

# OXFORD TRIANGLE

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# Specific Plan

**Ordinance No. 162,509**  
**Effective July 31, 1987**

**Corrected by Ordinance No. 170,155**  
**Effective January 14, 1995**

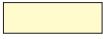



**Specific Plan Procedures**  
**Amended pursuant to L.A.M.C. Section 11.5.7**

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# Oxford Triangle Specific Plan



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# OXFORD TRIANGLE SPECIFIC PLAN

An ordinance establishing a Specific Plan for the Oxford Triangle area of the Venice Community Plan area.

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

## Section 1.

### ESTABLISHMENT OF THE OXFORD TRIANGLE SPECIFIC PLAN

The City Council hereby establishes this Oxford Triangle Specific Plan applicable to that area of the City of Los Angeles shown within the heavy dashed lines on the Specific Plan Map

## Section 2.

**PURPOSES** The purposes of this Specific Plan are as follows:

- A. To assure that the commercial uses and mixed use developments within the area identified as the Oxford Triangle proceed consistent with the Venice Community Plan, which provides in part that:
  - 1. Mixed use (commercial/residential) development should be encouraged on all properties designated for Community Commercial in the Oxford Triangle area. The encouragement of mixed use development in this area should also be addressed in the appropriate Local Coastal Plan when it is prepared.
  - 2. All properties designated for Community Commercial in the Oxford Triangle area shall be further designated as being in a Height District limiting new development to a floor area ratio not to exceed 1.5 times the buildable area of a lot. However, if a mix of housing and commercial uses is developed on said properties in the Oxford Triangle, a floor area ratio of no more than three times the buildable area of a lot may be approved by the Area Planning Commission, including such environmental review as may be required under the California Environmental Quality Act, provided that there may be an average floor area of three times the buildable area over a development which includes more than one lot under a transfer of development rights program.
- B. To encourage mixed use developments within the mixed-use Community Commercial C4(OX)-2-D Zone to create a lively urban environment; to maximize residential development potential in order to take advantage of the accessibility offered by transportation facilities; to encourage innovative design and integration of residential and commercial use in order to provide alternative housing styles and a mix of retail, residential, commercial, and recreational uses.

Consistent with the complex urban character of the C4(OX)-2-D Zone, it is intended that review of Mixed Use Developments emphasize the

flexible application of the provisions of the ordinance governing design standards, landscaping, signage, lighting and parking.

- C. To promote compatible development which provides the community with adequate housing in all income categories through incentive mechanisms.
- D. To provide guidelines and a process for review and appeal of exterior and site design, renovations, signs for buildings and structures and other developments.
- E. To promote orderly, attractive and harmonious development, minimize environmental effects of development, stabilize land values and investments and promote the general welfare by prohibiting buildings, structures or uses which are inconsistent with the purposes or standards of this Specific Plan or which are inappropriate to their sites, surroundings, traffic circulation impacts or their environmental setting.
- F. To adequately buffer all existing single-family uses from new commercial and residential development in the C4(OX)-2-D Zone.
- G. To ensure mixed use development takes place in accordance with the Venice Community Plan for the Oxford Triangle by implementing the Community Commercial land use.
- H. To assure that development proceeds in an orderly fashion and in conformance with the General Plan of the City of Los Angeles.
- I. To coordinate development in the Oxford Triangle area with transportation improvements implemented by the Coastal Transportation Corridor Specific Plan.
- J. To protect the existing single-family residences from any transportation oriented uses along the abandoned Pacific Electric right-of-way between Washington Boulevard and the Maxella Avenue alignment.
- K. To provide for proper changes in land use regarding properties within the C4(OX)-2-D Zone by encouraging the elimination of existing non-conforming uses consistent with the Los Angeles Municipal Code.

### **Section 3.**

#### **RELATIONSHIP TO OTHER PROVISIONS OF THE MUNICIPAL CODE**

- A. The regulations of this Specific Plan area in addition to those set forth in provisions of the Municipal Code of the City of Los Angeles and do not convey any rights not otherwise granted under such other provisions, except as specifically provided herein.
- B. Whenever this Specific Plan contains regulations which differ from, or conflict with, regulations contained in Chapter 1 of the Los Angeles Municipal Code, the Specific Plan shall prevail and supersede the applicable provisions of the Code.

## Section 4.

### DEFINITIONS

Whenever the following terms are used in this ordinance with the first letter or letters capitalized, they shall have the meaning specified below unless the context clearly indicates to the contrary. Whenever any other term is used in this ordinance, it shall have the meaning specified in Section 12.03 of the Los Angeles Municipal Code, if defined therein.

**Floor Area:** The total square footage of a building's floor area as provided in Section 12.21.1 A 5 and 12.21.1 B 4 of the Los Angeles Municipal Code.

**Floor Area Ratio (FAR):** The ratio between the total square footage of a building's floor area and the buildable area of the lot.

**Map:** The map contained in this ordinance.

**Mixed Use Development:** Any development within the Specific Plan area which contains in an initial phase or in any subsequent phase of development combination of residential use and any use permitted in the C4(OX)-2-D Zone.

**Plot Plan:** A document or documents which pictorially describe, by means of professionally accepted architectural graphic techniques, the location, appearance, configuration and dimensions of any proposed buildings, structures and attendant site improvements including, but not limited to, landscaping and signs, and any public or private easements.

## Section 5.

### ZONE REGULATIONS

#### A. General Provisions.

1. **Change of Zone within Specific Plan Area.** Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries, and the height district and district boundaries, shown upon a portion of the Zoning Map incorporated therein and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the Zoning Map shall conform to the zoning on the Map set forth in Section 1 of this ordinance.
2. Pursuant to Section 12.32 G4 of the Los Angeles Code, the following limitation is hereby imposed upon the use of that property shown in the C4(OX)-2-D Zone in Section 1 thereof, which is subject to the "D" Development Limitation Classification: a building or structure may be built to a floor area ratio not to exceed three times the buildable area of the lot.

- B. **C4(OX)-2-D Community Commercial Zone.** Notwithstanding any provision of Section 12.16 of the Los Angeles Municipal Code to the contrary, within the Oxford Triangle Specific Plan, every lot classification in the C4(OX)-2-D Zone shall conform to the following:

1. **Use.** Subject to the applicable limitations, density allowances and provisions of this ordinance, no building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained within the C4(OX)-2-D Zone, except for those uses permitted in the C4 Zone, including conditional uses enumerated in Section 12.24 of the Code when permitted pursuant to the provisions of such Section and those uses permitted in the R3 Zone. Notwithstanding the foregoing, the following uses shall be prohibited:
  - a. Residential uses in excess of R3 provisions except by density allowance contained in this Specific Plan.
  - b. Adult bookstore.
  - c. Adult motel.
  - d. Automobile repair.
  - e. Fraternity house.
  - f. Gasoline station, except gasoline pumps within a wholly enclosed structure and accessory to another use.
  - g. Helicopter landings.
  - h. Massage parlor.
  - i. Rescue mission.
  - j. Sorority house.
  - k. Recyclable material collection.
  - l. Shopping center less than 45,000 square feet.
  - m. Car wash, except within a wholly enclosed structure.
  - n. Restaurant with substantial drive-thru or take-out service.
  - o. The following commercial uses when freestanding:
    - 1) The sale or dispensing for consideration of alcoholic beverages, or beer and wine, for consumption off-site of the premises.
    - 2) Dance hall.
    - 3) Grocery store.
    - 4) Video arcade.

2. **Floor Area.**

- a. The total floor area used for commercial uses within all the main buildings on a lot shall not exceed a Floor Area Ratio of 1.5, except as provided in Section 6 of this ordinance.
- b. The total floor area used for residential purposes shall not exceed that permitted in the R3 Zone except as provided in Section 6 of this ordinance.

3. **Height.** All proposed buildings shall be designed so as not to cast shadows on any single-family residential development adjacent and within the Specific Plan area between the hours of 10 a.m. and 4 p.m. at the Summer Solstice, for more than one hour, as determined by the Director of Planning as part of the review.

In accordance with Citywide Ordinance No. 161,684, commonly referred to as the "Neighborhood Protection Ordinance," which became effective November 3, 1986, the height of buildings on a C4(OX)-2-D zoned lot within the area designated as the Oxford Triangle shall not exceed the height limits set forth below when located within the distances specified from a lot classification in the R1 Zone:

<u>Distance</u>	<u>Height</u>
0 to 49 feet	25 feet
50 to 99 feet	33 feet
100 to 199 feet	61 feet

4. **Existing Nonconforming Uses.** The existing non-conforming industrial uses currently located in the C4-(OX)-2-D Zone shall be eliminated according to the provisions set forth in Section 12.23 A, B, and C of the Los Angeles Municipal Code.

5. **Yards.** Yard restrictions for new commercial and residential uses within the C4(OX)-2-D Zone shall be the same as those specified in Section 12.16 C of the Los Angeles Municipal Code.

C. **Buffer.** Subject to the applicable limitations and provisions of this ordinance, the rights and requirements of underlying zones in the area designated as Buffer within the Specific Plan area shall be limited as follows: abandoned Pacific Electric right-of-way between the Maxella Avenue alignment and Washington Boulevard is intended to serve as a buffer between this residential community and Marina del Rey to the south. Any development taking place on lots within the abandoned right-of-way shall be subject to the authority of the Area Planning Commission, as set forth in Section 8 of this ordinance, to determine the appropriate use of the property and to approve such use by discretionary action if it finds that such use is proper in relation to

adjacent uses, desirable to the public welfare, and consistent with the elements and objectives of the General Plan.

**Section 6.**

**DENSITY ALLOWANCE PROVISIONS**

**A. Density Allowance for Mixed Use Developments.**

1. **Increased Density, Floor Area and Height.** Notwithstanding any provision of this ordinance, the Area Planning Commission, or the City Council on appeal, shall have the authority to: (1) grant a density and intensity allowance on the C4(OX)-2-D property listed in Section 5 of this ordinance up to three times the buildable area of a lot; (2) grant unlimited height; and (3) permit other incentives for developments that:

- a. Provide residential units in the C4(OX)-2-D Zone as a Mixed Use Development in the same structure or commercial facility; or
- b. Provide residential units on adjacent parcels in the C4(OX)-2-D Zone as part of an integrated and phased mixed use project. A covenant shall be recorded in the Office of the County Recorder of Los Angeles County, California, binding all owners, heirs and assigns to maintain the dwelling units for the duration of the associated commercial development.

2. **Combined Parking Standards.** For Mixed Use Developments within the Specific Plan area, determination of parking requirements shall be made by first determining the required number of parking spaces for each individual use within such mixed use developments based upon a standard of 3 spaces per 1,000 square feet for developments that are commercial, and standards that would otherwise be required by the Los Angeles Municipal Code for uses not covered by this ordinance. The total number of parking spaces for a given time of day is calculated by applying the formulas listed below. The resulting parking requirements for such Mixed Use Developments shall be the greatest number of parking spaces resulting from the application of each of the formulas for the critical peak-hour periods of 10:00 a.m., 12:00 noon, and 7:00 p.m. Other uses not accounted for in the formulas below may be added at the approval of the Director of Planning.

- 10:00 a.m.      Office - 100%
- Residential - 100%
- Hotel Guest - 40%
- Hotel Restaurant - 20%
- Hotel Meeting Room - 40%
- Retail - 50%
- Other Restaurant - 20%
- Theater - 10%
- Church/Auditorium, etc. - 10%



12:00 Noon	Office - 92 % Residential - 100% Hotel Guest - 30% Hotel Restaurant - 100% Hotel Meeting Room - 75% Retail - 100% Other Restaurant - 65% Theater - 10% Church/Auditorium, etc. - 10%
7.00 p.m.	Office - 5% Residential - 100% Hotel Guest - 100% Hotel Restaurant - 100% Hotel Meeting Room - 100% Retail - 80% Other Restaurant - 100% Theater - 100% Church/Auditorium - 20%

B. **Density Allowance for Providing Low and Moderate-Income Housing and Housing for the Elderly.** Notwithstanding any provision of this Article, the Area Planning Commission or the City Council, on appeal, shall have the authority to: (1) grant a density allowance of at least 25 percent of the number of market rate units over the maximum allowable density allowed by zones and bonuses in this ordinance not to exceed an FAR of 3 to 1; or (2) provide other incentives from developments that:

1. Construct at least 25 percent of the total dwelling units in a housing development consisting of five or more dwelling units for persons and families of low- and moderate-income, as defined in Section 50093 of the Health and Safety Code; or
2. Construct at least 10 percent of the total units in a housing development of five or more units for lower income households as defined in Section 50079.5 of the Health and Safety Code, or housing for the elderly as defined in Section 50067 of the Health and Safety Code.

Such sales and/or rental units shall continue to be offered exclusively to eligible persons of low or low and moderate income or elderly tenants for a minimum period of 25 years in accordance with regulations and procedures administered by the Housing Department.

In the case of rental housing units, the Housing Authority of the City of Los Angeles shall have the right to lease affordable rental housing to be rented pursuant to this ordinance. Said right shall be assignable by the Housing Authority to prospective tenants determined by the Authority to be eligible for housing. Should an assignee not meet the tenant selection criteria of the lessor, or upon subsequent termination of the tenancy, the right shall revert to the Housing Authority for subsequent assignment to an eligible tenant.

- C. **Alternative Incentives.** One or more of the following alternative incentives may be considered in lieu of or in addition to a density allowance in cases where either the applicant requests an alternative incentive or the Area Planning Commission or City Council, on appeal, finds that an alternative would result in a positive impact on surrounding properties or on the City as a whole:
1. Priority processing.
  2. Waiver or reduction of other fees.
  3. In-lieu transportation fees (as defined in Coastal Ordinance No. 168,999).
  4. Combined parking standards.
  5. No covered parking requirements.
  6. Reduced open space requirements.
  7. Reduced landscaping requirements.
  8. Transfer of development rights, as specified in Section 7 of this Ordinance.
  9. Land dedicated to public use by a project may be included as buildable area for the purposes of calculating the floor area ratio.
  10. Other incentives suggested by applicant, except reduced parking is not an incentive unless otherwise provided by the Los Angeles Municipal Code.

## Section 7.

### CONDITIONS OF DENSITY ALLOWANCE APPROVAL

- A. **Procedure.** In order to provide for the safety and general well being of the Venice Community, the Conditional Use process, as specified in Section 12.24 of the Los Angeles Municipal Code shall be required for all density allowance of this Specific Plan in the C4(OX)-2-D Zone.

The Area Planning Commission, or the City Council on appeal, shall make the findings as set forth in Section 12.24 of the Los Angeles Municipal Code and shall also consider the following guidelines:

1. No such application shall be accepted for density allowance for a mixed use development, as defined in Subsection 6A, that does not provide housing at 15 percent of the total footage built or a minimum of 200,000 square feet, whichever is greater.
2. The Plot Plan contains uses which may be located in a single building or in separate buildings, provided that all parcels within a project shall be contiguous. Parcels separated by a walkway, easement or street shall be considered contiguous for the

purpose of this ordinance.

Exception: Residential uses developed in conjunction with the C4(OX)-2-D Mixed Use Zone may be clustered within the C4(OX)-2-D zoned portion of the block adjacent to existing residential development bounded by Berkeley Drive, Thatcher Avenue, Princeton Drive, and Carter Avenue, as well as the C4(OX)-2-D zoned portion fronting on Thatcher Avenue within the block generally bounded by Princeton Drive, Lincoln Boulevard, Maxella Avenue, and Thatcher Avenue.

3. The Plot Plan proposes uses, despite their degree of contiguity, as being under single ownership or owned by a partnership with a common general partner.
4. For each dwelling in the mixed use development, there must be provided at least 10 square feet of indoor recreation space and at least 50 square feet of common open space. This space shall be available and accessible to residents of the development. Common open space may be located on the ground, on terraces, or on roof tops, and shall be landscaped or developed for active or passive recreation. It may include roofed recreation areas or summer houses enclosed on more than one side, unenclosed porches and swimming pools and other water features. Common open space shall not include land use for required yards, private streets, driveways, parking, loading or service areas, but may include walkways.
5. Priority consideration shall be given to locating residential uses constructed as part of the C4(OX)-2-D Zone adjacent to existing neighborhoods. The housing must be designed to be compatible with surrounding uses. The minimum residential development that is part of a mixed use project shall be required to be developed either concurrent with the first phase of total development, or before any commercial uses are constructed in excess of 1.5 times the site area.
6. The proposed project includes conditions to reduce any adverse impact on on-street parking.
7. The proposed project includes conditions to reduce adverse impacts on traffic as set forth in the Coastal Transportation Corridor Specific Plan, Ordinance No. 168,999.
8. The proposed project will not be materially detrimental to the character of the development in the immediate neighborhood.
9. Existing single-family residential uses shall be reasonably buffered from adjacent commercial uses, including parking structures, where such uses contain sources of noise, lighting, odor or other nuisance or hazard not compatible with such residential development.

10. For properties zoned C4(OX)-2-D, under a development proposal utilizing the transfer of development rights incentive, in no case shall commercial density be transferred to a location adjacent to existing single-family residential uses. Furthermore, transfer of residential densities shall be encouraged in proximity to existing single-family residential neighborhood, said new residential development shall be compatible in terms of height and privacy provisions for existing homes, and shall provide for noise attenuation where noise may impact existing residences.

B. **Fees.** The application and appeal fee for a Density Allowance application shall be the same as that for a Conditional Use by Commission 12.24 as set forth in Section 19.01 C of the Los Angeles Municipal Code.

## Section 8.

### DEVELOPMENT OF ABANDONED RIGHT-OF-WAY

A. **Procedure.** In order to provide for the safety and general well being of the Venice Community, and particularly the single-family residences in the Specific Plan area, the Conditional Use process, as specified in Section 12.24 of the Los Angeles Municipal Code, shall be required for all development within the abandoned railroad right-of-way between Washington Boulevard and the Maxella Avenue alignment.

Upon the filing of an application, the Area Planning Commission or its designee shall conduct a public hearing and determine the appropriate use of the property; and shall approve such use by discretionary action if it finds that such use is proper in relation to adjacent uses, desirable to the public welfare, and consistent with the elements and objectives of the General Plan. In granting such use, the Area Planning Commission, or the City Council or appeal, shall impose conditions on the same basis as it would in granting a conditional use approval pursuant to Section 12.24 of the Los Angeles Municipal Code.

Procedures for such hearing, including conditions of approval, notice and time limits shall be as set forth for Conditional Uses in Section 12.24 of the Los Angeles Municipal Code.

The Area Planning Commission, or the City Council on appeal, shall make the findings as set forth in Section 12.24 of the Los Angeles Municipal Code and shall consider the following guidelines:

1. The Plot Plan for the right-of-way contains uses compatible with the adjoining single-family uses.
2. No transportation uses adjacent to the single-family uses and on any portion of the railroad right-of-way between Washington Street and the intersecting Maxella Avenue alignment will be permitted.
3. The railroad right-of-way, as a buffer, provides for noise attenuation where any use contains sources of noise not

compatible with existing residential uses. Buffer mechanisms might include performance standards pertaining to noise levels and additional landscaping with berms and acoustical walls.

- B. **Fees.** The application and appeal fee for a development within the abandoned railroad right-of-way shall be the same as that for a Conditional Use by Commission (Section 12.24 ) as set forth in Section 19.01 C of the Los Angeles Municipal Code.

## Section 9.

### STANDARDS FOR DEVELOPMENT

#### A. **Building Standards.**

1. All proposed buildings or structures shall conform to all applicable provisions contained within this Specific Plan.
2. The design of all proposed buildings or structures shall be applied with equal consideration to all elevations visible from adjacent major public streets, plazas, pedestrian walkways, or single-family homes within the Specific Plan area.
3. Colors and types of exterior building materials and the facade of any parking structure shall be designed so that they reasonably complement the exterior of adjoining structures, provided those adjoining structures conform to the uses allowed by the C4(OX)-2-D Zone.
4. All proposed buildings or structures shall be designed to minimize adverse effects of reflective glare upon vehicular traffic on major public streets and residential structures adjacent to the development and/or within the Specific Plan area.
5. The facade or landscaping of any parking structure shall be designed in a manner which substantially screens automobiles contained therein when viewed from adjacent major public streets, plazas, pedestrian walkways or single-family homes within the Specific Plan area.
6. All proposed buildings or structures shall be designed in such a fashion so that all ventilation, heating or air conditioning ducts, tubes, equipment, or other related appurtenances are adequately screened when viewed from adjacent major public streets, plazas, pedestrian walkways or single-family homes within the Specific Plan area, unless such appurtenances have been employed as an integral and harmonious component in the design.
7. The proposed buildings which face the single-family residential neighborhood shall be designed to preserve the privacy of the residential neighborhood.

**B. Landscape, Sign and Buffering Standards.**

1. All open areas (including any roof of any subterranean parking building or structure) not utilized for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped.
2. All proposed signs shall be architecturally compatible with adjacent structures given their proposed location, size and purpose. Neither rooftop signs nor billboards will be permitted in the C4(OX)-2-D Zone.
3. Existing single-family residences shall be reasonably buffered from adjacent commercial uses including parking structures where such uses contain sources of noise, lighting, odor, or other nuisance or hazard not compatible with such residential uses. Such buffer mechanisms might include performance standards pertaining to noise levels and additional landscaping and tree provisions.

**C. Transportation and Traffic Standards.**

1. Vehicular access to the proposed buildings or structures will not be permitted to or from Lincoln Boulevard unless acceleration and deceleration lanes are dedicated or provided on-site if required.
2. Driveway plans shall be approved by the Department of Transportation and the Bureau of Engineering.
3. The proposed development shall comply with the provisions of the Coastal Transportation Corridor Specific Plan in effect as of the date of approval by the Director of Planning.
4. To the extent feasible as determined by the Director of Planning, access restrictions shall be implemented such that vehicular and pedestrian traffic will not be permitted from buildings and development within the C4(OX)-2-D Zone to the existing single-family areas.

An acoustical study of the railroad right-of-way shall be required in conjunction with Project Permit Compliance and/or conditional use approval process for the buffer between Washington Boulevard and the Maxella Avenue alignment.

**Section 10.**

**PROCEDURES**

- A. **Jurisdiction.** No building permit shall be issued for any building, structure or other development of property in the C4(OX)-2-D Zone which does not propose to utilize density allowance provisions as set forth in Section 6 of this ordinance unless plans, elevations, other graphic representations of the development, and any additional materials required by the Directory of Planning have been reviewed and approved by the Director of Planning; in accordance with Specific Plan Procedures of Section 11.57 of the LAMC.

B. **Procedure.** All applications shall be submitted to the Planning Department in accordance with the procedures set forth in 11.57 of the LAMC. Applications shall be deemed complete only if the following are included with the application:

1. Site plan (including illustration of shadow impacts in conformance with Section 5 B 3, if applicable).
2. Landscape plan;
3. Floor plan;
4. Elevations (including adjacent buildings or structures);
5. Sign plan; and
6. Samples of exterior building materials and/or sign construction materials.

If the provisions of the Coastal Transportation Corridor Specific Plan, Ordinance No. 168,999, require a traffic study, such study shall be performed as part of the review process.

C. **Fees.** Fees for filing of any required shall be the same as those for approval of an application required for a landscaping plan, as established in Section 19.01 I of the Code.

D. **Application to Existing Buildings or Structures.** Notwithstanding anything herein to the contrary, the requirements of Sections 9 and 10 shall not be applicable to repairs or alterations, including structural alterations, which do not involve an addition to or enlargement of buildings or structures which existed within the Specific Plan area upon the effective date of this ordinance. No condition may be imposed for any new building or structure within the Specific Plan area where such condition would require any such existing building or structure to meet the requirements set forth in Section 9 or 10 of this ordinance. No condition may be imposed for any addition to or enlargement of any such existing building or structure where the use thereof conforms to the regulations of the zone in which it is located and where such condition would require any such existing building or structure to meet the requirements set forth in Section 9 and 10 of this ordinance.

## Section 11.

**SEVERABILITY** If any provision of this ordinance or the application thereof, to any person, property or circumstances, is held invalid, the remainder of this ordinance, or the application of such provisions to other persons, property or circumstances, shall not be affected thereby.