

**EXHIBIT F.3:  
Proposed Text Amendments to the Hyde Park  
Industrial Corridor Subarea of the West Adams-  
Baldwin Hills-Leimert CPIO**

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**Slauson Corridor Transit Neighborhood Plan**

CPC-2019-4000-GPA-ZC-HD-CPIOA  
Recommended by the City Planning Commission on October 13, 2022.

October 2022

# West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay District (CPIO)

**Ordinance No. 184794**  
**Effective Date April 19, 2017**  
**Amended Date August 25, 2019**

Amended by Ordinance No. \_\_\_\_\_  
 Effective \_\_\_\_\_

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**Note to Reader:**

*This document includes the amendments, edits, or additions that the Slauson Corridor TNP Proposed Plan (CPC Draft) is bringing forth to update Chapter VII (Hyde Park Industrial Corridor Subarea) within this CPIO. As a result of updating Chapter VII, this document also includes amendments to sections in Chapter I of the CPIO (e.g., Purposes, Subareas, Definitions, Review Procedures) that reference Chapter VII. To refer to a complete copy of the existing CPIO, see [West Adams-Baldwin Hills-Leimert CPIO](#) (and [CPIO Map](#)).*

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**CHAPTER I – FUNCTION OF THE CPIO**

**Section 2. SUBAREAS**

*The Hyde Park Industrial Corridor Subarea summary is proposed to be amended as follows:*

**Hyde Park Industrial Corridor.** This Subarea identifies specific parcels adjacent to the **Active Transportation Corridor and Metro K Line (Crenshaw/LAX Line)** Harbor Subdivision Railroad right-of-way from Van Ness Avenue to the Metro **K Line Crenshaw/LAX Line**, Fairview Heights Station, and provides specific use limitations, development standards, and streetscape guidelines for Projects. This Subarea identifies parcels where a range of development heights and intensities would be permitted in order to foster industrial revitalization, facilitate access to emerging open space opportunities, **and to facilitate a future off-street continuation of the Active Transportation Corridor.** This Subarea is shown on Figure VII-1.:

**CHAPTER I – FUNCTION OF THE CPIO**

**Section 3. PURPOSES**

*Section I-3.E. is proposed to be amended to include the following new text for the Hyde Park Industrial Corridor Subarea:*

- E. To foster the industrial revitalization of properties located directly adjacent to the **Active Transportation Corridor and Metro K Line (Crenshaw/LAX Line)** Harbor Subdivision Railroad right-of-way between Van Ness Avenue and West Boulevard:

**CHAPTER I – FUNCTION OF THE CPIO**

**Section 4. DEFINITIONS**

*Section I-4. is proposed to be amended to include the following new definitions for the Hyde Park Industrial Corridor Subarea:*

**Active Transportation Corridor** – The right-of-way designated for the multi-use bicycle and pedestrian path that primarily spans the former Harbor Subdivision right-of-way within the West Adams-Baldwin Hills-Leimert Community Plan area.

**Green Employment Use** – An employment use that may involve either jobs in businesses that produce green goods or services, or jobs in traditional businesses that are responsible for making their establishment’s production process more environmentally friendly. The following uses may include but are not limited to: Office Building; Office, business or professional; Office, corporate headquarters; Professional Office; Architect’s Office; Engineering Office; Research and Development Center; Food Products Manufacturing;

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Hydroponic Agricultural Enterprise; Laboratory (experimental, film, motion picture, research or testing.); Scientific Instrument and Equipment Manufacturing; Solar Energy System Structures; or any use otherwise deemed reasonably similar by the Director of Planning.

**Path-Facing Frontage** – The building façade, or portion thereof, of a Project that fronts the Active Transportation Corridor

**Path-Oriented Building Entrance** – A building entrance located on the Path-Facing Frontage of a Project that abuts the Active Transportation Corridor.

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## CHAPTER I – FUNCTION OF THE CPIO

### Section. 6 REVIEW PROCEDURES

*Section I-6.C.7. is proposed to be amended to include the following new covenant review procedures for the Hyde Park Industrial Corridor Subarea:*

- 7.(a) **Covenants for Publicly Accessible Open Space and Green Employment Use.** Prior to issuance of an Administrative Clearance for a Project that seeks to obtain bonus height or bonus FAR for providing publicly accessible open space and a Green Employment Use, the following shall apply:
1. A covenant acceptable to the City Administrative Officer and the Department of City Planning shall be recorded guaranteeing that the subject Publicly Accessible Open Space remains accessible to the public.
  2. A covenant acceptable to the City Administrative Officer and the Department of City Planning shall be recorded guaranteeing that the subject Green Employment Use, or another Green Employment Use, or combination of Green Employment Uses, applicable to the subarea and with the commensurate Bonus increase, will remain for at least 30 years from the issuance of the certificate of occupancy.
  3. If the duration of covenants provided for in Section I-6.C.7.(b)1. and Section I-6.C.7.(b)2. directly above conflicts with the duration for any other government requirement, the longest duration shall control.
  4. Any covenant described in this paragraph must provide for a private right of enforcement by the City, any tenant, or owner of any building to which a covenant and agreement applies.
  5. Any covenant shall be prepared and recorded in a form and manner approved by the Department of City Planning to ensure that the obligations are binding against all successors in interest to the real property.

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## **CHAPTER VII – HYDE PARK INDUSTRIAL CORRIDOR SUBAREA**

### **OVERVIEW**

The Hyde Park Industrial Corridor CPIO District Subarea seeks to: facilitate the generation of high wage jobs and training for the community especially within the growing “clean-tech” and “green-tech” sectors **through** adaptive reuse of existing structures **and** the introduction of contextual new infill development; **facilitate the future off-street continuation of the Active Transportation Corridor directly adjacent to the Metro K Line (Crenshaw/LAX Line) right-of-way to the Fairview Heights Station directly adjacent to LA Metro;** and to encourage physical activity by all segments of the community, particularly the youth and the elderly **is encouraged**, with increased access to both passive and active open and green space amenities.

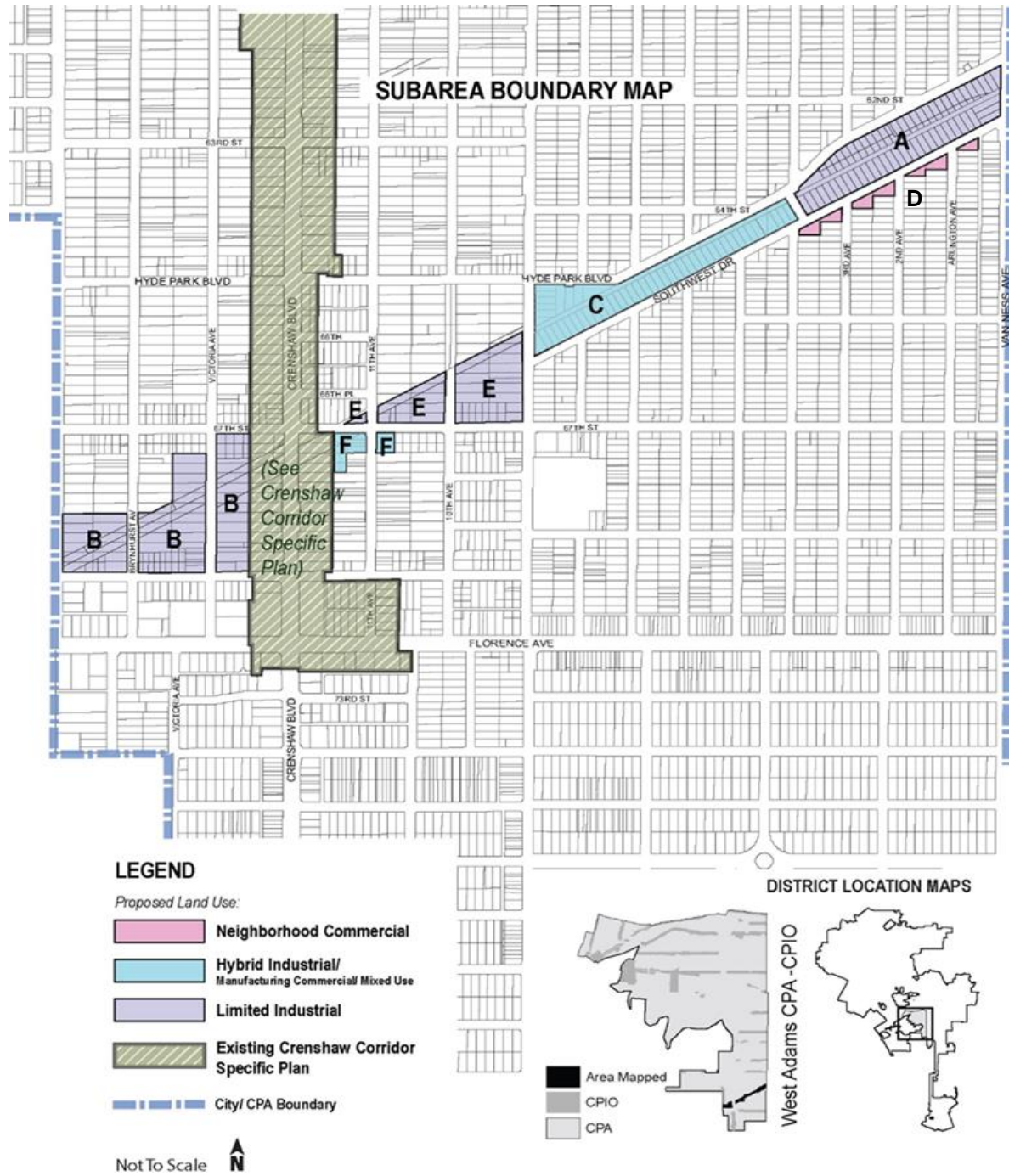
The intent of the Supplemental Development Regulations in this Chapter is to foster industrial revitalization of properties located directly adjacent to the **Los Angeles County Metropolitan Transportation Authority Harbor Subdivision Railroad** right-of-way **and Active Transportation Corridor** between Van Ness Avenue and the Fairview Heights Station of the Metro **K Line (Crenshaw/LAX Line)**. Projects within this Hyde Park Industrial Corridor Subarea (see Figure VII-1) shall comply with the applicable Supplemental Development Regulations in this Chapter VII.

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Figure VII-1  
 Hyde Park Industrial Corridor Subarea Boundaries



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**Section VII-1. LAND USE**

- A. Any new use or change of use shall be subject to the use regulations set forth in Table VII-1, below.
- B. Uses made non-conforming by this CPIO shall comply with LAMC Section 12.23.

<b>Table VII-1 Hyde Park Industrial Corridor Subarea Use Regulations</b>			
<b>Use</b>	<b>Regulation</b>	<b>Applicable Location</b>	<b>Exemptions/ Clarifications</b>
Off-Site Alcohol Sales	In addition to compliance with the South Los Angeles Alcohol Sales Specific Plan, not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Off-Site Alcohol Sales use. <sup>1</sup>	All Parcel Groups	<ul style="list-style-type: none"> <li>• Full Service Grocery Stores shall be exempt.</li> <li>• Convenience Food Stores and other Off-Site Alcohol Sales establishments shall be exempt provided that they maintain the following dedicated sales floor area percentages enforceable by a covenant:                             <ul style="list-style-type: none"> <li>• No more than 5% devoted to alcoholic beverage products; and</li> <li>• More than 20% devoted to the sale of fresh produce, meat, cheese, or other perishable food.</li> </ul> </li> </ul> <p>Sales floor area, includes, but is not limited to, shelving, refrigerators, and display cases.</p>
Automotive Uses	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Automotive Use. <sup>1</sup>	All Parcel Groups	Multiple Automotive Uses or accessory automotive uses are allowed when combined within the same lot or parcel of an existing Automotive Use.

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<b>Table VII-1 Hyde Park Industrial Corridor Subarea Use Regulations (cont.)</b>			
<b>Use</b>	<b>Regulation</b>	<b>Applicable Location</b>	<b>Exemptions/ Clarifications</b>
Free-Standing Fast-Food Establishment	Except where prohibited, not more than one (1) establishment is permitted within a 1/2 mile (2640 linear foot) radius of another Free-Standing Fast-Food Establishment use. <sup>1</sup>	All Parcel Groups	<ul style="list-style-type: none"> <li>• Applies only to Free Standing Fast Food Establishments, with or without drive-through service.</li> <li>• Expansion or replacement of existing uses shall be exempt.</li> </ul>
	Prohibited	When located directly adjacent, across a street, alley or intersection from a public school.	'Public school' shall include any elementary, middle or high school, whether a public, a charter, or a magnet school.
Gun and Pawn Shops	Prohibited	All Parcel Groups	Includes storage of guns or pawned items to be sold, rented or otherwise relocated for sale.
Motels	Prohibited	All Parcel Groups	
100% Residential Developments	Prohibited	All Parcel Groups	
Open Storage	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Open Storage use. <sup>1</sup>	All Parcel Groups	

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<b>Table VII-1 Hyde Park Industrial Corridor Subarea Use Regulations (cont.)</b>			
<b>Use</b>	<b>Regulation</b>	<b>Applicable Location</b>	<b>Exemptions/ Clarifications</b>
Recycling Collection or Buyback Centers	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Recycling Collection or Buyback Centers use. <sup>1</sup>	Parcel Groups C, D and F	
Storage Building for Household Goods	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Storage Building for Household Goods use. <sup>1</sup>	All Parcel Groups	Expansion of existing storage use shall be limited to a total FAR of 1.5:1.
Swap Meets	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Swap Meets use. <sup>1</sup>	All Parcel Groups	Applies to indoor and outdoor swap meets.
Vehicular Storage	Prohibited	All Parcel Groups	Includes automobiles, motorcycles, recreational vehicle, residential vehicle, trucks, trailers, buses and commercial vehicles (as defined in Section 12.03).

<sup>1</sup> 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.

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**Section VII-2. DEVELOPMENT STANDARDS**

All Projects in the Hyde Park Industrial Corridor Subarea are subject to the following development standards.

**A. Building Height.** In addition to any height standards set forth by the underlying zone and height district, the following height standards shall apply:

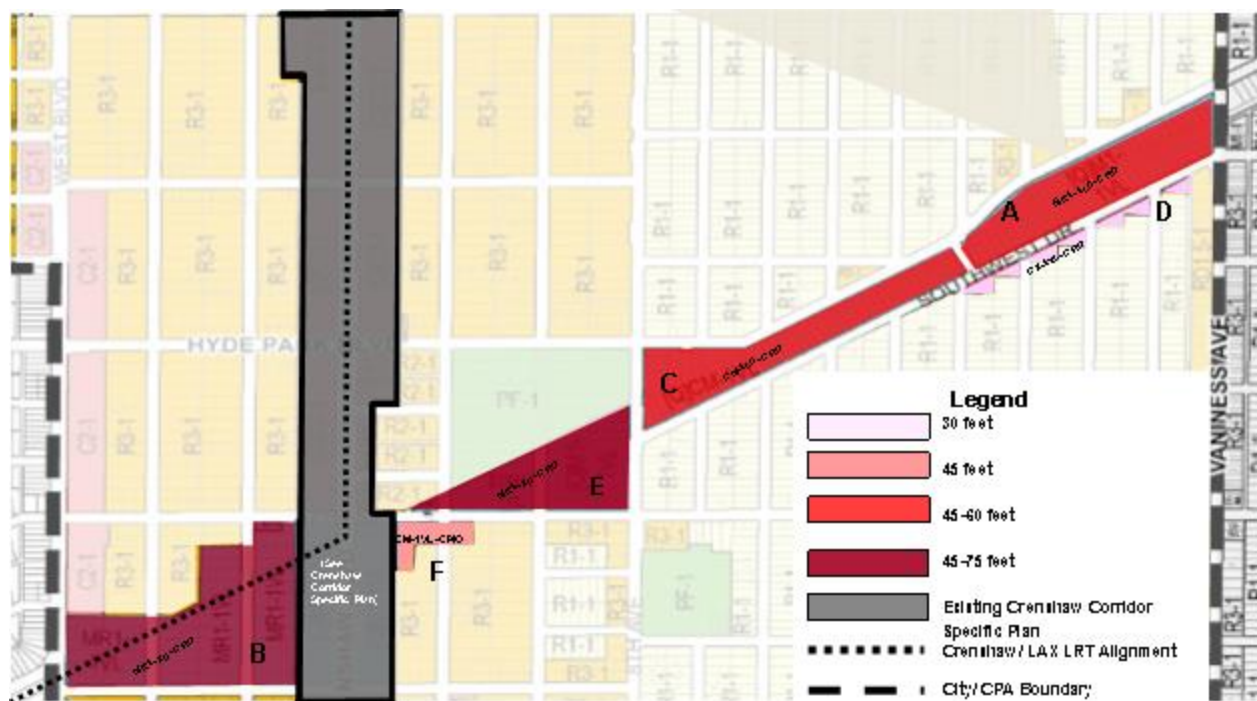
- 1. **Overall Height.** The maximum building height shall be as provided in Table VII-2.1 and Figure VII-2 and is subject to the following: (See Figure VII-2 for illustrative map of height regulations.)
  - a. In Parcel Group D, the maximum building height is 30 feet.
  - b. **In Parcel Group F, the maximum building height is 45 feet.**
  - ~~c.~~ In Parcel Groups A, B, C, and E, the maximum building height is 45 feet, except that:
    - 1. Projects in Parcel Groups A and C, if consistent with Subsection ~~GF.~~, below, may exceed the maximum building height up to a maximum height of 60 feet by providing **a setback of 10 feet and allocating the setback area as accessible open space for public use.** ~~0.75 square feet of open space for every square foot of Building Footprint that is above the maximum building height of 45 feet.~~ The open space shall be located directly adjacent to the **Active Transportation Corridor** ~~existing Harbor Subdivision Railroad ROW to facilitate a Hyde Park Greenway~~ and shall be accessible to the public during daylight hours. A covenant shall be required to ensure that the open space remains accessible to the public.
    - 2. Projects in Parcel Groups ~~B and E,~~ if consistent with Subsection ~~GF.~~, below, may exceed the maximum building height up to a maximum height of 75 feet by providing **a setback of 20 feet and allocating the setback area as accessible open space for public use.** ~~0.75 square feet of open space for every square foot of Building Footprint that is above the maximum building height of 45 feet.~~ The open space shall be located directly adjacent to the **Metro K Line (Crenshaw/LAX Line) ROW** ~~existing Harbor Subdivision Railroad ROW to facilitate~~ **open space and future off-street continuation of the Active Transportation Corridor** ~~a Hyde Park Greenway and.~~ **The open space** shall be accessible to the public during daylight hours. A covenant shall be required to ensure that the open space remains accessible to the public.
    - 3. **Projects in Parcel Group E, if consistent with Subsection G.,** below, may exceed the maximum building height up to a maximum height of 75 feet by providing a setback of 10 feet and allocating the setback area as accessible open space for public use. The open space shall be located directly adjacent to the existing Active Transportation Corridor and shall be accessible to the public during daylight hours. A covenant shall be required to

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- ensure that the open space remains accessible to the public.
  - de. Architectural Features may exceed the maximum building height by up to 20 percent.
  - ed. The Ground Floor shall have a minimum height of 14 feet and maximum height of 25 feet, measured from the top of the finished ground story floor to the top of the finished floor above. Individual stories above the Ground Floor may not exceed 14 feet in height measured from the top of the finished floor to the top of the finished floor above ~~from finished floor to finished ceiling, except the ground floor, which shall have a maximum finished floor to finished ceiling height of 25 feet. The ground floor shall have a minimum finished floor to finished ceiling height of 11 feet.~~
  - fe. Parapet walls and guard rails utilized to enclose roof uses, such as terraces, gardens or green roofs, shall be permitted to exceed the maximum allowable building height by up to 42 inches or as required by the Building Code. Guard rails shall not be located within five feet of a lot line abutting a residential use.
  - gf. Rooftop equipment, structures, and improvements may exceed the maximum building height when authorized pursuant to LAMC Section 12.21.1.B.3(a) so long as it is screened from public view using non-reflective materials or otherwise made compatible with the overall design of the building.
  - hg. A CPIO Adjustment for relief from the maximum building height regulations in Subsections 'a' through 'c' shall be limited to 10 percent (or 15 percent for a Mixed-Use Project).
2. *Transition to Residential or School.* New construction on a lot that is designated industrial in the Community Plan that directly abuts or is directly across a street or alley from a lot that is designated residential in the Community Plan, or that is planned or used for a school, shall transition in the following manner:
- a. Buildings shall not exceed 30 feet in height for the first 50 feet of lot depth or width as measured from the industrial lot line(s) opposite the lot planned for residential or planned or used for a school.
  - b. A CPIO Adjustment for relief from the transitional building height requirement in Subsection 'a' shall be limited to 10 percent.

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<b>Table VII-2.1 Summary of Building Height Regulations - Permitted Maximums</b>				
<b>Parcel Group</b>	<b>Max. (Base)</b>	<b>Max. (Bonus)</b>	<b>Publicly Accessible Open Space Covenant Required for Bonus Height</b>	<b>Green Employment Use Covenant Required for Bonus Height</b>
<b>A</b>	45 feet	60 feet	Yes	Yes
<b>B</b>	45 feet	75 feet	Yes	Yes
<b>C</b>	45 feet	60 feet	Yes	Yes
<b>D</b>	30 feet	N/A	N/A	N/A
<b>E</b>	45 feet	75 feet	Yes	Yes
<b>F</b>	45 feet	N/A	N/A	N/A



**Figure VII-2. Height Limit by Parcel Group**

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**B. Building Density & Intensity.** In addition to the regulations set forth by the underlying zone and height district, the following building density and intensity regulations shall apply:

1. *Floor Area Ratio (FAR).* The maximum ~~and minimum~~ building FAR shall be as provided in Table VII-2. ~~12~~ and is subject to the following:
  - a. Projects in Parcel Groups A, C, D and F shall have a maximum ~~base~~ FAR of 1.5:1.
  - b. Projects in Parcel Groups B and E shall have a ~~base~~ ~~baseline~~ FAR of 1.5:1, and if consistent with Subsection ~~G~~ ~~F~~., below, may exceed the base FAR up to a ~~bonus~~ FAR of ~~2:14.0~~ ~~if the following open space standards are met:~~ ~~by providing publicly accessible open space at a ratio of 0.75 square feet of open space for each square foot of Building Footprint above 45 feet.~~
    1. ~~Projects with new construction and additions in Parcel Group B shall provide a setback of 20 feet and allocate the setback area as accessible open space for public use. The open space shall be located directly adjacent the existing Metro K Line (Crenshaw/LAX Line) right-of-way Harbor Subdivision Railroad ROW to facilitate future off-street continuation of the Active Transportation Corridor. a Hyde Park Greenway and The open space shall be accessible to the community during daylight hours. A covenant shall be required to ensure that the open space remains accessible to the public.~~
    2. ~~Projects with new construction and additions in Parcel Group E shall provide a setback of 10 feet and allocate the setback area as accessible open space for public use. The open space shall be located directly adjacent the existing Active Transportation Corridor and shall be accessible to the community during daylight hours. A covenant shall be required to ensure that the open space remains accessible to the public.~~
  - c. The residential component of Mixed-Use Projects shall not exceed 25 percent of the building's total floor area.
  - d. The maximum FAR in Subsections 'a' and 'b' shall not be eligible for a CPIO Adjustment.

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**Table VII-2. 24 Summary of Building Intensity Standards  
 Floor Area Ratio (FAR) Permitted Maximums**

	Limited Industrial		Hybrid Industrial	100% Commercial	Mixed Use	100% Residential
Parcel Group	Base	Max.	Max.	Max.	Max.	Max.
A	1.5:1	1.5:1	N/A	N/A	N/A	N/A
B	1.5:1	2:1	N/A	N/A	N/A	N/A
C	N/A	N/A	1.5:1	1.5:1	1.5:1	Not Permitted
D	N/A	N/A	N/A	1.5:1	1.5:1	Not Permitted
E	1.5:1	2:1	N/A	N/A	N/A	N/A
F	N/A	N/A	1.5:1	1.5:1	1.5:1	Not Permitted

*N/A (not applicable) indicates the maximum building FAR shall be as set forth by the underlying zone.*

**C. Building Disposition.** All new industrial uses (including but not limited to accessory storage, vehicular storage, and other equipment use buildings, structures or outdoor areas) that are adjacent to, across a street or alley from, or share public open space with, any planned or existing residence or school are encouraged, but not required by the CPIO District, to substantially comply with the Citywide and Community Plan Industrial Design Guidelines. At a minimum, industrial Projects shall comply with the following regulations:

1. *Residential-Adjacent Setbacks.* A minimum five-foot setback shall be provided along any property line that is adjacent to any existing residence or school or any lot zoned or planned for a residential or school use.
  - a. The setback required above shall not be required when the property zoned residential is located across a public street or alley from the Project site.
  - b. A landscape buffer shall be provided within the setback required above. The landscape buffer shall include a diversity of plant species, at least one of which is a hedge that grows to a minimum 10-foot height at maturity and is planted in at least three foot intervals.
  
2. *Fencing and Walls.* Except where the main building is within three feet of any property line, a solid wall shall be provided as follows:
  - a. The solid wall shall be a minimum height of six feet and shall be provided along any property line that is adjacent to, across a street or alley from, or shares an open public space with, any existing residence or school, or any lot zoned or planned for a residential or school use. The wall shall be concrete masonry unit, brick, or other similar opaque, sturdy material.

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Chain link fencing (with or without slats), corrugated metal, and barbed/razor wire shall be prohibited.

- b. Where a wall or fence is located adjacent to a public street or sidewalk (not including alleys), a minimum three foot landscaped setback shall be provided, with landscaping provided between the public street or sidewalk and the wall. Landscaping shall be drought-tolerant.

**D. Building Design for Non-Path Abutting Sites.** In addition to any regulations set forth by the underlying zone and the LAMC, the following design regulations shall apply to **Projects in all Parcel Groups with new construction and additions that do not abut the Active Transportation Corridor** ~~Parcel Groups C, D, and F:~~

- 1. *Sidewalk Frontage.*
  - a. The maximum setback for the Primary Frontage from the sidewalk shall be two feet.
  - b. If the street facing façade is accessible to the public, the maximum Primary Frontage setback from the sidewalk may be exceeded up to 20 feet along any portion of a lot line that abuts any Pedestrian Amenities incorporated into the Project.
  - c. The maximum Primary Frontage setback shall not apply to those portions of the frontage where driveways are required.
  - d. The maximum Primary Frontage setback requirement shall be waived to the extent necessary to preserve a Designated Historic Resource or Eligible Historic Resource, or a Character Defining Element of the façade consistent with Subsection I-6.C.6.
- 2. *Building Façade Articulation.* **The street facing building façade of a Project with new construction and additions shall feature breaks that occur, at minimum, every 30 feet in horizontal distance, by utilizing a relief, graphic pattern or change in material, color or texture that provides scale and visual interest such as:** ~~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.~~
  - a. **A change in plane of at least 18 inches.**
  - b. **Windows that are recessed at least 2 inches, or that project such as bays;**
  - c. **Building overhangs, such as canopies or eaves;**
  - d. **Terraces, balconies, porches or cantilevered designs;**
  - e. **Wood accents and wood trim for windows and doors;**
  - f. **Varying roof forms and heights; and**
  - g. **Other Architectural Features or building materials that create a visual break, such as stucco reveals that are a minimum of 2 inches in depth.**
- 3. *Pedestrian-Oriented Ground Floor.* For Projects with new construction or a change of use, the ground floor of the Primary Frontage shall incorporate public interior spaces (such as, public access areas, lobbies, or spaces used for

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Commercial Uses or Community Facilities) and be designed in the following manner:

- a. Public interior spaces shall face the street.
- b. Pedestrian entrances shall be no more than three feet above or below the grade of the abutting public sidewalk grade and shall face the Primary Frontage street.
- c. Pedestrian entrances along the Primary Frontage street need not be parallel to the Primary Lot Line, provided that they are augmented by entrance forecourts or other design features that establish a visual connection to the Primary Lot Line.
- d. For non-residential Projects, all pedestrian entrances shall be accessible during business hours.
- e. The façade shall have a minimum of 30 percent clear and non-reflective storefront glazing, except for Commercial or Mixed-Use Projects, which shall have a minimum of 50 percent clear and non-reflective storefront glazing.
- f. For Commercial or Mixed-Use Projects, ground floor public interior spaces shall be:
  1. A minimum of 75 percent of the length of the Primary Frontage, excluding areas used for vehicular access.
  2. A minimum depth of 25 feet, or the total depth of the building, whichever is less.

4. *Residential – Detached Single and Two-Family Dwellings.*

- a. All Single and Two Family Dwellings in Parcel Groups C, D and F, including Small Lot Subdivisions authorized by LAMC Section 12.22.C.27, shall have zero side-yard setbacks with abutting or shared common walls, as permitted by the Building Code.

**E. Building Design for Path-Abutting Sites.** In addition to any regulations set forth by the underlying zone and the LAMC, the following design regulations shall apply to Projects with new construction and additions in all Parcel Groups A, C, and E that abut the Active Transportation Corridor, or in Parcel Group B that abut the Metro K Line. For Projects in Parcel Group F only, standards in Section VII-2.D. also apply.

1. *Glazing.* The Ground Floor of both the Primary Frontage and the Path-Facing Frontage shall provide clear transparent glass (e.g., storefront windows and doors) on at least 30 percent of a building's street-level façade as measured 10 feet from sidewalk grade.
2. *Articulation.* The street facing building façade of a Project, as well as the Path-Facing Frontage, shall feature breaks that occur, at minimum, every 30 feet in horizontal distance, by utilizing a relief, graphic pattern or change in material, color or texture that provides scale and visual interest such as:
  - a. A change in plane of at least 18 inches.

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- b. Windows that are recessed at least 2 inches, or that project such as bays;
  - c. Building overhangs, such as canopies or eaves;
  - d. Terraces, balconies, porches or cantilevered designs;
  - e. Wood accents and wood trim for windows and doors;
  - f. Varying roof forms and heights; and
  - g. Other Architectural Features or building materials that create a visual break, such as stucco reveals that are a minimum of 2 inches in depth.
3. *Path-Oriented Building Entrance.*
- a. Projects shall provide a Path-Oriented Building Entrance. Path-Oriented Building Entrances need not be parallel to Active Transportation Corridor, provided that they are augmented by entrance forecourts or other design features that establish a visual connection to the Active Transportation Corridor.
  - b. For non-residential Projects, all Path-Oriented Building Entrances shall be accessible during business hours. Such entrances shall be no more than three feet above or below the sidewalk grade of the Active Transportation Corridor.
4. *Setback from Active Transportation Corridor.* For any individual yard or setback width or depth that abuts the Active Transportation Corridor or the Metro K Line (Crenshaw/LAX Line), Projects with new construction and additions shall provide the following setbacks:
- a. The setback area shall allow space for Pedestrian Amenities, as well as benches, tables, native species landscaping, and/or a walkway providing access from a building's Path-Oriented Building Entrance. Before filing an application, applicants shall have a pre-consultation with the LACMTA (Metro) to determine the feasibility of providing any desired pedestrian access between private property and the Active Transportation Corridor, which may involve potential modification of Metro's fencing.
  - b. For Parcel Groups A, C, and E, a minimum 10-foot setback shall be provided, as measured from the property line of the Active Transportation Corridor to the building's Path-Facing Frontage. A yard or setback regulation greater than 10-feet, as set forth by the underlying zone and the LAMC, would prevail.
  - c. For Parcel Group B, a minimum 20-foot setback shall be provided, as measured from the property line of the Metro K Line (Crenshaw/LAX Line) to the building's Path-Facing Frontage.
5. *Mural.* If a new mural is a desired component of a Project, then it shall be placed on either the Path-Facing Frontage or side façade, so as to be visible to users of the Active Transportation Corridor.

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- a. Projects shall comply with the mural regulations of LAMC 22.119, as well as any application and approval processes administered by the Department of Cultural Affairs.

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**FE. Parking.** In addition to any regulations set forth by the underlying zone and the LAMC, the following parking regulations shall apply:

1. *Required Parking Spaces.* The required number of parking spaces for Projects shall be as set forth in the LAMC except as provided otherwise in Table VII-2. ~~32~~ and as modified below:
  - a. A Project for the Restoration or the Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource shall be exempt from all off-street parking requirements provided that it does not include an addition of more than 500 square feet or involve a demolition to more than 10 percent of the original building envelope.
  - b. A Project for the Restoration or the Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource that includes a demolition or addition that is in excess of the limits listed in Subsection 'a,' or that involves the preservation of the Character Defining Elements of the façade consistent with Subsection I-6.C.6, may reduce the required parking by 25 percent.
  - c. Projects that include a new use or change of use to a Full-Service Grocery Store use or a Community Facilities use may reduce the required parking by 25 percent. Projects obtaining parking reductions under this subsection shall record a covenant guaranteeing the Full-Service Grocery Store use or Community Facilities use in connection with the reduced parking requirement.
  - d. In ~~Parcel Group~~ Subarea B, the maximum amount of parking that is allowed for buildings directly adjacent to or across the street from the Mass Transit Station is 50 percent of the required parking in the LAMC for the underlying zone district.
  - e. The requirements in Subsections 'a' through 'c,' above, are not eligible for a CPIO Adjustment.

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**Table VII-2.32 Summary of Vehicular Parking Standards  
 Permitted Parking Reductions and Parking Maximums\***

Parcel Group	Limited Industrial		Hybrid Industrial		100% Commercial		Mixed Use <sup>(e)</sup>	
	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)
A	25	90	N/A	N/A	N/A	N/A	N/A	N/A
B	75	90 or 50	N/A	N/A	N/A	N/A	N/A	N/A
C	N/A	N/A	25	90	25	90	25	90
D	N/A	N/A	N/A	N/A	100	50	100	50
E	50	90	N/A	N/A	N/A	N/A	N/A	N/A
F	N/A	N/A	50	90	N/A	N/A	50	90

\* The Reduction column in the table indicates the minimum amount of parking required for a Project with the identified land use type in that Parcel Group row as calculated by multiplying the number in the cell as a percentage against the amount of parking required by the underlying zoning in the LAMC. The Maximum column indicates the maximum amount of parking that is allowed for a Project with the identified land use type in that Parcel Group row as calculated by multiplying the number in the cell as a percentage against the parking required for the underlying zoning in the LAMC. For example, if the LAMC required a project to have 100 parking spaces and the project is for a Limited Industrial use and is located in Parcel Group A, under the CPIO District, the project would be required to have a minimum of 75 spaces (100 – (100 x 25%)) and have a maximum of 90 spaces (90% x 100).

2. *Parking Location and Access.* Projects are encouraged but not required, to substantially conform to the Community Plan Industrial Design Guidelines. Projects shall comply with the following parking design regulations:
  - a. Surface parking areas shall be located away from the street and or enclosed within a structure. If surface parking abuts a public sidewalk, the Project shall provide a visual screen such as a wall or hedge-grow located within a minimum three foot wide landscaped buffer area between the sidewalk and the parking area. The wall and/or hedge shall not exceed 42 inches in height and shall provide pedestrian entrances (separate from vehicular entrances) from the public sidewalk.
  - b. In areas designated Hybrid Industrial in the Community Plan, structured or podium parking located at the ground floor shall be buffered through public interior spaces in accordance with Subsection D.3, above, or a three foot wide landscaped buffer that conforms to the following standards:
    1. One 24-inch box tree or 15 gallon tree not less than 10 feet in height at the time of planting, planted at a ratio of one for every 20 lineal feet; or
    2. Ground cover with a minimum height of three feet at maturity shall be planted over the entire landscaped setback; or
    3. The landscaped setback shall contain clinging vines, oleander trees or similar vegetation capable of covering or screening the length of such wall up to a height of at least nine feet.
    4. An automatic irrigation system shall be installed within the

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landscaped buffer.

- c. Parking structures can occupy the entire footprint of a building if designed in accordance with the transitional height provisions of Subsection A.2 and the buffering regulations of Subsection 'b.'
- d. Vehicular access to parking and loading shall not occur within 15 feet of abutting residential uses or schools.
- e. Driveways for commercial uses shall not exceed 30 feet in width.

**GF.** **Incentives.** Whenever any provision of this Chapter VII authorizes an incentive of increased FAR or height for a Project that voluntarily provides open space and the Project contains residential units, the incentive is only available when the Project is an Affordable Housing Incentive Project.

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