

EXHIBIT C: Citywide Design Guidelines

RESIDENTIAL CITYWIDE DESIGN GUIDELINES

Multi-Family Residential & Commercial Mixed-use Projects



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Los Angeles
Department
of City Planning

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The City of Los Angeles' General Plan Framework Element and each of the City's 35 Community Plans promote architectural and design excellence in buildings, landscape, open space, and public space. They also stipulate that preservation of the City's character and scale, including its traditional urban design form, shall be emphasized in consideration of future development. To this end, the Citywide Design Guidelines have been created to carry out the common design objectives that maintain neighborhood form and character while promoting design excellence and creative infill development solutions.

The Citywide Design Guidelines serve to implement the 10 Urban Design Principles, a part of the Framework Element. These principles are a statement of the City's vision for the future of Los Angeles, providing guidance for new development and encouraging projects to complement existing urban form in order to enhance the built environment in Los Angeles. While called "urban", the Urban Design Principles reflect citywide values to be expressed in the built environment of the City, establishing a design program for the City. They are intended to embrace the variety of urban forms that exist within Los Angeles, from the most urban, concentrated centers to our suburban neighborhoods.

THE 10 PRINCIPLES OF URBAN DESIGN

- 1 Develop inviting and accessible transit areas.
- 2 Reinforce walkability, bikeability and well-being.
- 3 Nurture neighborhood character.
- 4 Bridge the past and the future.
- 5 Produce great green streets.
- 6 Generate public open space.
- 7 Stimulate sustainability and innovation in our city.
- 8 Improve equity and opportunity.
- 9 Emphasize early integration, simple processes and maintainable solutions.
- 10 Ensure connections.

The Citywide Design Guidelines supplement the Citywide Urban Design Principles. By offering more direction for proceeding with the design of a project, the Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design. It is important to remember, though, that they are performance goals, not zoning regulations or development standards and therefore do not supersede regulations in the municipal code.

The purpose of this document is to:

- Communicate, in advance, the design expectations in Residential, Commercial, and Industrial zones with the development community;
- Facilitate the fair and consistent application of design objectives;
- Protect investment in the community by encouraging consistently high-quality development;
- Encourage projects appropriate to the context of the City's climate and urban environment;
- Facilitate safe, functional, and attractive development; and
- Foster a sense of community and encourage pride of ownership.

HOW ARE THE GUIDELINES APPLIED

The Planning Department, as well as other City agencies and department staff, developers, architects, engineers, and community members will use the Guidelines in evaluating project applications along with relevant policies from the General Plan Framework and Community Plans. To achieve the stated purpose, the Guidelines will apply to all new developments and substantial building alterations that require approval by decision-making bodies and planning staff. However, all "by-right" (see *definition in glossary*) development projects are also encouraged to incorporate the Design Guidelines into their project design.

Each of the Citywide Design Guidelines should be considered in a proposed project, although not all will be appropriate in every case, as each project will require a unique approach. The Citywide Design Guidelines provide guidance or direction for applying policies contained within the General Plan Framework and the Community Plans. Incorporating these guidelines into a project's design will encourage more compatible architecture, attractive multi-family residential districts, pedestrian activity, context-sensitive design, and contribute to placemaking.

HOW TO USE THE GUIDELINES

Property owners, developers, designers, and contractors proposing new development in Los Angeles should first review the zoning of the property being developed. They should then proceed to the Citywide Design Guidelines appropriate to the project, dependant on whether it is residential, commercial or industrial.

The provisions set forth in this document identify the desired level of design quality for all development. However, flexibility is necessary and encouraged to achieve excellent design. Therefore, the use of the words "shall "and "must" have been purposely avoided within the specific guidelines. Each application for development, however, should demonstrate to what extent it incorporates these guidelines.

Applications that do not meet specific guidelines applicable to that project should provide rationale for the design and explain how the project will meet the intent of the General Plan, the Municipal Code, and these Guideline objectives. Whether the design is justified will be determined through required "Findings" in the appropriate section of the Los Angeles Municipal Code.

RELATIONSHIP BETWEEN THE GENERAL PLAN, ZONING CODE, CITYWIDE GUIDELINES, AND COMMUNITY-SPECIFIC DESIGN REQUIREMENTS

The approval process for new development is guided by the General Plan, Chapter I of the Los Angeles Municipal Code, and the Citywide Design Guidelines.

City of Los Angeles General Plan: Comprised of 35 Community plans, the General Plan is the policy document that sets the development vision of the community. It provides policy direction for land use, vehicular and bicycle circulation, open space and recreation, and infrastructure.

Los Angeles Municipal Code: Adopted ordinances that implement the General Plan by establishing land use and development requirements. The Municipal Code includes provisions for the establishment of specific plans and supplemental use districts.

Citywide Design Guidelines: Establishes best practices for designing high-quality development that meets the objectives of the General Plan. Certain items apply to site planning and others to building design and aesthetics.

Many neighborhoods in Los Angeles have adopted guidelines as part of a Community Plan Urban Design chapter, or special zoning designations such as specific plans, community design overlay districts, redevelopment plans, designated historic properties and historic districts. This document applies to all areas, but is particularly applicable to those areas within the City that do not currently have adopted design guidelines. In cases where the Citywide Design Guidelines conflict with a provision in a Community Plan Urban Design chapter or a specific plan, the community-specific requirements shall prevail.

ORGANIZATION

The guidelines are divided into three sections: Residential, Commercial, and Industrial. Within each section are a number of design principles and measures that address the different elements of site and building design and environmental sensitivity based on land use. Each section of the Citywide Design Guidelines is organized by overarching objectives (e.g., Maintaining Neighborhood Context and Linkages). Each topic includes an objective statement followed by a list of specific implementation strategies. A glossary of key terms is included on page 39 of this document.

Guidelines that promote low-impact development and sustainable practices are designated by a leaf () symbol.



residential

multi-family residential | commercial mixed-use

Multi-family development in the City of Los Angeles varies across a wide spectrum of typologies, from low-density small lot subdivisions in suburban areas to high-density, mixed-use buildings in urban regional centers. Each typology presents unique challenges and opportunities. The following Design Guidelines are intended to address some of the most common, overarching challenges in designing multi-family developments encountered across the City. The prime areas of opportunity for attaining high quality design in multi-family and mixed-use projects include: maximizing sustainability in multi-family developments, establishing height and massing transitions from multi-family uses to commercial uses or less dense single-family residential; considering the pedestrian as the cornerstone of design over automobile-centric design; establishing landscaping and open space as essential design concepts from the outset of a project; and highlighting the role that quality building design can play in creating visually interesting and attractive multi-family buildings by contributing to existing neighborhood character and creating a “sense of place.” More specific design regulations relating to individual communities can be found in each of the 35 Community Plans. The guidelines below are intended for developers and architects as well as for advisory and decision-making bodies when evaluating a project.

OBJECTIVE 1:

Consider Neighborhood Context and Linkages In Building and Site Design

Site Planning

- 1 Work with the natural topography of the site to avoid dramatic and unnecessary grade changes by utilizing landform grading.
- 2 On hillside lots, use smaller terraced retaining walls to avoid massive blank wall faces. Use the site's natural topography to terrace the structure along the hillside.
- 3 Create a strong street wall by locating building frontages at the front property line where no setback requirement exists, or at the required setback. Where additional setback is necessary or a prevailing setback exists, activate the area with a courtyard or "outdoor room" adjacent to the street by incorporating residential amenities such as seating or water features, for example.

RECOMMENDED

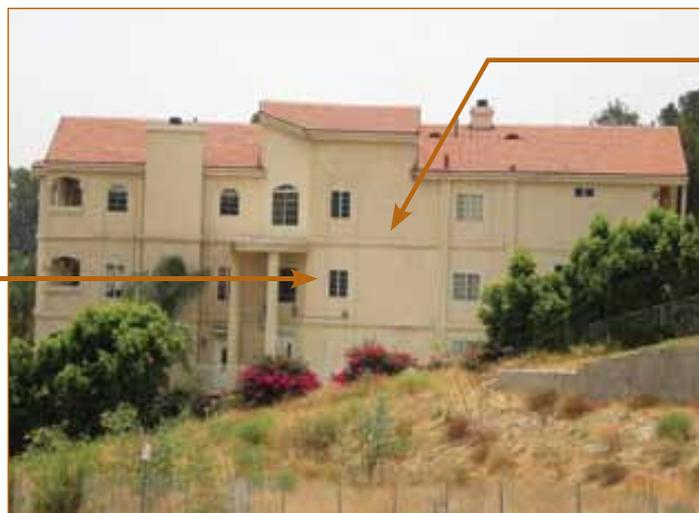


Preserve trees & vegetation



Terraced development accommodates hillside slope

NOT RECOMMENDED



A massive blank wall on the edge of the hillside is created when development is not terraced to accommodate existing topography



Lack of articulation creates feeling of large blank facade

Site Planning (cont.)

- 4 In small lot subdivisions where there is an existing average prevailing setback, apply the setback to provide continuity along the street edge.
- 5 Locate a majority of code-required open space at the ground level in a manner that is equally accessible to all residential units to promote safety and the use of outdoor areas. In mid- and high-rise buildings, podiums between buildings and rooftop areas can be used as common areas.
- 6 Use a 50 percent lot coverage ratio as a rule of thumb for low-rise housing developments and townhomes, especially in primarily residential, low- and low medium-density areas.
- 7 Provide direct paths of travel for pedestrian destinations within large developments. Especially near transit lines, create primary entrances for pedestrians that are safe, easily accessible, and a short distance from transit stops.

RECOMMENDED



✓ Buildings placed around a central courtyard and accessible by all residents



✓ Primary entrance to residential building is located near metro station and bus stop

NOT RECOMMENDED



Massive building with no central courtyard or outdoor common areas

Objective 1: Consider Neighborhood Context and Linkages in Building and Site Design

- 8 In dense neighborhoods, incorporate passageways or paseos into mid-block developments, particularly on through blocks, to facilitate pedestrian access to commercial amenities nearby, such that pedestrians will not need to walk the perimeter of a block in order to access the middle of the next parallel street or alley.
- 9 Activate mid-block passageways or paseos using water features, pedestrian-level lighting, artwork, benches, landscaping; or special paving so that they are safe and visually interesting spaces.
- 10 Install bicycle racks and lockers near building entrances, especially in residential or mixed-use projects located on Major or Secondary highways, or on Local and Collector streets near commercial services. Ensure bicycle racks are placed in a safe, well-lit location, convenient for residents and visitors.

RECOMMENDED



✓ Bicycle racks conveniently located near building entrance



✓ Pedestrian paths through the site provide connections from residential land uses to nearby commercial uses



✓ Mid-block paseo

Building Orientation

- 1 Design small lot subdivisions, low-rise townhomes and apartment buildings to ensure that all street-facing units have a primary entrance facing the street. Alternatively, for Medium and High-Medium density buildings without ground floor entrances for individual units, create a prominent ground or first floor entry, such as a highly visible lobby or atrium.
- 2 Locate gathering spaces such as gyms, recreation rooms, and community space at the ground level and accessible to the street.

RECOMMENDED



✓ Prominent stairway creates a visible ground floor entry



✓ Street-facing entrance to building

✓ Usable outdoor area for individual units

NOT RECOMMENDED



Street-facing units should have an entrance from the sidewalk



Missed opportunity for creating a livelier street frontage

Objective 1: Consider Neighborhood Context and Linkages in Building and Site Design

Entrances

- 1 Incorporate transitions such as landscaping, paving, porches, stoops, and canopies at individual entrances to residences, from the sidewalk to the front door. These methods should not protrude into required yards or negatively impact the overall street wall.
- 2 Entries should be designed according to simple and harmonious proportions in relationship to the overall size and scale of the building. Design entries in proportion to the number of units being accessed and ensure that pedestrian entries are sized properly to provide shelter year-round.
- 3 Ensure that the main entrance and entry approach can accommodate persons of all mobility levels.

RECOMMENDED



NOT RECOMMENDED



Entrances (cont.)

- 4 Promote pedestrian activity by placing entrances at grade level or slightly above, and unobstructed from view from the public right-of-way. Entryways below street level should be avoided.
- 5 If stairs are used in common areas, such as an atrium or lobby, they should be highly visible and integrated with the predominant architectural design elements of the main building.

RECOMMENDED



✓ Stairs integrated with architectural style of the main building



✓ Highly visible street-level pedestrian entrance, accessible to all mobility levels

NOT RECOMMENDED



Sunken entries are generally less visible and therefore less secure

Objective 1: Consider Neighborhood Context and Linkages in Building and Site Design

- 6 Maintain an active street presence for ground floor retail establishments in mixed-use residential projects by incorporating at least one usable street-facing entrance with doors unlocked during regular business hours.
- 7 In mixed-use residential projects, ensure that ground floor uses maintain a high degree of transparency and maximize a visual connection to the street by providing clear and unobstructed windows, free of reflective glass coatings, exterior mounted gates, or security grills.

RECOMMENDED



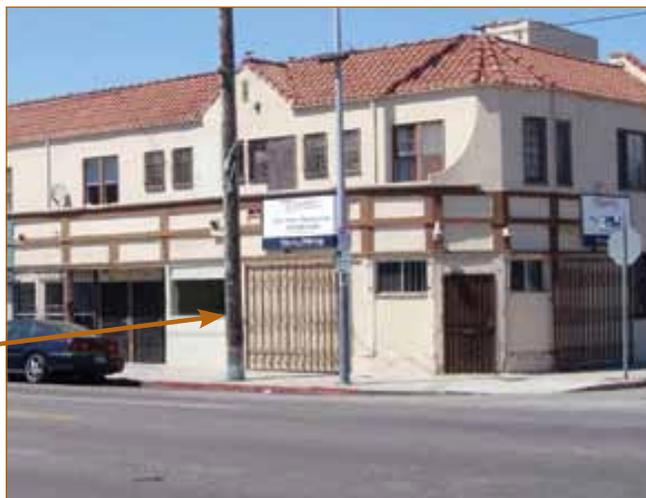
✓ Clear glass maintains visual connection between interior and exterior

✓ Street-facing entrance maintains an active street presence



✓ Outdoor seating activates streetscape

NOT RECOMMENDED



⚠ Windows obstructed by security grills

Relationship to Adjacent Buildings

- 1 Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding neighborhood. In older neighborhoods, new developments should likewise respect the character of existing buildings with regards to height, scale, style, and architectural materials.
- 2 For RD1.5, RD2, R3, R4, RAS3, and RAS4 developments, apply additional setbacks in side and rear yards abutting single-family and/or R2 zoned lots.
- 3 Where multi-family projects are adjacent to single-family zones, provide a sensitive transition by maintaining a height compatible with adjacent buildings. Mitigate negative shade/shadow and privacy impacts by stepping back upper floors and avoiding direct views into neighboring single-family yards.

RECOMMENDED



✓
New development maintains existing theme in neighborhood

NOT RECOMMENDED



⚠
Scale, height, and architectural style incompatible with adjacent development

Objective 1: Consider Neighborhood Context and Linkages in Building and Site Design

4 When designing small lot subdivisions or projects built over two or more lots, provide sufficient space between buildings, articulation along the street frontage, and visual breaks to diminish the scale and massing.

5 Plant trees, shrubs, and vines to screen walls between property lines. Use decorative walls that include a change in color, material, and texture.

RECOMMENDED



✓ Incorporate various textures and materials to create visual interest while screening the property



✓ Providing space between buildings helps diminish scale and massing of development

NOT RECOMMENDED



! Lack of articulation makes the building appear boxlike and out-of-scale



! Repetitive, boilerplate facades lack differentiation and individual character

OBJECTIVE 2:

Employ Distinguishable and Attractive Building Design

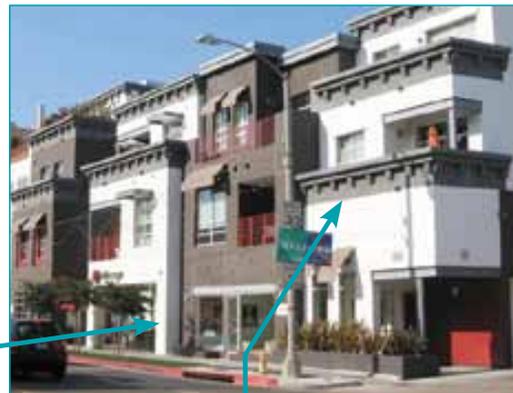
Building Façade

- 1 Add architectural details to enhance scale and interest on the building facade by breaking it up into distinct planes that are offset from the main building façade. Porches and stoops can be used to orient housing towards the street and promote active and interesting neighborhood streetscapes.
- 2 Design multi-family buildings to convey individual residential uses, even when applying a modern aesthetic. Modulated façades can prevent residential buildings from appearing commercial.
- 3 Layer building architectural features to emphasize certain features of the building such as entries, corners, and organization of units.

RECOMMENDED



✓ Upper stories are offset



✓ Building base establishes pedestrian scale

✓ Modulated façade and variation in wall planes provide additional articulation

NOT RECOMMENDED

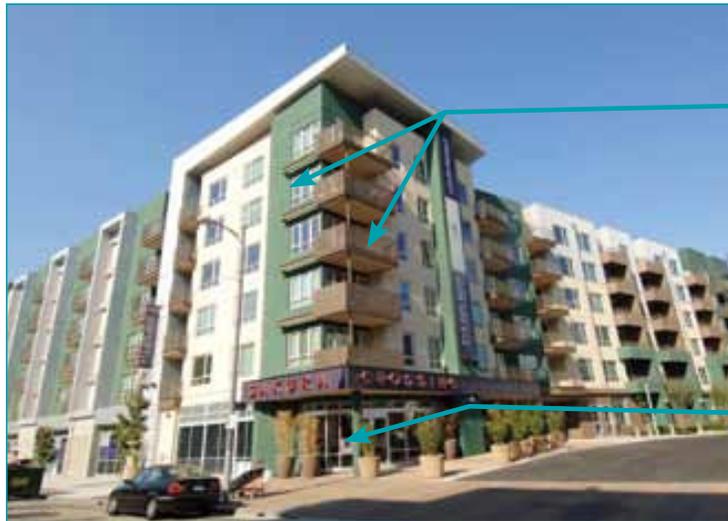


⚠ Monolithic buildings lack architectural details that contribute to scale and visual interest

Objective 2: Employ Distinguishable and Attractive Building Design

- 4 Alternate different textures, colors, materials, and distinctive architectural treatments to add visual interest while avoiding dull and repetitive façades.
- 5 Utilize windows and doors as character-defining features to reflect an architectural style or theme consistent with other façade elements. Windows should project or be inset from the exterior building wall and incorporate well designed trims and details.
- 6 Treat all façades of the building with an equal level of detail, articulation, and architectural rigor.

RECOMMENDED



Interesting and varied architectural treatments using different colors and materials accentuate the building form



Plenty of windows and doors enliven the ground floor and create foot traffic

NOT RECOMMENDED



Missed opportunity to provide transparent elements on the ground floor to activate pedestrian-friendly uses

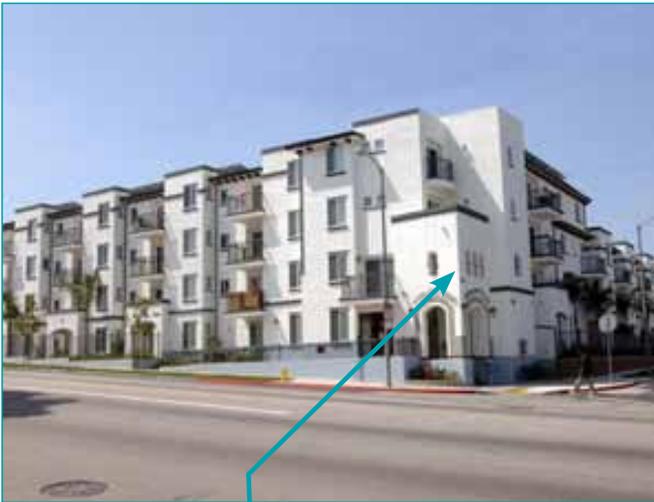


Lack of 3-dimensional architectural treatments creates a dull and repetitive façade

Building Façade (cont.)

- 7 Integrate varied roof lines through the use of sloping roofs, modulated building heights, gables, dormers, or innovative architectural solutions.
- 8 Reinforce existing facade rhythm along the street where it exists by using architectural elements such as trim, material changes, paved walkways, and other design treatments consistent with surrounding buildings.
- 9 Include overhead architectural features such as eaves, awnings, canopies, trellises, or cornice treatments at entrances and windows that provide shade, provide passive cooling, and reduce daytime heat gain.

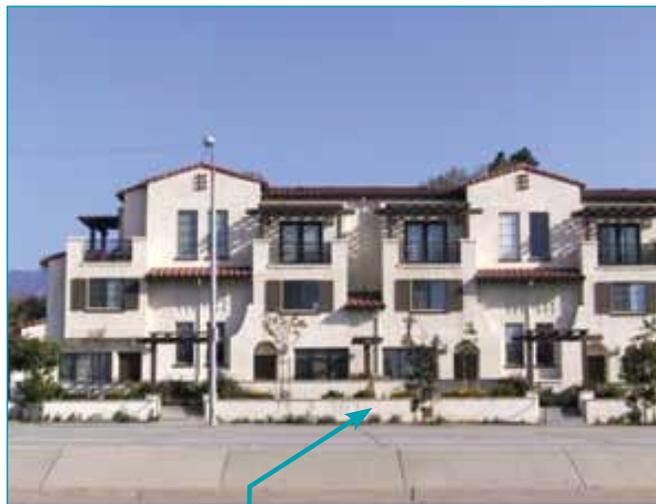
RECOMMENDED



✓ A modulated roof and a variety of architectural features creates a sense of dimension



✓ Trellis used at entryway and for window treatments



✓ Strong façade rhythm along street frontage through the use of architectural elements

Objective 2: Employ Distinguishable and Attractive Building Design

- 10 Orient windows on street facing units toward public streets, rather than inward, to contribute to neighborhood safety and provide design interest.
- 11 Orient interior unit spaces so that larger windows for more public rooms, such as living and dining areas, face onto the street.
- 12 Design balconies such that their size and location maximize their intended use for open space. Avoid "tacked on" balconies with limited purpose or function.

RECOMMENDED



✓
Functional balconies

✓
Windows oriented toward the main street increase the sense of "eyes on the street" and neighborhood safety

NOT RECOMMENDED



⚠
Windows oriented inwards with blank walls on the street

⚠
Lack of balconies or open space

Building Materials

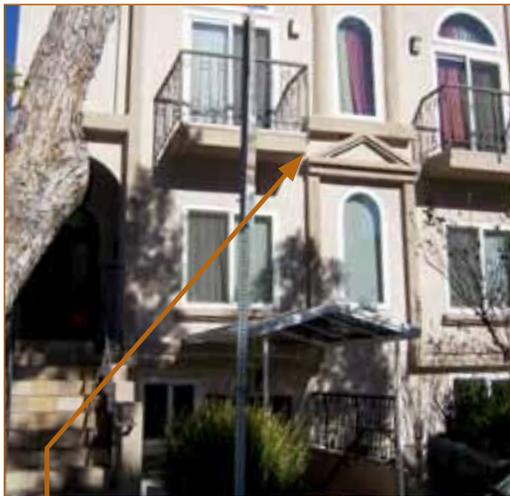
- 1 Approach character-defining details in a manner that is true to a style of architecture or common theme.
- 2 Apply trim, metal- and woodwork, lighting, and other details in a harmonious manner, consistent with the proportions and scale of the building(s).
- 3 Select building materials, such as architectural details and finishes that convey a sense of permanence. Quality materials should be used to withstand weather and wear regardless of architectural style.
- 4 Apply changes in material purposefully and in a manner corresponding to variations in building mass.

RECOMMENDED



✓
Varied building materials correspond to the architectural style

NOT RECOMMENDED



! "Faux" architectural treatment is inconsistent with the architectural style it attempts to emulate



! Hastily applied stucco window trim does not correspond to the window sill. Façade materials show signs of weather and wear

Objective 2: Employ Distinguishable and Attractive Building Design

- 5 Long expanses of fences should incorporate openings, changes in materials, texture, and/or landscaping. Avoid materials such as chain link, wrought iron spears, and barbed wire.
- 6 Exterior bars on windows convey an environmental hostility and are therefore strongly discouraged.

RECOMMENDED



✓ Variations in fence height, materials and texture



✓ Landscaped planters act as a buffer for ground floor units and eliminate the need for security doors

NOT RECOMMENDED



⚠ Wrought iron spears and bars on windows create a sense of danger more than safety



Special Design Considerations for Historic Properties

Ensure that any additions, alterations, or improvements to buildings designated as Historic Resources or otherwise identified as eligible Historic Resources as part of Survey LA, comply with the U.S. Department of the Interior's Standards for the Treatment of Historic Properties. Guidelines for preserving, rehabilitating, and restoring historic buildings can be found online at: http://www.nps.gov/history/hps/tps/standguide/overview/choose_treat.htm

Preserve original building materials and architectural features

Preserve, repair, and replace, as appropriate, building elements and features that are important in defining historic character. Retain the original building continuity, rhythm, and form created by these features. Consult historic documentation and photographs of the building before commencing work.

- Original building materials and details should not be covered with stucco, vinyl siding, stone, veneers, or other materials.
- Materials, which were originally unpainted, such as masonry, should remain unpainted.
- Avoid hiding character defining features behind displays, signage, and/or building alterations and additions. Remove non-historic additions to expose and restore the original design elements.
- The materials and design of historic windows and doors should be preserved.



Repair deteriorated materials or features in place, if feasible.

When it is infeasible to retain materials or features, replacement should be made with in-kind materials or with substitute materials that convey the same form, design, and overall visual appearance as the original.

Design building additions on historic buildings to be compatible with the massing, size, scale, and architectural features of an historic structure or site, while clearly reflecting the modern origin of the addition.

- Additions should be subordinate in massing to the main structure and located toward the rear, away from the primary façade.
- Within historic districts or eligible historic districts, new infill structures should harmonize in style, scale, and massing with the surrounding historic structures.
- New window and door openings should be located on a secondary façade. The arrangement, size, and proportions of historic openings should be maintained; avoid filling in historic openings, especially on primary facades.



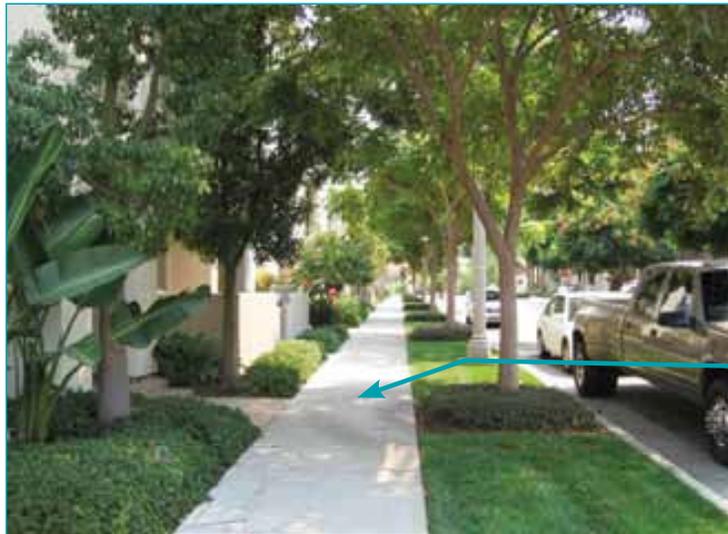
OBJECTIVE 3:

Provide Pedestrian Connections Within and Around the Project

Sidewalks

- 1 For new multi-family residential projects where a sidewalk does not currently exist, establish a new sidewalk along the length of the public street frontage.
- 2 On Major and Secondary Highways, provide a comfortable sidewalk and parkway width — generally 10-15 feet — that can accommodate pedestrian flow and activity, but is not wider than necessary. Sidewalks and parkway widths on Local and Collector streets may be narrower, but generally not less than nine feet wide.
- 3 Create continuous and predominantly straight sidewalks and open space. Reconstruct abandoned driveways as sidewalks.

RECOMMENDED



New, straight sidewalks create an easy path of travel for pedestrians

NOT RECOMMENDED



Sidewalk in disrepair due to overgrown tree roots creates a walking hazard for pedestrians

Objective 3: Provide Pedestrian Connections Within and Around the Project

- 4 Plant parkways separating the curb from the sidewalk with ground cover, low-growing vegetation or permeable materials that accommodate both pedestrian movement and the use of car doors. Brick work, pavers, gravel, and wood chips are examples of suitable permeable materials.
- 5 Create a buffer zone between pedestrians, moving vehicles, and other transit modes by the use of landscape and street furniture. Examples include street trees, benches, newspaper racks, pedestrian information kiosks, bicycle racks, bus shelters, and pedestrian lighting.

RECOMMENDED

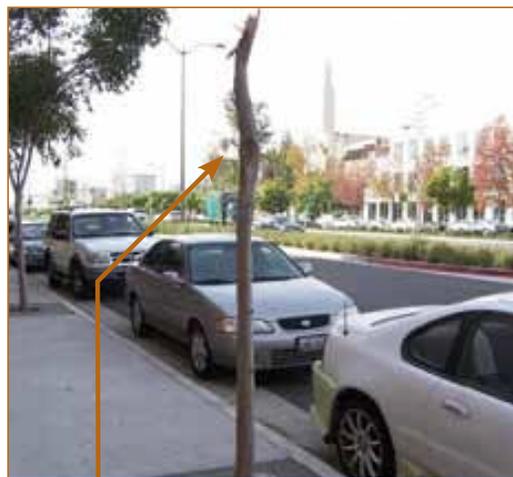


✓
A nice landscape buffer with special paving provides a soft transition between pedestrians and parked vehicles

NOT RECOMMENDED



⚠ No active buffer zone is provided between pedestrians and the street



⚠ Cropped or poorly maintained street trees make the walking experience unpleasant

Sidewalks *(cont.)*

- 6 Plant street trees at the minimum spacing permitted by the Division of Urban Forestry, typically one tree for every 20 feet of street frontage, to create a consistent rhythm. Broad-leaf evergreen and deciduous trees should be used to maintain a continuous tree canopy. Shade producing street trees may be interspersed with an occasional non-shade tree. In high pedestrian use areas, install tree guards to protect tree trunks from damage.
- 7 Provide lights on sidewalks to encourage and extend safe pedestrian activities into the evening.
- 8 Utilize pedestrian lighting, seating areas, special paving, or landscaping. Ensure that new developments adjacent to transit stops invest in pedestrians amenities such as trash receptacles and sheltered benches or seating areas for pedestrian that do not intrude into the accessible route.

RECOMMENDED



✓ Sidewalk accommodates pedestrians and car doors

✓ Drought-tolerant landscaping with permeable paving materials

✓ Low-growing vegetation

Crosswalks/Street Crossings for Large-Scale Developments

- 1 Incorporate features such as white markings, signage, and lighting so that pedestrian crossings are visible to moving vehicles during the day and at night.
- 2 Improve visibility for pedestrians in crosswalks by installing curb extensions/bump outs and advance stop bars, and eliminating on-street parking spaces adjacent to the crossing.
- 3 Emphasize pedestrian safety and comfort at crosswalks with devices such as pedestrian crossing signals, visible and accessible push buttons for pedestrian activated signals, and dual sidewalk ramps that are directed to each crosswalk.
- 4 Create the shortest possible crossing distance at pedestrian crossings on wide streets. Devices that decrease the crossing distance may include a mid-street crossing island, an area of refuge between a right-turn lane and through lane, a curb extension/bump out, or a minimal curb radius.

RECOMMENDED



✓ Visible white markings and street lights to provide pedestrian safety

✓ Diagonal crosswalk provides shortest possible crossing distance

NOT RECOMMENDED

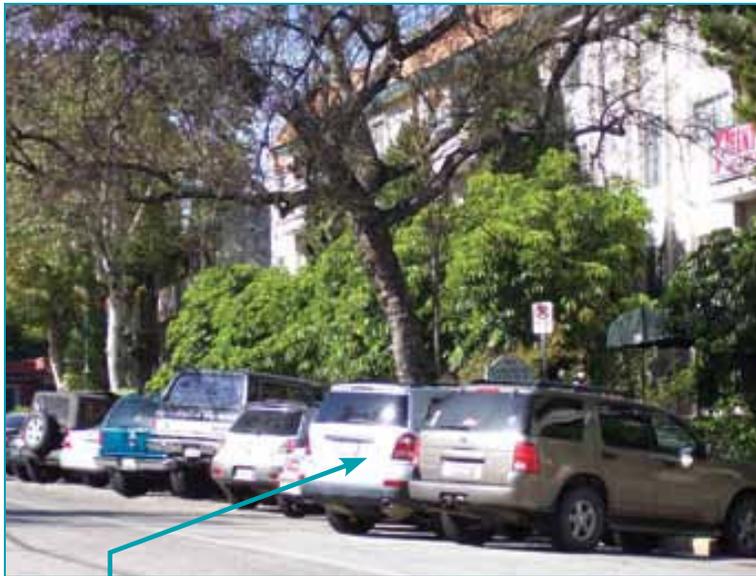


⚠ A very wide street intersection with no street lighting or pedestrian crossing provided

On-Street Parking

- 1 Locate curb cuts in a manner that does not reduce on-street parking and replace any unused curb cuts and driveways with sidewalks to maintain continuity for pedestrians.
- 2 Provide reverse-angle or parallel on-street parking to maximize the safety of bicyclists and other vehicular traffic.

RECOMMENDED



- ✓ Diagonal parking creates a protective buffer for pedestrians and increases on-street parking opportunities

OBJECTIVE 4:

Minimize the Appearance of Driveways and Parking Areas

Off-Street Parking and Driveways

- 1 Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.
- 2 Maintain continuity of the sidewalk by minimizing the number of curb cuts for driveways and utilizing alleys for ingress and egress.
- 3 Provide drop-off areas for large-scale residential projects to the side or rear of the building.
- 4 When a driveway in a front yard cannot be avoided, locate the driveway at the edge of the parcel rather than the center. Ensure that the street-facing driveway width is minimized to 20 feet or less.

RECOMMENDED



✓
Parking is screened behind the building or underground, maintaining a true streetwall and sidewalk continuity while affording opportunities for on-street parking

NOT RECOMMENDED

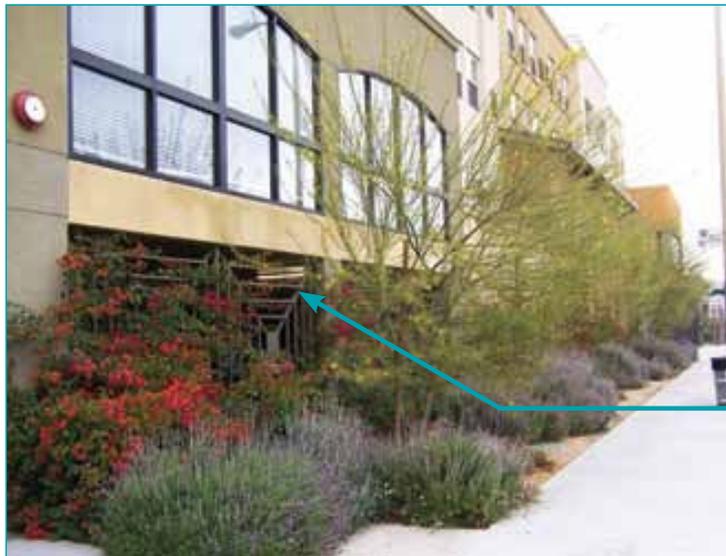


⚠
Driveways along building frontages create a hazard for pedestrians

Off-Street Parking and Driveways *(cont.)*

- 5 Wrap structured parking with active uses such as housing units or retail spaces on the ground floor.
- 6 Blend parking structure facades with nearby buildings by incorporating architectural treatments such as arches or other architectural openings and varied building materials, decorative screening, climbing vines, or green walls to provide visual interest.
- 7 Mitigate the impact of parking visible to the street with the use of planting and landscape walls tall enough to screen headlights.

RECOMMENDED



✓
Mixed-use underground parking structure screened to reduce visibility from street

NOT RECOMMENDED



⚠
Inefficient mitigation of visibility of parking structure on the ground floor

Objective 4: Minimize the Appearance of Driveways and Parking Areas

- 8 Illuminate all parking areas and pedestrian walkways to improve safety. Avoid unintended spillover impacts onto adjacent properties.
- 9 Where openings occur due to driveways or other breaks in the sidewalk or building wall, use architectural features such as decorative gates and pergolas in combination with landscaping to provide a continuous visual presence at the street level.
- 10 When multiple units share a common driveway lined with individual garages, provide distinguishable pedestrian paths to connect parking areas to individual or common entries.

RECOMMENDED



Mixed-use building uses architectural features to provide structural continuity at the pedestrian level

NOT RECOMMENDED



Abandoned driveway and unused curb cut creates missed opportunities for additional street parking

OBJECTIVE 5:

Utilize Open Areas and Landscaping Opportunities to their Full Potential

On-Site Landscaping

- 1 Retain mature and healthy vegetation and trees when developing the site.
- 2 Design landscaping to be architecturally integrated with the building and suitable to the functions of the space while selecting plant materials that complement the architectural style and form of the building.
- 3 Design open areas to maintain a balance of landscaping and paved area.
- 4 Select drought tolerant, native landscaping to limit irrigation needs and conserve water. Mediterranean and other local climate-friendly plants may be used alongside native species.

RECOMMENDED



✓ Landscaping is functionally and architecturally integrated with building space

NOT RECOMMENDED



Minimal landscaping appears to be added as an afterthought

Objective 5: Utilize Open Areas and Landscaping Opportunities to their Full Potential

- 5 Facilitate sustainable water use by using automated watering systems and drip irrigation to water landscaped areas.
- 6 Facilitate stormwater capture, retention, and infiltration, and prevent runoff by using permeable or porous paving materials in lieu of concrete or asphalt. Collect, store, and reuse stormwater for landscape irrigation.
- 7 In addition to street trees, provide canopy trees in planting areas for shade and energy efficiency, especially on south and southwest facing façades.
- 8 Use landscape features to screen any portion of a parking level or podium that is above grade. Trees, shrubbery, planter boxes, climbing plants, vines, green walls, or berms can be used to soften views from the public right-of-way.

RECOMMENDED



✓ Native landscaping



✓ At-grade parking screened with landscaping

✓ Perimeter of the building is planted with a combination of shrubs and shade trees

Open Space and Recreation Activities

- 1 Activate all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities with landscaping. Landscaping may include any practicable combination of shrubs, trees, ground cover, minimal lawns, planter boxes, flowers, or fountains that reduce dust and other pollutants and promote outdoor activities, especially for children and seniors.
- 2 For buildings with six units or more, cluster code-required common open space areas in a central location, rather than dispersing smaller less usable areas throughout the site.
- 3 Provide balconies to augment, rather than substitute for, actively used common open spaces and recreational areas.
- 4 Provide common amenities such as community gardens and tot lots.

RECOMMENDED



NOT RECOMMENDED



OBJECTIVE 6:

Improve the Streetscape Experience by Reducing Visual Clutter

Building Signage

- 1 Place signs so they do not dominate or obscure the architectural elements of the building design.
- 2 Include signage at a height and of a size that is visible to pedestrians and facilitates access to the building entrance. In residential-only buildings, permanent signs affixed to the building solely for the purpose of communicating the name of a business or entity, or for advertising rentals are inappropriate in residential areas.
- 3 For mixed-use projects, incorporate an overall sign program for the building, including business identification signs, directional and informational signs, and residential signage to maintain a common graphic character and theme.

RECOMMENDED



Well-designed, proportioned, and located permanent building signage

NOT RECOMMENDED



Sign does not clearly indicate entrance of building

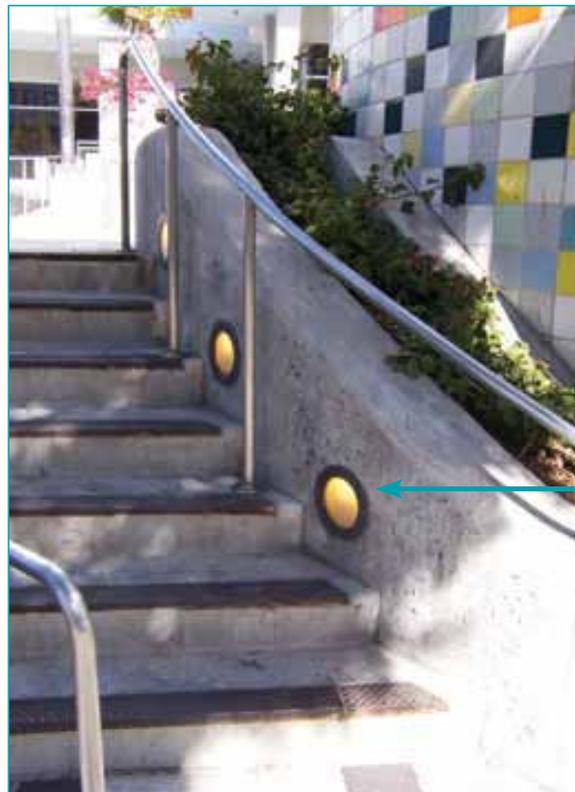


Avoid permanent rental advertising signage

Lighting and Security

- 1 Use ornamental low-level lighting to highlight and provide security for pedestrian paths and entrances. Ensure that all parking areas and pedestrian walkways are illuminated.
- 2 Install lighting fixtures to accent and complement architectural details at night to establish a façade pattern and animate a building's architectural features.
- 3 Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage.

RECOMMENDED



Light fixtures double as an architectural detail while providing safety along pedestrian path

Objective 6: Improve the Streetscape Experience by Reducing Visual Clutter

Utilities

- 1 Place utilities such as gas, electric, and water meters in side yard setbacks or in landscaped areas and out of the line-of-sight from crosswalks or sidewalks. Utilities such as power lines, transformers, and wireless facilities should be placed underground or on rooftops when appropriately screened by a parapet. Otherwise, any mechanical or electrical equipment should be buffered by planting materials in a manner that contributes to the quality of the existing landscaping on the property and the public streetscape.
- 2 Screen rooftop equipment such as air conditioning units, antennas and communication equipment, mechanical equipment, and vents from the public right-of-way.
- 3 Hide trash enclosures within parking garages so that they are not visible to passersby. Screen outdoor stand alone trash enclosures using walls consistent with the architectural character of the main building and locate them so that they are out of the line-of-sight from crosswalks or sidewalks.
- 4 Locate noise and odor-generating functions in enclosed structures so as not to create a nuisance for building residents or adjacent neighbors.

RECOMMENDED



- ✓ Trash enclosure uses similar building materials as the building which it serves



- ✓ Rooftop mechanical equipment is screened by a parapet

NOT RECOMMENDED



- ⚠ Poorly screened trash enclosure fronting public right-of-way in plain view of passers by



- ⚠ Odor-generating functions not appropriately screened

GLOSSARY

After-hours Lighting - Pedestrian lighting, intended to create safe, well-lit pedestrian areas in the evening and at night

Bay Window - A window or series of windows, forming a bay in a room and projecting outward from the wall

By-right - Projects which meet all LAMC zoning regulations and require review only by the Department of Building and Safety

Clerestory Window - An outside wall of a room or building that rises above an adjoining roof and contains windows

Berm - A bank of earth placed against one or more exterior walls of a building as protection against extremes in temperature

Building Frontage - The maximum length of a line or lines formed by connecting the points representing projections of the exterior building walls onto a public street or onto a courtyard that is directly accessible by pedestrians from a public street, whichever distance is greater

Corner Lot - A lot located at the intersection of at least two streets designated on the transportation element of the General Plan as a major, secondary, or other highway classification or collector street; At least one of the streets at the intersection must be a designated highway

Cornice - A continuous, molded projection that crowns a wall or other construction, or divides it horizontally for compositional purposes

Cornice Treatment - The design or style used to create a cornice, such as bracketed eaves, boxed eaves, exposed eaves, decorative bands, or a classical cornice

Curb Cuts - A ramp leading smoothly down from a sidewalk to a street, rather than abruptly ending with a curb and dropping roughly 4–6 inches; Curb cuts placed at street intersections allow someone in a wheelchair to move onto or off a sidewalk without difficulty; Pedestrians using a walker, pushing a stroller or walking next to a bicycle also benefits from a curb cut; In the United States, the Americans with Disabilities Act of 1990 (ADA) requires that curb cuts be present on all sidewalks; A wider curb cut is also useful for motor vehicles to enter a driveway or parking lot, on the other side of a sidewalk; Smaller curb cuts, approximately a foot in width, can be utilized in parking areas or sidewalks to allow for a drainage path of water runoff to flow into an area where it may infiltrate such as grass or a garden

Curb Extension (also called Bump-out) - A traffic calming measure, intended to slow the speed of traffic and increase driver awareness, particularly in built-up and residential neighborhoods; They also allow pedestrians and vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility; A curb extension comprises an angled narrowing of the roadway and a widening of the sidewalk; This is often accompanied by an area of enhanced restrictions (such as a "no stopping" or "no parking zone") and the appropriate visual enforcement

Curb Radius - A term used by highway engineers, used to describe the sharpness of a corner. A large curb radius enables vehicles to go around corners faster; A small curb radius slows down turning vehicles; A large curb radius also increases the distance a pedestrian must walk to cross the street

Dark-sky Compliant - Shielded lighting fixtures which protect adjoining properties from lighting spillover and glare.

Dormer - A projecting structure built out from a sloping roof, usually housing a vertical window or ventilating louver

Egress - A place or means of going out

Findings - The reasoning or justification for a discretionary planning decision, as prescribed by the Los Angeles Municipal Code

Fixture - The assembly for an electrical light that holds the lamp and may include an assembly housing, a mounting bracket or pole socket, lamp holder, ballast, a reflector or mirror and a refractor or lens

Gable - The triangular portion of wall, enclosing the end of a pitched roof from cornice or eaves, to ridge

Grade/ Grading - The ground elevation at any specific point on a construction site, usually where the ground meets the foundation of a building.

Ground Floor - The lowest story within a building which is accessible from the street, the floor level of which is within three feet above or below curb level

Lot Coverage - That portion of a lot which, when viewed from above, is covered by a building

Mid-street Crossing Island/ Mid- block Crossing - A painted crosswalk, sometimes used in conjunction with a protected pedestrian island or bump- out, which provides opportunities to cross the street in the center of the block, as an alternative to doing so only street intersections

Mixed-use Project - A project which combines one or more commercial uses and multiple dwelling units in a single building or development.

Ornamental Lighting - Architectural lighting fixtures, which primarily serve a decorative purpose, instead of a functional purpose, such as highlighting landscaping features and/ or architectural elements at night

Portico - A porch having a roof supported by columns, often leading to the entrance of a building

Paseo or Pedestrian Walkway - A walkway that is typically open to the sky and that provides pedestrian passage between structures, or through landscaping, or parking lots, which is distinguished by ground surface treatments that provide for pedestrian safety and ease of movement

Pedestrian Amenities - Outdoor sidewalk faces, public plazas, retail courtyards, water features, kiosks, paseos, arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located on the Ground Floor, and that are accessible to and available for use by the public

Pedestrian Lighting - Freestanding lighting fixtures not exceeding a height of thirty- six (36 inches from ground grade level

Pergola - A structure of parallel colonnades supporting an open roof of beams and crossing rafters or trelliswork, over which climbing plants are trained to grow

Back-in/ Reverse-angle Parking - Parking cars so that they are arranged at an angle to the aisle (an acute angle with the direction of approach); The gentler turn allows easier and quicker parking, narrower aisles, and thus higher density than perpendicular parking; Most angled parking is design in a head-in configuration while a few cities have some back-in angled parking (typically on hills or low traffic volume streets); Angle parking is considered dangerous by cycling organizations, especially in the head-in configuration, but unwelcome in either form; When compared to parallel parking:

- There is a significant risk to cyclists from vehicles reversing out, as approaching bicycles are in the blind spot of the reversing and turning vehicles.
- Longer vehicles project further into the road; this can inconvenience/endanger other road users,
- The "surplus" road space which enables angle parking could also be used for bicycle lanes.

Run-off - The portion of precipitation on land that ultimately reaches streams often with dissolved or suspended material

Setback - A placing of a face of a building on a line some horizontal distance from the building line or of the wall below; The distance of a structure or other feature from the property line or other feature

Glossary *(cont.)*

Step-back - A variation in roof height, such that the height of the building decreases as it approaches adjacent lower scale buildings

Stock Cooperative - The same as defined by Section 11003.2 of the California Business and Professions Code.

Stormwater - Describes water that originates during precipitation events

Street Frontage - See Building Frontage

Subdivision - The same as defined in Section 66424 of the Government Code; Subdivision includes a stock cooperative project as defined in Section 12.03 of the Municipal Code; An area of real estate, composed of subdivided lots

Sunken Entryways - An entrenched path or building entrance, which creates a restricted view of one's surroundings; It is sometimes used to prevent excessive amounts of snow and/ or wind from coming into a building, and to trap heat indoors, while still allowing ventilation

Trellis - A frame supporting open latticework, used as a screen or a support for growing vines or plants

Utilities - Uses that provide the transfer or delivery of power, water, sewage, storm water runoff, information and telephone services

NOTES



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COMMERCIAL CITYWIDE DESIGN GUIDELINES

Pedestrian-Oriented/Commercial & Mixed Use Projects



DRAFT - JUNE 2011



Los Angeles
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The City of Los Angeles' General Plan Framework Element and each of the City's 35 Community Plans promote architectural and design excellence in buildings, landscape, open space, and public space. They also stipulate that preservation of the City's character and scale, including its traditional urban design form, shall be emphasized in consideration of future development. To this end, the Citywide Design Guidelines have been created to carry out the common design objectives that maintain neighborhood form and character while promoting design excellence and creative infill development solutions.

The Citywide Design Guidelines serve to implement the 10 Urban Design Principles, a part of the Framework Element. These principles are a statement of the City's vision for the future of Los Angeles, providing guidance for new development and encouraging projects to complement existing urban form in order to enhance the built environment in Los Angeles. While called "urban", the Urban Design Principles reflect citywide values to be expressed in the built environment of the City, establishing a design program for the City. They are intended to embrace the variety of urban forms that exist within Los Angeles, from the most urban, concentrated centers to our suburban neighborhoods..

THE 10 PRINCIPLES OF URBAN DESIGN

- 1 Develop inviting and accessible transit areas.
- 2 Reinforce walkability, bikeability and well-being.
- 3 Nurture neighborhood character.
- 4 Bridge the past and the future.
- 5 Produce great green streets.
- 6 Generate public open space.
- 7 Stimulate sustainability and innovation in our city.
- 8 Improve equity and opportunity.
- 9 Emphasize early integration, simple processes and maintainable solutions.
- 10 Ensure connections.

The Citywide Design Guidelines supplement the Citywide Urban Design Principles. By offering more direction for proceeding with the design of a project, the Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design. It is important to remember, though, that they are performance goals, not zoning regulations or development standards and therefore do not supersede regulations in the municipal code.

The purpose of this document is to:

- Communicate, in advance, the design expectations in Residential, Commercial, and Industrial zones with the development community;
- Facilitate the fair and consistent application of design objectives;
- Protect investment in the community by encouraging consistently high-quality development;
- Encourage projects appropriate to the context of the City's climate and urban environment;
- Facilitate safe, functional, and attractive development; and
- Foster a sense of community and encourage pride of ownership.

HOW ARE THE GUIDELINES APPLIED

The Planning Department, as well as other City agencies and department staff, developers, architects, engineers, and community members will use the Guidelines in evaluating project applications along with relevant policies from the General Plan Framework and Community Plans. To achieve the stated purpose, the Guidelines will apply to all new developments and substantial building alterations that require approval by decision-making bodies and planning staff. However, all "by-right" (see *definition in glossary*) development projects are also encouraged to incorporate the Design Guidelines into their project design.

Each of the Citywide Design Guidelines should be considered in a proposed project, although not all will be appropriate in every case, as each project will require a unique approach. The Citywide Design Guidelines provide guidance or direction for applying policies contained within the General Plan Framework and the Community Plans. Incorporating these guidelines into a project's design will encourage more compatible architecture, attractive multi-family residential districts, pedestrian activity, context-sensitive design, and contribute to placemaking.

HOW TO USE THE GUIDELINES

Property owners, developers, designers, and contractors proposing new development in Los Angeles should first review the zoning of the property being developed. They should then proceed to the Citywide Design Guidelines appropriate to the project, dependant on whether it is residential, commercial or industrial.

The provisions set forth in this document identify the desired level of design quality for all development. However, flexibility is necessary and encouraged to achieve excellent design. Therefore, the use of the words "shall "and "must" have been purposely avoided within the specific guidelines. Each application for development, however, should demonstrate to what extent it incorporates these guidelines.

Applications that do not meet specific guidelines applicable to that project should provide rationale for the design and explain how the project will meet the intent of the General Plan, the Municipal Code, and these Guideline objectives. Whether the design is justified will be determined through required "Findings" in the appropriate section of the Los Angeles Municipal Code.

RELATIONSHIP BETWEEN THE GENERAL PLAN, ZONING CODE, CITYWIDE GUIDELINES, AND COMMUNITY-SPECIFIC DESIGN REQUIREMENTS

The approval process for new development is guided by the General Plan, Chapter I of the Los Angeles Municipal Code, and the Citywide Design Guidelines.

City of Los Angeles General Plan: Comprised of 35 Community plans, the General Plan is the policy document that sets the development vision of the community. It provides policy direction for land use, vehicular and bicycle circulation, open space and recreation, and infrastructure.

Los Angeles Municipal Code: Adopted ordinances that implement the General Plan by establishing land use and development requirements. The Municipal Code includes provisions for the establishment of specific plans and supplemental use districts.

Citywide Design Guidelines: Establishes best practices for designing high-quality development that meets the objectives of the General Plan. Certain items apply to site planning and others to building design and aesthetics.

Many neighborhoods in Los Angeles have adopted guidelines as part of a Community Plan Urban Design chapter, or special zoning designations such as specific plans, community design overlay districts, redevelopment plans, designated historic properties and historic districts. This document applies to all areas, but is particularly applicable to those areas within the City that do not currently have adopted design guidelines. In cases where the Citywide Design Guidelines conflict with a provision in a Community Plan Urban Design chapter or a specific plan, the community-specific requirements shall prevail.

ORGANIZATION

The guidelines are divided into three sections: Residential, Commercial, and Industrial. Within each section are a number of design principles and measures that address the different elements of site and building design and environmental sensitivity based on land use. Each section of the Citywide Design Guidelines is organized by overarching objectives (e.g., Maintaining Neighborhood Context and Linkages). Each topic includes an objective statement followed by a list of specific implementation strategies. A glossary of key terms is included on page 47 of this document.

Guidelines that promote low-impact development and sustainable practices are designated by a leaf () symbol.



commercial

pedestrian-oriented | commercial and mixed use projects

Commercial land serves the shopping and service needs of residents in Los Angeles and has the potential to contribute to a strong sense of neighborhood identity. Commercial parcels can be organized and concentrated differently throughout the City and resulting forms significantly influence the nature of how residents access goods and services. In some communities, commercial land is organized in a linear pattern along major arterial corridors; sometimes commercial parcels are concentrated in nodes at intersections or interspersed with predominantly residential uses; and in Regional Centers such as Downtown, Century City, and Warner Center, commercial uses are concentrated vertically.

Thoughtful design components reinforce the positive identity of a community's commercial core and contribute to neighborhood character. The following design guidelines are intended to address some of the most common, overarching challenges in planning commercial developments, within our diverse communities. The prime areas of opportunity for attaining high quality design in commercial projects include: enhancing the quality of the pedestrian experience along commercial corridors; nurturing an overall active street presence; protecting and conserving the neighborhood architectural character; establishing height and massing transitions between residential and commercial uses; maintaining visual and spatial relationships with adjacent buildings; and optimizing opportunities for high quality infill development that strengthens the visual and functional quality of the commercial environment within the context of our neighborhoods. More specific design regulations relating to individual communities can be found in each of the 35 Community Plans.

OBJECTIVE 1:

Consider Neighborhood Context and Linkages In Building and Site Design

Site Planning

- 1 Create a strong street wall by locating building frontages at the required setback or, where no setback requirement exists, at the front property line. Where additional setback is necessary or a prevailing setback exists, activate the area with a courtyard or "outdoor room" adjacent to the street by incorporating pedestrian amenities such as plazas with seating or water features, for example.
- 2 Provide direct paths of travel for pedestrian destinations within large developments. Especially near transit lines, create primary entrances for pedestrians that are safe, easily accessible, and a short distance from transit stops.

RECOMMENDED



New ground floor storefront is built to the property line, defining the street edge

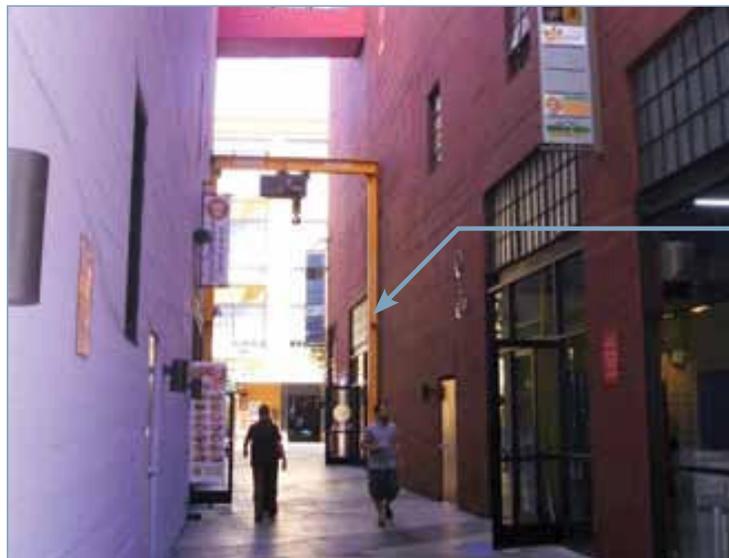


Transit-oriented development with direct pedestrian path from subway entrance to street and shops

Site Planning (cont.)

- 3 Maintain existing alleys for access. Avoid vacating alleys or streets to address project-specific design challenges.
- 4 In dense neighborhoods, incorporate passageways or paseos into mid-block developments, particularly on through blocks, that facilitate pedestrian and bicycle access to commercial amenities from adjacent residential areas. Maintain easy access to commercial areas from adjacent residential neighborhoods to avoid unnecessary or circuitous travel.

RECOMMENDED



✓
Alleyway with active businesses and pedestrian access

NOT RECOMMENDED



⚠
Missed opportunity to activate alleyway

Objective 1: Consider Neighborhood Context and Linkages in Building and Site Design

- 5 Activate mid-block passageways, pedestrian walkways, or paseos using water features, pedestrian-level lighting, murals or artwork, benches, landscaping, or special paving so that they are safe and visually interesting spaces.
- 6 Place buildings around a central common open space to promote safety and the use of shared outdoor areas. In mid- and high-rise buildings, podiums between buildings and rooftop areas can be used as common areas.
- 7 Place public use areas such as restaurant seating, reception and waiting areas, lobbies, and retail, along street-facing walls where they are visible to passersby.

RECOMMENDED



✓
Public use area along street frontage and visible to passersby

✓
Central common space or "outdoor room" to gather in a shared outdoor area



✓
Landscaping promotes a pleasant pedestrian experience



✓
Specially paved mid-block passageway for easy access

Site Planning (cont.)

- 8 Place drive-thru elements away from primary site corners and adjacent primary streets.
- 9 At gas stations, car washes, and drive thru establishments, ensure that separate structures on the site have consistent architectural detail and design elements to provide a cohesive project site.

DRAFT

RECOMMENDED



✓ Drive-thru is located to the side of the building, maintaining a strong street wall at the site corner

NOT RECOMMENDED



! Drive-thru located at a corner creates a missed opportunity to draw pedestrians

Objective 1: Consider Neighborhood Context and Linkages in Building and Site Design

- 10 Install bicycle racks and lockers, especially in multi-tenant commercial or mixed use buildings located on Major or Secondary highways where bike routes are existing or planned. Ensure bicycle racks are placed in a safe, convenient, and well-lit location to encourage alternative modes of transport for employees and consumers with small purchases.

RECOMMENDED



✓
Bicycle racks located nearby public transit and commercial businesses



Building Orientation

- 11 Orient the long side of large-format retail establishments to be parallel to the public street to physically define the street edge. Large format retail with multiple tenants should provide distinct entrances and storefronts to improve site design flexibility for future retail uses at the same location.

DRAFT

RECOMMENDED



Commercial building wraps corner and engages pedestrians

NOT RECOMMENDED



Development turns its back on public street

Objective 1: Consider Neighborhood Context and Linkages in Building and Site Design

Entrances

- 1 Provide a logical sequence of entry and arrival as part of the site's design. Special entry treatments such as stamped or colored concrete and special planting and signage can be used to enhance entries and guide pedestrians.
- 2 Entries should be designed according to simple and harmonious proportions in relationship to the overall size and scale of the building. Ensure that pedestrian entries are properly sized to provide shelter year-round.
- 3 Ensure that the main entrance and entry approach can accommodate persons of all mobility levels.

RECOMMENDED



NOT RECOMMENDED



Entrances (cont.)

- 4 Promote pedestrian activity by placing entrances at grade level and unobstructed from view from the public right-of-way. Avoid sunken entryways below street level. Where stairs are located near the main entrance, highly visible and attractive stairs should be placed in a common area such as an atrium or lobby and integrated with the predominant architectural design elements of the main building.
- 5 Ground floor retail establishments in mixed use residential projects should maintain at least one street-facing entrance with doors unlocked during regular business hours to maintain an active street presence.

RECOMMENDED



NOT RECOMMENDED



Objective 1: Consider Neighborhood Context and Linkages in Building and Site Design

- 6 Ensure that commercial ground floor uses provide clear and unobstructed windows, free of reflective coatings and exterior mounted gates and security grills. Ensure that landscaping does not create a barrier between pedestrians and the building frontage, nor views into buildings at the ground floor.
- 7 Install electronic security to avoid the need for unsightly security grills and bars. If such security measures are necessary, ensure that security grills and bars recess completely into pockets at the side or top of storefronts so as to conceal the grills when they are retracted.

RECOMMENDED



✓ Bicycle racks conveniently located near building entrance



✓ Using windows as a character defining feature

✓ Street-facing entrance on ground floor

NOT RECOMMENDED



! Security grills are hostile towards passersby and obscure views



! Missed opportunity to create an active street-facing entrance

Relationship to Adjacent Buildings

- 1 Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding neighborhood. In older neighborhoods, new developments should likewise respect the character of existing buildings with regards to height, scale, style, and architectural materials.
- 2 Soften transitions between commercial districts and immediately surrounding residential neighborhoods with respect to building height, massing, and negative impacts of light and noise. Plant trees, shrubs, or vines to grow between property lines.
- 3 Where commercial or multi-family projects are adjacent to single-family zones, provide a sensitive transition by maintaining a height compatible with adjacent residential buildings. Mitigate negative shade/shadow and privacy impacts by stepping back upper floors and avoiding direct views into neighboring single-family yards.

RECOMMENDED



✓ Tall hedge between single-family residential and commercial use serves as a privacy screen



✓ Alleyway provides additional transitional element between different land uses

NOT RECOMMENDED



⚠ High-rise office building adjacent to multifamily housing lacks transitional height and creates negative shade/shadow impacts



⚠ Poor height transition between commercial and single-family residential properties

Objective 1: Consider Neighborhood Context and Linkages in Building and Site Design

- 4 In pedestrian-oriented commercial areas with predominantly smaller storefronts (especially when a project is built over two or more lots), apply vertical breaks and pedestrian-scaled storefront bays to prevent monolithic "box-like" buildings and maintain a storefront rhythm consistent with surrounding buildings.
- 5 Break up the floor space in large retail developments to add variety, interest, and built-in flexibility to accommodate future uses of differing scales.

RECOMMENDED



✓ Ground floor commercial businesses are differentiated using vertical breaks, and changes in building color and materials, while maintaining an overall design theme.

NOT RECOMMENDED



! Ground floor bays should relate to pedestrians with respect to height, width, and overall proportions.

OBJECTIVE 2:

Employ High Quality Architecture to Define the Character of Commercial Districts

Pedestrian Scale

- 1 Maintain a human scale rather than a monolithic or monumental scale. High-rise buildings in particular should take care to address pedestrian scale at the ground floor.
- 2 At entrances and windows, include overhead architectural features such as awnings, canopies, trellises, or cornice treatments that provide shade and reduce daytime heat gain, especially on south-facing facades.
- 3 Differentiate the ground floor from upper floors. Changes in massing and architectural relief add visual interest and help to diminish the perceived height of buildings.

RECOMMENDED



✓ Ground floor retail provides pedestrian scale

✓ Differentiate ground floors from upper floors through architectural features

NOT RECOMMENDED



⚠ Ground floor height dwarfs pedestrian scale

⚠ Poorly defined hierarchy of building uses

Objective 2: Employ High-Quality Architecture to Define the Character of Commercial Districts

Building Façade and Form

- 1 Vary and articulate the building façade to add scale and avoid large monotonous walls.
- 2 Architectural elements such as entries, porticoes, cornices, and awnings should be compatible in scale with the building massing and should not be exaggerated or made to appear as a caricature of an historic architectural style.
- 3 Layer building architectural features to emphasize certain features of the building such as entries, corners, and the organization of retail or office spaces.
- 4 Incorporate and alternate different textures, colors, materials, and distinctive architectural treatments that add visual interest while avoiding dull and repetitive façades.

RECOMMENDED



✓ Strong corner treatment establishes visual prominence



✓ Building facade can be articulated by breaking up a single wall into multiple wall planes

NOT RECOMMENDED



Exaggerated features do not connote a unified architectural style

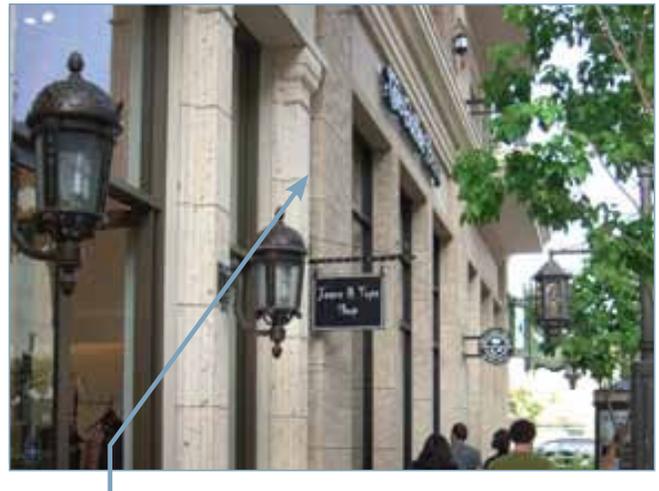
Building Façade & Form *(cont.)*

- 5 Incorporate windows and doors with well designed trims and details as character-defining features to reflect an architectural style or theme consistent with other façade elements.
- 6 Treat all façades of the building with an equal level of detail, articulation, and architectural rigor.
- 7 Integrate varied roof lines through the use of sloping roofs, modulated building heights, setbacks, or innovative architectural solutions.
- 8 Reinforce existing facade rhythm along the street where it exists by using architectural elements such as trim, material changes, paved walkways, and other design treatments consistent with surrounding buildings.

RECOMMENDED



✓ Architectural elements used to define characteristic features of the building and existing streetscape



✓ Strong facade rhythm reinforced by defining architectural features of the building

NOT RECOMMENDED



Façade rhythm along street not reinforced

Objective 2: Employ High-Quality Architecture to Define the Character of Commercial Districts

- 9 In mixed use projects, orient windows in street-facing units toward public streets, rather than inward, to contribute to neighborhood safety and provide design interest.
- 10 In mixed use buildings, ensure that balconies are sized and located to maximize their intended use for open space. Avoid "tacked on" balconies with limited purpose or function.

DRAFT

RECOMMENDED



✓
Functional balconies with street-oriented doors and windows

Building Materials

- 1 Approach character-defining details in a manner that is true to a style of architecture or common theme.
- 2 Apply trim, metal- and woodwork, lighting, and other details in a harmonious manner, consistent with the proportions and scale of the building(s).
- 3 Select building materials, such as architectural details and finishes that convey a sense of permanence. Quality materials should be used to withstand the test of time regardless of architectural style.
- 4 Apply changes in material purposefully and in a manner corresponding to variations in building mass.

RECOMMENDED



- ✓ Cohesive style and appropriate building materials convey a sense of permanence
- ✓ Application of details is to scale and remains true to the architectural style of the building

NOT RECOMMENDED



- ! Lack of architectural style and sense of permanence in building design and materials

Objective 2: Employ High-Quality Architecture to Define the Character of Commercial Districts

- 5 Use white or reflective paint on rooftops and light paving materials to reflect heat away from buildings and reduce the need for mechanical cooling.
- 6 Use exterior surface materials that will reduce the incidence and appearance of graffiti.
- 7 Fences should incorporate changes in materials, texture, and/or landscaping to avoid solid, uninterrupted walls. Fences should avoid materials such as chain link, wrought iron spears, and cyclone.

RECOMMENDED



✓
Climbing vegetation used to create texture and visual interest while discouraging vandalism

NOT RECOMMENDED



! Materials such as wrought iron spears and cyclone should be avoided



! Avoid large blank walls which are more susceptible to graffiti

Building Materials (cont.)

- 8 Utilize landscaping to add texture and visual interest at the street level. Where limited space is available between the building and the public right-of-way, incorporate climbing vegetation as a screening method.

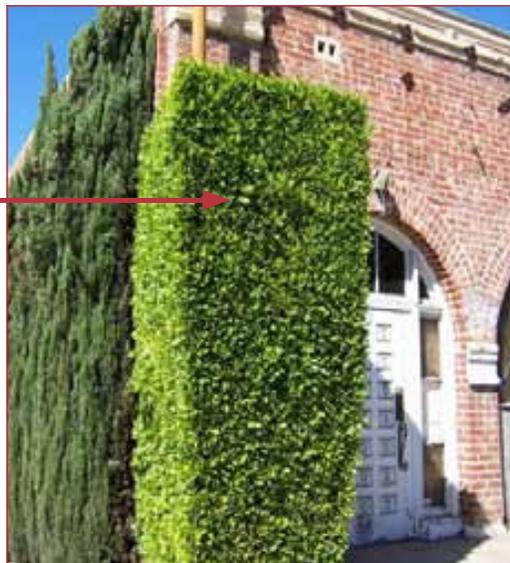
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RECOMMENDED



✓
Vegetation and pop out columns provide visual interest on an otherwise solid wall

NOT RECOMMENDED



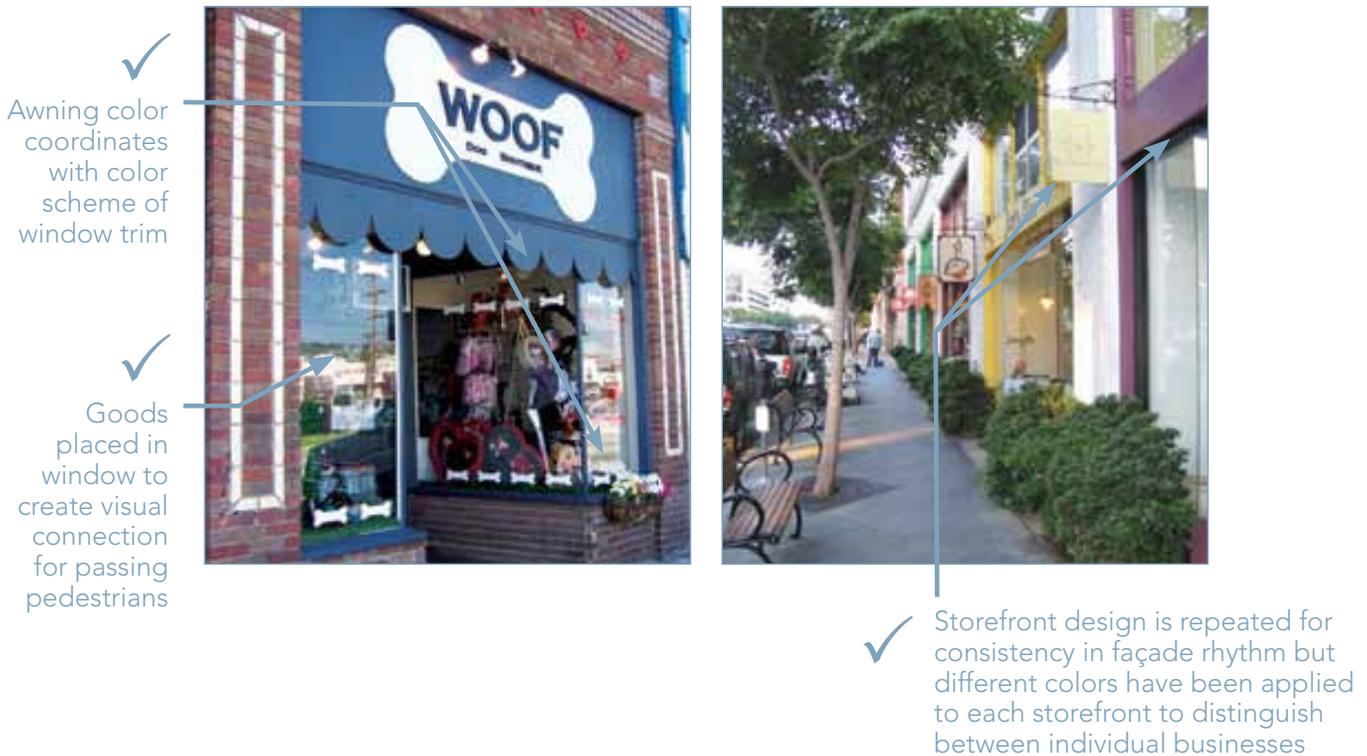
! Bulky landscaping can create an unnecessary barrier between pedestrians and the building

Objective 2: Employ High-Quality Architecture to Define the Character of Commercial Districts

Storefront Character

- 1 In multi-tenant buildings, ensure that storefronts convey an individual expression of each tenant's identity while adhering to a common architectural theme and rhythm.
- 2 Design storefronts with a focus on window design to create a visual connection between the interior and exterior.
- 3 Incorporate traditional storefront elements in new and contemporary commercial buildings by including a solid base for storefront windows. Use high quality durable materials such as smooth stucco or concrete, ceramic tile, or stone for the window base.
- 4 Provide shelter from the sun and rain for pedestrians along the public right-of-way where the buildings meet the street. Extend overhead cover across driveways or provide architecturally integrated awnings, arcades, and canopies.

RECOMMENDED



NOT RECOMMENDED



Storefront Character (cont.)

- 5 Align awnings with others on the block, particularly the bottom edge of the awning. Coordinate the awning color with the color scheme of the entire building front.
- 6 Ensure that store entrances are recessed, not flush, with the edge of the building façade to articulate the façade and provide shelter for persons entering and exiting.

RECOMMENDED



NOT RECOMMENDED





Special Design Considerations for Historic Properties

Ensure that any additions, alterations, or improvements to buildings designated as Historic Resources or otherwise identified as eligible Historic Resources as part of Survey LA, comply with the U.S. Department of the Interior's Standards for the Treatment of Historic Properties. Guidelines for preserving, rehabilitating, and restoring historic buildings can be found online at: http://www.nps.gov/history/hps/tps/standguide/overview/choose_treat.htm

Repair deteriorated materials or features in place, if feasible.

Preserve, repair, and replace, as appropriate, building elements and features that are important in defining historic character. Retain the original building continuity, rhythm and form created by these features. Consult historic documentation and photographs of the building before commencing work.

- Original building materials and details should not be covered with stucco, vinyl siding, stone, veneers, or other materials.
- Materials, which were originally unpainted, such as masonry, should remain unpainted.
- Avoid hiding character defining features behind displays, signage, and/or building alterations and additions. Remove non-historic additions to expose and restore the original design elements.
- The materials and design of historic windows and doors should be preserved.

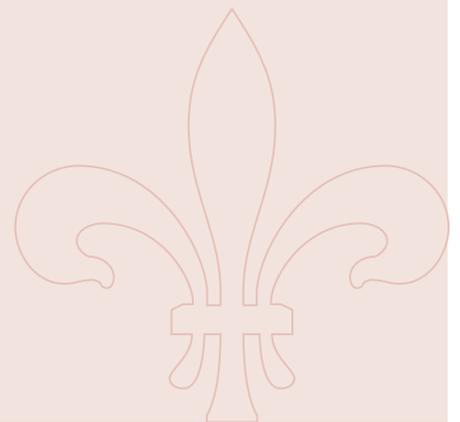


Repair deteriorated materials or features in place, if feasible.

When it is infeasible to retain materials or features, replacement should be made with in-kind materials or with substitute materials that convey the same form, design, and overall visual appearance as the original.

Design building additions on historic buildings to be compatible with the massing, size, scale, and architectural features of an historic structure or site, while clearly reflecting the modern origin of the addition.

- Additions should be subordinate in massing to the main structure and located toward the rear, away from the primary façade.
- Within historic districts or eligible historic districts, new infill structures should harmonize in style, scale, and massing with the surrounding historic structures.
- New window and door openings should be located on a secondary façade. The arrangement, size, and proportions of historic openings should be maintained; avoid filling in historic openings, especially on primary facades.



OBJECTIVE 3:

Augment the Streetscape Environment with Pedestrian Amenities

Sidewalks

- 1 Where a sidewalk does not currently exist, establish a new predominantly straight sidewalk along the length of the public street frontage. Create continuous and predominantly straight sidewalks and linear open space. Reconstruct abandoned driveways as sidewalks.
- 2 On Major and Secondary Highways, provide a comfortable sidewalk and parkway; generally 10-15 feet in width to accommodate pedestrian flow and activity, but is not wider than necessary. Sidewalks and parkway widths on Local and Collector streets may be narrower, but generally not less than nine feet wide.
- 3 Plant parkways separating the curb from the sidewalk with ground cover, low-growing vegetation or permeable materials that accommodate both pedestrian movement and car doors. Brick work, pavers, gravel, and wood chips are examples of suitable permeable materials.
- 4 Create a buffer zone between pedestrians, moving vehicles, and other transit modes by the use of landscaping and street furniture. Examples include street trees, benches, newspaper racks, pedestrian information kiosks, bicycle racks, bus shelters, and pedestrian lighting.

RECOMMENDED



New wide sidewalk with attractive plants and street furniture buffering pedestrians from cars

NOT RECOMMENDED



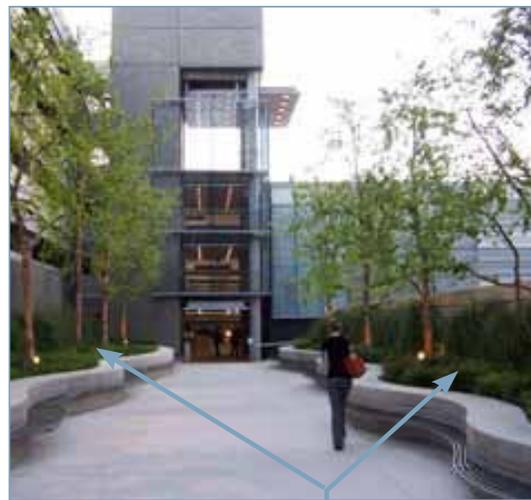
Narrow sidewalk with no buffer zone between pedestrians and transit

- 5 Plant street trees at the minimum spacing permitted by the Division of Urban Forestry, typically one tree for every 20 feet of street frontage, to create a consistent rhythm. Broadleaf evergreen and deciduous trees should be used to maintain a continuous tree canopy. Shade producing street trees may be interspersed with an occasional non-shade tree.
- 6 In high pedestrian use areas, install tree guards to protect tree trunks from damage.
- 7 Ensure that new developments adjacent to transit stops invest in pedestrian amenities such as trash receptacles and sheltered benches or seating areas for pedestrians that do not intrude into the accessible route.
- 8 Provide path lighting on sidewalks to encourage and extend safe pedestrian activities into the evening.

RECOMMENDED



- ✓ Continuous tree canopy
- ✓ Consistent rhythm of tree planting



- ✓ Ornamental light highlighting pedestrian path



- ✓ Install tree guards to protect tree trunks

Crosswalks/Street Crossings for Large-Scale Developments

- 1 Incorporate features such as white markings, signage, and lighting so that pedestrian crossings are visible to moving vehicles during the day and at night.
- 2 Improve visibility for pedestrians in crosswalks by installing curb extensions/bump outs.
- 3 Emphasize pedestrian safety and comfort at crosswalks with devices such as pedestrian crossing signals, visible and accessible push buttons for pedestrian actuated signals, and dual sidewalk ramps that are directed to each crosswalk.
- 4 On wide streets, employ devices that decrease the crossing distance for pedestrians. Examples include a mid-street crossing island, an area of refuge between a right-turn lane and through lane, a curb extension/bump out, or a minimal curb radius.

RECOMMENDED



✓ Pedestrian crossing and curb extension



✓ White markings increase pedestrian visibility



✓ Landscaped pedestrian crossing island and noticeable white markings



✓ Create shortest possible crossing distance by providing diagonal crossing

On-Street Parking

- 1 Locate curb cuts in a manner that does not reduce on-street parking.
- 2 Provide angled or parallel on-street parking to maximize the safety of bicyclists and other vehicular traffic.

RECOMMENDED



✓
Angled parking

NOT RECOMMENDED



⚠
Unused curb cut in front of business could be used for on-street parking if replaced

OBJECTIVE 4:

Minimize the Appearance of Driveways and Parking Areas

Off-Street Parking and Driveways

- 1 Place on-site parking to the side or rear of buildings so that parking does not dominate the streetscape.
- 2 Maintain continuity of the sidewalk by minimizing the number of curb cuts for driveways and utilizing alleys for access and egress. Where alleys do not exist, concentrate curb cuts at side streets or mid-block.
- 3 Where alternatives to surface parking are not feasible, locate parking lots at the interior of the block, rather than at corner locations. Reserve corner locations for buildings.
- 4 Where the parking lot abuts a public sidewalk, provide a visual screen or landscaped buffer between the sidewalk and the parking lot.

NOT RECOMMENDED



Large swath of parking dominates streetscape



No visual screen provided to separate parking lot from sidewalk

Off-Street Parking and Driveways (cont.)

- 5 When driveway placement on a front façade cannot be avoided, locate the driveway at the edge of the parcel rather than in the center. Ensure that the street-facing driveway width is minimized to 20 feet or less.
- 6 Wrap parking structures with active uses such as retail spaces or housing units on the ground floor.
- 7 Blend parking structure facades with nearby buildings by incorporating architectural treatments such as arches or other architectural openings and varied building materials, decorative screening, climbing vines, or green walls to provide visual interest.

RECOMMENDED



- ✓ Upper level parking structure
- ✓ Office/Retail space on ground floor



- ✓ Climbing vines and landscaping soften an otherwise plain structure

NOT RECOMMENDED



Parking structure lacks architectural treatment and landscaping, creating a harsh environment for pedestrians



Unnecessarily wide mid-block driveway

Objective 4: Minimize the Appearance of Driveways and Parking Areas

- 8 Mitigate the impact of parking visible to the street with the use of planting and landscaped walls tall enough to screen headlights.
- 9 Illuminate all parking areas and pedestrian walkways to improve safety. Avoid unintended spillover impacts onto adjacent properties.
- 10 Use architectural features, such as decorative gates and fences, in combination with landscaping to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk or building wall.

RECOMMENDED



✓ Landscape wall provided to screen headlights



✓ Parking area adequately screened by landscaping

NOT RECOMMENDED



Poor interface between pedestrian and parking. Lack of landscape buffer between parking spaces and sidewalk

OBJECTIVE 5:

Include Open Space to Create Opportunities for Public Gathering

On-Site Landscaping

- 1 Retain mature and healthy vegetation and trees when developing a site, especially native species.
- 2 Design landscaping to be architecturally integrated with the building and suitable to the functions of the space while selecting plant materials that complement the architectural style, uses, and form of the building.
- 3 Design open areas to maintain a balance of landscaping and paved area.

RECOMMENDED



✓ Balanced ratio of landscaping to paved areas

NOT RECOMMENDED



Objective 5: Include Open Space to Create Opportunities for Public Gathering

- 4 Select drought tolerant, native landscaping to limit irrigation needs and conserve water. Mediterranean and local, climate-friendly plants may be used alongside native species.
- 5 Facilitate sustainable water use by using automated watering systems and drip irrigation to irrigate landscaped areas.
- 6 Facilitate stormwater capture, retention, and infiltration, and prevent runoff by using permeable or porous paving materials in lieu of concrete or asphalt. Collect, store, and reuse stormwater for landscape irrigation.

RECOMMENDED



✓
Utilize drought tolerant plants that require minimal irrigation

On-Site Landscaping (cont.)

- 7 Provide canopy trees in planting areas in addition to street trees for shade and energy efficiency, especially on south and southwest facing façades.
- 8 Use landscape features to screen any portion of a parking level or podium that is above grade. Trees, shrubbery, planter boxes, climbing plants, vines, green walls, or berms can be used to soften views from the public right-of-way.

RECOMMENDED



✓
A variety of shade trees are used on the South facade for passive cooling



✓
Trees used for privacy and screening

Objective 5: Include Open Space to Create Opportunities for Public Gathering

Open Space and Plazas

- 1 Incorporate shaded open space such as plazas, courtyards, pocket parks, and terraces in large scale commercial buildings. Design open areas to be easily accessible and comfortable for a substantial part of the year.
- 2 Orient open spaces to the sun and views. Create a sense of enclosure while maintaining safety, so that open spaces and plazas feel like outdoor rooms.
- 3 Connect open spaces to other activity areas where people gather to sit, eat, or watch other people.

RECOMMENDED



- ✓ Courtyard designed for accessibility and comfort, connecting passive areas such as the landscaped water features to active areas such as outdoor eating establishments



- ✓ Pocket park connects open space to areas where people sit, eat or watch other people

Open Space and Plazas (cont.)

- 4 Locate sidewalk restaurants or outdoor dining areas on or adjacent to open spaces and pedestrian routes. Connect shops or office entrances directly to places where people gather or walk.
- 5 Landscape all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities. Landscaping may include any practicable combination of shrubs, trees, ground cover, minimal lawns, planter boxes, flowers, or fountains that reduce dust and other pollutants and promote outdoor activities, especially for children and seniors.

RECOMMENDED



✓ Landscape available open areas

✓ Shops and outdoor dining areas adjacent to pedestrian flow



OBJECTIVE 6:

Improve the Streetscape by Reducing Visual Clutter

Building Signage Placement

- 1 In general, a maximum of one business identification wall sign should be installed per business frontage on a public street. Rarely should more than one business identification wall sign be utilized per storefront.
- 2 Locate signs where architectural features or details suggest a location, size, or shape for the sign. Place signs so they do not dominate or obscure the architectural elements of the building or window areas.
- 3 Include signage at a height and of a size that is visible to pedestrians and facilitates access to the building entrance.
- 4 In commercial and mixed-use buildings with multiple tenants, develop a coordinated sign program establishing uniform sign requirements that identify appropriate sign size, placement, and materials.

RECOMMENDED



✓
Sign location and size is suggested by architectural features of the building

NOT RECOMMENDED



! Redundant Signage



! Competition of colors for text and background

! Oversized sign obscures building architecture and window area

Building Signage Materials

- 1 At large retail developments, provide maps and signs in public spaces showing connections, destinations, and locations of public facilities such as nearby transit stops
- 2 Limit the total number of colors used in any one sign. Small accents of several colors make a sign unique and attractive, but competition of many different colors reduces readability.
- 3 Limit text on signs to convey the business name or logo. Eliminate words that do not contribute to the basic message of the sign.
- 4 Select sign materials that are durable and compatible with the design of the façade on which they are placed.
- 5 Illuminate signs only to the minimum level required for nighttime readability.

RECOMMENDED



✓ Quality sign materials



✓ Minimum level lighting to illuminate sign only



✓ Acceptable internally-illuminated signage

NOT RECOMMENDED



Haphazard sign placement

Lighting and Security

- 1 Use ornamental lighting to highlight pedestrian paths and entrances while providing security by including "after-hours" lighting for storefronts. This will also contribute to providing for a comfortable nighttime strolling experience.
- 2 Install lighting fixtures to accent and complement architectural details. Shielded wall sconces and angled uplighting can be used at night to establish a façade pattern and animate a building's architectural features.
- 3 Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage onto adjacent properties.

RECOMMENDED



✓
Ornamental lighting provides for a comfortable and safe nighttime pedestrian experience



✓
Lighting is subtle and contributes to building features

Utilities

- 1 Place utilities in landscaped areas and out of the line-of-sight from crosswalks or sidewalks. Utilities such as power lines, transformers, and wireless facilities should be placed underground or on rooftops when appropriately screened by a parapet; otherwise, any mechanical or electrical equipment should be buffered by planting materials in a manner that contributes to the quality of the existing landscaping on the property and the public streetscape.
- 2 Screen views of rooftop equipment such as air conditioning units, mechanical equipment, and vents from view from the public right-of-way.

RECOMMENDED



✓
Rooftop equipment
screened by parapet

NOT RECOMMENDED



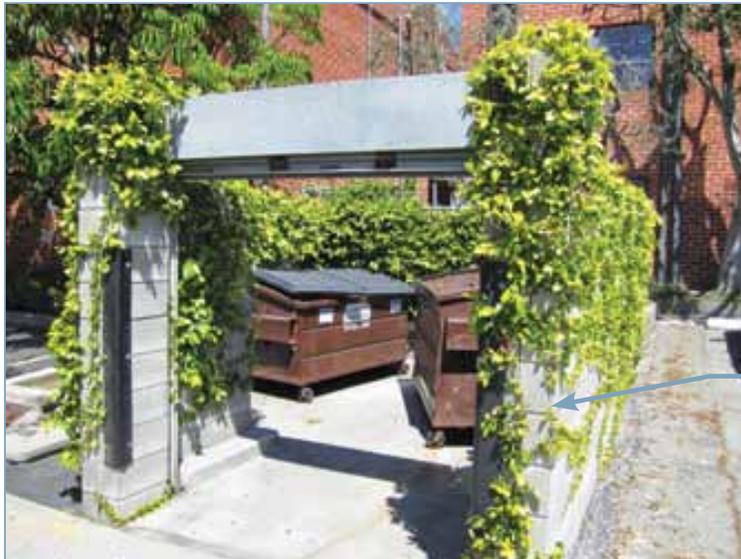
⚠ Electrical/utility boxes located in plain view from public streets and sidewalks

Objective 6: Improve the Streetscape by Reducing Visual Clutter

- 3 Hide trash enclosures within parking garages so that they are not visible to passersby. Screen outdoor stand alone trash enclosures using walls consistent with the architectural character of the main building, and locate them so that they are out of the line-of-sight from crosswalks or sidewalks.

DRAFT

RECOMMENDED



✓
Trash enclosure incorporating architectural features consistent with main building and landscaping

NOT RECOMMENDED



! Unscrened stand-alone trash enclosure



! Exposed rooftop equipment visible from street level

GLOSSARY

After-hours Lighting - Pedestrian lighting, intended to create safe, well-lit pedestrian areas in the evening and at night

Bay Window - A window or series of windows, forming a bay in a room and projecting outward from the wall

By-right - Projects which meet all LAMC zoning regulations and require review only by the Department of Building and Safety

Clerestory Window - An outside wall of a room or building that rises above an adjoining roof and contains windows

Berm - A bank of earth placed against one or more exterior walls of a building as protection against extremes in temperature

Building Frontage - The maximum length of a line or lines formed by connecting the points representing projections of the exterior building walls onto a public street or onto a courtyard that is directly accessible by pedestrians from a public street, whichever distance is greater

Corner Lot - A lot located at the intersection of at least two streets designated on the transportation element of the General Plan as a major, secondary, or other highway classification or collector street; At least one of the streets at the intersection must be a designated highway

Cornice - A continuous, molded projection that crowns a wall or other construction, or divides it horizontally for compositional purposes

Cornice Treatment - The design or style used to create a cornice, such as bracketed eaves, boxed eaves, exposed eaves, decorative bands, or a classical cornice

Curb Cuts - A ramp leading smoothly down from a sidewalk to a street, rather than abruptly ending with a curb and dropping roughly 4–6 inches; Curb cuts placed at street intersections allow someone in a wheelchair to move onto or off a sidewalk without difficulty; Pedestrians using a walker, pushing a stroller or walking next to a bicycle also benefits from a curb cut; In the United States, the Americans with Disabilities Act of 1990 (ADA) requires that curb cuts be present on all sidewalks; A wider curb cut is also useful for motor vehicles to enter a driveway or parking lot, on the other side of a sidewalk; Smaller curb cuts, approximately a foot in width, can be utilized in parking areas or sidewalks to allow for a drainage path of water runoff to flow into an area where it may infiltrate such as grass or a garden

Curb Extension (also called Bump-out) - A traffic calming measure, intended to slow the speed of traffic and increase driver awareness, particularly in built-up and residential neighborhoods; They also allow pedestrians and vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility; A curb extension comprises an angled narrowing of the roadway and a widening of the sidewalk; This is often accompanied by an area of enhanced restrictions (such as a "no stopping" or "no parking zone") and the appropriate visual enforcement

Curb Radius - A term used by highway engineers, used to describe the sharpness of a corner. A large curb radius enables vehicles to go around corners faster; A small curb radius slows down turning vehicles; A large curb radius also increases the distance a pedestrian must walk to cross the street

Dark-sky Compliant - Shielded lighting fixtures which protect adjoining properties from lighting spillover and glare.

Dormer - A projecting structure built out from a sloping roof, usually housing a vertical window or ventilating louver

Egress - A place or means of going out

Findings - The reasoning or justification for a discretionary planning decision, as prescribed by the Los Angeles Municipal Code

Fixture - The assembly for an electrical light that holds the lamp and may include an assembly housing, a mounting bracket or pole socket, lamp holder, ballast, a reflector or mirror and a refractor or lens

Gable - The triangular portion of wall, enclosing the end of a pitched roof from cornice or eaves, to ridge

Grade/ Grading - The ground elevation at any specific point on a construction site, usually where the ground meets the foundation of a building.

Ground Floor - The lowest story within a building which is accessible from the street, the floor level of which is within three feet above or below curb level

Lot Coverage - That portion of a lot which, when viewed from above, is covered by a building

Mid-street Crossing Island/ Mid- block Crossing - A painted crosswalk, sometimes used in conjunction with a protected pedestrian island or bump- out, which provides opportunities to cross the street in the center of the block, as an alternative to doing so only street intersections

Mixed-use Project - A project which combines one or more commercial uses and multiple dwelling units in a single building or development.

Ornamental Lighting - Architectural lighting fixtures, which primarily serve a decorative purpose, instead of a functional purpose, such as highlighting landscaping features and/ or architectural elements at night

Portico - A porch having a roof supported by columns, often leading to the entrance of a building

Paseo or Pedestrian Walkway - A walkway that is typically open to the sky and that provides pedestrian passage between structures, or through landscaping, or parking lots, which is distinguished by ground surface treatments that provide for pedestrian safety and ease of movement

Pedestrian Amenities - Outdoor sidewalk faces, public plazas, retail courtyards, water features, kiosks, paseos, arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located on the Ground Floor, and that are accessible to and available for use by the public

Pedestrian Lighting - Freestanding lighting fixtures not exceeding a height of thirty- six (36 inches from ground grade level

Pergola - A structure of parallel colonnades supporting an open roof of beams and crossing rafters or trelliswork, over which climbing plants are trained to grow

Back-in/ Reverse-angle Parking - Parking cars so that they are arranged at an angle to the aisle (an acute angle with the direction of approach); The gentler turn allows easier and quicker parking, narrower aisles, and thus higher density than perpendicular parking; Most angled parking is design in a head-in configuration while a few cities have some back-in angled parking (typically on hills or low traffic volume streets); Angle parking is considered dangerous by cycling organizations, especially in the head-in configuration, but unwelcome in either form; When compared to parallel parking:

- There is a significant risk to cyclists from vehicles reversing out, as approaching bicycles are in the blind spot of the reversing and turning vehicles.
- Longer vehicles project further into the road; this can inconvenience/endanger other road users,
- The "surplus" road space which enables angle parking could also be used for bicycle lanes.

Run-off - The portion of precipitation on land that ultimately reaches streams often with dissolved or suspended material

Setback - A placing of a face of a building on a line some horizontal distance from the building line or of the wall below; The distance of a structure or other feature from the property line or other feature

Glossary *(cont.)*

Step-back - A variation in roof height, such that the height of the building decreases as it approaches adjacent lower scale buildings

Stock Cooperative - The same as defined by Section 11003.2 of the California Business and Professions Code.

Stormwater - Describes water that originates during precipitation events

Street Frontage - See Building Frontage

Subdivision - The same as defined in Section 66424 of the Government Code; Subdivision includes a stock cooperative project as defined in Section 12.03 of the Municipal Code; An area of real estate, composed of subdivided lots

Sunken Entryways - An entrenched path or building entrance, which creates a restricted view of one's surroundings; It is sometimes used to prevent excessive amounts of snow and/ or wind from coming into a building, and to trap heat indoors, while still allowing ventilation

Trellis - A frame supporting open latticework, used as a screen or a support for growing vines or plants

Utilities - Uses that provide the transfer or delivery of power, water, sewage, storm water runoff, information and telephone services

NOTES

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INDUSTRIAL CITYWIDE DESIGN GUIDELINES

Heavy Industrial, Limited and Light Industrial,
Hybrid Industrial & Commercial Manufacturing



DRAFT - JUNE 2011



Los Angeles
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of City Planning

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The City of Los Angeles' General Plan Framework Element and each of the City's 35 Community Plans promote architectural and design excellence in buildings, landscape, open space, and public space. They also stipulate that preservation of the City's character and scale, including its traditional urban design form, shall be emphasized in consideration of future development. To this end, the Citywide Design Guidelines have been created to carry out the common design objectives that maintain neighborhood form and character while promoting design excellence and creative infill development solutions.

The Citywide Design Guidelines serve to implement the 10 Urban Design Principles, a part of the Framework Element. These principles are a statement of the City's vision for the future of Los Angeles, providing guidance for new development and encouraging projects to complement existing urban form in order to enhance the built environment in Los Angeles. While called "urban", the Urban Design Principles reflect citywide values to be expressed in the built environment of the City, establishing a design program for the City. They are intended to embrace the variety of urban forms that exist within Los Angeles, from the most urban, concentrated centers to our suburban neighborhoods.

THE 10 PRINCIPLES OF URBAN DESIGN

- 1 Develop inviting and accessible transit areas.
- 2 Reinforce walkability, bikeability and well-being.
- 3 Nurture neighborhood character.
- 4 Bridge the past and the future.
- 5 Produce great green streets.
- 6 Generate public open space.
- 7 Stimulate sustainability and innovation in our city.
- 8 Improve equity and opportunity.
- 9 Emphasize early integration, simple processes and maintainable solutions.
- 10 Ensure connections.

The Citywide Design Guidelines supplement the Citywide Urban Design Principles. By offering more direction for proceeding with the design of a project, the Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design. It is important to remember, though, that they are performance goals, not zoning regulations or development standards and therefore do not supersede regulations in the municipal code.

The purpose of this document is to:

- Communicate, in advance, the design expectations in Residential, Commercial, and Industrial zones with the development community;
- Facilitate the fair and consistent application of design objectives;
- Protect investment in the community by encouraging consistently high-quality development;
- Encourage projects appropriate to the context of the City's climate and urban environment;
- Facilitate safe, functional, and attractive development; and
- Foster a sense of community and encourage pride of ownership.

HOW ARE THE GUIDELINES APPLIED

The Planning Department, as well as other City agencies and department staff, developers, architects, engineers, and community members will use the Guidelines in evaluating project applications along with relevant policies from the General Plan Framework and Community Plans. To achieve the stated purpose, the Guidelines will apply to all new developments and substantial building alterations that require approval by decision-making bodies and planning staff. However, all "by-right" (see *definition in glossary*) development projects are also encouraged to incorporate the Design Guidelines into their project design.

Each of the Citywide Design Guidelines should be considered in a proposed project, although not all will be appropriate in every case, as each project will require a unique approach. The Citywide Design Guidelines provide guidance or direction for applying policies contained within the General Plan Framework and the Community Plans. Incorporating these guidelines into a project's design will encourage more compatible architecture, attractive multi-family residential districts, pedestrian activity, context-sensitive design, and contribute to placemaking.

HOW TO USE THE GUIDELINES

Property owners, developers, designers, and contractors proposing new development in Los Angeles should first review the zoning of the property being developed. They should then proceed to the Citywide Design Guidelines appropriate to the project, dependant on whether it is residential, commercial or industrial.

The provisions set forth in this document identify the desired level of design quality for all development. However, flexibility is necessary and encouraged to achieve excellent design. Therefore, the use of the words "shall "and "must" have been purposely avoided within the specific guidelines. Each application for development, however, should demonstrate to what extent it incorporates these guidelines.

Applications that do not meet specific guidelines applicable to that project should provide rationale for the design and explain how the project will meet the intent of the General Plan, the Municipal Code, and these Guideline objectives. Whether the design is justified will be determined through required "Findings" in the appropriate section of the Los Angeles Municipal Code.

RELATIONSHIP BETWEEN THE GENERAL PLAN, ZONING CODE, CITYWIDE GUIDELINES, AND COMMUNITY-SPECIFIC DESIGN REQUIREMENTS

The approval process for new development is guided by the General Plan, Chapter I of the Los Angeles Municipal Code, and the Citywide Design Guidelines.

City of Los Angeles General Plan: Comprised of 35 Community plans, the General Plan is the policy document that sets the development vision of the community. It provides policy direction for land use, vehicular and bicycle circulation, open space and recreation, and infrastructure.

Los Angeles Municipal Code: Adopted ordinances that implement the General Plan by establishing land use and development requirements. The Municipal Code includes provisions for the establishment of specific plans and supplemental use districts.

Citywide Design Guidelines: Establishes best practices for designing high-quality development that meets the objectives of the General Plan. Certain items apply to site planning and others to building design and aesthetics.

Many neighborhoods in Los Angeles have adopted guidelines as part of a Community Plan Urban Design chapter, or special zoning designations such as specific plans, community design overlay districts, redevelopment plans, designated historic properties and historic districts. This document applies to all areas, but is particularly applicable to those areas within the City that do not currently have adopted design guidelines. In cases where the Citywide Design Guidelines conflict with a provision in a Community Plan Urban Design chapter or a specific plan, the community-specific requirements shall prevail.

ORGANIZATION

The guidelines are divided into three sections: Residential, Commercial, and Industrial. Within each section are a number of design principles and measures that address the different elements of site and building design and environmental sensitivity based on land use. Each section of the Citywide Design Guidelines is organized by overarching objectives (e.g., Maintaining Neighborhood Context and Linkages). Each topic includes an objective statement followed by a list of specific implementation strategies. A glossary of key terms is included on page 40 of this document.

Guidelines that promote low-impact development and sustainable practices are designated by a leaf () symbol.



industrial

heavy industrial, limited/light industrial, hybrid industrial
and commercial manufacturing

The following design guidelines are intended to address some of the most common, overarching challenges in planning industrial developments, and to serve diverse needs across the City. The prime areas of opportunity for attaining high quality design in industrial projects include: minimizing and screening unsightly nuisances; improving the safety of the pedestrian experience along industrial corridors; adequate and safe vehicular access and maneuverability; protecting and conserving the neighborhood architectural character; promoting connectivity between adjacent neighborhoods while maintaining visual and spatial relationships between adjacent buildings; establishing height and massing buffers and transitions between industrial and non-industrial uses; and strengthening the visual and functional quality of the industrial environment. More specific design regulations relating to individual communities can be found in each of the 35 Community Plans.

OBJECTIVE 1:

Consider Neighborhood Context and Compatible Design of Uses

Site Planning

- 1 Create a strong street wall by locating building frontages at the front property line or at the minimum required setback. Where additional setback is necessary, activate the area with a courtyard or "outdoor room" adjacent to the street by incorporating outdoor dining, seating or water features, for example.
- 2 Provide direct paths of travel for pedestrian destinations within large developments. Especially near transit lines, create primary entrances for pedestrians that are safe, easily accessible, and a short distance from transit stops.
- 3 Maintain existing alleys for access. Avoid vacating alleys or streets to address project-specific design challenges.

RECOMMENDED

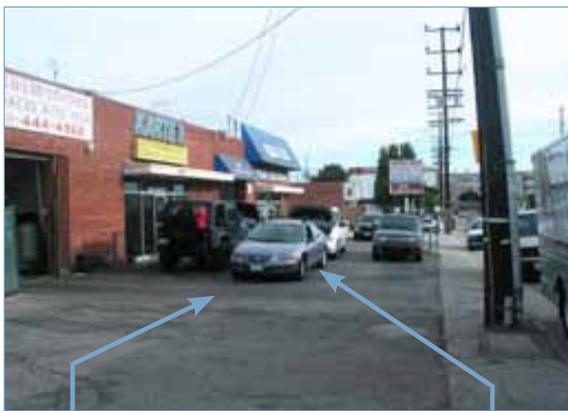


✓ Strong street edge

✓ Creative use of setback to create an "outdoor room"

✓ Outdoor eating establishment associated with industrial use

NOT RECOMMENDED



⚠ Poor use of setback; blocked path to sidewalk

⚠ Cars dominate streetscape



⚠ Blocked alley access

Site Planning (cont.)

- 4 Place buildings around a central common open space to promote safety and the use of shared outdoor areas. In mid- and high-rise buildings, podiums between buildings and rooftop decks can be used as common areas.
- 5 Provide bicycle lockers and/or racks near building entrances. Disperse bicycle parking facilities throughout larger sites and locate them in convenient and visible areas in close proximity to primary building entrances.
- 6 Provide adequate safeguards to control impacts resulting from toxic substances and release of airborne particles on adjacent residential uses.

RECOMMENDED



✓
Bike rack located in a visible area



✓
Dining area located within a landscaped common space

Building Orientation

- 1 Situate buildings on the site so they are oriented to maximize daylighting opportunities and harvest natural light within interior work spaces. Also utilize opportunities to provide operable clerestory windows to allow for ventilation and indirect lighting.
- 2 Large industrial buildings with multiple tenants should provide multiple numerous entries at multiple street frontages to improve site design flexibility and options for building location.

RECOMMENDED



Building situated to maximize daytime lighting

NOT RECOMMENDED



Blank wall is a missed opportunity to provide daylighting

Entrances

- 1 Provide a logical sequence of entry and arrival as part of the site's design. Special entry treatments such as stamped or colored concrete and special planting and signage can be used to enhance entries and guide pedestrians.
- 2 Entries should be designed according to simple and harmonious proportions in relationship to the overall size and scale of the building. Ensure that pedestrian entries are properly sized to provide shelter year-round.
- 3 Ensure that the main entrance and entry approach can accommodate persons of all mobility levels.

RECOMMENDED



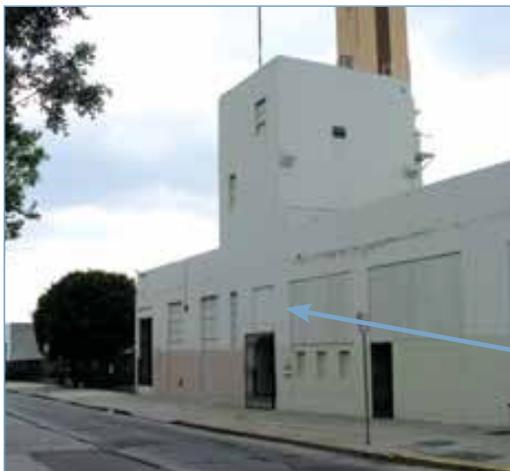
✓ Sheltered entry

✓ Logical entry progression



✓ Disability access

NOT RECOMMENDED



Lack of pedestrian shelter or special entryway treatment creates an unclear entry sequence

- 4 Promote pedestrian activity by placing entrances at grade level or slightly above, and unobstructed from view from the public right-of-way. Avoid sunken entryways below street level.

RECOMMENDED



Unobstructed and architecturally coherent entry



Visible and attractive stairs

NOT RECOMMENDED



Harsh security measures



Architecturally incoherent entry



Barred entry

Relationship to Adjacent Buildings

- 1 Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding neighborhood. In older neighborhoods, new developments should likewise respect the character of existing buildings with regards to height, scale, style, and architectural materials.
- 2 Create height and visual transitions between industrial districts and adjacent commercial and residential neighborhoods. Stepping back upper floors of industrial structures to match those of adjacent commercial or residential structures, and plant trees, shrubs, and vines to screen outdoor storage and odor or noise-generating functions of industrial uses.

DRAFT

RECOMMENDED



✓ Adequate landscaping buffer to soften transition between uses

NOT RECOMMENDED



⚠ Poor screening and transition between industrial and residential uses

OBJECTIVE 2:

Employ High Quality Architecture to Define the Character of Industrial Districts

Pedestrian Scale

- 1 Maintain a human scale rather than a monolithic or monumental scale.
- 2 At entrances and openings, include overhead architectural features, such as awnings, canopies, trellises or cornice treatments that provide shade and reduce daytime heat gain, especially on south-facing facades.
- 3 Differentiate the ground floor from upper floors. Changes in massing and architectural relief add visual interest and help to diminish the perceived height of buildings.
- 4 In non-heavy industrial areas, incorporate windows on ground floors facing pedestrian paths of travel to improve the pedestrian experience.
- 5 Utilize landscaping to add texture and visual interest at the street level. Landscaping should not create a barrier between pedestrians and the building frontage or views into buildings at the ground floor.

RECOMMENDED



Changes in architectural relief for visual interest and shade



Landscaping provides texture and human scale

NOT RECOMMENDED



Monolithic scale



Lack of architectural differentiation



Lack of landscaping

Building Façade and Form

- 1 Vary and articulate the building façade to add scale and avoid large monotonous walls.
- 2 Architectural elements such as entries, porticoes, cornices, and awnings should be compatible in scale with the building massing and should not be exaggerated or made to appear as a caricature of an historic architectural style.
- 3 Where the building mass cannot be broken up due to unique use constraints, i.e. manufacturing or warehouse space, building walls should be articulated through the use of texture, color, material changes, shadow lines, and other façade treatments.
- 4 Architecturally integrate exposed industrial systems and equipment as a design option where practical.

RECOMMENDED



Varied and articulated façade



Architectural elements in scale with building massing

NOT RECOMMENDED



Large monotonous wall and lack of building articulation



Lack of building articulation

Objective 2: Employ High Quality Architecture to Define the Character of Industrial Districts

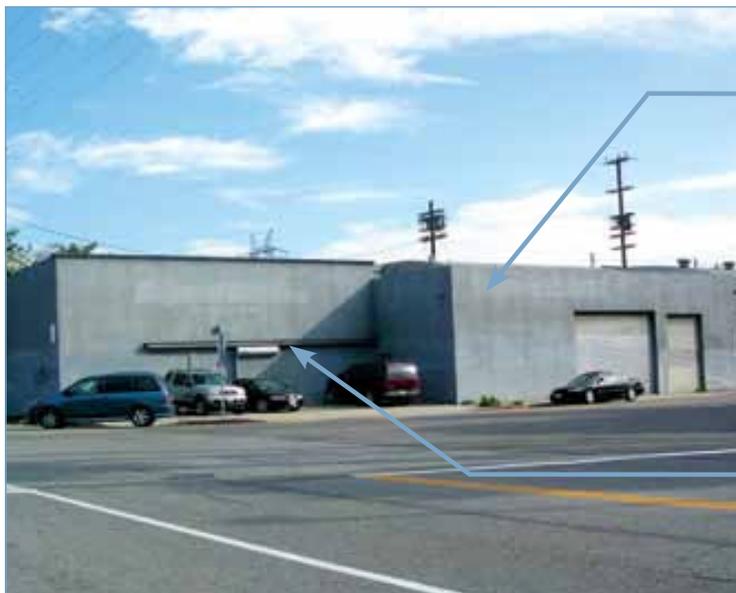
- 5 Organize massing to emphasize certain parts of the building such as entries, corners, and the organization of showroom or office spaces.
- 6 Incorporate and alternate different textures, colors, materials, and distinctive architectural treatments that add visual interest while avoiding dull and repetitive façades.
- 7 Incorporate windows and doors with well-designed trims and details as character-defining features to reflect an architectural style or theme consistent with other façade elements.
- 8 Treat all façades of the building with equal architectural rigor, level of detail, and articulation.

RECOMMENDED



- ✓ Colors provide visual interest
- ✓ Well-designed trim and details
- ✓ Ground floor windows facing street

NOT RECOMMENDED



- ! Lack of windows creates dull and monotonous façade
- ! Lack of architectural detail or treatment

Building Façade and Form (cont.)

- 9 Integrate varied roof lines through the use of sloping roofs, modulated building heights, stepbacks, or innovative architectural solutions.
- 10 Reinforce existing facade rhythm along the street where it exists by using architectural elements such as trim, material changes, bays, clerestory windows, and other design treatments consistent with surrounding buildings.

RECOMMENDED



- ✓ Varied roof lines
- ✓ Architectural rhythm
- ✓ Historic building with original building materials

NOT RECOMMENDED



- ⚠ Plain building inconsistent with adjacent historic architecture
- ⚠ Poor adaptation of original architectural features

Objective 2: Employ High Quality Architecture to Define the Character of Industrial Districts

Building Materials

- 1 Approach stylistic details in a manner that is true to a style of architecture or common theme.
- 2 Apply trim, metal and woodwork, lighting, and other details in a harmonious manner, consistent with the proportions and scale of the building(s).
- 3 Select building materials, such as trim and finishes that convey a sense of permanence. Quality materials should be used, regardless of architectural style.
- 4 Apply changes in material purposefully and in a manner corresponding to variations in building mass.
- 5 Avoid the use of highly reflective building materials and finishes that direct heat and glare onto nearby buildings.

RECOMMENDED



Material change varies sense of building mass



Harmonious detailing consistent with design style

NOT RECOMMENDED



Material change accentuates rather than reduces sense of building mass

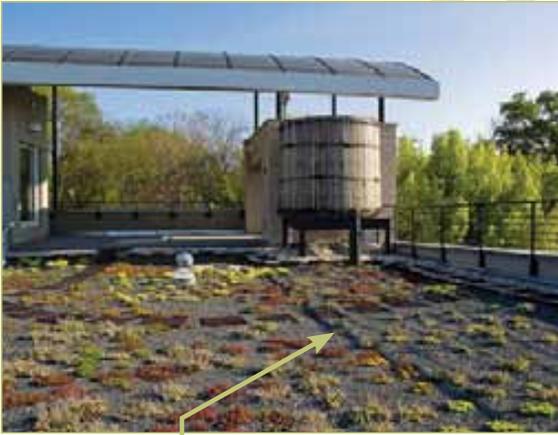


Large light wall surface will reflect glare

Building Materials (cont.)

- 6 Climbing vegetation and green walls are encouraged as a method to provide articulation and visual interest to building facades.
- 7 Use white or reflective paint on rooftops and light paving materials or “green roofs” to reflect heat away from buildings and reduce the need for mechanical cooling.
- 8 Use exterior surface materials that will reduce the incidence and appearance of graffiti.

RECOMMENDED



✓ Green roof reduces cooling costs and electricity use



✓ Use of climbing vegetation provides visual interest and reduces opportunities for vandalism

NOT RECOMMENDED



Unattended facade attracts graffiti

Walls and Fences

- 1 Long walls and fences should be broken up by landscaping, pilasters, offsets in the alignment of the wall or fence, and/or changes in material, color, or texture.
- 2 Use decorative gates and fences in combination with landscaping to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk or building wall.
- 3 Design fences and walls to provide protection and screening without the use of harsh or unwelcoming elements such as barbs or pickets.
- 4 For all uses in industrial zones, materials such as chain link or barbed wire (cyclone) fences are strongly discouraged.

RECOMMENDED



Fence and gate made from attractive materials and offset from sidewalk



Landscaping softens fence

NOT RECOMMENDED



Unscreened, sharpened pickets



Long blank wall

Walls and Fences for Heavy Industrial Uses

- 1 For large parcels located in heavy industrial areas, avoid uninterrupted walls and/or fences by providing a landscape buffer, which may be planted with shade trees, climbing vines, hedges, or similar living plant material.
- 2 Screen outdoor storage with building materials consistent with the architectural character of the main building. Avoid materials such as sheet metal and barbed wire.

RECOMMENDED



✓
Incorporating climbing vegetation and hedges breaks up the potential monotony of a long uninterrupted fence

✓
Vegetation buffers pedestrians from traffic as well as industrial use



✓
Outdoor storage area screened by a lattice fence compatible with industrial nature of neighborhood



Special Design Considerations for Historic Properties

Ensure that any additions, alterations, or improvements to buildings designated as Historic Resources or otherwise identified as eligible Historic Resources as part of Survey LA, comply with the U.S. Department of the Interior's Standards for the Treatment of Historic Properties. Guidelines for preserving, rehabilitating, and restoring historic buildings can be found online at: http://www.nps.gov/history/hps/tps/standguide/overview/choose_treat.htm

Preserve original building materials and architectural features.

Preserve, repair and replace, as appropriate, building elements and features that are important in defining historic character. Retain the original building continuity, rhythm and form created by these features. Consult historic documentation and photographs of the building before commencing work.

- Original building materials and details should not be covered with stucco, vinyl siding, stone, veneers, or other materials.
- Materials, which were originally unpainted, such as masonry, should remain unpainted.
- Avoid hiding character defining features behind displays, signage, and/or building alterations and additions. Remove non-historic additions to expose and restore the original design elements.



Repair deteriorated materials or features in place, if feasible.

When it is infeasible to retain materials or features, replacements should be made with in-kind materials or with substitute materials that convey the same form, design, and overall visual appearance as the original.

Design building additions on historic buildings to be compatible with the massing, size, scale, and architectural features of an historic structure or site, while clearly reflecting the modern origin of the addition.

- Additions should be subordinate in massing to the main structure and located toward the rear, away from the primary façade.
- Within historic districts or eligible historic districts, new infill structures should harmonize in style, scale, and massing with the surrounding historic structures.
- New window and door openings should be located on a secondary façade. The arrangement, size, and proportions of historic openings should be maintained; avoid filling in historic openings, especially on primary facade.



OBJECTIVE 3:

Create Active Pedestrian and Employee Amenities

Sidewalks

- 1 For major industrial projects where a sidewalk does not currently exist, establish a new sidewalk along the length of the public street frontage.
- 2 Create continuous and predominantly straight sidewalks and open space. Reconstruct abandoned driveways as sidewalks.

RECOMMENDED



New sidewalk along public street frontage

NOT RECOMMENDED



Sidewalk blocked

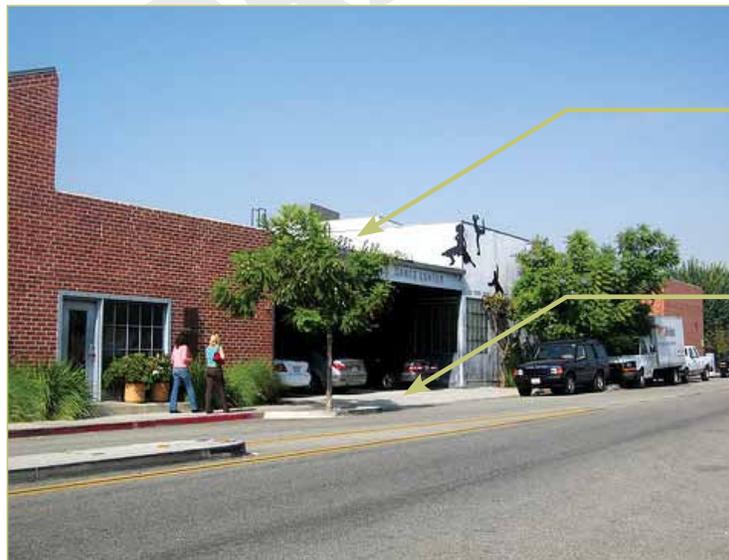


Poor separation from street traffic

Sidewalks *(cont.)*

- 3 On Major and Secondary Highways, provide a comfortable sidewalk and parkway — generally at least 10 feet in width — that can accommodate pedestrian flow and activity. Sidewalks and parkway widths on Local and Collector streets may be narrower, but generally not less than nine feet wide.
- 4 Plant parkways separating the curb from the sidewalk with ground cover, low-growing vegetation, or permeable materials that accommodate both pedestrian movement and car doors. Brick work, pavers, gravel, and wood chips are examples of suitable permeable materials.

RECOMMENDED



✓
Canopy trees provide buffer and shade

✓
New sidewalk

NOT RECOMMENDED



! Sidewalk in very bad condition

! No street trees or pedestrian amenities

Objective 3: Create Active Pedestrian and Employee Amenities

- 5 Create a buffer zone between pedestrians, moving vehicles, and other transit modes by the use of landscaping and street furniture. Examples include street trees, benches, newspaper racks, pedestrian information kiosks, bicycle racks, bus shelters, and pedestrian lighting.
- 6 Plant street trees at the minimum spacing permitted by the Division of Urban Forestry, typically one tree for every 20 feet of street frontage, to create a consistent rhythm. Broad-leaf evergreen and deciduous trees should be used to maintain a continuous tree canopy. Shade producing street trees may be interspersed with an occasional non-shade tree.

RECOMMENDED



✓
Tree guard
protects tree
from auto and
foot traffic

Crosswalks/Street Crossings for Large-Scale Developments

- 1 Incorporate features such as white markings, signage, and lighting so that pedestrian-crossings are visible to moving vehicles during the day and at night.
- 2 Improve visibility for pedestrians in crosswalks by eliminating on-street parking spaces adjacent to the crossing, and in non-heavy industrial areas, installing curb extensions/ bump outs and advance stop bars.
- 3 Emphasize pedestrian safety and comfort at crosswalks with devices such as pedestrian crossing signals, visible and accessible push buttons for pedestrian actuated signals and dual sidewalk ramps that are directed to each crosswalk.
- 4 Create the shortest possible crossing distance at pedestrian crossings on wide streets. Devices that decrease the crossing distance may include a mid-street crossing island, an area of refuge between a right-turn lane and through lane, and in non-heavy industrial areas, a curb extension/bump out or a minimal curb radius.

RECOMMENDED



✓ White crosswalk markings



✓ Push-button signal

NOT RECOMMENDED



! No curb cut, signal, or signage

! No crosswalk or markings for pedestrians

On-Street Parking

- 1 Locate curb cuts in a manner that does not reduce on-street parking and replace any unused curb cuts and driveways with sidewalks to maintain continuity for pedestrians.
- 2 Provide reverse angled or parallel on-street parking, to maximize the safety of bicyclists and other vehicular traffic.

RECOMMENDED



✓
Angled,
on-street
parking

NOT RECOMMENDED



! Parking located in front of building creates excessive curb cuts and a missed opportunity for additional street parking

OBJECTIVE 4:

Facilitate Safe Access for Loading Areas While Buffering Pedestrians and Non-Industrial Uses

Off-Street Parking and Driveways

- 1 Place on-site parking to the side or rear of buildings so that parking does not dominate the streetscape. Adjoining properties should share access driveways to minimize the number of driveways along public streets.
- 2 Maintain continuity of the sidewalk by minimizing the number of curb cuts for driveways and utilizing alleys for access and egress. Where alleys do not exist, concentrate curb cuts at side streets or mid-block and ensure that they do not interfere with crosswalk locations.
- 3 Where alternatives to surface parking are not feasible, locate parking lots at the interior of the block, rather than at corner locations. Reserve corner locations for buildings.
- 4 When driveway placement on the primary frontage cannot be avoided, locate the driveway at the edge of the parcel rather than in the center. Minimize street-facing driveway width to 20 feet or less.

RECOMMENDED



✓
On-site parking located at the side or rear of building

NOT RECOMMENDED



⚠
Vehicles located in front setback dominate streetscape

Objective 4: Facilitate Safe Access for Loading Areas While Buffering Pedestrians and Non-Industrial Uses

- 5 Blend parking structure facades with nearby buildings by incorporating architectural treatments such as arches, attractive entrances, varied building materials, decorative screening or climbing vines to provide visual interest.
- 6 Illuminate all parking areas and pedestrian walkways to improve safety. Avoid unintended spillover impacts onto adjacent properties.
- 7 Where the parking lot abuts a public sidewalk, provide a visual screen or landscaped buffer between the sidewalk and the parking lot.
- 8 Mitigate the impact of parking visible to the street with the use of planting and landscaped walls tall enough to screen headlights.

RECOMMENDED



✓ Climbing vegetation is an effective way to screen parking structures



✓ Landscape buffer between sidewalk and parking lot tall enough to screen headlights

NOT RECOMMENDED

! No landscape buffer between sidewalk and parking

! Parking located at corner of lot dominates the streetscape



Loading

- 1 Locate loading facilities to the rear of buildings. When loading facilities must be located at the front entrance, ensure that docks and doors do not dominate the frontage and are screened from the street.
- 2 Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.
- 3 Dedicate no more than half of the site for vehicular purposes including parking areas, driveways, ramps, and loading areas.

RECOMMENDED



Public parking separated from loading area



Loading area located to the side and rear of the building, away from the entrance

NOT RECOMMENDED



Loading located at the front of a building, dominates the streetscape and interferes with the pedestrian path

OBJECTIVE 5:

Include Open Space to Create Opportunities for Pedestrian and Employee Amenities

On-Site Landscaping

- 1 Retain mature and healthy vegetation and trees when developing the site, especially native species.
- 2 Design landscaping to be architecturally integrated with the building and suitable to the functions of the space while selecting plant materials that complement the architectural style and form of the building.
- 3 Design open areas to maintain a balance of landscaping and paved area.
- 4 Select drought tolerant, California-friendly native landscaping to limit irrigation needs and conserve water. Mediterranean and other local climate-friendly plants may be used alongside native species.

RECOMMENDED



✓
Drought tolerant and natural landscaping softens the building wall



✓
Retained specimen tree

On-Site Landscaping (cont.)

- 5 Facilitate sustainable water use by using automated, weather-based watering systems and drip irrigation to water landscaped areas.
- 6 Facilitate stormwater capture, retention, and infiltration, and prevent runoff by using permeable or porous paving materials in lieu of concrete or asphalt. Collect, store, and reuse stormwater for landscape irrigation.
- 7 In addition to street trees, provide canopy trees in planting areas for shade and energy efficiency, especially on south and southwest facing façades.

DRAFT
RECOMMENDED



Curb cut to swale for stormwater capture



Permeable materials

NOT RECOMMENDED



Impervious areas increasing stormwater runoff



Lack of landscaping for screening, shade, or stormwater retention

Objective 5: Include Open Space to Create Opportunities for Pedestrian and Employee Amenities

- 8 Use predominately deciduous trees adjacent to west, south, and southwest facing exposures to cool these elevations.
- 9 Use landscape features to screen any portion of a parking level or podium that is above grade. Trees, shrubbery, planter boxes, climbing plants, vines, green walls, or berms can be used to soften views from the public right-of-way.

DRAFT
RECOMMENDED



- ✓ Canopy trees and landscape screening in addition to street trees
- ✓ Permeable areas

NOT RECOMMENDED



- ⚠ Lack of landscaping for parking lot screening

Open Space and Plazas in Industrial Campuses

- 1 Incorporate shaded open space, such as plazas, courtyards, pocket parks, and terraces, in new large-scale industrial developments. Design open areas to be easily accessible to employees and comfortable for a substantial part of the year.
- 2 Orient open spaces to the sun and views. Create a sense of enclosure while maintaining safety, so that open spaces and plazas feel like outdoor rooms.
- 3 Connect open spaces to other activity areas where people gather to sit, eat, or watch other people.
- 4 Where employee amenities such as cafes or dining facilities are provided, ensure that they are oriented toward the street.
- 5 Landscape all open areas not used for buildings, driveways, parking, recreational facilities or pedestrian amenities. Landscaping may include any practicable combination of shrubs, trees, ground cover, minimal lawns, planter boxes, flowers, or fountains that reduce dust and other pollutants.

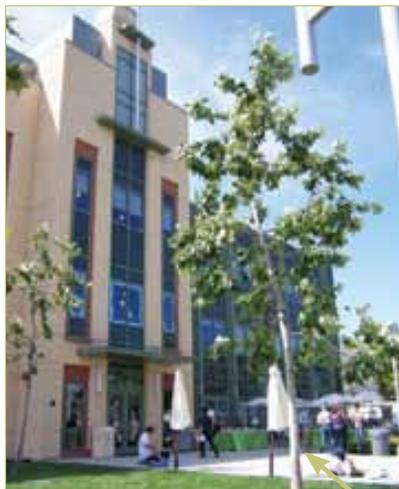
RECOMMENDED



Provides a sense of enclosure while maintaining openness to the street



Open space oriented toward sun and views



Central common space nestled between two buildings

OBJECTIVE 6:

Improve the Streetscape Experience by Reducing Visual Clutter

Building Signage

- 1 Locate signs where architectural features or details suggest a location, size, or shape for the sign. Place signs so they do not dominate or obscure the architectural elements of the building design.
- 2 Include signage at a height and of a size that is visible to pedestrians and facilitates access to the building entrance.
- 3 Limit the total number of colors used in any one sign. Small accents of several colors make a sign unique and attractive, but competition of many different colors reduces readability.
- 4 Select sign materials that are durable and compatible with the design of the façade on which they are placed.

RECOMMENDED



✓ Individually cut lettering visible at a distance and made of durable material

NOT RECOMMENDED



! Small undifferentiated lettering with weak coloring illegible at distance

Building Signage (cont.)

- 5 Limit text on signs to convey the business name or logo. Eliminate words that do not contribute to the basic message of the sign.
- 6 Illuminate signs only to the minimum level required for nighttime readability.
- 7 At large industrial developments, provide maps and signs in public spaces showing connections, destinations, and locations of public facilities such as nearby transit stops.

DRAFT
RECOMMENDED



✓ Multi-tenant monument sign using high quality materials conveying business names and logos only



✓ Simple and straightforward signs, using quality individually cut letters with gooseneck lighting fixtures for direct illumination



✓ Solidly built permanent monument signs identifying large business complex

Lighting and Security

- 1 Use ornamental lighting to highlight pedestrian paths and entrances while providing security by including "after-hours" lighting at building entrances.
- 2 Install lighting fixtures to accent and complement architectural details. Shielded wall sconces and angled uplighting can be used at night to establish a façade pattern and animate a building's architectural features.
- 3 Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage onto adjacent properties.
- 4 Integrate solar powered lighting to increase energy efficiency.

RECOMMENDED



✓ Well designed, dark-sky compliant fixtures

✓ Entrance lighting



✓ Ornamental lighting for pedestrian path

NOT RECOMMENDED



⚠ No street or building lighting

Utilities

- 1 Place utilities out of the line-of-sight from crosswalks and sidewalks. Utilities such as power lines, transformers, and wireless facilities should be placed underground or on rooftops when appropriately screened by a parapet. Otherwise any mechanical or electrical equipment should be buffered with planting materials in a manner that contributes to the quality of the existing landscaping on the property and the public streetscape.
- 2 Screen any mechanical, electrical, or communications equipment, whether on the roof, side of building or ground. However, solar panels should be integrated wherever practicable.
- 3 Hide trash enclosures within parking garages so that they are not visible to passersby. Screen outdoor stand alone trash enclosures using walls consistent with the architectural character of the main building, and locate them so that they are out of the line-of-sight from crosswalks or sidewalks.
- 4 Locate noise and odor-generating functions so as not to create a nuisance for nearby residents or adjacent neighbors.

RECOMMENDED



Trash enclosure screened with landscaping and building materials compatible with main building

NOT RECOMMENDED



Unscreened trash receptacle located in the public right-of-way

GLOSSARY

After-hours Lighting - Pedestrian lighting, intended to create safe, well-lit pedestrian areas in the evening and at night

Bay Window - A window or series of windows, forming a bay in a room and projecting outward from the wall

By-right - Projects which meet all LAMC zoning regulations and require review only by the Department of Building and Safety

Clerestory Window - An outside wall of a room or building that rises above an adjoining roof and contains windows

Berm - A bank of earth placed against one or more exterior walls of a building as protection against extremes in temperature

Building Frontage - The maximum length of a line or lines formed by connecting the points representing projections of the exterior building walls onto a public street or onto a courtyard that is directly accessible by pedestrians from a public street, whichever distance is greater

Corner Lot - A lot located at the intersection of at least two streets designated on the transportation element of the General Plan as a major, secondary, or other highway classification or collector street; At least one of the streets at the intersection must be a designated highway

Cornice - A continuous, molded projection that crowns a wall or other construction, or divides it horizontally for compositional purposes

Cornice Treatment - The design or style used to create a cornice, such as bracketed eaves, boxed eaves, exposed eaves, decorative bands, or a classical cornice

Curb Cuts - A ramp leading smoothly down from a sidewalk to a street, rather than abruptly ending with a curb and dropping roughly 4–6 inches; Curb cuts placed at street intersections allow someone in a wheelchair to move onto or off a sidewalk without difficulty; Pedestrians using a walker, pushing a stroller or walking next to a bicycle also benefits from a curb cut; In the United States, the Americans with Disabilities Act of 1990 (ADA) requires that curb cuts be present on all sidewalks; A wider curb cut is also useful for motor vehicles to enter a driveway or parking lot, on the other side of a sidewalk; Smaller curb cuts, approximately a foot in width, can be utilized in parking areas or sidewalks to allow for a drainage path of water runoff to flow into an area where it may infiltrate such as grass or a garden

Curb Extension (also called Bump-out) - A traffic calming measure, intended to slow the speed of traffic and increase driver awareness, particularly in built-up and residential neighborhoods; They also allow pedestrians and vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility; A curb extension comprises an angled narrowing of the roadway and a widening of the sidewalk; This is often accompanied by an area of enhanced restrictions (such as a "no stopping" or "no parking zone") and the appropriate visual enforcement

Curb Radius - A term used by highway engineers, used to describe the sharpness of a corner. A large curb radius enables vehicles to go around corners faster; A small curb radius slows down turning vehicles; A large curb radius also increases the distance a pedestrian must walk to cross the street

Dark-sky Compliant - Shielded lighting fixtures which protect adjoining properties from lighting spillover and glare.

Dormer - A projecting structure built out from a sloping roof, usually housing a vertical window or ventilating louver

Egress - A place or means of going out

Findings - The reasoning or justification for a discretionary planning decision, as prescribed by the Los Angeles Municipal Code

Fixture - The assembly for an electrical light that holds the lamp and may include an assembly housing, a mounting bracket or pole socket, lamp holder, ballast, a reflector or mirror and a refractor or lens

Glossary *(cont.)*

Gable - The triangular portion of wall, enclosing the end of a pitched roof from cornice or eaves, to ridge

Grade/Grading - The ground elevation at any specific point on a construction site, usually where the ground meets the foundation of a building.

Ground Floor - The lowest story within a building which is accessible from the street, the floor level of which is within three feet above or below curb level

Lot Coverage - That portion of a lot which, when viewed from above, is covered by a building

Mid-street Crossing Island/ Mid- block Crossing - A painted crosswalk, sometimes used in conjunction with a protected pedestrian island or bump- out, which provides opportunities to cross the street in the center of the block, as an alternative to doing so only street intersections

Mixed-use Project - A project which combines one or more commercial uses and multiple dwelling units in a single building or development.

Ornamental Lighting - Architectural lighting fixtures, which primarily serve a decorative purpose, instead of a functional purpose, such as highlighting landscaping features and/ or architectural elements at night

Portico - A porch having a roof supported by columns, often leading to the entrance of a building

Paseo or Pedestrian Walkway - A walkway that is typically open to the sky and that provides pedestrian passage between structures, or through landscaping, or parking lots, which is distinguished by ground surface treatments that provide for pedestrian safety and ease of movement

Pedestrian Amenities - Outdoor sidewalk faces, public plazas, retail courtyards, water features, kiosks, paseos, arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located on the Ground Floor, and that are accessible to and available for use by the public

Pedestrian Lighting - Freestanding lighting fixtures not exceeding a height of thirty- six (36 inches from ground grade level

Pergola - A structure of parallel colonnades supporting an open roof of beams and crossing rafters or trelliswork, over which climbing plants are trained to grow

Back-in/Reverse-angle Parking - Parking cars so that they are arranged at an angle to the aisle (an acute angle with the direction of approach); The gentler turn allows easier and quicker parking, narrower aisles, and thus higher density than perpendicular parking; Most angled parking is design in a head-in configuration while a few cities have some back-in angled parking (typically on hills or low traffic volume streets); Angle parking is considered dangerous by cycling organizations, especially in the head-in configuration, but unwelcome in either form; When compared to parallel parking:

- There is a significant risk to cyclists from vehicles reversing out, as approaching bicycles are in the blind spot of the reversing and turning vehicles.
- Longer vehicles project further into the road; this can inconvenience/endanger other road users,
- The "surplus" road space which enables angle parking could also be used for bicycle lanes.

Run-off - The portion of precipitation on land that ultimately reaches streams often with dissolved or suspended material

Setback - A placing of a face of a building on a line some horizontal distance from the building line or of the wall below; The distance of a structure or other feature from the property line or other feature

Step-back - A variation in roof height, such that the height of the building decreases as it approaches adjacent lower scale buildings

Stock Cooperative - The same as defined by Section 11003.2 of the California Business and Professions Code.

Stormwater - Describes water that originates during precipitation events

Street Frontage - See Building Frontage

Subdivision - The same as defined in Section 66424 of the Government Code; Subdivision includes a stock cooperative project as defined in Section 12.03 of the Municipal Code; An area of real estate, composed of subdivided lots

Sunken Entryways - An entrenched path or building entrance, which creates a restricted view of one's surroundings; It is sometimes used to prevent excessive amounts of snow and/ or wind from coming into a building, and to trap heat indoors, while still allowing ventilation

Trellis - A frame supporting open latticework, used as a screen or a support for growing vines or plants

Utilities - Uses that provide the transfer or delivery of power, water, sewage, storm water runoff, information and telephone services

NOTES

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