Bunker Hill – Part II
Urban Design

Specific Plan
Case No. CPC-2011-684-SP

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Bunker Hill – Part II
Urban Design

Specific Plan

An ordinance establishing a Specific Plan, known as the Bunker Hill Urban Design Specific Plan, for a portion of the Central City Community Plan area.

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

Section 1.

ESTABLISHMENT OF THE BUNKER HILL URBAN DESIGN SPECIFIC PLAN

The City Council establishes the Bunker Hill Urban Design Specific Plan for the area bounded generally by the 110 Freeway on the west; Fifth Street on the south; Hill Street on the east; and First Street on the north, as shown upon the following Map 1 within the heavy dashed lines:
Section 2. **PURPOSES.**

This Specific Plan is intended to:

Implement the Central City Community Plan.

Create a mixed use district with expanded housing opportunities and commercial retail to create a 24-hour downtown environment.

Retain and expand the area as the primary office center for the region.

Reinforce and enhance the district’s identity as the cultural center of the region.

Implement design regulations that maintain a high quality built form and encourage compatible infill development that enlivens the streets and public spaces.

Expand the economic base of the City by providing additional employment opportunities and additional revenues to the region.

Expand, integrate, and activate a linked network of public open spaces and pedestrian pathways.

Support the expansion of the regional transit network through an urban form and mix of land uses that support high levels of transit use.

Create a transit-friendly environment by requiring conformance to pedestrian-oriented design guidelines that promote consistent street walls and active ground floor uses.

Ensure that private development implements special street standards developed for the area.

Support the improvement of the business environment by providing attractive public streetscapes.

Promote increased flexibility in the regulation of the height and bulk of buildings as well as the design of sites and public streets in order to ensure a well-planned mix of commercial and residential uses with adequate public space.

Section 3. **RELATIONSHIP TO THE LOS ANGELES MUNICIPAL CODE.**

A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of the Los Angeles Municipal Code (LAMC), Chapter 1 as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in the LAMC or other ordinances, except as specifically provided for here.

B. Wherever this Specific Plan contains provisions which establish regulations (including, but not limited to, standards such as densities, heights, uses, parking, signage, open space, and landscape requirements), which are
different from, more restrictive or more permissive than would be allowed pursuant to the provisions contained in the LAMC, this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances.

C. **Site Plan Review Ordinance.** Approvals pursuant to LAMC Sections 16.05 and 12.24 U 14 are not required for Projects within this Specific Plan area, because the Specific Plan supersedes those sections.

D. **Commercial Corner and Mini-Shopping Centers Ordinance.** Approvals pursuant to LAMC Sections 12.22 A 23, and 12.24 W 27 are not required for Projects within this Specific Plan area, because the Specific Plan supersedes those sections.

E. **Developments Combining Residential and Commercial Uses.** Approvals pursuant to LAMC Sections 12.22 A 18 and 12.24 V 2 are not required for Projects within this Specific Plan area, because the Specific Plan supersedes those sections.

F. **Other Uses permitted by Conditional Use Permit Pursuant to LAMC Section 12.24, et seq.** These approvals shall be processed in accordance with the procedures established in Section 12.24.

### Section 4.

**DEFINITIONS.**

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this section. Words and phrases not defined here shall be construed as defined in LAMC Sections 12.03, or 91.201-227.

**Project.** The construction, erection, addition to, alteration, or demolition of any building or structure, or a use of land or change of use on a lot located in whole or in part within the Specific Plan area which requires the issuance of a grading permit, foundation permit, building permit, demolition permit, sign permit or use of land permit. A Project does not include adaptive reuse of an existing building which conforms to Section 12.22.A.26 of this code; remodeling of designated Historic Resources; and, interior remodeling of any other existing building.

**CEQA** means the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.).

**Community Plan** means the Central City Community Plan, a part of the General Plan of the City of Los Angeles, and including amendments to the Community Plan.

**Department** means the Department of City Planning.

**Director** means the Director of the Department of City Planning.

**Fixed Rail Transit Station** means a station stop for a fixed rail system that is currently in use or whose location is proposed and for which a full funding contract has been signed by all funding partners, or one for which a resolution to
fund a preferred alignment has been adopted by the Los Angeles County Metropolitan Transportation Authority ("Metro") or its successor agency.

**Floor Area** means the area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.

**Floor Area Ratio (FAR)** means the Floor Area of a building divided by the Lot Area of the lot upon which it is located. Notwithstanding the above, the maximum Floor Area Ratio of a Transit Area Mixed Use Project shall mean the Floor Area of a building divided by the Buildable Area.

**Lot Area** means the total horizontal area within the lot lines of a lot, prior to any dedication.

**Residential Project** means any Project or portion of a Project that includes more than five dwelling units or guest rooms.

**Specific Plan Area** means those portions of the Central City Community Plan Area located in the Bunker Hill Specific Plan as shown on Map A, generally bounded on the west by the Harbor Freeway (110 Freeway), the north by First Street, the east by Hill Street and the south by portions of Fourth and Fifth Streets.

**Section 5.** PROHIBITION

A. No demolition permit, grading permit, foundation permit, building permit, or use of land permit shall be issued for any Project on any lot located in whole or in part within the Specific Plan Area, unless the Project complies with the requirements of this Specific Plan, as determined by the Director.

1. The prohibition above shall not apply to any construction for which a permit is required in order to comply with an order issued by the Department of Building and Safety to repair an unsafe or substandard condition.

B. Land area subject to easements granted pursuant to the Bunker Hill Urban Design Specific Plan shall be counted as buildable area for the purposes of determining maximum floor area ratio.

**Section 6.** DEVELOPMENT REVIEW PROCEDURES

A. Application. All Projects proposed within the Specific Plan Area shall be submitted with an application to the Director for review of a Project’s compliance with the provisions of this Specific Plan. Prior to deeming the application complete, the Director shall determine and, if necessary, advise the applicant of the processes to be followed, materials to be submitted, and fees to be paid.
B. Administrative Clearance. When the Director determines that a Project complies with the requirements of this Specific Plan, a permit may be issued with an Administrative Clearance from the Director for the following types of Projects:

1. Demolition of existing buildings or structures.

2. Remodeling that does not result in an increase in floor area for any Subarea beyond the Existing Floor Area Rights prescribed in Table 1 of the Bunker Hill Floor Area and Land Use Specific Plan.

3. Change of use.

4. Signs, when in conformance with the requirements of the Downtown Design Guide.

5. Projects which create or result in an increase of less than 50 dwelling units or guest rooms, or combination thereof, that conform to the provisions contained in Section 7 of this Specific Plan.

6. Projects which create or result in an increase of less than 50,000 gross square feet of nonresidential floor area, that conform to the provisions contained in Section 7 of this Specific Plan.

C. Project Permit Compliance. No permit shall be issued for any Project other than those identified above in Subsection A unless the Director has issued a Project Permit Compliance approval pursuant to the procedures set forth in Section 11.5.7 of the Code, and as further specified herein. Projects that fail to demonstrate compliance with the provisions of Section 7 shall follow relief procedures set forth in Subsection D below.

D. Adjustments. If a Project fails to conform to the urban design regulations contained in Section 7, the Director may grant an Adjustment in accordance with this subsection. Adjustments shall be limited to deviations of up to 20 percent from quantitative regulations or minor adjustments from qualitative regulations. In granting an Adjustment, the Director shall make the findings specified in LAMC 11.5.7 E.3.

Section 7. URBAN DESIGN REGULATIONS

A. Application of Downtown Design Guide.

The provisions of the Downtown Design Guide: Urban Design Standards and Guidelines, a part of the Central City Community Plan, and which supplements Municipal Code provisions, shall apply to all projects in the Bunker Hill Specific Plan Area. In addition, the supplemental urban design standards of this Chapter apply to all projects in the Specific Plan Area. The provisions of this Specific Plan shall take precedence where there is a conflict with the Downtown Design Guide.

B. Supplemental Urban Design Standards.
1. Setbacks

On Retail Streets, as defined in Table 1, and adjacent to ground floor space designed for retail use in other locations, the building street wall, as defined herein, shall be located at or within 5 feet of the back of the minimum average sidewalk width required by the Downtown Street Standards. Adjacent to ground floor space designed for other uses, buildings shall be set back from the back of the required sidewalk, including any sidewalk easement, if required, to provide a buffer between the sidewalk and building, as follows:

Table 1.

<table>
<thead>
<tr>
<th>Adjacent Ground Floor Use</th>
<th>Minimum Average Setback</th>
<th>Min-Max Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail</td>
<td>0 feet</td>
<td>0 to 5 feet</td>
</tr>
<tr>
<td>Professional Office / Live-Work</td>
<td>3 feet</td>
<td>0 to 10 feet</td>
</tr>
<tr>
<td>Residential with Individual Entries on Street</td>
<td>6 feet</td>
<td>4 to 12 feet</td>
</tr>
</tbody>
</table>

The setback adjacent to professional office or live-work ground floor uses should include some landscaping, which may be in pots or planters. The setback adjacent to ground floor residential uses with individual entries on the street should include at least 50 percent landscaping.

2. Ground Floor Treatment

On Retail Streets, ground floor space with a linear frontage equal to at least 50 percent or 75 percent of street frontage, as specified below, shall be designed to accommodate retail, professional office, and live-work uses:

Table 2.

<table>
<thead>
<tr>
<th>Streets Designated as Retail Streets</th>
<th>Percent of Project’s Street Frontage Along Which Ground Floor Space Must Be Designed To Accommodate Retail, Professional Office, or Live-Work Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Figueroa Street</td>
<td>50 %</td>
</tr>
<tr>
<td>Flower Street</td>
<td>50 %</td>
</tr>
<tr>
<td>Hope Street</td>
<td>75 %</td>
</tr>
<tr>
<td>Grand Avenue</td>
<td>75 %</td>
</tr>
<tr>
<td>Olive Street (1st to 4th)</td>
<td>50 %</td>
</tr>
<tr>
<td>Olive Street (4th to 5th)</td>
<td>75 %</td>
</tr>
<tr>
<td>Hill Street</td>
<td>75 %</td>
</tr>
</tbody>
</table>
3. Massing and Street Wall

In order to define the public realm and provide a comfortable scale for pedestrians along the street, building walls along the sidewalk (street walls) should be designed as follows:

Table 3.

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Minimum Percent of Project Frontage To Be Lined With Building Street Wall At Back of Setback</th>
<th>Minimum Street Wall Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail Streets</td>
<td>80%</td>
<td>25 feet</td>
</tr>
<tr>
<td>Other Streets</td>
<td>70%</td>
<td>25 feet</td>
</tr>
</tbody>
</table>

Walls above the ground floor that step back less than 15 feet from the ground floor street wall are considered to be part of the street wall. Subject to approval of the Director, frontage along courtyards that are open on one side to the street and lined with ground floor uses may be counted as street wall.

Section 8.

PEDESTRIAN AND OPEN SPACE PLAN

A. Purpose. The purpose of this Section is to set forth a plan for an integrated network of pedestrian linkages and public open space throughout the Specific Plan area. Map B shows the general location of the pedestrian linkages and existing and planned open space. The network of linkages, and the provisions hereinafter set forth to implement such a network, shall be applicable to all Projects and to all properties within the Specific Plan Area, as more particularly designated on Map B.
MAP B.
B. Implementation of Pedestrian Plan. Pedestrian Linkages shall be constructed in accordance with the following design standards:

a. Pedestrian Walkways and Pedestrian Crossings shall be constructed in or near the approximate locations designated on the Map.

b. Pedestrian Walkways shall be constructed of a hard, durable surface and shall be 15 feet wide at a minimum and 20 feet wide on average; provided, however, the City Engineer may require a greater width if such is necessary to carry anticipated pedestrian traffic.

c. Pedestrian Walkways shall be designed to be wholly contiguous and completely accessible to the public upon full implementation of a linkage between two public rights of way.

d. The Pedestrian Corridor shall be open to the public, but there may be private access to the Corridor.

e. The use of any components of the Pedestrian Corridor by the public shall not be revoked by the owner of any building without the prior written approval of the Director of Planning and the City Engineer. Such approval shall be given only if (1) the buildings or other improvements to be served by such components have been demolished, or (2) a particular component presents a danger to public safety.

2. Any changes in the approximate location of the Pedestrian Corridor shall be subject to approval of the Director of Planning, who shall find that any such change conforms to the spirit and intent of the Specific Plan and will provide equal or better pedestrian access and safety.

C. Implementation of Open Space Plan.

1. Non-residential projects that redevelop an entire subarea or block shall be designed to include a public plaza that meets the following requirements:

   a. Located on the ground level with direct connection to street;
   b. Open to the public during daylight hours;
   c. A minimum of 5,000 square feet in size;
   d. Lined with ground floor spaces designed for retail, especially restaurants that include outdoor dining, and/or cultural uses, along at least 20 percent of its frontage;
   e. At least 40 percent landscaped, including usable lawn or lawn alternative; and
   f. Includes at least one gathering place with fountain or other focal element.

2. A 50 percent reduction in the total amount of open space otherwise required by Section 12.21 G of the LAMC will be granted if a Project includes open space that meets the requirements listed in Subsection C.1 a through f above.
Section 9. TRANSPORTATION AND PARKING REGULATIONS

A. Parking Regulations.

1. **Supersedes LAMC requirements.** Where this Specific Plan contains language or standards that require more parking or permit less parking than LAMC Section 12.21, this Specific Plan shall supersede the LAMC.

2. This Specific Plan shall permit shared use parking and reduced parking standards as specified in this Section. Parking which is assigned to a particular Project or lot may be located anywhere within 1500 feet of the Project site.

3. **Parking standards.** Notwithstanding the provisions of Section 12.21 of the Code and regardless of the underlying zone, the following parking standards shall apply to uses within the Specific Plan area:

   a. **Residential.** Minimum of 0.5 spaces per unit for studio units and 1.0 space per unit for all other units.
   b. **Guest Rooms.** Minimum of 0.5 spaces per room for the first 20 rooms, 1/6 spaces per room for the next 20 rooms, and 1/8 spaces per room for the remainder number of rooms.
   c. **Office.** Minimum of 0.6 spaces per 1,000 square feet.
   d. **Other Commercial Uses.** No minimum parking requirement for the first 15,000 square feet of ground floor commercial uses. After the first 15,000 square feet, at least 1 space per 1,000 square feet of destination-oriented uses greater than 5,000 square feet.

Notwithstanding the above, for Projects within 1500 feet of a Fixed Rail Transit Station, as measured from a Project’s exterior lot line to the nearest station entrance, the following parking standards shall apply:

   a. **Residential.** Minimum of 0.25 spaces per unit for studio units and 0.5 spaces per unit for all other units.
   b. **Guest Rooms.** No minimum parking requirement.
   c. **Commercial.** No minimum parking requirement.

4. **Unbundling of Parking and Cash-out Requirement.** The bundling of a parking space to a particular residential unit in not required in the Specific Plan area. To incentivize transit use, commercial projects shall include a plan to allow the cashing-out of any parking subsidies provided by an employer in the event an employee does not require parking.

Section 10. USES AND BUILDINGS MADE NON-CONFORMING BY THIS SPECIFIC PLAN

Any legally existing uses, buildings or structures which are made nonconforming by establishment of this Specific Plan shall be deemed to be legal, non-conforming uses and may continue to exist without termination. Legal, nonconforming uses may not be expanded.
Section 11. GRANDFATHERING

Projects with valid entitlements that were granted prior to the effective date of this Ordinance shall be exempt from the provisions of this Specific Plan.

Section 12. INTERPRETATION

Whenever any ambiguity or uncertainty exists related to this Specific Plan or the application of this Specific Plan so that it is difficult to determine the precise application of these provisions, the Director shall, upon application by an owner, operator or lessee, issue written interpretations on the requirements of the Specific Plan consistent with the purpose and intent of this Specific Plan.

Section 13. OWNERS’ ACKNOWLEDGMENT OF LIMITATIONS

The Department of Building and Safety shall not issue any building permit for construction on a lot or lots within the Specific Plan area until the owner of the property has executed and recorded with the County Recorder a covenant and agreement acknowledging and accepting the contents and limitations of this Specific Plan. The covenant and agreement shall be executed by all fee owners of the property, shall run with the land and shall be binding on future owners, successors, heirs, or assignees of the owners. A certified copy of the recorded covenant shall be delivered to the Departments of City Planning and Building and Safety prior to the issuance of any building permit.

Section 14. SEVERABILITY

If any provision of this Specific Plan or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other Specific Plan provisions, clauses or applications which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Specific Plan are declared to be severable.