

**DRAFT GREEN LINE  
TRANSIT-ORIENTED DISTRICTS  
LAND USE, HOUSING AND ECONOMIC  
DEVELOPMENT STRATEGY REPORT**

***DEVELOPED BY THE MEMBERS  
OF THE GREEN LINE TRANSIT-ORIENTED DISTRICTS  
ADVISORY COMMITTEE  
WITH SUPPORT FROM  
THE STAFF OF THE LOS ANGELES COUNTY  
DEPARTMENT OF REGIONAL PLANNING***

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# **DRAFT LAND USE, HOUSING AND ECONOMIC DEVELOPMENT STRATEGIES FOR THE GREEN LINE TRANSIT ORIENTED DISTRICT STUDY**

## **I. INTRODUCTION**

In early 1998, the Department of Regional Planning embarked on a program to develop and implement Transit Oriented Districts surrounding two Green Line Stations in the unincorporated communities of West Athens and Lennox. The project areas include all land within approximately one-quarter mile of the Vermont Avenue and Hawthorne Boulevard Green Line stations.

Transit Oriented Districts (T.O.D.s) are plans which encourage transit and pedestrian supportive development which include mixed uses, pedestrian orientated design standards, and improved pedestrian access to transit facilities. The goals of the Green Line T.O.D. program are first to achieve an overall reduction in congestion through increased rail and transit ridership and decreased dependence on the automobile; and second, to revitalize the neighborhoods around the transit stations.

The first product of the T.O.D. program is the Land Use, housing development and Economic Strategy Report. This report was developed in conjunction with the Green Line T.O.D. Advisory Committee. Committee members were representative of the West Athens and Lennox communities. These representatives live, work, and/or are affiliated with community serving organizations in these neighborhoods. Staff and the Committee worked together at several meetings for almost a year formulating land use and economic development strategies for the two station areas. In addition, the report includes an overall vision, goals and objectives for the future improvement of the station areas. A broad range of development issues are also addressed.

The Land Use and Economic Development Strategy Report forms both the theoretical and concrete basis for the implementation of the T.O.D. program. The specific implementation tools are the Green Line T.O.D. Ordinance and the Zoning maps that accompany the Ordinance. The Green Line T.O.D. Ordinance and related maps translate the strategies in the Strategy Report into specific and detailed zoning laws that will guide development in the T.O.D. areas.

The Zoning Ordinance revisions constitute the first step in the implementation of the Green Line strategies. While the strategy statements will also include additional long-term regulatory objectives and incentives, it must be stressed that many of these strategies will require the voluntary cooperation of numerous public and private participants over the long term. This Strategy Report is offered within this context of short-term adoption of specific zoning provisions which will be implemented by the Department of Regional Planning, and other longer term regulatory proposals which

may be implemented on a voluntary basis by the broad range of other public and private participants cited in the strategies.

## **II. VISION STATEMENT**

The recent construction of the Green Line Light Rail System and its Vermont Avenue and Hawthorne Boulevard stations have provided the West Athens and Lennox communities with unique opportunities to help revitalize the local community, and to generate increased transit-ridership. Toward these goals, the Green Line Transit Oriented District Advisory Committee and the County of Los Angeles Department of Regional Planning have initiated the Green Line T.O.D. Land Use and Economic Development Strategy Report and the Green Line T.O.D. Ordinance.

The strategies, zoning designations, and development standards in these documents will support commercial land uses, circulation systems, open spaces and public facilities which promote transit use, pedestrian activity and community revitalization. These provisions also support a variety of affordable housing types, and a safe and clean neighborhood environment. By supporting these objectives, we are encouraging the development of a more vibrant, safe, attractive, neighborhood-serving, pedestrian-oriented and transit-oriented environment. Ultimately, these objectives are aimed at revitalizing our neighborhoods, increasing transit-ridership, and improving the sense of community in the West Athens and Lennox Transit Oriented Districts.

### III. LAND USE

#### Goals:

- *Appropriate land uses and densities which create vibrant, revitalized, safe, and viable pedestrian-oriented, and transit-oriented districts.*
- *Development standards which contribute to a pedestrian scale and the physical and esthetic improvement of properties in order to enhance the appearance, function and neighborhood pride.*
- *A sense of place and a sense of community by promoting forums for civic and inter-personal interaction.*
- *Street and walkway design and improvements, and circulation patterns which will promote pedestrian orientation and transit use.*
- *Design and development which is uniquely appropriate for each station.*
- *An attractive system of streets and pedestrian areas to support development and improvements.*

#### Issue A: **Inappropriate land uses in the Green Line T.O.D. areas.**

Much of the study area is composed of auto sales lots, automotive repair uses, excess rail land, and underutilized and vacant parcels. These uses do not promote a pedestrian or transit orientation or neighborhood vitality, and are generally inconsistent with T.O.D. goals. Rather, land uses which are encouraged in the Green Line T.O.D.s include moderate density residential developments, neighborhood-serving and transit-serving commercial uses, mixed use commercial/residential developments, small pocket parks and transit facilities. The following strategies can help facilitate development of appropriate land uses in the T.O.D. study areas.

#### Strategies:

1. Process amendments to the General Plan, community plans, and the Zoning Ordinance which:
  - Promote desirable and consistent uses in T.O.D. areas.
  - Promote commercial uses which are uniquely neighborhood-serving, pedestrian-oriented, and transit-oriented adjacent to Green Line stations and throughout the T.O.D. areas.
  - Create disincentives for the continuation of undesirable land uses within T.O.D. areas.

- Allow appropriate uses without a discretionary permit and/or public hearing.
  - Allow uses with a director's review which are neighborhood-oriented, but may also have potential compatibility problems.
  - Require a conditional use permit for commercial uses that are not predominantly locally serving and pedestrian-oriented; and for which potential land use compatibility problems can be foreseen.
  - Require a conditional use permit for intrusive uses such as utilities facilities, resource mining, and cemeteries.
  - Promote mixed-use structures in commercial zones which encourage walking from residences to shops and from residences to the mass transit system.
  - Promote a mix of residential and commercial uses by limiting retail commercial uses to the ground floor of mixed-use structures in commercial zones.
  - Encourage outdoor dining.
  - Establish appropriate height and floor area ratio incentives for mixed-use commercial combined with residential projects in the C-3 (Unlimited Commercial) zone.
  - Promote in-fill development and consolidation of underutilized lots.
2. Develop a list of needed/desirable land uses to be encouraged in T.O.D. areas to serve the local community.
  3. Contact owners of non-pedestrian-oriented, non-transit-oriented, and non-locally serving business owners to discuss possible interest in relocating and/or moving their businesses.
  4. Ascertain whether a relocation assistance program would encourage inappropriate businesses to move.
  5. Assist in moving undesirable activities, and in the marketing of vacant property.
  6. Encourage pedestrian-generating uses at the ground floor levels of commercial and mixed-use buildings to stimulate activity in the areas around the transit stations.
  7. As an incentive for locating within the T.O.D.s, reduce parking requirements for a limited number of predominantly pedestrian-oriented commercial uses in commercial zones.

**Issue B. Long-term property ownership without maintenance/improvements.**

Some properties and structures experience many years of deterioration due to lack of maintenance by the property owner or manager. Unmaintained property and structures contribute to aesthetic and economic degeneration. The ultimate result of such

degeneration is an unsafe neighborhood environment which is not pedestrian friendly and which discourages new development and investment. These strategies can encourage proper property maintenance and upkeep.

**Strategies:**

8. Support low interest loans and other incentives for ongoing maintenance and improvements.
9. Tie authorizations for new development and intensification of uses to requirements for property maintenance and upkeep.
10. Encourage the establishment of both volunteer and privately funded, citizen-based neighborhood beautification programs.
11. Establish and expand existing concentrated zoning, building and health code enforcement programs.
12. Require property owners to remove graffiti in a timely manner, and encourage painting with graffiti-resistant paints.
13. Explore the feasibility for initiating revitalization programs for facade improvements.
14. Encourage the ongoing availability of financing opportunities for the rehabilitation of residential and commercial properties.

**Issue C. Low residential densities surround the Green Line transit stations.**

Low density residential development dominates much of the study area, but exclusively low density development is not desirable within a T.O.D. A mix of residential densities, including some moderate density multiple-family developments, better promotes transit usage, a pedestrian orientation, and a solid customer base for neighborhood retail. The following strategies are methods which can be used to encourage increased residential density while maintaining or improving neighborhood quality, and achieving T.O.D. goals.

**Strategies:**

15. Adopt appropriate changes to the Zoning Code which:
  - Encourage the development and expedite the approval of residential projects conforming to the densities permitted in T.O.D. plans.
  - Provide opportunities for slightly higher residential densities in areas immediately adjacent to the T.O.D. transit stations.
  - Allow senior citizen second units on single-family lots.
  - Promote new mixed use residential/commercial development in commercial areas.

- Provide for height limit and floor area ratio incentives for mixed-use (combining residential and commercial) projects in commercial zones.
  - Provide for density bonuses for the provision of affordable and senior citizen housing.
  - Provide for density bonuses for the consolidation of underutilized lots in the development of multiple family residential projects.
  - Provide for density bonuses for the development of in-fill multiple family residential projects.
16. Promote the provision of financing opportunities for the construction of second dwelling units.

**Issue D. No land use, design, or aesthetic relationship between the Green Line transit stations and adjacent development.**

Areas surrounding transit stations should be pedestrian-friendly and aesthetically pleasing. It will be more difficult to achieve these goals given the location of the stations within the median of the vast right-of-way which constitutes the 105 Century Freeway. Additionally, the land uses around the station study areas do not make the most productive use of this very important space. Examples of inefficient uses immediately adjacent to the station include vast storage areas, immense empty parking lots, physical barriers to pedestrian access, and other non-transit friendly and non-pedestrian friendly land uses. However, some things can be done in the areas surrounding the transit stations to provide a transition into the community. These include encouraging small, pedestrian-oriented retail and eating establishments, mixed-use developments and offices which will establish the tone for the community as a transit-oriented neighborhood. The key is to provide numerous pedestrian walkways and connections from the transit station to and from adjacent land uses, and from one land use and development to another.

**Strategies:**

17. Develop zoning and design standards which:
- Promote identifiable neighborhood transitions from transit station to commercial areas to multiple family residential areas.
  - Promote transitional uses and encourage their implementation adjacent to transit stops.
18. Encourage the involvement of MTA with the implementation of transitional uses proximate to the transit stations.
19. Promote mixed-use structures in commercial zones which encourage walking from residences to shops and from residences to mass transit facilities.
20. Encourage pedestrian-generating uses at the ground-floor levels of both single- and multi-story commercial buildings to stimulate activity in the areas surrounding the transit stations.

**Issue E. Unsafe living and working environments.**

Places which are not safe to live or work certainly are not safe for pedestrians. One important component is the inclusion of transit-oriented districts is to include a combination of land use/design elements (lighted walkways, shorter walls and landscaping, mixed use projects) and police components (neighborhood watch, community policing, etc.) to increase overall neighborhood safety.

**Strategies:**

21. Develop “defensible space” design standards which contribute to perceived and actual safety.
22. Explore the feasibility of integrating police facilities, such as substations and overnight-parked police vehicles with T.O.D. development.
23. Establish and expand neighborhood watch programs.
24. Develop more heavily utilized activity nodes, including 24-hour commercial uses as part of T.O.D.s to deter criminal activity.
25. Provide for senior citizen developments which can help deter crime by ensuring a daytime presence in residential areas.
26. Improve physical development standards for street lighting and other safety-related streetscape improvements.
27. Pursue funding to increase staffing of Sheriff substations.
28. Support the existing Target Committee and Community-Oriented Policing Team (COPs) programs and encourage the expansion of both programs.
29. Support plans for expansion of existing sheriff’s facilities in Lennox, and encourage the construction of an additional sheriff’s station in West Athens.
30. Support the continued communication between the Sheriff’s Department and the community that is presently fostered by the West Athens and Lennox Sheriff’s Advisory Committees.
31. Support increased policing and security at Green Line transit stations and park-and-ride lots.

**Issue F. Unsightly and unkempt appearance of properties and structures.**

Unsightly properties contribute to a downturn of neighborhoods. Overgrown landscaping, garbage left in vacant lots, graffiti left on walls and unsightly structures all detract from neighborhood quality and vibrance, and make streets unfriendly to pedestrians. The following are a number of possible solutions to this issue, some directed at the property owner and others at the neighborhood in general.

**Strategies:**

32. Establish incentives for ongoing maintenance and aesthetic improvements of properties and structures.
33. Tie authorizations for new development and intensification of uses to requirements for property maintenance and upkeep.
34. Create community beautification programs, both volunteer and privately-funded.
35. Contact property owners and solicit their cooperation in improving the appearance of their properties.
36. Pursue funding to expand existing, concentrated zoning code enforcement programs, and enforcement of health and building codes.
37. Concentrate enforcement efforts on problems such as the accumulation of trash and junk materials; illegal window advertising, billboards, free-standing signs, and roof signs; inoperative vehicles; dangerously overgrown weeds, and other nuisances.
38. Support the imposition of financial penalties for zoning violations which generate income for the violator (such as illegal garage conversions into rental units) which are not rectified in a timely manner.
39. Support the existing Nuisance Abatement Team in its efforts to eliminate nuisances, and coordinate code enforcement and law enforcement activities in the T.O.D.s.
40. Promote neighborhood pride/cleanup/reach-out programs.
41. Explore the feasibility of establishing business improvement districts, revitalization programs and redevelopment project areas for revitalizing business districts and providing for facade, streetscape, and pedestrian-oriented improvements.
42. Support the efforts of the Watts Labor Community Action Committee and the pending establishment of the Sheriff's Department Work Details Program to eliminate graffiti from the community, and encourage the expansion of these programs.

43. Provide for clean and safe pedestrian walkways and leisure areas.
44. Require property owners to remove graffiti in a timely manner, and encourage painting with graffiti-resistant paints.

**Issue G. Lack of neighborhood services, e.g. markets, pharmacies and child care centers, etc.**

The Green Line T.O.D. study areas presently lack the neighborhood commercial services which would encourage walking to stores and transit stations while at the same time doing day to day errands and purchases. Transit-oriented districts will encourage developments which provide the daily goods and services needed by neighborhood residents and office workers. The goal is to reduce dependency on automobiles and to create a cohesive neighborhood. For these reasons it is appropriate to encourage a variety of shops and services so as to lessen the necessity for making vehicle trips out of the neighborhood for convenience items and daily needs. These developments should generally be of a scale necessary to support the neighborhood and not so large as to draw automobile traffic from outside the neighborhood or district.

**Strategies:**

45. Establish a list of locally serving, pedestrian-oriented and transit-oriented uses to be permitted "by-right".
46. Develop incentives to encourage the private development of a variety of commercial neighborhood services.
47. Initiate changes to General Plan/Community Plan/Zoning Ordinance to permit neighborhood service developments where they are not currently permitted.
48. Provide information about development opportunities in T.O.D.s to realtors, property owners, developers, lenders and other interested parties.
49. Accommodate small grocery stores and restaurants on and adjacent to corner lots in multiple family residential zones with project review, notice to surrounding property owners and public hearing.
50. Accommodate incidental small-scale project-serving grocery shops, snack shops and restaurants on the ground floor in multiple family developments with project review, notice to surrounding property owners and public hearing. These commercial uses must be clearly secondary to the primary residential use of the property.

**Issue H. Lack of neighborhood identity, and lack of a center and public spaces for civic or cultural activities**

The Green Line T.O.D. study areas lack cohesive neighborhood identity and public places needed for the community to meet, interact with one another and enjoy social functions. A community center (or "town square") and other public spaces provide an important function in transit-oriented districts by establishing places to forge neighborhood relationships and cohesiveness. Such facilities and spaces contribute to better neighborhood relations, of concentrations of persons at civic and cultural events, and at public facilities and acts as a deterrent to crime. The developed nature of the study areas makes it difficult to create a neighborhood center, but other options do exist. For example, the community might decide to designate an existing building or area as the neighborhood center and then provide design and landscaping enhancements which help the site fulfill this role. Additionally, the community may wish to designate additional public spaces for leisure interaction.

**Strategies:**

51. Provide for civic and cultural facilities in the context of new development.
52. Establish required zoning and design standards which promote the provision of civic and leisure spaces in development projects.
53. Work with neighborhood representatives to determine the type of civic uses which would enhance the community.
54. Encourage the provision of useful public open spaces for eating, leisure and entertainment.
55. Promote the location of County or other public facilities in the T.O.D. areas.
56. Encourage the establishment of a community center which will promote interaction among residents and a neighborhood atmosphere.
57. Allow for community centers with administrative review in commercial zones.
58. Encourage the formation and continuing operation of business alliances and chambers of commerce in the study area.
59. Support efforts to make the citizens of T.O.D. neighborhoods aware of community issues, activities and programs.
60. Explore possibilities for County acquisition of Southern California Water Company properties on the easterly corners of Budlong Avenue and 120<sup>th</sup> Street for the development of a park.

**Issue I. Circulation patterns do not support neighborhood-, pedestrian-, and transit-oriented development.**

Circulation patterns should support pedestrian use of rail transit and other non-automobile transportation modes. The existing circulation patterns in the transit district areas are not pedestrian-friendly. These areas lack a clear coordination between transit modes, and amenities for pedestrian and transit users which could maximize walking, bicycling and the use of mass transit in the T.O.D. areas.

61. Promote transit stops at high-use locations such as employment centers and more dense residential areas.
62. Promote wide sidewalks and safe auto/pedestrian interfaces.
63. Promote coordination between bus and rail mass transit schedules for the convenience of multi-modal transit users and residential areas with commercial uses.
64. Encourage the establishment of bike paths and bikeways which link major residential areas with the transit station and other modes of mass transit.
65. Explore the feasibility of establishing a tram system for convenient transportation between the transit station and major points in the community.
66. Encourage the establishment of a system of informational signs which facilitate pedestrian movement from the transit station to major points in the community.
67. Encourage the provision of more frequent Green Line transit service with additional train cars to relieve overcrowding on Green Line trains.
68. Encourage increased maintenance of Green Line transit access elevators to reduce the frequency and length of "out of order" periods.

**Issue J. Lack of identity/image in station areas.**

The Green Line station areas lack a recognizable identity. The creation of an identity or image within each station area contributes to that area's vitality and distinction from other station areas. The more unique an area can become, the greater the chance that area has for overall success. Station area identity, when studied and established by the area's constituents, contributes to neighborhood pride and increases the desire to take good care of streets and properties.

**Strategies:**

69. Encourage the development of a public art program which:

- Utilizes public spaces for the generation and exhibition of art works by neighborhood residents and workers.
  - Contribute artistically to neighborhood aesthetics and identity.
70. Encourage each neighborhood to explore what kind of identity they would like for their area.
  71. Work with MTA to determine potential for station improvements or changes in station design, signage, etc.
  72. Enhance areas adjacent to transit facilities through planting, new facades, signage, etc.
  73. Encourage the development of a thematic and informative sign program which links the transit stations to other important destinations and “points of pride” in the T.O.D. neighborhoods.
  74. Promote the provision of streetscape elements which lend to a unique and interesting neighborhood identity.
  75. Support the activities of the Southwest Community Association in West Athens, and the Lennox Coordinating Council.

## IV. HOUSING

### Goals:

- *A diversity of housing types with a range of densities that will provide for neighborhood needs and capably support neighborhood commerce.*
- *Development of affordable and senior housing.*
- *Improvement in the condition and aesthetics of existing housing structures and housing stock.*
- *Convenient access between residential uses, and commercial and transit services.*

### **Issue A. Need for affordable residential development and rehabilitation programs which contribute to a neighborhood-, pedestrian-, and transit- orientation and to neighborhood pride.**

More affordable housing can increase the proportion of residential ownership over renters and the associated desire for the owner to care for the property. A neighborhood full of absentee-owned properties is less likely to succeed than one in which owners live on-site. There is less transition in neighborhoods of this type, and greater overall stability. However, the provision of affordable housing rental units also benefits the T.O.D. neighborhood by attracting transit dependent residents who will, in turn, support new community-based commercial enterprises.

### Strategies:

76. Promote all sizes of living units and levels of affordability throughout new residential and mixed-use developments.
77. Develop strategies to prevent isolated, strictly low-income/affordable neighborhoods and the stigma often associated with such districts.
78. Utilize General Plan provisions, Zoning Ordinance, and Community Development Commission programs to encourage development of affordable housing.
79. Assist the Community Development Commission in developing and promoting affordable housing projects.
80. Support the continuing availability of Federal and State funding for residential construction, maintenance and rehabilitation efforts on the part of residents, landlords, and developers.

81. Identify other sources of funding for affordable residential construction, and residential maintenance and rehabilitation.
82. Encourage the ongoing establishment and implementation of housing assistance and housing rehabilitation programs.
83. Promote housing which is designed and priced for transportation-dependent seniors.
84. Establish density bonuses with director's review for the provision of affordable senior citizen housing.
85. Establish density bonuses for the consolidation of underutilized lots in the development of multiple family residential projects.
86. Establish density bonuses for the development of in-fill multiple family residential projects.
87. Promote the availability of grants for sound attenuation in residential units within the flight pattern of Los Angeles International Airport.
88. Promote the availability of the Lead-Based Paint Hazard Reduction Program whereby the Departments of Public Works and Health Services work together to identify units in need of lead-based paint abatement.

**Issue B. Overcrowding.**

Overcrowding in residential units creates problems such as lack of personal and familial space, and unproductive individual functioning and family interaction. Additionally, in overcrowded neighborhoods, residents experience problems such as inadequate parking, and insufficient recreation space and landscaping. All of these factors can be remedied with proper planning and design which promote more inviting neighborhoods which residents are more apt to care for and defend.

**Strategies:**

89. Provide additional housing at affordable rental and for-purchase rates to lessen overcrowding pressure on existing households.
90. Explore and try to relieve the causes of increasing household size.
91. Provide for moderate density multiple family developments immediately adjacent to the T.O.D. commercial core.

92. Develop ways to hold apartment owners accountable for illegal garage conversions.
93. Establish a system of inspections for illegal garage conversions in connection with new-ownership business license applications for existing apartment houses of more than four units.
94. Require useable open space and leisure areas in new residential development, and promote appropriate levels of park facilities in each community.
95. Establish residential densities for mixed use commercial structures which are comparable to those densities allowed in adjacent residential zones.
96. Establish lot coverage requirements in multiple family residential developments which ensure adequate light, air, openness, amenities, and promote creative and viable design.
97. Promote multi-family residential design and lot coverage standards which will encourage and facilitate a pedestrian-scale, pedestrian-oriented amenities, open spaces and creative design.
98. Require buffers walls between multiple family residential developments and adjacent single family residential uses.
99. Establish landscaped buffer and appropriate daylight plane requirements for commercial uses and parking lots which are located adjacent to residential uses.
100. Establish and expand existing concentrated Code Enforcement programs.
101. Establish and implement noise and design standards which minimize the potential impacts of commercial uses on residential uses within mixed-use developments.
102. Establish parking design requirements which minimize conflicts between commercial and residential traffic among users of mixed-use projects.
103. Restrict the number of residential units allowed in individual multiple family residential structures in the absence of a conditional use permit.

**Issue C. Lack of senior citizen housing.**

The Green Line T.O.D. areas lack senior citizen housing developments. Senior citizens are an important part of good T.O.D. composition because T.O.D.s are well suited to their needs. Seniors are often dependent on transit, and need goods and services which are close to home. These needs can be fulfilled in well-planned T.O.D. areas that specifically provide for senior citizen housing. Additionally, the presence of seniors in a community can help support local commercial enterprises and related revitalization.

Senior housing can range from granny units (a second, smaller unit on the same property) to multi-unit senior apartments.

**Strategies:**

104. Promote senior citizen housing in the Green Line T.O.D.'s.
105. Contact developers of senior housing to determine their level of interest in senior projects in the T.O.D. areas.
106. Establish density bonuses with director's review for the provision of senior citizen housing.
107. Initiate changes to General Plan/Community Plan/Zoning Ordinance to permit senior citizen developments where they are not currently permitted.
108. Provide for senior-friendly services and amenities within T.O.D. areas.
109. Encourage the formation of public/private partnerships for the purpose of developing senior citizen housing.

## V. ECONOMIC DEVELOPMENT

### Goals:

- *Availability of a range of commercial revitalization programs to the Green Line T.O.D. areas.*
- *Financial institution interaction with employers and developers (community and financial networking).*
- *Improvement in the condition and aesthetics of commercial structures.*
- *Neighborhood-, pedestrian- and transit-oriented development which generates economic activity.*
- *Convenient access to commercial uses from neighborhood residences and transit facilities.*

### Issue A. Lack of financing/capital for new construction and rehabilitation.

Lack of financing for new development is a perennial problem within the study areas. There are a number of potential solutions, but most likely a combination of strategies will be needed to resolve this issue. As the following strategies are implemented, more investment potential may become available for the T.O.D. areas, which in turn, will aid in further implementation of these strategies.

### Strategies:

110. Work with banks and lending institutions to make them aware of the benefits of and unique opportunities for investing in Green Line T.O.D. neighborhoods.
111. Develop a consortium of people who can assist T.O.D. businesses to obtain financing.
112. Promote pilot financing, subsidy, and incubator projects.
113. Concentrate on working with lending institutions who have expressed an interest in funding projects in T.O.D. areas.
114. Encourage the continuing establishment and operation of local, State and Federal financing programs for new commercial construction, rehabilitation and business operations.
115. Provide information to the Community Development Commission about land suitable for potential development.

116. Identify MTA owned lands in and around the T.O.D. station areas, and encourage MTA to assist in joint development projects on these lands.

**Issue B. Lack of interest on the part of businesses in locating and operating in T.O.D. areas.**

There is a lack of interest on the part of businesses in locating within the T.O.D. study areas. One of the most significant solutions is to educate business leaders and owners, and the lending community on the unique opportunities and benefits of T.O.D. investments. The business community must learn that T.O.D. neighborhoods are viable communities with a high quality of life. The lack of experience on the part of developers in building T.O.D. projects, and observing how successful they can be, contributes to the trepidation by lenders. References to one or two good project examples and one or two project successes can help the business community overcome the fear of locating and investing in T.O.D. developments, and can increase available financing in the T.O.D. areas.

**Strategies:**

117. A consortium or economic development advisory group should be formed to address the unavailability of commercial financing in the T.O.D. areas, and to promote networking between business owners and public and private financing institutions.
118. Establish development incentives which may persuade owners to establish businesses in T.O.D.s, or to relocate existing businesses to T.O.D.s.
119. Promote community awareness of the available tax incentives for businesses within the Alameda Corridor State Enterprise Zone, which includes the entirety of the West Athens Green Line T.O.D. area.
120. Encourage the establishment of an additional Enterprise Zone to include the Lennox Green Line T.O.D. area.
121. Encourage the establishment of additional sources of tax incentives to support existing and potential businesses in the West Athens and Lennox T.O.D. areas.
122. Encourage the establishment of small business micro-loan and incubation programs for businesses within the West Athens and Lennox T.O.D. areas.
123. Support existing and expanded Community Development Block Grant (CDBG) programs to aid business start-ups and operations in the T.O.D. areas.
124. Create flexible zoning requirements to stimulate both private and public investment.
125. Explore possibilities for local government financing of infrastructure

improvements through public sector tax increment financing.

126. Explore the possibilities for local government reduction of development financing costs by creating opportunities for tax exempt financing.
127. Explore the possibilities for local government serving as guarantor of loans made to private sector developers and businesses.
128. Explore the possibilities for local government's participation as an equity partner in development projects.
129. Support organizations representing local businesses within the T.O.D.s.
130. Prepare master environmental documentation to expedite the environmental review process.
131. Encourage "by right" development for desirable land uses in lieu of discretionary processes.
132. Encourage the development of vacant or underutilized properties to uses desired by the community.
133. Produce some attractive prototypes of transit-based housing and mixed use developments which developers can mimic and learn from.
134. Promote incentives which encourage development on MTA properties and other properties adjacent to MTA stations.
135. Establish incentives for attracting new desirable business activities which would provide strategic neighborhood services, e.g. markets, pharmacies and child care.

**Issue C. Lack of employment opportunities in T.O.D. areas.**

Poor economic growth and modest building activity have resulted in a lack of employment opportunities in the T.O.D. areas. Good T.O.D. planning and implementation promotes an increase in a variety of employment opportunities. One of the primary goals of a T.O.D. is to develop mixed use projects and places of employment adjacent to transit stations and close to homes. Therefore, an increase in employment opportunities would be one of the many positive results of T.O.D. planning.

**Strategies:**

136. Consider developing a kiosk or other public information system which maintains employment listings for T.O.D. areas and areas around other transit system stations.

137. Encourage pedestrian-, transit-, and neighborhood-oriented development in T.O.D. areas so that more local employment opportunities are created by the additional office and commercial development space developed.
138. Develop employment assistance programs and promote contact between employment assistance personnel located inside and outside the T.O.D.

**Issue D. Although heavily used, streets do not provide a convenient, comfortable, interesting or attractive system of routes for potential pedestrian and transit-oriented customers.**

Streets should provide an inviting place for pedestrians to walk, shop and socialize by exhibiting convenient pedestrian-friendly businesses and employing good design. A pedestrian-friendly atmosphere will support commercial development and revitalization by drawing more people to shops and public areas for longer periods of time. Such an atmosphere will also encourage people to walk to transit stations rather than drive. In turn the presence of people on sidewalks and in public areas for more hours of the day will help reduce crime and make neighborhoods more lively and robust.

**Strategies:**

139. Provide for clean, safe and vibrant pedestrian walkways and leisure areas, and safe street designs.
140. Encourage urban tree programs near transit stations and throughout the T.O.D.s.
141. Require a landscape plan for all conditional use permit and director's review projects.
142. Establish standards for tree-planting within private projects and along streets.
143. Provide for well-lit pedestrian walkways in commercial areas.
144. Establish standards for facade design, building entrances, driveways, roofs and paving which promote pedestrian-oriented aesthetics.
145. Provide for lighting fixtures, landscaping, benches, bicycle racks, drinking fountains and other pedestrian-oriented amenities on major commercial streets.
146. Explore the feasibility of initiating revitalization programs for streetscape, facade and pedestrian improvements.
147. Apply for funding under MTA's "Call for Projects" to enhance streetscapes and make pedestrian-oriented improvements in the T.O.D.s.

148. Apply for funding under the Department of Public Works' landscaping programs to enhance streetscapes in the T.O.D.s.
149. Establish a parking requirement incentive in commercial zones for the provision of street furniture, bike racks, leisure areas and other pedestrian amenities.
150. Provide for the continued maintenance of street furniture, landscaping and other pedestrian-oriented improvements along pedestrian walkways.
151. Provide for facilitating amenities (e.g. curb-cuts, shuttles, etc.) which will increase mobility for seniors and the disabled.
152. Concentrate on enforcement efforts for blights such as illegal window advertising signs and illegal billboards.
153. Prohibit roof signs and freestanding signs due to their non-pedestrian orientation.
154. Establish appropriate standards for the design and maintenance of awnings in connection with commercial uses.
155. Encourage pedestrian-generating uses at the ground floor levels of both single- and multi-story commercial buildings to stimulate activity in the areas surrounding the transit stations.
156. Enhance pedestrian walkways by prohibiting residential uses on the ground floor of mixed-use projects in commercial zones.
157. Prohibit "drive-thru" fast food uses in the T.O.D. commercial areas.
158. Establish height limits, floor area ratios and development standards for commercial zones which promote a pedestrian-scale of development.
159. Establish design standards for commercial office space located at the ground floor level along key pedestrian ways in order to achieve pleasing and interesting facades.
160. Require recessing of each progressive story over two stories in commercially zoned developments.
161. Restrict the placement of commercial buildings to the front property line, or to a minimum front yard setback if pedestrian oriented amenities are provided by the business.
162. Encourage the use of construction materials and designs which are compatible with and complement the architectural style of structures.

- 163. Enhance pedestrian walkways by requiring the screening of mechanical equipment and trash receptacles of commercial and multiple family uses.
- 164. Prohibit the use of unsightly security fixtures and mechanisms.
- 165. Provide for convenient and safe pedestrian crossings in commercial areas.

**Issue E. Residents and workers in the T.O.D. do not use transit facilities.**

A key component of the entire T.O.D. concept is to encourage residents and employees in the T.O.D. areas to utilize the available transit facilities more often. The incorporation of the various land use and design elements described in this report should help to encourage transit facility usage by making these facilities more convenient, safer, more functional and a more pleasant experience. Advertising the advantages of transit use will also increase ridership and support for local commercial enterprises in the T.O.D. Usage of transit facilities by residents is imperative in order for the T.O.D.s to succeed.

**Strategies:**

- 166. Promote educational programs which clearly explain the benefits of transit use to the public.
- 167. Promote accessibility to the transit stations from residences and workplaces in the T.O.D.s.
- 168. Work with employers and apartment owners to develop bulletin boards and information kiosks which promote transit use.
- 169. Enhance neighborhood aesthetics and safety.
- 170. Encourage continuing and new subsidies to reduce the cost of using transit.

**ORDINANCE NUMBER \_\_\_\_\_**

An ordinance amending Title 22 of the Los Angeles County Code relating to Transit Oriented Districts.

The Board of Supervisors of the County of Los Angeles ordains as follows:

**SECTION 1.** Section 22.08.200.T is amended to revise the definition of Transit Oriented District as follows:

"Transit Oriented District" (TOD) means ~~a mixed-use community communities~~ within an average quarter mile distance approximately one quarter mile of a significant transit facility station. Transit Oriented Districts are established to encourage a mix of residential, retail, office, open space, and public uses ~~in a walkable environment making it convenient for residents and employees to travel by transit, bicycle or foot,~~ in close proximity to each other in order to contribute to a vibrant, safe and revitalized walkable environment. The TOD District land use provisions and design standards encourage making it convenient to travel by transit, bicycle, or foot by both residents and employees. Transit Oriented Districts also promote the efficient use of land for the mutual reinforcement of public investments in the transit system and private development.

**SECTION 2.** Chapter 22.44. Part 8 (Supplemental Districts) of the Los Angeles County Code relating to transit oriented districts is hereby deleted in order to more readily combine previously existing Blue Line Transit Oriented Districts provisions with newly proposed Green Line Transit Oriented Districts provisions.

**SECTION 3.** Chapter 22.44. Part 8 (Supplemental Districts) of the Los Angeles County Code relating to transit oriented districts is added as follows:

**22.44.400 Transit Oriented Districts.**

A. Intent and Purpose. Transit oriented districts are established as supplemental districts ~~to provide a means of implementing the report entitled, "the Blue Line Land Use and Economic Strategies," dated September, 1987 (Blue Line Report), on file with the Director, and encouraging in order to promote~~ transit oriented and pedestrian-oriented development, to increase transit use, to manage traffic congestion, and to improve air quality. The transit oriented districts ~~also~~ implement the objectives of the Transit Village Development Planning Act of 1994, Government Code Section 65460, et seq. The transit oriented districts also implement the Blue Line and Green Line Strategy Reports. Adopted by the Board of Supervisors, both reports are on file with the Department of Regional Planning. The provisions of the transit oriented districts apply to the transit oriented districts maps referenced in Section 22.44.450.

**22.44.410 Development Standards Applicable in all Transit Oriented Districts.**

**A. Graffiti.** To encourage the maintenance of exterior walls free from graffiti, the following shall apply to properties within the Green Line Transit Oriented Districts:

1. All structures, walls, and fences open to public view shall remain free of graffiti.

2. In the event of such graffiti occurring, the property owner, tenant or their agent shall remove or cover said graffiti within 72 hours, weather permitting. Paint utilized in covering such graffiti shall be a color that matches, as closely as possible, the color of the adjacent surfaces.

**B. Development Standards for Residential Uses.**

1. Relationship of Development.

a. Buildings and structures shall be of a size, scale and proportion that generally conforms with adjacent structures, to the satisfaction of the director, but in no case shall exceed the height limit as provided herein.

b. Buildings and structures should be compatible in terms of color, style and materials with adjacent buildings and structures to the satisfaction of the director.

2. Multi-family development. Where a multi-family building is sited adjacent to a single-family residence, a fence or wall six feet in height shall be located along the common property line. Where a residence shares a side property line, the fence or wall must extend from the rear property line to at least the minimum front yard setback. Should the properties involved share a rear property line, the fence or wall shall extend

from side lot line to side lot line.

**3. Mechanical Equipment.**

a. All mechanical equipment shall be screened from view from adjacent streets and residences, either with a wall or with sufficient landscaping.

b. All trash containers and dumpsters shall be screened from view from streets, walkways, and adjacent residences.

**C. Development Standards for Commercial and Mixed Uses.**

1. Design Standards. When structures for nonresidential uses are located adjacent to residentially zoned parcels, such structures shall be designed so as to minimize their impact on residentially zoned parcels in respect to location on the site, height, architecture and general amenities to the satisfaction of the director.

**2. Signs for Commercial Uses in Multiple-Family Residential Zones.**

a. Incidental Commercial Uses Within Apartment Developments. All signs are prohibited in connection with any incidental commercial uses which may be authorized within multiple-family developments.

b. Small Grocery and Restaurant Establishments. The following standards shall be applied to small grocery and restaurant establishments which may be authorized on corner and corner-adjacent lots in multiple-family residential zones:

**i. Wall Signs.**

(a) Each business shall be permitted a maximum of one wall-mounted sign.

(b) Wall signs shall be limited to 15 square feet in size.

(c) The maximum size of letters shall be restricted to 18 inches.

ii. Window Signs.

(a) Maximum area for window signs shall not exceed 10 percent of glass area (total window or door area visible from the exterior of the building).

iii. Projecting Signs. Projecting signs shall be subject to the requirements of Section 22.52.900, except that the provisions of subsection C.1 shall be preceded by the following requirements:

(a) Projecting signs shall not project beyond the face of the building in excess of 50 percent of the limitations set forth in diagram A of subsection 22.52.900.C.1.

(b) The use of a projecting sign shall constitute the single sign allowed under the provisions of subsection 22.44.410.C.2.b.i.(a).

iv. Awning Signs. Awning signs shall be subject to the following requirements:

(a) Awning signs shall be subject to the requirements for projecting signs as established in subsection 22.44.410.C.2.b.iii.

(b) The use of an awning sign shall constitute the single sign allowed under the provisions of subsection 22.44.410.C.2.b.i.(a).

(c) The maximum size of awning sign letters shall be restricted to 10 inches.

v. Prohibited Signs. The following signs shall be prohibited in connection with any authorized commercial use within a residential zone:

(a) Free standing signs.

(b) Roof signs.

3. Awnings. Awning installation shall be:

a. The same color and style for each opening on a single storefront or business.

b. Complimentary in color and style for each storefront in a building.

c. Designed to coordinate with the architectural divisions of the building including individual windows and bays.

d. In compliance with building code and fire department requirements.

e. Repaired or removed within 30 days from receipt of notification that a state of disrepair exists.

4. Mechanical Equipment.

a. Individual air-conditioning units for a building or storefront shall be located so as to avoid interference with architectural detail and the overall design.

b. If air-conditioning units must be located in the storefront, the window unit shall be neutral in appearance and shall not project outward from the facade. The housing color shall be the same as the colors of the storefront. If possible, the air-conditioning unit shall be screened or enclosed by using an awning or landscaping.

c. Mechanical equipment located on roofs shall be screened by parapet walls or other material so that the equipment will not be visible from any point, 6 feet above ground level, within 300 feet.

d. Any structures on the roof, such as air-conditioning units, antennas, and other equipment shall be fully screened from view from any nearby residential properties.

**5. Security.**

a. Chain-link, barbed and concertina wire fences are prohibited; tubular steel or wrought-iron fences are permitted.

b. All security bars or grilles shall be installed on the inside of the building.

c. Vertically or horizontally folding accordion grilles installed in front of a storefront are prohibited.

d. Building security grilles shall be side-storing, concealed interior grilles which are not visible from the exterior of the building when not in use (during business hours) or grilles which can be concealed in the architectural elements of the building.

**6. Lighting.**

a. Exterior lighting shall be arranged, shielded or hooded to prevent glare or direct off-site illumination of adjacent properties.

b. Lighting fixtures shall be screened or be designed so as to compliment the use and architecture of the subject property and adjacent properties from which they are visible.

c. Exterior lighting shall be adequate to facilitate easy visibility of the entire site by patrolling law enforcement personnel who may enter the property.

**7. Buffers.** Whenever a parking lot or a commercial structure is developed

adjacent to a residential zone or an exclusively residential use, a five-foot landscaped buffer shall be provided and a 45-degree daylight plane shall be incorporated.

8. **Parking Areas.** With the exception of fully subterranean structures, all parking shall be provided in the rear of the commercial structure and completely screened from the street providing frontage. Screening materials may include walls and/or landscaping.

9. **Landscape Plan.** New commercial structures or additions to commercial structures exceeding 500 square feet in gross floor area shall provide a landscape/irrigation plan as part of the director's review process. Said plan shall depict required landscaping, including one 15-gallon tree for every 50 square feet of planter area.

10. **Trash Enclosure.** The required trash bin shall be enclosed by a minimum five-foot to a maximum six-foot high decorative wall and must have solid doors.

11. **Pedestrian Character.**

a. To encourage the continuity of retail sales and services, at least 50 percent of the total width of the building's ground floor parallel to and facing the commercial street shall be devoted to entrances, show windows, or other displays which are of interest to pedestrians.

b. Clear or lightly tinted glass shall be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings. Mirrored, highly reflective glass or densely tinted glass shall not be used except as an architectural or decorative accent totaling a maximum 20 percent of the building facade.

c. Walk-up facilities shall be recessed and provide adequate queuing space to avoid interruption of the pedestrian flow.

d. The principal building entrance shall be from the front sidewalk.

e. A maximum of 28 feet of the commercial frontage shall be devoted to parking access, and no customer drive-through facilities shall be permitted.

f. A minimum of 50 percent of the building frontage above the first story shall be differentiated by recessed windows, balconies, offset planes, or other architectural or decorative accent totaling a maximum 20 percent of the building facade.

g. Roof Design. New buildings or additions having 100 feet or more of frontage shall incorporate varying roof designs and types.

h. Paving Material. Pedestrian circulation areas and driveway entrances within the boundaries of the private property shall be developed with paving materials such as brick, paver tile, or colored stamped concrete.

#### **D. Development Standards for Public Space**

1. Public Space Defined. As used in this Part 8, public spaces are defined as those areas made available for passive and active outdoor recreational use and enjoyment of community residents, employees and visitors. Public spaces within transit oriented districts shall include, but not be limited to, the following as long as the uses are consistent with the design, scale and area standards specified in subsections F.2. and 3. below:

- Athletic fields,
- Arboretums and horticultural gardens,
- Courtyards,

- Historical monuments and cultural heritage sites,
- Leisure areas, open, including benches and other street furniture appropriate for relaxation and eating,
- Outdoor public assembly,
- Parks,
- Playgrounds,
- Plazas,
- School yards,
- Swimming pools,
- Tennis, volleyball, badminton, croquet, lawn bowling and courts designed for similar outdoor activities,
- Village greens and squares.

2. Design and Scale. Public spaces within Transit Oriented Districts shall be developed at a scale which encourages pedestrian use and provides for the efficient use of land. Development shall be "space-making" rather than "space-occupying", forming boundaries around the public space rather than being sited in the middle of the space.

3. Area. Public spaces shall be developed in a compact, efficient size, ranging from one-half to a maximum three acres in size.

#### E. Street and Sidewalk Development Standards.

1. Pedestrian-friendly design. New street and sidewalk construction within transit oriented districts shall be designed in a pedestrian-friendly manner, placing high importance on pedestrian convenience, safety and comfort. Sidewalks shall be

provided on both sides of the street and shall contain pedestrian-oriented amenities. The street shall be lined with trees in order to provide a shade canopy.

a. **Street Trees.** On both residential and commercial streets, trees of a shade-producing variety shall be provided within the planting strip at intervals not to exceed 30 feet.

2. **Streets, Sidewalks and Pathways.** Streets, sidewalks and pathways shall be maintained to provide easy opportunities for pedestrians to go from one block to another without having to travel many blocks out of the way, around long separating walls or dead-end streets. All new development shall be designed to incorporate easy pedestrian access to the development and to the transit station on all sides, from public streets and sidewalks.

3. **Street and Sidewalk Dimensions.**

a. New sidewalk construction within any transit oriented district shall be a minimum width of six feet, totaling 12 feet including the planting strip for residential areas, and 15 feet for all other zones, with or without the planting strip as specified in subsections 22.44.430.A.5.a.i. and 22.44.440.A.5.a.i. Amenities identified in subsection G.4. below may encroach upon the minimum required width by up to 50 percent.

4. **Pedestrian Amenities.** Pedestrian amenities shall be provided within or adjacent to the required sidewalk area in conjunction with commercial and mixed use development. Amenities include, but shall not be limited to:

- Benches,
- Bicycle racks,

- Bus shelters,
- Decorative street and sidewalk lights,
- Landscaped buffers,
- Leisure areas, open, with benches and other street furniture appropriate for relaxation and eating,
- Newsstands,
- On-sidewalk dining,
- Planter boxes,
- Special paving materials, such as treated brick, for sidewalks or crosswalks,
- Trash receptacles.

**F. Director's Review.**

1. Except as otherwise provided in this section, the director's review, as contained in Part 12 of Chapter 22.56, shall be required to establish, operate or maintain any use, except that director's review shall not be required for a change in ownership or occupancy if the previous legally existing use is continued on the property. In addition, director's review shall not be required for construction, maintenance and repairs conducted within any 12-month period, the sum of which does not exceed 25 percent of the current market value or assessed valuation of the building, whichever is less.

2. All new structures and improvements to existing structures that exceed 25 percent of current assessed valuation are subject to director's review.

3. For the purpose of defraying the expense involved in connection with any application for a director's review within a transit-oriented district, applicants shall pay 25 percent of the fees specified by Section 22.60.100 for site plan reviews.

4. To expedite the review of site plans in the transit oriented districts, the director shall process all requests in the same manner as a site plan review for commercial and industrial sites.

5. In addition to the principles and standards for consideration of site plans required by Section 22.56.1690, the use, development of land, and/or application of development standards shall be consistent with the Green Line Strategy Report.

#### G. Minor Variations.

1. Under exceptional circumstances, the director may permit minor variations from the standards specified in the requirements for fence or wall, awning, mechanical equipment, and pedestrian character of this Section, and Sections 22.450.A.2, B.2 and C.2. Such variations shall be subject to the findings of the director that:

a. The application of certain provisions of these standards would result in practical difficulties or unnecessary hardships inconsistent with the goals of the General Plan and the transit oriented district Strategy Reports;

b. There are exceptional circumstances or conditions applicable to the property or to the intended development of the property which do not apply generally to other properties in the transit oriented district;

c. Permitting a variation will not be materially detrimental to property or improvements in the area;

d. That no more than two property owners have expressed any opposition to the minor variation; and

e. Permitting a variation will be consistent with the goals of the transit oriented district Strategy Reports.

2. The procedure for filing a minor variation will be the same as that for the director's review, except that the applicant shall also submit:

a. A list, certified to be correct by affidavit or by a statement under penalty of perjury, of the names and addresses of all persons who are shown on the latest available assessment roll of the county of Los Angeles as owners of the subject parcel of land and as owning property within a distance of 100 feet from the exterior boundaries of the parcel of land to be occupied by the use;

b. Two sets of mailing labels for the above-stated owners within a distance of 100 feet of the parcel of land to be occupied by the use;

c. A map drawn to a scale specified by the director indicating where all such ownerships are located; and

d. A filing fee equal to that required for site plan review for commercial/industrial projects over 20,000 square feet in size.

3. Not less than 20 days prior to the date an action is taken, the director shall send notice to the owners of record within a distance of 100 feet of the subject property using the mailing labels supplied by the applicant. Any interested person dissatisfied with the action of the director may file an appeal from such action. Such appeal shall be filed with the hearing officer within 10 days following notification.

**H. Conditional Use Permits.**

1. Conditional use permits shall be required for those uses listed as subject to said permit in this title, with the additions and deletions listed in the applicable transit oriented districts.

2. In addition to the findings for approval of conditional use permits required by Section 22.56.090, a conditional use permit shall not be approved unless the information submitted by the applicant and/or presented at the public hearing substantiates that the proposed use is consistent with the Transit Oriented Districts Strategy Reports.

3. Fee Deferences. Fee deferences shall be accorded as specified in, and for the uses listed in subsections 22.44.430.A.6.a. and 22.44.440.A.6.a.

**I. Nonconforming Uses, Buildings and Structures.**

1. In addition to the findings required by Section 22.56.550 for approval of a nonconforming use or structure review required by Section 22.56.1550, an application for a nonconforming use or structure review shall not be approved unless the information submitted by the applicant and/or presented at the public hearing substantiates that proposed use, building or structure will not be in substantial conflict with the Transit Oriented Districts Strategy Reports.

2. Nonconforming use amortization periods shall be consistent with the provisions of Section 22.56.1540, except for the provisions cited in subsections 22.44.430.A.7.a. and 22.44.440.A.7.a.

**22.44.420 Zone-specific Development Standards Applicable in All Transit Oriented Districts.**

**A. Zone R-1 (Single-Family Residence Zone).** Property in Zone R-1 may be used for any use listed in subsection 22.40.440.B.1., subject to the standards specified therein.

**B. Zone R-2 (Two-Family Residence Zone).**

**1. Permitted Uses.** Property in Zone R-2 may be used for any use listed as a permitted use in Section 22.20.170.

**2. Accessory uses.** Property in Zone R-2 may be used for any use listed as an accessory use in Section 22.20.180, subject to the same limitations and conditions provided in Section 22.20.080.

**3. Uses Subject to Director's Review.** If site plans therefor are first submitted to and approved by the director, property in Zone R-2 may be used for:

**a.** Any use listed as a use subject to director's review in Section 22.20.190.

**b.** Density bonuses pursuant to the requirements of subsections 22.44.430.B.1.a. and 22.44.440.B.2.a.

**4. Uses Subject to Permit.** Provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 212.56, and while such permit is in full force and effect in conformity with the conditions of such permit, property in Zone R-2 may be used for the uses listed in subsections 22.44.430.B.1.b. and 22.44.440.B.2.b.

**5. Development Standards for Structures in Zone R-2.** Structures and residences

shall be subject to the following development standards:

- a. All standards listed in Section 22.20.105;
- b. The maximum lot coverage permitted in Zone R-2 shall be 50 percent.

6. Height Limits. Every residence and every other building or structure in Zone R-2 shall be subject to the height requirements of Section 22.20.210.

7. Yard Requirements. Property in Zone R-2 shall be subject to the following yard requirements:

- a. Not more than 25% of the required front yard shall be utilized for vehicle access or storage.
- b. The additional yard requirements listed in subsections 22.44.430.B.1.c. and 22.44.440.B.2.c.

C. Zone R-3 (Limited Multiple Residence Zone).

1. Permitted Uses. Property in Zone R-3 may be used for any use listed as a permitted use in Section 22.20.260.

2. Accessory Uses. Property in Zone R-3 may be used for any use listed as an accessory use in Section 22.20.270.

3. Uses Subject to Director's Review. If site plans therefor are first submitted to and approved by the director, property in Zone R-3 may be used for:

- a. Any use listed as subject to director's review in Section 22.20.280;

- b. Density Bonuses.

i. Infill Development. Where there are vacant lots or legal nonconforming uses in Zone R-3, infill development is encouraged. A density bonus of 25 percent shall be allowed for development on such lots, subject to a director's review to ensure that the proposed development conforms with the character of the area.

ii. Lot Consolidation. Lot consolidation in Zone R-3 is highly encouraged. Amenities such as, but not limited to, recreation facilities, laundry facilities, and extra landscaping must be provided. A lot consolidation may qualify for the following density bonuses subject to director's review:

- (a) Combined lots totaling 15,000 square feet or more - 10 percent density bonus.

- (b) Combined lots totaling 25,000 square feet or more - 15 percent density bonus.

iii. Affordable and Senior Housing. A density bonus for affordable and senior housing may be allowed as provided for in Subsections 22.44.430.B.2.a.i. and 22.44.440.B.3.a.i.

iv. In the event that a project may qualify for more than one category of density bonuses specified in subsections 22.44.420.C.3.b.i,

ii. and iii., the maximum combined density bonus to be granted shall be 50 percent.

4. Uses Subject to Permits. Provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit, property in Zone R-3 may be used for the purposes listed in subsections 22.44.430.B.2.b. and 22.44.440.B.3.b.

5. Height limits. Every residence and every other structure in Zone R-3 shall be

subject to the height requirements of Section 22.20.300.

6. Yard requirements. Property in Zone R-3 shall be subject to the following yard requirements:

a. Not more than 25 percent of the required front yard shall be utilized for vehicle access and storage.

b. The additional yard requirements listed in subsections 22.44.430B.2.c. and 22.44.440.B.3.c.

7. Building Coverage. The maximum amount of building coverage shall be 50 percent.

8. Building Configuration. New residential structures within zone R-3 shall include between one and four dwellings. Five or more attached dwelling units within one structure shall require a conditional use permit.

D. Zone R-4 (Unlimited Residence Zone). Property in Zone R-4 may be used for any use listed in subsection 22.44.430.B.3., subject to the standards specified therein.

E. Zone C-2 (Neighborhood Commercial Zone).

1. Permitted Uses. Property in zone C-2 may be used for the purposes listed in subsections 22.44.430.B.4.a. (Blue Line Zone-Specific Standards) and 22.44.440.B.4.a.

2. Accessory Uses. Property in Zone C-2 may be used for any use listed in subsections 22.44.430.B.4.b. and 22.44.440.B.4.b.

3. Uses Subject to Director's Review. If site plans are first submitted to and

approved by the director, property in Zone C-2 may be used for any use listed in subsections 22.44.430.B.4.c. and 22.44.440.B.4.c.

4. Uses Subject to Permit. Provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of said permit, property in Zone C-2 may be used for the purposes listed in subsections 22.44.430.B.4.d. and 22.44.440.B.4.d.

5. Development Standards. Property in Zone C-2 shall be subject to the following development standards:

a. The provisions of subsections A, C, D and E of Section 22.28.170 shall apply in Zone C-2.

b. A building or structure in zone C-2 shall be subject to the height requirements of subsections 22.44.430.B.4.e.i. and 22.44.440.B.4.e.i.

c. Floor Area.

i. The total gross commercial floor area in all buildings on any one parcel of land shall not exceed 2.0 times the total net area of such parcel of land.

ii. The total gross mixed-use (commercial/residential) floor area on any one parcel of land shall not exceed 3.0 times the total net area of such parcel of land. The residential portion shall constitute at least 33 percent of total gross floor area.

iii. The ground floor space in a mixed use building shall be restricted as provided in subsections 22.44.430.B.4.e.ii. and 22.44.440.B.4.e.ii.

d. Setbacks. Structures shall be constructed on a front property line, except that structures may be constructed up to 10 feet back from the property line, if

one or more of the following improvements is provided within the setback area:

- Display windows, highly visible,
- Landscaping,
- Leisure areas, open, with benches and other street furniture appropriate for relaxing and eating,
- Outdoor dining facilities,
- Outdoor display/sales,
- Street furniture.

**F. Zone C-3 (Unlimited Commercial Zone).**

1. Permitted Uses. Property in Zone C-3 may be used for any use listed as a permitted use in Section 22.28.180 (Zone C-3) except that the following uses shall require a conditional use permit:

a. Sales.

- Auction houses,
- Automobile sales, sale of new and used motor vehicles,
- Boat and other marine sales,
- Ice sales,
- Mobile home sales,
- Motorcycle, motor scooter and trail bike sales,
- Recreational vehicle sales,
- Trailer sales, box and utility.

**b. Services.**

- Air pollution sampling stations,
- Automobile battery service,
- Automobile brake repair shops,
- Automobile muffler shops,
- Automobile radiator shops,
- Automobile rental and leasing agencies,
- Automobile repair garages, excluding body and fender work, painting and upholstery,
- Automobile service stations,
- Bakery goods distributors,
- Car washes, automatic, coin operated and hand wash,
- Dog training schools,
- Electric distribution substations, including microwave facilities,
- Furniture transfer and storage,
- Gas metering and control stations, public utility,
- Laboratories, research and testing,
- Lodge halls,
- Mortuaries,
- Motion picture studios,
- Parcel delivery terminals,
- Radio and television broadcasting studios,
- Recording studios,

- Recreational vehicle rentals,
- Taxidermists,
- Tool rentals, including roto-tillers, power mowers, sanders and saws, cement mixers and other equipment,
- Trailer rentals, box and utility,
- Truck rentals, excluding trucks with a capacity greater than 2 tons.

c. Recreation and Amusement.

- Amusement rides and devices,
- Carnivals.

2. Accessory Uses. Property in Zone C-3 may be used for any accessory use listed in subsections 22.44.430.B.5.a. and 22.440.B.5.a.

3. Uses Subject to Director's Review. If site plans therefor are first submitted to and approved by the director, property in zone C-3 may be used for those uses listed in subsections 22.44.430.B.5.b. and 22.44.440.B.5.b.

4. Uses Subject to Permit. Provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit, property in Zone C-3 may be used for the purposes listed in Subsections 22.44.430.B.5.c. and 22.44.440.B.5.c.

5. Development standards. Property in Zone C-3 shall be subject to the following development standards:

a. The provisions of subsections A, C and D of Section 22.28.220 shall apply to the property in Zone C-3.

b. Height. Buildings and Structures in Zone C-3 shall be subject to the height requirements for commercial buildings and mixed use commercial/residential buildings specified in subsections 22.44.430.B.5.d.i. and 22.44.440.B.5.d.i.

c. Floor Area.

i. The total gross commercial floor area in all buildings on any one parcel of land shall not exceed 2.0 times the total net area of such parcel of land.

ii. The total gross mixed use commercial/residential floor area on any one parcel of land shall not exceed 3.0. The residential portion shall constitute at least all floor area exceeding 2.0 times the total net area of such parcel.

iii. Ground floor space in a mixed use building must conform to the requirements of Subsections 22.430.B.5.d.ii.(a) and 22.440.B.5.d.ii.(a).

d. Setbacks. Structures shall be constructed on the front property line, except that they may be constructed up to 10 feet back if one or more of the following improvements are maintained within the setback area:

- Outdoor dining facilities,
- Display windows, highly visible,
- Leisure areas, open, with benches and other street furniture appropriate for relaxation and eating,
- Landscaping,
- Street furniture,
- Outdoor display/sales.

G. C-M (Commercial Manufacturing Zone). Property in Zone C-M may be used for any use listed in subsection 22.44.430.B.6., subject to the standards specified therein.

H. R-3-P (Residential Parking Combined Zone).

1. Permitted Uses. Property in Zone R-3-P may be used for any use specified as a permitted use in Section 22.40.130, except that Zone R-3, as specified in subsections 22.44.420.B., 22.44.430.B.2 and 22.44.440.B.3 shall be considered the basic zone.

2. Accessory Uses. Property in Zone R-3-P may be used for any accessory use permitted in Zone R-3 as specified in Section 22.44.420.B.2. provided said lot or parcel of land is used exclusively for a principal permitted use.

3. Uses Subject to Director's Review. If site plans therefor are first submitted to and approved by the director, property in Zone R-3-P may be used for the any use specified as a use subject to director's review in Section 22.40.150, except that Zone R-3 as specified in Sections 22.44.420.B., 22.44.430.B.2. and 22.44.440.B.3. shall be considered the basic zone.

4. Uses Subject to Permits. Property in Zone R-3-P may be used for any use specified as a use subject to permits in Section 22.40.160, except that Zone R-3 as specified in Sections 22.44.420.B., 22.44.430.B.2. and 22.44.440.B.3. shall be considered the basic zone.

5. Development Standards. Property in Zone R-3-P shall be subject to the same development standards as those specified in Section 22.40.170, except that Zone R-3, as specified in Sections 22.44.420.B., 22.44.430.B.2. and 22.44.440.B.3. shall be considered the basic zone.

## 22.44.430 Standards Applicable to All Blue Line Stations

### A. Development Standards.

1. Parking. Except as herein specifically provided, all parking shall be subject to the requirements of Part 11 of Chapter 22.52.

a. Automobile parking requirements of Part 11 of Chapter 22.52 shall be reduced by 40 percent for new construction, additions, alterations and changes of use. This percentage reduction shall not apply to additions and alterations of existing single-family detached structures.

b. For the following uses, automobile parking requirements of Part 11 of Chapter 22.52 shall be reduced by 60 percent:

- Banks,
- Barber shops,
- Beauty shops,
- Child care centers,
- Colleges and universities, including appurtenant facilities, giving advanced academic instruction approved by the State Board of Education or other recognized accrediting agency, but excluding trade schools,
- Community centers,
- Day care centers,

- Delicatessens,
- Drug stores/pharmacies,
- Dry cleaning establishments, excluding wholesale dry-cleaning plants,
- Employment agencies,
- Grocery stores;
- Ice cream shops,
- Libraries,
- Restaurants,
- Schools, business or professional, including art, barber, beauty, dance, drama and music, but not including any school specializing in manual training, shop work, or in the repair and maintenance of machinery or mechanical equipment.

2. Signs. Except as herein specifically provided, all commercially zoned signs shall be subject to the provisions of Part 10 of Chapter 22.52.

a. Window Signs.

i. Window signs shall not exceed the maximum area of 10 percent per glass area (total window or door area visible from the exterior of the building).

b. Freestanding Signs.

i. Signs having a solid base which rest directly on the ground may be permitted on any lot or parcel of land for each street frontage having a continuous distance of 100 feet or more.

ii. Said signs shall not exceed five feet in height measured vertically from ground level at the base of the sign or 40 square feet in area per sign face.

iii. Said signs shall not be located in nor extend above any public right-of-way or public sidewalk area.

c. Awning Signs.

i. The maximum area of awning signs, which are allowed in addition to wall signage, shall not exceed 20 percent of the exterior surface of each awning for the ground floor and 10 percent for the second floor level. Maximum letter height shall not exceed 10 inches.

ii. Awning signs are not permitted above the second floor.

d. Prohibited Signs.

i. Roof signs;

ii. Outdoor advertising (including billboards).

e. Nonconforming Signs. All nonconforming signs shall be discontinued and removed from the site, or brought into conformity according to the following schedule:

Replacement Value of Sign	Period of Removal
Less than \$100	Within 90 days
\$101-\$500	Within 12 months
\$501-\$1,000	Within 24 months
\$1,001-\$2,500	Within 36 months
\$2,500-\$5,000	Within 5 years
Over \$5,000	Within 5 years plus an additional 6 months for each \$1,000 of replacement value, or increment thereof, over \$5,000, to a maximum of 10 years

**3. Development Standards for Residential Uses.**

**a. Walls and Fences.**

i. All walls and fences within a residential development shall be of materials and colors compatible with the architectural design of the buildings and structures in the development.

ii. Where fences are located in required front and corner side yards in residential zones, the following requirements shall apply to fences over 42 inches in height to a maximum height of six feet:

(a) Chain link or wrought-iron style fences not exceeding four feet in height shall be permitted.

(b) With the director's review and approval, wrought-iron style fences which do not exceed a height of six feet may be erected. The director may impose such conditions on the fence design as are appropriate to assure public safety, community welfare and compatibility with these development standards for residential uses.

(c) Those portions of fences more than 42 inches high must be substantially open, except for pillars used in conjunction with wrought-iron style fences, and shall not cause a significant visual obstruction. No slats or other view-obscuring materials may be inserted into or affixed to such fences.

**4. Development Standards for Commercial and Mixed Uses.**

a. Mixed Residential/Commercial Development. The provisions of subsections A, B, C and E of Section 22.40.590 shall apply to mixed residential/commercial developments.

b. Landscaping. Street furniture and related paving of up to 25 percent of the landscaped area, to a maximum of 250 square feet, may be substituted for required landscaped area.

**5. Street and Sidewalk Development Standards.**

**a. Pedestrian-Friendly Design.**

i. Planting Strip. Streets shall be designed so that a minimum six foot wide, landscaped planting strip separates the sidewalk from the street.

**b. Street and Sidewalk Dimensions.**

i. Streets. In conjunction with new development in commercial and mixed-use areas, streets shall be narrowed at pedestrian crossings to insure pedestrian safety by slowing traffic and reducing crossing distances.

**6. Conditional Use Permits.**

a. Fee Deference. For the purpose of defraying the expense involved in connection with an application for a conditional use permit within a transit oriented district, applicants shall pay 50 percent of the fees specified by Section 22.60.100 for conditional use permits for:

- Grocery stores,
- Offices, business and professional,
- Restaurants or other eating establishments, excluding drive-thru facilities,
- Retail stores.

**7. Nonconforming Uses, Buildings and Structures.**

a. All nonconforming uses, buildings and structures non conforming due to use, and buildings and structures nonconforming due to standards are subject to regulation as specified by Section 22.56.1540, except that the periods for discontinuance and removal set forth in subsections B.1.f.i. through iv. Of Section 22.56.1540 shall be the following:

i. Type IV and Type V buildings used as:

(a) Three-family dwellings, apartment houses and other buildings used for residential occupancy, 35 years,  
(b) Stores and factories, 10 years,  
(c) Any other building not herein enumerated, 10 years;

ii. Type III buildings used as:

(a) Three-family dwellings, apartment houses, offices and hotels, 40 years,  
(b) Structures with stores below and residences, offices or a hotel above, 40 years,  
(c) Warehouses, stores and garages, 15 years,  
(d) Factories and industrial buildings, 15 years;

iii. Type I and II buildings used as:

(a) Three-family dwellings, apartment houses, offices and hotels, 50 years,  
(b) Theaters, warehouses, stores and garages, 20 years,  
(c) Factories and industrial buildings, 15 years.

**B. Zone-specific Standards**

**1. Zone R-2 (Two-Family Residence Zone).**

**a. Uses Subject to Director's Review.** If site plans therefor are first submitted to and approved by the director, property in Zone R-2 may be used for:

**i. A density bonus of up to 50 percent subject to director's review and in compliance with the following provisions:**

**(a) That at least 33 percent of the total dwelling units in the development are provided for qualifying senior citizens as defined in Sections 51.2 and 51.3 of the Civil Code, and**

**(b) That a covenant and agreement be recorded in the county recorder's office to ensure the occupancy of the bonus units for a period of 30 years by lower-income households and/or senior citizens, as applicable.**

**ii. Restaurants and incidental commercial service concessions offering newspapers, tobacco, notions, grocery and similar items in apartment house developments, provided that at least 50 percent of the development area, including the floorspace of any outdoor dining area, is devoted to residential use.**

**b. Uses Subject to Permit.** Property in Zone R-2 may be used for the following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit:

- Any use listed as a use subject to permit in Section 22.20.200,
- Grocery stores,

- Offices business or professional,
- Restaurants and other eating establishments, excluding drive-through facilities,
- Retail stores,
- Signs, commercial, pursuant to the requirements of subsection 22.44.410.C.2.

c. Yard Requirements. Property in Zone R-2 shall be subject to the yard requirements provided herein:

i. Corner side and rear yards are subject to the provisions of Section 22.20.320.

ii. Front yards of not less than 10 feet are permitted.

iii. Interior side yards may be reduced from the five-foot minimum to zero feet subject to the yard modification procedure and provided that a minimum distance of 10 feet is maintained between the buildings on the adjoining lot.

## 2. Zone R-3 (Limited Multiple-Residence Zone)

a. Uses Subject to Director's Review.

i. Affordable and Senior Citizen Housing. A density bonus of up to 50 percent shall be allowed subject to director's review and in compliance with the following provisions:

(a) That at least 33 percent of the dwelling units in the development are provided for lower-income households; or at least 50 percent of the total dwelling units in the development are provided for qualifying senior citizens as defined in Sections 51.2 and 51.3 of the Civil Code; and

(b) That a covenant and agreement be recorded in the county recorder's office to ensure the occupancy of the bonus units for a period of 30 years by lower-income households and/or senior citizens, as applicable.

b. Uses Subject to Permit. Property in Zone R-3 may be used for the following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit:

- Any use listed as a use subject to permit in Section 22.20.290,
- Five or more dwelling units within a single structure,
- Grocery stores,
- Offices, business or professional,
- Restaurants or other eating establishments, excluding drive-through facilities,
- Retail stores.
- Signs, commercial, pursuant to the requirements of subsection 22.44.410.C.2.

c. Yard Requirements.

i. Property in Zone R-3 shall be subject to the yard requirements provided herein:

(a) Corner side and rear yards are subject to the provisions of Section 22.20.320.

(b) Front yards of not less than 10 feet are permitted.

(c) Interior side yards may be reduced from the five-foot minimum to zero feet subject to the yard modification procedure and provided that a minimum distance of 10 feet is maintained between the buildings on the adjoining lot.

**3. Zone R-4 (Unlimited Residence Zone).**

**a. Permitted Uses.** Property in Zone R-4 may be used for any use listed as a permitted use in Section 22.20.340.

**b. Accessory Uses.** Property in Zone R-4 may be used for any use listed as an accessory use in Section 22.20.350.

**c. Uses Subject to Director's Review.** If site plans therefor are first submitted to and approved by the director, property in Zone R-4 may be used for:

**i.** Any use listed as a use subject to director's review in Section 22.20.360;

**ii.** The following additional uses:

- Restaurants and incidental commercial service concessions offering newspapers,

tobacco, notions, grocery and similar items in apartment house developments, provided that at least 50 percent of the development area, including the floor space of any outdoor dining area, is devoted to residential use.

- Restaurants and incidental commercial service concessions offering newspapers, tobacco, notions, grocery and similar items in hotel developments having not less than 20 guest rooms.

**d. Uses Subject to Permit.** Property in Zone R-4 may be used for the following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit:

- Any use listed as a use subject to permit in Section 22.20.370,

- Grocery stores,
- Offices, business or professional,
- Restaurants and other eating establishment, excluding drive-through facilities,
- Retail stores.

e. Height Limits. No building or structure in zone R-4 shall exceed 40 feet in height above grade, except for chimneys and rooftop antennas.

f. Yard Requirements. Property in Zone R-4 shall be subject to the yard requirements provided herein:

i. Front, corner side and rear yards are subject to the provisions of Section 22.20.380.

ii. Interior side yards may be reduced from the five-foot minimum to zero feet subject to the yard modification procedure and provided that a minimum distance of 10 feet is maintained between the buildings on the adjoining lot.

iii. Not more than 25 percent of the required front yard shall be utilized for vehicle access or storage.

#### 4. Zone C-2 (Neighborhood Commercial Zone).

a. Permitted Uses. Property in Zone C-2 may be used for any use listed as a permitted use in Section 22.28.130, except for the following uses which shall require a conditional use permit:

i. Sales.

- Automobile sales, sale of new motor vehicles,
- Boat and other marine sales,

- Recreational vehicle sales,
- Trailer sales, box and utility;

ii. Services.

- Air pollution sampling stations,
- Automobile rental and leasing agencies,
- Automobile service stations,
- Electric distribution substations, including microwave facilities,
- Gas metering and control stations, public utility,
- Lodge halls,
- Rental services.

b. Accessory Uses. Property in Zone C-2 may be used for any use listed as an accessory use in Section 22.28.140.

c. Uses Subject to Director's Review. If site plans therefor are first submitted to and approved by the director, property in Zone C-2 may be used for:

i. Any use listed as a use subject to director's review in Section 22.28.150;

ii. The following additional uses:

- Adult day care facilities,
- Apartment houses,
- Mixed commercial, residential developments,
- Outdoor dining,

- Residences, single-family,
- Residences, two-family,
- Rooming and boarding houses,
- Senior citizen developments,
- Signs as provided in Subsection 22.44.430.A.2.,
- Theaters and other auditoriums.

d. Uses Subject to Permit. Property in Zone C-2 may be used for the following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of said permit:

i. Any use listed as a use subject to permit in Section 22.28.160.A, excluding uses subject to director's review pursuant to Section 22.44.430.B.4.c.ii.;

ii. Any use listed as a use subject to permit in Section 22.44.430.B.4.a.

e. Development Standards. Property in Zone C-2 shall be subject to the following development standards:

i. Height. Mixed-use (commercial/residential) buildings in which residential portions constitute as least 33 percent of total gross floor area shall not exceed a height of 45 feet above grade, excluding chimneys and rooftop antennas.

ii. Floor Area. At least 50 percent of the ground floor space of a single-story structure and 100 percent of the ground floor space of a multistory structure in a mixed-use building must be devoted to commercial use.

#### 5. Zone C-3 (Unlimited Commercial Zone).

a. Accessory Uses. Property in Zone C-3 may be used for any use listed as an accessory use in Section 22.28.190.

b. Uses Subject to Director's Review. If site plans therefor are first submitted to and approved by the director, property in Zone C-3 may be used for:

i. Any use listed as a use subject to director's review and approval in Section 22.28.200;

ii. The following additional uses:

- Adult day care facilities,
- Apartment houses,
- Health clubs or centers,
- Hotels,
- Mixed commercial, residential developments,
- Outdoor dining,
- Residences, single-family,
- Residences, two-family,
- Rooming and boarding houses,
- Senior citizen developments,
- Signs as provided in Subsection 22.44.430.A.2.,
- Theaters and other auditoriums.

c. Uses Subject to Permit. Property in Zone C-3 may be used for the following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in

conformity with the conditions of such permit:

i. Any use listed as subject to permit in Section 22.28.210.A. excluding uses listed as subject to director's review pursuant to Section 22.44.430.B.5.b.ii.

ii. Any use listed as subject to permit in Section 22.44.420.D.1.

d. Development Standards. Property in Zone C-3 shall be subject to the following development standards:

i. Height.

(a) Except for mixed-use (commercial/residential) buildings, buildings and structures in Zone C-3 shall be restricted to 45 feet in height above grade, excluding chimneys and rooftop antennas.

(b) Mixed-use (commercial/residential) buildings in which residential portions constitute at least 33 percent of all floor shall be restricted to 60 feet in height above grade, excluding chimneys and rooftop antennas.

ii. Floor Area.

(a) At least 50 percent of the ground floor space of a single-story structure and 100 percent of the ground floor space of a multistory structure in a mixed-use building must be devoted to commercial uses.

#### 6. Zone C-M (Commercial Manufacturing Zone).

a. Permitted Uses. Property in Zone C-M may be used for any use listed as a permitted use in Section 22.28.230, except the following uses which shall require a conditional use permit:

i. Sales.

- Auction houses,
- Automobile sales, sale of new and used motor vehicles,
- Boat and other marine sales,
- Ice sales,
- Mobile home sales,
- Motorcycle, motor scooter and trail bike sales,
- Recreational vehicle sales,
- Trailer sales, box and utility;

ii. Services.

- Air pollution sampling stations,
- Automobile battery service,
- Automobile brake repair shops,
- Automobile muffler shops,
- Automobile radiator shops,
- Automobile rental and leasing agencies,
- Automobile repair garages, excluding body and fender work, painting and upholstery,
- Automobile service stations,

- Car washes, automatic, coin operated and hand wash,
- Electric distribution substations, including microwave facilities,
- Furniture transfer and storage,
- Gas metering and control stations, public utility,
- Laboratories, research and testing,

- Lodge halls,
- Mortuaries,
- Motion picture studios,
- Parcel delivery terminals,
- Radio and television broadcasting studios,
- Recording studios,
- Recreational vehicle rentals,
- Revival meetings, tent, temporary,
- Taxidermists,
- Tire retreading or recapping,
- Tool rentals, including roto-tillers, power mowers, sanders and saws, cement mixers and other equipment,
- Trailer rentals,
- Truck rentals.

iii. All uses listed under subsections B. and C. of Section 22.28.230.

b. Accessory Uses. Property in Zone C-M may be used for any use listed as an accessory use under subsections A. and B. of Section 22.28.240.

c. Uses Subject to Director's Review. If site plans therefor are first submitted to and approved by the director, property in Zone C-M may be used for:

i. Any use listed as a use subject to director's review and approval in Section 22.28.250;

ii. The following additional uses:

- Adult day care facilities,
- Apartment houses,
- Health clubs or centers,
- Hotels,
- Mixed commercial/residential developments,
- Outdoor dining,
- Residences, single-family,
- Residences, two-family,
- Rooming and boarding houses,
- Senior citizen developments,
- Signs as provided in Subsection 22.44.430.A.2.,
- Theaters and other auditoriums,

d. Uses Subject to Permit. Property in Zone C-M may be used for the following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit:

i. Any use listed as a use subject to permit in Section 22.28.260.A., excluding uses subject to director's review pursuant to Section 22.44.430.6.c.ii.;

ii. Any use listed as a use subject to permit in Section 22.44.430.B.6.a.

e. Development Standards.

i. The provisions of subsections C and D of Section 22.28.270 shall apply to the property in Zone C-M.

ii. Height. Buildings and structures in Zone C-M shall be restricted to 40 feet in height above grade, excluding chimneys and rooftop antennas.

iii. Floor Area.

(a) The total gross commercial floor area in all the buildings on any one parcel of land shall not exceed 1.8 times the total lot area of such parcel of land. Area covered by buildings shall not exceed 80 percent of the total lot area.

(b) The total gross mixed-use (commercial/residential) floor area on any one parcel of land shall not exceed 2.7 times the total lot area of such parcel of land. The residential portion shall constitute at least all floor area exceeding 1.8 times the total net area of such parcel.

(c) At least 50 percent of the ground floor space of a single-story structure and 100 percent of the ground floor space of a multistory structure in a mixed-use building must be devoted to commercial or manufacturing use.

(d) The area covered by buildings shall not exceed 80 percent of the total lot area.

iv. Setbacks. Structures shall be built on a front property line, except that a maximum 15-foot front setback may be provided, so long as one or more of the following are maintained within the setback area:

- Outdoor dining facilities,
- Display windows,
- Landscaping,
- Leisure areas, open, with benches and other street furniture appropriate for relaxing and eating,
- Street furniture,
- Outdoor display/sales.

#### 22.44.440 Standards Applicable to All Green Line Stations

##### A. Development Standards

1. Parking. Except as herein specifically provided, all parking shall be subject to Part 11 of Chapter 22.52.

a. Automobile parking requirements of Part 11 of Chapter 22.52 shall be reduced by 25 percent for new construction, additions, alterations and changes of use for the following commercial uses which are uniquely pedestrian-oriented and local-serving:

- Bakeries,
- Banks/check cashing establishments,
- Barber shops,
- Beauty shops,
- Child care centers,
- Coffee houses/Juice bars,

- Colleges and universities, including appurtenant facilities, giving advanced academic instruction approved by the State Board of Education or other recognized accrediting agency, but excluding trade schools,
- Community centers,

- Copy/mail services, retail,
- Day care centers,
- Delicatessens,
- Donut shops,
- Drug stores/pharmacies,
- Dry cleaning establishments, excluding wholesale dry cleaning plants,
- Employment agencies,
- Flower shops,
- Grocery stores,
- Hardware stores,
- Ice cream shops,
- Libraries,
- Restaurants,
- Schools, business and professional, including art, barber, beauty, dance, drama and music, but not including any school specializing in manual training, shop work, or in the repair and maintenance of machinery or mechanical equipment,
- Shoe repair/alterations,
- Stationary stores,
- Video sales and rentals.

b. Up to 5 percent of the total required parking spaces for all commercial uses may be waived upon the provision of open leisure areas with benches and other streetscape furniture appropriate for relaxing and eating. This provision shall include a

reduction of 5 percent of the required parking prescribed for in subsection 22.44.440.A.1.a.

c. Subsections 22.44.350.A1 and .A2 above shall not be construed to allow a reduction in the disabled parking requirements as provided for in Part 11 of Chapter 22.52.

2. Signs. Except as herein specifically provided, all signs in commercial zones shall be subject to the provisions of Part 10 of Chapter 22.52.

a. Window Signs.

i. Window signs shall not exceed the maximum area of 10 percent per glass area (total window or door area visible from the exterior of the building).

b. Awning Signs.

i. Awning signs are allowed consistent with the wall sign provisions of Chapter 22.52.

c. Prohibited Sign,

i. Roof signs.

ii. Outdoor advertising (including billboards).

iii. Freestanding signs (including pole signs and A-frame sandwich signs).

iv. Nonconforming signs. All nonconforming signs shall be discontinued and removed from the site, or brought into conformity according to the schedule provided in Chapter 22.52.

3. Development Standards for Residential Uses.

a. **Walls and Fences.** All walls and fences within a residential development shall be of materials and colors compatible with the architectural design of the buildings and structures in the development.

b. **Parking Areas.** With the exception of fully subterranean structures, all parking shall be provided in the rear of multiple family residential structures and completely screened from the street providing frontage. Screening materials may include walls and/or landscaping. Separate parking shall be provided for residential and commercial uses if mixed-use development is proposed.

**4. Development Standards for Commercial and Mixed Uses.**

a. **Mixed Residential/Commercial Development.** The following provisions shall apply to mixed residential/commercial development:

i. Residential uses shall be prohibited from the ground floor.

ii. Retail uses shall be prohibited on all floors except the ground floor.

iii. Where office commercial and residential uses are located on the same floor, they shall not have common entrance hallways or entrance balconies except for single story structures.

iv. Where office commercial and residential uses have a common wall, such wall shall be constructed to minimize the transmission of noise and vibration.

v. Commercial and residential parking spaces must be specifically designated by posting pavement marking and/or physical separation.

b. **Pedestrian Character.** Third and fourth stories of commercial and mixed use buildings shall be recessed a successive minimum of at least 10 feet on each story.

**5. Street and Sidewalk Development Standards.**

**a. Pedestrian-Friendly Design.**

**i. Planting Strip.** Residentially zoned streets shall be designed so that a minimum 6 foot wide, landscaped planting strip separates the sidewalk from the street. This requirement shall not apply to non-residentially zoned streets.

**6. Conditional Use Permits.**

**a. Fee Deference.** For the purpose of defraying the expense involved in connection with an application for a conditional use permit within a transit oriented district, applicants shall pay 50 percent of the fees specified by Section 22.60.100 for conditional use permits for:

- Child care centers,
- Community centers,
- Grocery stores,
- Libraries,
- Offices, business or professional,
- Restaurants and other eating establishments, excluding drive-through facilities,
- Retail stores.

**7. Nonconforming Buildings, Uses and Structures.** All nonconforming uses, buildings and structures nonconforming due to use, and buildings and structures nonconforming due to standards are subject to regulation as specified by Section 22.56.1540, except that the following provisions shall apply:

**a. Amortization Period.**

i. Termination by Operation of Law.

(a) Where a nonconforming use is carried on in a conforming structure, a ten year amortization period shall apply, except where the provisions of subsection 22.56.1540.C. apply.

(b) Where a nonconforming use is carried on in a nonconforming structure, the provisions of subsection 22.56.1540.B.1.f. shall apply.

B. Zone-specific Standards

1. Zone R-1 (Single-Family Residence Zone). The provisions of Part 2 of Chapter 22.20 shall apply to all properties in Zone R-1.

2. Zone R-2 (Two-Family Residence Zone).

a. Uses Subject to Director's Review. If site plans therefor are first submitted to and approved by the director, property in Zone R-2 may be used for the following Density Bonuses:

i. Infill Development. Where there are vacant lots or legal nonconforming uses in Zone R-2, infill development is encouraged. A density bonus of 25 percent shall be allowed for development on such lots, subject to director's review to ensure that the proposed development conforms with the character of the area.

ii. Lot Consolidation. Lot consolidation in the R-2 Zone is highly encouraged. Amenities such as, but not limited to, recreation facilities, laundry facilities, and extra landscaping must be provided. A lot consolidation may qualify for the following density bonuses subject to a director's review:

(a) Combined lots totaling 15,000 square feet or more - 10 percent density bonus.

(b) Combined lots totaling 25,000 square feet or more - 15 percent density bonus.

iii. Affordable and senior housing. A density bonus of up to 50 percent subject to director's review and compliance with the affordable and senior housing provisions of Section 22.56.202.

iv. In the event that a project may qualify for more than one category of density bonuses pursuant to subsections 22.44.440.B.2.a.i., ii, and iii, the maximum combined density bonus that may be granted under these provisions shall not exceed 50 percent.

b. Uses Subject to Permit. Property in Zone R-2 may be used for the following uses provided that a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit:

i. Any use listed as subject to permit in Section 22.20.200 (Zone R-2) except the following uses, which shall be prohibited:

- Airports,
- Cemeteries,
- Earth stations,
- Electric distribution substations,
- Explosives storage,

- Gas metering and control stations, public utility,
- Heliports,
- Helistops,
- Landing strips,
- Oil wells,
- Radio and television stations and towers,
- Sewage treatment plants,
- Surface mining operations,
- Water reservoirs.

ii. The following additional uses:

- Grocery stores, limited to 5,000 sq. ft. and located on corner lots, and which may be extended to an immediately adjacent lot,
- Restaurants, limited to 5,000 sq. ft. and located on corner lots, and which may be extended to an immediately adjacent lot,
- Restaurants, incidental, and incidental commercial service concessions offering newspapers, tobacco, notions, grocery and similar items in apartment house developments, provided that at least 50 per cent of development area, including the floor space of any outdoor dining area, is devoted to residential use.
- Signs, commercial, pursuant to the requirements of subsection 22.44.410.C.2.

c. Yard Requirements. Property in Zone R-2 shall be subject to the yard requirements of Section 22.20.320 (Zone R-2).

3. Zone R-3 (Limited Multiple-Residence Zone).

a. Uses Subject to Director's Review. If site plans therefor are first submitted to and approved by the director, property in Zone R-3 may be used for:

i. Affordable and Senior Citizen Housing. A density bonus of up to 50 percent subject to director's review and compliance with the affordable and senior housing provisions of Section 22.56.202.

b. Uses Subject to Permit. Property in Zone R-3 may be used for the following uses, provided that a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit:

i. Any use listed as subject to permit in Section 22.20.290 except the following uses, which shall be prohibited:

- Airports,
- Cemeteries,
- Earth stations,
- Electric distribution substations,
- Explosives storage,
- Gas metering and control stations, public utility,
- Heliports,
- Helistops,
- Landing strips,
- Oil wells,
- Radio and television stations and towers,

- Sewage treatment plants,
- Signs, commercial, pursuant to the requirements of subsection 22.44.410.C.2.
- Subsurface mining operations,
- Water reservoirs.

ii. The following additional uses:

- Grocery stores, limited to 5,000 sq. ft. and located on corner lots, and which may be extended to an immediately adjacent lot,
- Residences, multiple family, of five or more dwelling units in a single structure,
- Restaurants, excluding drive-through facilities, limited to 5,000 sq. ft. and located on corner lots, and which may be extended to an immediately adjacent lot,
- Restaurants, incidental, and incidental commercial service concessions offering newspapers, tobacco, notions, grocery and similar items in apartment house developments, provided that at least 50 percent of the development area, including the floor space of any outdoor dining area, is devoted to residential use.
- Signs, commercial, pursuant to the requirements of subsection 22.44.410.C.2.

c. Yard Requirements. Property in Zone R-3 shall be subject to the yard requirements provided herein:

i. The yard requirements of Section 22.20.320.

4. Zone C-2 (Neighborhood Commercial Zone).

a. Permitted Uses. Property in Zone C-2 may be used for any use listed as a permitted use in Section 22.28.130 except the following uses which shall require a conditional use permit:

**i. Sales.**

- Automobile sales, sale of new motor vehicles,
- Boat and other marine sales,
- Recreational vehicle sales,
- Trailer sales, box and utility,

**ii. Services.**

- Air pollution sampling stations,
- Automobile rental and leasing agencies,
- Automobile service stations,
- Automobile supply stores,
- Electric distribution substations, including microwave facilities,
- Gas metering and control stations, public utility,
- Lodge halls,
- Rental services.

**b. Accessory Uses.** Property in zone C-2 may be used for any use listed as an accessory use in Section 22.28.140, except the following uses which shall require a conditional use permit:

- Automobile repair and installation, when incidental to the sale of new automobiles, automobile service stations and automobile supply stores,
- Automobile washing, waxing and polishing, when incidental to the sale of new automobiles and automobile service stations,
- Trailer rentals, box and utility only, accessory to automobile service stations.

c. Uses Subject to Director's Review. If site plans therefor are first submitted to and approved by the director, property in the C-2 zone may be used for:

i. Any use listed as a use subject to director's review and approval in Section 22.28.150;

ii. The following additional uses:

- Adult day care facilities,
- Mixed commercial, residential developments,
- Newsstands,
- Outdoor dining,
- Rooming and boarding houses,
- Senior citizen developments,
- Signs as provided in Section 22.44.440.A.2.

d. Uses Subject to Permit. Property in Zone C-2 may be used for the following purposes, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit:

i. Any use listed as a use subject to permit in Section 22.28.160.A. except for uses subject to director's review pursuant to Section 22.44.440.B.4.c.

ii. Any use listed as subject to permit in subsections 22.44.440.B.4.a. and b.

e. Development Standards.

i. Height. Buildings and structures in Zone C-2 shall be restricted to a height of 35 feet above grade, excluding chimneys and rooftop antennas.

ii. Floor Area.

(a) The ground floor space in a mixed use building must be devoted to commercial uses.

5. Zone C-3 (Unlimited Commercial Zone).

a. Accessory Uses. Property in Zone C-3 may be used for any use listed as an accessory use in Section 22.28.190, except for the following uses which will require a conditional use permit:

- Automobile body and fender repair and painting and upholstery, when incidental to new automobile sales,
- Boat repair, minor repairs incidental to the sale of boats.

b. Uses Subject to Director's Review. If site plans therefor are first submitted to and approved by the director, property in Zone C-3 may be used for:

i. Any use listed as a use subject to director's approval in Section 22.28.200;

ii. The following additional uses:

- Adult day care facilities,
- Health clubs or centers,
- Hotels,
- Mixed commercial, residential developments,
- Outdoor dining,
- Rooming and boarding houses,

- Senior citizen developments,
- Signs as provided in Section 22.44.440.A.2.

c. Uses Subject to Permit. Property in Zone C-3 may be used for the following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit:

i. Any use listed as a use subject to permit in Section 22.28.210.A, excluding uses listed as subject to director's review pursuant to Subsection 22.44.440.B.5.b.ii.

ii. Any use listed as a use subject to permit in subsections 22.44.420.D.1., except for car washes, automatic, coin operated and hand washes; and subsection 22.44.440.B.5.a.

d. Development Standards. Property in Zone C-3 shall be subject to the following development standards:

i. Height.

(a) Buildings and structures in Zone C-3 shall be restricted to a height of 35 feet above grade, excluding chimneys and roof antennas.

(b) Mixed use commercial/residential buildings in which residential portions constitute at least 33 percent of all floor area shall not exceed 45 feet in height.

ii. Floor Area.

(a) Ground floor space in a mixed use building must be devoted exclusively to commercial uses.

Station. The boundaries of the district are shown on Map 2 following this Part 8. The District is bounded roughly on the west by Compton Avenue; on the north by 68<sup>th</sup> Street; on the east by Wilmington Avenue, north of Florence Avenue, and Walnut Drive, south of Florence Avenue; and on the south by 76<sup>th</sup> Place.

2. Development Standards. The following development standards shall apply in the Florence Station Transit Oriented District:

a. For commercial development, muted pastel colors are recommended as the primary or base building color. Darker, more colorful paints should be used as trim colors for cornices, graphics and window and door frames.

b. Paving Material. Pedestrian circulation areas and driveway entrances within the boundaries of private, commercially developed property shall be developed with paving materials such as brick, paver tile or colored and/or textured pavement.

3. Zone-Specific Standards.

a. Reserved.

C. Firestone Station Transit Oriented District.

1. Description of District. The Firestone Station Transit Oriented District constitutes the area generally within a quarter mile radius of the Firestone Blue Line Station. The boundaries of the district are shown on Map 3 following this Part 8. The District is bounded roughly on the west by Compton Avenue; on the north by 83<sup>rd</sup> Street, west of the Blue Line, and by 82<sup>nd</sup> Street, east of the Blue Line; on the east by Bell Street, north of Firestone Boulevard, Elm Street for one block and Bandera Street for one block, south of Firestone Boulevard; and on the south by 88<sup>th</sup> Street, east of the Blue Line, and by 89<sup>th</sup> Street, west of the Blue Line.

22.44.450 Area-Specific Development Standards Applicable to Individual Transit Stations

A. Slauson Station Transit Oriented District.

1. Description of District. The Slauson Station Transit Oriented District constitutes the area generally within a quarter mile radius of the Slauson Blue Line Station. The boundaries of the district are shown on Map 1 following this Part 8. The District is bounded roughly on the west by Compton Avenue; on the north by Slauson Avenue; on the east by Wilmington Avenue, and on the south by East Randolph Street, east of Holmes Avenue and 60<sup>th</sup> Street, west of the Blue Line.

2. Development Standards. The following development standards shall apply in the Slauson Station Transit Oriented District:

a. Paving Material. Pedestrian circulation areas and driveway entrances within the boundaries of private, commercially developed property shall be developed with paving materials such as brick, paver tile or textured and/or colored pavement.

3. Zone-Specific Standards.

a. Reserved.

B. Florence Station Transit Oriented District.

1. Description of District. The Florence Station Transit Oriented District constitutes the area generally within a quarter mile radius of the Florence Blue Line

2. Development Standards. The following development standards shall apply in the Firestone Station Transit Oriented District:

a. For commercial development, muted pastel colors are recommended as the primary or base building color. Darker, more colorful paints should be used as trim colors for cornices, graphics, and window and door frames.

b. Paving Material. Pedestrian circulation areas and driveway entrances within the boundaries of private commercially developed property shall be developed with paving materials such as brick, paver tile or colored and/or textured pavement.

c. Wall Finish. In order to preserve and enhance a mixed urban use environment on Firestone Boulevard, building walls shall be constructed primarily of stucco, brick, or other materials as approved by the director.

3. Zone-Specific Standards.

a. Reserved.

D. Imperial Station Transit Oriented District.

1. Description of District. The Imperial Station Transit Oriented District constitutes the area generally within a quarter mile radius of the Imperial Blue Line Station. The boundaries of the district are shown on Map 4 following this Part 8. The District is bounded roughly on the north by Imperial Avenue; on the east by Lou Dillon Avenue, between Imperial Highway and 117<sup>th</sup> Street, and Willowbrook Avenue, south of 117<sup>th</sup> Street; on the south by 119<sup>th</sup> Street; and on the west by Holmes Avenue.

2. Development Standards.

a. Reserved.

3. Zone-Specific Standards.

a. Reserved.

E. West Athens Station Transit Oriented District.

1. Description of District. The West Athens Station Transit Oriented District constitutes the area generally within a quarter mile radius of the Vermont Avenue Green Line Station. The boundaries of the district are shown on Map 5 following this Part 8. The District is bounded roughly on the west by Budlong Avenue; on the north by West 112<sup>th</sup> Street; on the east by Vermont Avenue; and on the south by 120<sup>th</sup> and 121<sup>st</sup> Streets.

2. Development Standards.

a. Reserved.

3. Zone-Specific Standards.

a. Reserved.

F. Lennox Station Transit Oriented District.

1. Description of District. The Lennox Station Transit Oriented District constitutes the area generally within a quarter mile radius of the Hawthorne Boulevard Green Line Station. The boundaries of the district are shown on Map 6 following this Part 8. The District is bounded roughly on the west by Condon Avenue; on the north by Lennox

Boulevard; on the east by Eastwood Avenue; and on the south by the I-105  
(Glenn M. Anderson) Freeway.

2. Development Standards.

a. Reserved.

3. Zone-Specific Standards.

a. Reserved.