



WESTCHESTER-PLAYA DEL REY CPIO
Century/Aviation Subarea - Appendix Checklist

Related Code Section

Los Angeles Municipal Code (LAMC) Section 13.14 G (Administrative Review) of Chapter 1 authorizes ministerial review for projects in compliance with Community Plan Implementation Overlays (CPIOs). [Ordinance No. 187,155](#) and [Ordinance No. 185,624](#) established the Westchester – Playa del Rey CPIO, which includes one Subarea (Century/Aviation). Refer to Chapter II and Appendix A referenced below when completing this Checklist. The regulations listed here apply to the Century/Aviation Subarea, unless stated otherwise. Procedures for Administrative Review are governed by LAMC Section 13B.3.1. of Chapter 1A.

Filing Instructions

This Checklist is a supplemental form required for projects that fall within the Westchester – Playa del Rey CPIO. Plan Sheet references are to be completed by the **applicant** in accordance with plans submitted for review. To submit this form for review by Project Planning Staff assigned to the Geographic Planning area, complete and upload this form to the [Online Application System \(OAS\)](#) portal.

This Century/Aviation Subarea Checklist includes the following Westchester – Playa del Rey CPIO Sections:

- Development Regulations (Chapter II, Section II-1), **CPIO page 11**
- Urban Design Standards (Chapter II, Section II-2), **CPIO page 21**
- Design Best Practices, See Appendix A on page 17 of this Checklist and **CPIO page 26**

1. APPLICANT INFORMATION

Applicant Name _____

Address _____ Unit/Space Number _____

City _____ State _____ Zip _____

Telephone _____ E-mail _____

2. ELIGIBLE HISTORIC RESOURCE EVALUATION (CPIO Subsection I-6.C.5. (pp. 8-9))

Evaluation Question	Completed by <u>APPLICANT</u>
A. Does the Project involve a Designated Historic Resource or Eligible Historic Resource as defined by the Westchester-Playa del Rey CPIO (pp. 5)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
B. Does the Project involve the demolition of an Eligible Historic Resource or Designated Historic Resource?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

**Westchester – Playa del Rey CPIO District
Century/Aviation Subarea Checklist**

To be completed by applicant and subsequently verified by Project Planners during review.

WESTCHESTER – PLAYA DEL REY CPIO STANDARD	Plan Sheet (Completed by Applicant)	Administrative Use Only	
		Standard Met?	Staff Comments

Section II-1. Development Regulations. All projects in the Century/Aviation Subarea are subject to the following development regulations:

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

<p>1. Required Spaces.</p> <p>a. Minimum Spaces. A minimum of two parking spaces are required for every 1,000 square feet of combined gross floor area of commercial office, business, retail, restaurant, bar, trade school, research and development, and related uses. All other uses shall comply with the requirements of the LAMC for off-street automobile parking spaces.</p> <p>b. Car Share. For each automobile space permanently reserved for a Car Share vehicle, the required automobile parking spaces shall be reduced by five spaces. Any space reserved for a Car Share vehicle shall be clearly identified and maintained for the exclusive use of a Car Share vehicle. All other uses shall comply with the requirements of the LAMC for off-street automobile parking spaces.</p> <p>c. Active Uses and Publicly Accessible Open Space (PAOS).</p> <p>i. For new construction, no parking shall be required for an Active Use in an individual tenant space that is less than 2,000 square feet.</p> <p>ii. For any change of use to an Active Use, no additional parking shall be required.</p>		<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p>
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<ul style="list-style-type: none"> iii. Parking spaces removed to accommodate a change of use to an Active Use or PAOS do not need to be replaced. d. Shared Parking. Any required parking spaces shall be reduced to the extent the Director determines (in consultation with LADOT) the parking will be provided under a shared parking plan. An applicant wishing to take advantage of this provision shall submit with its application, a parking demand analysis showing peak utilization based on a Project's proposed uses. Shared parking spaces shall not be reserved or otherwise restricted to a particular user, including through physical design or through signage. e. Electric Vehicle Parking. When more than five new parking spaces are required, install electric vehicle supply equipment (EVSE) in 10 percent of the total automobile parking spaces provided. In calculating required EVSE spaces, any fractions shall be rounded up to the nearest whole number. EVSE spaces shall be clearly identified and maintained for the exclusive use of plug-in electric vehicles and shall comply with the requirements of the Green Building Code. f. Unbundled Parking. Automobile parking spaces shall be leased or sold separately from building occupancies. 		
<p>2. Parking Design Standards.</p> <ul style="list-style-type: none"> a. Ground Level Parking Location. Any parking at the ground level, covered or uncovered, shall be at least 40 feet from the closest edge of any required sidewalk or Pedestrian Amenity Area. b. Surface Parking. Projects shall comply with the following regulations for surface parking lots. <ul style="list-style-type: none"> i. Surface parking lots shall not abut a public street, except as provided in paragraph ii., below. ii. For new construction or additions, a legally existing parking lot abutting a public street may be retained provided the parking is screened from the street with the following: 		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

1. A wall, barrier, or fence of uniform appearance between the property line and the parking lot that is a maximum height of 42 inches. The wall, barrier, or fence may be opaque or perforated provided that not more than 50 percent of the face is open; and,

2. A minimum one and one-half foot-wide landscaped strip between the wall, barrier, or fence and the property line. Landscape plantings, including any planting containers, shall not exceed 42-inches in height.

iii. Parking lots shall contain a minimum of one 24-inch box tree for every four new surface parking spaces.

iv. At least 50 percent of the parking lot and driveway surfaces shall utilize light-colored materials, such as concrete, white asphalt, or light-colored pavers with a Solar Reflectance Index (SRI) of at least 29 to reduce surface temperatures.

c. Parking Structures. Projects shall comply with the following regulations for parking structures.

i. No parking or loading areas shall be visible at the ground floor of any building façade that faces a public street, except for the minimum ground-level frontage required for pedestrian and vehicular access to parking and loading.

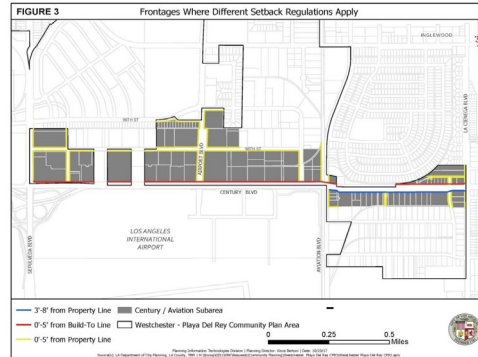
ii. The parking shall be screened and integrated into the architectural design of the building façade.

iii. Parking stalls and driveways of a parking structure that are exposed to the sky shall be finished with a light-colored surface material, such as concrete, with an SRI of at least 29. Alternatively, a minimum of 50 percent of the total area of the exposed stalls and driveways shall be covered by vine-covered pergola, canopy, trellis, or solar panels, and related support structures.

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

1. Setbacks. Building Frontages shall be setback in accordance with Figure 3 below.

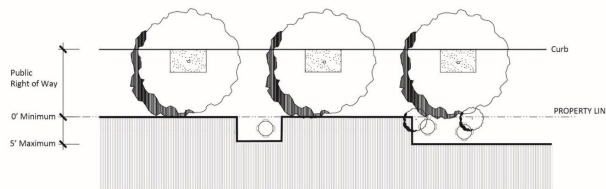
Figure 3 – Setbacks, Century/Aviation Subarea



- Yes
- No
- N/A

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

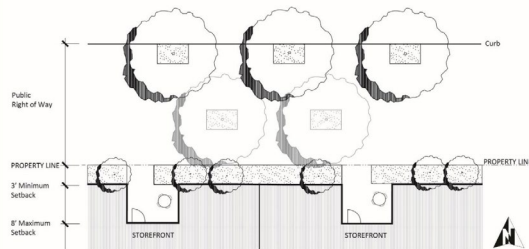
Figure 4 – Setback, all Streets Except Century Boulevard



- Yes
- No
- N/A

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

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



- Yes
- No
- N/A

4. Century Boulevard, North Side. Along the north side of Century Boulevard, for those parcels shown on Figure 7, below, Building Frontages shall be set back from the Build-To-Line by no less than zero feet or more than five feet. (See Figure 6 below.) For purposes of this subdivision, the Build-To-Line shall be 23 feet from the curb side closest to the building.

a. Pedestrian Amenity Area. Along the north side of Century Boulevard, any area between the Build-To-Line and the property line shall be improved and maintained as a Pedestrian Amenity Area. The Pedestrian Amenity Area shall appear and function as a single integrated space with the adjacent public sidewalk. The property line shall be demarcated by a score line, saw cut, or other element that is integral to the paving design for the public sidewalk and the Pedestrian Amenity Area. The property line demarcation shall be approved by BOE in conjunction with the public sidewalk design for each Project.

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

- Yes
- No
- N/A

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

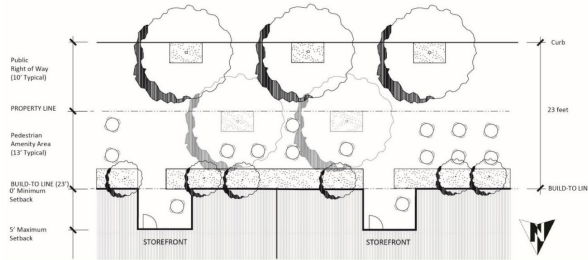
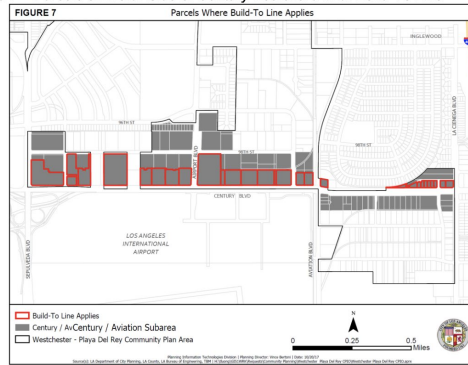


Figure 7 – Parcels on North Side of Century Boulevard With Build-To Line



5. Exceptions.

a. A Project may exceed the maximum Setback in order to accommodate an outdoor dining area, a PAOS, and or a Mid-Block Passageway, subject to the following:

- i. The maximum Setback may be exceeded for not more than 30 percent of the length of a property’s linear street frontage along Century Boulevard or Airport Boulevard.
- ii. The maximum Setback may be exceeded for not more than 35 percent of the length of the property’s linear street frontage along any street other than Century Boulevard or Airport Boulevard.

b. **Infill Development Exception.** A Project may exceed the Setback to provide infill development as required in Subsection II-1.D.2.

- Yes
- No
- N/A

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

- Yes
- No
- N/A

C. PAOS. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following PAOS regulations:

1. Amount of PAOS.

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

- Yes
- No
- N/A

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

- a.** At least 50% of the PAOS shall consist of hardscape. Retail kiosks, food kiosks, outdoor eating areas, and similar uses that activate the space

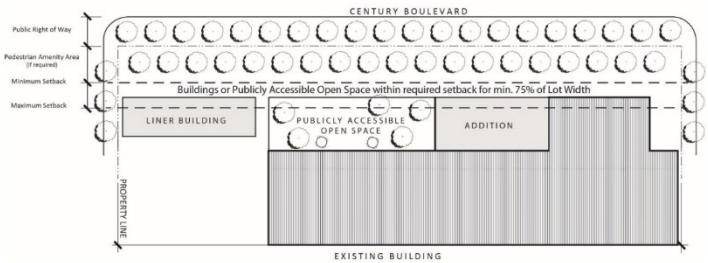
- Yes
- No
- N/A



<p>shall be permitted in the hardscaped portion of the PAOS, provided that furnishings and fixtures are freestanding and moveable, and do not obstruct pedestrian path of travel. For every 500 square feet of PAOS, one seat shall be provided, including through benches, chairs, and/or planter walls.</p> <p>b. Trees shall be planted at a ratio of one tree per 200 square feet of PAOS. At least 50% of the required trees planted shall be canopy trees that shade open spaces, sidewalks, and buildings.</p> <p>c. The PAOS shall not be more than three feet above or below street curb level.</p> <p>d. Fences or walls may be used to enclose the PAOS, provided they do not exceed a height of 42-inches and provided they are at least 75% transparent.</p> <p>e. The PAOS shall be accessible from the front lot line of the Project site with clearly visible signage providing hours of operation and a notice that the space is open and accessible to the public during those hours. In the case of a Project site that has more than one lot line along a street, and one of the streets is Century Boulevard, the PAOS shall be accessible from Century Boulevard unless infeasible.</p> <p>f. Separate trash and recycling receptacles shall be provided within the PAOS.</p>		
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D. Infill Development. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following infill development regulations:

<p>1. Applicable Projects. A Project shall provide the infill development described in Subsection II-1.D.2 if the Project meets all of the following criteria:</p> <p>a. Adds more than 5,000 square feet of floor area in an existing building or new building;</p> <p>b. Includes frontage on Century Boulevard; and,</p>		<p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>
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<p>c. Includes an existing surface parking or landscaped area that extends beyond the maximum Setback otherwise required in Subsection II-1.B. for greater than 25% of the lot width.</p>		
<p>2. Infill Development Requirements. Projects that meet the criteria in Subsection II-1.D.1 shall provide one or more of the following types of infill development which shall extend for at least 75% of the lot width and be located at least partially if not wholly within the required Setback area (see example in Figure 8):</p> <ul style="list-style-type: none"> a. An existing building or buildings; b. An addition to an existing building designed to accommodate one or more Active Uses; c. A Liner Building(s) designed to accommodate one or more Active Uses; or d. PAOS. 		<p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>
<p><i>Figure 8 – Infill Development Requirement Example</i></p> 		
<p>3. PAOS Exemption. PAOS added to meet the requirements of this Subsection II-1.D shall be exempt from the horizontal dimension requirements in Subsection II-1.C.1.a.</p>		<p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>
<p>4. Liner Building Standards. A Liner Building added to meet the requirements of this Subsection II-1.D shall be subject to all of the following standards:</p> <ul style="list-style-type: none"> a. The building shall have a minimum depth of 12 feet. 		<p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>

<p>b. The ground floor shall have a minimum finished floor to finished ceiling height of 15 feet.</p> <p>c. The frontage and streetwall standards in Subsections II-2.A and II-2.B shall not apply.</p>		
<p>5. Parking Exceptions. The following exceptions to the parking standards in Subsection II-1.A, shall apply to infill development provided under this Subsection II-1.D.</p> <p>a. Parking spaces displaced by the infill requirement above do not need to be replaced.</p> <p>b. No new parking shall be required for any new floor area occupied by Active Uses which are added in accordance with this Subsection II-1.c.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>6. Maximum FAR. The applicable maximum floor area ratio for the parcel shall apply to any infill development provided under this Subsection II-1.D.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

Section II-2. URBAN DESIGN STANDARDS

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

A. Ground Floor Frontage.

<p>1. Any Building Frontage on Century Boulevard or Airport Boulevard shall be designed to accommodate at least 75% of the ground floor for one or more Active Uses that directly front and are accessible from Century Boulevard and/or Airport Boulevard, as applicable.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>2. Any Building Frontage on any street not including Century Boulevard or Airport Boulevard, shall be designed to accommodate at least 50% of the ground floor for one or more Active Uses that directly front and are accessible from the street.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>3. Any ground floor designed to accommodate Active Uses to meet the requirements of this Subsection II-2.A shall have a minimum depth of 40 feet from the front façade and shall have a minimum finished floor to finished ceiling height of 15 feet.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

B. Streetwall.

<p>1. Along Century Boulevard and Airport Boulevard, at least 75% of the lot width shall be occupied by a building façade to a minimum height of 40 feet.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>2. Along all streets other than Century Boulevard or Airport Boulevard, at least 75% of the lot width shall be occupied by a building façade to a minimum height of 25 feet.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>3. No individual building shall have more than 300 feet of continuous horizontal street frontage.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

C. Mid-Block Passageway.

<p>1. A Mid-Block Passageway through a Project site shall be provided in the following situations:</p> <ul style="list-style-type: none"> a. The Project site is located on a block longer than 500 feet, and includes more than 300 feet of continuous linear street frontage; or, b. The Project site contains no corner frontages, is located on a block longer than 500 feet, and includes at least 200 feet of continuous linear street frontage. 		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>2. A Mid-Block Passageway required by Subsection II-1.C.1 shall be:</p> <ul style="list-style-type: none"> a. A minimum 20 feet wide; and b. Fifty percent open to the sky, or covered with translucent material; or <ul style="list-style-type: none"> i. Alternatively, a Mid-Block Passageway may be covered by habitable floor area, provided that the interior height of the Mid-Block Passageway maintains a 30-foot vertical clearance, and no more than 50% of the passageway is covered with habitable floor area. 		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

D. Pedestrian Bridges.

1. Pedestrian bridges across public rights-of-way are prohibited.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
2. Pedestrian bridges on private property shall be a maximum of 10 feet wide and comprised of at least 50% translucent materials on the sides and top.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

E. Entrances.

1. A minimum of one primary building entrance, unlocked and unobstructed during normal business hours, shall be provided along each public street frontage.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
2. Each storefront shall have at least one entrance on every public street or Mid-Block Passageway it fronts.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
3. The primary entrance for all commercial tenants fronting Century Boulevard or Airport Boulevard shall be accessed from the respective street. The primary entrance shall not be accessed from an on-site parking area.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
4. All entrances shall be placed at grade level or a maximum of three feet above grade level and shall be visible from the public right-of-way. Entrances below street level are prohibited.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
5. Storefront entrances shall provide recessed pedestrian entrances that are not flush with the edge of the building.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

F. Transparency.

1. Along Century Boulevard and Airport Boulevard, at least 75% of the street-facing façade between two and eight feet from the finished floor of the ground floor shall consist of transparent openings, such as clear glass windows and doors.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
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<p>a. On corner lots, the above ground floor transparency requirement shall also apply to the first 20 linear feet of ground floor frontage along the intersecting street, as measured from Century Boulevard or Airport Boulevard, as applicable.</p>		
<p>2. Along all streets other than Century Boulevard and Airport Boulevard, at least 50% of the street-facing façade between two and eight feet from the finished floor of the ground floor shall consist of transparent openings, such as clear glass windows and doors.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>3. Along all streets, at least 30% of the street-facing façade above the ground floor shall consist of transparent openings, such as clear glass.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>4. Projects involving the renovation of an Eligible Historic Resources or on properties designated as an Historic-Cultural Monuments, or listed on the California Register of Historical Resources or the National Register of Historic Places, shall be exempt from the transparency requirements in this Subsection II-2.F if the transparency requirements would render the building structurally infeasible or would compromise the historical integrity or character-defining features of the building, as determined by the Director, in consultation with the Office of Historic Resources and/or the Department of Building and Safety.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

G.Windows and Doors.

<p>1. Dark tinted, reflective or opaque glazing shall be prohibited on street-level façades.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>2. Solid exterior security grilles and permanently affixed security bars shall be prohibited. Exterior and interior security grilles are permitted provided they are at least 75% transparent and are retractable and designed to be fully screened from view during business hours.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

H. Materials.

<p>1. The use of heavily textured stucco finishes (using #16 and #20 silica sand), including heavy dash, heavy lace, or heavy sand float textures, as a façade material is prohibited.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
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2. When stucco is used it shall be limited to 25% of a building façade and shall be applied in combination with at least one other material on the façade not including materials used in windows, doors, balconies, or railings.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
3. Fences made of chain link, barbed wire, or decorative wrought iron spears shall be prohibited.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
4. Building materials shall be comprised of non-reflective materials, such as concrete, wood, composite materials, coated metal, minimally-reflective glass, and stone.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

I. Mechanical Equipment and Utilities.

1. All exterior mechanical equipment, including HVAC equipment, electrical transformers, and exhaust fans, shall be screened from public view or integrated into the architectural design of the building.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
2. Service areas and loading docks shall be located away from Century Boulevard and Airport Boulevard and at the rear of a building or otherwise screened from public view.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
3. Recycling and trash facilities shall be located away from Century Boulevard and Airport Boulevard and at the rear of the building or otherwise screened from public view through gated, covered enclosures.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

J. Landscape, Hardscape, and Irrigation.

1. When a Project includes landscaping, a minimum of 80% of the landscaped area shall be planted with drought tolerant shrubs and groundcover.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
2. Hardscape areas shall include at least 50% permeable paving, except where infeasible due to water table levels, contamination, or permeability of the soil.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

K. Vehicular Access and Circulation.

<p>1. Vehicular access to parking shall be from an alley or a Local Street where feasible, as determined by the Director, in consultation with LADOT.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>2. Vehicular access from Century Boulevard and Airport Boulevard is prohibited unless access from an alley or intersecting street is not possible, as determined by the Director, in consultation with LADOT.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>3. When access from Century Boulevard and Airport Boulevard is deemed necessary consistent with Subsection II-2.K.2, above, vehicular access to parking shall be placed towards one side of the building or along the side lot line, not in the center of a property, unless such locations are deemed infeasible by the Director, in consultation with LADOT.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>4. On corner lots, vehicular access shall be located on the side of the property furthest from the corner.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>5. Projects with up to 200 feet of frontage on a public street, shall have a maximum of one driveway with a maximum width of 20 feet unless otherwise required by LADOT.</p> <p>a. In lieu of one two-way driveway, two one-way driveways (one ingress and one egress) having a maximum width of 10 feet each may be approved.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>6. Projects with greater than 200 feet of frontage on a public street, shall have a maximum of two driveways with a maximum width each of 20 feet unless otherwise required by LADOT.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>7. Projects with multiple driveways shall be located at least 50 feet apart.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>8. A vehicular exit from a parking structure located five feet or less from a sidewalk or Paseo shall be developed and maintained with a visual and audible alarm to warn pedestrians, cyclists, and other users of the sidewalk or Paseo, of exiting vehicles.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>9. Drop-off zones shall be located along the curb where there is a full-time curbside parking lane or within parking facilities to promote sidewalk/street wall continuity and to reduce vehicle conflicts with</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

pedestrians. Alternatively, Projects may include a porte-cochere for vehicle drop-off if full-time valet service is offered.		
10. For hotels, at least 10% of a hotel's surface parking lot and or parking structure shall be dedicated to valet parking.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

Appendix A: DESIGN BEST PRACTICES
To be completed by applicant and subsequently verified by Project Planners during review.

Design Best Practices (Westchester – Playa del Rey CPIO-Century/Aviation Subarea, Appendix A, pp.26-36)		Plan Sheet	Administrative Use Only			
			Yes	No	N/A	Staff Comments
Section A-1. Building Orientation						
A. Goals						
A.1	Avoid bulk and visual monotony					
A.2	Environment engages with the pedestrian realm					
B. Massing						
B.1	Break up large Projects					
B.2	Strong streetwall					
B.3	Features within the setback area					
B.3a	Adjacent to retail and commercial hotels					
B.3b	Adjacent to commercial offices					
B.4	Varying front yard setbacks					
B.5	Not to significantly interrupt the pedestrian experience					
B.6	Stepping back upper floors					
B.7	Employ simple, yet varied masses, and emphasize openings					
B.8	Vertical extrusions... discouraged.					
C. Form						
C.1	... Designed to achieve a simple faceted geometry					
C.2	... Emulate a more streamline modern style ...					

Appendix A: DESIGN BEST PRACTICES

To be completed by applicant and subsequently verified by Project Planners during review.

Design Best Practices (Westchester – Playa del Rey CPIO-Century/Aviation Subarea, Appendix A, pp.26-36)		Plan Sheet	Administrative Use Only			
			Yes	No	N/A	Staff Comments
C.3	If a Project has more than one tower ...					
C.4	A building's top should be delineated ...					
Section A-2 Building Orientation						
A. Goals						
A.1	Provide convenient access					
A.2	Enhance public safety					
B. Best Practices						
B.1	Major architectural features of a building should face a public street					
B.2	Orient windows toward public streets					
B.3	Create well-articulated, inviting building entrances					
B.4	Design entrances in proportion					
B.5	Use canopies, awnings, or recesses at entrances					
B.6	ADA requirements					
B.7	Provide direct paths of travel					
B.8	Automobile entrances ...less prominent					
B.9	For buildings at intersections					
B.10	Ground floor of buildings with retail, restaurants, office, and/or individual residential units					
B.11	Provide entries to individual units or tenants					
B.12	Gyms, recreation rooms, and community space at the ground level and with main entrances					
Section A-3. Architectural Treatment						
A. Goals						
A.1	Break down building massing					
A.2	Add depth and scale to a building's façade					

Appendix A: DESIGN BEST PRACTICES

To be completed by applicant and subsequently verified by Project Planners during review.

Design Best Practices (Westchester – Playa del Rey CPIO-Century/Aviation Subarea, Appendix A, pp.26-36)		Plan Sheet	Administrative Use Only			
			Yes	No	N/A	Staff Comments
A.3	Durable materials and high-quality design details					
A.4	Provide sufficient illumination					
A.5	Screening mechanical equipment and utilities from public view					
B. Articulation						
B.1	Break down large building façades using vertical articulation					
B.2	Use horizontal architectural treatments					
B.3	Vary rooflines					
B.4	Layer building architectural elements					
B.5	Emphasize the corner of buildings					
B.6	Visual break between a building's retail floors ... and upper floors					
B.7	Set apart the primary building entrances					
B.8	Design storefronts to convey an individual expression					
B.9	Design balconies ... for open space					
B.10	Decorative gates and pergolas					
C. Windows and Doors						
C.1	Meaningful fenestration					
C.2	The shape, style, and arrangement of windows and doors					
C.3	Door and window frames					
C.4	Flush finish window installations					
D. Materials						
D.1	Building materials should be varied					
D.2	Durable, high quality and authentic materials					
D.3	Incorporate no more than three complementary building materials					

Appendix A: DESIGN BEST PRACTICES

To be completed by applicant and subsequently verified by Project Planners during review.

Design Best Practices (Westchester – Playa del Rey CPIO-Century/Aviation Subarea, Appendix A, pp.26-36)		Plan Sheet	Administrative Use Only			
			Yes	No	N/A	Staff Comments
D.4	Infill Projects on the same site					
D.5	Apply changes in material purposefully					
D.6	Windows, doors, and roof details, should be reflective of the architectural style utilized					
D.7	All building fixtures, awnings, security gates, parking garage doors, etc., shall complement					
D.8	Use high quality, durable materials on ground floor facades					
E. Color						
E.1	Building colors should be appropriate					
E.2	Bright or intense colors should not be utilized for large areas					
E.3	Complement the colors of adjacent structures					
F. Treatment						
F.1	Incorporate awnings, overhangs, canopies, or exterior window shelves...					
F.2	Compatible with rest of the building					
F.3	Woven fabric (and not vinyl), fade resistant, and be maintained in good condition					
F.4	Metal, glass, or other materials should be compatible in scale and design of the building					
G. Fencing						
G.1	Minimizing visual barriers and the enclosure					
G.2	Locate and design any necessary fencing					
G.3	Long fences					
H. Lighting						
H.1	Provide lights on sidewalks, walkways, and open spaces					

Appendix A: DESIGN BEST PRACTICES

To be completed by applicant and subsequently verified by Project Planners during review.

Design Best Practices (Westchester – Playa del Rey CPIO-Century/Aviation Subarea, Appendix A, pp.26-36)		Plan Sheet	Administrative Use Only			
			Yes	No	N/A	Staff Comments
H.2	Use ornamental low-level lighting to highlight and provide security					
H.3	Integrate security lighting into the architectural and landscape lighting system					
H.4	Accent and animate a building's architectural details					
H.5	Use ornamental low-level lighting to highlight and provide security					
H.6	Use adequate, uniform, and glare-free lighting					
H.7	Integrate solar-powered lighting					
H.8	Illuminate ground floor retail uses					
H.9	Maximize natural light within interior workspaces					
H.10	Provide operable clerestory windows where feasible					
I. Mechanical Equipment and Utilities						
I.1	Place utilities... out of view from the public right-of-way					
I.2	Mechanical and electrical equipment ... placed underground, on a rooftop, or otherwise screened from public view					
I.3	Screen rooftop mechanical equipment					
I.4	Equipment at the ground level should be concealed by planting materials					
I.5	Hide trash enclosures within parking garages					
I.6	Screen outdoor stand-alone trash enclosures					
I.7	Locate noise and odor-generating functions in enclosed structures					
I.8	Relocate utility poles underground...					
Section A-4 Open Space						
A. Goals						
A.1	Design outdoor open spaces as communal rooms for gathering, social interaction, and recreation					

Appendix A: DESIGN BEST PRACTICES

To be completed by applicant and subsequently verified by Project Planners during review.

Design Best Practices (Westchester – Playa del Rey CPIO-Century/Aviation Subarea, Appendix A, pp.26-36)		Plan Sheet	Administrative Use Only			
			Yes	No	N/A	Staff Comments
A.2	Provide a variety of open spaces					
A.3	Create safe, inviting passageways between buildings					
A.4	Promote environmental sustainability					
B. Common Open Space						
B.1	Design					
B.2	Provide amenities					
B.3	Define courtyards					
B.4	Easily accessible and comfortable for a substantial part of the year					
B.5	Provide a clear hierarchy and network of common open spaces					
B.6	For small Projects, cluster required common open space areas in a central location					
B.7	Locate PAOS					
B.8	Design PAOS so that it can be occupied by and is functional for all users					
B.9	Incorporate a mix of passive and active recreational facilities within an open space to serve employees and visitors					
C. Paseos						
C.1	Use paseos to break up large blocks and connect the street and alley network.					
C.2	Paseos should have a clear line-of-sight, focal element					
C.3	Activate paseos using water features, pedestrian lighting, artwork, benches, landscaping, or special paving					
C.4	Spaces designed for active uses					
D. Landscape, Hardscape, and Irrigation						
D.1	Attractively landscape and maintain all open areas ... in accordance with a landscape plan and an automatic irrigation plan ...					

Appendix A: DESIGN BEST PRACTICES

To be completed by applicant and subsequently verified by Project Planners during review.

Design Best Practices (Westchester – Playa del Rey CPIO-Century/Aviation Subarea, Appendix A, pp.26-36)		Plan Sheet	Administrative Use Only			
			Yes	No	N/A	Staff Comments
D.2	Design landscaping to be architecturally integrated					
D.3	Use trees and other landscaping to soften the appearance					
D.4	Front yard landscaping should complement or be consistent with the streetscape palette					
D.5	Provide canopy trees in planting areas					
D.6	Harvest rainwater and reuse on site					
D.7	Use landscape contouring to minimize precipitation runoff.					
D.8	Plumbed with a purple pipe to enable a connection to a recycled or gray water system					
D.9	Select drought-tolerant, native landscaping					
D.10	Group plants with similar water requirements together into hydro-zones					
D.11	Vertical landscaping and/or green roofs are encouraged					
D.12	Vertical landscaping should enhance the architectural design					
Section A-5.						
A. Parking Design Goals						
A.1	Promote streetwall continuity ...					
A.2	Conceal surface parking lots ... minimize their contributions to the urban heat island effect					
A.3	Minimize the appearance of parking structures					
B. Vehicular Access						
B.1	Prioritize pedestrian access first and automobile access second					
B.2	Orient parking toward the rear or side of buildings					
B.3	Minimizing the number of curb cuts for driveways; instead, use alleys for access where possible					
B.4	Locate the driveway at the side of the property					

Appendix A: DESIGN BEST PRACTICES

To be completed by applicant and subsequently verified by Project Planners during review.

Design Best Practices (Westchester – Playa del Rey CPIO-Century/Aviation Subarea, Appendix A, pp.26-36)		Plan Sheet	Administrative Use Only			
			Yes	No	N/A	Staff Comments
B.5	Locate curb cuts in a manner that maximizes on-street parking and replace any unused curb cuts and driveways with standard sidewalks					
B.6	Maintain existing alleys for access and circulation					
C. Surface Parking						
C.1	Locate parking lots in the interior portion of the lot					
C.2	Where a parking lot abuts a public street, provide a visual screen or landscaped buffer between the sidewalk and the parking lot					
C.3	Install canopy trees or shade structures, such as canopies, trellises, or solar panels, throughout surface parking lots					
C.4	Link new surface parking areas with parking in adjacent development to facilitate vehicular and pedestrian movements					
D. Parking Structures						
D.1	Minimize the appearance of parking structures					
D.2	Where upper levels of parking structures are not lined by habitable space, they should be screened and designed to blend					
D.3	Parking structures should incorporate a façade or external skin to improve the building’s appearance ...					
D.4	On corner lots, locate parking structures as far from the corner as possible.					
D.5	Parking areas for the uses on a site should be physically connected to and accessible from public parking areas					
D.6	Elevator and stairs for parking structures should be located adjacent to public streets or pedestrian passageways and be highlighted architecturally so visitors can easily find and access					
D.7	Integrate signage and wayfinding					

Administrative Review Comments Page

Please insert checklist standard item number and comments, as needed.

16	No above-grade parking structures present
35	Project site is not within 500 feet of I-210

Comment on Checklist Standard

THE FOLLOWING SECTION SHALL BE COMPLETED BY PROJECT PLANNING STAFF AFTER THE REVIEW OF SUBMITTED PLANS:

Planning Signature	Phone Number
Print Name	Date