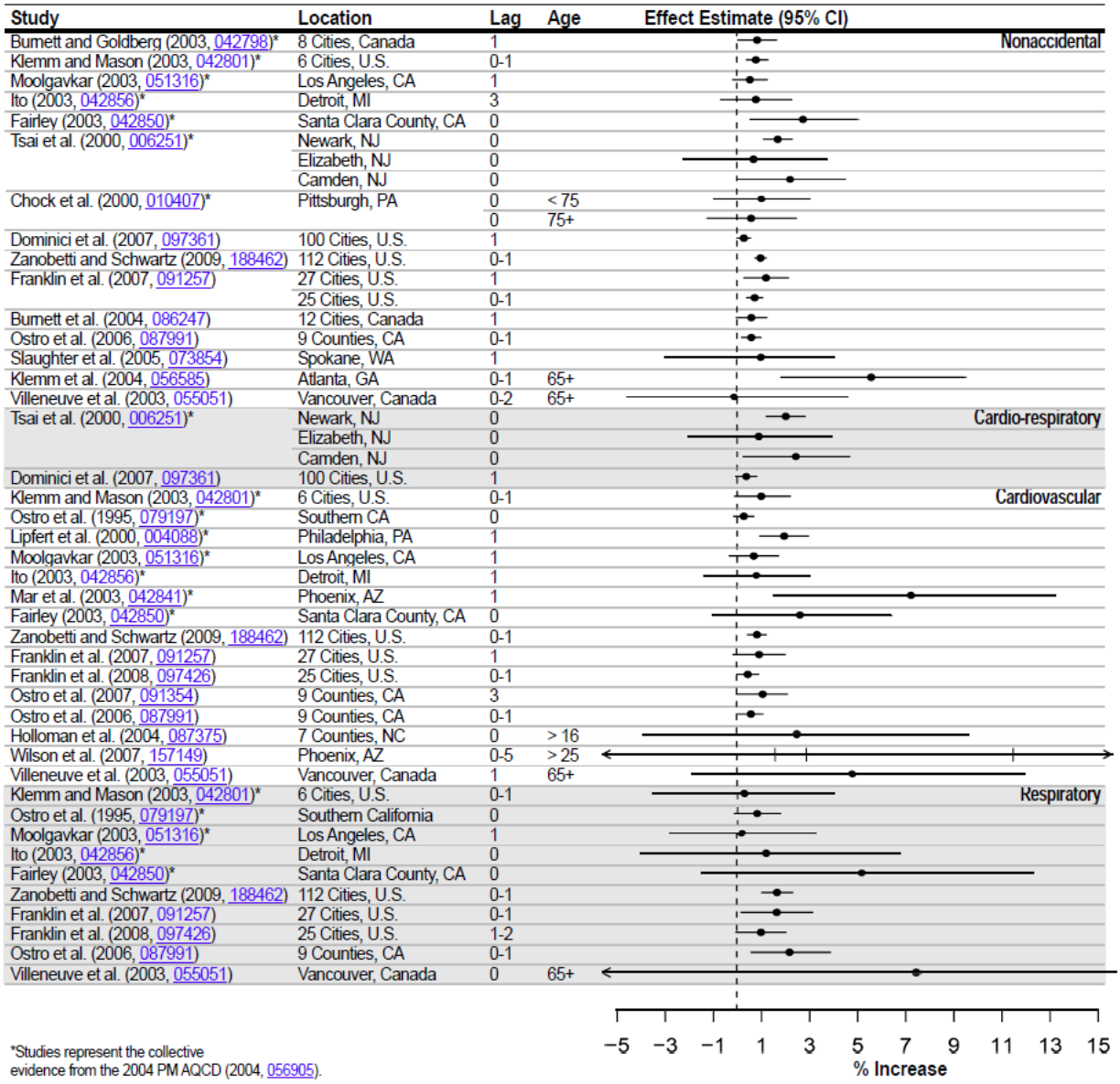


FIGURE I-4

Summary of Non-accidental All-Cause and Cause-Specific Mortality per 10 µg/m3 Increase in PM2.5 Short-term Exposures, for U.S.- and Canadian-based studies (from (U.S. EPA 2009), Figure 6-27). "Lag" indicates the number of days between the exposure and the outcome assessed.

A major knowledge gap in understanding the relative importance of "fine" PM (PM2.5) and "coarse" PM (PM10-2.5) is the relative lack of direct measurements of PM10-2.5. Most estimates are made by subtracting PM2.5 from PM10 measured at co-located samplers, a process that is subject to errors that are inherent in the subtracting of one relatively large number from another. More research is needed to better assess the relative effects of coarse (PM10-2.5) fractions of particulate matter on mortality. A graph from the U.S. EPA review is included in the figure below to demonstrate ranges

of mortality findings associated with coarse particulates. Consistent positive associations are seen, particularly for cardiovascular and nonaccidental all-cause mortality, with varying degrees of precision across the different studies.

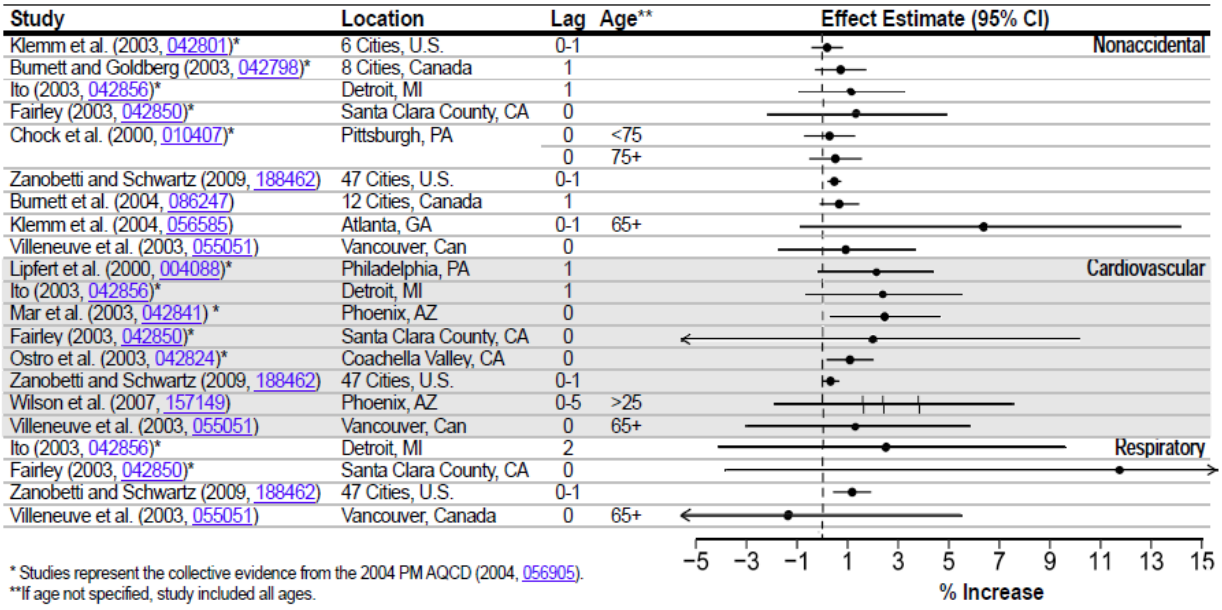


FIGURE I-5

Summary of Percent Increase in Total (Nonaccidental) and Cause-Specific Mortality Per 10 µg/m3 Increase in PM10-2.5 Short-term Exposure (from (U.S. EPA 2009), Figure 6-30). "Lag" indicates the number of days between the exposure and the outcome assessed.

A number of studies have evaluated the association between particulate matter exposure and indices of morbidity such as hospital admissions, emergency room visits or physician office visits for respiratory and cardiovascular diseases. The effect estimates for these various morbidities are generally higher than the estimates for mortality. Observed effects have been associated with PM10, PM2.5 and PM10-2.5.

In the NMMAPS study, hospital admissions for those 65 years or older were assessed in 14 U.S. cities. Several models were compared to estimate associations of hospital admissions for specific disease categories and short-term PM10 levels. Hospital admissions showed an increase ranging from 0.68 – 1.47 percent for cardiovascular diseases, a range of 1.46 – 2.88 percent increase for COPD, and a range of 1.31 – 2.86 percent increase for pneumonia per 10 µg/m^3 increase in PM_{10} (Samet et al. 2000b). In the reanalysis of the study (Health Effects Institute 2003), it was found that when using different models, the pollution coefficients were generally lower. However, the authors note that most of the conclusions of associations with PM10 exposures and hospital admissions held. Two recent Southern California studies evaluated associations between short-term PM2.5 levels and asthma-related hospital or emergency admissions. One study, based in Orange County, reported

increased risk of asthma-related hospital encounters with increased ozone and PM2.5 in the warm seasons, and with CO, NO_x, and PM2.5 in the cool seasons (Delfino et al. 2014). The second study, conducted in Los Angeles County, reported monthly average PM2.5, CO, and NO_2 levels were positively associated with asthma hospitalization rates (Delamater et al. 2012).

Similarly, school absences, lost workdays, and restricted activity days have also been used in some studies as indirect indicators of acute respiratory conditions (Ostro 1987; Ostro 1990; Ransom et al. 1992; Gilliland et al. 2001; Park et al. 2002; Hales et al. 2016). These observations help support the hypotheses that particulate matter exposures increase inflammation in the respiratory tissues and may also increase susceptibility to infection (U.S. EPA 2009).

Some studies have reported that short-term particulate matter exposure is associated with changes in lung function (lung capacity and breathing volume); upper respiratory symptoms (hoarseness and sore throat); and lower respiratory symptoms (increased sputum, chest pain and wheeze). The severity of these effects is widely varied and is dependent on the population studied, such as adults or children with and without asthma. Sensitive individuals, such as those with asthma or pre-existing respiratory disease, may have increased or aggravated symptoms associated with short-term particulate matter exposures. Several studies have followed the number of medical visits associated with pollutant exposures. A range of increases from 1 to 4 percent for medical visits for respiratory illnesses was found corresponding to a 10 $\mu g/m^3$ change in PM10. A number of studies also looked at levels of PM2.5 or PM10-2.5. The findings suggest that both the fine and coarse fractions may have associations with some respiratory symptoms (U.S. EPA 2009). Among the newer health endpoints evaluated in recent studies of short-term effects of PM2.5 is stroke. One recent meta-analysis evaluated 16 studies of short-term PM2.5 exposures and estimated a 5 percent increased risk of stroke for each 10 $\mu g/m^3$ increase in PM2.5 (Shin et al. 2014).

The biological mechanisms by which particulate matter can produce health effects have been investigated in laboratory studies. Brook et al. (Brook et al. 2010) summarized three likely pathways by which PM exerts it effects on cardiovascular health outcomes: (1) PM can activate inflammatory pathways and cause systemic oxidative stress, leading to the production of pro-inflammatory cytokines; (2) PM can disrupt the autonomic nervous system leading to increased blood pressure, increased arrhythmic potential, and decreased heart rate variability; and (3) PM, particularly UFPs or particle constituents such as organic compounds and metals, can enter the bloodstream and cause increased constriction of the blood vessels and increased blood pressure. Each of these pathways may also lead to the formation of reactive oxygenated species (ROS, or free radicals) that can cause DNA oxidation and systemic inflammation. Inflammatory responses in the respiratory system in humans and animals can lead to inflammation in fat tissues and in the liver, which can lead to vascular dysfunction (e.g. atherosclerosis), changes in metabolic function (e.g. insulin resistance), and increased thrombotic potential (Brook et al. 2010). Several reviews discuss mechanistic studies in detail (Brunekreef et al. 2002; Brook et al. 2004; Brook et al. 2010). A study in cells using ambient air samples in communities near railyards in the South Coast Air Basin found that the PM2.5 phase of ambient air pollution contains prooxidant components, primarily metals, which can trigger an

inflammatory response in the cells (Eiguren-Fernandez et al. 2015; Cho 2016). The same study noted that vapor phase pollutants, which contain most of the electrophiles, may trigger a different biological response in the cells, suppressing inflammatory responses and could result in a reduced ability to fight off infections.

Some studies have examined the health effects of short-term exposures to specific PM constituents and sources (Lippmann 2014; Basagana et al. 2015; Atkinson et al. 2016). While there is some evidence suggesting possible links with specific constituents or sources, such as diesel exhaust, sulfates (related to coal combustion), and certain metals, the U.S. EPA determined that there were not enough studies evaluating short-term constituent- or source-specific exposures at the time of the previous Integrated Science Assessment to be able to make a causal determination (U.S. EPA 2009).

Long-Term Exposure Effects of PM

Numerous studies have evaluated the health effects of long-term (months to years) or chronic exposure to particulate matter, with the largest number of studies examining cardiovascular and respiratory health endpoints, as well as mortality. Other health outcomes that have been linked to long-term PM exposures include reproductive effects, cancer outcomes, and, more recently, metabolic syndromes and neurological effects. The U.S. EPA 2009 Integrated Science Assessment for Particulate Matter (ISA for PM) concluded that sufficient evidence is available to support a causal determination for long-term PM2.5 exposures and cardiovascular and mortality effects, and a likely causal relationship for respiratory effects. A summary of the evidence is presented below, focusing on the long-term effects of PM2.5 exposures.

Many research studies, including some recent studies, have evaluated the health effects of exposures to air pollutants from traffic emissions using a variety of exposure modeling techniques (Hart et al. 2014; Harris et al. 2015; Kingsley et al. 2015; Rice et al. 2015; Danysh et al. 2016). In general, these articles are not discussed in detail here, because of the difficulty in attributing the observed effects to a specific pollutant or combination of pollutants. However, these studies do provide supporting evidence that air pollutants from traffic exhaust are linked to health effects in humans.

Long-Term Particulate Matter Exposures and Mortality

Since the initial promulgation by U.S. EPA of the National Ambient Air Quality Standards for PM2.5, controversy has remained over the association of mortality and exposures to PM2.5. Several large, prospective cohort studies conducted in the U.S. and Canada were used to evaluate long-term PM exposures and mortality, including total number of deaths and deaths due to specific causes. The strongest and most consistent evidence of long-term PM2.5 effects are for cardiovascular mortality, particularly ischemic heart disease, and there is evidence that ambient PM2.5 exposure is associated with and lung cancer mortality (Dominici et al. 2006; Krewski et al. 2009; Jerrett et al. 2013; International Agency for Research on Cancer 2015). Below is a brief discussion of the evidence linking

PM and mortality reviewed in the U.S. EPA 2009 ISA along with more recently published studies, with a focus on large prospective studies and studies conducted in California or Southern California.

In the assessment of evidence for mortality outcomes linked to long-term PM exposures, the 2009 U.S. EPA ISA for PM reviewed 15 studies evaluating PM2.5 exposures, 2 studies evaluating PM10-2.5 exposures, and 5 studies evaluating PM10 exposure. The majority of these studies were conducted in the United States, and 3 of the studies of PM2.5 exposures were conducted in California or Southern California. Previous reviews conducted in 1996 and 2004 by U.S. EPA assessed evidence primarily from large prospective cohort studies, such as the Harvard Six Cities Study (Dockery et al. 1993), the American Cancer Society (ACS) Study (Pope et al. 1995; Pope et al. 2002), and the Seventh-Day Adventist Health Air Pollution (AHSMOG) Study (Abbey et al. 1999; McDonnell et al. 2000). The U.S. EPA 2004 PM Air Quality Criteria Document concluded that there was strong evidence linking long-term PM2.5 exposures to all-cause and cardiopulmonary mortality, but not enough evidence for a link with PM10-2.5. The 2009 U.S. EPA ISA for PM similarly concluded that the newer studies provide additional evidence to support a causal determination for long-term PM2.5 exposures and increased mortality risk, but there continues to be insufficient evidence supporting such a link with particles in the coarse fraction. This most recent U.S. EPA review evaluated the additional updated analyses of the previously-established large cohort studies (Harvard Six Cities, ACS, AHSMOG, and Veterans studies), and noted two new major cohorts that provide further evidence linking PM2.5 and mortality: the Women's Health Initiative (WHI) study (Miller et al. 2007) and the Medicare Cohort Studies (Eftim et al. 2008).

The American Cancer Society Cancer Prevention Study II (ACS) is a large, prospective national cohort study of over one million participants in the U.S. recruited from all 50 states, the District of Columbia and Puerto Rico, and followed over many years. Over the past two decades, studies using data from this cohort have reported associations for PM2.5 for both total mortality and cardiorespiratory mortality (Pope et al. 1995; Krewski 2000; Pope et al. 2002; Jerrett et al. 2005; Krewski et al. 2009; Jerrett et al. 2013; Pope et al. 2015). The survey included several measures of smoking and exposure to second-hand smoke, which were included in the statistical models to account for the potential confounding effects of smoking. The original study reported that long-term exposures to fine particulate air pollution were associated with cardiopulmonary and lung cancer mortality (Pope et al. 1995). In a reanalysis of the data (Krewski 2000), mortality rates and PM2.5 levels were analyzed for 50 metropolitan areas of the U.S. Average (median) levels from monitors in each metropolitan area were used to estimate PM2.5 exposures. At these levels of aggregation, regional differences in the association of PM2.5 and mortality were noted, with higher mortality risks in the Northeast and Midwest, and more moderate mortality risks in the West.

Another follow-up study of the American Cancer Society cohort confirmed and extended the findings in the initial study. The researchers estimated that, on average, a 10 $\mu g/m^3$ increase in fine particulates was associated with approximately a 4 percent increase in total mortality, a 6 percent increase in cardiopulmonary mortality, and an 8 percent increase in risk of lung cancer mortality (Pope et al. 2002). In an additional reanalysis and extension of the American Cancer Society cohort

from 1982 to 2000 (Krewski et al. 2009), and including additional metropolitan areas for the most recent years, effects estimates on mortality were similar, though somewhat higher than those reported previously. The extended analyses included an additional 11 years of cohort follow-up compared to the original study. The authors reported positive and significant association between a 10 $\mu g/m^3$ change in PM2.5 level and all-cause, cardiopulmonary disease, and ischemic heart disease deaths. Mortality from ischemic heart disease was associated with the largest risk estimates.

Subsets of the ACS study data have also been evaluated to estimate effects in California and the metropolitan Los Angeles area (Jerrett et al. 2005; Jerrett et al. 2013). These results are discussed further below, along with results of other California or Southern California-based studies.

The Harvard Six Cities Study is a large prospective cohort study of adults in six U.S. cities, and began in the year 1974. The original analysis and a subsequent reanalysis found positive associations between particulate matter and sulfate in relation to mortality, after controlling for potential confounding factors such as smoking status, sex, age, and other factors (Dockery et al. 1993)(Krewski 2000). An extension of the Harvard Six Cities Cohort confirmed the association of mortality with PM2.5 levels, and reported that improvements in PM2.5 levels over the study time period were associated with decreased mortality risk (Laden et al. 2006). An update to this study covering the years 1974 to 2009 found a linear relationship of PM2.5 levels and mortality from all causes, cardiovascular causes, and from lung cancer (Lepeule et al. 2012). According to the authors, the PM2.5 levels decreased over time, but no evidence of a threshold for these effects was found.

AHSMOG is a cohort study of non-Hispanic white Seventh-day Adventists in California, with participants followed starting from the late 1970's. Confounding due to smoking in this study is unlikely due to very low smoking rates in this population; however, the study is limited in its the ability to apply the findings to other population groups. The study has linked long-term PM10 exposures and other air pollutants to deaths from all natural causes and deaths due to lung cancer among males (Abbey et al. 1999), although the authors concluded that these associations were likely due to exposures to fine particles rather than the coarse fraction of PM10 (McDonnell et al. 2000). In a re-analysis of the data, the study found PM2.5 was associated with an increased risk of coronary heart disease mortality among females but not among males (Chen et al. 2005). Similar associations among females only were found for coarse particles and PM10.

Other cohort studies include an analysis of mortality and PM2.5 exposures in a Medicare enrollee population. Zeger et al. (Zeger et al. 2008) assembled a Medicare enrollee cohort by including all Medicare enrollees residing in over 4,500 zip codes with centroids within six miles of a PM2.5 monitor. PM2.5 data was obtained from the monitoring stations, and mean annual levels were calculated for the zip codes within six miles of each monitor. The authors found that long-term exposures to PM2.5 was associated with all-cause mortality for the eastern and central portions of the U.S., and these mortality risk estimates were similar to those previously published in the Six Cities Study and the American Cancer Society cohorts. The authors reported that there were no statistically significant associations between zip code levels of PM2.5 and all-cause mortality rates in the western

region of the U.S. This finding was attributed largely to the higher PM2.5 levels in Los Angeles area counties compared to other western urban areas, but there were not higher mortality rates in the Los Angeles area counties. Several factors could explain this finding. The authors note that the toxicity of the PM mixture may differ by location, e.g. with higher PM2.5 sulfate levels in the eastern region. In addition, the use of ecological data rather than individual-level data for exposure assessment and some confounding factors, and the assessment of all-cause mortality rather than cause-specific mortality may have impacted the results of this study. For example, the authors used county-level COPD risk as an estimate of smoking prevalence, because individual-level measures of smoking were not available. The authors further reported that they found no associations of PM2.5 with all-cause mortality in persons aged 85 years or higher, which may reflect other competing causes of death in this age group not related to air pollution exposures.

The Women's Health Initiative (WHI) Study is a nationwide cohort of post-menopausal women in 36 metropolitan areas of the U.S. who had no history of cardiovascular disease (Miller et al. 2007). The study found that long-term exposure to PM2.5 was associated with a 24 percent increased risk of cardiovascular disease and a 76 percent increased risk of death from cardiovascular causes for each additional 10 $\mu g/m^3$ of PM2.5; these relative risk estimates are larger than those reported in the ACS and Six Cities Studies, but differences in health status, PM composition, and overall mortality risk in these distinct populations may account for such differences in the effect estimates. The WHI study results accounted for the potential confounding effects of several factors, including medical risk factors for cardiovascular disease, measures of socioeconomic status, and cigarette smoking. Another large cohort study focusing on women is the Nurses' Health Study, which found that PM10 exposures were associated with all-cause mortality and fatal coronary heart disease, with exposures 24 months prior to death having the strongest effects (Puett et al. 2008). These results accounted for several potential confounders, including smoking status and history, medical risk factors for cardiovascular disease, and area-level measures of socioeconomic status. This study did not evaluate PM2.5 exposures.

A recent pooled analysis of 22 European cohorts and including over 350,000 participants evaluated long-term air pollution exposures and exposure to PM2.5, PM10, and nitrogen oxides, using land use regression models to estimate exposures (Beelen et al. 2014). The authors reported that a 5 $\mu g/m^3$ increase in PM2.5 was associated with approximately a 7 percent increase in mortality from natural causes.

Estimates of mortality risks associated with long-term PM2.5 levels from recent studies are shown in the figure below. The recent evidence is consistent with past studies, showing increased risk of premature death with increased PM2.5 exposures. For cause-specific mortality, consistent positive associations are seen with cardiovascular mortality endpoints and with lung cancer deaths, but weak associations are seen with overall respiratory mortality.

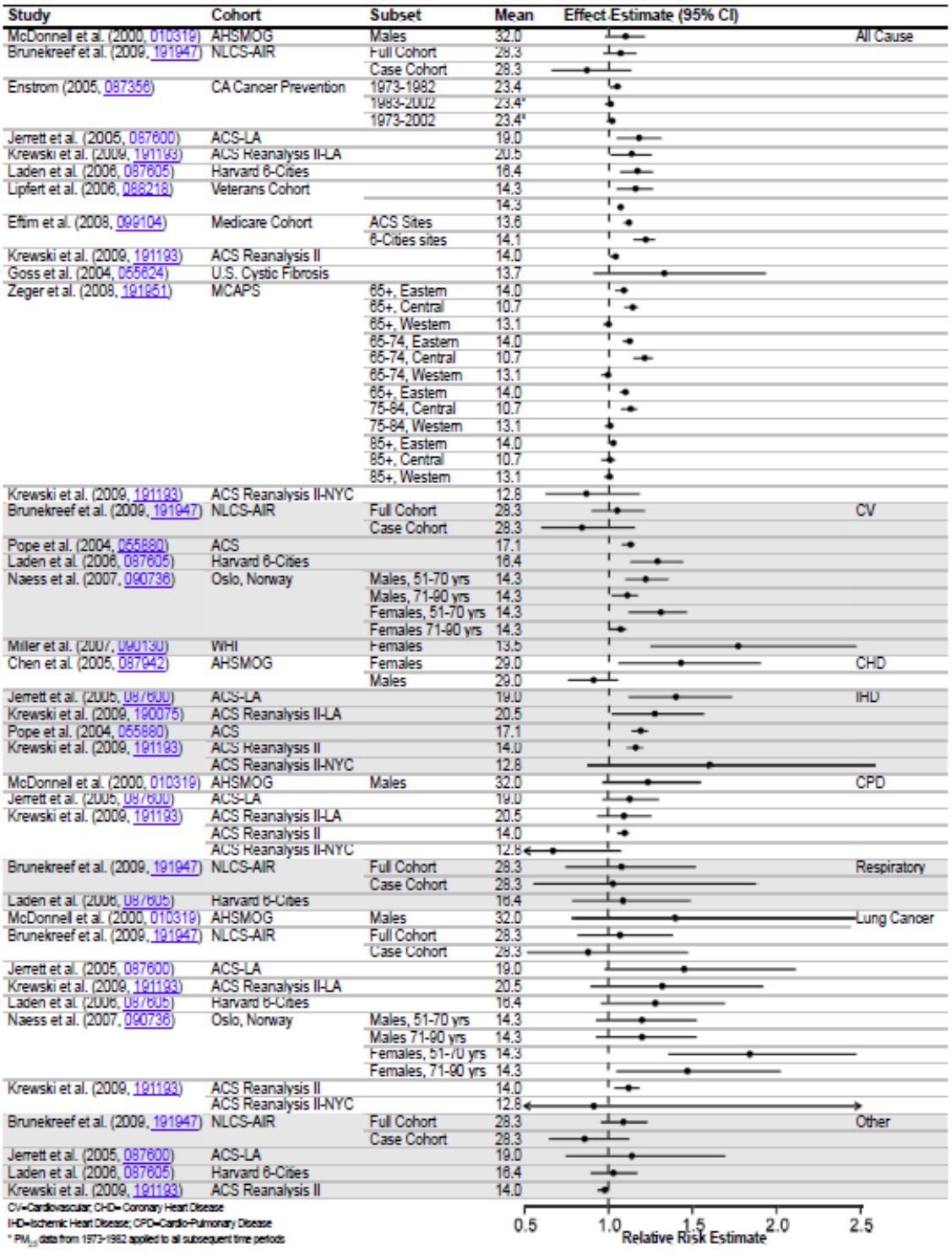


FIGURE I-6

Mortality Risk Estimates, Long-Term Exposure to PM2.5 in Cohort Studies (From (U.S. EPA 2009), Figure 7-7). "Mean"=mean PM2.5 exposure estimates in the study. CV=cardiovascular, CHD=coronary heart disease, IHD=ischemic heart disease, CPD=cardiopulmonary disease.

In addition to the AHSMOG study, other analyses of mortality and PM2.5 levels specific to California have also been reported, including an analysis of a subset of the ACS II data. An analysis of the ACS II study (Jerrett et al. 2013) followed individuals in California from that cohort recruited starting in 1982, with follow-up to 2000. PM2.5 levels at subject residences were estimated using land use regression models. Over 40 potential confounders were included in the statistical models, and included individual-level variables (e.g. smoking, diet, demographic, and other factors) and neighborhood-level variables (e.g. unemployment, poverty, income inequality, racial composition). The authors noted that mortality rates differ in urban areas compared to non-urban areas, and adjusted for urban/rural status in the model to estimate pollution effects on mortality. All-cause mortality, mortality from cardiovascular disease, and mortality from ischemic heart disease were positively associated with PM2.5 levels in single-pollutant models. These associations with PM2.5 remained after additional adjustment for ozone levels. Because of moderate correlations across pollutants, it may not be possible to draw conclusions about which pollutant(s) in this mixture cause the observed effects. Positive associations of all-cause and certain cause-specific mortality rates with estimated NO_2 and ozone levels were also found. The authors concluded that these results indicate that several components of combustion-related pollutant mixture are associated with mortality.

A study analyzed data from the California Teachers Study cohort of over 100,000 active and retired school teachers recruited in 1995, and followed through 2005 (Lipsett et al. 2011). Pollutant exposures at the subject residences were estimated using data from ambient monitors, and extrapolated using a distance-weighted method. The authors reported that a 10 $\mu g/m^3$ increase in PM2.5 was associated with a 20 percent risk increase in mortality from ischemic heart disease, but no associations were found with all-cause, cardiovascular, or lung cancer mortality. A 10 $\mu g/m^3$ increase in PM10 was associated with increased risk of ischemic heart disease and incident stroke. These results accounted for several individual- and neighborhood-level factors, including smoking, second-hand smoke, medical risk factors for cardiovascular disease, and indicators of socioeconomic status.

A more recent analysis of the California Teachers Study cohort from 2001 through 2007 estimated the association between particulate pollutants and all-cause, cardiovascular, ischemic heart disease, and respiratory mortality (Ostro et al. 2015). Exposure data at the residential level were estimated by a chemical transport model that computed pollutant concentrations from over 900 sources in California. Besides particle mass, monthly concentrations of 11 species and 8 sources or primary particles were generated at 4-km grids. The results were reported as finding statistically significant associations of ischemic heart disease mortality with PM2.5 mass and several of its components (Figure I-7). The study also found significant positive associations between ischemic heart disease mortality and ultrafine particle mass as well as several ultrafine particulate components including elemental carbon, organic carbon, copper, metals, meat cooking, and mobile source derived components. An earlier study using data from the same cohort had used monitoring data to estimate mortality risk, and similarly reported increased risk of all-cause, cardiopulmonary, and ischemic heart disease mortality with higher exposures to PM2.5 mass. This study also reported increased ischemic heart disease risk with higher exposures to PM2.5 constituents such as organic carbon, sulfates, and

nitrates (Ostro et al. 2010). Both studies adjusted for several individual- and neighborhood-level covariates, including smoking status and indicators of socioeconomic status.

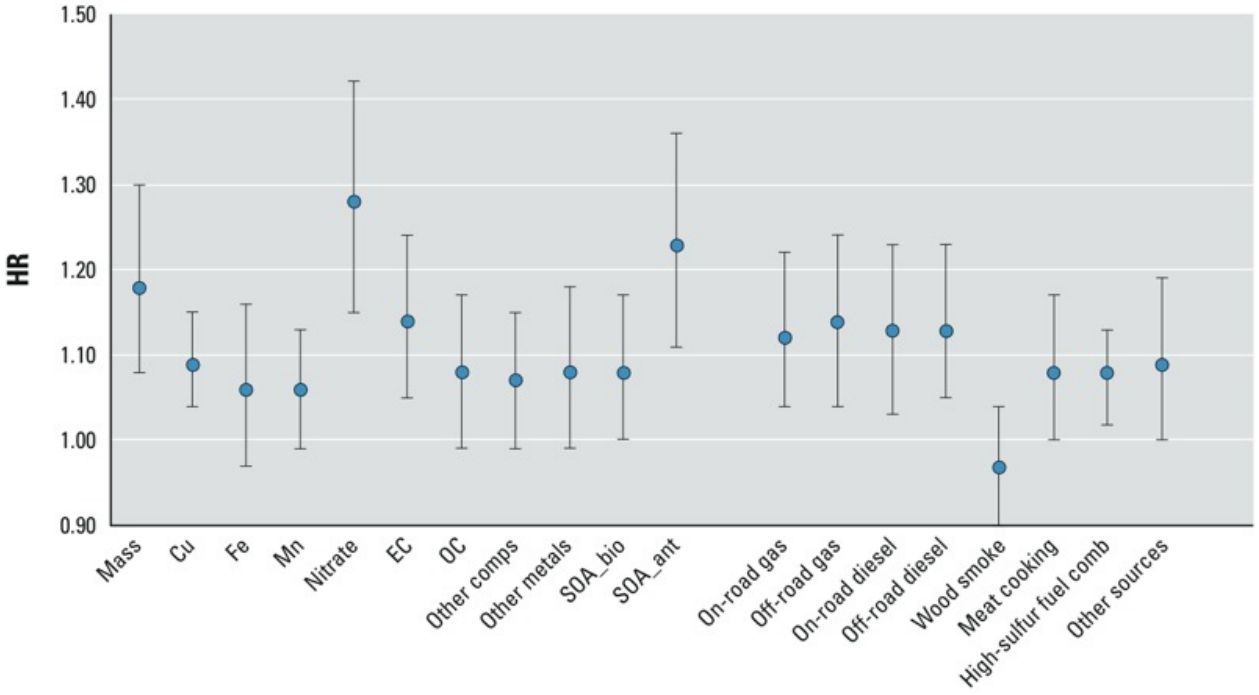


FIGURE I-7

Association of PM2.5 constituents and sources with Ischemic Heart Disease mortality (Hazard Ratios and 95 percent Confidence Intervals) using interquartile range. Abbreviations: comb = combustion; comps = components; SOA_bio= secondary organic aerosols from biogenic sources (derived from long-chain alkanes, xylenes, toluenes, and benzene and their oligomers); SOA_ant=secondary organic aerosols from biogenic sources (derived from isoprenes, monoterpenes, and sesiquiterpenes and their oligomers). (From (Ostro et al. 2015))

A cohort of elderly individuals (average age of 65 years in 1973) recruited from 11 California counties was followed over several years (Enstrom 2005). A positive association for long-term PM2.5 exposure with all-cause deaths was reported from 1973–1982. However, no significant association was found in the later time period of 1983–2002. PM2.5 levels were obtained from measurements made during 1979- 1983 by the EPA as part of the Inhalable Particle Monitoring Network and the cohort was confined to those participants in the American Cancer Society Cancer Prevention Study I who were living in the 11 counties that had one of the monitors. Pollutant levels were estimated using data from these monitors and averaged over each county, which may lead to exposure misclassification and bias toward finding no effect. The study adjusted for several potential confounding factors, including demographic factors, smoking, body mass index, and other factors.

The California Air Resources Board recently conducted a cross-sectional study of long-term PM2.5 exposures in rural and urban areas within California, using ambient monitoring data from 116

stations in the monitoring network, and calculating zip code-level exposure estimates (Garcia et al. 2016). The study observed larger effect sizes for increased PM2.5-related mortality risk in rural compared to urban areas from all causes, cardiovascular disease and cardiopulmonary disease. In urban areas, the study found PM2.5 exposures to be associated with increased risk of cardiovascular disease, ischemic heart disease, and cardiopulmonary disease; however, for all-cause non-accidental mortality risk, only an exposure model restricted to people living within 10 km of a monitoring station in urban areas showed an association with PM2.5. This study did not control for the potential confounding effects of smoking.

A recent study analyzed data from the National Institutes of Health AARP Diet and Health cohort, including about 160,000 participants in California (Thurston et al. 2016). Census tract-level PM2.5 exposures were estimated based on land use regression models. For the California cohort, PM2.5 levels were associated with an approximately 10 percent increase in cardiovascular disease mortality risk for each additional 10 $\mu g/m^3$ of PM2.5. A small but positive effect estimate was found for all-cause mortality in California, and no association was found for respiratory mortality in the California cohort, although the estimates indicated uncertainty in the magnitude and direction of these effects. This study adjusted for several potential confounders, including demographic factors, smoking, and indicators of socioeconomic status.

A few studies have focused on particulate matter exposure and health effects in residents of Southern California. Two analyses of the American Cancer Society II cohort, for example, focused specifically on the Los Angeles Metropolitan area using methods to estimate exposures on a finer geographical scale than previous studies that used geographic scales at the county or metropolitan area. Improved exposure estimation methods reduce potential bias from exposure misclassification. Using data from monitoring stations in the Los Angeles area, one study applied interpolation methods (Jerrett et al. 2005) and another applied land use regression techniques (Krewski et al. 2009) to estimate PM2.5 exposures to the study participants. Significant associations of PM2.5 with mortality from all causes and cardiopulmonary disease were reported, with the magnitude of risks being higher than those from the national studies of the American Cancer Society II cohort. Such improved exposure estimation techniques can reduce misclassification bias in epidemiological studies. It should be noted that various analyses were presented in these as well as other studies to estimate the influence of various individual-level and ecologic variables that might also be related to health effects risks. Including such variables helps control for potential confounding, but generally reduces the estimated association between PM2.5 and all-cause mortality. It may be illustrative to describe some of the estimates from the various calculations as presented by the authors of the Los Angeles area cohort (Krewski et al. 2009). In the descriptions in Table I-9, HR refers to the "hazard ratio" expressed for a 10 $\mu g/m^3$ change in PM2.5 exposure, followed by the 95 percent Confidence Interval. For example, if the hazard ratio is 2, the risk would be twice as high; and, conversely if the hazard ratio is 0.5, the risk would be one-half of that of the reference group. Several of the analyses results follow as excerpted from Krewski, 2009. Table I-8 includes PM2.5, plus various additional individual and ecological variables. Similar effects of covariate adjustment were seen for hazard ratios for

mortality from ischemic heart disease, although effect estimates were stronger for ischemic heart disease mortality compared to those for all-cause mortality.

TABLE I-8

Influence of Adding Confounding Variables on All-Cause Mortality

VARIABLE INCLUDED	HAZARD RATIO per 10 µg/m^3 change in PM2.5 exposure
PM2.5 alone (stratified for age, sex, and race)	1.197 (95% CI, 1.082–1.325);
PM2.5 with 44 individual-level covariates*	1.143 (95% CI, 1.033–1.266)
PM2.5 with 44 individual-level covariates and the ecologic covariate of unemployment	1.127 (95% CI, 1.015–1.252)
PM2.5 with 44 individual-level covariates and social factors extracted from the principal component analysis (which account for 81% of the total variance in the social variables)	1.142 (95% CI, 1.026–1.272).
PM2.5 with 44 individual-level covariates and all ecologic covariates that were individually associated with mortality in bivariate models with PM2.5 exposure	1.115 (95% CI, 1.003–1.239)
PM2.5 parsimonious model that included 44 individual-level covariates and ecologic confounder variables that both reduced the pollution coefficient and had associations with mortality	1.126 (95% CI, 1.014–1.251)

*These covariates included several measures of smoking.
(From Krewski, 2009)

U.S. EPA also released a Regulatory Impact Analysis (U.S. EPA 2012) which looked at the costs and benefits of alternate PM2.5 standard levels. As part of the analysis, U.S. EPA looked at California-specific studies regarding PM2.5 and mortality published in the scientific literature. The U.S. EPA analysis concluded "most of the cohort studies conducted in California report central effect estimates similar to the (nation-wide) all-cause mortality risk estimate we applied from Krewski et al. (2009) and Laden et al. (2006) albeit with wider confidence intervals. A couple of cohort studies conducted in California indicate higher risks than the risk estimates we applied." Thus, in U.S. EPA's judgment, the California-related studies provided estimates of mortality consistent with or higher than those from the national studies.

At the time of the 2009 ISA, few studies had examined long-term exposures to chemical-specific PM constituents or compared source-specific PM effects on mortality (U.S. EPA 2009). The 2009 ISA discussed only two studies that used direct measurements of PM constituents other than sulfates: the Veteran's Cohort (Lipfert et al. 2006) and the Netherlands Cohort Study (Beelen et al. 2008). These studies found mortality associations with long-term exposures to traffic pollutants, nitrates and sulfates.

With measures adopted to control emissions of air pollutants, ambient levels of PM2.5 have been decreasing. These reductions in particulate matter have been associated with reductions in mortality. For example, studies have found that increases in life expectancy are associated with reductions in air pollution levels, and that a portion of this increase can be attributed to reductions in PM2.5 exposures (Correia et al. 2013; Pope et al. 2013).

Long-Term Particulate Matter Exposures and Cardiovascular Effects

Studies of cardiovascular mortality provide the strongest evidence of an association between PM2.5 exposures and cardiovascular effects. The U.S. EPA 2009 ISA review determined that the evidence is sufficient to infer a causal relationship between long-term PM2.5 exposures and cardiovascular effects. In addition to the studies of mortality, other epidemiological studies provide additional evidence of sub-clinical and clinical cardiovascular effects, while toxicological studies suggest a plausible biological mechanism for such effects (Fanning et al. 2009; U.S. EPA 2009).

Epidemiological studies of subclinical effects typically have used subclinical measures of atherosclerosis, which is an underlying disease contributing to many clinical cardiovascular outcomes such as myocardial infarction, sudden cardiac death, stroke, and vascular aneurysms (U.S. EPA 2009). A study in Southern California residents used the carotid intima-media thickness (CIMT) as a measure of subclinical atherosclerosis (Kunzli et al. 2005). The subjects' residential areas were geocoded and a geospatial extrapolation of ambient monitoring data was used to assign annual mean concentrations of ambient PM2.5. The authors report results of an association between atherosclerosis and ambient air pollution as measured by PM2.5. The associations of PM2.5 and CIMT were strongest in women ≥ 60 years of age. The Multi-Ethnic Study of Atherosclerosis (MESA) is a population-based study of people living in 6 U.S. cities or counties, including Los Angeles, CA (Diez Roux et al. 2008). The MESA study reported that 20-year average PM2.5 exposures corresponded to a small increase in CIMT, although the magnitude of the increase was much smaller than the Kunzli 2005 study. The study accounted for the potential influence of sociodemographic factors, lipid status, smoking, diabetes, body mass index, and geographical location. Such differences may be attributable to differences in the study populations. Other sub-clinical outcome measures for atherosclerosis in the MESA study were weakly associated or not associated with PM exposures.

Clinical cardiovascular outcomes have also been examined in several epidemiological studies, including two that were based on prospective cohort studies: the Women's Health Initiative (WHI) Observational Study (Miller et al. 2007) and the Nurses' Health Study (Puett et al. 2008). Both these studies also examined cardiovascular mortality, and found links with long-term particulate matter

exposures. The WHI study included only women who were free of cardiovascular disease at enrollment, and estimated PM2.5 exposures using a nearest monitor approach. The study found PM2.5 exposures to be associated with cardiovascular disease outcomes, including myocardial infarction, revascularization, stroke, coronary heart disease death, and cerebrovascular disease, and accounted for the several potential confounding factors, such as sociodemographic factors, medical risk factors for cardiovascular disease, and cigarette smoking (Miller et al. 2007). An analysis of the Nurses' Health Study included women without a history of myocardial infarction and who lived in certain metropolitan areas in the northeastern U.S. (Puett et al. 2008). Long-term PM10 exposures were estimated using land use regression models as well as air pollution monitoring data, and the results accounted for potential confounding by smoking status and history, medical risk factors for cardiovascular disease, and area-level measures of socioeconomic status. This study found positive associations with the risk of all-cause and coronary heart disease mortality, and the results were suggestive of a link to coronary heart disease events although there was a great deal of uncertainty in this result. Other studies conducted in the U.S. and Europe have examined clinical cardiovascular outcomes with varying results (U.S. EPA 2009).

The U.S. EPA 2009 ISA concluded that epidemiologic studies, along with toxicological evidence linking PM exposures to atherosclerosis and other cardiovascular outcomes, provides evidence linking PM to cardiovascular effects and mortality. While the associations between PM and subclinical and clinical measures have inconsistent results, the consistency of the studies linking PM exposures to cardiovascular mortality and the coherence of the toxicological studies provide support for U.S. EPA's causal determination.

Long-Term Particulate Matter Exposures and Respiratory Effects

The U.S. EPA 2009 ISA review determined that the evidence for long-term particulate matter exposures on respiratory effects is likely to be causal. Several studies, including prospective cohort studies, have assessed the effects of long-term particulate matter exposure on respiratory symptoms and lung function changes. Consistent, positive associations have been found with respiratory symptoms, such as bronchitis, poorly controlled asthma, and decreased lung function in children (U.S. EPA 2009; Guarnieri et al. 2014). Since many of the studies of children included survey measures, these studies typically controlled for the potential confounding effect of tobacco smoking by the child and exposure to second-hand smoke at home, and some studies were also able to account for exposure to maternal smoking *in utero*.

The Southern California Children's Health Study established cohorts of school children from 12 Southern California communities, and followed these participants over time. One of the early studies from this cohort reported positive associations of particulate matter with prevalent bronchitis or phlegm among children with asthma. These effects were also associated with NO_2 and acid vapor levels (McConnell et al. 1999). Another study based on this cohort reported a lower rate of growth in lung function in children living in areas with higher levels of particulate pollution (Gauderman et al. 2000). Decreases in lung function growth were associated with PM10, PM2.5, PM10-2.5, acid

vapor, and NO_2. There was no association with ozone levels. The investigators were not able to identify independent effects of the pollutants but noted that motor vehicle emissions are a major source of the pollutants.

A follow-up study on a second cohort of children confirmed the findings that decreased lung function growth was associated with particulates, nitric oxides, and elemental carbon levels (Gauderman et al. 2002). Elemental carbon is often used as a measure for diesel particulate. Additionally, children who moved to areas with less air pollution were found to show improvement in lung function growth rate, while those who moved to areas with higher PM10 and NO_2 showed declines in lung function growth rates (Avol et al. 2001). By the time the fourth graders graduated from high school, a significant number showed lower lung function. The risk of lower lung function was about four times higher in children with the highest PM2.5 exposure when compared to the lowest exposure communities (Gauderman et al. 2004).

A follow-up report from the Children's Health Study assessed whether improving air quality in Southern California over the past decade has led to beneficial changes in health (Gauderman et al. 2015). It was reported that as the levels of nitrogen oxide and fine particulates were reduced as the result of reductions in air pollution emissions, the deficits in lung function growth were also of a smaller magnitude. Recently, the Children's Health Study cohort data were also used to evaluate associations with bronchitic symptoms in children (Berhane et al. 2016). The study found that reductions in NOx, ozone, and PM10 and PM2.5 were associated with decreases in bronchitic symptoms, with stronger effects observed in children with asthma. These results indicate that improvements in air quality, as measured by fine particulate and nitrogen oxides, are associated with improvements in children's health in Southern California.

A limited number of studies have linked PM exposures to asthma incidence. In an analysis of the Children's Health Study in Southern California, Islam et al. found that while children with better lung function are generally at lower risk of developing asthma, living in an area with long-term average PM2.5 levels ≥13.7 $\mu g/m^3$ offset this protective characteristic; in other words, this study related high PM2.5 levels with new-onset asthma in children (Islam et al. 2007). The U.S. EPA 2009 ISA report also reviewed two European studies that linked PM2.5 with asthma onset in children (Brauer et al. 2007) and adults (Kunzli et al. 2009). Two recent studies were identified in our literature search: the first study used the Sister Study national cohort and found that a 3.6 $\mu g/m^3$ increase in PM2.5 was associated with a 20 percent increased risk of incident asthma and a 14 percent increase in incident wheeze among adult females (Young et al. 2014); the second study was a study of Medicaid-enrolled children in Harris County, Texas, and found PM2.5 was associated with new-onset asthma in single-pollutant models (Wendt et al. 2014). However, accounting for the potential effects of other pollutants added substantial uncertainty in the overall effect estimates for PM2.5, meaning that it is difficult to distinguish in this study whether the effects are due to PM2.5 or other pollutant exposures.

The U.S. EPA 2009 ISA also noted that studies from many different locations, including Mexico City, Sweden, and a national cohort in the U.S. provide additional coherent and consistent evidence of respiratory effects associated with PM exposures.

Long-Term Particulate Matter Exposures and Emerging Areas of Interest

Beyond cardiovascular, respiratory and mortality effects, the U.S. EPA 2009 ISA review concluded that the evidence available at the time was suggestive of a causal relationship between long-term exposures to PM and reproductive/developmental effects, as well as cancer. Since the 2009 ISA, there have been several studies conducted that evaluated these health endpoints in relation to PM exposures, as well as studies of metabolic syndrome and neurological health outcomes. Because of the relatively long time gap since the latest ISA for PM, and because the SCAB exceeds the federal standards for PM2.5, these health endpoints are discussed briefly here, with a focus on studies conducted since the 2009 ISA, and studies conducted in California or in the SCAB.

Cancer

The U.S. EPA 2009 ISA review concluded that existing evidence is suggestive of a link between PM2.5 and cancer, with studies of lung cancer providing the strongest evidence. More recently, the International Agency for Research on Cancer (IARC) recently designated outdoor air pollution and particulate matter as carcinogenic to humans (Group 1 carcinogens), and a meta-analysis provided quantitative evidence for the associations between particulate matter and lung cancer risk (Hamra et al. 2014; International Agency for Research on Cancer 2015). The IARC review included studies evaluating associations between outdoor air pollution and lung cancer, urinary bladder cancer, breast cancer, leukemia and lymphoma, childhood cancers, and total cancers. Among these cancers, the IARC Working Group concluded that outdoor air pollution and particulate matter cause lung cancer, and that positive associations were observed between outdoor air pollution and urinary bladder cancer. The IARC Working Group also noted that associations with childhood leukemia were suggestive of an association, and, while there were some inconsistencies across studies, an association could not be ruled out. To estimate overall lung cancer risk, the meta-analysis included 14 studies reporting on PM2.5 and 9 studies reporting on PM10; the vast majority of these were cohort studies from North America and Europe. The meta-analysis found positive associations for both PM10 and PM2.5 and lung cancer risk, with the PM2.5 results being more consistent. Additionally, the study analyzed whether the association between PM2.5 and lung cancer differed by smoking status, and found positive associations for each smoking status group (current smokers, former smokers, and never-smokers).

A recent study from the Adventist Health and Smog Study-2 (AHSMOG-2) cohort in the U.S. and Canada reported that a 10 ug/m^3 increase in ambient PM2.5 increased the risk of lung cancer incidence by about 40 percent, after accounting for ozone exposures (Gharibvand et al. 2016). Because all participants are non-smokers, with over 80 percent never having smoked, and with the former smokers having an average of 24 years between quitting smoking and being diagnosed with lung cancer, the likelihood of confounding by smoking in this cohort is much lower than in most other

populations. Another recent study conducted in California evaluated air pollution in relation to survival after being diagnosed with lung cancer, and found that patients living in areas with higher NO_2, PM2.5 and PM10 had shorter survival times, particularly for those patients who were diagnosed at earlier stages of lung cancer (Eckel et al. 2016). Few other studies have evaluated air pollution effects on lung cancer survival, so this study represents a relatively newer area of research.

Reproductive Health Outcomes

The U.S. EPA 2009 ISA review concluded that existing evidence is suggestive of a link between PM2.5 and reproductive health effects. Numerous studies report evidence indicating that particulate matter exposure during pregnancy may be associated with adverse birth outcomes, with relatively consistent evidence linking PM2.5 and PM10 exposures to low birth weight or decreases in birth weight (Bobak et al. 1999; Sram et al. 2005; Stieb et al. 2012). Among the studies reviewed in the 2009 U.S. EPA ISA for particulate matter or in the literature search for more recent and/or local studies, several studies of low birth weight (defined as <2,500g or approximately 5.5 pounds at birth) or reductions in birth weight were conducted in California or in the Southern California region (Basu et al. 2004; Parker et al. 2005; Salam et al. 2005; Wilhelm et al. 2005; Morello-Frosch et al. 2010; Wilhelm et al. 2012; Basu et al. 2014; Laurent et al. 2014). Two of these studies were conducted in Los Angeles County and were published since the last AQMP in 2012, and both examined low birth weight among full-term babies ("term low birth weight"). Laurent et al. reported that a 5.82 $\mu g/m^3$ increase in PM2.5 exposures during pregnancy was linked to a 2.5 percent increased risk of term low birth weight (Laurent et al. 2014). The second study evaluated PM2.5 exposures by source, and found increased odds of term low birth weight with increased exposure to PM2.5 from diesel sources, gasoline, geological sources, as well as elemental carbon (Wilhelm et al. 2012). Studies from the U.S., Brazil, Mexico, the Czech Republic, South Korea, Japan, and Taiwan have reported that neonatal and early postnatal exposure to particulate matter may lead to increased infant mortality (U.S. EPA 2009). Among these studies, one was conducted in Southern California, and found increased risks for deaths among infants between one and 12 months old associated with exposures to particulates and other pollutants; however, no effect was seen for neonatal mortality (defined as mortality in the first month after birth) (Ritz et al. 2006). Some newer research has also linked particulate matter exposures to risk of certain birth defects and stillbirth. A California-based study used monitoring station data and traffic density measures to evaluate potential associations with a variety of birth defects in the San Joaquin Valley (Padula et al. 2013a; Padula et al. 2013b; Padula et al. 2013c; Padula et al. 2015). One of these studies reported evidence suggesting that PM10 and PM2.5 may increase the risk of certain congenital heart defects (Padula et al. 2013b). For neural tube defects, increased risks were linked to higher exposures to carbon monoxide and nitrogen oxide (Padula et al. 2013a), but higher risks for spina bifida with PM10 exposures were found only among mothers living in lower socioeconomic status neighborhoods (Padula et al. 2015). An earlier study conducted in Los Angeles County used ambient monitoring data to estimate exposures, and reported increased risk of certain congenital heart defects with higher exposures to carbon monoxide, but not for PM10; PM2.5 was not evaluated in this study (Ritz et al. 2002). A couple of recent studies evaluated PM2.5 exposures during gestation and risk of stillbirth. A recent study conducted in Ohio used monitoring station data

to evaluate stillbirth risk, and found that higher levels of PM2.5 exposure in the third trimester was linked to a 42 percent increased risk of stillbirth (DeFranco et al. 2015). A California-based study similarly found an increased risk of stillbirth with higher PM2.5 exposures averaged over the entire pregnancy, but the association may have been confounded by co-occurring nitrogen dioxide exposures (Green et al. 2015). A third study, conducted in Taiwan, found that higher PM10 and sulfur dioxide exposures in the first trimester were associated with increased risk of stillbirth among babies who were born preterm; PM2.5 was not assessed in this study (Hwang et al. 2011).

In the U.S. EPA review, it was noted that stronger associations with birth weight reductions are observed with PM2.5 compared to PM10, and animal toxicological studies provide supportive evidence, although a specific mechanism is not known (U.S. EPA 2009). These results and many other studies provide evidence that fetuses and infants are subgroups affected by particulate matter exposures.

Neurological Health Outcomes

A 2012 review conducted by a panel of research scientists convened by the National Institute of Environmental Health Sciences identified several studies that reported links between outdoor air pollution and central nervous system effects, such as decreased cognitive function, Alzheimer's disease, Parkinson's disease, and impacts on behavioral testing and development in childhood (Block et al. 2012). Toxicological studies suggest that the damage may be caused through an oxidative stress pathway, and demonstrate that PM can be inhaled into the lungs and translocated to the brain, and that ultrafine particles to reach the brain through the olfactory nerve (Peters et al. 2006). Some more recent studies have evaluated neurological impacts of PM, ranging from studies of older adults to prenatal exposures. The Normative Aging Study evaluated older men in Boston, MA, and reported an association between black carbon (a marker of traffic exhaust) and cognitive function, as measured through cognitive tests (Power et al. 2011). A study conducted in the Los Angeles Basin used monitoring data to evaluate long-term exposures in a middle-aged and older adult population, and reported PM2.5 exposure was associated with decreased verbal learning (Gatto et al. 2014). A study of school children in Spain reported that children attending schools with higher levels of air pollution, as measured by elemental carbon (a marker of diesel exhaust), NO_2, and ultrafine particles, experienced smaller growth in several cognitive measures (Sunyer et al. 2015). Three recent studies reported that PM2.5 exposures during the prenatal period were associated with autism in childhood. One study was conducted in Los Angeles County, and reported that 7 percent increased odds of autism with a 4.68 $\mu g/m^3$ increase in PM2.5; the effect estimate increased to 15 percent when accounting for ozone in the statistical models (Becerra et al. 2013). A California-based study found that an 8.7 $\mu g/m^3$ increase in PM2.5 during the prenatal period or in the first year of life doubled the odds of autism (Volk et al. 2013). The third study was based on the Nurses' Health Study II cohort, and reported an increased risk of autism with prenatal PM2.5 exposures, but not with exposures before pregnancy or after delivery (Raz et al. 2015). These studies provide emerging evidence of health effects of air pollution on neurological health outcomes.

Metabolic Syndrome

Metabolic syndrome, which is the clustering of several known risk factors for cardiovascular disease (Huang 2009), is a relatively new health outcome to be studied in relation to air pollution exposure. The U.S. EPA 2009 ISA reviewed only one epidemiological study and one toxicological study. These studies provided some evidence that particulate matter exposures may be linked to markers of metabolic syndrome, such as insulin resistance, hypertension, high cholesterol, or obesity, or that having a metabolic syndrome may increase susceptibility to the effects of PM10 exposures on cardiovascular outcomes (U.S. EPA 2009). More recently, a Swiss epidemiological study reported that long-term PM10 exposures were associated with increased risk of metabolic syndrome (Eze et al. 2015). Two other human studies found that people with metabolic syndrome exposed to particulate matter air pollution experienced cardiovascular effects and worsening insulin resistance (Devlin et al. 2014; Brook et al. 2016). Some recent animal studies have also reported impacts of PM on the development of obesity and metabolic syndrome, and that animals with pre-existing metabolic syndrome may be more sensitive to the cardiovascular effects of PM exposure (Brocato et al. 2014; Wagner et al. 2014; Wei et al. 2016).

Ultrafine Particles

As noted above, numerous studies have found associations between particulate matter levels and adverse health effects, including mortality, hospital admissions, and respiratory disease symptoms. The vast majority of these studies used particle mass of PM10, PM2.5, or PM10-2.5 as the measure of exposure. Some researchers have postulated, however, that ultrafine particles may be responsible for some of the observed associations of particulate matter and health outcomes (Oberdorster et al. 1995; Seaton et al. 1995). Ultrafine particles are typically defined as particles with aerodynamic diameters of less than 0.1 µm or 100 nm. Ultrafine particles are formed as a result of combustion processes as well as secondary atmospheric transformations. Vehicle emissions, especially diesel exhaust, are major sources of ultrafine particles; therefore, proximity to a major roadway is an important factor that affects an individual's exposure to ultrafine particles (Zhu et al. 2002; HEI Review Panel on Ultrafine Particles 2013). There is currently no federal or California standard for ultrafine particles.

U.S. EPA staff has presented conclusions on causal determination of several health effects of ultrafine PM based on a recent review of the available scientific studies (U.S. EPA 2009). These causal determinations are depicted in Table I-9.

TABLE I-9

Summary of U.S. EPA's Causal Determination of Ultrafine PM by Exposure Duration and Health Outcome

SHORT-TERM EXPOSURES	
Health Outcome	**Causality Determination**
Cardiovascular effects	Suggestive of a causal relationship
Respiratory effects	Suggestive of a causal relationship
Central nervous system	Inadequate to infer a causal relationship
Mortality	Inadequate to infer a causal relationship
LONG-TERM EXPOSURES	
Health Outcome	**Causality Determination**
Cardiovascular effects	Inadequate to infer a causal relationship
Respiratory effects	Inadequate to infer a causal relationship
Mortality	Inadequate to infer a causal relationship
Reproductive and developmental	Inadequate to infer a causal relationship
Cancer, Mutagenicity, Genotoxicity	Inadequate to infer a causal relationship

(From (U.S. EPA 2009) Table 2-4 and Chapters 6 and 7)

In 2013, a review of the health effects of ultrafine particles concluded that current available evidence does not support that exposures to ultrafine particles alone account for the adverse health effects that have been associated with other ambient pollutants such as PM2.5, although the report noted several limitations in the exposure data relating to ultrafine particles (HEI Review Panel on Ultrafine Particles 2013). However, a more recent assessment of the studies published since that time suggest that UFP's may be more harmful compared to health compared to PM10 and PM2.5 (Li et al. 2016). Several potential mechanisms have been brought forward to suggest that the ultrafine portion may be important in determining the toxicity of ambient particulates, some of which are discussed below.

Smaller particles can also be inhaled deeper into the lungs, although the relationship between deposition fraction and particle size is complex. The ultrafine particles between 20-30 nm generally have higher fractional deposition in the alveolar region of the lung, where air exchange takes place. Because ultrafine particles are cleared from the lung more slowly compared to larger particles, the ultrafine particles can accumulate in the lung tissue where they can also translocate into the blood and to other organs (HEI Review Panel on Ultrafine Particles 2013). Ultrafine particles can also enter the brain tissues through the olfactory nerve (Peters et al. 2006). For a given mass concentration, ultrafine particles have much higher numbers of particles and surface area compared to larger particles. Particles can act as carriers for other adsorbed agents, such as trace metals and organic

compounds; and the larger surface area may transport more of such toxic agents than larger particles. Combined with the slower clearance of UFP's from the alveolar region of the lung, these small particles can deliver a greater amount of toxics to this part of the lung, causing increased inflammation (Li et al. 2016).

Exposures of laboratory animals to ultrafine particles have found cardiovascular and respiratory effects. Using an animal model of atherosclerotic disease, mice exposed to concentrated ultrafine particles (defined as less than 0.18 µm) near a roadway in Southern California showed larger early atherosclerotic lesions than mice exposed to concentrated PM2.5 or to filtered air (Araujo et al. 2008). In a mouse allergy model, exposures to concentrated ultrafine particles (less than 0.18 µm) resulted in a greater response to antigen challenge to ovalbumin (Li et al. 2010), indicating that vehicular traffic exposure could exacerbate allergic inflammation in already-sensitized animals. More specifically, ambient UFP's with a higher polycyclic aromatic hydrocarbon (PAH) content and higher oxidant potential triggered greater allergic inflammation in mice compared to a mixture of fine and ultrafine particles (Li et al. 2009). A related study identified specific proteins that are up-regulated among the exposed mice, which were proteins involved in allergic airway inflammation and immune system response (Kang et al. 2010). These results suggest that UFP's may play a role in the development or exacerbation of asthma, and point to an oxidative stress pathway. Additionally, some experiments using engineered nanoparticles found that the particle exposure led to a suppressed immune response to infections (Li et al. 2016).

Controlled exposures of human volunteers to ultrafine particles either laboratory-generated or as products of combustion, such as diesel exhaust containing particles, have found physiological changes related to vascular effects. Mills et al., for example found exposure to diesel exhaust particulate at 300 $\mu g/m^3$ attenuated both acetylcholine and sodium-nitroprusside-induced vasorelaxation (Mills et al. 2011). These exposures were higher than typical ambient concentrations, although the authors state that such concentrations can be found regularly in heavy traffic, occupational settings, and in some of the most polluted cities in the world. This study showed that diesel exhaust particulates had impacts on vascular function while carbon nanoparticles did not change vascular function, providing evidence that is complementary to the epidemiological studies linking particulate matter exposure to cardiovascular outcomes. Several other human exposures studies have reported effects of UFP's on inflammatory markers, lung function, heart rate and heart rate variability, including effects on people with asthma, diabetes, or metabolic syndrome (Li et al. 2016).

There is a lack of long-term studies of human population exposure to ultrafine particles, as there is currently no ultrafine monitoring network in the U.S. As noted above, however, a recent study from California estimated exposures to PM2.5 and ultrafine particles among members of the California Teachers Study cohort. Positive, statistically significant associations of ischemic heart disease mortality were observed with modeled PM2.5 and with ultrafine particle mass concentrations derived from chemical transport models using California emissions inventories (Ostro et al. 2015). Other epidemiological studies have reported links between UFP exposures both indoors and

outdoors with decreased microvascular function and increased systemic inflammation in adults (Karottki et al. 2014; Olsen et al. 2014), and with oxidative DNA damage in children (Song et al. 2013).

There have been several cross-sectional epidemiological studies of ultrafine particles, mainly from Europe. Some of these studies found effects on hospital admissions and emergency department visits for respiratory and cardiovascular effects, whereas other studies did not find such effects (U.S. EPA 2009). A recent study conducted in Rochester, NY reported that ambient UFP exposures in the prior week were associated with increased risk of asthma-related medical visits indicative of asthma exacerbation; the study did not find associations with accumulation mode PM, PM2.5, black carbon, or sulfur dioxide (Evans et al. 2014). Concentrations of ultrafine particles can vary geographically, and it is not clear how well the central-site monitors used in these studies reflect actual exposures.

Additional discussion on the sources and health effects of ultrafine particles can be found in Chapter 9 of the 2012 AQMP.

Sensitive Populations for PM-Related Health Effects

Certain populations may be more sensitive to the health effects of particulate air pollution, and evidence to assess susceptibility comes from epidemiological, controlled human exposure, and toxicological studies of PM2.5 and PM10 exposures. The U.S. EPA 2009 ISA for PM concluded that there is evidence supporting increased susceptibility to the effects of PM among children (for respiratory effects) and older adults (for cardiovascular effects), individuals with pre-existing cardiovascular or respiratory conditions, individuals with lower socioeconomic status (sometimes assessed using proxy measures such as educational attainment or residential location), and individuals with certain genetic polymorphisms that control antioxidant response, regulate enzyme activity, or regulate procoagulants (U.S. EPA 2009). In addition, there is some limited evidence that additional factors may increase a person's susceptibility to PM health effects, including chronic inflammatory conditions (e.g. diabetes, obesity) and life stage, with pregnant women and fetuses *in utero* being potentially more susceptible. Table I-10 summarizes the U.S. EPA's 2009 ISA assessment of susceptibility factors for particulate matter.

TABLE I-10

Summary of Evidence for Potential Increased Susceptibility to PM-Related Health Effects

Assessment of Evidence	Potential At Risk Factor
Increased susceptibility to PM	Older Adults (≥65 years) Children (<18 years) Genetic factors Cardiovascular diseases Respiratory illnesses Socioeconomic status (SES) Educational attainment (surrogate of SES) Residential location (surrogate of SES)
Increased susceptibility to PM, but limited studies available	Pregnancy and developmental effects Diabetes Obesity Health status, e.g. nutrition (surrogate of SES)
Did not increase susceptibility to PM	Gender Race/ethnicity
Did not increase susceptibility to PM, but limited studies available	Respiratory contributions to cardiovascular effects

Adapted From (U.S. EPA 2009) Table 8-2

Summary - Particulate Matter Health Effects

A considerable body of scientific evidence from epidemiologic, controlled human exposure and toxicological studies support the causal determinations for particulate matter and several categories of health endpoints, with the strongest evidence supporting a causal relationship for PM2.5 exposures with cardiovascular effects and mortality. Specific cardiovascular effects include cardiovascular deaths, hospital admissions for ischemic heart disease and congestive heart failure, changes in heart rate variability and markers of oxidative stress, and markers of atherosclerosis. The scientific evidence also supported a likely causal relationship for PM2.5 exposure with respiratory effects, such as hospital admissions for COPD or respiratory infections, asthma development, asthma or allergy exacerbation, lung cancer, impacts on lung function, lung inflammation, oxidative stress, and airway hyperresponsiveness. Both short-term and long-term particulate matter exposures are linked to health effects in humans. Young children, older adults, and people with pre-existing respiratory or cardiovascular health conditions are among those who may be more susceptible to the adverse effects of PM.

Estimates of the Health Burden of Particulate Matter in the South Coast Air Basin

In terms of estimating health burdens of air pollution exposure, CARB has conducted analyses in the past estimating exposures and quantitative health effects from exposures to particulate matter as well as other pollutants. A recent assessment focused on premature mortality and PM2.5, and

estimated the deaths associated with exposures above 5.8 µg/m^3, which is an estimate of background PM2.5 (California Air Resources Board 2010a). The analysis used the U.S. EPA's risk assessment methodology for calculating premature mortality and used ambient air quality measurements averaged over a three-year period of 2006-2008. An update to this analysis using ambient air quality data from 2009-2011 indicated that PM2.5-related premature deaths in California due to cardiopulmonary causes as 7,200 deaths per year with an uncertainty range of 5,600 – 8,700. Estimates were also made for the California Air Basins. For the South Coast Air Basin, the estimate was 4,000 cardiopulmonary deaths per year with an uncertainty range of 3,200–4,900. These estimates were calculated using the associations of cardiopulmonary mortality and PM2.5 from the second exposure period from Krewski (Krewski et al. 2009).

Another analysis of health impacts in the South Coast was conducted as part of the Socioeconomic Report for the 2012 AQMP. The analysis estimated the anticipated costs and benefits of adopting the measures in the Final 2012 AQMP, which included the projected public health benefits associated with lower PM2.5 concentrations as a result of the 2012 plan (South Coast Air Quality Management District 2012). Based on that analysis, the projected annual number of averted deaths due to PM2.5 reductions from the 2012 AQMP was 668 deaths in year 2014, and 275 deaths in year 2023. In addition, estimated numbers of health conditions prevented per year due to the 2012 AQMP were shown for several other health endpoints, including respiratory and cardiovascular outcomes. The estimates of cases averted in year 2014 were 597 cases of acute bronchitis, 29 to 261 non-fatal heart attacks, 18,384 person-days for lower and upper respiratory symptoms, 153 respiratory emergency room visits, 151 hospital admissions, 287,447 person-days of minor restricted activity, 48,805 work loss days, and 26,910 person-days of asthma attacks. Importantly, these estimates of prevented mortality and morbidity should not be compared to the estimates of deaths attributable to PM2.5 conducted by CARB, because these analyses are intended to answer different questions. The SCAQMD estimates address the question of "how many cases are averted due to the adoption of the 2012 AQMP?" while the CARB estimates address the question of "how many deaths are attributable to PM2.5 exposures above 5.8 µg/m3?". Both analyses provide important information regarding the health impacts of PM2.5.

NITROGEN DIOXIDE

Nitrogen dioxide (NO_2) is a gaseous air pollutant that serves as an indicator of gaseous oxides of nitrogen, such as nitric oxide (NO) and other related compounds (NO_x). These gases can undergo photochemical reactions to form ground-level ozone, and are important contributors to ozone pollution levels in the SCAB. Evidence of the health effects of NO_2 is derived from human and animal studies, which link NO_2 with respiratory effects such as decreased lung function and increases in airway responsiveness and pulmonary inflammation (U.S. EPA 2016). The U.S. EPA in 2010 retained the existing standards of 53 ppb for NO_2 averaged over one year, and adopted a new short-term standard of 100 ppb (0.1 ppm) averaged over one hour. The standard was designed to protect against increases in airway reactivity in individuals with asthma based on controlled exposure studies, as well as respiratory symptoms observed in epidemiological studies. The revised standard also requires additional monitoring for NO_2 near roadways.

In the current U.S. EPA Integrated Science Assessment for Nitrogen Oxides (U.S. EPA 2016), the staff conclusion for causal relationships between exposures and health effects are shown in the following table.

TABLE I-11

Summary of U.S. EPA's Causal Determination for Health Effects of Nitrogen Dioxide

SHORT-TERM EXPOSURES	
Health Outcome	**Causality Determination**
Respiratory effects	Causal relationship
Cardiovascular and related metabolic effects	Suggestive of a causal relationship
Total mortality	Suggestive of a causal relationship
LONG-TERM EXPOSURES	
Health Outcome	**Causality Determination**
Respiratory effects	Likely to be a causal relationship
Cardiovascular and related metabolic effects	Suggestive of a causal relationship
Reproductive and developmental effects	Fertility, Reproduction, and Pregnancy: Inadequate to infer a causal relationship Birth Outcomes: Suggestive of a causal relationship Postnatal Development: Inadequate to infer a causal relationship
Total Mortality	Suggestive of a causal relationship
Cancer	Suggestive of a causal relationship

(From (U.S. EPA 2016), Table ES-1)

Since the previous U.S. EPA Integrated Science Assessment (ISA) for Nitrogen Oxides from 2008, the causal determination for short-term and long-term respiratory effects have been updated in the 2016 ISA to reflect the stronger evidence now available pointing to a causal or likely causal relationship. For non-respiratory outcomes, the U.S. EPA also updated their assessment of the weight of evidence to show that the evidence for several short- and long-term outcomes is suggestive, but not sufficient to infer a causal relationship. Evidence for low-level nitrogen dioxide (NO_2) exposure effects is derived from laboratory studies of asthmatics and from epidemiological studies. Additional evidence is derived from animal studies. In the 2016 ISA, the U.S. EPA cited the coherence of the results from a variety of studies, and a plausible biological mechanism (whereby NO_2 reacts with the respiratory lining and forms secondary oxidation products that increase airway responsiveness and allergic

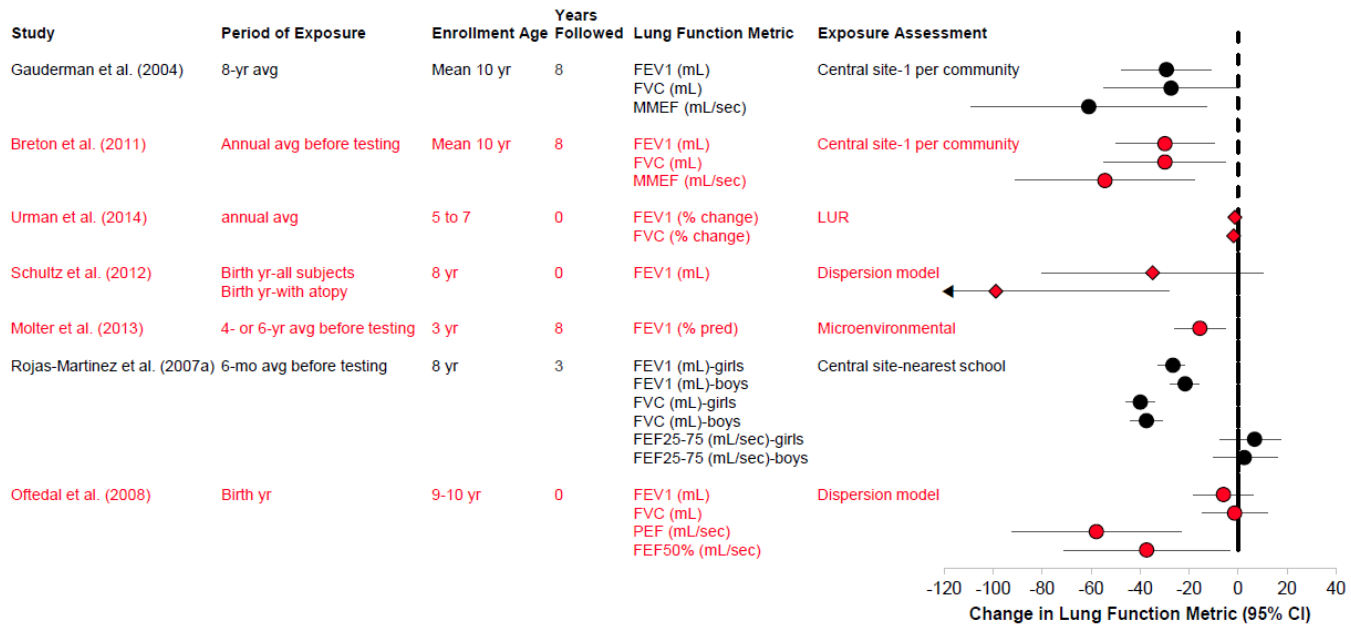
inflammation) to support the determination of a causal relationship between short-term NO_2 exposures and asthma exacerbations ("asthma attacks"). The long-term link with respiratory outcomes was strengthened by recent experimental and epidemiological studies, and the strongest evidence available is from studies of asthma development.

Several studies related to outdoor exposure have found health effects associated with ambient NO_2 levels, including respiratory symptoms, respiratory illness, decreased lung function, pulmonary inflammation, increased emergency room visits for asthma, and cardiopulmonary mortality. However, since traffic exhaust is an important source of NO_2 and several other pollutants, such as particulate matter, exposure generally occurs in the presence of other pollutants, making it more difficult for these studies to distinguish the specific role of NO_2 in causing effects independent of other pollutants. However, studies linking NO_2 to asthma exacerbations and human experimental studies provided support for the U.S. EPA determination that this causal relationship exists for short-term NO_2 exposures independent of other traffic-related pollutants (U.S. EPA 2016). The report also concludes that epidemiological studies do not rule out the possible influence of other traffic-related pollutants on the observed health effects.

The Children's Health Study in Southern California has evaluated a variety of health endpoints in relation to air pollution exposures, including lung function, lung development, school absences, and asthma. The study found associations between long-term exposure to air pollution, including NO_2, PM10, and PM2.5, and respiratory symptoms in asthmatic children (McConnell et al. 1999). Particles and NO_2 levels were correlated, and independent effects of individual pollutants could not be discerned. A subsequent analysis using more refined exposure estimation methods indicated consistent associations between long-term NO_2 exposures and respiratory symptoms in children with asthma (McConnell et al. 2003).

Ambient levels of NO_2 were also associated with a decrease in lung function growth in a group of children followed for eight years, including children with no history of asthma. In addition to NO_2, the decreased growth was also associated with particulate matter and airborne acids. The study authors postulated this may be a result of a package of pollutants from traffic sources (Gauderman et al. 2004).

A number of studies have since reported deficits in lung function associated with nitrogen oxides exposures. Examples are shown in Figure I-8.



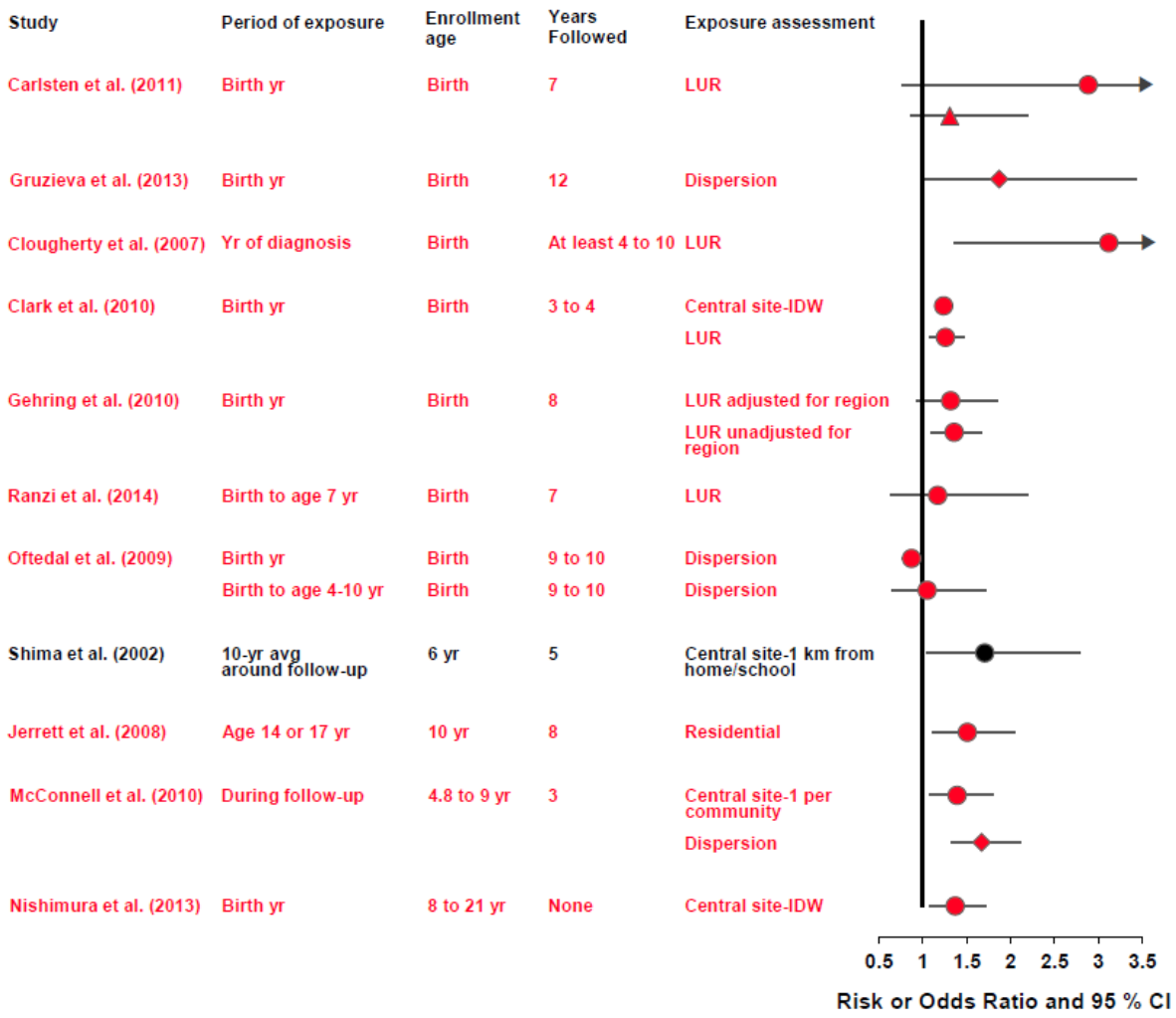
Note: Studies in red are recent studies. Studies in black were included in the 2008 ISA for Oxides of Nitrogen. Circles = NO_2; Diamonds = NO_x. All mean changes in this plot are standardized to a 10-ppb increase in NO_2 and a 20-ppb increase in NO_x concentration. Effect estimates from studies measuring NO_x in $\mu g/m_3$ (Schultz et al., 2012) have not been standardized.

FIGURE I-8

Associations of nitrogen dioxide (NO_2) or the sum of nitric oxide and NO_2 (NO_x) with lung function indices from prospective studies of children (From (U.S. EPA 2016), Figure 6-5).

A follow-up report from the Children's Health Study has assessed whether improving air quality in Southern California over the past several decades has led to beneficial changes in health among children (Gauderman et al. 2015). It was reported that as the levels of nitrogen oxide and fine particulates came down as the result of air pollution emissions reductions, the deficits in lung function growth were also of a smaller magnitude. Such improvements were observed in children with asthma as well as in those without asthma. These results indicate that improvements in air quality are associated with improvements in children's health.

In recent years, the most compelling evidence of long-term effects of NO_2 has been from prospective cohort studies that link NO_2 exposures to the development of asthma, primarily in children. The U.S. EPA included several recent studies in their review, as shown in the Figure I-9. The vast majority of these studies found that higher NO_2 exposures were linked to an increased risk or odds of developing asthma among children.



Effect estimates are standardized to a 10-ppb increase in NO_2, with the exception of Gruzieva et al. (2013) who examined NOx in µg/m3 and Oftedal et al (2009) who did not report increments for the effect estimates for the birth to age 4 years or birth to age 10 years exposure periods. Note: Black symbols = studies evaluated in the 2008 Integrated Science Assessment for Oxides of Nitrogen; Red symbols = recent studies. Circles=NO_2; triangles=NO; diamonds=NOx.

FIGURE I-9

Associations of ambient nitrogen dioxide (NO_2) concentrations with asthma incidence in longitudinal cohort studies of children (From (U.S. EPA 2016), Figure 6-1).

Among the studies of childhood asthma incidence reviewed in the 2016 U.S. EPA ISA for Oxides of Nitrogen, two studies were conducted in Southern California. Both studies were based on the Children's Health Study cohort, but one study used a smaller subset of the cohort and estimated NO_2 exposures using monitors at the children's homes (Jerrett et al. 2008). The second study examined over 2000 children and used data from air monitoring stations as well as modeled NO_2 levels to estimate exposures (McConnell et al. 2010). Both studies found a positive association between NO_2 exposures and the onset of asthma in these children, however, because NO_2 is often strongly

correlated with PM2.5 and other components of traffic-related air pollution, it is possible that the effects observed are due to some other component of traffic exhaust for which NO_2 serves as a proxy measure. The consistency of the effects found linking NO_2 exposure and asthma development in children, the use of prospective longitudinal study designs following children for several years, and the use of several different methods to estimate exposures are noted strengths of such studies. Experimental studies have found that NO_2 exposures increase responsiveness of airways, pulmonary inflammation, and oxidative stress, and can lead to the development of allergic responses. These biological responses provide evidence of a plausible mechanism for NO_2 to cause asthma.

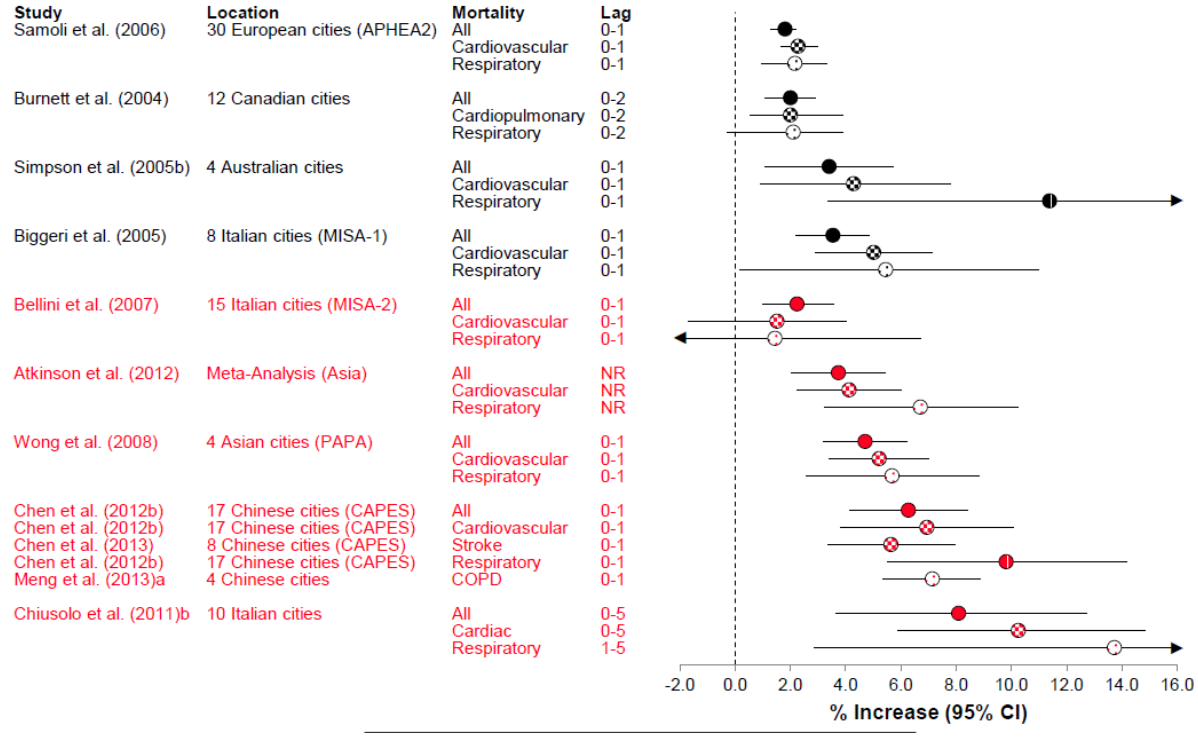
Results from controlled exposure studies of asthmatics demonstrate an increase in the tendency of airways to contract in response to a chemical stimulus (airway responsiveness) or after inhaled allergens (U.S. EPA 2016). Effects were observed among adult volunteers with asthma when exposed to 100 ppb NO_2 for 60 minutes and to 200-300 ppb for 30 minutes, with approximately 70 percent of study participants experiencing an increase in airway responsiveness. A similar response was reported in some studies with healthy subjects at higher levels of exposure (1.5 - 2.0 ppm), although these changes in healthy adults are likely of little or no clinical significance. Increased airway responsiveness among people with asthma can lead to worse symptoms and reduced lung function. Mixed results have been reported from controlled human exposure studies of people with chronic obstructive lung disease, with some studies reporting no change in symptom score while other studies reporting increased symptom scores when participants were exposed to NO_2 while exercising (U.S. EPA 2016).

Short-term controlled studies of rats exposed to NO_2 over a period of several hours indicate cellular changes associated with allergic and inflammatory responses that can lead to liver damage and reduced hepatic function. Rodent models exposed to NO_2 repeatedly for 4 to 14 days demonstrated increased airway responsiveness with high levels of exposure (4000 ppb). Animal studies also provide evidence that NO_2 exposures have negative effects on the immune system, and therefore increase the host's susceptibility to respiratory infections. Epidemiological studies showing associations between NO_2 levels and hospital admissions for respiratory infections also support such a link (U.S. EPA 2016).

Several epidemiological studies conducted in California have examined associations between NO_2 exposures and other health effects, including some recent studies evaluating cardiovascular effects (Coogan et al. 2012; Bartell et al. 2013; Wittkopp et al. 2013), mortality (Lipsett et al. 2011; Bartell et al. 2013; Jerrett et al. 2013), birth outcomes (Ghosh et al. 2012; Laurent et al. 2014; Padula et al. 2014; Ritz et al. 2014; Green et al. 2015), and cancer (Ghosh et al. 2013). Many studies conducted in other geographic areas have also found links with these health outcomes, and the latest assessment by U.S. EPA is that the existing studies are suggestive of a causal relationship for some of these endpoints or inadequate to infer a causal relationship for other endpoints (U.S. EPA 2016). In addition, some of the newer outcomes evaluated in relation to NO_2 exposures include neurological outcomes such as Parkinson's disease (Ritz et al. 2016), Alzheimer's disease (Oudin et al. 2016), and autism (Becerra et al. 2013; Volk et al. 2013), as well as metabolic diseases such as diabetes and obesity (Coogan et al. 2012; Robledo et al. 2015; White et al. 2016). However, many of these studies

use NO_2 exposures as a proxy measure for traffic-related air pollutants, and do not aim to identify a specific pollutant within the mix of pollutants from this source. Thus, there is uncertainty on whether NO_2 exposure has independent relationships with non-respiratory related health effects, or whether NO_2 is simply a marker of near-road air pollution exposure, which includes a mixture of air pollutants, including some air toxics.

Examples of studies reporting an association of mortality with short-term NO_2 exposures are shown in the figure below.



Note: Black symbols = multicity studies evaluated in the 2008 Integrated Science Assessment for Oxides of Nitrogen; Red symbols = recent studies. Filled circle = total mortality; Crosshatch = cardiovascular mortality; Vertical lines = respiratory mortality.

FIGURE I-10

Percentage increase in total, cardiovascular, and respiratory mortality from multi-city studies for a 20-ppb increase in 24-hour average or 30-ppb increase in one-hour maximum nitrogen dioxide concentrations (From (U.S. EPA 2016), Figure 5-23).

SULFUR DIOXIDE

Sulfur dioxide (SO_2) is a gaseous air pollutant that has been linked to a variety of respiratory effects, such as decreased lung function and increased airway resistance. Controlled laboratory studies involving human volunteers have clearly identified asthmatics as a very sensitive group to the effects of ambient sulfur dioxide (SO_2) exposures. Healthy subjects have failed to demonstrate any short-term respiratory functional changes at exposure levels up to 1.0 ppm over 1-3 hours. In exercising asthmatics, brief exposure (5-10 minutes) to SO_2 at levels between 0.2-0.6 ppm can result in increases in airway resistance and decreases in breathing capacity. The response to SO_2 inhalation is

observable within two minutes of exposure, increases further with continuing exposure up to five minutes, then remains relatively steady as exposure continues. SO_2 exposure is generally not associated with any delayed reactions or repetitive asthmatic attacks (U.S. EPA 2008). In 2010, the U.S. EPA SO_2 air quality standard was set at 75 ppb (0.075 ppm) averaged over one hour to protect against acute asthma attacks in sensitive individuals.

The EPA assessment based on the 2008 Integrated Science Assessment for Sulfur Oxides is shown in the table below (U.S. EPA 2008). The U.S. EPA recently released a draft of the revised ISA for SO2 (U.S. EPA 2015a) which evaluates recent evidence assessing links to mortality and cardiovascular, respiratory, carcinogenic, and reproductive effects (Brunekreef et al. 2009; Hart et al. 2011; Pascal et al. 2013; Chen et al. 2014; Gianicolo et al. 2014; Milojevic et al. 2014; Moridi et al. 2014; Stingone et al. 2014; Straney et al. 2014; Wang et al. 2014; Winquist et al. 2014; Yang et al. 2014; Ancona et al. 2015; Green et al. 2015; Rich et al. 2015; Shah et al. 2015; Yorifuji et al. 2015).

TABLE I-12

Summary of U.S. EPA's Causal Determinations for Health Effects of Sulfur Oxides

SHORT-TERM EXPOSURES	
Health Outcome	**Causality Determination**
Respiratory morbidity	Causal relationship
Cardiovascular morbidity	Inadequate to infer a causal relationship
Mortality	Suggestive of a causal relationship
LONG-TERM EXPOSURES	
Health Outcome	**Causality Determination**
Respiratory morbidity	Inadequate to infer a causal relationship
Carcinogenic effects	Inadequate to infer a causal relationship
Prenatal and neonatal outcomes	Inadequate to infer a causal relationship
Mortality	Inadequate to infer a causal relationship

(From (U.S. EPA 2008) Chapter 3)

In epidemiologic studies of children and adults, associations of short-term variations in SO_2 levels with increases in respiratory symptoms, emergency department visits, and hospital admissions for respiratory-related causes have been reported. There is uncertainty as to whether SO_2 is associated with the effects or whether other co-occurring pollutants may explain the observed effects, although some studies indicated that the SO_2 effects remained even after accounting for the effects of other pollutants, including PM2.5. Coupled with the human clinical studies, these data suggest that SO_2 can trigger asthmatic episodes in individuals with pre-existing asthma (U.S. EPA 2008).

Animal studies have shown SO_2 effects on pulmonary inflammation with acute exposure at concentrations consistent with ambient SO_2 levels. Toxicological studies using animals found that repeated exposures to concentrations of SO_2 as low as 0.1 ppm promoted allergic sensitization and airway inflammation. Such evidence, combined with human clinical studies and epidemiological studies in people with asthma support the U.S. EPA determination of a causal relationship between short-term SO_2 exposure and respiratory morbidity. One of these studies was conducted in the Los Angeles area, and found that higher ambient SO_2 levels were associated with increased odds of asthma symptoms among Hispanic children with asthma (Delfino et al. 2003).

Some epidemiological studies indicate that the cardiovascular mortality effects associated with short-term exposures to ambient SO_2 were generally reduced when accounting for other pollutants, although the evidence is still suggestive of a causal relationship. Few epidemiological studies are available to assess the potential confounding effects of other co-occurring pollutants in studies of long-term effects. For example, there is some evidence that sulfates, which are formed when SO_2 oxidizes rapidly in the atmosphere, may be associated with lung function changes, although the evidence is not consistent (Reiss et al. 2007). Sulfates are positively correlated with SO_2 levels, so it is difficult to distinguish the effect of one individual pollutant. Based on a level determined necessary to protect the most sensitive individuals, the California Air Resources Board (CARB) in 1976 adopted a standard of 25 $\mu g/m^3$ (24-hour average) for sulfates. There is no federal air quality standard for sulfates.

CARBON MONOXIDE

Carbon monoxide (CO) is a gaseous air pollutant that has a high affinity to bond with oxygen-carrying proteins (hemoglobin and myoglobin). The resulting reduction in oxygen supply in the bloodstream is responsible for the toxic effects of CO, which are typically manifested in the oxygen-sensitive organ systems. The effects have been studied in controlled laboratory environments involving exposure of humans and animals to CO, as well as in population-based studies of ambient CO exposure effects. People with deficient blood supply to the heart (ischemic heart disease) are known to be susceptible to the effects of CO. Protection of this group is the basis of the existing National Ambient Air Quality Standards for CO at 35 ppm for one hour and 9 ppm averaged over eight hours. The health effects of ambient CO have been recently reviewed by U.S. EPA, with the strongest evidence supporting a likely causal link between short-term CO exposures and cardiovascular outcomes, although studies have linked both short-term and long-term CO exposures to several other health outcomes (Table I-13) (U.S. EPA 2010).

TABLE I-13

Summary of U.S. EPA's Causal Determinations for Health Effects of Carbon Monoxide

SHORT-TERM EXPOSURES	
Health Outcome	**Causality Determination**
Cardiovascular morbidity	Likely to be a causal relationship
Central nervous system	Suggestive of a causal relationship
Respiratory morbidity	Suggestive of a causal relationship
Mortality	Suggestive of a causal relationship
LONG-TERM EXPOSURES	
Health Outcome	**Causality Determination**
Cardiovascular morbidity	Inadequate to infer a causal relationship
Central nervous system	Suggestive of a causal relationship
Birth outcomes and developmental effects	Suggestive of a causal relationship
Respiratory morbidity	Inadequate to infer a causal relationship
Mortality	Not likely to be a causal relationship

(From (U.S. EPA 2010) Table 2-1)

Inhaled CO has no known direct toxic effect on lungs but rather exerts its effects by interfering with oxygen transport—through the formation of carboxyhemoglobin (COHb, a chemical complex of CO and hemoglobin)), which reduces the amount of oxygen the blood can carry to the tissues. Exposure to CO is often evaluated in terms of COHb levels in blood, measured as percentage of total hemoglobin bound to CO. Endogenous COHb is estimated to be <1 percent in healthy individuals, but COHb levels are sensitive to health status and metabolic state, with higher levels among smokers and persons with inflammatory diseases. Estimates based on a large prospective study of adults conducted in the 1970s showed a dose-response relationship between the average number of cigarettes smoked per day and the COHb concentrations (never smokers: 1.59±1.72 percent, former smokers: 1.96±1.87 percent, 1-5 cigarettes/day: 2.31±1.94 percent, 6–14 cigarettes/day: 4.39±2.48 percent, 15–24 cigarettes/day: 5.68±2.64 percent, >=25 cigarettes/day: 6.02±2.86 percent) (Hart et al. 2006).

Under controlled laboratory conditions, healthy subjects exposed to CO sufficient to result in 5 percent COHb levels exhibited reduced duration of maximal exercise performance due to the inability to deliver sufficient oxygen to the heart and other muscles. Studies involving subjects with coronary artery disease who engaged in exercise during CO exposures have shown that COHb levels as low as

2.4 percent can lead to earlier onset of electrocardiograph changes indicative of deficiency of oxygen supply to the heart. Other effects of inadequate oxygen delivery to the body tissues include earlier onset of chest pain, increase in the duration of chest pain, headache, confusion and drowsiness (U.S. EPA 2000).

A number of epidemiological studies have found associations between short-term ambient CO levels and increased hospital admissions and emergency department visits for ischemic heart disease, including myocardial infarction (U.S. EPA 2010). In studies reporting results stratified by age and sex, larger effects were generally observed among older adults and among males. Examples of such studies, including information on number of days of lag time between exposure and hospital admissions for key cardiovascular outcomes, are shown in the figure below.

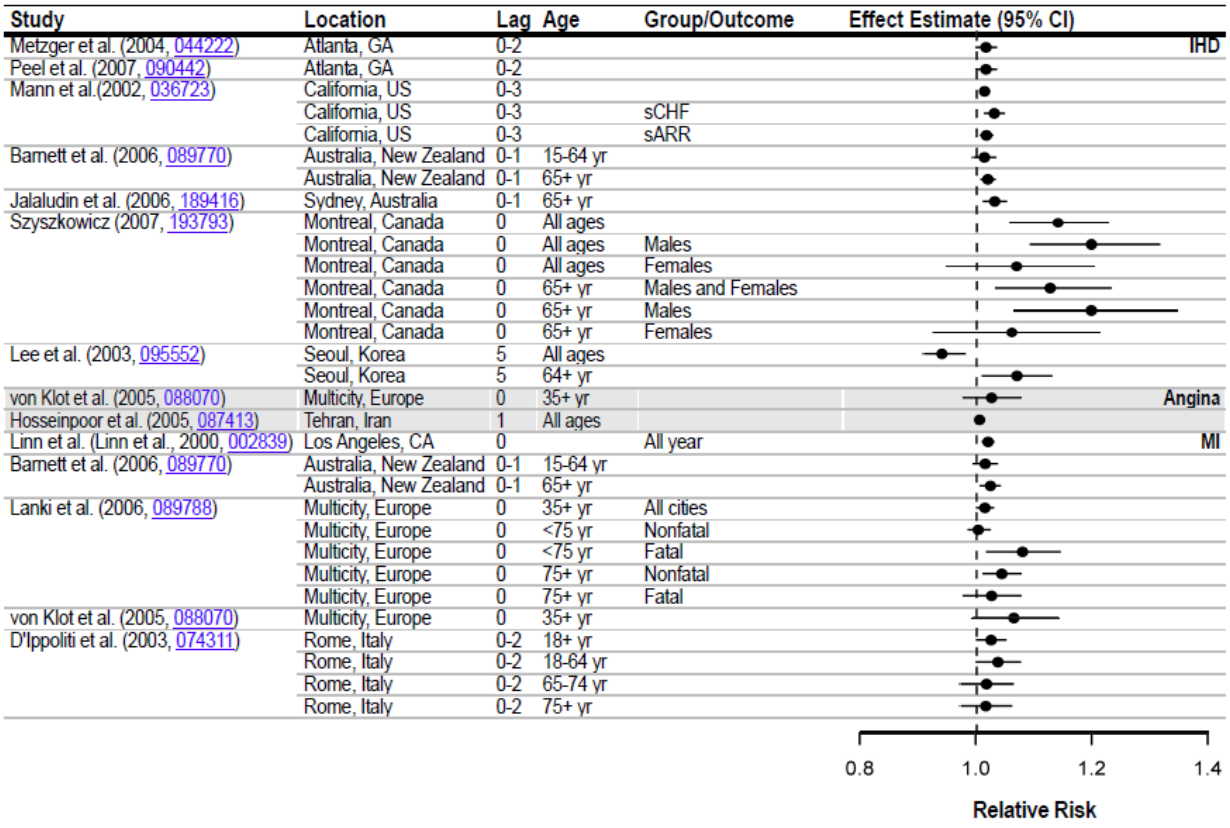


FIGURE I-11

Effect estimates (95 percent confidence intervals) associated with hospital admissions for various forms of heart disease. Effect estimates have been standardized to a 1 ppm increase in ambient CO for 1-h max CO concentrations, 0.75 ppm for 8-h max CO concentrations, and 0.5 ppm for 24-h average CO concentrations (From (U.S. EPA 2010), Figure 5-2). Lag time is the time between the exposure and the outcome measured. The closed circle on the diagram indicates the effect estimate, while the bar indicates the 95 percent confidence interval.

Research studies have also evaluated ambient CO exposures in relation to reproductive health outcomes. Epidemiological studies conducted in Southern California have reported an association

between with CO exposure during pregnancy and increases in pre-term births (Ritz et al. 2000; Wilhelm et al. 2005; Ritz et al. 2007). The increases in the pre-term births were also associated with PM10 or PM2.5 levels. There are very few studies examining CO exposure and birth defects, but one Southern California study found increased risks for cardiac-related birth defects with carbon monoxide exposure in the second month of pregnancy (Ritz et al. 2002). Toxicological studies in laboratory animals with higher than ambient levels of CO have also reported decrements in birth weight and prenatal growth, as well as impaired neurobehavior in the offspring of exposed animals (U.S. EPA 2010). The U.S. EPA concluded in their most recent review that the evidence linking long-term CO exposures with reproductive health outcomes was suggestive of a causal relationship.

LEAD

Lead (Pb) is a toxic air contaminant that is recognized to exert an array of deleterious effects on multiple organ systems. There are a number of potential public health effects at low level exposures, and there is no recognized lower threshold for health effects (U.S. EPA 2013a). The health implications are generally indexed by blood lead levels which are related to lead exposures both from inhalation as well as from ingestion. Effects include impacts on population IQ as well as heart disease and kidney disease. The initial air quality standard for lead was established by U.S. EPA in 1978 at a level of 1.5 µg /m^3 averaged over a calendar quarter. U.S. EPA revised the NAAQS for lead in 2008 to a level of 0.15 µg/m^3 averaged over a rolling three-month period to protect against lead toxicity. The SCAB's attainment status for lead is described in the draft 2016 AQMP Chapter 2.

The U.S. EPA has recently reviewed the health effects of ambient lead exposures in conjunction with an Integrated Science Assessment and a review of the NAAQS for lead (U.S. EPA 2013a; U.S. EPA 2015c). Lead can accumulate and be stored in the bone, and this lead in bone can be released into the blood when the bone is metabolized, which happens naturally and continuously. Blood lead is the most common measure of lead exposure, and it represents recent exposure and may be an indicator of total body burden of lead (U.S. EPA 2013a). The following table gives the summary of causality conclusions from the U.S. EPA review, which illustrates the wide range of health effects associated with lead exposure.

TABLE I-14

Summary of U.S. EPA's Causal Determinations for Health Effects of Lead

HEALTH OUTCOME	CAUSALITY DETERMINATION
Children - Nervous System Effects	
Cognitive Function Decrements	Causal relationship
Externalizing Behaviors: Attention, Impulsivity and Hyperactivity	Causal relationship
Externalizing Behaviors: Conduct Disorders in Children and Young Adults	Likely to be a causal relationship
Internalizing Behaviors	Likely to be a causal relationship
Auditory Function Decrements	Likely to be a causal relationship
Visual Function Decrements	Inadequate to infer a causal relationship
Motor Function Deficits	Likely to be a causal relationship
Adults – Nervous System Effects	
Cognitive Function Decrements	Likely to be a causal relationship
Psychopathological Effects	Likely to be a causal relationship
Cardiovascular effects	
Hypertension	Causal relationship
Subclinical Atherosclerosis	Suggestive of a causal relationship
Coronary Heart Disease	Causal relationship
Cerebrovascular Disease	Inadequate to infer a causal relationship
Renal Effects	
Reduced Kidney Function	Suggestive of a causal relationship
Immune System Effects	
Atopic and Inflammatory Response	Likely to be a causal relationship
Decreased Host Resistance	Likely to be a causal relationship
Autoimmunity	Inadequate to infer a causal relationship
Hemotologic Effects	
Decreased Red Blood Cell Survival and Function	Causal relationship
Altered Heme Synthesis	Causal relationship
Reproductive and Developmental Effects	
Development	Causal relationship
Birth Outcomes (low birth weight, spontaneous abortion)	Suggestive of a causal relationship
Male Reproductive Function	Causal relationship
Female Reproductive Function	Suggestive of a causal relationship
Cancer	
Cancer	Likely to be a causal relationship

(From (U.S. EPA 2013a) Table ES-1)

Children appear to be sensitive to the neurological toxicity of lead, with effects observed at blood lead concentration ranges of 2–8 µg/dL. No clear threshold has been established for such effects. According to the U.S. EPA review, the most important effects observed are neurotoxic effects in children and cardiovascular effects in adults. The effects in children include impacts on intellectual

attainment and school performance. Figure I-12 provides a summary of the lowest levels of blood lead that have been associated with certain neurological, hematological and immune effects in children.

Lowest Observed Effect Blood Lead Level	Neurological Effects	Hematological Effects	Immune Effects
30 µg/dL		Increased urinary δ-aminolevulinic acid	
15 µg/dL	Behavioral disturbances (e.g., inattention, delinquency) Altered electrophysiological responses	Erythrocyte protoporphyrin (EP) elevation	
10 µg/dL	Effects on neuromotor function CNS cognitive effects (e.g., IQ deficits)	Inhibition of δ-aminolevulinic acid dehydratase (ALAD) Pyrimidine-5′-nuclotidase (Py5N) activity inhibition	Effects on humoral (↑ serum IgE) and cell-mediated (↓ T-cell abundance) immunity
5 µg/dL	(???)	(???)	
0 µg/dL			

Note: Arrows depict cases where weight of overall evidence strongly substantiates likely occurrence of type of effect in association with blood-Pb concentrations in range of 5-10 µg/dL, or possibly lower, as implied by (???). Although no evident threshold has yet been clearly established for those effects, the existence of such effects at still lower blood-Pb levels cannot be ruled out based on available data.

Source: Adapted/updated from Table 1-17 of U.S. Environmental Protection Agency (1986a).

FIGURE I-12

Summary of Lowest Observed Effect Levels for Key Lead-Induced Health Effects in Children (From (U.S. EPA 2007), Table 3-1)

Figures I-12 and I-13, taken from the U.S. EPA review (U.S. EPA 2007), depict the health effects of lead in relation to blood levels. In the figure, the question marks indicate that there are no demonstrated threshold blood lead levels for health effects. The Centers for Disease Control (CDC) has recently revised their lead hazard information and replaced their level of concern for adverse effects of 10 µg/dL blood lead level with a childhood blood lead level reference value of 5 µg/dL to identify children and environments associated with lead-exposure hazards (Centers for Disease Control and Prevention 2016).

Figure I-13 provides a summary of the lowest levels of blood lead that have been associated with key health effects in adults. For adults, evidence supports a causal relationship between lead and increased blood pressure and hypertension, as well as coronary heart disease (myocardial infarction, ischemic heart disease, and heart rate variability). Other health effects among adults are also relatively high on the causal scale, including neurological, hematological, and renal effects.

Lowest Observed Effect Blood Lead Level	Neurological Effects	Hematological Effects	Cardiovascular Effects	Renal Effects
30 µg/dL	Peripheral sensory nerve impairment	Erythrocyte protoporphyrin (EP) elevation in males		Impaired Renal Tubular Function
20 µg/dL	Cognitive impairment			
15 µg/dL	Postural sway	Erythrocyte protoporphyrin (EP) elevation in females		
		Increased urinary δ-aminolevulinic acid		
10 µg/dL		Inhibition of δ-aminolevulinic acid dehydratase (ALAD)	Elevated blood pressure ↓	
5 µg/dL			(???)	Elevated serum creatine (↓ creatine clearance)
0 µg/dL				

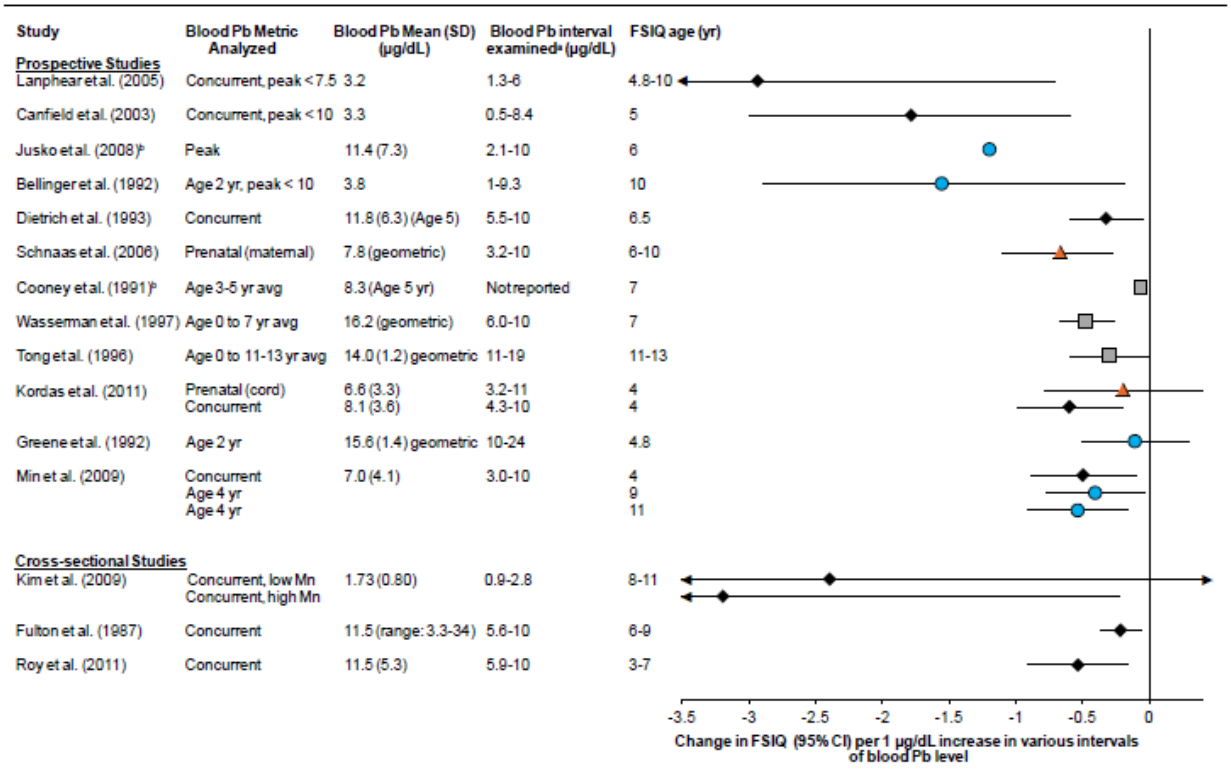
Note: Arrows depict cases where weight of overall evidence strongly substantiates likely occurrence of type of effect in association with blood-Pb concentrations in range of 5-10 µg/dL, or possibly lower, as implied by (???). Although no evident threshold has yet been clearly established for those effects, the existence of such effects at still lower blood-Pb levels cannot be ruled out based on available data.

Source: Adapted/updated from Table 1-16 of U.S. Environmental Protection Agency (1986a).

FIGURE I-13

Summary of Lowest Observed Effect Levels for Key Lead-Induced Health Effects in Adults (From (U.S. EPA 2007), Table 3-2)

In its most recent review of lead health effects, the U.S. EPA confirmed its previous conclusion regarding the cognitive decline in children as the most sensitive adverse effect associated with lead exposures. The effects as measured by a reduction in IQ from a number of studies are shown in the following figure. According to the review, the currently available evidence supports a median estimate of -1.75 IQ points for a change of 1 µg/dL blood lead to describe the neurocognitive impacts on young children (U.S. EPA 2015c).



[a]See Table 4-3 for explanation of the blood Pb level interval examined. Effect estimates were calculated for the lowest range examined in the study or the 10th percentile of blood Pb level to a blood Pb level of 10 µg/dL.
[b]Sufficient data were not available to calculate 95% CI.

Note: Mn = manganese. Results are presented for most of the cohorts examined in the literature and generally are grouped according to strength of study design, representativeness of the study population characteristics and blood Pb levels examined, and extent of consideration for potential confounding. There is not necessarily a continuum of decreasing strength across studies. Results usually are presented for the oldest age examined in cohorts. Multiple results from a cohort are grouped together. To facilitate comparisons among effect estimates across studies with different distributions of blood Pb levels and model structures (e.g., linear, log-linear), effect estimates are standardized to a 1 µg/dL increase for the lowest range of blood Pb levels examined in the study or the interval from the 10th percentile of blood Pb level to 10 µg/dL. For populations with 10th percentiles near or above 10 µg/dL, the effect estimate was calculated for the 10th to 90th percentile of blood Pb level. The percentiles are estimated using various methods and are only approximate values. Effect estimates are assumed to be linear within the blood Pb level interval evaluated. The various tests used to measure FSIQ are scored on a similar scale (approximately 40-160 FSIQ points). Black diamonds, blue circles, orange triangles, and gray squares represent effect estimates for concurrent, earlier childhood, prenatal, and lifetime average blood Pb levels, respectively. The horizontal lines associated with point estimates represent 95% confidence intervals (CI).

FIGURE I-14

Associations of Blood Pb Levels with Full-Scale IQ (FSIQ) in Children (From (U.S. EPA 2013a), Figure 4-2)

TOXIC AIR CONTAMINANTS

Toxic air contaminants are pollutants for which there generally are no ambient air quality standards. The Toxic Air Contaminant Identification and Control Act (AB 1807, Tanner, 1983) created California's first program to reduce exposures to air toxics by requiring CARB to adopt Air Toxics Control measures. Air Districts must either enforce these measures or adopt their own equally or more stringent measures. The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, Connelly,

1987) supplements the earlier program by requiring air toxics inventories for certain facilities, notification of people's exposure to significant health risks, and facility plans to reduce these risks. Under California's Air Toxics Program, the Office of Environmental Health Hazard Assessment (OEHHA) assesses the health effects of substances that may pose a risk of adverse health effects, and CARB assesses the potential for humans to be exposed to these substances. These effects are usually an increased risk for cancer, adverse birth outcomes, or respiratory effects. After review by the state Scientific Review Panel, CARB holds a public hearing on whether to formally list substances that may pose a significant risk to public health as a Toxic Air Contaminant. Chapter 9 of the draft 2016 AQMP describes the Air Toxics Control Plan for the SCAQMD.

Air toxics include many different types of chemicals, and the discussion here will not address all air toxics in a comprehensive manner. However, this section will discuss very briefly diesel particulate matter and volatile organic compounds (VOC's), because diesel particulate matter is the most significant contributor to cancer risk in the South Coast Air Basin, and because some VOC's are air toxics, and are part of the control measures proposed in the current Air Quality Management Plan.

Diesel Particulate Matter

The California Air Resources Board listed diesel particulate matter as a Toxic Air Contaminant in 1998, based on the determination that it was a human carcinogen (California Air Resources Board 2010b). The International Agency for Research on Cancer, an arm of the World Health Organization, classified diesel exhaust as probably carcinogenic to humans in 1989 (International Agency for Research on Cancer 1989). More recently, IARC convened an international panel of scientists to review the published literature since the initial classification regarding the carcinogenicity of diesel combustion emissions. The panel concluded that diesel exhaust is a substance that causes lung cancer in humans (International Agency for Research on Cancer 2012b).

OEHHA also establishes potency factors for air toxics that are carcinogenic. The potency factors can be used to estimate the additional cancer risk from ambient levels of toxics. This estimate represents the chance of contracting cancer in an individual over a lifetime exposure to a given level of an air toxic and is usually expressed in terms of additional cancer cases per million people exposed.

SCAQMD conducted studies on the ambient concentrations and estimated the potential health risks from air toxics (South Coast Air Quality Management District 2000; South Coast Air Quality Management District 2008; South Coast Air Quality Management District 2015). In the latest SCAQMD Multiple Air Toxics Exposure Study, MATES IV, a one-year monitoring program was undertaken at 10 sites throughout the SCAB over the time period July 2012 – June 2013 (South Coast Air Quality Management District 2015). Over 30 substances were measured, which included the toxics that contributed the most to health risks in the Basin. The results showed that the overall lifetime risk for excess cancer from a 70-year lifetime exposure to the levels of air toxics calculated from the regional model was 367 in a million. This reflects a greater than 50 percent reduction in exposures and risks compared to the MATES III Study that was conducted from 2004 -2006. The largest contributor to this risk was diesel particulate matter, accounting for 68 percent of the air

toxics risk. The average measured levels were also compared to the non-cancer chronic Reference Exposure Levels (RELs), and found to be below the established RELs for the over 30 substances measured.

In 2015, OEHHA updated the calculation procedure to estimate cancer risks from air toxics exposures (Dodge et al. 2015). The revisions to the calculation methodology included accounting for higher risks attributable to early life exposures (up to age 16 years), updates to the population distribution of breathing rates by age, and a reduction in the time of household residence. In combination, these changes resulted in risk estimates in the MATES IV study to be about 2.5 times higher than the previous methodology employed in the MATES studies. The average lifetime risk for excess cancer cases is estimated to be 897 per million using the updated procedure (South Coast Air Quality Management District 2015). However, it is important to note that results from the MATES IV study still represent approximately a 50 percent reduction in air toxics levels and cancer risk compared to MATES III. In addition to the maps in the MATES IV final report (South Coast Air Quality Management District 2015), an interactive map of the MATES IV cancer risks from air toxics calculated using the 2015 OEHHA guidelines is available through this website: http://www.aqmd.gov/home/tools/public.

In 2009, the Advanced Collaborative Emissions Study (ACES) reported that newer diesel engine technologies are very effective in reducing the amount of emissions from diesel trucks, as required by recent regulations (Khalek et al. 2009). In a long-term exposure study published in 2015, rats breathing the lower emissions did not develop cancer, while the rats breathing the higher emissions from older diesel engines (in previous studies) did develop cancer (McDonald et al. 2015). However, the 2015 study did not evaluate whether the PM from the newer engines was any more or less toxic compared to the older engines on a gram per gram basis; the study was not designed to determine such differences. Therefore, without any additional data on the toxicity of PM from the newer diesel engines, the analysis done in the MATES IV study used the same risk factor for both, applied to the mass of PM. For example, whether a person is exposed to 10 ug/m^3 of particulate matter from a single old diesel engine or several new diesel engines, the cancer risk would be the same because it is calculated based on 10 ug/m^3 of exposure.

In the Particulate Matter section of this Appendix, the vast majority of the studies described evaluated the health effects of total PM2.5 exposures by mass, regardless of whether they were from newer diesel engines, older diesel engines, or other sources. While this new diesel technology is very effective in terms of reducing the amount of emissions from diesel trucks, what people are being exposed to is a total concentration of PM from many sources. Health studies generally use this total concentration to analyze whether or not there is an effect on the specific health outcomes evaluated. In addition, it is important to note that direct PM2.5 emissions from diesel engines represent a small portion of overall PM2.5 exposure. NO_x emissions from diesel engines that eventually lead to PM2.5 formation in the atmosphere, however, represent a larger component of PM2.5 exposure (South Coast Air Quality Management District 2013a; Harley 2014).

Volatile Organic Compounds

VOC's are a class of air pollutants that undergo photochemical reactions in the air to form ozone. It should be noted that there are no state or national ambient air quality standards for VOCs because they are not classified as criteria pollutants. VOCs are regulated, however, because limiting VOC emissions reduces the rate of photochemical reactions that contribute to the formation of ozone.

VOCs are also transformed into organic aerosols in the atmosphere, contributing to higher PM and lower visibility levels. In addition, VOC's that have toxic properties are also regulated as air toxics. Chapter 3 of the draft 2016 AQMP presents data on VOC sources and emissions in the South Coast Air Basin.

Some examples of VOC's that are known to cause health effects include benzene, toluene, ethylbenzene and xylenes (abbreviated BTEX), 1,3-butadiene, formaldehyde, and perchloroethylene. Several of these VOC's are carcinogenic. Based on the MATES IV analysis, benzene, 1,3-butadiene, and carbonyls (formaldehyde and acetaldehyde) together account for approximately 21 percent of the total cancer risk from air toxics in the SCAB. Not all carcinogenic VOC's are known to cause the same types of cancers, although several are associated with blood cancers. For example, the cancers most closely associated with long-term benzene exposure are leukemias. Formaldehyde is linked to nasopharyngeal cancer and leukemias, while 1,3-butadiene causes cancers in both the blood and lymphatic systems (International Agency for Research on Cancer 2012a).

Many VOC's can also cause non-cancer health effects. For these types of health outcomes, OEHHA has developed acute and chronic Reference Exposure Levels (RELs). RELs are concentrations in the air below which adverse health effects are not likely to occur. Acute RELs refer to short-term exposures, generally of one-hour duration. Chronic RELs refer to long-term exposures of several years. OEHHA has also established eight-hour RELs for several substances. The ratio of ambient concentration to the appropriate REL can be used to calculate a Hazard Index. A Hazard Index of less than one would not be expected to result in adverse effects (Dodge et al. 2015).

In the MATES IV assessment of chronic non-cancer health risks, the monitored air toxics levels were found to be below the chronic RELs. In other words, the general levels of air toxics in the SCAB are not expected to cause adverse non-cancer health effects. Importantly, the MATES IV monitoring network was designed to characterize the air toxics exposures in the basin overall. Given that ambient monitoring is necessarily conducted at a limited number of locations, and modeling is limited to a spatial resolution of 2km, there may be higher exposures not captured by the fixed-site monitoring. To address this limitation, particularly in some communities with environmental justice concerns, the MATES IV study also included local-scale studies in 3 communities very close to known industrial sources or large mobile source facilities, with a focus on ultrafine particles and diesel PM emissions. Details of these study results can be found in the MATES IV final report (South Coast Air Quality Management District 2015).

ODORS

Environmental odors are recognized as having the potential to cause health effects and/or quality of life impacts. The theory of "miasma" dates back to Hippocrates in ancient Greek times, and related bad odors to disease. The health effects of environmental odors can vary widely, and depend on the compound causing the odor, the level of the compound, as well as the sensitivity and physiological responses of the person detecting the odor.

Different levels of odor exposure can cause a range of responses and health effects, and the science of odor as a potential health issue was summarized previously by Schiffman and Williams (Schiffman et al. 2005b). There are two key nerves in the nasal cavity involved in odor effects: the olfactory nerve provides the sense of smell, while the trigeminal nerve provides the sense of irritation. At very low levels, an odor can be detected (i.e. odor threshold), and at slightly higher levels, an odor can be recognized and identified. At levels higher than detection or recognition levels, an odor can cause annoyance or intolerance, and at even higher levels, an odor can cause irritation or possible toxicity, if the odor is caused by a compound that is also an air toxic (Schiffman et al. 2005b).

Schiffman and Williams proposed three mechanisms of action for odor symptoms (Schiffman et al. 2005b). In the first mechanism, an odor substance can be at the level that can produce irritation, which triggers the trigeminal nerve. This mechanism is considered a toxic effect because symptoms appear when the chemical concentration is at or above the irritation level; here, the odor serves only as the marker of the toxic effect. In the second mechanism, the odor compound is below the irritation level but above odor detection thresholds, which can result in odor annoyance. This mechanism is relatively common among environmental odors, and has been studied in communities exposed to odors from landfills, hazardous waste sites or concentrated animal feeding operations (CAFO's) (Shusterman et al. 1991; Schiffman et al. 2005a; Heaney et al. 2011; Schinasi et al. 2011; Blanes-Vidal et al. 2012; Hooiveld et al. 2015). In this mechanism, the health effect is not a toxicological effect, and the dose does not necessarily correlate well with the effect in these instances. Genetic factors, previous exposure ("learning"), and beliefs about the safety of the odor may play important roles in these odors causing health symptoms (Shusterman 2001). The third proposed mechanism is when an odor substance is present along with a co-pollutant or endotoxin that is capable of producing health effects. In this mechanism, the effect is also a toxic effect, but the odor serves as a marker of the presence of a mixture that includes a toxic compound; if the co-pollutant were not present, no health effect would be expected in this scenario.

Individual characteristics can play important roles in altering an individual's response to an odor. Factors that can influence odor perception include age, genetics, gender, medical history (including mental health, neurological conditions, and other health conditions), health-related behaviors (tobacco, alcohol), and occupational and environmental factors (Greenberg et al. 2013; Wilson et al. 2014; Agency for Toxic Substances and Disease Registry 2016). Additionally, an individual's cognitive associations with the odor prior to an exposure can result in increased reporting of health-related symptoms after exposure (Shusterman et al. 1991; Shusterman 2001; Greenberg et al. 2013). Common symptoms associated with environmental odor exposures include headache, nasal

congestion, eye, nose and throat irritation, hoarseness or sore throat, cough, chest tightness, shortness of breath, wheezing heart palpitations, nausea, drowsiness, and mental depression (Agency for Toxic Substances and Disease Registry 2016). If the concentrations of the odor compound are below irritation levels, then the symptoms are not expected to persist once the person is no longer exposed; however, being exposed to odor levels at or above irritation levels for longer periods of time may cause symptoms that persist after moving out of the exposure area (Agency for Toxic Substances and Disease Registry 2016).

CONCLUSIONS

A large body of scientific evidence shows that the adverse impacts of air pollution on human and animal health are clear. A considerable number of population-based and laboratory studies have established a link between air pollution and increased morbidity and, in some instances, premature mortality. Importantly, the health effects of air pollution extend beyond respiratory effects, and there is substantial evidence that air pollution (including particulate matter and ozone) exposures cause cardiovascular morbidity and mortality. Some air pollutants, such as diesel PM, lead, and several other air toxics, have been linked to increased cancer risk. Health studies have also identified populations who may be more susceptible to the adverse effects of air pollution, such as children, older adults, low SES communities, people with certain pre-existing health conditions, and people with certain genetic factors. Understanding the impacts of air pollution on these more susceptible populations can help inform policies that better protect public health, for example, in setting standards for criteria air pollutants, and in the development of methods to evaluate air toxics health risks. Continued research on the effects of specific PM constituents and ultrafine particles will be important in furthering the understanding of how these pollutants affect human health.

As the scientific methods for the study of air pollution health effects have progressed over the past decades, adverse effects have been shown to occur at lower levels of exposure. For some pollutants, no clear thresholds for effects have been demonstrated. The new findings have, in turn, led to the revision and lowering of National Ambient Air Quality Standards (NAAQS) which, in the judgment of the Administrator of the U.S. EPA, are necessary to protect public health. Chapter 8 of the draft 2016 AQMP provides an overview of the extensive, multi-year, public process involved in setting federal air quality standards. Assessments of the scientific evidence from health studies is an important part of the process, and has helped inform revisions to the federal air pollution standards. Figures I-15 and I-16 are meant to convey some of the historical context to recent revisions to the NAAQS for ozone and for particulate matter, with regard to key developments in the understanding of the health effects of these pollutants.

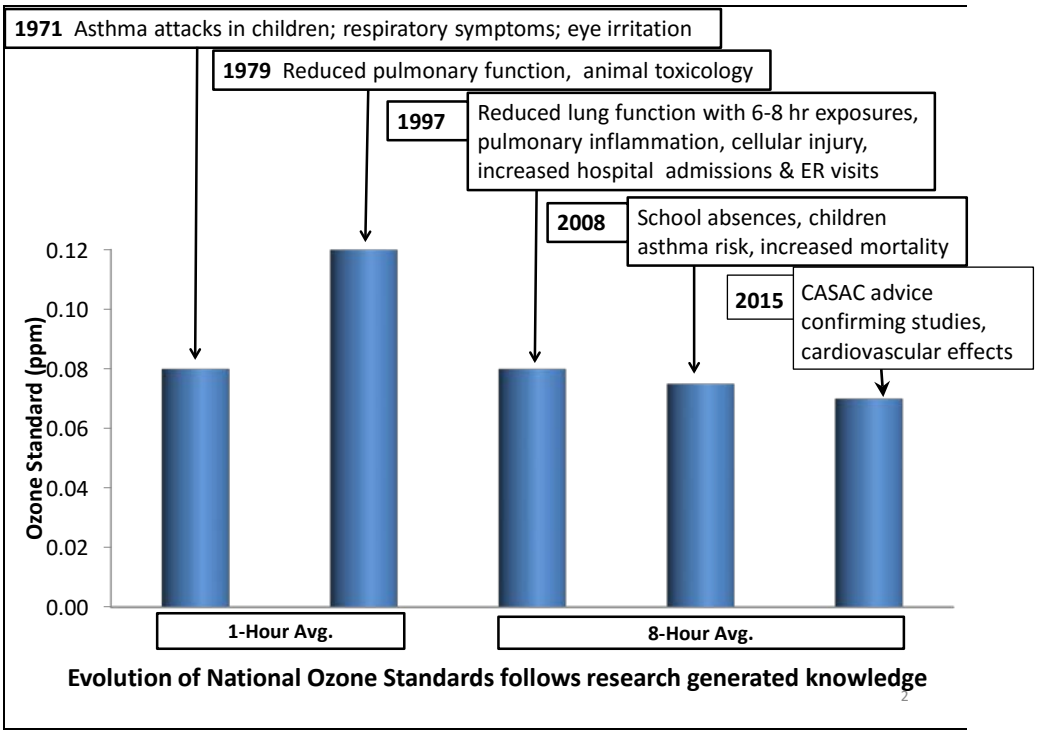


FIGURE I-15

Historical Context to Revisions of NAAQS for Ozone

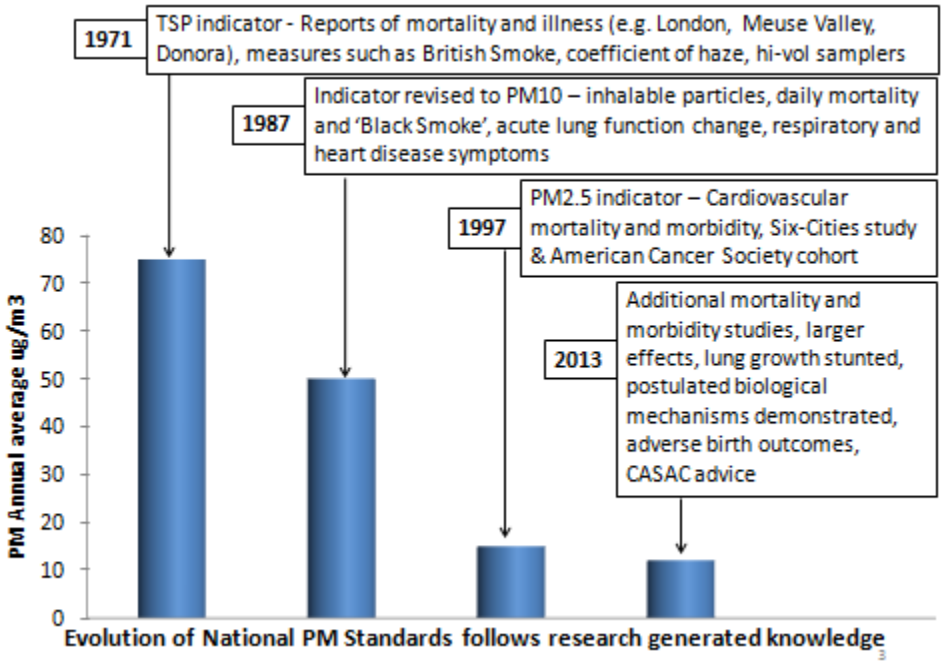


FIGURE I- 16

Historical Context to Revisions of NAAQS for PM

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ATTACHMENT 2

SCAQMD

SIERRA CLUB v. COUNTY OF FRESNO

AMICUS BRIEF

S219783

IN THE SUPREME COURT OF C ALIFORNIA

SIERRA CLUB, REVIVE THE SAN JOAQUIN, and
LEAGUE OF WOMEN VOTERS OF FRESNO,

Plaintiffs and Appellants,

v.

COUNTY OF FRESNO,

Defendant and Respondent,

and,

FRIANT RANCH, L.P.,

Real Party in Interest and Respondent.

SUPREME COURT
FILED
APR 13 2015
Frank A. McGuire Clerk
Deputy

After a Published Decision by the Court of Appeal, filed May 27, 2014
Fifth Appellate District Case No. F066798

Appeal from the Superior Court of California, County of Fresno
Case No. 11CECG00726
Honorable Rosendo A. Pena, Jr.

APPLICATION OF THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT FOR LEAVE TO FILE BRIEF OF *AMICUS CURIAE* IN SUPPORT OF NEITHER PARTY AND *[PROPOSED]* BRIEF OF *AMICUS CURIAE*

Kurt R. Wiese, General Counsel (SBN 127251)
*Barbara Baird, Chief Deputy Counsel (SBN 81507)
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
21865 Copley Drive, Diamond Bar, CA 91765
Telephone: 909-396-2302; Facsimile: 909-396-2961
Email: bbaird@aqmd.gov
Counsel for [Proposed] Amicus Curiae,
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

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TO THE HONORABLE CHIEF JUSTICE AND JUSTICES OF THE SUPREME COURT:

APPLICATION FOR LEAVE TO FILE *AMICUS CURIAE* BRIEF

Pursuant to Rule 8.520(f) of the California Rules of Court, the South Coast Air Quality Management District (SCAQMD) respectfully requests leave to file the attached *amicus curiae* brief. Because SCAQMD's position differs from that of either party, we request leave to submit this amicus brief in support of neither party.

HOW THIS BRIEF WILL ASSIST THE COURT

SCAQMD's proposed amicus brief takes a position on two of the issues in this case. In both instances, its position differs from that of either party. The issues are:

1) Does the California Environmental Quality Act (CEQA) require an environmental impact report (EIR) to correlate a project's air pollution emissions with specific levels of health impacts?
2) What is the proper standard of review for determining whether an EIR provides sufficient information on the health impacts caused by a project's emission of air pollutants?

This brief will assist the Court by discussing the practical realities of correlating identified air quality impacts with specific health outcomes. In short, CEQA requires agencies to provide detailed information about a project's air quality impacts that is sufficient for the public and decisionmakers to adequately evaluate the project and meaningfully understand its impacts. However, the level of analysis is governed by a rule of reason; CEQA only requires agencies to conduct analysis if it is reasonably feasible to do so.

With regard to health-related air quality impacts, an analysis that correlates a project's air pollution emissions with specific levels of health impacts will be feasible in some cases but not others. Whether it is feasible depends on a variety of factors, including the nature of the project and the nature of the analysis under consideration. The feasibility of analysis may also change over time as air districts and others develop new tools for measuring projects' air quality related health impacts. Because SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, it is uniquely situated to express an opinion on the extent to which the Court should hold that CEQA requires lead agencies to correlate air quality impacts with specific health outcomes.

SCAQMD can also offer a unique perspective on the question of the appropriate standard of review. SCAQMD submits that the proper standard of review for determining whether an EIR is sufficient as an informational document is more nuanced than argued by either party. In our view, this is a mixed question of fact and law. It includes determining whether additional analysis is feasible, which is primarily a factual question that should be reviewed under the substantial evidence standard. However, it also involves determining whether the omission of a particular analysis renders an EIR insufficient to serve CEQA's purpose as a meaningful, informational document. If a lead agency has not determined that a requested analysis is infeasible, it is the court's role to determine whether the EIR nevertheless meets CEQA's purposes, and courts should not defer to the lead agency's conclusions regarding the legal sufficiency of an EIR's analysis. The ultimate question of whether an EIR's analysis is "sufficient" to serve CEQA's informational purposes is predominately a question of law that courts should review de novo.

This brief will explain the rationale for these arguments and may assist the Court in reaching a conclusion that accords proper respect to a lead agency's factual conclusions while maintaining judicial authority over the ultimate question of what level of analysis CEQA requires.

STATEMENT OF INTEREST OF *AMICUS CURIAE*

The SCAQMD is the regional agency primarily responsible for air pollution control in the South Coast Air Basin, which consists of all of Orange County and the non-desert portions of the Los Angeles, Riverside, and San Bernardino Counties. (Health & Saf. Code § 40410; Cal. Code Regs., tit. 17, § 60104.) The SCAQMD participates in the CEQA process in several ways. Sometimes it acts as a lead agency that prepares CEQA documents for projects. Other times it acts as a responsible agency when it has permit authority over some part of a project that is undergoing CEQA review by a different lead agency. Finally, SCAQMD also acts as a commenting agency for CEQA documents that it receives because it is a public agency with jurisdiction by law over natural resources affected by the project.

In all of these capacities, SCAQMD will be affected by the decision in this case. SCAQMD sometimes submits comments requesting that a lead agency perform an additional type of air quality or health impacts analysis. On the other hand, SCAQMD sometimes determines that a particular type of health impact analysis is not feasible or would not produce reliable and informative results. Thus, SCAQMD will be affected by the Court's resolution of the extent to which CEQA requires EIRs to correlate emissions and health impacts, and its resolution of the proper standard of review.

CERTIFICATION REGARDING AUTHORSHIP AND FUNDING

No party or counsel in the pending case authored the proposed amicus curiae brief in whole or in part, or made any monetary contribution intended to fund the preparation or submission of the brief. No person or entity other than the proposed *Amicus Curiae* made any monetary contribution intended to fund the preparation or submission of the brief.

Respectfully submitted,

DATED: April 3, 2015

SOUTH COAST AIR QUALITY
MANAGEMENT DISTRICT
KURT R. WIESE, GENERAL COUNSEL
BARBARA BAIRD, CHIEF DEPUTY COUNSEL

By: Barbara Baird
Barbara Baird
Attorneys for [proposed] Amicus Curiae
SOUTH COAST AIR QUALITY
MANAGEMENT DISTICT

BRIEF OF AMICUS CURIAE

SUMMARY OF ARGUMENT

The South Coast Air Quality Management District (SCAQMD) submits that this Court should not try to establish a hard-and-fast rule concerning whether lead agencies are required to correlate emissions of air pollutants with specific health consequences in their environmental impact reports (EIR). The level of detail required in EIRs is governed by a few, core CEQA (California Environmental Quality Act) principles. As this Court has stated, "[a]n EIR must include detail sufficient to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project." (*Laurel Heights Improvement Assn. v. Regents of the Univ of Cal.* (1988) 47 Cal.3d 376, 405 ["*Laurel Heights I*"]) Accordingly, "an agency must use its best efforts to find out and disclose all that it reasonably can." (*Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 428 (quoting CEQA Guidelines § 15144)[1].). However, "[a]nalysis of environmental effects need not be exhaustive, but will be judged in light of what is reasonably feasible." (*Association of Irritated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1390; CEQA Guidelines §§ 15151, 15204(a).)

With regard to analysis of air quality related health impacts, EIRs must generally quantify a project's pollutant emissions, but in some cases it is not feasible to correlate these emissions to specific, quantifiable health impacts (e.g., premature mortality; hospital admissions). In such cases, a general description of the adverse health impacts resulting from the pollutants at issue may be sufficient. In other cases, due to the magnitude

[1] The CEQA Guidelines are found at Cal. Code Regs., tit. 14 §§ 15000, *et seq.*

or nature of the pollution emissions, as well as the specificity of the project involved, it may be feasible to quantify health impacts. Or there may be a less exacting, but still meaningful analysis of health impacts that can feasibly be performed. In these instances, agencies should disclose those impacts.

SCAQMD also submits that whether or not an EIR complies with CEQA's informational mandates by providing sufficient, feasible analysis is a mixed question of fact and law. Pertinent here, the question of whether an EIR's discussion of health impacts from air pollution is sufficient to allow the public to understand and consider meaningfully the issues involves two inquiries: (1) Is it feasible to provide the information or analysis that a commenter is requesting or a petitioner is arguing should be required?; and (2) Even if it is feasible, is the agency relying on other policy or legal considerations to justify not preparing the requested analysis? The first question of whether an analysis is feasible is primarily a question of fact that should be judged by the substantial evidence standard. The second inquiry involves evaluating CEQA's information disclosure purposes against the asserted reasons to not perform the requested analysis. For example, an agency might believe that its EIR meets CEQA's informational disclosure standards even without a particular analysis, and therefore choose not to conduct that analysis. SCAQMD submits that this is more of a legal question, which should be reviewed de novo as a question of law.

ARGUMENT

I. RELEVANT FACTUAL AND LEGAL FRAMEWORK.

A. Air Quality Regulatory Background

The South Coast Air Quality Management District (SCAQMD) is one of the local and regional air pollution control districts and air quality

management districts in California. The SCAQMD is the regional air pollution agency for the South Coast Air Basin, which consists of all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. (Health & Saf. Code § 40410, 17 Cal. Code Reg. § 60104.) The SCAQMD also includes the Coachella Valley in Riverside County (Palm Springs area to the Salton Sea). (SCAQMD, *Final 2012 AQMP (Feb. 2013)*, http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan; then follow "chapter 7" hyperlink; pp 7-1, 7-3 (last visited Apr. 1, 2015).) The SCAQMD's jurisdiction includes over 16 million residents and has the worst or nearly the worst air pollution levels in the country for ozone and fine particulate matter. (SCAQMD, *Final 2012 AQMP (Feb. 2013)*, http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan; then follow "Executive Summary" hyperlink p. ES-1 (last visited Apr. 1, 2015).)

Under California law, the local and regional districts are primarily responsible for controlling air pollution from all sources except motor vehicles. (Health & Saf. Code § 40000.) The California Air Resources Board (CARB), part of the California Environmental Protection Agency, is primarily responsible for controlling pollution from motor vehicles. (*Id.*) The air districts must adopt rules to achieve and maintain the state and federal ambient air quality standards within their jurisdictions. (Health & Saf. Code § 40001.)

The federal Clean Air Act (CAA) requires the United States Environmental Protection Agency (EPA) to identify pollutants that are widely distributed and pose a threat to human health, developing a so-called "criteria" document. (42 U.S.C. § 7408; CAA § 108.) These pollutants are frequently called "criteria pollutants." EPA must then establish "national ambient air quality standards" at levels "requisite to protect public health",

allowing "an adequate margin of safety." (42 U.S.C. § 7409; CAA § 109.) EPA has set standards for six identified pollutants: ozone, nitrogen dioxide, sulfur dioxide, carbon monoxide, particulate matter (PM), and lead. (U.S. EPA, National Ambient Air Quality Standards (NAAQS), http://www.epa.gov/air/criteria.html (last updated Oct. 21, 2014).)[2]

Under the Clean Air Act, EPA sets emission standards for motor vehicles and "nonroad engines" (mobile farm and construction equipment, marine vessels, locomotives, aircraft, etc.). (42 U.S.C. §§ 7521, 7547; CAA §§ 202, 213.) California is the only state allowed to establish emission standards for motor vehicles and most nonroad sources; however, it may only do so with EPA's approval. (42 U.S.C. §§ 7543(b), 7543(e); CAA §§ 209(b), 209(c).) Sources such as manufacturing facilities, power plants and refineries that are not mobile are often referred to as "stationary sources." The Clean Air Act charges state and local agencies with the primary responsibility to attain the national ambient air quality standards. (42 U.S.C. § 7401(a)(3); CAA § 101(a)(3).) Each state must adopt and implement a plan including enforceable measures to achieve and maintain the national ambient air quality standards. (42 U.S.C. § 7410; CAA § 110.) The SCAQMD and CARB jointly prepare portion of the plan for the South Coast Air Basin and submit it for approval by EPA. (Health & Saf. Code §§ 40460, et seq.)

The Clean Air Act also requires state and local agencies to adopt a permit program requiring, among other things, that new or modified "major" stationary sources use technology to achieve the "lowest achievable emission rate," and to control minor stationary sources as

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[2] Particulate matter (PM) is further divided into two categories: fine particulate or $PM_{2.5}$ (particles with a diameter of less than or equal to 2.5 microns) and coarse particulate (PM_{10}) (particles with a diameter of 10 microns or less). (U.S. EPA, Particulate Matter (PM), http://www.epa.gov/airquality/particlepollution/ (last visited Apr. 1, 2015).)

needed to help attain the standards. (42 U.S.C. §§ 7502(c)(5), 7503(a)(2), 7410(a)(2)(C); CAA §§ 172(c)(5), 173(a)(2), 110(a)(2)(C).) The air districts implement these permit programs in California. (Health & Saf. Code §§ 42300, et seq.)

The Clean Air Act also sets out a regulatory structure for over 100 so-called "hazardous air pollutants" calling for EPA to establish "maximum achievable control technology" (MACT) for sources of these pollutants. (42 U.S.C. § 7412(d)(2); CAA § 112(d)(2).) California refers to these pollutants as "toxic air contaminants" (TACs) which are subject to two state-required programs. The first program requires "air toxics control measures" for specific categories of sources. (Health & Saf. Code § 39666.) The other program requires larger stationary sources and sources identified by air districts to prepare "health risk assessments" for impacts of toxic air contaminants. (Health & Saf. Code §§ 44320(b), 44322, 44360.) If the health risk exceeds levels identified by the district as "significant," the facility must implement a "risk reduction plan" to bring its risk levels below "significant" levels. Air districts may adopt additional more stringent requirements than those required by state law, including requirements for toxic air contaminants. (Health & Saf. Code § 41508; *Western Oil & Gas Assn. v. Monterey Bay Unified APCD* (1989) 49 Cal.3d 408, 414.) For example, SCAQMD has adopted a rule requiring new or modified sources to keep their risks below specified levels and use best available control technology (BACT) for toxics. (SCAQMD, *Rule 1401-New Source Review of Toxic Air Contaminants*, http://www.aqmd.gov/home/regulations/rules/scaqmd-rule-book/regulation-xiv; then follow "Rule 1401" hyperlink (last visited Apr. 1, 2015).)

B. The SCAQMD's Role Under CEQA

The California Environmental Quality Act (CEQA) requires public agencies to perform an environmental review and appropriate analysis for projects that they implement or approve. (Pub. Resources Code § 21080(a).) The agency with primary approval authority for a particular project is generally the "lead agency" that prepares the appropriate CEQA document. (CEQA Guidelines §§ 15050, 15051.) Other agencies having a subsequent approval authority over all or part of a project are called "responsible" agencies that must determine whether the CEQA document is adequate for their use. (CEQA Guidelines §§ 15096(c), 15381.) Lead agencies must also consult with and circulate their environmental impact reports to "trustee agencies" and agencies "with jurisdiction by law" including "authority over resources which may be affected by the project." (Pub. Resources Code §§ 21104(a), 21153; CEQA Guidelines §§ 15086(a)(3), 15073(c).) The SCAQMD has a role in all these aspects of CEQA.

Fulfilling its responsibilities to implement its air quality plan and adopt rules to attain the national ambient air quality standards, SCAQMD adopts a dozen or more rules each year to require pollution reductions from a wide variety of sources. The SCAQMD staff evaluates each rule for any adverse environmental impact and prepares the appropriate CEQA document. Although most rules reduce air emissions, they may have secondary environmental impacts such as use of water or energy or disposal of waste—e.g., spent catalyst from control equipment.[3]

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[3] The SCAQMD's CEQA program for its rules is a "Certified Regulatory Program" under which it prepares a "functionally equivalent" document in lieu of a negative declaration or EIR. (Pub. Resources Code § 21080.5, CEQA Guidelines § 15251(l).)

The SCAQMD also approves a large number of permits every year to construct new, modified, or replacement facilities that emit regulated air pollutants. The majority of these air pollutant sources have already been included in an earlier CEQA evaluation for a larger project, are currently being evaluated by a local government as lead agency, or qualify for an exemption. However, the SCAQMD sometimes acts as lead agency for major projects where the local government does not have a discretionary approval. In such cases, SCAQMD prepares and certifies a negative declaration or environmental impact report (EIR) as appropriate.[4] SCAQMD evaluates perhaps a dozen such permit projects under CEQA each year. SCAQMD is often also a "responsible agency" for many projects since it must issue a permit for part of the projects (e.g., a boiler used to provide heat in a commercial building). For permit projects evaluated by another lead agency under CEQA, SCAQMD has the right to determine that the CEQA document is inadequate for its purposes as a responsible agency, but it may not do so because its permit program already requires all permitted sources to use the best available air pollution control technology. (SCAQMD, *Rule 1303(a)(1) – Requirements*, http://www.aqmd.gov/home/regulations/rules/scaqmd-rule-book/regulation-xiii; then follow "Rule 1303" hyperlink (last visited Apr. 1, 2015).)

Finally, SCAQMD receives as many as 60 or more CEQA documents each month (around 500 per year) in its role as commenting agency or an agency with "jurisdiction by law" over air quality—a natural resource affected by the project. (Pub. Resources Code §§ 21104(a), 21153; CEQA Guidelines § 15366(a)(3).) The SCAQMD staff provides comments on as many as 25 or 30 such documents each month.

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[4] The SCAQMD's permit projects are not included in its Certified Regulatory Program, and are evaluated under the traditional local government CEQA analysis. (Pub. Resources Code §§ 21150-21154.)

(SCAQMD Governing Board Agenda, Apr. 3, 2015, Agenda Item 16, Attachment A, http://www.aqmd.gov/home/library/meeting-agendas-minutes/agenda?title=governing-board-meeting-agenda-april-3-2015; then follow "16. Lead Agency Projects and Environmental Documents Received by SCAQMD" hyperlink (last visited Apr. 1, 2015).) Of course, SCAQMD focuses its commenting efforts on the more significant projects.

Typically, SCAQMD comments on the adequacy of air quality analysis, appropriateness of assumptions and methodology, and completeness of the recommended air quality mitigation measures. Staff may comment on the need to prepare a health risk assessment detailing the projected cancer and noncancer risks from toxic air contaminants resulting from the project, particularly the impacts of diesel particulate matter, which CARB has identified as a toxic air contaminant based on its carcinogenic effects. (California Air Resources Board, Resolution 98-35, Aug. 27, 1998, http://www.arb.ca.gov/regact/diesltac/diesltac.htm; then follow Resolution 98-35 hyperlink (last visited Apr. 1, 2015).) Because SCAQMD already requires new or modified stationary sources of toxic air contaminants to use the best available control technology for toxics and to keep their risks below specified levels, (SCAQMD Rule 1401, supra, note 15), the greatest opportunity to further mitigate toxic impacts through the CEQA process is by reducing emissions—particularly diesel emissions—from vehicles.

II. THIS COURT SHOULD NOT SET A HARD-AND-FAST RULE CONCERNING THE EXTENT TO WHICH AN EIR MUST CORRELATE A PROJECT'S EMISSION OF POLLUTANTS WITH RESULTING HEALTH IMPACTS.

Numerous cases hold that courts do not review the correctness of an EIR's conclusions but rather its sufficiency as an informative document. (*Laurel Heights 1, supra*, 47 Cal.3d at p. 392; *Citizens of Goleta Valley v.*

Bd. of Supervisors (1990) 52 Cal.3d 553, 569; *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1197.)

As stated by the Court of Appeal in this case, where an EIR has addressed a topic, but the petitioner claims that the information provided about that topic is insufficient, courts must "draw[] a line that divides *sufficient* discussions from those that are *insufficient*." (*Sierra Club v. County of Fresno* (2014) 226 Cal.App.4th 704 (superseded by grant of review) 172 Cal.Rptr.3d 271, 290.) The Court of Appeal readily admitted that "[t]he terms themselves – sufficient and insufficient – provide little, if any, guidance as to where the line should be drawn. They are simply labels applied once the court has completed its analysis." (*Id.*)

The CEQA Guidelines, however, provide guidance regarding what constitutes a sufficient discussion of impacts. Section 15151 states that "the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible." Case law reflects this: "Analysis of environmental effects need not be exhaustive, but will be judged in light of what was reasonably feasible." (*Association of Irritated Residents v. County of Madera, supra,* 107 Cal.App.4th at p. 1390; see also CEQA Guidelines § 15204(a).)

Applying this test, this Court cannot realistically establish a hard-and-fast rule that an analysis correlating air pollution impacts of a project to quantified resulting health impacts is always required, or indeed that it is never required. Simply put, in some cases such an analysis will be "feasible"; in some cases it will not.

For example, air pollution control districts often require a proposed new source of toxic air contaminants to prepare a "health risk assessment" before issuing a permit to construct. District rules often limit the allowable cancer risk the new source may cause to the "maximally exposed individual" (worker and residence exposures). (*See, e.g.*, SCAQMD Rule 1401(c)(8); 1401(d)(1), *supra* note 15.) In order to perform this analysis, it

is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). (SCAQMD, *Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act (AB2588), pp. 11-16*; (last visited Apr. 1, 2015) http://www.aqmd.gov/home/library/documents-support-material; "Guidelines" hyperlink; AB2588; then follow AB2588 Risk Assessment Guidelines hyperlink.)

Thus, it is feasible to determine the health risk posed by a new gas station locating at an intersection in a mixed use area, where receptor locations are known. On the other hand, it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk—it does not necessarily mean anyone will contract cancer as a result of the project.

In order to find the "cancer burden" or expected additional cases of cancer resulting from the project, it is also necessary to know the numbers and location of individuals living within the "zone of impact" of the project: i.e., those living in areas where the projected cancer risk from the project exceeds one in a million. (SCAQMD, Health Risk Assessment Summary form, http://www.aqmd.gov/home/forms ; filter by "AB2588" category; then "Health Risk Assessment" hyperlink (last visited Apr. 1, 2015).) The affected population is divided into bands of those exposed to at least 1 in a million risk, those exposed to at least 10 in a million risk, etc. up to those exposed at the highest levels. (*Id.*) This data allows agencies to calculate an approximate number of additional cancer cases expected from

the project. However, it is not possible to predict which particular individuals will be affected.

For the so-called criteria pollutants[5], such as ozone, it may be more difficult to quantify health impacts. Ozone is formed in the atmosphere from the chemical reaction of the nitrogen oxides (NO_x) and volatile organic compounds (VOC) in the presence of sunlight. (U.S. EPA, Ground Level Ozone, http://www.epa.gov/airquality/ozonepollution/ (last updated Mar. 25, 2015).) It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. (U.S. EPA, *Guideline on Ozone Monitoring Site Selection* (Aug. 1998) EPA-454/R-98-002 § 5.1.2, http://www.epa.gov/ttnamti1/archive/cpreldoc.html (last visited Apr. 1, 2015).) NO_x and VOC are known as "precursors" of ozone.

Scientifically, health effects from ozone are correlated with increases in the ambient level of ozone in the air a person breathes. (U.S. EPA, *Health Effects of Ozone in the General Population,* Figure 9, http://www.epa.gov/apti/ozonehealth/population.html#levels (last visited Apr. 1, 2015).) However, it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region. For example, the SCAQMD's 2012 AQMP showed that reducing NO_x by 432 tons per day (157,680 tons/year) and reducing VOC by 187 tons per day (68,255 tons/year) would reduce ozone levels at the SCAQMD's monitor site with the highest levels by only 9 parts per billion. (South Coast Air Quality Management District, *Final 2012 AQMP (February 2013)*, http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan; then follow "Appendix V: Modeling & Attainment Demonstrations" hyperlink,

[5] See discussion of types of pollutants, supra, Part I.A.

pp. v-4-2, v-7-4, v-7-24.) SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by NO_x or VOC emissions from relatively small projects.

On the other hand, this type of analysis may be feasible for projects on a regional scale with very high emissions of NO_x and VOCs, where impacts are regional. For example, in 2011 the SCAQMD performed a health impact analysis in its CEQA document for proposed Rule 1315, which authorized various newly-permitted sources to use offsets from the districts "internal bank" of emission reductions. This CEQA analysis accounted for essentially *all* the increases in emissions due to new or modified sources in the District between 2010 and 2030.[6] The SCAQMD was able to correlate this very large emissions increase (e.g., 6,620 pounds per day NO_x (1,208 tons per year), 89,180 pounds per day VOC (16,275 tons per year)) to expected health outcomes from ozone and particulate matter (e.g., 20 premature deaths per year and 89,947 school absences in the year 2030 due to ozone).[7] (SCAQMD Governing Board Agenda, February 4, 2011, Agenda Item 26, *Assessment for: Re-adoption of Proposed Rule 1315 – Federal New Source Review Tracking System* (see hyperlink in fn 6*)* at p. 4.1-35, Table 4.1-29.)

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[6] (SCAQMD Governing Board Agenda, February 4, 2011, Agenda Item 26, Attachment G, *Assessment for: Re-adoption of Proposed Rule 1315 – Federal New Source Review Tracking System, Vol. 1, p.4.0-6,* http://www.aqmd.gov/home/library/meeting-agendas-minutes/agenda?title=governing-board-meeting-agenda-february-4-2011; the follow "26. Adopt Proposed Rule 1315 – Federal New Source Review Tracking System" (last visited April 1, 2015).)

[7] The SCAQMD was able to establish the location of future NO_x and VOC emissions by assuming that new projects would be built in the same locations and proportions as existing stationary sources. This CEQA document was upheld by the Los Angeles County Superior Court in *Natural Res. Def. Council v SCAQMD*, Los Angeles Superior Court No. BS110792).

However, a project emitting only 10 tons per year of NO_x or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models that are currently used to determine ozone levels. Thus, in this case it would not be feasible to directly correlate project emissions of VOC or NO_x with specific health impacts from ozone. This is in part because ozone formation is not linearly related to emissions. Ozone impacts vary depending on the location of the emissions, the location of other precursor emissions, meteorology and seasonal impacts, and because ozone is formed some time later and downwind from the actual emission. (EPA Guideline on Ozone Monitoring Site Selection (Aug. 1998) EPA-454/R-98-002, § 5.1.2; https://www.epa.gov/ttnamti1/archive/cpreldoc.html; then search "Guideline on Ozone Monitoring Site Selection" click on pdf) (last viewed Apr. 1, 2015).)

SCAQMD has set its CEQA "significance" threshold for NO_x and VOC at 10 tons per year (expressed as 55 lb/day). (SCAQMD, *Air Quality Analysis Handbook*, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook; then follow "SCAQMD Air Quality Significance Thresholds" hyperlink (last visited Apr. 1, 2015).) This is because the federal Clean Air Act defines a "major" stationary source for "extreme" ozone nonattainment areas such as SCAQMD as one emitting 10 tons/year. (42 U.S.C. §§ 7511a(e), 7511a(f); CAA §§ 182(e), 182(f).) Under the Clean Air Act, such sources are subject to enhanced control requirements (42 U.S.C. §§ 7502(c)(5), 7503; CAA §§ 172(c)(5), 173), so SCAQMD decided this was an appropriate threshold for making a CEQA "significance" finding and requiring feasible mitigation. Essentially, SCAQMD takes the position that a source that emits 10 tons/year of NO_x or VOC would contribute cumulatively to ozone formation. Therefore, lead agencies that use SCAQMD's thresholds of significance may determine

that many projects have "significant" air quality impacts and must apply all feasible mitigation measures, yet will not be able to precisely correlate the project to quantifiable health impacts, unless the emissions are sufficiently high to use a regional modeling program.

In the case of particulate matter ($PM_{2.5}$)[8], another "criteria" pollutant, SCAQMD staff is aware of two possible methods of analysis. SCAQMD used regional modeling to predict expected health impacts from its proposed Rule 1315, as mentioned above. Also, the California Air Resources Board (CARB) has developed a methodology that can predict expected mortality (premature deaths) from large amounts of $PM_{2.5}$. (California Air Resources Board, *Health Impacts Analysis: PM Premature Death Relationship*, http://www.arb.ca.gov/research/health/pm-mort/pm-mort_arch.htm (last reviewed Jan. 19, 2012).) SCAQMD used the CARB methodology to predict impacts from three very large power plants (e.g., 731-1837 lbs/day). (Final Environmental Assessment for Rule 1315, *supra*, pp 4.0-12, 4.1-13, 4.1-37 (e.g., 125 premature deaths in the entire SCAQMD in 2030), 4.1-39 (0.05 to 1.77 annual premature deaths from power plants.) Again, this project involved large amounts of additional $PM_{2.5}$ in the District, up to 2.82 tons/day (5,650 lbs/day of $PM_{2.5}$, or, or 1029 tons/year. (*Id.* at table 4.1-4, p. 4.1-10.)

However, the primary author of the CARB methodology has reported that this $PM_{2.5}$ health impact methodology is not suited for small projects and may yield unreliable results due to various uncertainties. [9] (SCAQMD, *Final Subsequent Mitigated Negative Declaration for: Warren*

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[8] SCAQMD has not attained the latest annual or 24-hour national ambient air quality standards for "$PM_{2.5}$" or particulate matter less than 2.5 microns in diameter.

[9] Among these uncertainties are the representativeness of the population used in the methodology, and the specific source of PM and the corresponding health impacts. (*Id.* at p. 2-24.)

E&P, Inc. WTU Central Facility, New Equipment Project (certified July 19, 2011), http://www.aqmd.gov/home/library/documents-support-material/lead-agency-permit-projects/permit-project-documents---year-2011; then follow "Final Subsequent Mitigated Negative Declaration for Warren E&P Inc. WTU Central Facility, New Equipment Project" hyperlink, pp. 2-22, 2-23 (last visited Apr. 1, 2015).) Therefore, when SCAQMD prepared a CEQA document for the expansion of an existing oil production facility, with very small $PM_{2.5}$ increases (3.8 lb/day) and a very small affected population, staff elected not to use the CARB methodology for using estimated $PM_{2.5}$ emissions to derive a projected premature mortality number and explained why it would be inappropriate to do so. (*Id.* at pp 2-22 to 2-24.) SCAQMD staff concluded that use of this methodology for such a small source could result in unreliable findings and would not provide meaningful information. (*Id.* at pp. 2-23, 2-25.) This CEQA document was not challenged in court.

In the above case, while it may have been technically possible to plug the data into the methodology, the results would not have been reliable or meaningful. SCAQMD believes that an agency should not be required to perform analyses that do not produce reliable or meaningful results. This Court has already held that an agency may decline to use even the "normal" "existing conditions" CEQA baseline where to do so would be misleading or without informational value. (*Neighbors for Smart Rail v. Exposition Metro Line* (2013) 57 Cal.4th 439, 448, 457.) The same should be true for a decision that a particular study or analysis would not provide reliable or meaningful results.[10]

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[10] Whether a particular study would result in "informational value" is a part of deciding whether it is "feasible." CEQA defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and

Therefore, it is not possible to set a hard-and-fast rule on whether a correlation of air quality impacts with specific quantifiable health impacts is required in all cases. Instead, the result turns on whether such an analysis is reasonably feasible in the particular case.[11] Moreover, what is reasonably feasible may change over time as scientists and regulatory agencies continually seek to improve their ability to predict health impacts. For example, CARB staff has been directed by its Governing Board to reassess and improve the methodology for estimating premature deaths. (California Air Resources Board, *Health Impacts Analysis: PM Mortality Relationship*, http://www.arb.ca.gov/research/health/pm-mort/pm-mort.htm (last reviewed Dec. 29, 2010).) This factor also counsels against setting any hard-and-fast rule in this case.

III. THE QUESTION OF WHETHER AN EIR CONTAINS SUFFICIENT ANALYSIS TO MEET CEQA'S REQUIREMENTS IS A MIXED QUESTION OF FACT AND LAW GOVERNED BY TWO DIFFERENT STANDARDS OF REVIEW.

A. Standard of Review for Feasibility Determination and Sufficiency as an Informative Document

A second issue in this case is whether courts should review an EIR's informational sufficiency under the "substantial evidence" test as argued by Friant Ranch or the "independent judgment" test as argued by Sierra Club.

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technological factors." (Pub. Resources Code § 21061.1.) A study cannot be "accomplished in a *successful* manner" if it produces unreliable or misleading results.

[11] In this case, the lead agency did not have an opportunity to determine whether the requested analysis was feasible because the comment was non-specific. Therefore, SCAQMD suggests that this Court, after resolving the legal issues in the case, direct the Court of Appeal to remand the case to the lead agency for a determination of whether the requested analysis is feasible. Because Fresno County, the lead agency, did not seek review in this Court, it seems likely that the County has concluded that at least some level of correlation of air pollution with health impacts is feasible.

As this Court has explained, "a reviewing court must adjust its scrutiny to the nature of the alleged defect, depending on whether the claim is predominantly one of improper procedure or a dispute over the facts." (*Vineyard Area Citizens v. City of Rancho Cordova, supra,* 40 Cal.4th at 435.) For questions regarding compliance with proper procedure or other legal questions, courts review an agency's action de novo under the "independent judgment" test. (*Id.*) On the other hand, courts review factual disputes only for substantial evidence, thereby "accord[ing] greater deference to the agency's substantive factual conclusions." (*Id.*)

Here, Friant Ranch and Sierra Club agree that the case involves the question of whether an EIR includes sufficient information regarding a project's impacts. However, they disagree on the proper standard of review for answering this question: Sierra Club contends that courts use the independent judgment standard to determine whether an EIR's analysis is sufficient to meet CEQA's informational purposes,[12] while Friant Ranch contends that the substantial evidence standard applies to this question.

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[12] Sierra Club acknowledges that courts use the substantial evidence standard when reviewing predicate factual issues, but argues that courts ultimately decide as a matter of law what CEQA requires. (Answering Brief, pp. 14, 23.)

SCAQMD submits that the issue is more nuanced than either party contends. We submit that, whether a CEQA document includes sufficient analysis to satisfy CEQA's informational mandates is a mixed question of fact and law,[13] containing two levels of inquiry that should be judged by different standards.[14]

The state CEQA Guidelines set forth standards for the adequacy of environmental analysis. Guidelines Section 15151 states:

> An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good-faith effort at full disclosure.

In this case, the basic question is whether the underlying analysis of air quality impacts made the EIR "sufficient" as an informative document. However, whether the EIR's analysis was sufficient is judged in light of what was reasonably feasible. This represents a mixed question of fact and law that is governed by two different standards of review.

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[13] Friant Ranch actually states that the claim that an EIR lacks sufficient relevant information is, "most properly thought of as raising mixed questions of fact and law." (Opening Brief, p. 27.) However, the remainder of its argument claims that the court should apply the substantial evidence standard of review to all aspects of the issue.

[14] Mixed questions of fact and law issues may implicate predominantly factual subordinate questions that are reviewed under the substantial evidence test even though the ultimate question may be reviewed by the independent judgment test. *Crocker National Bank v. City and County of San Francisco* (1989) 49 Cal.3d 881, 888-889.

SCAQMD submits that an EIR's sufficiency as an informational document is ultimately a legal question that courts should determine using their independent judgment. This Court's language in *Laurel Heights I* supports this position. As this Court explained: "The court does not pass upon the correctness of the EIR's environmental conclusions, but only upon its *sufficiency as an informative document.*" (*Laurel Heights I, supra,* 47 Cal.3d at 392-393) (emphasis added.) As described above, the Court in *Vineyard Area Citizens v. City of Rancho Cordova, supra,* 40 Cal.4th at 431, also used its independent judgment to determine what level of analysis CEQA requires for water supply impacts. The Court did not defer to the lead agency's opinion regarding the law's requirements; rather, it determined for itself what level of analysis was necessary to meet "[t]he law's informational demands." (*Id.* at p. 432.) Further, existing case law also holds that where an agency fails to comply with CEQA's information disclosure requirements, the agency has "failed to proceed in the manner required by law." (*Save Our Peninsula Comm. v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 118.)

However, whether an EIR satisfies CEQA's requirements depends in part on whether it was reasonably feasible for an agency to conduct additional or more thorough analysis. EIRs must contain "a detailed statement" of a project's impacts (Pub. Res. Code § 21061), and an agency must "use its best efforts to find out and disclose all that it reasonably can." (CEQA Guidelines § 15144.) Nevertheless, "the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible." (CEQA Guidelines § 15151.)

SCAQMD submits that the question of whether additional analysis or a particular study suggested by a commenter is "feasible" is generally a question of fact. Courts have already held that whether a particular alternative is "feasible" is reviewed by the substantial evidence test.

(*Uphold Our Heritage v. Town of Woodside* (2007) 147 Cal.App.4th 587, 598-99; *Center for Biological Diversity v. County of San Bernardino* (2010) 185 Cal.App.4th 866, 883.) Thus, if a lead agency determines that a particular study or analysis is infeasible, that decision should generally be judged by the substantial evidence standard. However, SCAQMD urges this Court to hold that lead agencies must explain the basis of any determination that a particular analysis is infeasible in the EIR itself. An EIR must discuss information, including issues related to the feasibility of particular analyses "in sufficient detail to enable meaningful participation and criticism by the public. '[W]hatever is required to be considered in an EIR must be in that formal report; what any official might have known from other writings or oral presentations cannot supply what is lacking in the report.'" (*Laurel Heights I, supra*, 47 Cal.3d at p. 405 (quoting *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3d 818, 831) (discussing analysis of alternatives).) The evidence on which the determination is based should also be summarized in the EIR itself, with appropriate citations to reference materials if necessary. Otherwise commenting agencies such as SCAQMD would be forced to guess where the lead agency's evidence might be located, thus thwarting effective public participation.

Moreover, if a lead agency determines that a particular study or analysis would not result in reliable or useful information and for that reason is not feasible, that determination should be judged by the substantial evidence test. (See *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority*, *supra*, 57 Cal.4th 439, 448, 457:

whether "existing conditions" baseline would be misleading or uninformative judged by substantial evidence standard.[15])

If the lead agency's determination that a particular analysis or study is not feasible is supported by substantial evidence, then the agency has not violated CEQA's information disclosure provisions, since it would be infeasible to provide additional information. This Court's decisions provide precedent for such a result. For example, this Court determined that the issue of whether the EIR should have included a more detailed discussion of future herbicide use was resolved because substantial evidence supported the agency's finding that "the precise parameters of future herbicide use could not be predicted." *Ebbetts Pass Forest Watch v. California Dept. of Forestry & Fire Protection* (2008) 43 Cal.4th 936, 955.

Of course, SCAQMD expects that courts will continue to hold lead agencies to their obligations to consult with, and not to ignore or misrepresent, the views of sister agencies having special expertise in the area of air quality. (*Berkeley Keep Jets Over the Bay v. Board of Port Commissioners* (2007) 91 Cal.App.4th 1344, 1364 n.11.) In some cases, information provided by such expert agencies may establish that the purported evidence relied on by the lead agency is not in fact "substantial". (*Id.* at pp. 1369-1371.)

In sum, courts retain ultimate responsibility to determine what CEQA requires. However, the law does not require exhaustive analysis, but only what is reasonably feasible. Agencies deserve deference for their factual determinations regarding what type of analysis is reasonably feasible. On the other hand, if a commenter requests more information, and the lead agency declines to provide it but does *not* determine that the

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[15] The substantial evidence standard recognizes that the courts "have neither the resources nor the scientific expertise" to weigh conflicting evidence on technical issues. (*Laurel Heights I, supra,* 47 Cal.3d 376, 393.)

requested study or analysis would be infeasible, misleading or uninformative, the question becomes whether the omission of that analysis renders the EIR inadequate to satisfy CEQA's informational purposes. (*Id.* at pp. 1370-71.) Again, this is predominantly a question of law and should be judged by the de novo or independent judgment standard of review. Of course, this Court has recognized that a "project opponent or reviewing court can always imagine some additional study or analysis that might provide helpful information. It is not for them to design the EIR. That further study...might be helpful does not make it necessary." (*Laurel Heights I, supra,* 47 Cal.3d 376, 415 – see also CEQA Guidelines § 15204(a) [CEQA "does not require a lead agency to conduct every test. . . recommended or demanded by commenters."].) Courts, then, must adjudicate whether an omission of particular information renders an EIR inadequate to serve CEQA's informational purposes.[16]

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[16] We recognize that there is case law stating that the substantial evidence standard applies to "challenges to the scope of an EIR's analysis of a topic" as well as the methodology used and the accuracy of the data relied on in the document "because these types of challenges involve factual questions." (*Bakersfield Citizens for Local Control v. City of Bakersfield, supra,* 124 Cal.App.4th 1184, 1198, and cases relied on therein.) However, we interpret this language to refer to situations where the question of the scope of the analysis really is factual—that is, where it involves whether further analysis is feasible, as discussed above. This interpretation is supported by the fact that the *Bakersfield* court expressly rejected an argument that a claimed "omission of information from the EIR should be treated as inquiries whether there is substantial evidence supporting the decision approving the project. " *Bakersfield, supra,* 124 Cal.App.4th at p. 1208. And the *Bakersfield* court ultimately decided that the lead agency must analyze the connection between the identified air pollution impacts and resulting health impacts, even though the EIR already included some discussion of air-pollution-related respiratory illnesses. *Bakersfield, supra,* 124 Cal.App.4th at p. 1220. Therefore, the court must not have interpreted this question as one of the "scope of the analysis" to be judged by the substantial evidence standard.

B. Friant Ranch's Rationale for Rejecting the Independent Judgment Standard of Review is Unsupported by Case Law.

In its brief, Friant Ranch makes a distinction between cases where a required CEQA topic is not discussed at all (to be reviewed by independent judgment as a failure to proceed in the manner required by law) and cases where a topic is discussed, but the commenter claims the information provided is insufficient (to be judged by the substantial evidence test). (Opening Brief, pp. 13-17.) The Court of Appeal recognized these two types of cases, but concluded that both raised questions of law. (*Sierra Club v. County of Fresno* (2014) 226 Cal.App.4th 704 (superseded by grant of review) 172 Cal.Rptr.3d 271, 290.) We believe the distinction drawn by Friant Ranch is unduly narrow, and inconsistent with cases which have concluded that CEQA documents are insufficient. In many instances, CEQA's requirements are stated broadly, and the courts must interpret the law to determine what level of analysis satisfies CEQA's mandate for providing meaningful information, even though the EIR discusses the issue to some extent.

For example, the CEQA Guidelines require discussion of the existing environmental baseline. In *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 954-955, the lead agency had discussed the environmental baseline by describing historic month-end water levels in the affected lakes. However, the court held that this was not an adequate baseline discussion because it failed to discuss the timing and amounts of past actual water releases, to allow comparison with the proposed project. The court evidently applied the independent judgment test to its decision, even though the agency discussed the issue to some extent.

Likewise, in *Vineyard Area Citizens* (2007) 40 Cal.4th 412, this Court addressed the question of whether an EIR's analysis of water supply impacts complied with CEQA. The parties agreed that the EIR was required to analyze the effects of providing water to the development project, "and that in order to do so the EIR had, in some manner, to identify the planned sources of that water." (*Vineyard Area Citizens, supra,* at p. 428.) However, the parties disagreed as to the level of detail required for this analysis and "what level of uncertainty regarding the availability of water supplies can be tolerated in an EIR . . . ." (*Id.*) In other words, the EIR had analyzed water supply impacts for the project, but the petitioner claimed that the analysis was insufficient.

This Court noted that neither CEQA's statutory language or the CEQA Guidelines specifically addressed the question of how precisely an EIR must discuss water supply impacts. (*Id.*) However, it explained that CEQA "states that '[w]hile foreseeing the unforeseeable is not possible, an agency must use its best efforts to find out and disclose all that it reasonably can.'" (*Id.*, [Guidelines § 15144].) The Court used this general principle, along with prior precedent, to elucidate four "principles for analytical adequacy" that are necessary in order to satisfy "CEQA's informational purposes." (*Vineyard Area Citizens, supra,* at p. 430.) The Court did not defer to the agency's determination that the EIR's analysis of water supply impacts was sufficient. Rather, this Court used its independent judgment to determine for itself the level of analysis required to satisfy CEQA's fundamental purposes. (*Vineyard Area Citizens, supra*, at p. 441: an EIR does not serve its purposes where it neglects to explain likely sources of water and "... leaves long term water supply considerations to later stages of the project.")

Similarly, the CEQA Guidelines require an analysis of noise impacts of the project. (Appendix G, "Environmental Checklist Form."[17]) In *Gray v. County of Madera* (2008) 167 Cal.App.4th 1099, 1123, the court held that the lead agency's noise impact analysis was inadequate even though it had addressed the issue and concluded that the increase would not be noticeable. If the court had been using the substantial evidence standard, it likely would have upheld this discussion.

Therefore, we do not agree that the issue can be resolved on the basis suggested by Friant Ranch, which would apply the substantial evidence standard to *every* challenge to an analysis that addresses a required CEQA topic. This interpretation would subvert the courts' proper role in interpreting CEQA and determining what the law requires.

Nor do we agree that the Court of Appeal in this case violated CEQA's prohibition on courts interpreting its provisions "in a manner which imposes procedural or substantive requirements beyond those explicitly stated in this division or in the state guidelines." (Pub. Resources Code § 21083.1.) CEQA requires an EIR to describe *all* significant impacts of the project on the environment. (Pub. Resources Code § 21100(b)(2); *Vineyard Area Citizens, supra,* at p. 428.) Human beings are part of the environment, so CEQA requires EIRs to discuss a project's significant impacts on human health. However, except in certain particular circumstances,[18] neither the CEQA statute nor Guidelines specify the precise level of analysis that agencies must undertake to satisfy the law's requirements. (see, e.g., CEQA Guidelines § 15126.2(a) [EIRs must describe "health and safety problems caused by {a project's} physical changes"].) Accordingly, courts must interpret CEQA as a whole to

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[17] Association of Environmental Professionals, 2015 CEQA Statute and Guidelines (2015) p.287.

[18] E.g., Pub. Resources Code § 21151.8(C)(3)(B)(iii) (requiring specific type of health risk analysis for siting schools).

determine whether a particular EIR is sufficient as an informational document. A court determining whether an EIR's discussion of human health impacts is legally sufficient does not constitute imposing a new substantive requirement.[19] Under Friant Ranch's theory, the above-referenced cases holding a CEQA analysis inadequate would have violated the law. This is not a reasonable interpretation.

IV. COURTS MUST SCRUPULOUSLY ENFORCE THE REQUIREMENTS THAT LEAD AGENCIES CONSULT WITH AND OBTAIN COMMENTS FROM AIR DISTRICTS

Courts must "scrupulously enforce" CEQA's legislatively mandated requirements. (*Vineyard Area Citizens, supra*, 40 Cal.4th 412, 435.) Case law has firmly established that lead agencies must consult with the relevant air pollution control district before conducting an initial study, and must provide the districts with notice of the intention to adopt a negative declaration (or EIR). (*Schenck v. County of Sonoma* (2011) 198 Cal.App.4th 949, 958.) As *Schenck* held, neither publishing the notice nor providing it to the State Clearinghouse was a sufficient substitute for sending notice directly to the air district. (*Id.*) Rather, courts "must be satisfied that [administrative] agencies have fully complied with the procedural requirements of CEQA, since only in this way can the important public purposes of CEQA be protected from subversion." *Schenck,* 198 Cal.App.4th at p. 959 (citations omitted).[20]

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[19] We submit that Public Resources Code Section 21083.1 was intended to prevent courts from, for example, holding that an agency must analyze economic impacts of a project where there are no resulting environmental impacts (see CEQA Guidelines § 15131) , or imposing new procedural requirements, such as imposing additional public notice requirements not set forth in CEQA or the Guidelines.

[20] Lead agencies must consult air districts, as public agencies with jurisdiction by law over resources affected by the project, *before* releasing an EIR. (Pub. Resources Code §§ 21104(a); 21153.) Moreover, air

Lead agencies should be aware, therefore, that failure to properly seek and consider input from the relevant air district constitutes legal error which may jeopardize their project approvals. For example, the court in *Fall River Wild Trout Foundation v. County of Shasta,* (1999) 70 Cal.App.4th 482, 492 held that the failure to give notice to a trustee agency (Department of Fish and Game) was prejudicial error requiring reversal. The court explained that the lack of notice prevented the Department from providing any response to the CEQA document. (*Id.* at p. 492.) It therefore prevented relevant information from being presented to the lead agency, which was prejudicial error because it precluded informed decision-making. (*Id.*)[21]

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districts should be considered "state agencies" for purposes of the requirement to consult with "trustee agencies" as set forth in Public Resources Code § 20180.3(a). This Court has long ago held that the districts are not mere "local agencies" whose regulations are superseded by those of a state agency regarding matters of statewide concern, but rather have concurrent jurisdiction over such issues. (*Orange County Air Pollution Control District v. Public Util. Com.* (1971) 4 Cal.3d 945, 951, 954.) Since air pollution is a matter of statewide concern, *Id* at 952, air districts should be entitled to trustee agency status in order to ensure that this vital concern is adequately protected during the CEQA process.

[21] In *Schenck,* the court concluded that failure to give notice to the air district was not prejudicial, but this was partly because the trial court had already corrected the error before the case arrived at the Court of Appeal. The trial court issued a writ of mandate requiring the lead agency to give notice to the air district. The air district responded by concurring with the lead agency that air impacts were not significant. (*Schenck,* 198 Cal.App.4th 949, 960.) We disagree with the *Schenck* court that the failure to give notice to the air district would not have been prejudicial (even in the absence of the trial court writ) merely because the lead agency purported to follow the air district's published CEQA guidelines for significance. (*Id.*, 198 Cal.App.4th at p. 960.) In the first place, absent notice to the air district, it is uncertain whether the lead agency properly followed those guidelines. Moreover, it is not realistic to expect that an air district's published guidelines would necessarily fully address all possible air-quality related issues that can arise with a CEQA project, or that those

Similarly, lead agencies must obtain additional information requested by expert agencies, including those with jurisdiction by law, if that information is necessary to determine a project's impacts. (*Sierra Club v. State Bd. Of Forestry* (1994) 7 Cal.4th 1215, 1236-37.) Approving a project without obtaining that information constitutes a failure to proceed in the manner prescribed by CEQA. (*Id.* at p. 1236.)

Moreover, a lead agency can save significant time and money by consulting with the air district early in the process. For example, the lead agency can learn what the air district recommends as an appropriate analysis on the facts of its case, including what kinds of health impacts analysis may be available, and what models are appropriate for use. This saves the lead agency from the need to do its analysis all over again and possibly needing to recirculate the document after errors are corrected, if new significant impacts are identified. (CEQA Guidelines § 15088.5(a).) At the same time, the air district's expert input can help the lead agency properly determine whether another commenter's request for additional analysis or studies is reasonable or feasible. Finally, the air district can provide input on what mitigation measures would be feasible and effective.

Therefore, we suggest that this Court provide guidance to lead agencies reminding them of the importance of consulting with the relevant air districts regarding these issues. Otherwise, their feasibility decisions may be vulnerable to air district evidence that establishes that there is no substantial evidence to support the lead agency decision not to provide specific analysis. (*See Berkeley Keep Jets Over the Bay, supra,* 91 Cal.App.4th 1344, 1369-1371.)

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guidelines would necessarily be continually modified to reflect new developments. Therefore we believe that, had the trial court not already ordered the lead agency to obtain the air district's views, the failure to give notice would have been prejudicial, as in *Fall River, supra,* 70 Cal.App.4th 482, 492.

CONCLUSION

The SCAQMD respectfully requests this Court *not* to establish a hard-and-fast rule concerning whether CEQA requires a lead agency to correlate identified air quality impacts of a project with resulting health outcomes. Moreover, the question of whether an EIR is "sufficient as an informational document" is a mixed question of fact and law containing two levels of inquiry. Whether a particular proposed analysis is feasible is predominantly a question of fact to be judged by the substantial evidence standard of review. Where the requested analysis is feasible, but the lead agency relies on legal or policy reasons not to provide it, the question of whether the EIR is nevertheless sufficient as an informational document is predominantly a question of law to be judged by the independent judgment standard of review.

Respectfully submitted,

DATED: April 3, 2015

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
KURT R. WIESE, GENERAL COUNSEL
BARBARA BAIRD, CHIEF DEPUTY COUNSEL

By: Barbara Baird
Barbara Baird
Attorneys for Amicus Curiae
SOUTH COAST AIR QUALITY MANAGEMENT DISTICT

CERTIFICATE OF WORD COUNT

Pursuant to Rule 8.520(c)(1) of the California Rules of Court, I hereby certify that this brief contains 8,476 words, including footnotes, but excluding the Application, Table of Contents, Table of Authorities, Certificate of Service, this Certificate of Word Count, and signature blocks. I have relied on the word count of the Microsoft Word Vista program used to prepare this Certificate.

DATED: April 3, 2015 Respectfully submitted,

Barbara Baird

Barbara Baird

PROOF OF SERVICE

I am employed in the County of Los Angeles, California. I am over the age of 18 years and not a party to the within action. My business address is 21865 Copley Drive, Diamond Bar, California 91765.

On April 3, 2015 I served true copies of the following document(s) described as **APPLICATION OF THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT FOR LEAVE TO FILE BRIEF OF *AMICUS CURIAE* IN SUPPORT OF NEITHER PARTY AND *[PROPOSED]* BRIEF OF *AMICUS CURIAE*** by placing a true copy of the foregoing document(s) in a sealed envelope addressed as set forth on the attached service list as follows:

BY MAIL: I enclosed the document(s) in a sealed envelope or package addressed to the persons at the addresses listed in the Service List and placed the envelope for collection and mailing following our ordinary business practices. I am readily familiar with this District's practice for collection and processing of correspondence for mailing. Under that practice, the correspondence would be deposited with the United States Postal Service, with postage thereon fully prepaid at Diamond Bar, California, in the ordinary course of business. I am aware that on motion of the party served, service is presumed invalid if postal cancellation date or postage meter date is more than one day after date of deposit for mailing in affidavit.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on April 3, 2015 at Diamond Bar, California.

Patricia Anderson

SERVICE LIST

James G. Moose, Tiffany K. Wright, Laura M. Harris
REMY MOOSE MANLEY, LLP
555 Capitol Mall, Suite 800
Sacramento, CA 95814

Attorneys for Real Party in Interest and Respondent *Friant Ranch, L.P.*

Bryan N. Wagner
WAGNER & WAGNER
7110 N. Fresno St, Suite 340
Fresno, CA 93720

Attorney for Real Party in Interest and Respondent *Friant Ranch, L.P.*

Sara Hedgpeth-Harris
LAW OFFICE OF SARA HEDGPETH-HARRIS
5445 E. Lane Avenue
Fresno, CA 93727

Attorney for Plaintiffs and Appellants *Sierra Club, et al*

Daniel C. Cederborg
Bruce B. Johnson, Jr.
Zachary Stephen Redmond
OFFICE OF THE FRESNO COUNTY COUNSEL
2220 Tulare Street, Suite 500
Fresno, CA 93721

Attorneys for Respondents *County of Fresno*

Clerk of the Court
California Court of Appeal
Fifth Appellate District
2424 Ventura Street
Fresno, CA 93721
(via U.S. Mail & Electronic Transmission)

Clerk of the Court
Superior Court of California
County of Fresno
1130 O Street
Fresno, CA 93721

ATTACHMENT 3

SJVAPCD

SIERRA CLUB v. COUNTY OF FRESNO

AMICUS BRIEF

SUPREME COURT COPY

CASE NO. S219783

IN THE SUPREME COURT OF CALIFORNIA

SIERRA CLUB, REVIVE THE SAN JOAQUIN, and
LEAGUE OF WOMEN VOTERS OF FRESNO,
Plaintiffs and Appellants

v.

COUNTY OF FRESNO,
Defendant and Respondent

FRIANT RANCH, L.P.,
Real Party in Interest and Respondent

SUPREME COURT
FILED
APR 13 2015
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Deputy

After a Decision by the Court of Appeal, filed May 27, 2014
Fifth Appellate District Case No. F066798

Appeal from the Superior Court of California, County of Fresno
Case No. 11CECG00726

APPLICATION FOR LEAVE TO FILE AMICUS CURIAE BRIEF OF SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT IN SUPPORT OF DEFENDANT AND RESPONDENT, COUNTY OF FRESNO AND REAL PARTY IN INTEREST AND RESPONDENT, FRIANT RANCH, L.P.

CATHERINE T. REDMOND (State Bar No. 226957)
261 High Street
Duxbury, Massachusetts 02332
Tel. (339) 236-5720
Catherinetredmond22@gmail.com

SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT
Annette Ballatore-Williamson, District Counsel (State Bar. No. 192176)
1990 E. Gettysburg Avenue
Fresno, California 93726
Tel. (559) 230-6033
Annette.Ballatore-Williamson@valleyair.org

Counsel for San Joaquin Valley Unified Air Pollution Control District

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CATHERINE T. REDMOND (State Bar No. 226957)
261 High Street
Duxbury, Massachusetts 02332
Tel. (339) 236-5720
Catherinetredmond22@gmail.com

SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT
Annette Ballatore-Williamson, District Counsel (State Bar. No. 192176)
1990 E. Gettysburg Avenue
Fresno, California 93726
Tel. (559) 230-6033
Annette.Ballatore-Williamson@valleyair.org

Counsel for San Joaquin Valley Unified Air Pollution Control District

APPLICATION

Pursuant to California Rules of Court 8.520(f)(1), proposed Amicus Curiae San Joaquin Valley Unified Air Pollution Control District hereby requests permission from the Chief Justice to file an amicus brief in support of Defendant and Respondent, County of Fresno, and Defendant and Real Parties in Interest Friant Ranch, L.P. Pursuant to Rule 8.520(f)(5) of the California Rules of Court, the proposed amicus curiae brief is combined with this Application. The brief addresses the following issue certified by this Court for review:

> Is an EIR adequate when it identifies the health impacts of air pollution and quantifies a project's expected emissions, or does CEQA further require the EIR to *correlate* a project's air quality emissions to specific health impacts?

As of the date of this filing, the deadline for the final reply brief on the merits was March 5, 2015. Accordingly, under Rule 8.520(f)(2), this application and brief are timely.

1. Background and Interest of San Joaquin Valley Unified Air Pollution Control District

The San Joaquin Valley Unified Air Pollution Control District ("Air District") regulates air quality in the eight counties comprising the San Joaquin Valley ("Central Valley"): Kern, Tulare, Madera, Fresno, Merced, San Joaquin, Stanislaus, and Kings, and is primarily responsible for attaining air quality standards within its jurisdiction. After billions of dollars of investment by Central Valley businesses, pioneering air quality regulations, and consistent efforts by residents, the Central Valley air basin has made historic improvements in air quality.

The Central Valley's geographical, topographical and meteorological features create exceptionally challenging air quality

conditions. For example, it receives air pollution transported from the San Francisco Bay Area and northern Central Valley communities, and the southern portion of the Central Valley includes three mountain ranges (Sierra, Tehachapi, and Coastal) that, under some meteorological conditions, effectively trap air pollution. Central Valley air pollution is only a fraction of what the Bay Area and Los Angeles produce, but these natural conditions result in air quality conditions that are only marginally better than Los Angeles, even though about ten times more pollution is emitted in the Los Angeles region. Bay Area air quality is much better than the Central Valley's, even though the Bay Area produces about six times more pollution. The Central Valley also receives air pollution transported from the Bay Area and northern counties in the Central Valley, including Sacramento, and transboundary anthropogenic ozone from as far away as China.

Notwithstanding these challenges, the Central Valley has reduced emissions at the same or better rate than other areas in California and has achieved unparalleled milestones in protecting public health and the environment:

- In the last decade, the Central Valley became the first air basin classified by the federal government under the Clean Air Act as a "serious nonattainment" area to come into attainment of health-based National Ambient Air Quality Standard ("NAAQS") for coarse particulate matter (PM10), an achievement made even more notable given the Valley's extensive agricultural sector. Unhealthy levels of particulate matter can cause and exacerbate a range of chronic and acute illnesses.
- In 2013, the Central Valley became the first air basin in the country to improve from a federal designation of "extreme" nonattainment to

actually attain (and quality for an attainment designation) of the 1-hour ozone NAAQS; ozone creates "smog" and, like PM10, causes adverse health impacts.

- The Central Valley also is in full attainment of federal standards for lead, nitrogen dioxide, sulfur dioxide, and carbon monoxide.
- The Central Valley continues to make progress toward compliance with its last two attainment standards, with the number of exceedences for the 8-hour ozone NAAQS reduced by 74% (for the 1997 standard) and 38% (for the 2008 standard) since 1991, and for the small particulate matter (PM2.5) NAAQS reduced by 85% (for the 1997 standard) and 61% (for the 2006 standard).

Sustained improvement in Central Valley air quality requires a rigorous and comprehensive regulatory framework that includes prohibitions (e.g., on wood-burning fireplaces in new residences), mandates (e.g., requiring the installation of best available pollution reduction technologies on new and modified equipment and industrial operations), innovations (e.g., fees assessed against residential development to fund pollution reduction actions to "offset" vehicular emissions associated with new residences), incentive programs (e.g., funding replacements of older, more polluting heavy duty trucks and school buses)[1], ongoing planning for continued air quality improvements, and enforcement of Air District permits and regulations.

The Air District is also an expert air quality agency for the eight counties and cities in the San Joaquin Valley. In that capacity, the Air District has developed air quality emission guidelines for use by the Central

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[1] San Joaquin's incentive program has been so successful that through 2012, it has awarded over $ 432 million in incentive funds and has achieved 93,349 tons of lifetime emissions reductions. *See* SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT, 2012 PM2.5 PLAN, 6-6 (2012) *available at* http://www.valleyair.org/Workshops/postings/2012/12-20-12PM25/FinalVersion/06%20Chapter%206%20Incentives.pdf.

Valley counties and cities that implement the California Environment Quality Act (CEQA).[2] In its guidance, the Air District has distinguished between toxic air contaminants and criteria air pollutants.[3] Recognizing this distinction, the Air District's CEQA Guidance has adopted distinct thresholds of significance for *criteria* pollutants (i.e., ozone, PM2.5 and their respective precursor pollutants) based upon scientific and factual data which demonstrates the level that can be accommodated on a cumulative basis in the San Joaquin Valley without affecting the attainment of the applicable NAAQS.[4] For *toxic air* pollutants, the District has adopted different thresholds of significance which scientific and factual data demonstrates has the potential to expose sensitive receptors (i.e., children, the elderly) to levels which may result in localized health impacts.[5]

The Air District's CEQA Guidance was followed by the County of Fresno in its environment review of the Friant Ranch project, for which the Air District also served as a commenting agency. The Court of Appeal's holding, however, requiring correlation between the project's criteria

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[2] *See, e.g.*, SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT, PLANNING DIVISION, GUIDE FOR ASSESSING AND MITIGATING AIR QUALITY IMPACTS (2015), *available at* http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf ("CEQA Guidance").

[3] Toxic air contaminants, also known as hazardous air pollutants, are those pollutants that are known or suspected to cause cancer or other serious health effects, such as birth defects. There are currently 189 toxic air contaminants regulated by the United States Environmental Protection Agency ("EPA") and the states pursuant to the Clean Air Act. 42 U.S.C. § 7412. Common TACs include benzene, perchloroethylene and asbestos. *Id.* at 7412(b).

In contrast, there are only six (6) criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen oxides, sulfur dioxide and lead. Although criteria air pollutants can also be harmful to human health, they are distinguishable from toxic air contaminants and are regulated separately. For instance, while criteria pollutants are regulated by numerous sections throughout Title I of the Clean Air Act, the regulation of toxic air contaminants occurs solely under section 112 of the Act. Compare 42 U.S.C. §§ 7407 – 7411 & 7501 – 7515 with 42 U.S.C. § 7411.

[4] See, e.g., CEQA Guidance at http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf, pp. 64-66, 80.

[5] See, e.g., CEQA Guidance at http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf, pp. 66, 99-101.

pollutants and local health impacts, departs from the Air District's Guidance and approved methodology for assessing criteria pollutants. A close reading of the administrative record that gave rise to this issue demonstrates that the Court's holding is based on a misunderstanding of the distinction between toxic air contaminants (for which a local health risk assessment is feasible and routinely performed) and criteria air pollutants (for which a local health risk assessment is not feasible and would result in speculative results).[6] The Air District has a direct interest in ensuring the lawfulness and consistent application of its CEQA Guidance, and will explain how the Court of Appeal departed from the Air District's long-standing CEQA Guidance in addressing criteria pollutants and toxic air contaminants in this amicus brief.

2. How the Proposed Amicus Curiae Brief Will Assist the Court

As counsel for the proposed amicus curiae, we have reviewed the briefs filed in this action. In addition to serving as a "commentary agency" for CEQA purposes over the Friant Ranch project, the Air District has a strong interest in assuring that CEQA is used for its intended purpose, and believes that this Court would benefit from additional briefing explaining the distinction between criteria pollutants and toxic air contaminants and the different methodologies employed by local air pollution control agencies such as the Air District to analyze these two categories of air pollutants under CEQA. The Air District will also explain how the Court of Appeal's opinion is based upon a fundamental misunderstanding of these two different approaches by requiring the County of Fresno to correlate the project's *criteria* pollution emissions with *local* health impacts. In doing

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[6] CEQA does not require speculation. *See, e.g., Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.*, 6 Cal. 4th 1112, 1137 (1993) (upholding EIR that failed to evaluate cumulative toxic air emission increases given absence of any acceptable means for doing so).

so, the Air District will provide helpful analysis to support its position that at least insofar as criteria pollutants are concerned, CEQA does not require an EIR to correlate a project's air quality emissions to specific health impacts, because such an analysis is not reasonably feasible.

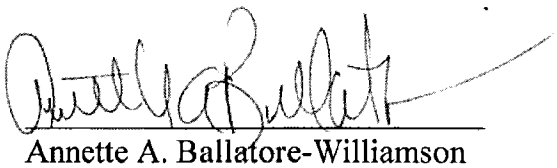
Rule 8.520 Disclosure

Pursuant to Cal. R. 8.520(f)(4), neither the Plaintiffs nor the Defendant or Real Party In Interest or their respective counsel authored this brief in whole or in part. Neither the Plaintiffs nor the Defendant or Real Party in Interest or their respective counsel made any monetary contribution towards or in support of the preparation of this brief.

CONCLUSION

On behalf of the San Joaquin Valley Unified Air Pollution Control District, we respectfully request that this Court accept the filing of the attached brief.

Dated: April 2, 2015



Annette A. Ballatore-Williamson
District Counsel
Attorney for Proposed Amicus Curiae

SAN JOAQUIN VALLEY UNIFIED
AIR POLLUTION CONTROL
DISTRICT

CASE NO. S219783

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CATHERINE T. REDMOND (State Bar No. 226957)
261 High Street
Duxbury, Massachusetts 02332
Tel. (339) 236-5720
Catherinetredmond22@gmail.com

SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT
Annette A. Ballatore-Williamson, District Counsel (State Bar. No. 192176)
1990 E. Gettysburg Avenue
Fresno, California 93726
Tel. (559) 230-6033
Annette.Ballatore-Williamson@valleyair.org
Counsel for San Joaquin Valley Unified Air Pollution Control District

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I. INTRODUCTION.

The San Joaquin Valley Unified Air Pollution Control District ("Air District") respectfully submits that the Court of Appeal erred when it held that the air quality analysis contained in the Environmental Impact Report ("EIR") for the Friant Ranch development project was inadequate under the California Environmental Quality Act ("CEQA") because it did not include an analysis of the correlation between the project's criteria air pollutants and the potential adverse human health impacts. A close reading of the portion of the administrative record that gave rise to this issue demonstrates that the Court's holding is based on a misunderstanding of the distinction between toxic air contaminants and criteria air pollutants.

Toxic air contaminants, also known as hazardous air pollutants, are those pollutants that are known or suspected to cause cancer or other serious health effects, such as birth defects. There are currently 189 toxic air contaminants (hereinafter referred to as "TACs") regulated by the United States Environmental Protection Agency ("EPA") and the states pursuant to the Clean Air Act. 42 U.S.C. § 7412. Common TACs include benzene, perchloroethylene and asbestos. *Id.* at 7412(b).

In contrast, there are only six (6) criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen oxides, sulfur dioxide and lead. Although criteria air pollutants can also be harmful to human health,

they are distinguishable from TACs and are regulated separately. For instance, while criteria pollutants are regulated by numerous sections throughout Title I of the Clean Air Act, the regulation of TACs occurs solely under section 112 of the Act. *Compare* 42 U.S.C. §§ 7407 – 7411 & 7501 – 7515 *with* 42 U.S.C. § 7411.

The most relevant difference between criteria pollutants and TACs for purposes of this case is the manner in which human health impacts are accounted for. While it is common practice to analyze the correlation between an individual facility's TAC emissions and the expected localized human health impacts, such is not the case for criteria pollutants. Instead, the human health impacts associated with criteria air pollutants are analyzed and taken into consideration when EPA sets the national ambient air quality standard ("NAAQS") for each criteria pollutant. 42 U.S.C. § 7409(b)(1). The health impact of a particular criteria pollutant is analyzed on a regional and not a facility level based on how close the area is to complying with (attaining) the NAAQS. Accordingly, while the type of individual facility / health impact analysis that the Court of Appeal has required is a customary practice for TACs, it is not feasible to conduct a similar analysis for criteria air pollutants because currently available computer modeling tools are not equipped for this task.

It is clear from a reading of both the administrative record and the Court of Appeal's decision that the Court did not have the expertise to fully

appreciate the difference between TACs and criteria air pollutants. As a result, the Court has ordered the County of Fresno to conduct an analysis that is not practicable and not likely yield valid information. The Air District respectfully requests that this portion of the Court of Appeal's decision be reversed.

II. THE COURT OF APPEAL ERRED IN FINDING THE FRIANT RANCH EIR INADEQUATE FOR FAILING TO ANALYZE THE SPECIFIC HUMAN HEALTH IMPACTS ASSOCIATED CRITERIA AIR POLLUTANTS.

Although the Air District does not take lightly the amount of air emissions at issue in this case, it submits that the Court of Appeal got it wrong when it required Fresno County to revise the Friant Ranch EIR to include an analysis correlating the criteria air pollutant emissions associated with the project with specific, localized health-impacts. The type of analysis the Court of Appeal has required will not yield reliable information because currently available modeling tools are not well suited for this task. Further, in reviewing this issue de novo, the Court of Appeal failed to appreciate that it lacked the scientific expertise to appreciate the significant differences between a health risk assessment commonly performed for toxic air contaminants and a similar type of analysis it felt should have been conducted for criteria air pollutants.

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A. Currently Available Modeling Tools are not Equipped to Provide a Meaningful Analysis of the Correlation between an Individual Development Project's Air Emissions and Specific Human Health Impacts.

In order to appreciate the problematic nature of the Court of Appeals' decision requiring a health risk type analysis for criteria air pollutants, it is important to understand how the relevant criteria pollutants (ozone and particulate matter) are formed, dispersed and regulated.

Ground level ozone (smog) is not directly emitted into the air, but is formed when precursor pollutants such as oxides of nitrogen (NOx) and volatile organic compounds (VOCs) are emitted into the atmosphere and undergo complex chemical reactions in the process of sunlight.[1] Once formed, ozone can be transported long distances by wind.[2] Because of the complexity of ozone formation, a specific tonnage amount of NOx or VOCs emitted in a particular area does not equate to a particular concentration of ozone in that area. In fact, even rural areas that have relatively low tonnages of emissions of NOx or VOCs can have high levels of ozone concentration simply due to wind transport.[3] Conversely, the San Francisco Bay Area has six times more NOx and VOC emissions per square mile than the San Joaquin Valley, but experiences lower

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[1] *See* United States Environmental Protection Agency, *Ground-level Ozone: Basic Information*, available at: http://www.epa.gov/airquality/ozonepollution/basic.html (visited March 10, 2015).
[2] *Id.*
[3] *Id.*

concentrations of ozone (and better air quality) simply because sea breezes disperse the emissions.[4]

Particulate matter ("PM") can be divided into two categories: directly emitted PM and secondary PM.[5] While directly emitted PM can have a localized impact, the tonnage emitted does not always equate to the local PM concentration because it can be transported long distances by wind.[6] Secondary PM, like ozone, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as sulfur dioxides (SOx) and NOx.[7] Because of the complexity of secondary PM formation, the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area.

The disconnect between the *tonnage* of precursor pollutants (NOx, SOx and VOCs) and the *concentration* of ozone or PM formed is important because it is not necessarily the tonnage of precursor pollutants that causes human health effects, but the concentration of resulting ozone or PM. Indeed, the national ambient air quality standards ("NAAQS"), which are statutorily required to be set by the United States Environmental Protection

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[4] *San Joaquin Valley Air Pollution Control District 2007 Ozone Plan*, Executive Summary p. ES-6, available at: http://www.valleyair.org/Air_Quality_Plans/docs/AQ_Ozone_2007_Adopted/03%20Executive%20Summary.pdf (visited March 10, 2015).

[5] United States Environmental Protection Agency, *Particulate Matter: Basic Information*, available at: http://www.epa.gov/airquality/particlepollution/basic.html (visited March 10, 2015).

[6] *Id.*

[7] *Id.*

Agency ("EPA") at levels that are "requisite to protect the public health," 42 U.S.C. § 7409(b)(1), are established as concentrations of ozone or particulate matter and not as tonnages of their precursor pollutants.[8]

Attainment of a particular NAAQS occurs when the concentration of the relevant pollutant remains below a set threshold on a consistent basis throughout a particular region. For example, the San Joaquin Valley attained the 1-hour ozone NAAQS when ozone concentrations remained at or below 0.124 parts per million Valley-wide on 3 or fewer days over a 3-year period.[9] Because the NAAQS are focused on achieving a particular concentration of pollution region-wide, the Air District's tools and plans for attaining the NAAQS are regional in nature.

For instance, the computer models used to simulate and predict an attainment date for the ozone or particulate matter NAAQS in the San Joaquin Valley are based on regional inputs, such as regional inventories of precursor pollutants (NOx, SOx and VOCs) and the atmospheric chemistry and meteorology of the Valley.[10] At a very basic level, the models simulate future ozone or PM levels based on predicted changes in precursor

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[8] See, e.g., United States Environmental Protection Agency, *Table of National Ambient Air Quality Standards*, available at: http://www.epa.gov/air/criteria.html#3 (visited March 10, 2015).

[9] *San Joaquin Valley Unified Air Pollution Control District 2013 Plan for the Revoked 1-Hour Ozone Standard*, Ch. 2 p. 2-16, available at: http://www.valleyair.org/Air_Quality_Plans/OzoneOneHourPlan2013/02Chapter2ScienceTrendsModeling.pdf (visited March 10, 2015).

[10] *Id.* at Ch. 2 p. 2-19 (visited March 12, 2015); *San Joaquin Valley Unified Air Pollution Control District 2008 PM2.5 Plan*, Appendix F, pp. F-2 – F-5, available at: http://www.valleyair.org/Air_Quality_Plans/docs/AQ_Final_Adopted_PM2.5/20%20Appendix%20F.pdf (visited March 19, 2015).

emissions Valley wide.[11] Because the NAAQS are set levels necessary to protect human health, the closer a region is to attaining a particular NAAQS, the lower the human health impact is from that pollutant.

The goal of these modeling exercises is not to determine whether the emissions generated by a particular factory or development project will affect the date that the Valley attains the NAAQS. Rather, the Air District's modeling and planning strategy is regional in nature and based on the extent to which *all* of the emission-generating sources in the Valley (current and future) must be controlled in order to reach attainment.[12]

Accordingly, the Air District has based its thresholds of significance for CEQA purposes on the levels that scientific and factual data demonstrate that the Valley can accommodate without affecting the attainment date for the NAAQS.[13] The Air District has tied its CEQA significance thresholds to the level at which stationary pollution sources permitted by the Air District must "offset" their emissions.[14] This "offset"

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[11] *Id.*

[12] Although the Air District does have a dispersion modeling tool used during its air permitting process that is used to predict whether a particular project's directly emitted PM will either cause an exceedance of the PM NAAQS or contribute to an existing exceedance, this model bases the prediction on a worst case scenario of emissions and meteorology and has no provision for predicting any associated human health impacts. Further, this analysis is only performed for stationary sources (factories, oil refineries, etc.) that are required to obtain a New Source Review permit from the Air District and not for development projects such as Friant Ranch over which the Air District has no preconstruction permitting authority. *See* San Joaquin Valley Unified Air Pollution Control District Rule 2201 §§ 2.0; 3.3.9; 4.14.1, available at: http://www.valleyair.org/rules/currntrules/Rule2201041l.pdf (visited March 19, 2015).

[13] *San Joaquin Valley Unified Air Pollution Control District Guide to Assessing and Mitigating Air Quality Impacts*, (March 19, 2015) p. 22, available at: http://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI%20Jan%202002%20Rev.pdf (visited March 30, 2015).

[14] *Id.* at pp. 22, 25.

level allows for growth while keeping the cumulative effects of all new sources at a level that will not impede attainment of the NAAQS.[15] In the Valley, these thresholds are 15 tons per year of PM, and 10 tons of NOx or VOC per year. *Sierra Club*, *supra*, 172 Cal.Rptr.3d at 303; AR 4554. Thus, the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional, "cumulative impacts."

Accordingly, the significance thresholds applied in the Friant Ranch EIR (15 tons per year of PM and 10 tons of NOx or VOCs) are not intended to be indicative of any localized human health impact that the project may have. While the health effects of air pollution are of primary concern to the Air District (indeed, the NAAQS are established to protect human health), the Air District is simply not equipped to analyze whether and to what extent the criteria pollutant emissions of an individual CEQA project directly impact human health in a particular area. This is true even for projects with relatively high levels of emissions of criteria pollutant precursor emissions.

For instance, according to the EIR, the Friant Ranch project is estimated to emit 109.52 tons per year of ROG (VOC), 102.19 tons per year of NOx, and 117.38 tons per year of PM. Although these levels well

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[15] [15] *San Joaquin Valley Unified Air Pollution Control District Environmental Review Guidelines* (Aug. 2000) p. 4-11, available at: http://www.valleyair.org/transportation/CEQA%20Rules/ERG%20Adopted%20_August%202000_.pdf (visited March 12, 2015).

exceed the Air District's CEQA significance thresholds, this does not mean that one can easily determine the concentration of ozone or PM that will be created at or near the Friant Ranch site on a particular day or month of the year, or what specific health impacts will occur. Meteorology, the presence of sunlight, and other complex chemical factors all combine to determine the ultimate concentration and location of ozone or PM. This is especially true for a project like Friant Ranch where most of the criteria pollutant emissions derive not from a single "point source," but from area wide sources (consumer products, paint, etc.) or mobile sources (cars and trucks) driving to, from and around the site.

In addition, it would be extremely difficult to model the impact on NAAQS attainment that the emissions from the Friant Ranch project may have. As discussed above, the currently available modeling tools are equipped to model the impact of *all* emission sources in the Valley on attainment. According to the most recent EPA-approved emission inventory, the NOx inventory for the Valley is for the year 2014 is 458.2 tons per day, or 167,243 tons per year and the VOC (or ROG) inventory is 361.7 tons per day, or 132,020.5 tons per year.[16] Running the photochemical grid model used for predicting ozone attainment with the

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[16] *San Joaquin Valley Unified Air Pollution Control District 2007 Ozone Plan*, Appendix B pp. B-6, B-9,
available at:
http://www.valleyair.org/Air_Quality_Plans/docs/AQ_Ozone_2007_Adopted/19%20Appendix%20B%20April%202007.pdf (visited March 12, 2015).

emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NOx and VOC in the Valley) is not likely to yield valid information given the relative scale involved.

Finally, even once a model is developed to accurately ascertain local increases in concentrations of photochemical pollutants like ozone and some particulates, it remains impossible, using today's models, to correlate that increase in concentration to a specific health impact. The reason is the same: such models are designed to determine regional, population-wide health impacts, and simply are not accurate when applied at the local level.

For these reasons, it is not the norm for CEQA practitioners, including the Air District, to conduct an analysis of the localized health impacts associated with a project's criteria air pollutant emissions as part of the EIR process. When the accepted scientific method precludes a certain type of analysis, "the court cannot impose a legal standard to the contrary." *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 717 n. 8. However, that is exactly what the Court of Appeal has done in this case. Its decision upends the way CEQA air quality analysis of criteria pollutants occurs and should be reversed.

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B. The Court of Appeal Improperly Extrapolated a Request for a Health Risk Assessment for Toxic Air Contaminants into a Requirement that the EIR contain an Analysis of Localized Health Impacts Associated with Criteria Air Pollutants.

The Court of Appeal's error in requiring the new health impact analysis for criteria air pollutants clearly stems from a misunderstanding of terms of art commonly used in the air pollution field. More specifically, the Court of Appeal (and Appellants Sierra Club et al.) appear to have confused the health risk analysis ("HRA") performed to determine the health impacts associated with a project's toxic air contaminants ("TACs"), with an analysis correlating a project's criteria air pollutants (ozone, PM and the like) with specific localized health impacts.

The first type of analysis, the HRA, is commonly performed during the Air District's stationary source permitting process for projects that emit TACs and is, thus, incorporated into the CEQA review process. An HRA is a comprehensive analysis to evaluate and predict the dispersion of TACs emitted by a project and the potential for exposure of human populations. It also assesses and quantifies both the individual and population-wide health risks associated with those levels of exposure. There is no similar analysis conducted for criteria air pollutants. Thus, the second type of analysis (required by the Court of Appeal), is not currently part of the Air District's process because, as outlined above, the health risks associated

with exposure to criteria pollutants are evaluated on a regional level based on the region's attainment of the NAAQS.

The root of this confusion between the types of analyses conducted for TACs versus criteria air pollutants appears to stem from a comment that was presented to Fresno County by the City of Fresno during the administrative process.

In its comments on the draft EIR, the City of Fresno (the only party to raise this issue) stated:

> [t]he EIR must disclose the human health related effects of the Project's air pollution impacts. (CEQA Guidelines section 15126.2(a).) The EIR fails completely in this area. The EIR should be revised to disclose and determine the significance of TAC impacts, and of human health risks due to exposure to Project-related air emissions.

(AR 4602.)

In determining that the issue regarding the correlation between the Friant Ranch project's criteria air pollutants and adverse health impacts was adequately exhausted at the administrative level, the Court of Appeal improperly read the first two sentences of the City of Fresno's comment in isolation rather than in the context of the entire comment. *See Sierra Club v. County of Fresno* (2014) 172 Cal.Rptr.3d 271, 306. Although the comment first speaks generally in terms of "human health related effects" and "air pollution," it requests only that the EIR be revised to disclose "the significance of TACs" and the "human health risks due to exposure."

The language of this request in the third sentence of the comment is significant because, to an air pollution practitioner, the language would only have indicated only that a HRA for TACs was requested, and not a separate analysis of the health impacts associated with the project's criteria air pollutants. Fresno County clearly read the comment as a request to perform an HRA for TACs and limited its response accordingly. (AR 4602.)[17] The Air District submits that it would have read the City's comment in the same manner as the County because the City's use of the terms "human health risks" and "TACs" signal that an HRA for TACs is being requested. Indeed, the Air District was also concerned that an HRA be conducted, but understood that it was not possible to conduct such an analysis until the project entered the phase where detailed site specific information, such as the types of emission sources and the proximity of the sources to sensitive receptors became available. (AR 4553.)[18] The City of Fresno was apparently satisfied with the County's discussion of human health risks, as it did not raise the issue again when it commented on the final EIR. (AR 8944 – 8960.)

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[17] Appellants do not challenge the manner in which the County addressed TACs in the EIR. (Appellants' Answer Brief p. 28 fn. 7.)

[18] Appellants rely on the testimony of Air District employee, Dan Barber, as support for their position that the County should have conducted an analysis correlating the project's criteria air pollutant emissions with localized health impacts. (Appellants Answer Brief pp. 10-11; 28.) However, Mr. Barber's testimony simply reinforces the Air District's concern that a risk assessment (HRA) be conducted once the actual details of the project become available. (AR 8863.) As to criteria air pollutants, Mr. Barber's comments are aimed at the Air District's concern about the amount of emissions and the fact that the emissions will make it "more difficult for Fresno County and the Valley to reach attainment which means that the health of Valley residents maybe [sic] adversely impacted." Mr. Barber says nothing about conducting a separate analysis of the localized health impacts the project's emissions may have.

The Court of Appeal's holding, which incorrectly extrapolates a request for an HRA for TACs into a new analysis of the localized health impacts of the project's criteria air pollutants, highlights two additional errors in the Court's decision.

First, the Court of Appeal's holding illustrates why the Court should have applied the deferential substantial evidence standard of review to the issue of whether the EIR's air quality analysis was sufficient. The regulation of air pollution is a technical and complex field and the Court of Appeal lacked the expertise to fully appreciate the difference between TACs and criteria air pollutants and tools available for analyzing each type of pollutant.

Second, it illustrates that the Court likely got it wrong when it held that the issue regarding the criteria pollutant / localized health impact analysis was properly exhausted during the administrative process. In order to preserve an issue for the court, '[t]he "exact issue" must have been presented to the administrative agency....' [Citation.] *Citizens for Responsible Equitable Environmental Development v. City of San Diego*, (2011) 196 Cal.App.4th 515, 527 129 Cal.Rptr.3d 512, 521; *Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 535, 78 Cal.Rptr.3d 1, 13. "'[T]he objections must be sufficiently specific so that the agency has the

opportunity to evaluate and respond to them.' [Citation.]" *Sierra Club v. City of Orange*,163 Cal.App.4th at 536.[19]

As discussed above, the City's comment, while specific enough to request a commonly performed HRA for TACs, provided the County with no notice that it should perform a new type of analysis correlating criteria pollutant tonnages to specific human health effects. Although the parties have not directly addressed the issue of failure to exhaust administrative remedies in their briefs, the Air District submits that the Court should consider how it affects the issues briefed by the parties since "[e]xhaustion of administrative remedies is a jurisdictional prerequisite to maintenance of a CEQA action." *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1199, 22 Cal.Rptr.3d 203.

III. CONCLUSION

For all of the foregoing reasons, the Air District respectfully requests that the portion of the Court of Appeal's decision requiring an analysis correlating the localized human health impacts associated with an individual project's criteria air pollutant emissions be reversed.

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[19] *Sierra Club v. City of Orange*, is illustrative here. In that case, the plaintiffs challenged an EIR approved for a large planned community on the basis that the EIR improperly broke up the various environmental impacts by separate project components or "piecemealed" the analysis in violation of CEQA. In evaluating the defense that the plaintiffs had failed to adequately raise the issue at the administrative level, the Court held that comments such as *"the use of a single document for both a project-level and a program-level EIR [is] 'confusing',"* and *"[t]he lead agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project,"* were too vague to fairly raise the argument of piecemealing before the agency. *Sierra Club v. City of Orange*, 163 Cal.App.4th at 537.

correlating the localized human health impacts associated with an individual project's criteria air pollutant emissions be reversed.

Respectfully submitted,

Dated: April 2, 2015

Catherine T. Redmond
Attorney for Proposed Amicus Curiae

SAN JOAQUIN VALLEY
UNIFIED
AIR POLLUTION CONTROL
DISTRICT

CERTIFICATE OF WORD COUNT

Pursuant to Rule 8.204 of the California Rules of Court, I hereby certify that this document, based on the Word County feature of the Microsoft Word software program used to compose and print this document, contains, exclusive of caption, tables, certificate of word count, signature block and certificate of service, 3806 words.

Dated: April 2, 2015

Annette A. Ballatore-Williamson
District Counsel (SBN 192176)

Sierra Club et al, v. County of Fresno, et al
Supreme Court of California Case No.: S219783
Fifth District Court of Appeal Case No.: F066798
Fresno County Superior Court Case No.: 11CECG00726

PROOF OF SERVICE

I am over the age of 18 years and not a p[arty to the above-captioned action; that my business address is San Joaquin Valley Unified Air Pollution Control District located at 1990 E. Gettysburg Avenue, Fresno, California 93726.

On April 2, 2015, I served the document described below:

APPLICATION FOR LEAVE TO FILE AMICUS CURIAE BRIEF OF SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT IN SUPPORT OF DEFENDANT AND RESPONDENT, COUNTY OF FRESNO

On all parties to this action at the following addresses and in the following manner:

PLEASE SEE ATTACHED SERVICE LIST

(XX) **(BY MAIL)** I caused a true copy of each document(s) to be laced in a sealed envelope with first-class postage affixed and placed the envelope for collection. Mail is collected daily at my office and placed in a United State Postal Service collection box for pick-up and delivery that same day.

( ) **(BY ELECTRONIC MAIL)** I caused a true and correct scanned image (.PDF file) copy to be transmitted via electronic mail transfer system in place at the San Joaquin Valley Unified Air Pollution Control District ("District"), originating from the undersigned at 1990 E. Gettysburg Avenue, Fresno, CA, to the address(es) indicated below.

( ) **(BY OVERNIGHT MAIL)** I caused a true and correct copy to be delivered via Federal Express to the following person(s) or their representative at the address(es) listed below.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that I executed this document on April 2, 2015, at Fresno, California.

Esthela Soto

SERVICE LIST

Sierra Club et al, v. County of Fresno, et al
Supreme Court of California Case No.: S219783
Fifth District Court of Appeal Case No.: F066798
Fresno County Superior Court Case No.: 11CECG00726

Sara Hedgpeth-Harris, Esq. LAW OFFICE OF SARA HEDGPETH-HARRIS 2125 Kern Street, Suite 301 Fresno, California 93721 Telephone: (559) 233-0907 Facsimile: (559) 272-6046 Email: sara.hedgpethharris@shh-law.com	Attorney for Plaintiffs and Appellants, Sierra Club, et al
Daniel C. Cederborg, Esq. Bruce B. Johnson, Jr., Esq. OFFICE OF THE FRESNO COUNTY COUNSEL 2220 Tulare Street, Suite 500 Fresno, California 93721 Telephone: (559) 600-3479 Facsimile: (559) 600-3480 Email: bjohnson@co.fresno.ca.us	Attorneys for Defendant and Respondent, County of Fresno
Bryan N. Wagner, Esq. WAGNER & WAGNER 7110 N. Fresno Street, Suite 340 Fresno, California 93720 Telephone: (559) 224-0871 Facsimile: (559) 224-0885 Email: bryan@wagnerandwagner.com	Attorneys for Real Party in Interest/Respondent Friant Ranch, L.P.
Clerk of the Court Superior Court of California County of Fresno 1130 'O' Street Fresno, California 93721 Telephone: (559) 457-1900	
Clerk of the Court Fifth District Court of Appeal 2424 Ventura Street Fresno, California 93721 Telephone: (559) 445-5491	

R. Tyson Sohagim, Esq. THE SOHAGI LAW GROUP 11999 San Vicente Blvd., Suite 150 Los Angeles, California 90049 Telephone: (310) 475-5700 Facsimile: (310) 475-5707 Email: tsohagi@sohagi.com	Attorney for Amici Curiae; League of California Cities, and the California State Association of Counties
Marcia L. Scully, Esq. General Counsel METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA Post Office Box 54153 Los Angeles, California 90054 Telephone: (213) 217-6115	Attorney for Amicus Curiae, The Metropolitan Water District of Southern CA
Amy Minteer, Esq. CHATEN-BROWN & CARSTENS LLP 2200 Pacific Coast Highway, Suite 318 Hermosa Beach, California 90254 Telephone: (310) 798-2400 Facsimile: (310) 798-2402 Email: ACM@CBCEarthlaw.com	Attorney for Amici Curiae, Association of Irritated Residents, Medical Advocates for Healthy Air, and Coalition for Clean Air
Shanda M. Beltran, Esq. General Counsel BUILDING INDUSTRY LEGAL DEFENSE FOUNDATION 17744 Sky Park Cr., Suite 170 Irvine, California 92614 Telephone: (949) 553-9500 Facsimile: (949) 769-8943 Email: sbeltran@biasc.org	Attorney for Amicus Curiae, Building Industry Legal Defense Foundation
Gene Talmadge, President CALIFORNIA ASSOCIATION OF ENVIRONMENTAL PROFESSIONALS 40747 Baranda Court Palm Desert, California 92260 Telephone: (760) 340-4499 Facsimile: (760) 674-2479	Attorney for Amicus Curiae, California Association of Environmental Professionals
Jennifer L. Hernandez, Esq. HOLLAND & KNIGHT LLP 50 California Street, Suite 2800 San Francisco, California 94111	On behalf of Amicus Curiae, CEQA Research Council

Telephone: (415) 743-6927 Facsimile: (415) 743-6910 Email: Jennifer.hernandez@hklaw.com	

ATTACHMENT 4

SMAQMD

FRIANT RANCH

INTERIM RECOMMENDATION

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Friant Ranch
Interim Recommendation

Background

The California Supreme Court in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502 regarding the proposed Friant Ranch project determined the air quality analysis in the environmental impact report (EIR) was inadequate because it did not make "a reasonable effort to substantively connect the project's air quality impacts to likely health consequences." The Court determined that "the EIR should be revised to relate the expected adverse air quality impacts to likely health consequences or explain in meaningful detail why it is not feasible at the time of drafting to provide such an analysis."

Need

Lead agencies and practitioners preparing documents to comply with the California Environmental Quality Act (CEQA) have requested guidance from the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) on implementing the Friant Ranch decision in the review and analysis of proposed projects in Sacramento County.

Interim Recommendation

The Sac Metro Air District does not currently have a methodology that would correlate the expected air quality emissions of projects to the likely health consequences of the increased emissions. The Sac Metro Air District is in the process of developing a methodology to assess these impacts, and anticipates releasing it in the fall of 2019. In the interim, agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible.

This explanation should describe the background underlying air regulations, the regional nature of the regulatory approach, and why the approach is not amenable to project level assessments. This should include a discussion of the public health impact analyses that form the basis for the state and federal health-based pollutant concentration standards, and the application of the standards to regions that were established based upon a commonality of factors impacting air quality. Air districts, in turn, have focused on reducing regional emissions from all sectors to meet the health-based concentration standards, thereby reducing the pollutant specific health impacts for the entire population. For example, the Sac Metro Air District prepared plans to attain and maintain the ozone and particulate matter ambient air quality standards. These attainment plans include emissions inventories, air monitoring data, control measures, modeling, future pollutant-level estimates, and general health information. Attainment planning models rely on regional inputs to determine ozone and particulate matter formation and concentrations in a regional context, not a project specific context. Because of the complexity of ozone formation, the pounds or tons of emissions from a proposed project in a specific geographical location does not equate to a specific concentration of ozone formation in a given area, because in addition to emission levels, ozone formation is affected by atmospheric chemistry, geography, and weather. Secondary formation of particulate matter is very similar to the complexity of ozone formation, and localized impacts of directly emitted particulate matter do not always equate to local particulate matter concentrations due to transport of emissions. The analysis should explain that because air district attainment plans and supporting air model tools are regional in nature, they do not allow for analysis of the health impacts of specific projects on any given geographic location. More information is included in the threshold justification documents developed by the Sac Metro Air District, and available at our website at www.airquality.org.

The analysis should also discuss the current models[i] used in CEQA in air quality analyses, which, in contrast to attainment models, are designed to calculate and disclose the mass emissions expected from the construction and operation of a proposed project (pounds/day and tons/year). The estimated emissions are then compared to significance thresholds, which are in turn keyed to reducing emissions to levels that will not interfere with the region's ability to attain the health-based standards. The Sac Metro Air District adopted operational emission thresholds for ozone precursors, nitrogen oxides (NOx) and reactive organic gasses (ROG), with the goal of obtaining 0.45 tons/year of NOx and 0.49 tons/year of ROG reductions from new

development projects exceeding the thresholds by including emission reducing design features as mitigation.[ii] More recently, the Sac Metro Air District adopted particulate matter thresholds, PM10 and PM2.5, to align with the new source review permit offset levels, which are designed to prevent new emission sources from affecting attainment progress.[iii] Sac Metro Air District thresholds are set at 65 pounds/day NOx (11.8 tons/year), 65 pounds/day ROG (11.8 tons/year), 80 pounds/day PM10 (14.6 tons/year), and 82 pounds/day PM2.5 (15 tons/year).[iv] CEQA thresholds are a tool Sac Metro Air District uses to obtain emission reductions from development projects to support attainment of the Federal and State ambient air quality standards. This protects public health in the overall region, but there is currently no methodology to determine the impact of emissions on concentration levels in specific geographic areas.

The CEQA analysis should consider the degree to which various other tools, such as CalEEMod, EMFAC, OFFROAD, AERMOD, and HARP and CAMx, could assist in assessing specific health impacts of a project, and, where those tools would not be useful, explain why. For example, while CalEEMod may be useful in comparing emissions to significance thresholds, it is not able to assess transport of pollutants or the impacts of external factors (weather, terrain, etc.) on pollutant concentrations at particular locations.

In Sacramento, concentration modeling of ozone has not been an analytical tool used for project level emissions due to the complex nature of pollution concentration formation and numerous regional influences (multiple emission sources, meteorology, atmospheric chemistry and geography). Although some particulate matter concentration modeling has been conducted for project specific emissions for stationary source permitting purposes, concentration modeling has mainly been used to support ozone attainment demonstration.

Outside of these tools, neither the Sac Metro Air District nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions.

An expanded discussion of health impacts resulting from specific air pollutants may also be warranted for projects with emissions exceeding the Sac Metro Air District's thresholds of significance. There is an array of information on health impacts related to exposure to ozone[v] and particulate matter[vi] emissions published by the US EPA and the California Air Resources Board. Health studies are used by these agencies to set the Federal and State ambient air quality standards. A more general discussion of health impacts related to air pollution is also available on www.spareheair.com and in the Sac Metro Air District's *Guide to Air Quality Assessment in Sacramento County.*[vii] None of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project.

Developing Guidance

The interim recommendation is in place to assist lead agencies and practitioners with CEQA document preparation until Sac Metro Air District develops a methodology that provides a consistent, reliable and meaningful analysis to address the Court's direction on correlating health impacts to a project's emissions.

Sac Metro Air District staff have initiated discussions with the other air district's in the Sacramento Federal Ozone Nonattainment area regarding developing guidance in response to Friant Ranch since we share air quality issues and use the same growth assumptions, mobile source emissions, and modeling efforts to support our ozone and particulate matter attainment plans.

One potentially useful tool in developing a methodology is the US EPA's BenMap tool[viii]. According to US EPA's website, BenMap is an "open-source computer program that calculates the number and economic value of air pollution-related deaths and illnesses. The software incorporates a database that includes many of the concentration-response relationships, population files, and health and economic data needed to quantify these impacts." BenMap may be able to provide the detailed health information needed for the guidance under development.

Sac Metro Air District is working with its engineering and environmental technical support consultant, Ramboll USA Corporation, to develop a methodology that will provide a consistent, reliable, efficient, and meaningful analysis that correlates health impacts from proposed projects' emissions for the Sacramento region. The current strategy will analyze how various levels of emissions (the CEQA tonnage estimates) impact attainment pollutant concentration levels, and use BenMap to correlate increases in concentration levels to health impacts. Once a methodology is available, Sac Metro Air District staff will inform interested stakeholders and provide updated guidance in this document and in its *Guide to Air Quality Assessment in Sacramento County*.

Contact Information

Lead agencies and CEQA practitioners may contact Mr. Paul Philley, CEQA and Land Use Section Program Supervisor at 916-874-4882 or pphilley@airquality.org regarding Sac Metro Air District's recommendations.

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[i] CalEEMod, Road Construction Emissions Model, EMFAC, OFFROAD

[ii] Foundation for a Threshold, Justification for Air Quality Thresholds of Significance In the Sacramento Federal Nonattainment Area, August 15, 2001, Adopted March 28, 2002.

[iii] Proposed Particulate Matter CEQA Thresholds of Significance, March 19, 2015, Adopted May 28, 2015.

[iv] Sac Metro Air District, Guide to Air Quality Assessment in Sacramento County, December 2009 (latest update September 2018), Chapter 2, Thresholds of Significance table. http://www.airquality.org/LandUseTransportation/Documents/CH2ThresholdsTable5-2015.pdf

[v] https://www.epa.gov/ozone-pollution-and-your-patients-health/health-effects-ozone-general-population

[vi] https://www.arb.ca.gov/research/health/pm-mort/PMmortalityreportFINALR10-24-08.pdf

[vii] Sac Metro Air District, Guide to Air Quality Assessment in Sacramento County, December 2009 (latest update September 2018), Chapter 1. http://www.airquality.org/LandUseTransportation/Documents/Ch1IntroAq%20FINAL12-2016.pdf

[viii] https://www.epa.gov/benmap

APPENDIX 4.5

Energy

Existing (2019)					
Vehicle Type	**DAILY VMT by Vehicle Type**	**Average Miles Traveled per Gallon of Fuel Consumed**	**Daily Gallons Consumed**	**Daily Fuel Used (Btu)**	**Daily Fuel Used (MMBtu)**
Light duty vehicles	2,615,273.00	22.20	117,805.09	14,164,648,422.25	
Truck	280,728.00	6.60	42,534.55	5,843,438,389.09	
Totals	***2,896,001.00***			***20,008,086,811.34***	***20,008***
Future (2040) Without Proposed Plans					
Vehicle Type	**DAILY VMT by Vehicle Type**	**Average Miles Traveled per Gallon of Fuel Consumed**	**Daily Gallons Consumed**	**Daily Fuel Used (Btu)**	
Light duty vehicles	3,093,720.00	22.80	135,689.47	16,315,030,936.84	
Truck	515,410.00	6.60	78,092.42	10,728,415,334.85	
Totals	***3,609,130.00***			***27,043,446,271.69***	***27,043***
Future (2040) With Proposed Plans					
Vehicle Type	**DAILY VMT by Vehicle Type**	**Average Miles Traveled per Gallon of Fuel Consumed**	**Daily Gallons Consumed**	**Daily Fuel Used (Btu)**	
Light duty vehicles	4,188,567.00	22.80	183,709.08	22,088,812,234.47	
Truck	740,653.00	6.60	112,220.15	15,416,916,635.30	
Totals	***4,929,220.00***			***37,505,728,869.78***	***37,506***

Notes: Daily VMT by vehicle type provided by Cambridge (2023). See section 4.15, Transportation and Traffic along with Appendix 4.15-1, Transportation Analysis of EIR
Federal Highway Administration. 2023. Highway Statistics for years 2019 and 2021 (https://www.fhwa.dot.gov/policyinformation/statistics/2021/vm1.cfm)
United Stated Energy Information Administration. Units and Calculators Explained (https://www.eia.gov/energyexplained/units-and-calculators/)

Annual Electricity Demand Future No Project 2040

Land Use	Size	Unit	T24E (kWhr)	NT24E (kWhr)	Annual Electricity Use (MWhr)
Single Family	14,510	DU	21,680.16	82,284.32	103,964.48
Multi-Family	21,765	DU	19,340.63	57,768.94	77,109.57
Commercial	3,222,937	SF	31,887.35	17,536.89	49,424.24
Industrial	10,782,251	SF	190,877.63	70,991.02	261,868.65
Public Facilities	392,790	SF	28,260.11	10,510.47	38,770.58
				Total Annual Electricity Use	531,137.51
				Proportion of Statewide Consumption	0.19%
				Per Capita Electricity Consumption (MWhr/capita)	3.961761471
				Per Service Population Electricity Consumption (MWhr/SP)	3.11658352

Annual Electricity Demand Proposed Plan 2040

Land Use	Size	Unit	T24E (kWhr)	NT24E (kWhr)	Annual Electricity Use (MWhr)
Single Family	14,510	DU	21,273.50	80,740.90	102,014.40
Multi-Family	21,765	DU	26,207.52	78,279.81	104,487.34
Commercial	3,222,937	SF	130,472.19	71,755.00	202,227.19
Industrial	10,782,251	SF	197,240.22	73,357.38	270,597.60
Public Facilities	392,790	SF	33,519.69	12,466.61	45,986.30
				Total Annual Electricity Use	725,312.83
				Proportion of Statewide Consumption	0.26%
				Per Capita Electricity Consumption (MWhr/capita)	4.495415612
				Per Service Population Electricity Consumption (MWhr/SP)	3.242578065

Annual Natural Gas Demand Future No Project 2040

Land Use	Size	Unit	Title 24 NG (MMBTU)	Non Title 24 NG (MMBTU)	Annual Natural Gas Use (MMBTU)
Single Family	14,510	DU	731,313.12	103,489.34	834,802.45
Multi-Family	21,765	DU	195,297.23	37,789.90	233,087.13
Commercial	3,222,937	SF	5,747.60	18,695.85	24,443.44
Industrial	10,782,251	SF	257,993.51	72,316.65	330,310.16
Public Facilities	392,790	SF	38,196.85	10,706.74	48,903.58
				Total Natural Gas Use (MM Btu)	1,471,546.77
				Proportion of Statewide Consumption	1.23E-06
				Per Capita Natural Gas Consumption (MM Btu/capita)	10.98
				Per Service Population Natural Gas Consumption (MM Btu/capita)	8.63

Annual Natural Gas Demand Future With Proposed Plans

Land Use	Size	Unit	Title 24 NG (MMBTU)	Non Title 24 NG (MMBTU)	Annual Natural Gas Use (MMBTU)
Single Family	14,510	DU	717,595.75	101,548.17	819,143.92
Multi-Family	21,765	DU	264,637.56	51,207.21	315,844.77
Commercial	3,222,937	SF	23,517.21	76,497.05	100,014.25
Industrial	10,782,251	SF	266,593.29	74,727.21	341,320.50
Public Facilities	392,790	SF	45,305.79	12,699.40	58,005.20
				Total Natural Gas Use (MM Btu)	1,634,328.63
				Proportion of Statewide Consumption	1.37E-06
				Per Capita Natural Gas Consumption (MM Btu/capita)	10.13
				Per Service Population Natural Gas Consumption (MM Btu/capita)	7.31

APPENDIX 4.7

Greenhouse Gases

Harbor CPA Existing SB 375 Calcs Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Harbor CPA Existing SB 375 Calcs
Operational Year	2019
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	16.0
Location	33.78272482244037, -118.26730696018832
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4640
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.13

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	36,275	Dwelling Unit	955	34,824,000	0.00	—	123,428	—

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11,229	10,859	2,095	31,631	70.3	2,621	727	3,348	2,573	129	2,702	358,994	3,309,633	3,668,627	3,050	100	12,249	3,786,951
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10,995	10,637	2,192	27,942	69.1	2,620	727	3,347	2,571	129	2,701	358,994	3,198,562	3,557,556	3,049	105	561	3,665,714
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1,368	1,963	1,533	12,600	25.6	208	727	935	204	129	333	42,482	2,625,998	2,668,480	2,105	94.9	5,431	2,754,818
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	250	358	280	2,299	4.68	38.0	133	171	37.2	23.6	60.8	7,033	434,764	441,797	349	15.7	899	456,092

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	479	351	1,229	11,109	22.5	22.7	727	750	21.3	129	151	—	2,296,805	2,296,805	82.5	78.8	12,000	2,334,347
Area	10,740	10,503	775	20,484	47.2	2,591	—	2,591	2,544	—	2,544	339,785	654,734	994,519	1,013	12.4	—	1,023,534
Energy	10.6	5.32	90.9	38.7	0.58	7.35	—	7.35	7.35	—	7.35	—	340,683	340,683	26.2	2.47	—	342,073
Water	—	—	—	—	—	—	—	—	—	—	—	2,591	17,410	20,001	267	6.49	—	28,606
Waste	—	—	—	—	—	—	—	—	—	—	—	16,618	0.00	16,618	1,661	0.00	—	58,141
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	249	249
Total	11,229	10,859	2,095	31,631	70.3	2,621	727	3,348	2,573	129	2,702	358,994	3,309,633	3,668,627	3,050	100	12,249	3,786,951
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	478	352	1,349	9,456	21.5	22.7	727	750	21.3	129	151	—	2,191,237	2,191,237	81.6	84.0	311	2,218,633
Area	10,506	10,280	753	18,448	47.1	2,590	—	2,590	2,543	—	2,543	339,785	649,232	989,017	1,013	12.3	—	1,018,012
Energy	10.6	5.32	90.9	38.7	0.58	7.35	—	7.35	7.35	—	7.35	—	340,683	340,683	26.2	2.47	—	342,073
Water	—	—	—	—	—	—	—	—	—	—	—	2,591	17,410	20,001	267	6.49	—	28,606
Waste	—	—	—	—	—	—	—	—	—	—	—	16,618	0.00	16,618	1,661	0.00	—	58,141
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	249	249
Total	10,995	10,637	2,192	27,942	69.1	2,620	727	3,347	2,571	129	2,701	358,994	3,198,562	3,557,556	3,049	105	561	3,665,714
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	478	352	1,375	9,903	21.8	22.7	727	750	21.3	129	151	—	2,219,668	2,219,668	81.8	85.0	5,181	2,252,239
Area	880	1,606	67.0	2,658	3.28	178	—	178	175	—	175	23,273	48,237	71,510	69.5	0.87	—	73,509
Energy	10.6	5.32	90.9	38.7	0.58	7.35	—	7.35	7.35	—	7.35	—	340,683	340,683	26.2	2.47	—	342,073
Water	—	—	—	—	—	—	—	—	—	—	—	2,591	17,410	20,001	267	6.49	—	28,606
Waste	—	—	—	—	—	—	—	—	—	—	—	16,618	0.00	16,618	1,661	0.00	—	58,141

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	249	249
Total	1,368	1,963	1,533	12,600	25.6	208	727	935	204	129	333	42,482	2,625,998	2,668,480	2,105	94.9	5,431	2,754,818
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	87.3	64.2	251	1,807	3.97	4.14	133	137	3.89	23.6	27.5	—	367,491	367,491	13.5	14.1	858	372,884
Area	161	293	12.2	485	0.60	32.5	—	32.5	32.0	—	32.0	3,853	7,986	11,839	11.5	0.14	—	12,170
Energy	1.94	0.97	16.6	7.06	0.11	1.34	—	1.34	1.34	—	1.34	—	56,404	56,404	4.33	0.41	—	56,634
Water	—	—	—	—	—	—	—	—	—	—	—	429	2,882	3,311	44.2	1.07	—	4,736
Waste	—	—	—	—	—	—	—	—	—	—	—	2,751	0.00	2,751	275	0.00	—	9,626
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41.3	41.3
Total	250	358	280	2,299	4.68	38.0	133	171	37.2	23.6	60.8	7,033	434,764	441,797	349	15.7	899	456,092

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	0.00	2,615,273	2,615,273	2,615,273	954,574,645

8. User Changes to Default Data

Screen	Justification
Land Use	SB 375 on road passenger calcs only

Harbor CPA Future Without Plans SB 375 Calcs Custom Report

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5.9.1. Unmitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Harbor CPA Future Without Plans SB 375 Calcs
Operational Year	2040
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	16.0
Location	33.78272482244037, -118.26730696018832
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4640
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.13

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	39,158	Dwelling Unit	1,030	37,591,680	0.00	—	134,066	—

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11,813	11,489	1,255	28,048	71.0	2,812	862	3,674	2,761	154	2,914	387,637	3,080,461	3,468,098	3,260	77.1	1,383	3,573,969
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11,605	11,293	1,266	24,996	70.1	2,811	862	3,673	2,760	154	2,913	387,637	2,989,623	3,377,260	3,259	79.4	298	3,482,710
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1,181	1,898	530	8,192	23.1	207	862	1,070	204	154	357	45,970	2,363,716	2,409,686	2,241	67.6	750	2,486,600
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	216	346	96.8	1,495	4.21	37.8	157	195	37.2	28.0	65.2	7,611	391,340	398,951	371	11.2	124	411,685

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	257	193	324	5,859	19.5	7.46	862	870	6.98	154	161	—	1,987,138	1,987,138	46.2	54.1	1,114	2,005,528
Area	11,545	11,290	833	22,147	50.9	2,796	—	2,796	2,746	—	2,746	366,790	706,770	1,073,560	1,094	13.3	—	1,104,880
Energy	11.5	5.74	98.1	41.8	0.63	7.93	—	7.93	7.93	—	7.93	—	367,759	367,759	28.2	2.67	—	369,260
Water	—	—	—	—	—	—	—	—	—	—	—	2,797	18,794	21,590	288	7.00	—	30,880
Waste	—	—	—	—	—	—	—	—	—	—	—	18,050	0.00	18,050	1,804	0.00	—	63,152
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	269	269
Total	11,813	11,489	1,255	28,048	71.0	2,812	862	3,674	2,761	154	2,914	387,637	3,080,461	3,468,098	3,260	77.1	1,383	3,573,969
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	252	190	355	5,041	18.7	7.46	862	870	6.98	154	161	—	1,902,239	1,902,239	45.3	56.5	28.9	1,920,229
Area	11,341	11,097	812	19,914	50.8	2,796	—	2,796	2,745	—	2,745	366,790	700,830	1,067,620	1,094	13.3	—	1,098,919
Energy	11.5	5.74	98.1	41.8	0.63	7.93	—	7.93	7.93	—	7.93	—	367,759	367,759	28.2	2.67	—	369,260
Water	—	—	—	—	—	—	—	—	—	—	—	2,797	18,794	21,590	288	7.00	—	30,880
Waste	—	—	—	—	—	—	—	—	—	—	—	18,050	0.00	18,050	1,804	0.00	—	63,152
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	269	269
Total	11,605	11,293	1,266	24,996	70.1	2,811	862	3,673	2,760	154	2,913	387,637	2,989,623	3,377,260	3,259	79.4	298	3,482,710
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	253	190	362	5,257	18.9	7.46	862	870	6.98	154	161	—	1,925,092	1,925,092	45.4	57.0	481	1,943,688
Area	916	1,702	69.7	2,893	3.55	192	—	192	189	—	189	25,123	52,070	77,193	75.1	0.94	—	79,351
Energy	11.5	5.74	98.1	41.8	0.63	7.93	—	7.93	7.93	—	7.93	—	367,759	367,759	28.2	2.67	—	369,260
Water	—	—	—	—	—	—	—	—	—	—	—	2,797	18,794	21,590	288	7.00	—	30,880
Waste	—	—	—	—	—	—	—	—	—	—	—	18,050	0.00	18,050	1,804	0.00	—	63,152

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	269	269
Total	1,181	1,898	530	8,192	23.1	207	862	1,070	204	154	357	45,970	2,363,716	2,409,686	2,241	67.6	750	2,486,600
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	46.2	34.7	66.1	959	3.45	1.36	157	159	1.27	28.0	29.3	—	318,721	318,721	7.52	9.43	79.6	321,800
Area	167	311	12.7	528	0.65	35.0	—	35.0	34.4	—	34.4	4,159	8,621	12,780	12.4	0.16	—	13,137
Energy	2.10	1.05	17.9	7.62	0.11	1.45	—	1.45	1.45	—	1.45	—	60,887	60,887	4.68	0.44	—	61,135
Water	—	—	—	—	—	—	—	—	—	—	—	463	3,111	3,575	47.7	1.16	—	5,113
Waste	—	—	—	—	—	—	—	—	—	—	—	2,988	0.00	2,988	299	0.00	—	10,456
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	44.6	44.6
Total	216	346	96.8	1,495	4.21	37.8	157	195	37.2	28.0	65.2	7,611	391,340	398,951	371	11.2	124	411,685

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	0.00	3,093,720	3,093,720	3,093,720	1,129,207,800

8. User Changes to Default Data

Screen	Justification
Land Use	SB 375 on road passenger calcs only

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5.9. Operational Mobile Sources

5.9.1. Unmitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Harbor CPA Future With Plans SB 375 Calcs
Operational Year	2040
Lead Agency	City of Los Angeles
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	16.0
Location	33.78272482244037, -118.26730696018832
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4640
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.13

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	47,202	Dwelling Unit	1,242	45,313,920	0.00	—	161,345	—

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14,278	13,878	1,561	34,680	88.5	3,390	1,167	4,558	3,329	208	3,537	467,232	4,008,291	4,475,523	3,933	101	1,832	4,605,785
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14,026	13,641	1,578	30,880	87.2	3,389	1,167	4,557	3,327	208	3,535	467,232	3,886,188	4,353,419	3,932	104	364	4,483,114
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1,461	2,316	693	10,655	30.6	251	1,167	1,418	246	208	454	55,378	3,135,097	3,190,475	2,705	89.9	976	3,285,862
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	267	423	126	1,944	5.58	45.8	213	259	45.0	38.0	82.9	9,168	519,051	528,220	448	14.9	162	544,012

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	348	262	439	7,933	26.4	10.1	1,167	1,177	9.45	208	217	—	2,690,373	2,690,373	62.5	73.2	1,508	2,715,271
Area	13,916	13,610	1,004	26,696	61.4	3,371	—	3,371	3,310	—	3,310	442,137	851,958	1,294,095	1,318	16.1	—	1,331,849
Energy	13.8	6.92	118	50.3	0.76	9.56	—	9.56	9.56	—	9.56	—	443,306	443,306	34.1	3.21	—	445,115
Water	—	—	—	—	—	—	—	—	—	—	—	3,371	22,654	26,026	347	8.44	—	37,223
Waste	—	—	—	—	—	—	—	—	—	—	—	21,723	0.00	21,723	2,171	0.00	—	76,002
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	325	325
Total	14,278	13,878	1,561	34,680	88.5	3,390	1,167	4,558	3,329	208	3,537	467,232	4,008,291	4,475,523	3,933	101	1,832	4,605,785
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	342	257	481	6,825	25.3	10.1	1,167	1,177	9.45	208	217	—	2,575,429	2,575,429	61.3	76.5	39.1	2,599,785
Area	13,671	13,377	979	24,005	61.2	3,370	—	3,370	3,308	—	3,308	442,137	844,798	1,286,935	1,318	16.0	—	1,324,664
Energy	13.8	6.92	118	50.3	0.76	9.56	—	9.56	9.56	—	9.56	—	443,306	443,306	34.1	3.21	—	445,115
Water	—	—	—	—	—	—	—	—	—	—	—	3,371	22,654	26,026	347	8.44	—	37,223
Waste	—	—	—	—	—	—	—	—	—	—	—	21,723	0.00	21,723	2,171	0.00	—	76,002
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	325	325
Total	14,026	13,641	1,578	30,880	87.2	3,389	1,167	4,557	3,327	208	3,535	467,232	3,886,188	4,353,419	3,932	104	364	4,483,114
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	343	258	491	7,117	25.6	10.1	1,167	1,177	9.45	208	217	—	2,606,370	2,606,370	61.5	77.1	651	2,631,546
Area	1,104	2,051	84.0	3,488	4.27	231	—	231	227	—	227	30,283	62,767	93,050	90.5	1.14	—	95,652
Energy	13.8	6.92	118	50.3	0.76	9.56	—	9.56	9.56	—	9.56	—	443,306	443,306	34.1	3.21	—	445,115
Water	—	—	—	—	—	—	—	—	—	—	—	3,371	22,654	26,026	347	8.44	—	37,223
Waste	—	—	—	—	—	—	—	—	—	—	—	21,723	0.00	21,723	2,171	0.00	—	76,002

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	325	325
Total	1,461	2,316	693	10,655	30.6	251	1,167	1,418	246	208	454	55,378	3,135,097	3,190,475	2,705	89.9	976	3,285,862
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	62.6	47.0	89.5	1,299	4.66	1.84	213	215	1.72	38.0	39.7	—	431,514	431,514	10.2	12.8	108	435,682
Area	202	374	15.3	636	0.78	42.2	—	42.2	41.5	—	41.5	5,014	10,392	15,406	15.0	0.19	—	15,836
Energy	2.53	1.26	21.6	9.19	0.14	1.75	—	1.75	1.75	—	1.75	—	73,394	73,394	5.64	0.53	—	73,694
Water	—	—	—	—	—	—	—	—	—	—	—	558	3,751	4,309	57.5	1.40	—	6,163
Waste	—	—	—	—	—	—	—	—	—	—	—	3,597	0.00	3,597	359	0.00	—	12,583
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	53.7	53.7
Total	267	423	126	1,944	5.58	45.8	213	259	45.0	38.0	82.9	9,168	519,051	528,220	448	14.9	162	544,012

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	0.00	4,188,567	4,188,567	4,188,567	1,528,826,955

8. User Changes to Default Data

Screen	Justification
Land Use	SB 375 on road passenger calcs only

APPENDIX 4.12

Noise Data

NOISE MONITORING FIELD REPORT

Project Name: Harbor LA Community Plan

Monitoring Address: El Segundo/Menlo

Date: 08/30/2022 Site Number: 1

Measured By: Raul Castillo

Measurement Start Time: 7:48 a.m.

Measurement End Time: 8:03 a.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.179

Primary Noise Sources: Traffic, neighborhood activity

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	~~71.8~~ 75.4
L_{max}	86.5
L_{min}	53.3

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.179.s	Computer's File Name	LxT_0005667-20220830 074820-LxT_Data.179.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-08-30 07:48:20	Duration	0:15:00.0
End Time	2022-08-30 08:03:20	Run Time	0:15:00.0
Pause Time	0:00:00.0		

Results

Overall Metrics

LA_{eq}	75.4 dB		
LAE	105.0 dB	SEA	--- dB
EA	3.5 mPa²h		
EA8	111.3 mPa²h		
EA40	556.7 mPa²h		
LA_{peak}	106.9 dB	2022-08-30 07:50:59	
LAS_{max}	86.5 dB	2022-08-30 07:56:25	
LAS_{min}	53.3 dB	2022-08-30 08:00:46	
LA_{eq}	75.4 dB		
LC_{eq}	82.5 dB	LC_{eq} - LA_{eq}	7.1 dB
LAI_{eq}	77.2 dB	LAI_{eq} - LA_{eq}	1.7 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	2	0:00:05.1
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	75.4 dB		82.5 dB		--- dB	
$L_{S(max)}$	86.5 dB	2022-08-30 07:56:25	--- dB		--- dB	
$L_{S(min)}$	53.3 dB	2022-08-30 08:00:46	--- dB		--- dB	
$L_{Peak(max)}$	106.9 dB	2022-08-30 07:50:59	--- dB		--- dB	

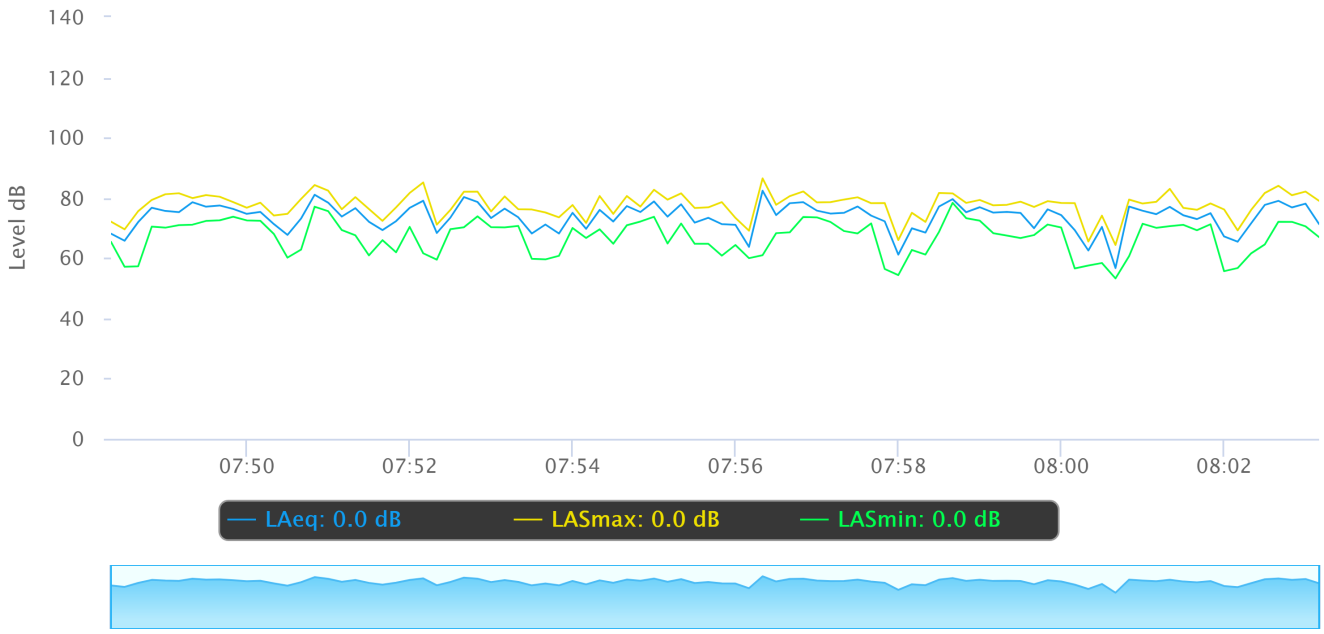
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	79.2 dB
LAS 33.3	75.5 dB
LAS 66.7	71.0 dB
LAS 90.0	63.2 dB

Time History



NOISE MONITORING FIELD REPORT

Project Name: Harbor LA Community Plan

Monitoring Address: 135th St./Ainsworth St.

Date: 08/30/2022 Site Number: 2

Measured By: Raul Castillo

Measurement Start Time: 8:40 a.m

Measurement End Time: 8:55 a.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.180

Primary Noise Sources: Traffic, neighborhood noise

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	71.1
L_{max}	85.4
L_{min}	49.9

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.180.s	Computer's File Name	LxT_0005667-20220830 084016-LxT_Data.180.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-08-30 08:40:16	Duration	0:15:00.0
End Time	2022-08-30 08:55:16	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	71.1 dB		
LAE	100.6 dB	SEA	--- dB
EA	1.3 mPa²h		
EA8	40.8 mPa²h		
EA40	204.2 mPa²h		
LA_{peak}	100.2 dB	2022-08-30 08:49:08	
LAS_{max}	85.4 dB	2022-08-30 08:49:08	
LAS_{min}	49.9 dB	2022-08-30 08:48:18	
LA_{eq}	71.1 dB		
LC_{eq}	77.4 dB	LC_{eq} - LA_{eq}	6.4 dB
LAI_{eq}	74.5 dB	LAI_{eq} - LA_{eq}	3.5 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	1	0:00:01.1
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	71.1 dB		77.4 dB		--- dB	
$L_{S(max)}$	85.4 dB	2022-08-30 08:49:08	--- dB		--- dB	
$L_{S(min)}$	49.9 dB	2022-08-30 08:48:18	--- dB		--- dB	
$L_{Peak(max)}$	100.2 dB	2022-08-30 08:49:08	--- dB		--- dB	

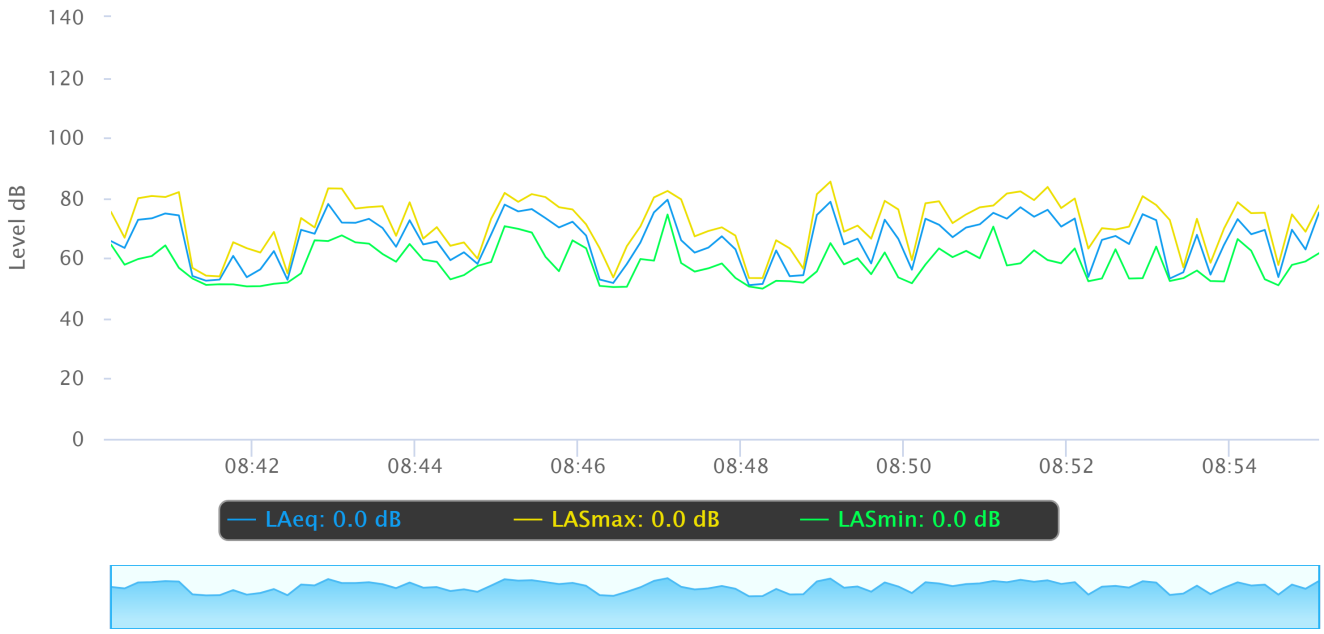
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	75.8 dB
LAS 33.3	68.5 dB
LAS 66.7	59.3 dB
LAS 90.0	52.6 dB

Time History



NOISE MONITORING FIELD REPORT

Project Name: Harbor LA Community Plan

Monitoring Address: Rosecrans/ Menlo

Date: 08/30/2022 Site Number: 3

Measured By: Raul Castillo

Measurement Start Time: 9:02 a.m.

Measurement End Time: 9:17 a.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.181

Primary Noise Sources: Traffic, neighborhood activity

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	72.7
L_{max}	89.3
L_{min}	53.0

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.181.s	Computer's File Name	LxT_0005667-20220830 090213-LxT_Data.181.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-08-30 09:02:13	Duration	0:15:00.0
End Time	2022-08-30 09:17:13	Run Time	0:15:00.0
Pause Time	0:00:00.0		

Results

Overall Metrics

LA_{eq}	72.7 dB		
LAE	102.3 dB	SEA	--- dB
EA	1.9 mPa²h		
EA8	60.1 mPa²h		
EA40	300.5 mPa²h		
LA_{peak}	105.9 dB	2022-08-30 09:10:39	
LAS_{max}	89.3 dB	2022-08-30 09:12:01	
LAS_{min}	53.0 dB	2022-08-30 09:15:17	
LA_{eq}	72.7 dB		
LC_{eq}	79.1 dB	LC_{eq} - LA_{eq}	6.4 dB
LAI_{eq}	75.2 dB	LAI_{eq} - LA_{eq}	2.5 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	1	0:00:02.2
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	72.7 dB		79.1 dB		--- dB	
$L_{S(max)}$	89.3 dB	2022-08-30 09:12:01	--- dB		--- dB	
$L_{S(min)}$	53.0 dB	2022-08-30 09:15:17	--- dB		--- dB	
$L_{Peak(max)}$	105.9 dB	2022-08-30 09:10:39	--- dB		--- dB	

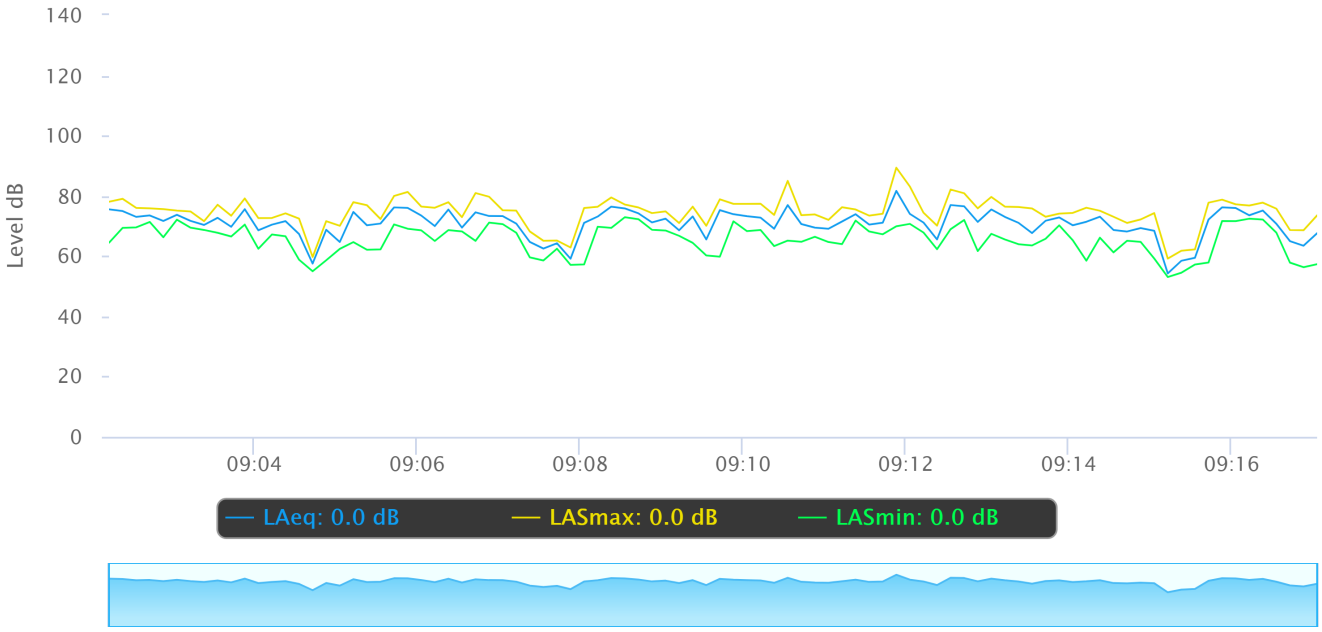
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	76.0 dB
LAS 33.3	72.7 dB
LAS 66.7	68.5 dB
LAS 90.0	61.7 dB

Time History



NOISE MONITORING FIELD REPORT

Project Name: Harbor LA Community Plan

Monitoring Address: Gardena / Orchard

Date: 08/30/2022 Site Number: 4

Measured By: Raul Castillo

Measurement Start Time: 9:32 a.m.

Measurement End Time: 9:47 a.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.182

Primary Noise Sources: Traffic, neighborhood activity

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	66.3
L_{max}	84.6
L_{min}	49.1

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.182.s	Computer's File Name	LxT_0005667-20220830 093211-LxT_Data.182.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-08-30 09:32:11	Duration	0:15:00.0
End Time	2022-08-30 09:47:11	Run Time	0:15:00.0
Pause Time	0:00:00.0		

Results

Overall Metrics

LA_{eq}	66.3 dB		
LAE	95.9 dB	SEA	--- dB
EA	431.3 µPa²h		
EA8	13.8 mPa²h		
EA40	69.0 mPa²h		
LA_{peak}	98.6 dB	2022-08-30 09:38:17	
LAS_{max}	84.6 dB	2022-08-30 09:38:18	
LAS_{min}	49.1 dB	2022-08-30 09:43:54	
LA_{eq}	66.3 dB		
LC_{eq}	75.0 dB	LC_{eq} - LA_{eq}	8.6 dB
LAI_{eq}	68.6 dB	LAI_{eq} - LA_{eq}	2.2 dB

Exceedances	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise	LDN	LDay	LNight
	--- dB	--- dB	0.0 dB

	LDEN	LDay	LEve	LNight
	--- dB	--- dB	--- dB	--- dB

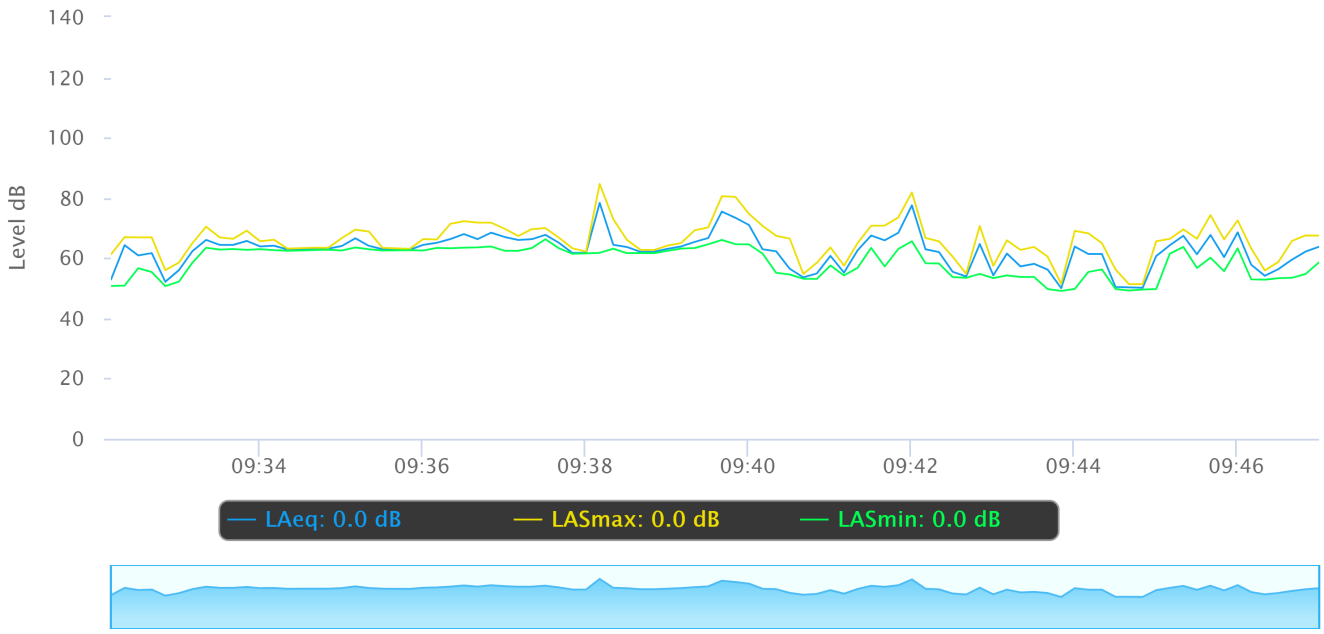
Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	66.3 dB		75.0 dB		--- dB	
$L_{S(max)}$	84.6 dB	2022-08-30 09:38:18	--- dB		--- dB	
$L_{S(min)}$	49.1 dB	2022-08-30 09:43:54	--- dB		--- dB	
$L_{Peak(max)}$	98.6 dB	2022-08-30 09:38:17	--- dB		--- dB	

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	67.9 dB
LAS 33.3	64.0 dB
LAS 66.7	60.2 dB
LAS 90.0	53.5 dB

Time History



NOISE MONITORING FIELD REPORT

Project Name: Harbor LA Community Plan

Monitoring Address: 186th St./ Catalina Ave.

Date: 08/30/2022 Site Number: 5

Measured By: Raul Castillo

Measurement Start Time: 9:57 a.m.

Measurement End Time: ~~9:57~~ a.m. 10:12 a.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.183

Primary Noise Sources:

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	57.8
L_{max}	65.2
L_{min}	53.5

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.183.s	Computer's File Name	LxT_0005667-20220830 095756-LxT_Data.183.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-08-30 09:57:56	Duration	0:15:00.0
End Time	2022-08-30 10:12:56	Run Time	0:15:00.0
Pause Time	0:00:00.0		

Results

Overall Metrics

LA_{eq}	57.8 dB		
LAE	87.4 dB	SEA	--- dB
EA	60.5 µPa²h		
EA8	1.9 mPa²h		
EA40	9.7 mPa²h		
LA_{peak}	83.3 dB	2022-08-30 10:11:23	
LAS_{max}	65.2 dB	2022-08-30 10:12:51	
LAS_{min}	53.5 dB	2022-08-30 10:07:14	
LA_{eq}	57.8 dB		
LC_{eq}	68.6 dB	LC_{eq} - LA_{eq}	10.8 dB
LAI_{eq}	59.6 dB	LAI_{eq} - LA_{eq}	1.8 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	57.8 dB		68.6 dB		--- dB	
$L_{S(max)}$	65.2 dB	2022-08-30 10:12:51	--- dB		--- dB	
$L_{S(min)}$	53.5 dB	2022-08-30 10:07:14	--- dB		--- dB	
$L_{Peak(max)}$	83.3 dB	2022-08-30 10:11:23	--- dB		--- dB	

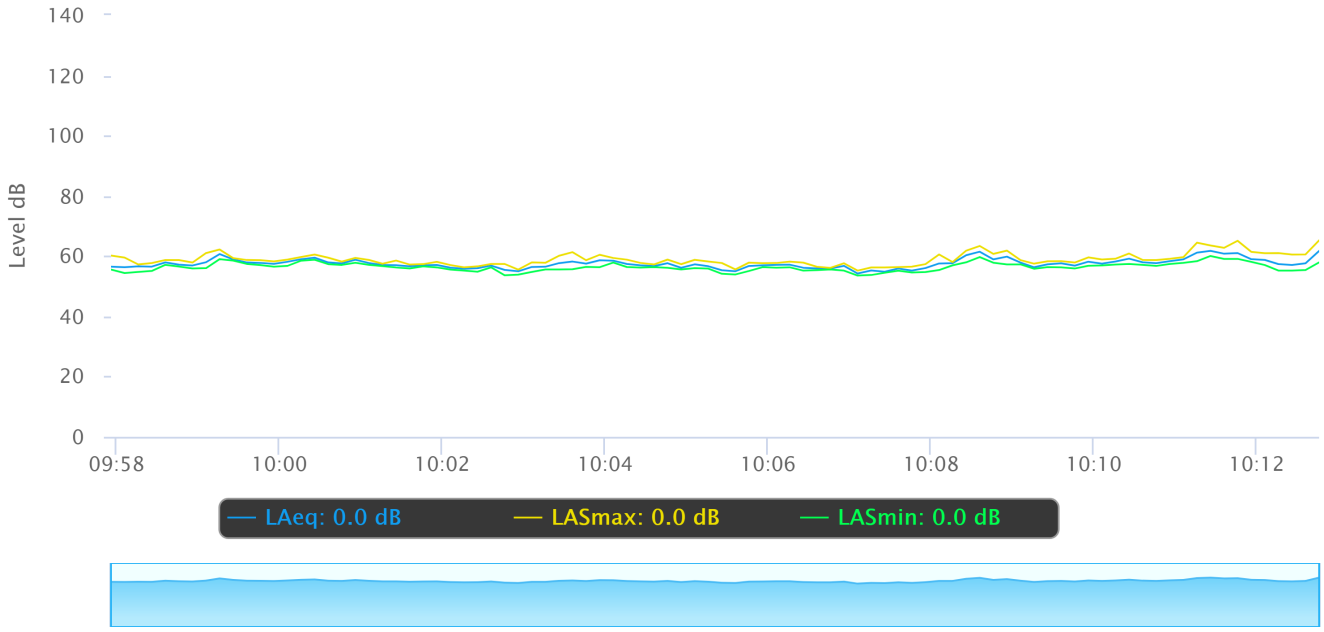
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	59.6 dB
LAS 33.3	57.9 dB
LAS 66.7	56.6 dB
LAS 90.0	55.5 dB

Time History



NOISE MONITORING FIELD REPORT

Project Name: Harbor LA Community Plan

Monitoring Address: Harborgate Way/ Francisco St.

Date: 08/30/2022 Site Number: 6

Measured By: Raul Castillo

Measurement Start Time: 10:39 a.m.

Measurement End Time: 10:54. a.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.184

Primary Noise Sources: Delivery traffic from trucks

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	64.6
L_{max}	86.7
L_{min}	51.3

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.184.s	Computer's File Name	LxT_0005667-20220830 103947-LxT_Data.184.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-08-30 10:39:47	Duration	0:15:00.0
End Time	2022-08-30 10:54:47	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	64.6 dB		
LAE	94.1 dB	SEA	--- dB
EA	285.9 µPa²h		
EA8	9.1 mPa²h		
EA40	45.7 mPa²h		
LA_{peak}	101.1 dB	2022-08-30 10:42:24	
LAS_{max}	86.7 dB	2022-08-30 10:42:24	
LAS_{min}	51.3 dB	2022-08-30 10:49:14	
LA_{eq}	64.6 dB		
LC_{eq}	74.7 dB	LC_{eq} - LA_{eq}	10.1 dB
LAI_{eq}	68.4 dB	LAI_{eq} - LA_{eq}	3.9 dB

Exceedances	Count	Duration
LAS > 85.0 dB	1	0:00:01.4
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise	LDN	LDay	LNight
	--- dB	--- dB	0.0 dB

	LDEN	LDay	LEve	LNight
	--- dB	--- dB	--- dB	--- dB

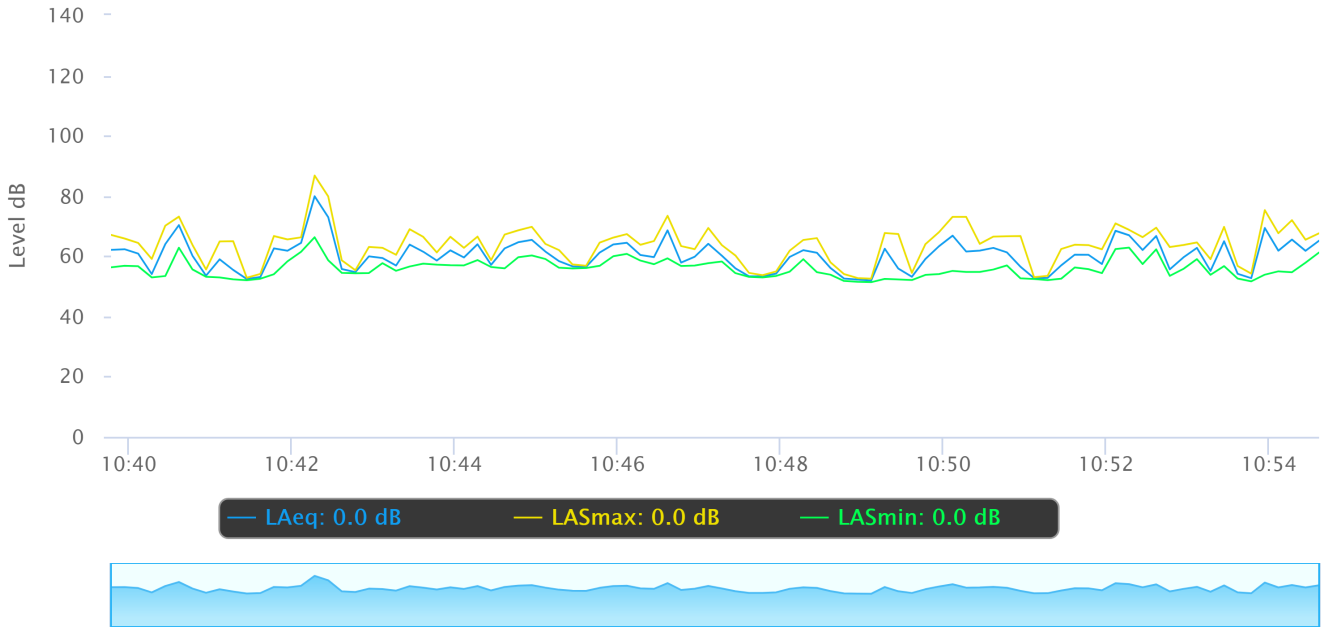
Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	64.6 dB		74.7 dB		--- dB	
$L_{S(max)}$	86.7 dB	2022-08-30 10:42:24	--- dB		--- dB	
$L_{S(min)}$	51.3 dB	2022-08-30 10:49:14	--- dB		--- dB	
$L_{Peak(max)}$	101.1 dB	2022-08-30 10:42:24	--- dB		--- dB	

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	66.3 dB
LAS 33.3	61.2 dB
LAS 66.7	56.3 dB
LAS 90.0	53.0 dB

Time History



NOISE MONITORING FIELD REPORT

Project Name: Harbor LA Community Plan

Monitoring Address: 1341 W. Carson St.

Date: 08/30/2022 Site Number: 7

Measured By: Raul Castillo

Measurement Start Time: 11:30 a.m.

Measurement End Time: 11:45 a.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data,185

Primary Noise Sources: Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	73.2
L_{max}	85.3
L_{min}	55.4

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.185.s	Computer's File Name	LxT_0005667-20220830 113032-LxT_Data.185.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-08-30 11:30:32	Duration	0:15:00.0
End Time	2022-08-30 11:45:32	Run Time	0:15:00.0
Pause Time	0:00:00.0		

Results

Overall Metrics

LA_{eq}	73.2 dB		
LAE	102.8 dB	SEA	--- dB
EA	2.1 mPa²h		
EA8	67.2 mPa²h		
EA40	336.0 mPa²h		
LA_{peak}	104.3 dB	2022-08-30 11:32:20	
LAS_{max}	85.3 dB	2022-08-30 11:32:20	
LAS_{min}	55.4 dB	2022-08-30 11:45:23	
LA_{eq}	73.2 dB		
LC_{eq}	79.2 dB	LC_{eq} - LA_{eq}	6.0 dB
LAI_{eq}	75.0 dB	LAI_{eq} - LA_{eq}	1.8 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	1	0:00:00.9
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	73.2 dB		79.2 dB		--- dB	
$L_{S(max)}$	85.3 dB	2022-08-30 11:32:20	--- dB		--- dB	
$L_{S(min)}$	55.4 dB	2022-08-30 11:45:23	--- dB		--- dB	
$L_{Peak(max)}$	104.3 dB	2022-08-30 11:32:20	--- dB		--- dB	

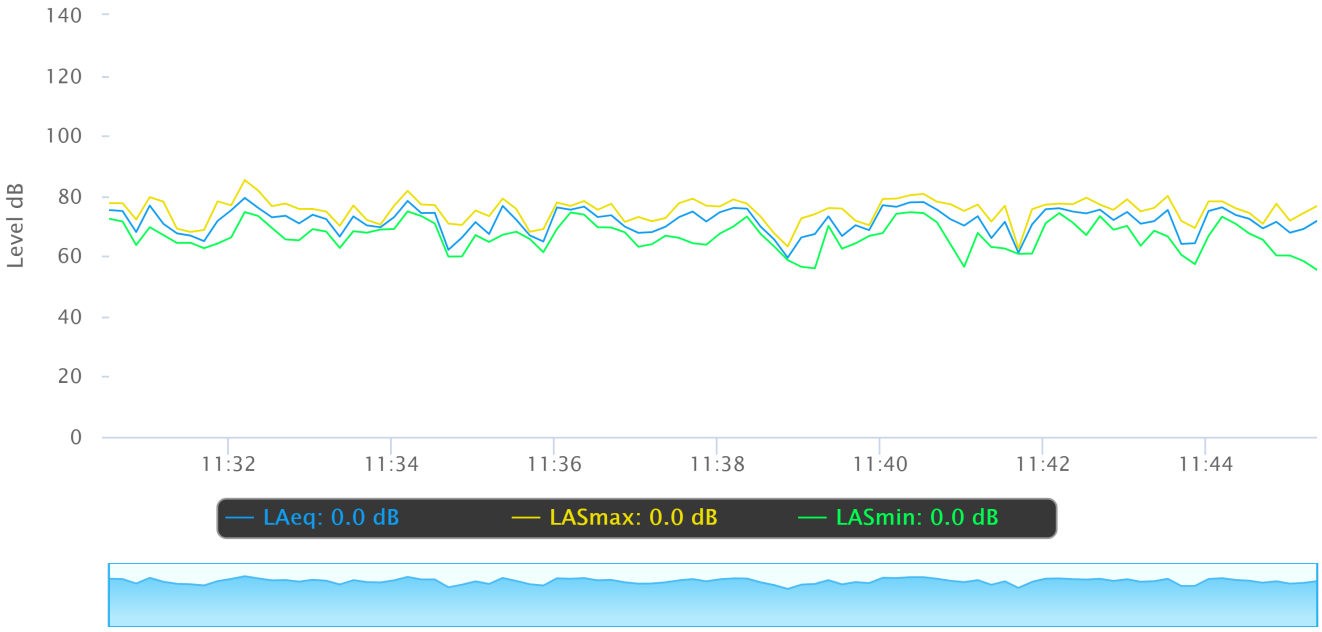
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	76.8 dB
LAS 33.3	73.9 dB
LAS 66.7	68.8 dB
LAS 90.0	63.5 dB

Time History



NOISE MONITORING FIELD REPORT

Project Name: Harbor LA Community Plan

Monitoring Address: 240th st. / President Ave.

Date: 08/30/2022 Site Number: 8

Measured By: Raul Castillo

Measurement Start Time: 12:02 p.m.

Measurement End Time: 12:17 p.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.186

Primary Noise Sources: Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	67.7
L_{max}	90.5
L_{min}	51.8

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.186.s	Computer's File Name	LxT_0005667-20220830 120232-LxT_Data.186.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-08-30 12:02:32	Duration	0:15:00.0
End Time	2022-08-30 12:17:32	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	67.7 dB		
LAE	97.2 dB	SEA	--- dB
EA	585.6 µPa²h		
EA8	18.7 mPa²h		
EA40	93.7 mPa²h		
LA_{peak}	115.8 dB	2022-08-30 12:08:11	
LAS_{max}	90.5 dB	2022-08-30 12:08:11	
LAS_{min}	51.8 dB	2022-08-30 12:10:50	
LA_{eq}	67.7 dB		
LC_{eq}	78.0 dB	LC_{eq} - LA_{eq}	10.3 dB
LAI_{eq}	70.5 dB	LAI_{eq} - LA_{eq}	2.9 dB

Exceedances	Count	Duration
LAS > 85.0 dB	1	0:00:05.4
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise	LDN	LDay	LNight
	--- dB	--- dB	0.0 dB

	LDEN	LDay	LEve	LNight
	--- dB	--- dB	--- dB	--- dB

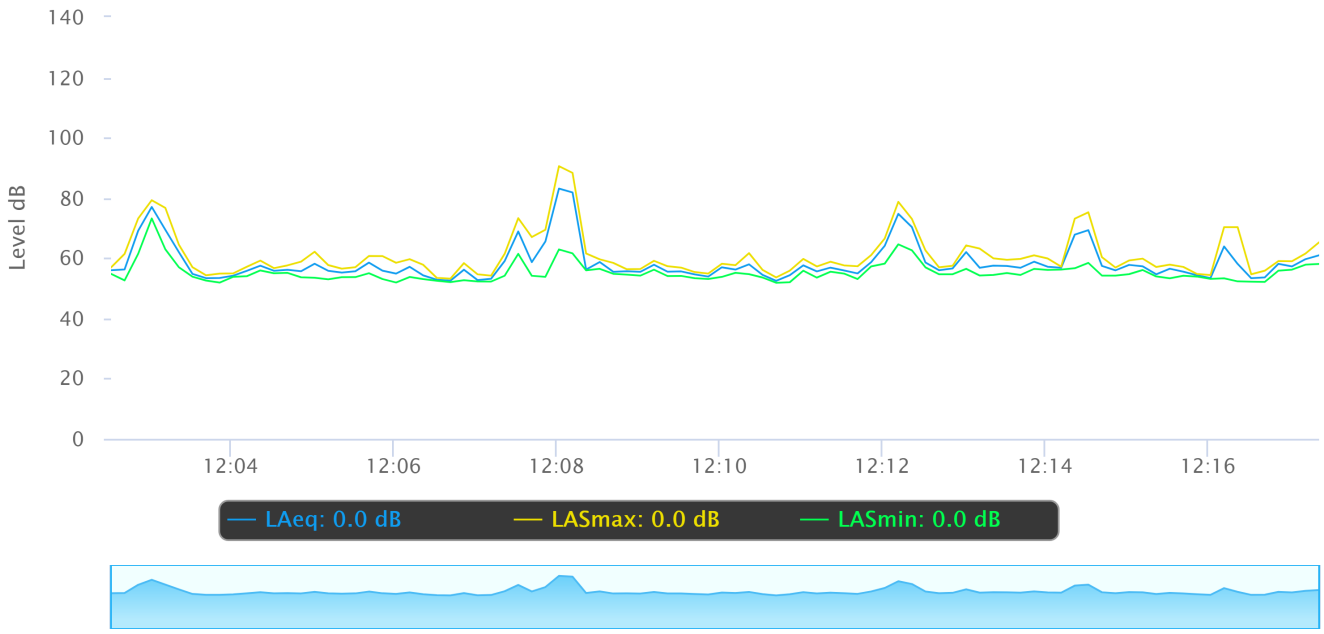
Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	67.7 dB		78.0 dB		--- dB	
$L_{S(max)}$	90.5 dB	2022-08-30 12:08:11	--- dB		--- dB	
$L_{S(min)}$	51.8 dB	2022-08-30 12:10:50	--- dB		--- dB	
$L_{Peak(max)}$	115.8 dB	2022-08-30 12:08:11	--- dB		--- dB	

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	64.8 dB
LAS 33.3	57.5 dB
LAS 66.7	55.1 dB
LAS 90.0	53.2 dB

Time History



NOISE MONITORING FIELD REPORT

Project Name: Harbor LA Community Plan

Monitoring Address: PCH/ Belle Porte

Date: 08/30/2022 Site Number: 9

Measured By: Raul Castillo

Measurement Start Time: 12:29 p.m.

Measurement End Time: 12:44 p.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.167

Primary Noise Sources: Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	73.1
L_{max}	93.1
L_{min}	52.8

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.187.s	Computer's File Name	LxT_0005667-20220830 122917-LxT_Data.187.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-08-30 12:29:17	Duration	0:15:00.0
End Time	2022-08-30 12:44:17	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	73.1 dB		
LAE	102.7 dB	SEA	--- dB
EA	2.0 mPa²h		
EA8	65.6 mPa²h		
EA40	328.0 mPa²h		
LA_{peak}	110.0 dB	2022-08-30 12:34:11	
LAS_{max}	93.1 dB	2022-08-30 12:34:11	
LAS_{min}	52.8 dB	2022-08-30 12:40:32	
LA_{eq}	73.1 dB		
LC_{eq}	80.5 dB	LC_{eq} - LA_{eq}	7.4 dB
LAI_{eq}	76.0 dB	LAI_{eq} - LA_{eq}	2.9 dB

Exceedances	Count	Duration
LAS > 85.0 dB	4	0:00:11.0
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise	LDN	LDay	LNight
	--- dB	--- dB	0.0 dB

	LDEN	LDay	LEve	LNight
	--- dB	--- dB	--- dB	--- dB

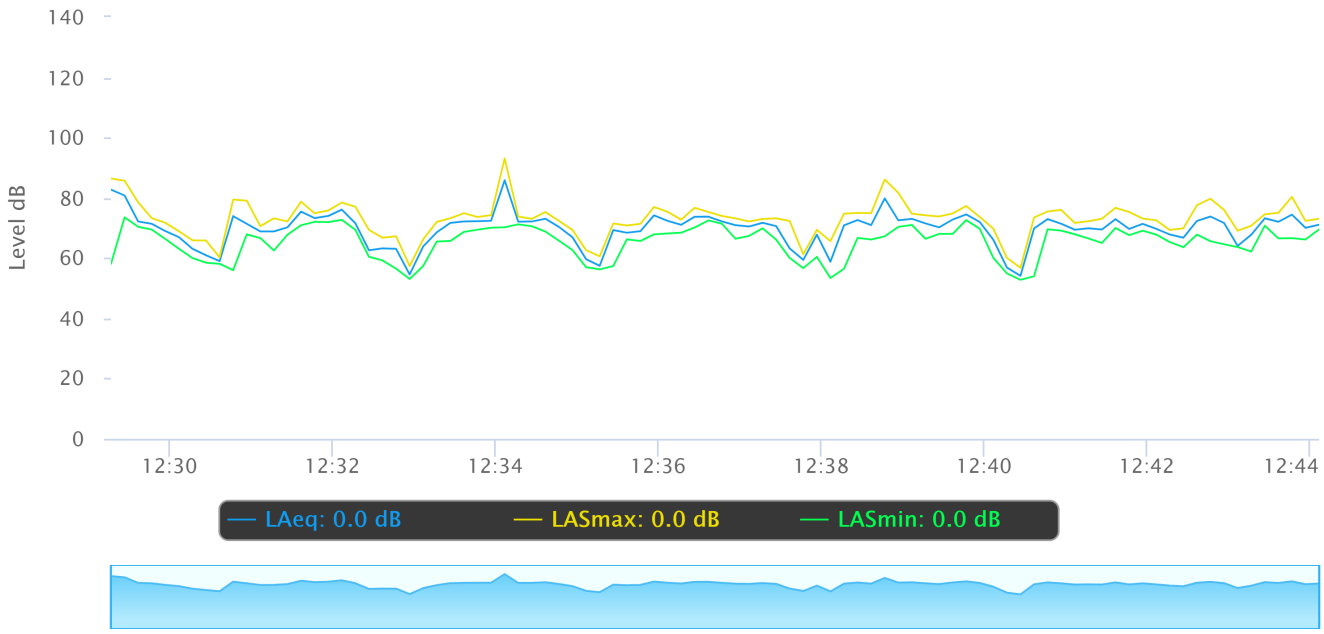
Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	73.1 dB		80.5 dB		--- dB	
$L_{S(max)}$	93.1 dB	2022-08-30 12:34:11	--- dB		--- dB	
$L_{S(min)}$	52.8 dB	2022-08-30 12:40:32	--- dB		--- dB	
$L_{Peak(max)}$	110.0 dB	2022-08-30 12:34:11	--- dB		--- dB	

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	74.5 dB
LAS 33.3	71.8 dB
LAS 66.7	68.1 dB
LAS 90.0	59.7 dB

Time History



NOISE MONITORING FIELD REPORT

Project Name: Harbor LA Community Plan

Monitoring Address: M St. / Gulf Ave.

Date: 08/30/2022 Site Number: 10

Measured By: Raul Castillo

Measurement Start Time: 12:58 p.m.

Measurement End Time: 1:13 p.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data, 188

Primary Noise Sources: Traffic, neighborhood activity

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	59.4
L_{max}	72.3
L_{min}	53.1

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.188.s	Computer's File Name	LxT_0005667-20220830 125812-LxT_Data.188.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-08-30 12:58:12	Duration	0:15:00.0
End Time	2022-08-30 13:13:12	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	59.4 dB		
LAE	88.9 dB	SEA	--- dB
EA	86.5 µPa²h		
EA8	2.8 mPa²h		
EA40	13.8 mPa²h		
LA_{peak}	96.6 dB	2022-08-30 13:11:55	
LAS_{max}	72.3 dB	2022-08-30 13:03:02	
LAS_{min}	53.1 dB	2022-08-30 13:05:09	
LA_{eq}	59.4 dB		
LC_{eq}	71.1 dB	LC_{eq} - LA_{eq}	11.8 dB
LAI_{eq}	61.3 dB	LAI_{eq} - LA_{eq}	1.9 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	59.4 dB		71.1 dB		--- dB	
$L_{S(max)}$	72.3 dB	2022-08-30 13:03:02	--- dB		--- dB	
$L_{S(min)}$	53.1 dB	2022-08-30 13:05:09	--- dB		--- dB	
$L_{Peak(max)}$	96.6 dB	2022-08-30 13:11:55	--- dB		--- dB	

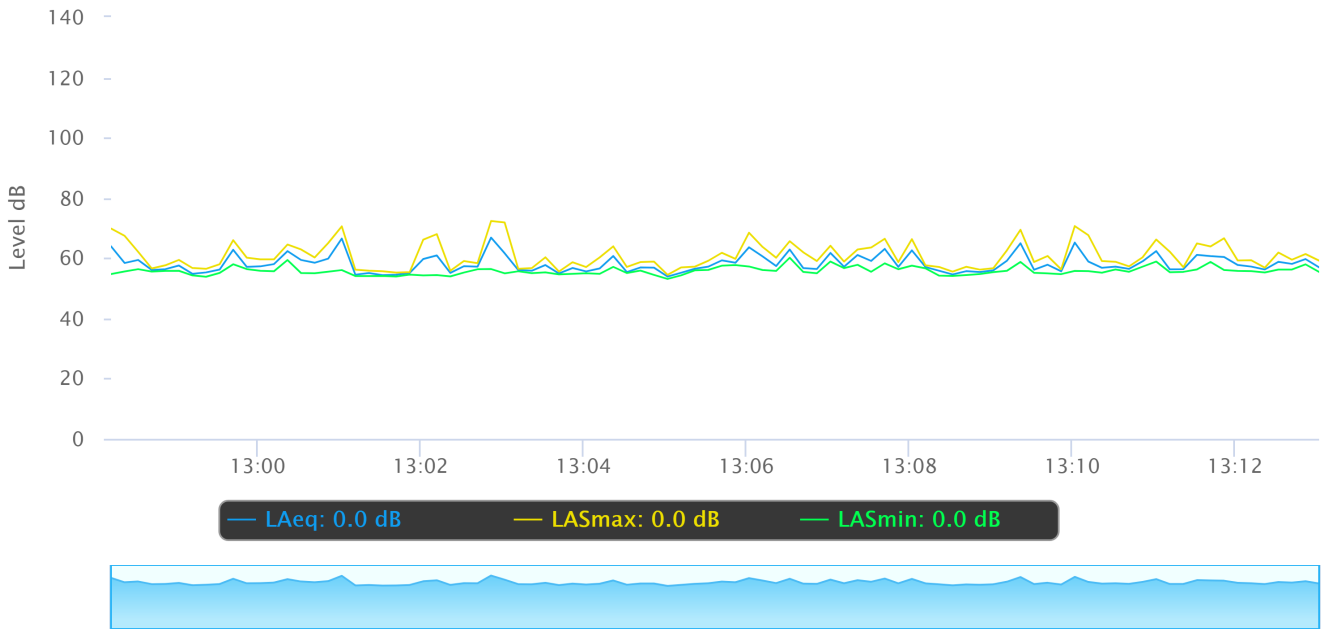
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	61.9 dB
LAS 33.3	57.9 dB
LAS 66.7	56.0 dB
LAS 90.0	54.8 dB

Time History



NOISE MONITORING FIELD REPORT

Project Name: Harbor LA Community Plan

Monitoring Address: 829 N. Avalon Blvd.

Date: 08/30/2022 Site Number: 11

Measured By: Raul Castillo

Measurement Start Time: 1:32 p.m.

Measurement End Time: 1:47 p.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.189

Primary Noise Sources: ~~(illegible)~~ Traffic, commercial/pedestian activity

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	74.1
L_{max}	95.7
L_{min}	56.0

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.189.s	Computer's File Name	LxT_0005667-20220830 133216-LxT_Data.189.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-08-30 13:32:16	Duration	0:15:00.0
End Time	2022-08-30 13:47:16	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	74.1 dB		
LAE	103.6 dB	SEA	--- dB
EA	2.6 mPa²h		
EA8	81.7 mPa²h		
EA40	408.4 mPa²h		
LA_{peak}	113.7 dB	2022-08-30 13:43:28	
LAS_{max}	95.7 dB	2022-08-30 13:43:28	
LAS_{min}	56.0 dB	2022-08-30 13:35:32	
LA_{eq}	74.1 dB		
LC_{eq}	84.7 dB	LC_{eq} - LA_{eq}	10.6 dB
LAI_{eq}	76.9 dB	LAI_{eq} - LA_{eq}	2.8 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	2	0:00:08.9
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	74.1 dB		84.7 dB		--- dB	
$L_{S(max)}$	95.7 dB	2022-08-30 13:43:28	--- dB		--- dB	
$L_{S(min)}$	56.0 dB	2022-08-30 13:35:32	--- dB		--- dB	
$L_{Peak(max)}$	113.7 dB	2022-08-30 13:43:28	--- dB		--- dB	

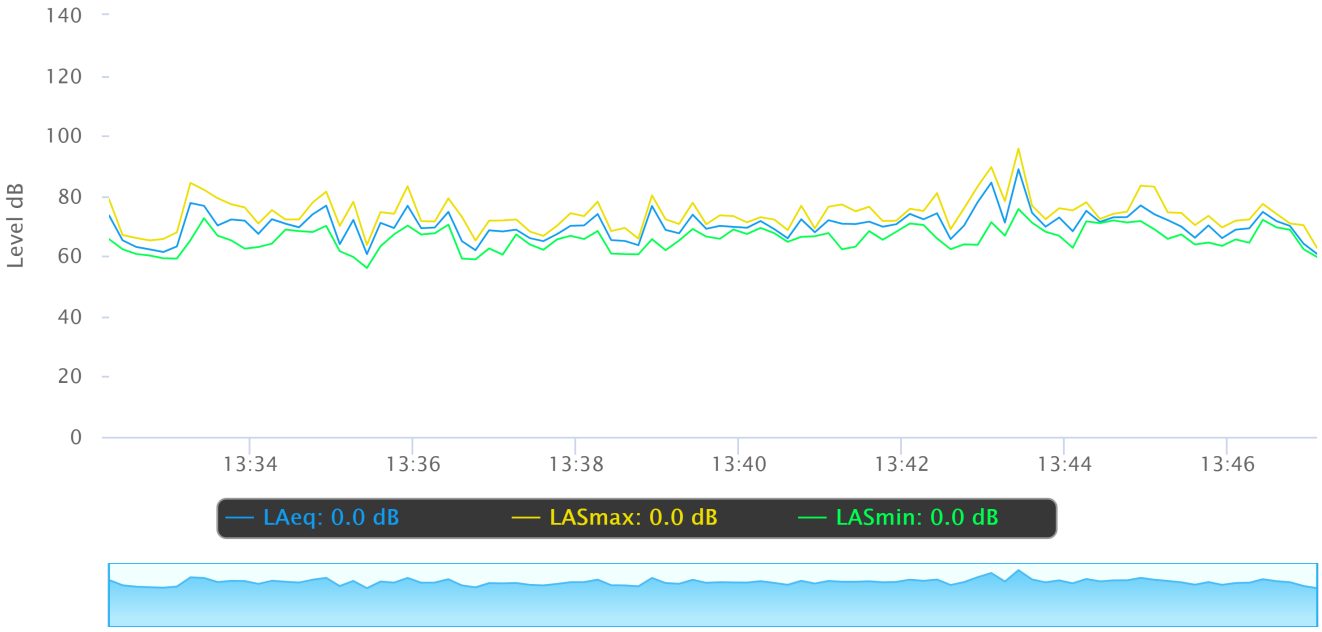
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	75.4 dB
LAS 33.3	71.2 dB
LAS 66.7	67.6 dB
LAS 90.0	62.8 dB

Time History



NOISE MONITORING FIELD REPORT

Project Name: Harbor LA Community Plan

Monitoring Address: E St. / Eubank

Date: 08/30/2022 Site Number: 12

Measured By: Raul Castillo

Measurement Start Time: 1:58 p.m.

Measurement End Time: 2:13 p.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data190

Primary Noise Sources: Traffic, truck activity

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	69.6
L_{max}	86.5
L_{min}	54.7

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

_____

_____

_____

_____

_____

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.190.s	Computer's File Name	LxT_0005667-20220830 135832-LxT_Data.190.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-08-30 13:58:32	Duration	0:15:00.0
End Time	2022-08-30 14:13:32	Run Time	0:15:00.0
Pause Time	0:00:00.0		

Results

Overall Metrics

LA_{eq}	69.6 dB		
LAE	99.2 dB	SEA	--- dB
EA	915.0 µPa²h		
EA8	29.3 mPa²h		
EA40	146.4 mPa²h		
LA_{peak}	104.1 dB	2022-08-30 14:09:56	
LAS_{max}	86.5 dB	2022-08-30 14:08:54	
LAS_{min}	54.7 dB	2022-08-30 14:05:49	
LA_{eq}	69.6 dB		
LC_{eq}	79.0 dB	LC_{eq} - LA_{eq}	9.4 dB
LAI_{eq}	72.2 dB	LAI_{eq} - LA_{eq}	2.6 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	1	0:00:02.6
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	69.6 dB		79.0 dB		--- dB	
$L_{S(max)}$	86.5 dB	2022-08-30 14:08:54	--- dB		--- dB	
$L_{S(min)}$	54.7 dB	2022-08-30 14:05:49	--- dB		--- dB	
$L_{Peak(max)}$	104.1 dB	2022-08-30 14:09:56	--- dB		--- dB	

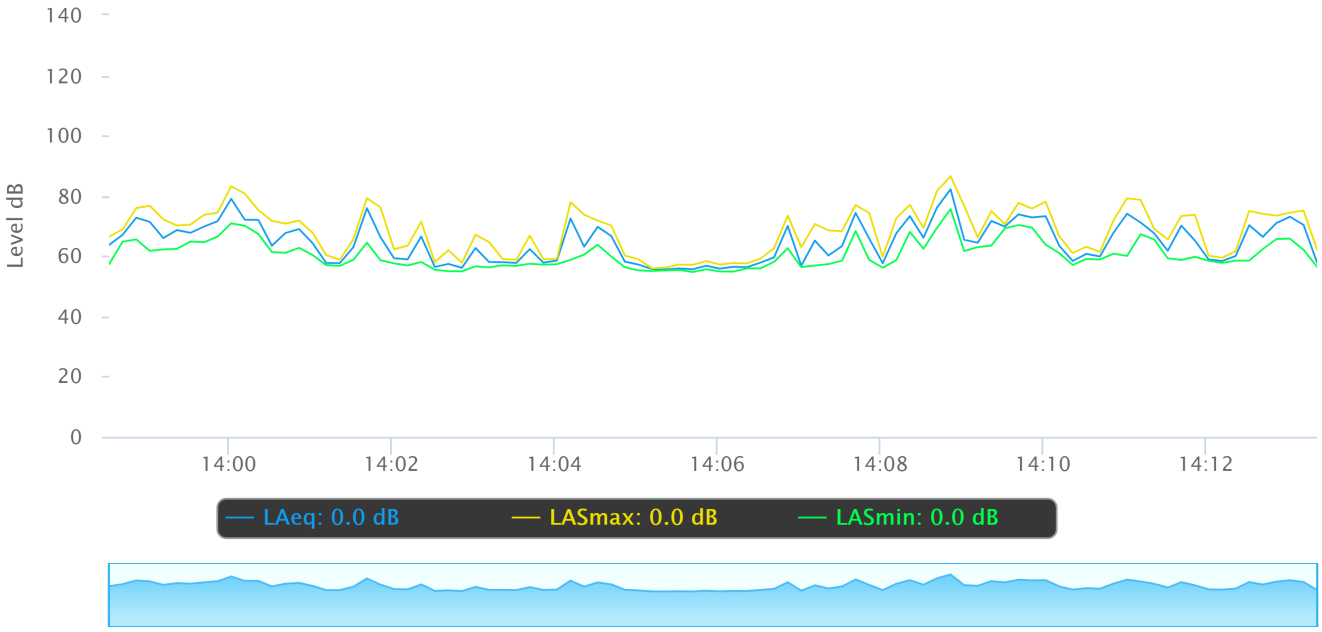
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	73.3 dB
LAS 33.3	67.2 dB
LAS 66.7	59.0 dB
LAS 90.0	56.5 dB

Time History



TRAFFIC NOISE LEVELS

Project Name: Harbor Gateway

Background Information

Model Description:	FHWA Highway Noise Prediction Model with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Existing, Future Without Project, Future With Project
Source of Traffic Volumes:	Traffic Impact Analysis, Cambridge 2023.
Community Noise Descriptor:	X

Assumed 24-Hour Traffic Distribution:	(Ldn) Day	Evening	(CNEL) Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Name Roadway Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor[1]	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	24-Hour dB(A) CNEL
Existing Traffic Noise										
Vermont Ave.										
El Segundo Blvd. to 135th St.	4	10	12,259	35	50	0	0	1.8%	0.7%	66.1
Redondo Beach Blvd. to Alondra Blvd.	4	10	10,361	35	50	0	0	1.8%	0.7%	65.4
Artesia Blvd. (SR-91) to 182nd St.	4	10	41,283	35	50	0	0	1.8%	0.7%	71.4
Figueroa St.										
Rosecrans Ave. to Redondo Beach Blvd.	4	10	12,344	35	50	0	0	1.8%	0.7%	66.2
Alondra Blvd. to Gardena Blvd	4	10	15,984	35	50	0	0	1.8%	0.7%	67.3
Normandie Ave.										
190th to Del Amo Blvd.	4	10	23,383	30	50	0	0	1.8%	0.7%	67.6
Torrance Blvd. to Carson St.	4	10	10,591	30	50	0	0	1.8%	0.7%	64.2
Western Ave.										
190th to Del Amo Blvd.	4	10	45,671	35	50	0	0	1.8%	0.7%	71.9
Carson St. to 223rd St.	4	10	37,399	35	50	0	0	1.8%	0.7%	71.0
120th St.										
Hoover St. to Figueroa Blvd.	4	10	4,232	30	50	0	0	1.8%	0.7%	60.2
Roscrancs Ave.										
Vermont to Hoover St.	4	10	50,070	35	50	0	0	1.8%	0.7%	72.3
Hoover St. to Figueroa Blvd.	4	10	42,947	35	50	0	0	1.8%	0.7%	71.6
Alondra Blvd.										
Vermont to Figueroa St.	4	10	5,425	35	50	0	0	1.8%	0.7%	63.0
Future No Project (Existing Plan)										
Vermont Ave.										
El Segundo Blvd. to 135th St.	4	10	16,022	35	50	0	0	1.8%	0.7%	67.3
Redondo Beach Blvd. to Alondra Blvd.	4	10	13,551	35	50	0	0	1.8%	0.7%	66.6
Artesia Blvd. (SR-91) to 182nd St.	4	10	45,268	35	50	0	0	1.8%	0.7%	71.8
Figueroa St.										
Rosecrans Ave. to Redondo Beach Blvd.	4	10	17,430	35	50	0	0	1.8%	0.7%	67.7
Alondra Blvd. to Gardena Blvd	4	10	21,336	35	50	0	0	1.8%	0.7%	68.5
Normandie Ave.										
190th to Del Amo Blvd.	4	10	30,294	30	50	0	0	1.8%	0.7%	68.8
Torrance Blvd. to Carson St.	4	10	12,185	30	50	0	0	1.8%	0.7%	64.8
Western Ave.										
190th to Del Amo Blvd.	4	10	51,077	35	50	0	0	1.8%	0.7%	72.3
Carson St. to 223rd St.	4	10	42,299	35	50	0	0	1.8%	0.7%	71.5
120th St.										
Hoover St. to Figueroa Blvd.	4	10	5,789	30	50	0	0	1.8%	0.7%	61.6
Roscrancs Ave.										
Vermont to Hoover St.	4	10	54,928	35	50	0	0	1.8%	0.7%	72.7
Hoover St. to Figueroa Blvd.	4	10	48,503	35	50	0	0	1.8%	0.7%	72.1
Alondra Blvd.										
Vermont to Figueroa St.	4	10	7,944	35	50	0	0	1.8%	0.7%	64.3

Future With Project (Proposed Plan)										
Vermont Ave.										
El Segundo Blvd. to 135th St.	4	10	16,961	35	50	0	0	1.8%	0.7%	67.5
Redondo Beach Blvd. to Alondra Blvd.	4	10	15,677	35	50	0	0	1.8%	0.7%	67.2
Artesia Blvd. (SR-91) to 182nd St.	4	10	53,039	35	50	0	0	1.8%	0.7%	72.5
Figueroa St.										
Rosecrans Ave. to Redondo Beach Blvd.	4	10	19,327	35	50	0	0	1.8%	0.7%	68.1
Alondra Blvd. to Gardena Blvd	4	10	23,034	35	50	0	0	1.8%	0.7%	68.9
Normandie Ave.										
190th to Del Amo Blvd.	4	10	38,792	30	50	0	0	1.8%	0.7%	69.8
Torrance Blvd. to Carson St.	4	10	14,184	30	50	0	0	1.8%	0.7%	65.5
Western Ave.										
190th to Del Amo Blvd.	4	10	57,065	35	50	0	0	1.8%	0.7%	72.8
Carson St. to 223rd St.	4	10	44,428	35	50	0	0	1.8%	0.7%	71.7
120th St.										
Hoover St. to Figueroa Blvd.	4	10	5,893	30	50	0	0	1.8%	0.7%	61.7
Roscrancs Ave.										
Vermont to Hoover St.	4	10	55,150	35	50	0	0	1.8%	0.7%	72.7
Hoover St. to Figueroa Blvd.	4	10	48,742	35	50	0	0	1.8%	0.7%	72.1
Alondra Blvd.										
Vermont to Figueroa St.	4	10	8,274	35	50	0	0	1.8%	0.7%	64.4

[1] Distance in feet from the roadway centerline to nearest receptor location.

TRAFFIC NOISE LEVELS

Project Name: Wilmington - Harbor City

Background Information

Model Description:	FHWA Highway Noise Prediction Model with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Existing, Future Without Project, Future With Project
Source of Traffic Volumes:	Traffic Impact Analysis, Cambridge 2023.
Community Noise Descriptor:	X

Assumed 24-Hour Traffic Distribution:	(Ldn) Day	Evening	(CNEL) Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Name Roadway Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor[1]	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	24-Hour dB(A) CNEL
Existing Traffic Noise										
Western Ave.										
Lomita Blvd. to PCH	4	10	42,685	35	50	0	0	1.8%	0.7%	71.6
PCH to Palos Verdes Dr.	4	10	56,455	35	50	0	0	1.8%	0.7%	72.8
Lomita Blvd.										
Normandie Ave. to Figueroa St.	4	10	28,797	35	50	0	0	1.8%	0.7%	69.8
Wilmington Blvd. to Neptune Ave.	4	10	22,329	35	50	0	0	1.8%	0.7%	68.7
Avalon Blvd. to Wilmington Ave.	4	10	26,929	35	50	0	0	1.8%	0.7%	69.6
PCH										
Western Ave. to Normandie Ave.	4	10	43,476	35	50	0	0	1.8%	0.7%	71.6
Figueroa St. to Wilmington Blvd.	4	10	20,311	35	50	0	0	1.8%	0.7%	68.3
Avalon Blvd. to Eubank Ave.	4	10	16,136	35	50	0	0	1.8%	0.7%	67.3
Anaheim St.										
Figueroa St. to Wilmington Ave.	4	10	21,035	30	50	0	0	1.8%	0.7%	67.2
Avalon Blvd. to Sanford Ave.	4	10	13,692	30	50	0	0	1.8%	0.7%	65.3
Alameda St.										
Anaheim St. to Henry Ford Ave.	4	10	6,350	35	50	0	0	1.8%	0.7%	63.3
Neptune Ave.										
PCH to Anaheim St.	4	10	7,060	25	50	0	0	1.8%	0.7%	60.7
E St. to Harry Bridgres Blvd.	4	10	4,315	25	50	0	0	1.8%	0.7%	58.6
Normandie Ave.										
PCH to Vermont Ave.	4	10	10,077	35	50	0	0	1.8%	0.7%	65.3
Future No Project (Existing Plan)										
Western Ave.										
Lomita Blvd. to PCH	4	10	44,476	35	50	0	0	1.8%	0.7%	71.7
PCH to Palos Verdes Dr.	4	10	57,855	35	50	0	0	1.8%	0.7%	72.9
Lomita Blvd.										
Normandie Ave. to Figueroa St.	4	10	29,895	35	50	0	0	1.8%	0.7%	70.0
Wilmington Blvd. to Neptune Ave.	4	10	23,580	35	50	0	0	1.8%	0.7%	69.0
Avalon Blvd. to Wilmington Ave.	4	10	29,552	35	50	0	0	1.8%	0.7%	70.0
PCH										
Western Ave. to Normandie Ave.	4	10	45,574	35	50	0	0	1.8%	0.7%	71.8
Figueroa St. to Wilmington Blvd.	4	10	21,743	35	50	0	0	1.8%	0.7%	68.6
Avalon Blvd. to Eubank Ave.	4	10	18,050	35	50	0	0	1.8%	0.7%	67.8
Anaheim St.										
Figueroa St. to Wilmington Ave.	4	10	22,896	30	50	0	0	1.8%	0.7%	67.6
Avalon Blvd. to Sanford Ave.	4	10	16,281	30	50	0	0	1.8%	0.7%	66.1
Alameda St.										
Anaheim St. to Henry Ford Ave.	4	10	10,909	35	50	0	0	1.8%	0.7%	65.6
Neptune Ave.										
PCH to Anaheim St.	4	10	6,820	25	50	0	0	1.8%	0.7%	60.6
E St. to Harry Bridgres Blvd.	4	10	4,945	25	50	0	0	1.8%	0.7%	59.2
Normandie Ave.										
PCH to Vermont Ave.	4	10	14,601	35	50	0	0	1.8%	0.7%	66.9

Future With Project (Proposed Plan)										
Western Ave.										
Lomita Blvd. to PCH	4	10	46,780	35	50	0	0	1.8%	0.7%	72.0
PCH to Palos Verdes Dr.	4	10	60,516	35	50	0	0	1.8%	0.7%	73.1
Lomita Blvd.										
Normandie Ave. to Figueroa St.	4	10	30,483	35	50	0	0	1.8%	0.7%	70.1
Wilmington Blvd. to Neptune Ave.	4	10	23,847	35	50	0	0	1.8%	0.7%	69.0
Avalon Blvd. to Wilmington Ave.	4	10	29,201	35	50	0	0	1.8%	0.7%	69.9
PCH										
Western Ave. to Normandie Ave.	4	10	31,827	35	50	0	0	1.8%	0.7%	70.3
Figueroa St. to Wilmington Blvd.	4	10	25,116	35	50	0	0	1.8%	0.7%	69.3
Avalon Blvd. to Eubank Ave.	4	10	30,975	35	50	0	0	1.8%	0.7%	70.2
Anaheim St.										
Figueroa St. to Wilmington Ave.	4	10	26,137	30	50	0	0	1.8%	0.7%	68.1
Avalon Blvd. to Sanford Ave.	4	10	18,629	30	50	0	0	1.8%	0.7%	66.7
Alameda St.										
Anaheim St. to Henry Ford Ave.	4	10	11,931	35	50	0	0	1.8%	0.7%	66.0
Neptune Ave.										
PCH to Anaheim St.	4	10	8,185	25	50	0	0	1.8%	0.7%	61.4
E St. to Harry Bridgres Blvd.	4	10	6,217	25	50	0	0	1.8%	0.7%	60.2
Normandie Ave.										
PCH to Vermont Ave.	4	10	15,988	35	50	0	0	1.8%	0.7%	67.3

[1] Distance in feet from the roadway centerline to nearest receptor location.

APPENDIX 4.16

Tribal Cultural Resources Correspondence

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING
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CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

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SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 17, 2022

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490
Bellflower, CA 90707
Phone: (562) 761 - 6417
Fax: (562) 761 - 6417
Email: gtongva@gmail.com

RE: **Harbor LA Community Plans Update**

Dear Chairperson Dorame:

You have been identified as the lead contact person for the Gabrieleno Tongva Indians of California Tribal Council. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

The City of Los Angeles (City) is preparing the proposed Harbor LA Community Plans Update, which consists of the Wilmington-Harbor City and Harbor Gateway plans (referred to as the 'Proposed Plans'). Consistent with Assembly Bill 52 (AB 52) and pursuant to Public Resources Code 21080.3.1, this letter serves as formal notification for tribal consultation. A project summary is presented below and a map showing the project's location is attached.

PROJECT SUMMARY

The proposed project includes amending both the text of the Harbor Gateway and Wilmington-Harbor City Community Plans and the General Plan Land Use Maps for the Harbor Gateway and Wilmington-Harbor City Community Plans. The Proposed Plans

would also adopt several zoning ordinances to implement the updates to the Community Plans, including rezoning all parcels in the Harbor LA Community Plan Area (CPA) to regulate specific uses and apply development standards (including height of structures, Floor Area Ratios, site configuration) using the New Zoning Code. Additional zoning ordinances may include a proposed Community Plan Implementation Overlay Districts. The amendments to the Policy Documents and the General Plan Land Use Maps for the Harbor LA Community Plans are intended to guide development through the year 2040 by establishing the City's broad planning goals, policies, and objectives, the arrangement of land uses and intensities, as well as specific development standards for the Plan areas. The Harbor LA Community Plans are intended to improve the link between land use and transportation in a manner that is consistent with the City's adopted General Plan Framework Element, Mobility Element, Senate Bill 375 and other state laws.

PROJECT LOCATION

The Harbor LA Community Plans are geographically contiguous, sharing a common boundary along Sepulveda Boulevard. The combined area of the Plans is approximately 15.3 square miles. The Harbor Gateway CPA encompasses approximately 5.1 square miles (3,264 acres) and is situated in the southern portion of Los Angeles. The Harbor Gateway CPA is a narrow corridor which links the City's harbor communities to the main body of the City. The Harbor Gateway CPA is generally bounded on the north by 120th Street, on the south by Sepulveda Boulevard, on the west by Vermont Avenue and Western Avenue, and on the east by Figueroa Street and Normandie Avenue. The Harbor Gateway CPA is bordered by the communities of South and Southeast Los Angeles to the north (at 120th Street); the cities of Gardena and Torrance to the west; and Carson and unincorporated Los Angeles County to the east. Immediately to the south of Harbor Gateway at Sepulveda Boulevard is the Wilmington-Harbor City CPA, which encompasses approximately 10.2 square miles (6,481 acres) and is situated in the far southern portion of the City, near the Los Angeles Harbor. It is generally bounded on the north by Sepulveda Boulevard and Lomita Boulevard, on the south by Harry Bridges Boulevard and the Port of Los Angeles, on the west by Western Avenue, and on the east by the City of Long Beach. The Wilmington-Harbor City CPA is bordered by the communities of Harbor Gateway to the north; San Pedro and the Port of Los Angeles to the south; and is adjacent to the cities of Torrance, Lomita, and Rancho Palos Verdes to the west; and the cities of Carson, Long Beach, and unincorporated Los Angeles County to the east. (see **Figure 1, Regional Context and Figure 2, Plan Area**).

Please respond within 30 days from the receipt of this letter to submit a written request for consultation with the City of Los Angeles and send your request to 200 N. Spring Street, Room 667, Los Angeles, CA 90012. If you have any questions prior to submitting a written request, please contact Christopher Pina, City Planner, by phone at (213) 978-1369 or by email at christopher.pina@lacity.org

Sincerely,

Christopher Pina

Christopher Pina
City Planner

200 N. Spring Street, Room 667
Los Angeles, CA 90012
(213) 978-1369

Attachments: **Notice of Preparation**

Figure 1 – Regional Context

Figure 2 – Plan Area

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

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DEPUTY DIRECTOR

October 17, 2022

Gabrielino Tongva Indians of California Tribal Council
Christina Conley, Tribal Consultant and Administrator
P.O. Box 941078
Simi Valley, CA 93094
Phone: (626) 407-8761
Email: christina.marsden@alumni.usc.edu

RE: **Harbor LA Community Plans Update**

Dear Ms. Conley:

You have been identified as the lead contact person for the Gaberlino Tongva Indians of California Tribal Council. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

The City of Los Angeles (City) is preparing the proposed Harbor LA Community Plans Update, which consists of the Wilmington-Harbor City and Harbor Gateway plans (referred to as the 'Proposed Plans'). Consistent with Assembly Bill 52 (AB 52) and pursuant to Public Resources Code 21080.3.1, this letter serves as formal notification for tribal consultation. A project summary is presented below and a map showing the project's location is attached.

PROJECT SUMMARY

The proposed project includes amending both the text of the Harbor Gateway and Wilmington-Harbor City Community Plans and the General Plan Land Use Maps for the Harbor Gateway and Wilmington-Harbor City Community Plans. The Proposed Plans would also adopt several zoning ordinances to implement the updates to the Community

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PROJECT LOCATION

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Sincerely,

Christopher Pina

Christopher Pina
City Planner

200 N. Spring Street, Room 667
Los Angeles, CA 90012
(213) 978-1369

200 N. Spring Street, Room 667
Los Angeles, CA 90012
(213) 978-0626

Attachments: **Notice of Preparation**

Figure 1 – Regional Context

Figure 2 – Plan Area

DEPARTMENT OF
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(213) 978-1300

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(213) 978-1271

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DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 17, 2022

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 ½ Judge John Aiso Street #231
Los Angeles, CA 90012
Phone: (951) 807-0479
Email: sgoad@gabrielino-tongva.com

RE: **Harbor LA Community Plans Update**

Dear Chairperson Goad:

You have been identified as the lead contact person for the Gabrieleno/Tongva Nation. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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Sincerely,

Christopher Pina

Christopher Pina
City Planner

200 N. Spring Street, Room 667
Los Angeles, CA 90012
(213) 978-1369

Attachments: **Notice of Preparation**

Figure 1 – Regional Context

Figure 2 – Plan Area

DEPARTMENT OF
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200 N. SPRING STREET, ROOM 525
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(213) 978-1271

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LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 17, 2022

Gabrielino /Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778
Phone: (626) 483-3564
Email: GTTribalcouncil@aol.com

RE: **Harbor LA Community Plans Update**

Dear Chairperson Morales:

You have been identified as the lead contact person for the Gabrieleno/Tongva San Gabriel Band of Mission Indians. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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Sincerely,

Christopher Pina

Christopher Pina
City Planner

200 N. Spring Street, Room 667
Los Angeles, CA 90012
(213) 978-1369

Attachments: **Notice of Preparation**

Figure 1 – Regional Context

Figure 2 – Plan Area

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(213) 978-1271

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DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 17, 2022

Gabrielino-Band of Mission Indians – Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA 91723
Phone: (626) 926-4131
Email: admin@gabrielenoindians.org

RE: **Harbor LA Community Plans Update**

Dear Chairperson Salas:

You have been identified as the lead contact person for the Gaberlino-Band of Mission Indians – Kizh Nation. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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Christopher Pina
City Planner

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Figure 2 – Plan Area

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(213) 978-1271

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DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 17, 2022

Gabrielino-Tongva Tribe
Charles Alvarez
23454 Vanowen Street
West Hills, CA 91307
Phone: (310) 403-6048
Email: roadkingcharles@aol.com

RE: **Harbor LA Community Plans Update**

Dear Mr. Alvarez:

You have been identified as the lead contact person for the Gabrieleno-Tongva Tribe. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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City Planner

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DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 17, 2022

Juaneno Band of Mission Indians Acjachemen Nation - Belardes
Joyce Perry, Tribal Manager
4955 Paseo Segovia
Irvine, CA 92603
Phone: (949) 293-8522
Email: kaamalam@gmail.com

RE: **Harbor LA Community Plans Update**

Dear Ms. Perry:

You have been identified as the lead contact person for the Juaneno Band of Mission Indians Acjachemen Nation - Belardes. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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Christopher Pina

Christopher Pina
City Planner

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DEPUTY DIRECTOR

October 17, 2022

Juaneno Band of Mission Indians Acjachemen Nation - Belardes
Matias Belardes, Chairperson
32161 Avenida Los Amigos
San Juan Capistrano, CA 92675
Phone: (949) 293-8522
Email: kaamalam@gmail.com

RE: **Harbor LA Community Plans Update**

Dear Chairperson Belardes:

You have been identified as the lead contact person for the Juaneno Band of Mission Indians Acjachemen Nation - Belardes. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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PROJECT LOCATION

The Harbor LA Community Plans are geographically contiguous, sharing a common boundary along Sepulveda Boulevard. The combined area of the Plans is approximately 15.3 square miles. The Harbor Gateway CPA encompasses approximately 5.1 square miles (3,264 acres) and is situated in the southern portion of Los Angeles. The Harbor Gateway CPA is a narrow corridor which links the City's harbor communities to the main body of the City. The Harbor Gateway CPA is generally bounded on the north by 120th Street, on the south by Sepulveda Boulevard, on the west by Vermont Avenue and Western Avenue, and on the east by Figueroa Street and Normandie Avenue. The Harbor Gateway CPA is bordered by the communities of South and Southeast Los Angeles to the north (at 120th Street); the cities of Gardena and Torrance to the west; and Carson and unincorporated Los Angeles County to the east. Immediately to the south of Harbor Gateway at Sepulveda Boulevard is the Wilmington-Harbor City CPA, which encompasses approximately 10.2 square miles (6,481 acres) and is situated in the far southern portion of the City, near the Los Angeles Harbor. It is generally bounded on the north by Sepulveda Boulevard and Lomita Boulevard, on the south by Harry Bridges Boulevard and Port of Los Angeles, on the west by Western Avenue, and on the east by the City of Long Beach. The Wilmington-Harbor City CPA is bordered by the communities of Harbor Gateway to the north; San Pedro and the Port of Los Angeles to the south; and is adjacent to the cities of Torrance, Lomita, and Rancho Palos Verdes to the west; and the cities of Carson, Long Beach, and unincorporated Los Angeles County to the east. (see **Figure 1, Regional Context and Figure 2, Plan Area**).

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Sincerely,

Christopher Pina

Christopher Pina
City Planner

200 N. Spring Street, Room 667
Los Angeles, CA 90012
(213) 978-1369

Attachments: **Notice of Preparation**

Figure 1 – Regional Context

Figure 2 – Plan Area

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING
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PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

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ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 17, 2022

Santa Rosa Band of Cahuilla Indians
Lovina Redner, Tribal Chair
P.O. Box 391820
Anza, CA 92539
Phone: (951) 659-2700
Fax: (951) 659-2228
Email: lsaul@santarosa-nsn.gov

RE: **Harbor LA Community Plans Update**

Dear Tribal Chair Redner:

You have been identified as the lead contact person for Santa Rosa Band of Cahuilla Indians. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

The City of Los Angeles (City) is preparing the proposed Harbor LA Community Plans Update, which consists of the Wilmington-Harbor City and Harbor Gateway plans (referred to as the 'Proposed Plans'). Consistent with Assembly Bill 52 (AB 52) and pursuant to Public Resources Code 21080.3.1, this letter serves as formal notification for tribal consultation. A project summary is presented below and a map showing the project's location is attached.

PROJECT SUMMARY

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Christopher Pina

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City Planner

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LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 17, 2022

Soboba Band of Luiseno Indians
Isaiah Vivanco, Chairperson
P.O. Box 487
San Jacinto, CA 92581
(951) 654-5544
Email: ivivanco@soboba-nsn.gov

RE: **Harbor LA Community Plans Update**

Dear Chairperson Vivanco:

You have been identified as the lead contact person for the Soboba Band of Luiseno Indians. Please let us know if the lead contact person's contact information has been changed and we will make sure our files reflect this for all future correspondence.

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DEPUTY DIRECTOR

October 17, 2022

Soboba Band of Luiseno Indians
Joseph Ontiveros, Cultural Resource Department
P.O. Box 487
San Jacinto, CA 92581
Phone: (951) 663 - 5279
Fax: (951) 654 - 4198
Email: jontiveros@soboba-nsn.gov

RE: **Harbor LA Community Plans Update**

Dear Mr. Ontiveros:

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