## TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Figure I</td>
<td>Subdistrict Location Map</td>
</tr>
<tr>
<td>Figure II</td>
<td>Subarea Boundary Map</td>
</tr>
<tr>
<td>Section 1</td>
<td>Authority</td>
</tr>
<tr>
<td>Section 2</td>
<td>Applicability</td>
</tr>
<tr>
<td>Section 3</td>
<td>Purpose</td>
</tr>
<tr>
<td>Section 4</td>
<td>Definitions</td>
</tr>
<tr>
<td>Section 5</td>
<td>Approval Procedures</td>
</tr>
<tr>
<td>Section 6</td>
<td>Uses</td>
</tr>
<tr>
<td>Section 7</td>
<td>Development Standards</td>
</tr>
<tr>
<td>Section 8</td>
<td>Historic Resource Preservation and Neighborhood Conservation Standards</td>
</tr>
<tr>
<td>Section 9</td>
<td>Compliance with Design Guidelines</td>
</tr>
<tr>
<td>Section 10</td>
<td>Summary of Standards</td>
</tr>
<tr>
<td>Section 11</td>
<td>Severability</td>
</tr>
<tr>
<td>Appendix A</td>
<td>Environmental Standards</td>
</tr>
<tr>
<td>Appendix B</td>
<td>Streetscape, Mobility and Open Space Provisions</td>
</tr>
</tbody>
</table>

**Note:** The regulations of this ordinance are in addition to the applicable regulations in Section 13.14 of the Los Angeles Municipal Code governing Community Plan Implementation Overlay Districts.
WEST ADAMS-BALDWIN HILLS-LEIMERT COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT

VENICE/ NATIONAL TRANSIT ORIENTED DEVELOPMENT SUBDISTRICT

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

Section 1. AUTHORITY

1.1 The City Council hereby establishes the Venice/ National Transit Oriented Development Subdistrict, applicable to portions of the West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay District (CPIO) shown in the shaded portions of Figure I on page 2.

1.2 The provisions of this Ordinance shall apply to lots within the subareas of Figure II on page 2 that are designated in the Community Plan for Low Medium II Residential, Neighborhood Commercial, Community Commercial, and Hybrid Industrial land use.

Section 2. APPLICABILITY

2.1 The regulations of this CPIO Subdistrict are in addition to those set forth in regulations of the Los Angeles Municipal Code (“LAMC”) and do not convey rights not otherwise granted under such other provisions, except as specifically provided herein.

2.2 Pursuant to Subsection G.2 of Section 13.14 of the LAMC, Projects that comply with the provisions of this Ordinance shall be eligible for Administrative Clearance provided that plans deemed sufficient for conformance review have been provided to the Director of Planning.

2.3 Unless otherwise specified through the provisions of this CPIO Subdistrict, procedures for the granting of relief through adjustments, exceptions or amendments from the requirements of this Ordinance are established in LAMC Section 13.14.G.

2.4 As permitted by Section 13.14.B. of the LAMC, where this CPIO Subdistrict contains regulations that conflict with regulations contained in LAMC Chapter 1, this Ordinance shall supersede the applicable provisions of the Code.

2.5 As generally permitted through Section 13.14.A. of the LAMC, enhancements to the public right-of-way as delineated through adopted interim streetscape guidelines, may be used by the Department of City Planning to review the design of private Projects within the boundaries of the CPIO Subdistrict.

2.6 As generally permitted through LAMC Subsections 13.14.3.(b)(iv), regarding CPIO Adjustment Findings, and 13.14.4.(a), regarding CPIO Exception Conditions, all applicable Citywide, Community Plan and CPIO design guidelines may be utilized by the decision making authority to assure compliance with the purpose and intent of the CPIO Subdistrict.

2.7 In addition to compliance with all applicable standards of this Ordinance, ministerial projects eligible for Administrative Clearance sign
-off shall further incorporate the applicable environmental standards identified in Appendix A.

2.8 Discretionary projects, including CPIO adjustments, exceptions, conditional use permits and Site Plan Review projects, among others, shall require environmental review on a case-by-case basis per State CEQA Guidelines Section 15152(d) and City of Los Angeles CEQA Guidelines.

2.9 Review of projects that meet or exceed the threshold of 50 dwelling units or 50,000 square feet of non-residential floor area, as defined by the City’s Site Plan Review process (LAMC Sec.16.05), shall occur on a case-by-case basis and may be waived for projects in CPIO Subdistricts, as determined by the Director, where similar project site planning regulations are established by the CPIO Subdistrict regulations.

2.10 Project review pursuant to the Mini-Shopping Center Commercial Corner Development regulations in LAMC Sec.12.22A23 shall not be required for projects in CPIO Subdistricts, as determined by the Director, where similar mini-shopping center commercial corner development regulations are established by the CPIO Subdistrict regulations.

2.11 The provisions for granting exceptions to the requirements of this Community Plan Implementation Overlay are set forth in LAMC Section 13.14.G.4. In approving an exception to this CPIO Subdistrict, the Area Planning Commission and the City Council, on appeal, may simultaneously approve or disapprove any conditional use under their jurisdiction pursuant to LAMC Section 12.36. Only one fee shall be required for a joint use application. An application for an exception to this CPIO ordinance pursuant to Section 13.14.G.4. does not require any additional application pursuant to the provisions of the LAMC Section 12.24.B.

Section 3. PURPOSE

The purpose of establishing this CPIO Subdistrict is:

3.1 To implement the goals and policies of the West Adams-Baldwin Hills-Leimert Community Plan.

3.2 To promote and facilitate revitalization of properties that can capitalize upon close proximity to the Mid-City Exposition Light Rail Transit Culver City station located at Venice and Robertson Boulevards.

3.3 To encourage the creation of a pedestrian-friendly, multimodal transit village where health and sustainability are promoted through a mix of uses providing jobs, housing, goods and services, as well as access to open space, all within walking distance of the station area.

3.4 To support transit oriented business districts outside of the City Center where emerging and innovative commercial, office and “Clean-tech” uses can locate within contextually appropriate medium intensity transit hubs.

3.5 To improve the quality of life for all those who live, work and recreate in
the immediate and surrounding area by reducing the necessity for automobile dependence and improving the built environment through better pedestrian orientation, bicycle and vehicular accessibility, as well as enhancement and conservation of prevailing neighborhood character.

3.6 To improve the health and welfare of the community by limiting certain uses, including those that are overconcentrated, or rely on a standardized development typology dominated by excessive automobile orientation.

3.7 To provide clarity of development potential and promote context sensitive Projects by establishing tailored maximum allowable height and building intensity parameters.

3.8 To ensure that new infill development responds to desirable prevailing neighborhood character and is not dominated by excessive automobile orientation by requiring minimum lot coverage and building orientation criteria.

3.9 To reduce the potential negative impact of the height of new development located directly adjacent to residential properties by requiring transitional height limits at the rear of new construction abutting residential properties.

3.10 To preserve Designated and Eligible Historic Resources and conserve Character Defining Elements of buildings that shape neighborhood identity, although not identified as eligible for historic designation, by providing land use incentives.

Section 4. DEFINITIONS

The following terms, whenever used in this document, shall be construed as defined in this Section and will generally be capitalized. Words and phrases not defined herein shall be construed as defined in Sections of the LAMC.

Architectural Feature - Those purely aesthetic elements of a building, designed integral to the overall style of architecture, that are not habitable or otherwise counted as part of a building’s floor area.

Automotive Uses - New and used automobile, motorcycle, recreational vehicle, residential vehicle, truck and trailer sales, storage and incidental uses. Automobile dismantling yards, automotive fueling and service stations, and automotive repair uses as defined in Section 12.03.

Brownfield - Abandoned or underused industrial or commercial facilities (including older gas stations and auto repair yards located on smaller sites adjacent to residential neighborhoods) that may be contaminated by low concentrations of hazardous waste or pollution and have the potential to be redeveloped into other uses once environmental remediation has been performed.

Building Frontage Facade - Those portions of the exterior of a building that are closest to the front lot line of the property as defined in Section 12.03.

Central Parking Structure - A parking structure located within the boundaries of the subject Transit Oriented Development (TOD) area that is accessible to and available for use by the public as well as private developments within the
TOD Subdistrict, and that is identified and approved as a Central Parking Structure by this CPIO document.

**Character Defining Elements** - Those portions or features of a property which are significant to its historical, architectural and cultural values, as determined by the Office of Historic Resources.

**Clean-tech (Technology) Uses** - Business establishments offering a diverse range of products, services, and processes that harness renewable materials and energy sources, dramatically reduce the use of natural resources, and cut or eliminate emissions and wastes.

**Commercial Uses** - Those uses as first permitted in the CR, C1, C1.5, C2, C4, or C5 Zones including guest rooms and hotels as defined in Section 12.03 of the LAMC and Community Facilities providing services as defined by this section.

**Community Facilities**. Any use whose primary purpose is to provide non-profit, or not-for-profit assistance to the general public, as determined by the Director of Planning. Included are government offices and services or privately funded services or charities that are provided to the public at a free, subsidized or reduced rate. Examples are child care centers, job assistance centers, business assistance centers, libraries, schools, adult day care, and related administrative offices, health clinics, museums, cultural centers, telecommuting centers, gyms or recreation centers, restrooms open to the general public and rooms available to the general public for community meetings. Houses of Worship and public parking structures are community facilities when they include another community service, such as child care or community meeting rooms.

**Convenience Food Store**. A retail establishment that offers a selection of household and packaged food items and few, if any, fresh food items, and that occupies less than 10,000 square feet of floor area. The term convenience food store shall not include produce, meat or cheese markets, or delicatessens.

**Covenant** - A written document entered into by any and all owners of the property regarding the use or development of one or more lots, approved by the Director of Planning, and executed and recorded by such property owners in the Los Angeles County Recorder's Office. The covenant shall be in a form to run with the land and shall be binding on any subsequent owners, heirs, successors (including but not limited to beneficiaries) or assigns. After recordation, a copy bearing the Recorder's number and date shall be furnished to the City Planning Department for its records.

**Designated Historic Resource** - A building, structure, landscaping element or natural feature listed or designated, as of *the effective date of this ordinance* as a contributor either individually or to a district at the local, state or national level.

**Eligible Historic Resource** - A building, structure, landscape element or natural feature identified through SurveyLA *(The Los Angeles Historic Resources Survey)* or other historic resource survey accepted as complete by the Office of Historic Resources (OHR) to be eligible for recognition as historically or architecturally significant either individually or as part of a district at the local, state or national level.

**Free Standing Fast Food Establishment** - A building designed for restaurant
use by a single tenant, or multiple tenants that share the same kitchen, which
stands alone on its own lot or is free standing within a shopping center, and
which dispenses prepared food over a counter or by way of drive-through
service for consumption on or off the premises, and which has the following
characteristics: a limited menu, items prepared in advance or prepared or
heated quickly, no table orders, and food served in disposable wrapping or
containers as defined in LAMC Section 16.05 B3.

**Full Service Grocery Store** - A store of not less than 10,000 square feet of
floor area which offers for sale products including, but not limited to, meats,
produce, dairy products, paper goods, dry goods, frozen goods, sundries and
other similar products.

**Greyfield** - An automobile oriented commercial development (such as a
suburban shopping center or urban infill strip center) that is generally
characterized by simple unornamented buildings with little or no storefront
articulation, sited at the back of the lot and typified by an ample expanse of
poorly landscaped asphalt surface parking directly accessed from the roadway.

**Major Bus Center** - The intersection of two bus routes, one of which is a major
bus route.

**Major Bus Route** - A bus route that is served by bus lines with evening peak
hour headways of fifteen minutes or less and shown on a map approved by and
reviewed annually by the City Planning Commission. A bus route is one that is
currently in operation within the route network of the Los Angeles County
Metropolitan Transportation Authority, its successor agencies, or other
municipal transit operators but not including the City of Los Angeles’ DASH
system or its successor agencies.

**Mass Transit Station** - A portal or platform at a transit stop for a fixed
guideway transit system. Portal means the street-level entrance, exit, or
escalator. A mass transit station is a facility that is currently in use, that a full
funding contract for a proposed station’s location and portals has been signed
by all funding partners, or one that a resolution to fund a preferred alignment
has been adopted by the Los Angeles County Metropolitan Transportation
Authority or its successor agency which resolution details specific station and
portal locations.

**Off-Site Alcohol Sales** - Any establishment licensed or seeking a license to
sell or otherwise dispense alcoholic beverages for off-site or “off-sale”
consumption as defined by the California State “Alcoholic Beverage Control
Act”.

**On-Site Alcohol Sales** - Any establishment licensed or seeking a license to sell
or otherwise dispense alcoholic beverages for onsite or “on-sale” consumption
as defined by the California State “Alcoholic Beverage Control Act”.

**Pedestrian Amenities** - Outdoor sidewalk cafes, public and transit plazas,
retail courtyards, water features, kiosks, paseos, arcades, patios, covered
walkways, or spaces of outdoor dining or seating that are located on the ground
floor, and that are accessible to and available for use by the public.

**Project** - The demolition, grading, construction, erection, addition to or
alteration (structural or non-structural) of any building or structure, a use of
land, or change of use on a lot located in whole or in part within the CPIO
Subdistrict Area which requires the issuance of a building permit or change of
use permit.

A Project shall not include construction that consists solely of interior remodeling, interior rehabilitation or interior repair work, unless involving a City designated Cultural Historic Monument.

Rehabilitation - the act or process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural and cultural values.

Restoration - the act or process of accurately recovering the form, features and details of a property as it appeared at a particular period of time by means of the removal of later work or by the replacement of missing earlier work.

Section 5. APPROVAL PROCEDURES

The Department of Building and Safety shall not issue a grading permit, foundation permit, building permit, use of land permit or change of use permit for a Project within the Venice/ National Transit Oriented Development CPIO Subdistrict unless the Project conforms to the following supplementary land use and development regulations.

Section 6. USES

6.1 Projects involving the establishment of a new use or change of use (filed as of the effective date of this ordinance) shall require Administrative Clearance from the Director of Planning in accordance with the following Summary of Use Limitations (Table 6.1)

6.2 A request for relief from the applicable subarea use limitations identified in Table 6.1 shall be considered through the CPIO Exception procedures as set forth in LAMC Sec.13.14.G.4.
<table>
<thead>
<tr>
<th>Use</th>
<th>Limitation(s)</th>
<th>Applicable TOD Subarea(s)</th>
<th>Exemptions/ Clarifications</th>
<th>Additional Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alcohol Sales Off-Site</td>
<td>Not more than one (1) establishment permitted within a ½ mile (2640 linear foot) radius of another Alcohol Sales Off-Site use.¹</td>
<td>Subareas A, B, C and E</td>
<td>• Full Service Grocery Stores shall be exempt.</td>
<td>• In addition to the procedures enumerated within the South Los Angeles Alcohol Sales Specific Plan where applicable and the Conditional Use procedures enumerated through LAMC 12.24. W.1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Convenience Food Stores and other Off-Site Alcohol Sales establishments shall be exempt from the distance separation requirement provided the total square footage of sales floor area (shelving, refrigerators, display cases, etc.) devoted to alcoholic beverage products does not exceed 5 percent and the total sales floor area devoted to the sale of fresh produce, meat, cheese or other healthy food products is in excess of 20 percent.</td>
<td>• A covenant shall be recorded against the property guaranteeing the conditions of the Convenience Food Store use. The covenant format shall be approved by the Department of City Planning prior to permit issuance.</td>
</tr>
<tr>
<td></td>
<td>Pursuant to the Conditional Use procedures enumerated through LAMC 12.24. W.1 and X.1</td>
<td>Subareas A, B, C and E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Automotive Uses</td>
<td>Not more than one (1) establishment permitted within a ½ mile (2640 linear foot) radius of another Automotive use.¹</td>
<td>Subareas C and E</td>
<td>Multiple automotive uses or accessory automotive uses are allowed when combined within the same lot or parcel of an existing Automotive Use.</td>
<td>In addition to the Conditional Use procedures enumerated through LAMC 12.24 W.2 and W.3., as well as 12.22 A6 and A.28 where applicable.</td>
</tr>
<tr>
<td>Free Standing Fast Food Establishment</td>
<td>Not more than one (1) establishment permitted within a ¼ mile (1320 linear foot) radius of another Free Standing Fast Food establishment.¹</td>
<td>Subareas A, B, C and E</td>
<td>• Applies only to Free Standing Fast Food Establishments, with or without drive-through service.</td>
<td>In addition to the Conditional Use procedures enumerated through LAMC 12.24. W.17</td>
</tr>
<tr>
<td>Gun and Pawn Shops</td>
<td>Prohibited</td>
<td>All subareas where located directly adjacent, across a street, alley or intersection from a public school.</td>
<td>Applies to all new free standing fast food establishments seeking to locate directly adjacent, across a street, alley or intersection from a public elementary, middle or high school, including charter and magnet schools.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Prohibited</td>
<td>A, B, C and E</td>
<td>Includes storage use/ buildings for retail merchandise.</td>
<td></td>
</tr>
</tbody>
</table>

¹ Distance shall be measured from the center point of the front lot line of the subject parcel to the nearest property line of any parcel containing the same use.

List continues on page 10.
<table>
<thead>
<tr>
<th>Use</th>
<th>Limitation(s)</th>
<th>Applicable TOD Subarea(s)</th>
<th>Exemptions/ Clarifications</th>
<th>Additional Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Motels</td>
<td>Not more than one (1) establishment permitted within a ½ mile (2640 linear foot) radius of another Motel.¹</td>
<td>A, B, C and E</td>
<td>In addition to the Conditional Use procedures enumerated through LAMC 12.24 W.24 (b)</td>
</tr>
<tr>
<td>7</td>
<td>100 % Multi–Family Residential Developments</td>
<td>Prohibited</td>
<td>All Except D</td>
<td>The ground floor of new developments shall incorporate non-residential uses (e.g. Commercial, Community Facility, etc.) along the Building Frontage Façade in accordance with all applicable development standards.</td>
</tr>
<tr>
<td>8</td>
<td>Recycling Collection or Buyback Centers</td>
<td>Not more than one (1) establishment permitted within a ½ mile (2640 linear foot) radius of another Recycling Collection or Buyback Centers.¹</td>
<td>A, B, C and E</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Single-Family or Two-Family Dwellings (Detached)</td>
<td>Prohibited</td>
<td>All Except D</td>
<td>Applies only to dwellings which stand alone on an individual lot or are free-standing (separated by yards, etc.) from other dwellings on the same lot. Does not apply to townhomes, row houses, or other fee simple dwelling typologies that are separated by a party wall.</td>
</tr>
<tr>
<td>10</td>
<td>Storage Building for Household Goods</td>
<td>Not more than one (1) establishment permitted within a ½ mile (2640 linear foot) radius of another Storage Building for Household Goods.¹</td>
<td>A, B, C and E</td>
<td>Expansion of existing uses shall be limited to a total FAR of 1.5:1.</td>
</tr>
<tr>
<td>11</td>
<td>Swap Meets</td>
<td>Not more than one (1) establishment permitted within a ½ mile (2640 linear foot) radius of another Swap Meet.¹</td>
<td>A, B, C and E</td>
<td>Applies to indoor and outdoor swap meets.</td>
</tr>
</tbody>
</table>

¹ Distance shall be measured from the center point of the front lot line of the subject parcel to the nearest property line of any parcel containing the same use.
Section 7. Development Standards

7.1. Height

7.1.1. Maximum Building Height

<table>
<thead>
<tr>
<th>Height</th>
<th>Subarea</th>
</tr>
</thead>
<tbody>
<tr>
<td>45 ft. Permitted</td>
<td>Subarea D</td>
</tr>
<tr>
<td>55 ft. Permitted</td>
<td>Subareas B, C, E</td>
</tr>
<tr>
<td>55-75 ft.</td>
<td>Subarea A</td>
</tr>
</tbody>
</table>

A. The highest Architectural Feature shall not exceed 20% of the maximum building height allowed.

B. Individual stories may not exceed 14 feet in height from finished floor to finished ceiling, except the ground floor area shall have a finished floor to finished ceiling height of no less than 11 feet and a maximum of 25 feet.

C. Buildings within subarea “A” shall adhere to the following standards: (See figure 7C-2 for detailed diagram)

1. A 55 foot maximum shall apply to those portions located within 50 feet of any lot line fronting all Boulevards and the Helms Bakery Building, except that:
   a. Buildings shall be stepped back 5 feet after the first 30 feet in height, consistent with the prevailing Building Frontage Façade height of the historic Helms Bakery building.
   b. Buildings located at the intersection of two Boulevards are limited to 75 feet for a length not to exceed 150 feet along the each intersecting Boulevard.

Adjustments and Exceptions

D. Maximum building height may be increased by not more than 10% for commercial only Projects, and 15% for mixed-use Projects through Adjustment when allowed by height district designation and “D” Development Limitation, otherwise, only through Exception with height district change and/or “D” Development Limitation Amendment.

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** Height in excess of 75 feet at subarea “A” shall be achieved through the provision of 75 square feet of open space (pursuant to Appendix B.2.1) for each 1 square foot of floor area above 55 feet to the height maximums outlined in Fig. 7C.

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* See Historic Resource Preservation Section 8.1.

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The Helms Bakery Building located in subarea B.

The Helms Bakery Building is characterized by an expansive repurposed low scale manufacturing building accentuated at its corners by tower elements.
Section 7. Development Standards

7.1.2 Tower Building Height

75ft. - 150ft. - Permitted - Subarea A

A. Building heights greater than 75 feet within subarea “A” shall adhere to the tower height buffering, tower footprint and tower separation standards as further outlined in figures 7C-1, 7D-1 and 7D-2.

B. Height in excess of 75 feet at subarea “A” shall further only be permitted through the provision of .75 square feet of open space (pursuant to Appendix B.2.1) for each one (1) square foot of floor area above 55 feet to the following height maximums:

1. 100 foot maximum height if setback a minimum of 50 feet from all Boulevards and the Helms Bakery building.

2. 150 maximum height if setback a minimum of 100 feet from all Boulevards and the Helms Bakery building.

Adjustments and Exceptions

C. Maximum building height may be increased by not more than 10% for commercial only Projects, and 15% for mixed-use Projects through Adjustment when allowed by height district designation\(^4\) and “D” Development Limitation\(^5\), otherwise, only through Exception with height district change\(^6\) and/or “D” Development Limitation Amendment\(^7\).

D. No more than a 10% decrease from the tower separation provision and/or a 10% increase to the tower footprint provision shall be allowed through Adjustment, otherwise through Exception.

E. A 20% decrease from the open space provision outlined in subsection F above shall be allowed through Adjustment, otherwise through Exception.

7.1.3 Transition to Residential

Required - Subareas C, E

A. Notwithstanding LAMC Section 12.21.1. A.10, new construction located on commercial or industrial planned land that directly abuts or is across an alley from residential planned land shall transition in the following manner:

1. Where the rear or side yard property line is contiguous with that of a residential lot, or separated by an alley, the structure shall be set back or “stepped back” one foot for every one foot in height as measured fifteen feet above grade at the shared property line.

B. New construction located opposite the front yard setback of residential planned land shall not exceed 30 feet in height for the first 50 feet of lot depth as measured from the commercial or industrial property line opposite the residential planned land.

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1 As required by Code, building height shall be measured vertically from grade to the highest point of the roof.
2 Parapet walls and other guard rails utilized to enclose roof terraces, gardens or green roofs shall be permitted to exceed the maximum allowable height by no more than 42 inches or as required by Code.
3 As required by Code, Life Safety, HVAC and other rooftop equipment shall be allowed to exceed the maximum height provision (ref. Sec 12.21.1.B.3.).
4 LAMC ref. Sec 12.21.1.
5 LAMC ref. Sec.12.32.G.4
6 LAMC ref Sec.12.32.F
7 LAMC ref Sec 12.32.H
8 Pursuant to LAMC Sections 12.21.1.B. and 12.03, parking, circulation and equipment areas required to operate and maintain the building shall be exempt from the FAR calculation.
Section 7. Development Standards

Subarea “A” - Required Tower Height Buffering Standards:

- **100 ft. max. height** if setback a minimum of 50 feet from all Boulevards including Helms Bakery Building.
- **150 ft. max. height** if setback a minimum of 100 feet from all Boulevards including Helms Bakery Building.
- **75 ft. max height** at property line fronting Boulevards for a minimum depth of 50 feet.

Subarea “A” – Building Height Standards:

- **55 ft. maximum height** fronting Boulevards and Helms Bakery Building for a depth of at least 50 feet.
- **5 ft. “stepback”** fronting all Boulevards consistent with height of Helms Bakery building (e.g. 25ft. -30ft.)
- **75 ft. max. height** at corners fronting Boulevards for a maximum depth and width of 50 feet.
Section 7. Development Standards

Subarea “A” Tower Separation Standard:

Towers 75 feet in height or greater that face onto other towers of equal or greater height for a length of 20 feet or more shall be distanced from one another one (1) foot for every two (2) feet in height.

Applies only to portions of towers above 55 feet in height.

Subarea “A” Tower Footprint Standards:

Individual floor plates for buildings in excess of 75 feet in height shall be limited as follows:

1. Tower footprints shall not exceed 10,000 square feet.

2. The longest elevation(s) of the tower shall not exceed one and one third (1 -1/3) times the length of any of the lesser tower elevation(s).

3. In all instances, the maximum length of any tower elevation shall not exceed 100 feet.
Section 7. Development Standards

Adjustments and Exceptions
C. The height limitation at the residential property line may be increased by not more than 20% through Adjustment, otherwise, through Exception.

7.2. Building Intensity

7.2.1 Summary of Building Intensity Standards

<table>
<thead>
<tr>
<th>Subarea</th>
<th>Hybrid Industrial(^{(c)})</th>
<th>100%Commercial(^{(c)})</th>
<th>Mixed Use(^{(c)})</th>
<th>100%Residential(^{(c)})</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Not Permitted</td>
<td>2:1/3:1 (^{(d)})</td>
<td>1:1</td>
<td>2:1(^{(a)}) / 3:1(^{(d)})</td>
</tr>
<tr>
<td>B</td>
<td>Not Permitted</td>
<td>2:1</td>
<td>1:1</td>
<td>2:1(^{(b)})</td>
</tr>
<tr>
<td>C</td>
<td>Not Permitted</td>
<td>2:1/3:1 (^{(d)})</td>
<td>.5:1</td>
<td>2:1(^{(b)})/3:1(^{(d)})</td>
</tr>
<tr>
<td>D</td>
<td>N/A</td>
<td>N/A</td>
<td>Not Permitted</td>
<td>3:1</td>
</tr>
<tr>
<td>E</td>
<td>2:1(^{(b)})</td>
<td>.5:1</td>
<td>2:1/3:1 (^{(d)})</td>
<td>2:1(^{(b)})/3:1(^{(d)})</td>
</tr>
</tbody>
</table>

\(^{(a)}\) Residential uses shall not exceed 75% of the allowable floor area for the site.

\(^{(b)}\) Residential uses shall not exceed 50% of the allowable floor area for the site.

\(^{(c)}\) Pursuant to the Building Frontage and Pedestrian Oriented Ground Floor Provisions where applicable.

\(^{(d)}\) Achieved through any combination of the following:
1. Introduction of one square foot of floor area for each square foot of vehicular podium parking area relocated to subterranean levels.
2. Parking reduction pursuant to subsection 7.4.1.
3. Accommodation of required vehicular on-site spaces within a shared parking facility located within subareas A, C and E.
4. Achieved through Transfer of Floor Area pursuant to 7.2.1.B. and preservation of Designated or Eligible Historic Resource pursuant to Section 8.1.
Section 7. Development Standards

20% shall be through Exception.

F. Relief from the maximum allowable FAR may only be granted through Exception and "D" Development Limitation Amendment.

7.3. Building and Site Disposition

7.3.1 Lot Coverage

<table>
<thead>
<tr>
<th>Lot Coverage</th>
<th>Minimum Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>30%</td>
<td>Subareas C, E</td>
</tr>
<tr>
<td>50%</td>
<td>Subarea A, B</td>
</tr>
</tbody>
</table>

The lot coverage minimum shall apply only to Projects involving the construction of a new building. In calculating lot coverage the following shall apply:

A. The total combined square footage of all building footprints (existing to remain and/or new) located on site shall be factored into the calculation.

B. The building footprint shall be the area under the horizontal projection of the roof that is surrounded by the exterior walls or columns of a building, exclusive of courtyards.

Adjustments and Exceptions

C. Decrease from the lot coverage requirement through adjustment shall not exceed 10%.

D. In subarea “A” only, the lot coverage requirement may be further decreased to a maximum of 20% through Adjustment by introducing one square foot of open space for each square foot decrease in lot coverage in excess of 10%.

1. The open space shall be located no more than 3 feet above or below the adjacent sidewalk grade and shall be designed to enhance linkages from the Mass Transit Station to nearby public spaces and Pedestrian Amenities and shall remain accessible and open to the public at all times that mass transit service is available.

E. Decrease from the lot coverage requirement in excess of the standards delineated in subdivisions C and D above shall be through Exception.

7.3.2 Building Frontage Façade at Sidewalk Required

A. The Building Frontage Façade shall be designed to maximize its length along the front lot line abutting the public street and shall be located within 5 feet of the sidewalk except:

1. When the street facing façade is accessible to the public and designed to incorporate Pedestrian Amenities to a setback depth not to exceed 20 feet.

2. Where driveways are required per subsection 7.4.2 C.

3. When preservation of a Designated or Eligible Historic Resource, or, conservation of Character Defining Elements of the Building Frontage Façade requires deviation from this standard pursuant to Section 8.
Section 7. Development Standards

B. Where the building is located on a corner lot and faces a non-primary street, or, is accessed by a private street or other primary pedestrian thoroughfare, the building façades facing these streets/thoroughfares shall also be designed to maximize their length along the lot line or frontage pursuant to subsection “A” above.

1. For mixed-use buildings, no yard setbacks shall apply to the residential component abutting a side street or private street.

C. Building façades of large projects shall be broken into a series of appropriately scaled buildings or recessed Pedestrian Amenities areas such that ground floor elevations do not exceed more than 250 feet in length.

Adjustments and Exceptions

D. Any deviation from the standards of this section shall be through Exception.

7.3.3. Pedestrian Oriented Ground Floor Required - Subareas A,B,C,E

A. The ground floor of the Building Frontage Façade of Projects located within the boundaries of the applicable Venice/ National TOD subareas shall incorporate commercial uses or other public interior spaces that comprise:

1. A minimum of 75 percent of the length of the façade of any new commercial or mixed use infill Project, excluding areas used for vehicular access.

2. A minimum depth of 25 feet, or the total depth of the building, whichever is less.

B. A minimum of 50% clear and non-reflective storefront glazing allowing maximum visibility from the public realm into the building shall be required for new commercial and mixed use infill Projects, while 30% shall be required for all others.

C. New infill Projects shall be designed to include and locate retail sales areas and other public interior spaces facing the street.

D. Pedestrian entrances shall be no more than 3 feet above or below the adjacent public sidewalk grade and shall be located facing the primary street.

Adjustments and Exceptions

E. The above listed pedestrian oriented ground floor standards may be decreased through adjustment by not more than 20% (i.e. 50% to 40% storefront glazing). Any decrease in excess of 20% shall be through Exception.

F. Building Frontage Facades located within subareas “A” facing the Mass Transit Station or within 500 feet of Major Bus Center intersections shall not be eligible for any decrease from the pedestrian oriented ground floor standards except through Exception.
7.4. Parking

7.4.1 Number of Vehicular Spaces
Permitted - All Subareas

The required number of parking spaces for Projects shall be as set forth in the applicable provisions of the LAMC and may be additionally reduced pursuant to the following provisions and as summarized in table 7.4.1:

7.4.1 Summary of Vehicular Parking Standards
Permitted Parking Reductions and Parking Maximums

<table>
<thead>
<tr>
<th>Subarea</th>
<th>Hybrid Industrial</th>
<th>100% Commercial</th>
<th>Mixed Use*</th>
<th>100% Residential**</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>N/A</td>
<td>N/A</td>
<td>50(a) and (b)</td>
<td>90 50(a) and (b)</td>
</tr>
<tr>
<td>B</td>
<td>N/A</td>
<td>N/A</td>
<td>50(a) and (b)</td>
<td>90 50(a) and (b)</td>
</tr>
<tr>
<td>C</td>
<td>N/A</td>
<td>N/A</td>
<td>50(a) and (b)</td>
<td>90 50(a) and (b)</td>
</tr>
<tr>
<td>D</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A N/A</td>
</tr>
<tr>
<td>E</td>
<td>50(a) and (b)</td>
<td>90</td>
<td>50(a) and (b)</td>
<td>90 50(a) and (b)</td>
</tr>
</tbody>
</table>

(a) An additional 25% parking reduction may be applied to that portion of the Project square footage devoted to Full Service Grocery Store or Community Facility use.
(b) An additional 10% parking reduction may be applied to the entire Project square footage where Façade Preservation is incorporated pursuant to subsection 8.4.1.B.
(c) Percentages reflect "reduction to" and "maximum of" number of spaces required by Code.
(d) Shall apply only to Multi-Family Residential.
(e) Does not apply to Live/Work projects which shall be subject to the parking standards as determined by the commercial or manufacturing use or as determined by the Zoning Administrator approving the conversion case.

A. In addition to LAMC 12.21 A.4.(x)(2), change of use Restoration and Rehabilitation Projects involving a Designated or Eligible Historic Resource with an addition of 500 square feet or less that does not involve demolition to more than 10 percent of the original building envelope shall be exempted from the off-street parking requirement.

B. Restoration and Rehabilitation Projects involving a change of use where demolition and/or additions are in excess of the limits listed in subsection "A" above, or that involve façade preservation in accordance with Section 8.2. may reduce the required parking by 25 percent.

C. Projects involving the establishment of a Full Service Grocery store or Community Facility as defined in Section 4, may reduce the required parking by 25 percent for those portions of the total Project square footage devoted to Full Service Grocery Store or Community Facility use.

1. A covenant shall be recorded against the property guaranteeing the Full Service Grocery Store or Community Facility use in connection with the reduced parking requirement in perpetuity.
Section 7. Development Standards

D. The aforementioned parking reduction incentives may be utilized in addition to other Venice/ National TOD and LAMC parking reduction incentives.

Adjustment and Exceptions

E. Relief from the standards of this section shall be through Exception.

7.4.2 Vehicular Parking Location and Access

| A. | Surface parking areas shall not be located between the property line and any building facade facing a street. |
| B. | Those surface parking areas that are not located to the rear of the lot behind the building shall provide a landscaped buffer that conforms to the guidelines of the Community Plan regarding Commercial Areas. |
| C. | Structured or podium parking located at the ground floor level of commercial and mixed use buildings shall be buffered through commercial or other public interior spaces in accordance with subsection 7.3.3 above. |
| D. | Structured or podium parking located at the ground floor level of buildings other than commercial or mixed use, including residential, shall be buffered through public interior spaces and/or landscaping that conforms to Citywide or Community Plan guidelines regarding commercial areas. |
| E. | Parking structures located below grade can occupy the entire footprint of a lot. |
| F. | Where an alley exists, vehicular access to off-street parking and loading shall be from the rear of the lot away from Building Frontage Facade. Any driveway shall not exceed 30 feet in width. Multiple driveways providing access to the same Project shall be a minimum of 200 feet apart from each other. |

Adjustments and Exceptions

G. Relief from the standards of this section shall be through Exception.

7.4.3 Bicycle Parking

| Required - All Subareas |

Bicycle parking shall be provided in accordance with the LAMC.
## Section 8. Historic Resource Preservation and Neighborhood Conservation Standards

### 8.1 Historic Preservation

#### 8.1.1 Designated Historic Resource\(^1,2\)
Required - All Subareas

Projects involving properties designated at the Local, State or National level shall be reviewed pursuant to the City’s Cultural Heritage, and Historic Preservation Overlay Zone Ordinances, as applicable.

A. Refer to the City’s Zoning Information and Map Access System (ZIMAS) online at [http://zimas.lacity.org/](http://zimas.lacity.org/) to determine if a property is a Designated Historic Resource. Department of City Planning staff will advise potential applicants of the required review procedures.

#### 8.1.2 Eligible Historic Resource
Required - B, C, D, E

Projects involving properties identified through SurveyLA (The Los Angeles Historic Resources Survey) or other historic resource survey accepted as complete by the OHR to be eligible for designation at the Local, State or National level will also require review.

A. Refer to the City’s Zoning Information and Map Access System (ZIMAS) online at [http://zimas.lacity.org/](http://zimas.lacity.org/) to determine if a property has been determined through SurveyLA to be eligible for designation. Department of City Planning staff will advise potential applicants of the required review procedures.

B. Demolition Projects involving an Eligible Historic Resource shall not qualify for Administrative clearance “sign-off” pursuant to subsection 2.2 until appropriate CEQA clearance has been obtained.

### 8.2 Neighborhood Conservation

#### 8.2.1 Façade Preservation
Permitted - C, E

Projects involving properties listed through SurveyLA or other historic resource surveys accepted as complete by the OHR as not eligible for historic designation, but generally described through these surveys as contributing to the form and character of an area are eligible for the parking reduction incentive outlined subsection 7.4.1.B. provided, at a minimum, the following Façade Preservation standard is satisfied:

A. Conservation and rehabilitation of the Character Defining Elements of the Building Frontage Façade to a depth to be determined by the decision maker with recommendation from the Office of Historic Resources staff utilizing SurveyLA or other OHR accepted survey findings and The Secretary of the Interior’s Standards as guidelines.

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\(^1\) Requires compliance with The Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995) Weeks and Grimmer, also referred to as The Secretary of the Interior’s Standards.

\(^2\) Requires review pursuant to the California Environmental Quality Act (CEQA ref. Sec. 15064.5)
# Section 9. Compliance with Design Guidelines

## 9.1 Compliance with Design Guidelines

<table>
<thead>
<tr>
<th>9.1.1 Administrative Clearances</th>
<th>Recommended - All subareas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicants seeking Administrative Clearance approval from the development standards of this CPIO should strive to design Projects in a manner consistent with all applicable adopted citywide, community plan and CPIO Subdistrict design guidelines and principles.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>9.1.2 Adjustments</th>
<th>Permitted - All subareas</th>
</tr>
</thead>
<tbody>
<tr>
<td>In granting relief from the development standards of this CPIO through adjustment, the Director may identify additional Project requirements pursuant to Section 13.14.G.3.(b)(iv) regarding environmental review mitigation measure findings, utilizing any applicable adopted citywide, community plan and CPIO Subdistrict design guidelines and principles.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>9.1.3 Exceptions</th>
<th>Permitted - All subareas</th>
</tr>
</thead>
<tbody>
<tr>
<td>In granting relief from the development standards of this CPIO through exception, the Area Planning Commission may impose conditions pursuant to Section 13.14.G.4.(a), regarding authority, utilizing all applicable adopted citywide and CPIO Subdistrict design guidelines and principles.</td>
<td></td>
</tr>
</tbody>
</table>
# Section 10. Summary of Standards

<table>
<thead>
<tr>
<th>Section</th>
<th>Development Standards</th>
<th>Administrative Clearance</th>
<th>Discretionary</th>
<th>Conditions</th>
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<tr>
<td><strong>Building Height</strong></td>
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</tr>
<tr>
<td>7.1</td>
<td>Maximum Height Limit</td>
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<tr>
<td></td>
<td>Additional Height/ Open Space</td>
<td>● (subarea A)</td>
<td>●(&lt;=15%increase for Mixed Use)</td>
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</tr>
<tr>
<td></td>
<td>Tower Footprint</td>
<td>● (subarea A)</td>
<td>●(&lt;=10%increase for Com. only)</td>
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<tr>
<td></td>
<td>Tower Separation</td>
<td>● (subarea A)</td>
<td>●(&lt;=10%increase)</td>
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<tr>
<td></td>
<td>Transition to Residential</td>
<td>● (subareas C, E)</td>
<td>●(&lt;=20%increase)</td>
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<tr>
<td><strong>Building Intensity</strong></td>
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<tr>
<td>7.2</td>
<td>Maximum FAR</td>
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<tr>
<td></td>
<td>Minimum FAR</td>
<td>●</td>
<td>●(&lt;=20%decrease)</td>
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<tr>
<td><strong>Building and Site Disposition</strong></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>7.3</td>
<td>30% Minimum Lot Coverage</td>
<td>● (subareas C, E)</td>
<td>●(&lt;=10%decrease)</td>
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<tr>
<td></td>
<td>50% Minimum Lot Coverage</td>
<td>● (subarea A, B)</td>
<td>●(&lt;=20%decrease)</td>
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</tr>
<tr>
<td></td>
<td>Building Frontage Façade at Sidewalk</td>
<td>● (subareas A,B,C,E)</td>
<td>●(&lt;=20%decrease)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Pedestrian Oriented Ground Floor</td>
<td>● (subareas A,B,C,E)</td>
<td>●(&lt;=20%decrease)</td>
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<tr>
<td><strong>Parking</strong></td>
<td></td>
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<tr>
<td>7.4</td>
<td>Number of Vehicular Spaces</td>
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<td></td>
<td></td>
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<tr>
<td></td>
<td>Vehicular Parking Location and Access</td>
<td>● (subareas A,B,C,E)</td>
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<td></td>
<td>Bicycle Parking</td>
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<tr>
<td><strong>Historic Preservation</strong></td>
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<tr>
<td>8.1</td>
<td>Designated Historic Resource</td>
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<td></td>
<td>Eligible Historic Resource</td>
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<tr>
<td><strong>Neighborhood Conservation</strong></td>
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<tr>
<td>8.2</td>
<td>Façade Preservation</td>
<td>●</td>
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<tr>
<td><strong>Streetscape and Mobility</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>B.1</td>
<td>Pedestrian Network Improvements</td>
<td></td>
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<tr>
<td><strong>Open Space</strong></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>B.2</td>
<td>Open Space Access and Linkage Improvements</td>
<td>● ( subarea A)</td>
<td>●(&lt;=20%decrease)</td>
<td></td>
</tr>
</tbody>
</table>
Section 11. Severability

If any provision of this Community Plan Implementation Ordinance (CPIO) or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect other CPIO provisions, clauses or applications, which can be implemented without the invalid provisions, clause or application, and, to this end, the provisions and clauses of this ordinance are declared to be severable.
Appendix B. Streetscape, Mobility and Open Space Provisions

B.1 Interim Streetscape, Mobility and Open Space Provisions

Until the City Planning Commission, Cultural Affairs Commission and Board of Public Works adopts a streetscape plan for the CPIO Subdistrict, the following Streetscape, Mobility and Open Space provisions may serve as the interim streetscape guidelines for the area.

A. Pursuant to Subsection 2.5, these interim streetscape concepts may be used by the Department of City Planning to review the design of private Projects in the CPIO area as follows:

B.1.1 Pedestrian Mobility Improvements
Recommended - All subareas

Venice Boulevard

National Boulevard and entrances to local residential streets
B.2 Open Space Provisions

The following Open Space Network Provisions may be used by the Department of City Planning in tandem with the above Interim Streetscape Provisions to review the design of private Projects in the CPIO area:

A. Open space shall be generally located internal to superblock sites such as subarea “A” bounded by Venice, National and Washington Blvds. and shall be accessible from all corridors via mid-block passages or paseos.

B. Open space should be located no more than three feet above or below the adjacent sidewalk grade and shall be designed to facilitate linkage from the Mass Transit Station to nearby public spaces and Pedestrian Amenities.

C. Create mid-block connections through the length and width of the block to connect the Light Rail Transit to adjacent streets and destinations.

D. Design commercial, retail or existing buildings to incorporate parking above or below the ground floor in order to ensure a pedestrian friendly public realm at ground level.

E. Provide a clear hierarchy of common open spaces distinguished by design and function to create a connected public realm conducive to both active and passive uses.

F. Planting trees in paseos can emphasize their visual impact. Where trees are proposed, consider a wider paseo up to 30 feet to provide ample light for trees to grow.