TRANSMITTAL TO CITY COUNCIL

Case No.	Planning Staff Name(s) and Contact N	C.D. Nos.
CPC-2008-4502-GPA	SIMON PASTUCHA 213-978-1475	9, 14

Related Case No(s).	Last Day to Appeal
	NA

Location of Project (Include project titles, if any.

VARIOUS

Applicant(s) and Representative(s) Name(s) and Contact Information, if available.

CITY OF LOS ANGELES

Appellant(s) and Representative(s) Name(s) and Contact Information, including phone numbers, if available.
N/A

Final Project Description (Description is for consideration by Committee/Council, and for use on agendas and official public notices. If a General Plan Amendment and/or Zone Change case, include the prior land use designation and zone, as well as the proposed land use designation and zone change (i.e. "from Very Low Density Residential land use designation to Low Density land use designation and concurrent zone change from RA-1-K to (T)(Q)R1-1-K). In addition, for all cases appealed in the Council, please include in the description only those items which are appealable to Council.)

At its meeting on January 8, 2009, the City Planning Commission took the following action:

Approved and **Recommended** that the City Council Adopt the requested General Plan Amendment to the Central City Community Plan: 1) re-designate selected streets from Major and Secondary Highways to Modified Major and Secondary Highways; and 2) revise Chapter V of the Central City Community Plan text to incorporate *Downtown Design Guide*, Urban Design Standards and Guidelines.
Approved and **Recommended** that the City Council Adopt a concurrent amendment to the Transportation Element consistent with this action.
Approved and **Recommended** that the City Council Adopt Negative Declaration No. ENV-2008-4505- ND.
Adopted the attached Downtown Design Guide and Findings and authorized Staff to make minor corrections to maintain internal consistency and final City Council action.
Instructed the Director of Planning to make the necessary changes to the Central City Community Plan and Transportation Element upon adoption by City Council.
Advised the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

Items Appealable to Council
N/A

Fiscal Impact Statement	ENV. No.	Commission Vote:
*If determination states administrative costs are recovered through fees, indicate "Yes." Yes	ENV-2008-4505-ND	6-0

In addition to this transmittal sheet, City Clerk needs:
(1) Original & (1) copy of the Commission, Zoning Administrator or Director of Planning Determination
(2) Staff Recommendation Report (1)
(3) Environmental document used to approve the project, if applicable (1);
(4) Public hearing notice (1);
(5) Commission determination mailing labels (1) note: Condo projects & Appeals only require a copy of the list(s), not the labels.
(6) Condo projects only: (1) copy of Commission Determination mailing list (includes project's tenants; and 500 foot radius mailing lists)

JAMES WILLIAMS, Commission Executive Assistant I City Planning Commission	Date

Los Angeles CITY PLANNING COMMISSION

200 N. Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300
www.lacity.org/PLN/index.htm

Determination Mailing Date: JAN 29 2009

CITY COUNCIL
Room 395, City Hall
Los Angeles, California

Applicant: City of Los Angeles

CASE NO.: CPC-2008-4502-GPA
CEQA: ENV-2008-4505-ND
Related Cases: CPC-2008-4503-CA and CPC-2008-4504-MSC
Location: Various
Council District: 9, 14
Plan Area: Central City

At its meeting on January 8, 2009, the City Planning Commission took the following action:

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Moved: Montanez
Seconded: Freer
Ayes: Kezios, Lara, Roschen, Woo
Absent: Cardoso, Hughes

Vote: 6-0

James Williams, Commission Executive Assistant I
City Planning Commission

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedure Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

Attachments: Findings, Conditions of Approval, Map(s), Ordinance
Principal City Planner: Emily Gabel Luddy
City Planner: Simon Pastucha

FINDINGS

INTRODUCTION

The subject area – Downtown Los Angeles -- is located within the Central City Community Plan area. The Community Plan was last updated by City Council on December 2000 (Council File No. 00-0813-S4) and on August 9, 2002 following adoption of the Los Angeles Sports and Entertainment District Specific Plan (Council File No. 02-2427).

Downtown is the historic, political, social, governmental and economic center of the City of Los Angeles. Its primary land uses are commercial (located throughout downtown, but concentrated in the financial core and along Broadway), institutional (mostly public facilities associated with the Civic Center and Convention Center) and industrial (concentrated mostly east of Main Street and south of Wilshire Boulevard. Residentially designated land is concentrated in Central City East, South Park and Little Tokyo (neighborhood districts within Central City/Downtown), and accounts for a relatively small percentage of planned land uses in the project area.

The proposed project will apply to approximately 1,800 acres or roughly 2.8 square miles. The project area comprises much of Downtown Los Angeles and is roughly triangular in shape, with three sides formed by the Hollywood Freeway (Interstate 101), Santa Monica (Interstate 10), Harbor (Interstate 110) freeways and San Pedro and Alameda Streets. The designated land uses within the project area are Commercial, Multi-family Residential, Industrial, Public Facilities and Open Space. No changes in land use designations are proposed.

Further, the proposed project area encompasses several adopted Redevelopment Project Areas: Bunker Hill, Amended Central Business District, Center City and Little Tokyo. The Central City Community Plan and the adopted Redevelopment Project Area Plans are the primary City documents that direct growth and development within this area of Los Angeles. The Community Redevelopment Agency of Los Angeles (CRA/LA) will be adopting the design standards and guidelines in a separate action by the CRA/LA Agency Board.

The Central City Community Plan Map assigns street designations to the Downtown streets. These designations are derived from City's Citywide Street Classification system prepared by the City Engineer. The designations establish the required public right-of-way for each street. The designations also implement standard improvements for various types of streets required to serve the area. The adopted Redevelopment Plans do not address streets. While the Redevelopment Plans must be consistent with the City's General Plan and Community Plans, no amendment to them is necessary for modernizing the street system. Changes in selected designated street types are proposed.

The General Plan Findings

1. General Plan Framework. The proposed project is consistent with the purpose and intent of the adopted General Plan Framework, Urban Form and Neighborhood Design Chapter:

GOAL 5A A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Objective 5.1 Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.

Policy 5.1.1 Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits.

The Urban Design Chapter of the Community Plan will incorporate the Downtown Design Guide which contains standards and guidelines for sustainable design, sidewalks and setbacks, ground floor treatment, parking and access, massing and street wall, on-site open space, architectural detail, streetscape improvements, signage (on-site or onsite "campus" signage) prepared at a finer grain specifically for the Downtown Neighborhood Districts. As such, the Project is consistent with the purpose and intent of the General Plan Framework.

Objective 5.3 Refine the City's highway nomenclature and standards to distinguish among user priorities.

Policy 5.3.1 Establish the following highway segment hierarchy based on function and user priority:

a. Pedestrian-priority segments, where designated in community centers, neighborhood districts, and mixed-use corridor nodes, are places where pedestrians are of paramount importance and where the streets can serve as open space both in daytime and nighttime. Generally these streets shall have the following characteristics (as defined through the Street Standards Committee and designated by amendments to the community plans to address local conditions):

5.3.2 Adopt appropriate standards for each type of highway segment that complement existing highway and development standards.

a. Roadway design standards shall address posted speed limits, minimum sidewalk widths, maximum corner radii, traffic lane width, on-street parking and frequency of curb cuts. These should consider all forms of travel including vehicle (private automobile, truck, transit, and other), bicycle, and pedestrian.

b. Public improvement standards should address street tree form and spacing; street light type, height, and illumination level; and other streetscape elements, particularly in the vicinity of transit stops. Street tree form is dependent on species and available planting space.

c. Building and site development standards for pedestrian-priority streets should address building design and use characteristics that encourage pedestrian access, as well as the following: building height; location and design of parking; location and transparency of front building facade; location and design of pedestrian entrances and other openings; utilities; and signage.

Objective 5.5 Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Policy 5.5.4 Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, street lights and trees, bus shelters and benches, and other street furniture.

5.5.6 Identify building and site design elements for commercial or mixed-use streets in centers, that may include: the height above which buildings must step back; the location of the building base horizontal articulation; and other design elements.

Objective 5.8 Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.

Policy 5.8.1 Buildings in pedestrian-oriented districts and centers should have the following general characteristics:

a. An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk;

b. A building wall more-or-less continuous along the street frontage;

c. Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases;

d. Shops with entrances directly accessible from the sidewalk and located at frequent intervals;

e. Well lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, when appropriate;

f. Ground floor building walls devoted to display windows or display cases;

g. Parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible;

h. Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use; and

i. The area within 15 feet of the sidewalk may be an arcade that is substantially open to the sidewalk to accommodate outdoor dining or other activities.

5.8.2 The primary commercial streets within pedestrian-oriented districts and centers should have the following characteristics:

a. Sidewalks: 15-17 feet wide (see illustrative street cross-sections).

b. Mid-block medians (between intersections): landscaped where feasible.

c. Shade trees, pruned above business signs, to provide a continuous canopy along the sidewalk and/or palm trees to provide visibility from a distance.

d. Pedestrian amenities (e.g., benches, pedestrian-scale lighting, special paving, window boxes and planters).

5.8.3 Revise parking requirements in appropriate locations to reduce costs and permit pedestrian-oriented building design:

a. Modify parking standards and trip generation factors based on proximity to transit and provision of mixed-use and affordable housing.

b. Provide centralized and shared parking facilities as needed by establishing parking districts or business improvement districts and permit in-lieu parking fees in selected locations to further reduce on-site parking and make mixed-use development economically feasible.

The modified street standards identify Transit Priority Streets and identify all streets within the Project area for pedestrian-orientation. With the exception of the Historic Core – where existing sidewalk widths of up to 12 feet on east-west streets are considered desirable to maintain – the minimum sidewalk widths for all other streets will be a minimum of 15 feet up to 24 feet (for street segments along Grand Avenue, for example). Public improvements for these streets also address street trees, parkways, lighting, and storm water infiltration "bio-swales." Taken

together, the new street standards and the Downtown Design Guide's urban design standards and guidelines are consistent with the purpose and intent of the General Plan Framework, advance and implement these citywide goals, policies and objectives. As such, the Project is consistent with the General Plan Framework.

2. Mobility Element. The proposed General Plan Amendments comply with the Transportation (Mobility) Element. The Element sets forth a new vision for a Transit and Pedestrian Priority street expressed as a street with a minimum sidewalk width of 15 feet. While all streets within the Project Area are to be considered Pedestrian Oriented, five streets are identified in the Community Plan Text as Transit Priority. Please see Exhibit B. These changes will implement several Transportation Element Goals, Objectives and Policies:

GOAL A Adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles.

Objective 2 Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.

Transportation Demand Management

Policy 2.5 Provide bicycle access in or near mixed use corridors, neighborhood districts, and community centers that affords easy accessibility to many nonwork purpose destinations.

2.7 Encourage businesses to implement telecommuting, flexible work schedules, and teleconferencing programs.

2.8 Continue to integrate transit and environmental planning to enhance environmental preservation.

2.11 Continue and expand requirements for new development to include bicycle storage and parking facilities, where appropriate.

Transit

2.14 Promote the increase of bus service along high-demand routes and corridors in order to reduce bus overcrowding.

2.19 Develop interactive transit information systems that bring customers more timely, accurate, and complete transit information.

2.20 Promote the multi-modal function of transit centers (bus and rail) through improved station design and management of curb lanes to facilitate transfers between modes (e.g. rail to bus or shuttle or taxi).

2.21 Identify and develop transit priority streets which serve regional centers, major economic activity areas and rail stations to enhance the speed, quality and safety of transit service.

Transportation Systems Management (TSM) and Parking

2.25 Coordinate parking management policies with other transportation strategies (such as transit and TDM).

2.27 Discourage the vacation and/or closure of public alleys which service properties fronting on major or secondary highways.

Highway Infastructure

2.33 Continue incremental completion of the Highways and Freeways system, as shown in Maps A1 and A2-A6, and as may be periodically modified by the designation of pedestrian priority street segments and transit priority streets.

Advanced Transportation Technology

2.35 Actively support Intelligent Transportation System technology relating to traveler information and the management of transportation systems, such as

smart highways and smart vehicles; and focus smart corridor implementation on HOV freeway segments.

Objective 4 Preserve the existing character of lower density residential areas and maintain pedestrian-oriented environments where appropriate.

Policy 4.4 Identify pedestrian priority street segments (through amendments to the Community Plans) in which pedestrian circulation takes precedence over vehicle circulation, and implement guidelines to develop, protect, and foster the pedestrian-oriented nature of these areas.

4.5 Consider traffic impacts on pedestrian-priority street segments and find mitigation measures which do not restrict pedestrian circulation in these areas.

GOAL C An integrated system of pedestrian priority street segments, bikeways, and scenic highways which strengthens the City's image while also providing access to employment opportunities, essential services, and open space.

Objective 10 Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school child travel.

Policy 10.1 Implement the updated and revised 1996 City Bicycle Plan, (Chapter IX of this Element).

10.2 Continue completion of the Highways and Freeways system utilizing the cross sections presented in Chapter VI* of this element, which provide for wider sidewalks / parkways along arterial streets, and link implementation of streetscape guidelines to street widening projects.

10.3 Identify pedestrian priority street segments in Community Plans and implement guidelines to develop, protect, and foster the pedestrian oriented nature of these areas.

10.4 Expedite the implementation of the streetscape guidelines and standards set forth in this Transportation Element (Chapter VI-C*) for pedestrian priority and transit priority streets as funding allows.

The new street standards identify streets suitable for bicycle lanes in Downtown Los Angeles within the Project area. These have been further studied in the Traffic Study and determined to be feasible based upon the roadway widths for these streets. Please see Case No. CPC-2008-4504-MSC.

3. Central City Community Plan. The Project is consistent with the purpose and intent of the adopted Community Plan. It will have a beneficial effect on the Community Plan because it will provide more detailed urban design guidance that supports the distinctive character of Downtown's neighborhoods.

The objectives of the Urban Design Chapter of the Central City Community Plan, currently read:

Objectives

- To create a series of street types, unique to Downtown. Define individual building criteria which would address bulk, profile, placement and street walls.

- To develop parking design criteria, whether applied to garages, open air lots, or integrally within other buildings, that create places that provide safety, comfort and convenience for the pedestrian.

- To develop streetscape and landscape criteria that reinforce the pedestrian quality of Downtown's streets and public open spaces that takes advantage of the great local climate; and that promotes the use and enjoyment of the outdoors.

- To improve the pedestrian environment.

Approval of the Downtown Guide implements these objectives by providing clear and consistent standards and guidelines easily applied to individual projects which seek either entitlements

(Planning Department staff) or building permits (Community Redevelopment Agency staff).

In addition, approval of the modified street designations for the Central City Community Plan Map will implement "context-sensitive" street improvements, eliminate lot-by-lot guesswork and afford construction of wider sidewalks consistent with the pedestrian orientation of Downtown. The new street standards and the new urban design standards and guidelines are mutually complimentary.

Finally, the proposed project complies with the purpose and intent of several other objectives and policies of the adopted Community Plan for Housing, Pedestrians, Commercial Uses including retail and Open Space:

Housing

Objective 1-3	To foster residential development which can accommodate a full range of incomes.
Policy 1-3.1	Encourage a cluster neighborhood design comprised of housing and services.

Pedestrians

Objective 11-6	To accommodate pedestrian open space and usage in Central City.
Policy 11-6.1	Preserve and enhance Central City's primary pedestrian-oriented streets and sidewalks and create a framework for the provision of additional pedestrian friendly streets and sidewalks which complement the unique qualities and character of the communities in Central City.

Commercial

Objective 2-1	To improve Central City's competitiveness as a location for offices, business, retail, and industry.
Policy 2-1.2	To maintain a safe, clean, attractive, and lively environment.
Objective 2-2	To retain the existing retail base in Central City.
Policy 2-2.2	To encourage pedestrian-oriented and visitor serving uses during the evening hours especially along the Grand Avenue cultural corridor between the Hollywood Freeway (US 101) and Fifth Street, the Figueroa Street corridor between the Santa Monica Freeway (I-10) and Fifth Street and Broadway between Third Street and Ninth Street.

Open Space

Objective 4-4	To encourage traditional and non-traditional sources of open space by recognizing and capitalizing on linkages with transit, parking, historic resources, cultural facilities, and social services programs.
Policy 4-4.1	Improve Downtown's pedestrian environment in recognition of its important role in the efficiency of Downtown's transportation and circulation systems and in the quality of life for its residents, workers, and visitors.

Coordination Opportunities for Public Agencies

Objectives	To establish communication and interaction between the numerous government jurisdictions and the private sector to jointly implement this Plan.
Policy	Encourage the continued coordination among various public-sector regulatory agencies to promote multi-purpose planning.

The Project is jointly prepared by the City Planning Department, Community Redevelopment Agency of Los Angeles, Department of Transportation and Bureau of Engineering. It enabled all agency stakeholders to coordinate across jurisdictional lines during the development and

evaluation of the effects of new improvement standards for the City streets/sidewalks as well as the effects on private development adjacent to these public rights-of-way. All of the above-identified Objectives and Policies will be advanced by the adoption and continuing implementation of the modified street standards and the urban design standards and guidelines.

4. **The Sewerage Facilities Element.** This element of the General Plan will be unaffected by the recommended action because no change in density or intensity is proposed. As individual projects come forward under the Downtown Design Guide and new Street Standards, requirements for construction of sewer facilities to serve the subject project and complete the City sewer system for the health and safety of City inhabitants will assure compliance with the goals of this General Plan Element.

City Charter Findings

City Charter Sections 556 and 558. The proposed General Plan Amendments comply with Charter Sections 556 and 558. The modified street standards proposed in this action will implement a larger vision for the City as expressed in the adopted General Plan Framework, namely to widen sidewalks beyond the current City standard of 10 - 12 feet for Major and Seconday Highways. In population centers such as Downtown Los Angeles this is common sense. The number of pedestrians using the sidewalks is comparatively high and wider sidewalks – up to 24 feet in some blocks – is proposed through the modified street standards. Complimentary to the modified street standards, the urban design standards and guidelines – *Downtown Design Guide* – will reinforce the pedestrian orientation by guiding development at the ground level, fostering aesthetically pleasing architectural façade treatments, minimizing the presence of the automobile and advocating exploitation of the numerous Downtown transit, transportation, bicycle and walking alternatives.

CEQA Findings

Environmental Clearance. A Negative Declaration (ENV-2008-4505-ND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street. The Citywide Planning Commission certifies that action and recommends that the City Council adopt the Negative Declaration upon adoption of the Community Plan Amendments.

DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

LOS ANGELES CITY PLANNING DEPARTMENT

Citywide Planning Commission

Date: January 8, 2009
Time: After 8:30 a.m.
Place: City Hall, Room 1010

Public Hearing: Required
Appeal Status: General Plan Amendment not appealable
Expiration Date: Not Applicable
Multiple Approval: Not Applicable

Case No.: CPC-2008-4502-GPA
CEQA No.: ENV-2008-4505-ND
Incidental Cases: Not Applicable
Related Cases: CPC-2008-4504-MSC, CPC-2008-4503-CA
Council No.: 9, 14
Plan Area: Central City
Specific Plan: Not Applicable
Certified NC: Downtown Neighborhood Council
GPLU: Various
Zone: Various

Applicant: City of Los Angeles
Representative: Not Applicable

PROJECT LOCATION: Central City Community Plan

PROPOSED PROJECT: The project proposes 1) re-designation of selected streets from Major and Secondary to Modified Major and Modified Secondary Highways; and 2) revisions to Chapter V of the Central City Community Plan text -- Urban Design Chapter -- to incorporate Downtown Design Guide, Urban Design Standards and Guidelines.

REQUESTED ACTION: Pursuant to Charter Section 555 and Section 11.5.6 of the Municipal Code, a General Plan Amendment to re-designate selected streets, and revise relevant plan text and map; and recommendation to City Council for adoption

RECOMMENDED ACTIONS:

1. **Approve** and **Recommend** that the City Council **Adopt** the requested **General Plan Amendment** to the Central City Community Plan: 1) re-designate selected streets from Major and Secondary Highways to Modified Major and Secondary Highways; and 2) revise Chapter V of the Central City Community Plan text to incorporate Downtown Design Guide, Urban Design Standards and Guidelines.
2. **Approve** and **Recommend** that the City Council **Adopt** a concurrent amendment to the Transportation Element consistent with this action.
3. **Approve and recommend** that the City Council **Adopt** Negative Declaration No. ENV-2008-4505- ND.
4. **Adopt** the attached Downtown Design Guide and Findings.
5. **Instruct** the Director of Planning to make the necessary changes to the Central City Community Plan and Transportation Element upon adoption by City Council.

S. GAIL GOLDBERG, AICP
Director of Planning

Emily J. Gabel-Luddy, Principal City Planner
Direct Telephone: 213-200-1447

Simon Pastucha, City Planner
Direct Telephone: 213-978-1475

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the Commissioners the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

Project Summary

The Citywide Planning Commission's action on the Project will fundamentally re-engineer the streets of Downtown Los Angeles from an auto-centric approach to a pedestrian and transit approach. The Commission's action will also put in place the first comprehensive set of Urban Design Guidelines prepared for a Community Plan in the City of Los Angeles. The Community Redevelopment Agency of Los Angeles, Board of Commissioners, will act on the Downtown Design Guide in February 2009.

Downtown Street Standards/Urban Design Standards and Guidelines Project integrates the design features of adjacent sidewalks and streets in Downtown with the design features of buildings and building sites.

The proposed project will result in modified street classifications on the Central City Community Plan map, revise the City Engineer's street improvement standards and incorporate Urban Design standards and guidelines into the Urban Design Chapter of the Central City Community Plan text.

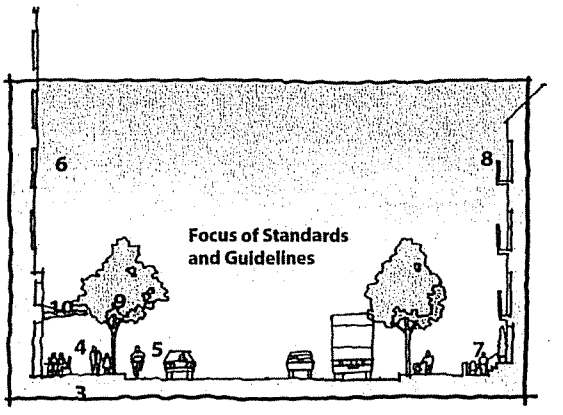
The Project will result in the implementation of Complete Streets – affording the preservation and/or creation of wider sidewalks including potential for curb extensions ("bump outs") and added mid-block pedestrian paseos/crossings, construction of parkways/bio-swales/storm water infiltration systems, provision for additional bike lanes, recognition of direct connections to subway stations and greater transit enhancements, opportunities for significant street tree growth and pedestrian-oriented lighting – in balance with vehicular circulation. These streets are identified by primary function via the Downtown Design Guide: Design for a Livable Downtown and their physical dimensions will be defined by an amendment to Form S-470, Street Standards.

Complimentary to the new street improvement standards, the Downtown Design Guide sets forth qualitative urban design standards and guidelines to be applied for new construction or major renovation. For the Department of City Planning, every entitlement project will be subject to these urban design standards and guidelines. Because the Project Area includes several Community Redevelopment Agency (CRA/LA) redevelopment project areas, the CRA/LA will also apply these standards and guidelines prior to building permit signoff. The Los Angeles Sports and Entertainment District Specific Plan is exempt from the urban design standards and guidelines. No change in density, intensity or land use is proposed by the Project.

The illustration below summarizes the emphasis of the Project:

Diagram to right shows the zone of development on which the standards and guidelines focus. Numbers correspond to the sections of *Design for a Livable Downtown* in which each topic is addressed:

3. **Sidewalks and Setbacks**
4. **Ground Floor Treatment**
5. **Parking and Access**
6. **Massing and Street Wall**
7. **On-Site Open Space**
8. **Architectural Detail**
9. **Streetscape Improvements**
10. **Signage**



Related cases CPC-2008-4504-MSC and CPC-2008-4503-CA implement or clarify the objectives and vision of the new Street Standards and the Design Guide. ENV-2008-4505-ND – with a separate Traffic Study to test the efficacy of the new street standards in 2030 -- completes the environmental assessment. A transportation Toolbox, incorporated in the traffic study, will serve to support a shift to pedestrian and transit alternatives and afford the Department of Transportation a range of optional alternatives to the practice of widening the roadway.

In addition to the central technical work, the Team completed outreach and discussion with major stakeholders in the Downtown, including the Central City Association; the Downtown Neighborhood Council; the South Park, Historic, Fashion and Little Tokyo Business Improvement Districts and the Central City East Association. The Team conducted briefings and presentations to the Community Redevelopment Agency Board of Commissioners, Transportation Commissioners and Board of Public Works Commissioners.

On May 31, 2007 staff presented the project at a joint meeting of the Citywide Planning Commission and the Community Redevelopment Board of Commissioners. In July 2007, the Citywide Planning Commission (CPC) gave its assent for the Team to test the urban design guidelines and to form an Ad Hoc Downtown Street Standards Committee to test the emerging street standards; and on August 14, 2008 the CPC received progress updates on the Project. On December 9, 2008, the Central Area Planning Commission gave its input to the proposed Project.

In addition to stakeholder outreach, the Team consulted with key infrastructure agencies and bureaus to assure compatibility of the Street Standards, anticipate future initiatives and set the stage for further detailed implementation that can only be accomplished through Council initiative and inter-agency collaboration. Among the bureaus and agencies consulted – who also had an impact on the final recommendations – were Bureau of Street Services, the Urban Forestry Division, Bureau of Street Lighting and the Metropolitan Transportation Authority for the Regional Connector, potential bus routing and bus stop consolidation. From the Department of Transportation further consultations were held with the Operations Section (who evaluated DOT Street striping plans based on the new street standards), the DASH Section and the Parking Management Section. Within the Bureau of Engineering, coordination was completed with the Bureau's IT staff who maintain NavigateLA! – the principal data source for developers who will

use the new street standards. Consultation was sought with bicycle advocates from the LA County Bicycle Coalition and the City's Bicycle Advisory Committee staff.

Finally, the Project recommendations were coordinated internally with important Planning Department initiatives and included the participation of staff from the Office of Historic Resources, the Central City Community Plan, the Bringing Back Broadway Working Group and the Citywide Division.

The historic opportunity before the Citywide Planning Commission resulted from the committed cooperative efforts of four departments: City Planning, CRA/LA, Department of Transportation and the Bureau of Engineering, whose staff worked as a team with consultants over an 18 month period, from July 2007 through November 2008, to arrive at consensus.

Background

On June 3, 2005, Councilmember Jan Perry, 9th Council District, initiated the first of several Council actions calling for a re-examination of potential widening along streets in Downtown Los Angeles. This initial motion further requested a report and recommendation to allow the City Council to adopt specific standards that may differ from the official street standard dimensions of the Bureau of Engineering. This motion put into play a re-examination of existing street standards. On August 7, 2007, the City Council adopted the Greater Downtown Housing Incentive Area ordinance (Ord. No. 179,076, eff. 9/7/07). New zoning regulations particularly suitable to dense urban environments were adopted for the Central City Area to enable the production of more affordable housing. Urban Design Standards and Guidelines for the Central City Community Plan area are identified in the ordinance as the basis for findings for projects seeking bonuses under the adopted ordinance. The second action called for completion of the Urban Design Standards and Guidelines.

As progress was made on the preparation of urban design guidelines, a key challenge remained unresolved. For any prospective development the task of establishing – in a reliable manner – the extent of street dedication and widening was arduous. The Councilmember's motion was indicative of the ad hoc nature – and therefore unreliability – of the City Engineer's citywide standards when applied to development projects in Downtown. Adopted in 1999, the Citywide Street Standards were neither context sensitive nor suitable in this unique historic and very dense part of the City. The result was streets characterized by "broken teeth": the sporadic street widening bore no relationship to the whole of a neighborhood area. Ironically, widening at separate locations did not contribute to a more beneficial traffic flow. They did, however, result in narrowed sidewalks, to the detriment of heavy pedestrian activity areas in Downtown.

The confluence of these two factors, the street standards and the urban design guidelines, resulted in re-thinking the whole of the relationship of street, street and sidewalk width with the ground plane of adjoining development. Hence, as illustrated in the Project Summary above, the Project evolved into an urban design project combining public realm with private development.

In this joint venture among the Department of City Planning, the Community Redevelopment Agency, Department of Transportation and Bureau of Engineering, the new set of improvement standards for Downtown streets – which emphasize the pedestrian – will result in a paradigm shift from an auto-centric environment to one which emphasizes transit, pedestrian and bicycle alternatives.

From early 2007 through summer 2008, an Ad Hoc Downtown Street Standards Committee[1] comprised of the four departments met on a regular basis to discuss and resolve issues surrounding the street designations; as well, the Urban Design Studio and CRA/LA staff met to review proposed projects and their compliance with the urban design guidelines.

Testing the guidelines was critical to arriving at the recommendations pending before the Commission that are both sensible and visionary. Because the standards and guidelines are not adopted as regulatory imperatives (an ordinance), they afford the flexibility needed for architects/developers to design within a larger framework of clear and consistent objectives for Downtown. It is our expectation that continuing high quality discussions between City staff and architects/developers will occur as more and more innovative high rise development (and adaptive re-use) continues the trend in Downtown.

The Design Guide

The standards are required to be implemented during consideration of entitlements for a discretionary project (Department of City Planning) or a building permit sign off (CRA/LA) for an as-of-right project. They address sustainable design, sidewalks and setbacks, ground floor treatment, parking and access, massing and street wall, on-site open space, architectural detail, streetscape improvements, signage (on-site or onsite "campus" signage).

The City Planning and Redevelopment Agency staffs will be applying the same set of standards and guidelines, affording developers and community stakeholders consistency in the review of projects.

The Standards and Guidelines emerge from good architectural, urban design and site layout practices, consistent with the context of emerging Downtown Neighborhood Districts. They represent a base line for infill development. The "Standards" are required and identified by "shall," "are required," or "not permitted."[2] The Guidelines are described as "should" or "consider." Projects will be required to comply with the Standards and are strongly encouraged to comply with the Guidelines. As the Central City Community Plan is revised (schedule: 2009-2012) under the Department's New Community Plan Program, it is likely that greater refinement of the Standards and Guidelines will occur. This is recognized on page 5 of the Guidelines.

The Standards and Guidelines may be amended, should the need arise, by the Citywide Planning Commission and the Redevelopment Agency Board of Commissioners, without amending the Central City Community Plan itself, affording a straightforward and responsive means to change them.

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[1] Section 17.05, A and B of the Los Angeles Municipal Code establishes the Street Standards Committee, chaired by the Director of Planning and composed of the General Manager of the Department of Transportation and the City Engineer. The Committee has the authority to recommend width and improvement standards for all classes of public and private streets and alleys. The Citywide Planning Commission adopts the recommendations of the Street Standards Committee, an action requested under Case No. CPC-2008-4504-MSC. The Ad Hoc Downtown Street Standards Committee, DSSC, included the CRA/LA as ex officio member, to work on the Downtown Streets.

[2] Directive text typically addresses exemplary commonplace design practices, e.g.:

- "Where there is curbside parking, one walkway for every one or two parking spaces or other means of access shall be provided through the parkway to curbside parking."
- "The primary entrance to each street-level tenant space that has its frontage along a public street shall be provided from that street."
- "Except for the minimum ground-level frontage required for access to parking and loading, no parking or loading shall be visible on the ground floor of any building façade that faces a street."
- "Electrical transformers shall be located to be accessed from an alley where one exists or can be provided. If located adjacent to a sidewalk, they shall be screened and incorporated into the building to read as a storefront or office."
- "Residential units shall not be located on the ground floor adjacent to alleys in order to reduce light, glare, and noise concerns."

The City Team will be working with the urban design consultants to prepare public handouts for use by staff and the public upon City Council adoption of the Community Plan amendments to make the initial implementation phase as easy as possible.

Every discretionary approval considered by the Planning Department requires findings of conformance with the purpose and intent of the general plan. Because the Design Guide will form the basis for the revised Urban Design Chapter of the Central Community Plan, whenever a decision is made on a discretionary project, the findings for that decision will include complete consideration of the compliance of a project with these Standards and Guidelines. The Department Team had no significant adverse experience working with a variety of developers and architects to achieve compliance – some projects took several meetings, some only a few. All but one project resulted in a successful resolution of architectural and urban design issues. The outstanding case was appealed and resolved by both the CRA/LA Board of Commissioners and the Citywide Planning Commission.[3]

The Street Standards

Street dedication and roadway widening have been contentious issues for developers in Downtown, especially as they relate to the desire for wider sidewalks and the impact to development in the historical core, where significant landmarks block the implementation of currently set citywide standards for wider roadways. The new Downtown Street Standards will update the Central City Community Plan street designations based on a more comprehensive street hierarchy that balances traffic flow with other equally important functions of the street, including: pedestrian needs, public transit routes an stops, bicycle routes, historic districts with fixed building walls, the public face and transitional "front yard" of business, pedestrian environments and linear open space considerations. The details of the new standards, as recommended by the Street Standards Committee, as described more fully in the related Case No. CPC 2008-4504-MSC.

Essentially, the new Street Standards will curtail future roadway widening, except for vey limited locations, and implement a system to enable wider sidewalks through a combination of dedications and easements. All of the streets within the Project Area will be pedestrian-oriented: a function of the wider sidewalks and the Urban Design Standards and Guidelines. A limited number of streets will be designated "Transit Priority," consistent with the adopted Mobility Element to distinguish their current and future intents.[4]

Review of the Central Area Planning Commission

On December 9, 2008, the Central Area Planning Commission reviewed the proposed project. While overwhelmingly in support, the Commissioners raised questions about required compliance and implementation.

Will the new Street Standards result in added traffic congestion?

No. The City Team specifically required a Traffic Study to determine the impact of the new street standards on future estimated traffic and no significant impacts were identified. A one-way street system has a higher carrying capacity. Even with the new standards and the estimated

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[3] VTT 68095 (Amarcon Project), which initially took all vehicular access from an alley directly across from existing ground level live-work units at the Flower Street Lofts. The outcome of that appeal case resulted in modification to the Standards and Guidelines to avoid similar situations in the future.

[4] Figueroa Street, Flower Street, Broadway, Olympic Boulevard and Pico Boulevard.

increased population in Downtown in 2030, the street links performed well when modeled by the transportation consultants. One of the added features to the implementation of the Downtown Project will be a Transportation Toolbox specifically for Downtown -- a series of technologically advanced, transit savvy and also routine transportation mitigation measures, which the Department of Transportation staff will consult during individual project evaluations.

Why is the Design Guide not adopted as an ordinance?

Flexibility within a framework was the key objective for the Design Guide: neither too vague nor too prescriptive. As currently drafted, they fit well within a system designed to cultivate good architecture and urban design without tying the hands of the creative community. The Design Guide also and importantly provides for projects which are considered to be truly exceptional in architectural merit but do not meet the Standards and Guidelines. This opens the door for superlative practitioners – the Frank Gehry's, Thom Mayne's, Zahad Hadid's, Santiago Calatravo's, and other rising stars yet to be discovered – to bring their signature architecture to Los Angeles.[5]

How will wider sidewalks be implemented?

There are 3 principal ways: 1) additional dedication, where needed, 2) and additional easement for pedestrian, landscape and utility purposes; and 3) street narrowing. The first two categories will rely on case-by-case implementation. The latter category will rely on public funds either through capital improvement, grant or bond funds. Of the three approaches, the last one is more significant and will require added Council and Mayoral leadership to secure. The precise locations and street segments for narrowing are identified and mapped through this Project. There may also be limited funds available through the City Engineer's infrastructure accounts for street improvements. *To achieve an overall re-constructed pedestrian environment within the Downtown, certain street segments will require public funds.*

Why is there a limitation placed on the height at which a building can project back over a required easement?

The short answer: to give the street trees room to grow. Some developers sought to project back over their property's required easement above the first floor -- generally at a height of about 20 feet above grade. The key reason for limiting the projections is to maintain a reasonable height for the street trees to achieve optimum growth and canopy spread. Street tree canopies that begin to be limited at a height of 20 feet do not grow into full canopies. They remain confined, crimped and unsuitable as shade and form givers in an urban environment. The 40-foot limitation will afford them room to grow.

What developments are excluded from compliance with the Design Guide?

As defined, the following kinds of projects will be exempt: demolition; adaptive reuse of an existing building which conforms to the Adaptive Reuse Ordinance; remodeling of designated Historic Resources; Exterior remodeling of any other existing building, unless the aggregate value of the work, in anyone 24-month period, is greater than 50% of the replacement value of the building or structure before the alterations or addition as determined by the Department of Building and Safety. Projects within the Los Angeles Sport and Entertainment District Specific Plan are exempt. Projects within the Historic Downtown must comply with the Historic

[5] "In the spirit of affording maximum creativity, Projects that do not adhere to the letter of every provision in the Design Guide, but none-the-less demonstrate a clear alternative approach which is superior to and achieves all the prominent objectives of the Design Guide, will be recognized as a valid alternative."

Downtown Los Angeles Design Guidelines (2002) sponsored by the Los Angeles Conservancy as well as the Design Guide (where there is a conflict, the Historic Downtown Los Angeles Design Guidelines will take precedence). In the event of future Community Design Overlay Zones, Design for Development, Supplemental Use Districts, Development Agreement or other regulations – these shall take precedence over the Design Guide.

Conclusion

The historic opportunity before the Citywide Planning Commission resulted from the committed cooperative efforts of four departments and the support of the local Council Offices. The staff worked as a team with consultants over an 18-month period, from July 2007 through November 2008, to arrive at consensus. This project is the result of a long-term joint venture team created with staff from the Department of City Planning, the Community Redevelopment Agency, Department of Transportation, Bureau of Engineering, design consultants and the staff from Council Districts Nos. 1, 9 and 14. All participating parties usually deal with some aspect of the creation of the built environment. This comprehensive team approach is unique in the City of Los Angeles. The innovative idea of testing the guidelines was critical to arriving at the recommendations before the Commission that are both sensible and visionary. Because the standards and guidelines are not adopted as regulatory imperatives (an ordinance), they afford the flexibility needed for architects/developers to design within a larger framework of clear and consistent objectives for Downtown. Conformance with the Street Standards and Design Guide will be required by the adoption of the General Plan amendment and the related cases. It is our expectation that high quality discussions between City staff and architects/developers will continue to occur. Team members are looking at expanding this model to different areas of the City.

Finally, the Project recommendations were coordinated internally with important Planning Department initiatives and included the participation of staff from the Office of Historic Resources, the Central City Community Plan, the Bringing Back Broadway Working Group and the Citywide Division. The Commission's approval will put in place the first comprehensive set of Urban Design Guidelines prepared for a Community Plan in the City of Los Angeles. The Citywide Planning Commission's approval of the Project will fundamentally re-engineer the streets and the buildings of Downtown Los Angeles from an auto-centric approach to a pedestrian and transit approach.

FINDINGS

INTRODUCTION

The subject area – Downtown Los Angeles -- is located within the Central City Community Plan area. The Community Plan was last updated by City Council on December 2000 (Council File No. 00-0813-S4) and on August 9, 2002 following adoption of the Los Angeles Sports and Entertainment District Specific Plan (Council File No. 02-2427).

Downtown is the historic, political, social, governmental and economic center of the City of Los Angeles. Its primary land uses are commercial (located throughout downtown, but concentrated in the financial core and along Broadway), institutional (mostly public facilities associated with the Civic Center and Convention Center) and industrial (concentrated mostly east of Main Street and south of Wilshire Boulevard. Residentially designated land is concentrated in Central City East, South Park and Little Tokyo (neighborhood districts within Central City/Downtown), and accounts for a relatively small percentage of planned land uses in the project area.

The proposed project will apply to approximately 1,800 acres or roughly 2.8 square miles. The project area comprises much of Downtown Los Angeles and is roughly triangular in shape, with three sides formed by the Hollywood Freeway (Interstate 101), Santa Monica (Interstate 10), Harbor (Interstate 110) freeways and San Pedro and Alameda Streets. The designated land uses within the project area are Commercial, Multi-family Residential, Industrial, Public Facilities and Open Space. No changes in land use designations are proposed.

Further, the proposed project area encompasses several adopted Redevelopment Project Areas: Bunker Hill, Amended Central Business District, Center City and Little Tokyo. The Central City Community Plan and the adopted Redevelopment Project Area Plans are the primary City documents that direct growth and development within this area of Los Angeles. The Community Redevelopment Agency of Los Angeles (CRA/LA) will be adopting the design standards and guidelines in a separate action by the CRA/LA Agency Board.

The Central City Community Plan Map assigns street designations to the Downtown streets. These designations are derived from City's Citywide Street Classification system prepared by the City Engineer. The designations establish the required public right-of-way for each street. The designations also implement standard improvements for various types of streets required to serve the area. The adopted Redevelopment Plans do not address streets. While the Redevelopment Plans must be consistent with the City's General Plan and Community Plans, no amendment to them is necessary for modernizing the street system. Changes in selected designated street types are proposed.

The General Plan Findings

1. **General Plan Framework.** The proposed project is consistent with the purpose and intent of the adopted General Plan Framework, Urban Form and Neighborhood Design Chapter:

GOAL 5A A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Objective 5.1 Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.

Policy 5.1.1 Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits.

The Urban Design Chapter of the Community Plan will incorporate the Downtown Design Guide which contains standards and guidelines for sustainable design, sidewalks and setbacks, ground floor treatment, parking and access, massing and street wall, on-site open space, architectural detail, streetscape improvements, signage (on-site or onsite "campus" signage) prepared at a finer grain specifically for the Downtown Neighborhood Districts. As such, the Project is consistent with the purpose and intent of the General Plan Framework.

Objective 5.3 Refine the City's highway nomenclature and standards to distinguish among user priorities.

Policy 5.3.1 Establish the following highway segment hierarchy based on function and user priority:

a. Pedestrian-priority segments, where designated in community centers, neighborhood districts, and mixed-use corridor nodes, are places where pedestrians are of paramount importance and where the streets can serve as open space both in daytime and nighttime. Generally these streets shall have the following characteristics (as defined through the Street Standards Committee and designated by amendments to the community plans to address local conditions):

5.3.2 Adopt appropriate standards for each type of highway segment that complement existing highway and development standards.

a. Roadway design standards shall address posted speed limits, minimum sidewalk widths, maximum corner radii, traffic lane width, on-street parking and frequency of curb cuts. These should consider all forms of travel including vehicle (private automobile, truck, transit, and other), bicycle, and pedestrian.

b. Public improvement standards should address street tree form and spacing; street light type, height, and illumination level; and other streetscape elements, particularly in the vicinity of transit stops. Street tree form is dependent on species and available planting space.

c. Building and site development standards for pedestrian-priority streets should address building design and use characteristics that encourage pedestrian access, as well as the following: building height; location and design of parking; location and transparency of front building facade; location and design of pedestrian entrances and other openings; utilities; and signage.

Objective 5.5 Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Policy 5.5.4 Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, street lights and trees, bus shelters and benches, and other street furniture.

5.5.6 Identify building and site design elements for commercial or mixed-use streets in centers, that may include: the height above which buildings must step back; the location of the building base horizontal articulation; and other design elements.

Objective 5.8 Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.

Policy 5.8.1 Buildings in pedestrian-oriented districts and centers should have the following general characteristics:

a. An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk;

b. A building wall more-or-less continuous along the street frontage;

c. Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases;

d. Shops with entrances directly accessible from the sidewalk and located at frequent intervals;

e. Well lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, when appropriate;

f. Ground floor building walls devoted to display windows or display cases;

g. Parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible;

h. Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use; and

i. The area within 15 feet of the sidewalk may be an arcade that is substantially open to the sidewalk to accommodate outdoor dining or other activities.

5.8.2 The primary commercial streets within pedestrian-oriented districts and centers should have the following characteristics:

a. Sidewalks: 15-17 feet wide (see illustrative street cross-sections).

b. Mid-block medians (between intersections): landscaped where feasible.

c. Shade trees, pruned above business signs, to provide a continuous canopy along the sidewalk and/or palm trees to provide visibility from a distance.

d. Pedestrian amenities (e.g., benches, pedestrian-scale lighting, special paving, window boxes and planters).

5.8.3 Revise parking requirements in appropriate locations to reduce costs and permit pedestrian-oriented building design:

a. Modify parking standards and trip generation factors based on proximity to transit and provision of mixed-use and affordable housing.

b. Provide centralized and shared parking facilities as needed by establishing parking districts or business improvement districts and permit in-lieu parking fees in selected locations to further reduce on-site parking and make mixed-use development economically feasible.

The modified street standards identify Transit Priority Streets and identify all streets within the Project area for pedestrian-orientation. With the exception of the Historic Core – where existing sidewalk widths of up to 12 feet on east-west streets are considered desirable to maintain – the minimum sidewalk widths for all other streets will be a minimum of 15 feet up to 24 feet (for street segments along Grand Avenue, for example). Public improvements for these streets also address street trees, parkways, lighting, and storm water infiltration "bio-swales." Taken

together, the new street standards and the Downtown Design Guide's urban design standards and guidelines are consistent with the purpose and intent of the General Plan Framework, advance and implement these citywide goals, policies and objectives. As such, the Project is consistent with the General Plan Framework.

2. Mobility Element. The proposed General Plan Amendments comply with the Transportation (Mobility) Element. The Element sets forth a new vision for a Transit and Pedestrian Priority street expressed as a street with a minimum sidewalk width of 15 feet. While all streets within the Project Area are to be considered Pedestrian Oriented, five streets are identified in the Community Plan Text as Transit Priority. Please see Exhibit B. These changes will implement several Transportation Element Goals, Objectives and Policies:

GOAL A Adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles.

Objective 2 Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.

Transportation Demand Management

Policy 2.5 Provide bicycle access in or near mixed use corridors, neighborhood districts, and community centers that affords easy accessibility to many nonwork purpose destinations.

2.7 Encourage businesses to implement telecommuting, flexible work schedules, and teleconferencing programs.

2.8 Continue to integrate transit and environmental planning to enhance environmental preservation.

2.11 Continue and expand requirements for new development to include bicycle storage and parking facilities, where appropriate.

Transit

2.14 Promote the increase of bus service along high-demand routes and corridors in order to reduce bus overcrowding.

2.19 Develop interactive transit information systems that bring customers more timely, accurate, and complete transit information.

2.20 Promote the multi-modal function of transit centers (bus and rail) through improved station design and management of curb lanes to facilitate transfers between modes (e.g. rail to bus or shuttle or taxi).

2.21 Identify and develop transit priority streets which serve regional centers, major economic activity areas and rail stations to enhance the speed, quality and safety of transit service.

Transportation Systems Management (TSM) and Parking

2.25 Coordinate parking management policies with other transportation strategies (such as transit and TDM).

2.27 Discourage the vacation and/or closure of public alleys which service properties fronting on major or secondary highways.

Highway Infastructure

2.33 Continue incremental completion of the Highways and Freeways system, as shown in Maps A1 and A2-A6, and as may be periodically modified by the designation of pedestrian priority street segments and transit priority streets.

Advanced Transportation Technology

2.35 Actively support Intelligent Transportation System technology relating to traveler information and the management of transportation systems, such as

smart highways and smart vehicles; and focus smart corridor implementation on HOV freeway segments.

Objective 4 Preserve the existing character of lower density residential areas and maintain pedestrian-oriented environments where appropriate.

Policy 4.4 Identify pedestrian priority street segments (through amendments to the Community Plans) in which pedestrian circulation takes precedence over vehicle circulation, and implement guidelines to develop, protect, and foster the pedestrian-oriented nature of these areas.

4.5 Consider traffic impacts on pedestrian-priority street segments and find mitigation measures which do not restrict pedestrian circulation in these areas.

GOAL C An integrated system of pedestrian priority street segments, bikeways, and scenic highways which strengthens the City's image while also providing access to employment opportunities, essential services, and open space.

Objective 10 Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school child travel.

Policy 10.1 Implement the updated and revised 1996 City Bicycle Plan, (Chapter IX of this Element).

10.2 Continue completion of the Highways and Freeways system utilizing the cross sections presented in Chapter VI* of this element, which provide for wider sidewalks / parkways along arterial streets, and link implementation of streetscape guidelines to street widening projects.

10.3 Identify pedestrian priority street segments in Community Plans and implement guidelines to develop, protect, and foster the pedestrian oriented nature of these areas.

10.4 Expedite the implementation of the streetscape guidelines and standards set forth in this Transportation Element (Chapter VI-C*) for pedestrian priority and transit priority streets as funding allows.

The new street standards identify streets suitable for bicycle lanes in Downtown Los Angeles within the Project area. These have been further studied in the Traffic Study and determined to be feasible based upon the roadway widths for these streets. Please see Case No. CPC-2008-4504-MSC.

3. Central City Community Plan. The Project is consistent with the purpose and intent of the adopted Community Plan. It will have a beneficial effect on the Community Plan because it will provide more detailed urban design guidance that supports the distinctive character of Downtown's neighborhoods.

The objectives of the Urban Design Chapter of the Central City Community Plan, currently read:

Objectives

- To create a series of street types, unique to Downtown. Define individual building criteria which would address bulk, profile, placement and street walls.

- To develop parking design criteria, whether applied to garages, open air lots, or integrally within other buildings, that create places that provide safety, comfort and convenience for the pedestrian.

- To develop streetscape and landscape criteria that reinforce the pedestrian quality of Downtown's streets and public open spaces that takes advantage of the great local climate; and that promotes the use and enjoyment of the outdoors.

- To improve the pedestrian environment.

Approval of the Downtown Guide implements these objectives by providing clear and consistent standards and guidelines easily applied to individual projects which seek either entitlements

(Planning Department staff) or building permits (Community Redevelopment Agency staff).

In addition, approval of the modified street designations for the Central City Community Plan Map will implement "context-sensitive" street improvements, eliminate lot-by-lot guesswork and afford construction of wider sidewalks consistent with the pedestrian orientation of Downtown. The new street standards and the new urban design standards and guidelines are mutually complimentary.

Finally, the proposed project complies with the purpose and intent of several other objectives and policies of the adopted Community Plan for Housing, Pedestrians, Commercial Uses including retail and Open Space:

Housing

Objective 1-3	To foster residential development which can accommodate a full range of incomes.
Policy 1-3.1	Encourage a cluster neighborhood design comprised of housing and services.

Pedestrians

Objective 11-6	To accommodate pedestrian open space and usage in Central City.
Policy 11-6.1	Preserve and enhance Central City's primary pedestrian-oriented streets and sidewalks and create a framework for the provision of additional pedestrian friendly streets and sidewalks which complement the unique qualities and character of the communities in Central City.

Commercial

Objective 2-1	To improve Central City's competitiveness as a location for offices, business, retail, and industry.
Policy 2-1.2	To maintain a safe, clean, attractive, and lively environment.
Objective 2-2	To retain the existing retail base in Central City.
Policy 2-2.2	To encourage pedestrian-oriented and visitor serving uses during the evening hours especially along the Grand Avenue cultural corridor between the Hollywood Freeway (US 101) and Fifth Street, the Figueroa Street corridor between the Santa Monica Freeway (I-10) and Fifth Street and Broadway between Third Street and Ninth Street.

Open Space

Objective 4-4	To encourage traditional and non-traditional sources of open space by recognizing and capitalizing on linkages with transit, parking, historic resources, cultural facilities, and social services programs.
Policy 4-4.1	Improve Downtown's pedestrian environment in recognition of its important role in the efficiency of Downtown's transportation and circulation systems and in the quality of life for its residents, workers, and visitors.

Coordination Opportunities for Public Agencies

Objectives	To establish communication and interaction between the numerous government jurisdictions and the private sector to jointly implement this Plan.
Policy	Encourage the continued coordination among various public-sector regulatory agencies to promote multi-purpose planning.

The Project is jointly prepared by the City Planning Department, Community Redevelopment Agency of Los Angeles, Department of Transportation and Bureau of Engineering. It enabled all agency stakeholders to coordinate across jurisdictional lines during the development and

evaluation of the effects of new improvement standards for the City streets/sidewalks as well as the effects on private development adjacent to these public rights-of-way. All of the above-identified Objectives and Policies will be advanced by the adoption and continuing implementation of the modified street standards and the urban design standards and guidelines.

4. **The Sewerage Facilities Element.** This element of the General Plan will be unaffected by the recommended action because no change in density or intensity is proposed. As individual projects come forward under the Downtown Design Guide and new Street Standards, requirements for construction of sewer facilities to serve the subject project and complete the City sewer system for the health and safety of City inhabitants will assure compliance with the goals of this General Plan Element.

City Charter Findings

City Charter Sections 556 and 558. The proposed General Plan Amendments comply with Charter Sections 556 and 558. The modified street standards proposed in this action will implement a larger vision for the City as expressed in the adopted General Plan Framework, namely to widen sidewalks beyond the current City standard of 10 - 12 feet for Major and Seconday Highways. In population centers such as Downtown Los Angeles this is common sense. The number of pedestrians using the sidewalks is comparatively high and wider sidewalks – up to 24 feet in some blocks – is proposed through the modified street standards. Complimentary to the modified street standards, the urban design standards and guidelines – *Downtown Design Guide* – will reinforce the pedestrian orientation by guiding development at the ground level, fostering aesthetically pleasing architectural façade treatments, minimizing the presence of the automobile and advocating exploitation of the numerous Downtown transit, transportation, bicycle and walking alternatives.

CEQA Findings

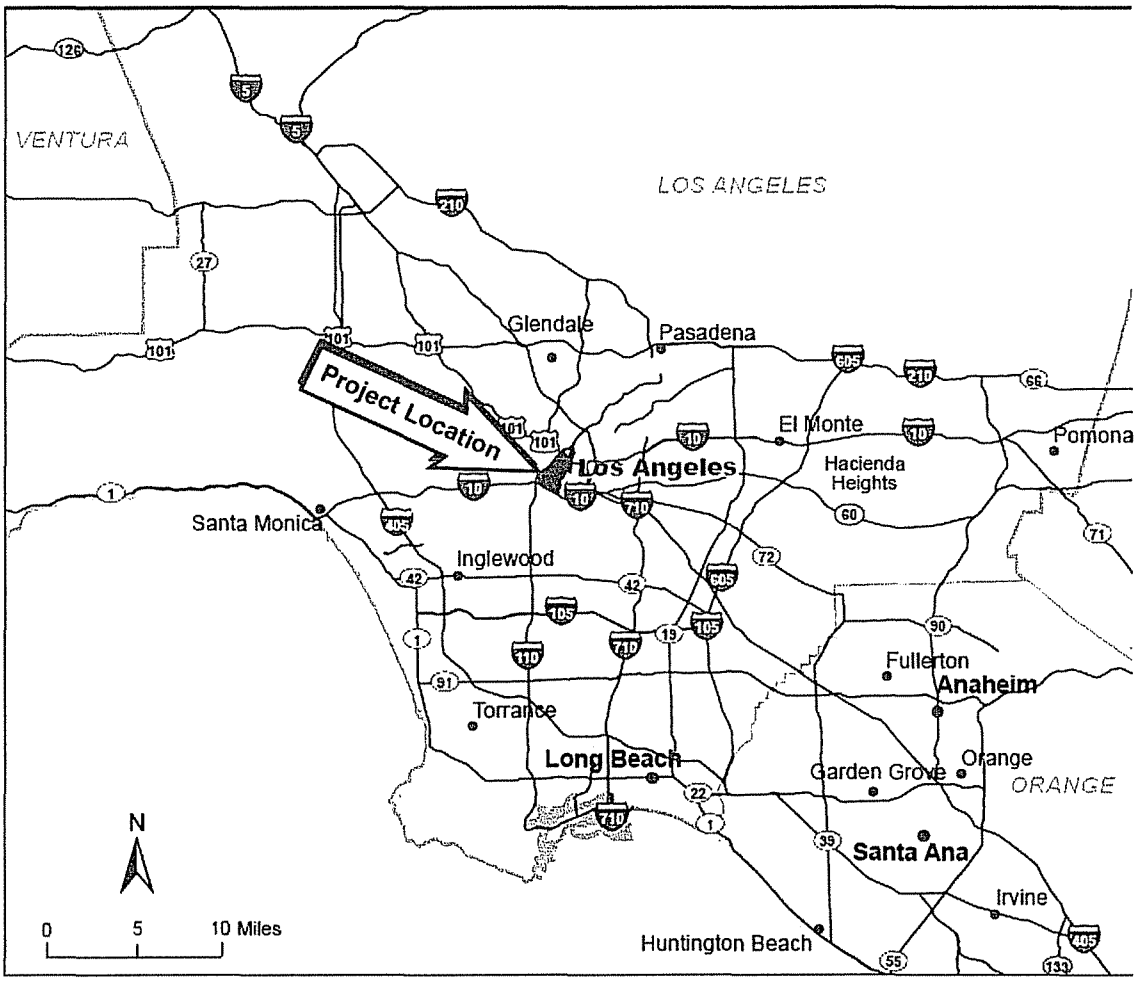
Environmental Clearance. A Negative Declaration (ENV-2008-4505-ND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street. The Citywide Planning Commission certifies that action and recommends that the City Council adopt the Negative Declaration upon adoption of the Community Plan Amendments.

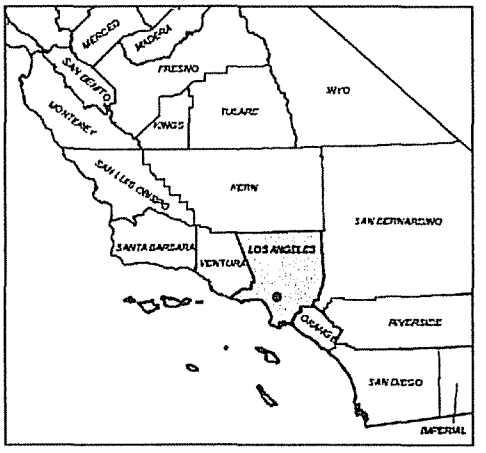
PUBLIC HEARING AND COMMUNICATIONS

A Public Hearing is scheduled before the Citywide Planning Commission on January 8, 2009.

On December 9, 2008, the Central Area Planning Commission reviewed and made comments on the proposed Project. The Commissioners raised questions about how development projects will be made to comply with the Design Guide, will the review process be centralized (applicants go to one source for review, instead of four departments). See the discussion of the Commissioner's questions within the background of section of the staff report. The Commissioners were supportive.

EXHIBIT A
Vicinity Map





Regional Location

Figure 1

EXHIBIT B
Project Boundaries Map

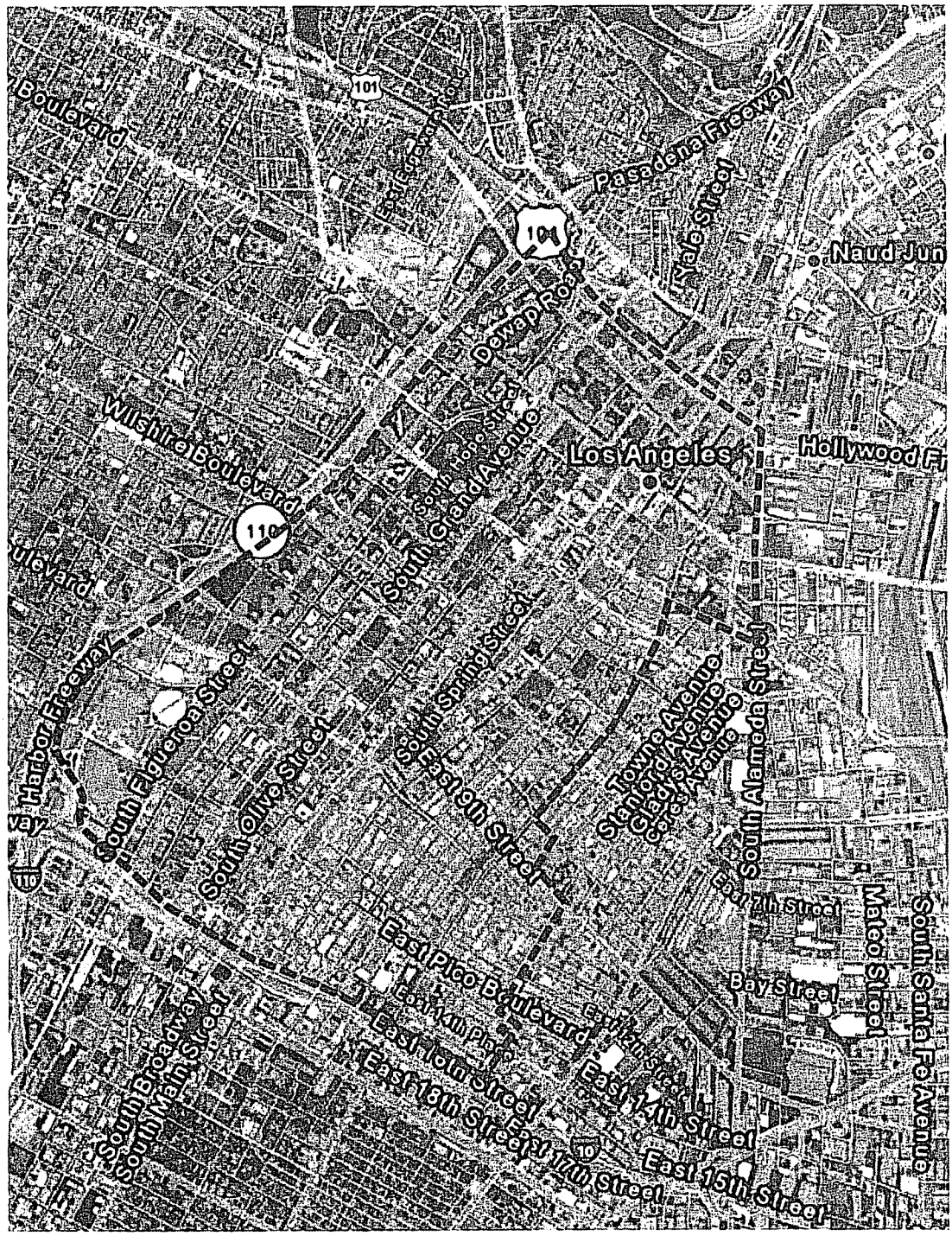


Image Source: Google Earth Pro, 2008

Note: The Los Angeles Sports and Entertainment district is excluded from the project boundaries.

Aerial Image of Project and Surrounding Areas Figure 3

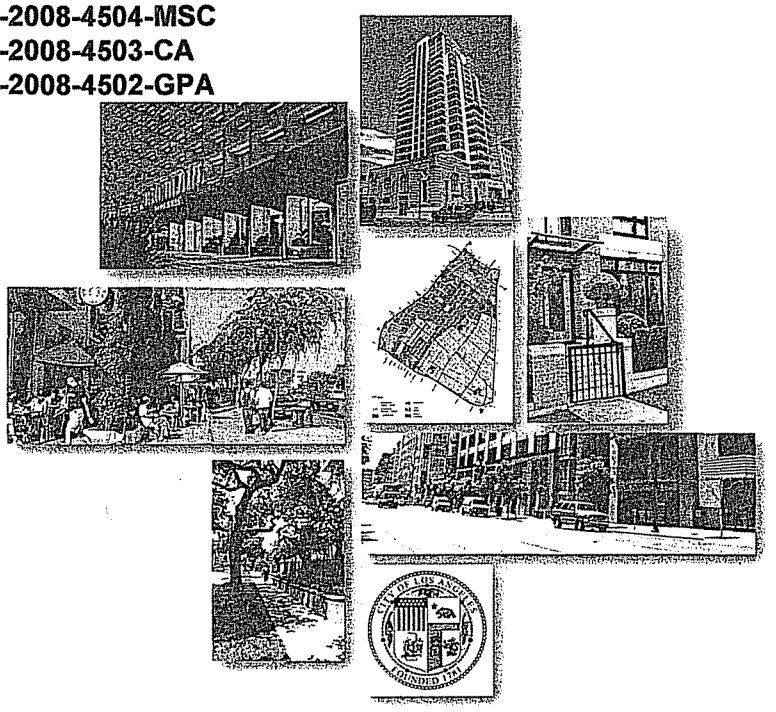
EXHIBIT C
Please See Attached Environmental Clearance

City of Los Angeles

DOWNTOWN STREET STANDARDS AND URBAN DESIGN STANDARDS AND GUIDELINES

DRAFT INITIAL STUDY/NEGATIVE DECLARATION

EXHIBIT C
ENV-2008-4505-ND
Negative Declaration
CPC-2008-4504-MSC
CPC-2008-4503-CA
CPC-2008-4502-GPA



November 2008

EXHIBIT D
Draft Revised Community Plan Text (highlight/strikeout version)

Chapter V
URBAN DESIGN

For the last half century the design of buildings in Downtown Los Angeles as in most American urban centers, has been mostly at odds with the process of forming the kinds of streets, squares and parks that are the armature of the pedestrian friendly city. Buildings have been more oriented to their own sites, rather than how they might form amenable urban space along with their neighborhoods.

Downtown Design Guide: Design for A Livable Downtown **integrates urban design standards and guidelines with new street and sidewalk standards for Downtown. It supports citywide Urban Design Principles: Usable and Accessible Transit; Walkability and Well Being; Bridge the Past and the Future; Accentuate Visual Interest; Nurture Neighborhood Character; Develop Street Furnishings; Emphasize Implementation and Maintenance; Stimulate Sustainability and Innovation; Improve Equity and Opportunity; Generate Public Open Space and Support Navigation, Connection and Flow.**

Tailored for Downtown, *Downtown Design Guide: Design for A Livable Downtown* **will focus on Housing and Transportation Choice, Shops and Services with Walking Distance, Safe, Shared Streets, Gathering Places and Active Recreation Areas. It fulfills the following objectives:**
~~**Urban design guidelines prescribe the orderly development of streets and public open spaces. Urban design guidelines should be developed to ensure the design of an architecturally diverse Downtown where all the buildings would accommodate and represent our society over the next 25 years and would reinforce the character of the sidewalks, plazas and parks that residents, workers and visitors commonly share.**~~

~~**It is the intent of the Plan that each Downtown neighborhoods and district attain a particular character. Further, that they all be linked together through a pedestrian linkage network.**~~

~~**OBJECTIVES.**~~

- ~~**To create**~~ **Creates** ~~**a series of**~~ **Pedestrian Orientation for street types, unique to Downtown.**

- ~~**To develop**~~ **Implements streetscape and landscape criteria that reinforce the pedestrian quality of Downtown's streets and public open spaces that takes advantage of the great local climate; and that promotes the use and enjoyment of the outdoors.**

- **Defines** ~~**individual building**~~ **criteria** ~~**which would address**~~ **for building massing, street wall, ground floor treatment, parking and access, on-site open space, architectural detail and signage.** ~~**bulk, profile, placement and street walls.**~~

- ~~**To develop**~~ **Implements parking design criteria, whether applied to garages, open air lots or integrally within other buildings, that create places that provide safety, comfort and convenience for the pedestrian.**

- **Encourages, through design, the Parking District concept (spaces within individual projects are accessible and shared within a District during off-peak user hours and**

managed within these fluctuating parking demand periods) to maximize parking and minimize the amount of land devoted to parking.

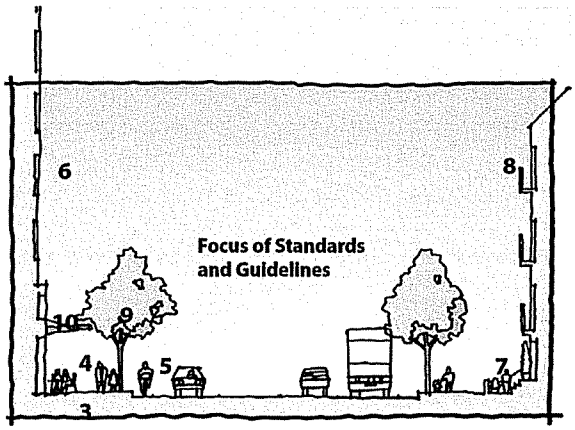
~~● To improve the pedestrian environment.~~

● **Respects existing and planned development guidelines for the Historic Core.**

● **Promotes green streets and green alleys.**

Diagram to right shows the zone of development on which the standards and guidelines focus. Numbers correspond to the sections of *Design for a Livable Downtown* in which each topic is addressed:

3. **Sidewalks and Setbacks**
4. **Ground Floor Treatment**
5. **Parking and Access**
6. **Massing and Street Wall**
7. **On-Site Open Space**
8. **Architectural Detail**
9. **Streetscape Improvements**
10. **Signage**



BUNKER HILL

● **Maintain the highest standards of design and quality of material.**

● **Maintain existing open, lushly landscaped development and encourage new development to continue the landscape treatment.**

● **Increase pedestrian friendly streetscapes.**

● **Improve the pedestrian orientation of the district by requiring 15-foot minimum width sidewalks, throughout, active ground floor uses, and pedestrian-scaled landscaping and improvements on Olive and Hills Streets.**

LITTLE TOKYO

● **Maintain the integrity of Little Tokyo a Japanese-American cultural and residential-commercial community.**

● **Maintain existing and improve overall pedestrian linkage within Little Tokyo, as well as with neighboring districts (e.g., Arts District, industrial areas, Civic Center).**

● **Complete the development of the Central Art Park.**

● **Increase pedestrian-friendly streetscapes, using Japanese-themed plant materials, street furniture and other streetscape elements, wherever practicable.**

- **Implement the adopted Little Tokyo Planning and Design Guidelines (adopted by the CRA/LA Board in April 2006), and any subsequent amendments.**

- **Complete the Little Tokyo Community Design Overlay Zone and integrate the Planning and Design Guidelines.**

SOUTH PARK

- **Provide a major open space focus for this residential neighborhood and established network of well-landscape streets, mini-parks and mid-bock paseos in order to create a garden city environment.**

- **Complete the Hope Street Promenade as a well-landscaped, mixed-use street detailed for the pedestrian, and linking South Park neighborhoods to the Financial Core.**

CONVENTION CENTER/ARENA

- **Fully develop all streets and parks to accommodate outdoor activities and to provide pedestrian linkages between this district and other Downtown neighborhoods and districts.**

- **Implement the Los Angeles Sports and Entertainment District (LASED) Streetscape Plan.**

HISTORIC CORE/CENTER CITY

- **Establish urban design guidelines and set up preservation priorities that strike a balance between historic preservation and new development.**

- **Use as a resource the Historic Downtown Los Angeles Design Guidelines to guide rehabilitation and public improvements that maintain and complement the area's historic character.**

- **Develop Broadway and Spring Streets as the two-signature street of this district. Develop Main Street and its adjacent east-west streets with residential uses and neighborhood amenities. Develop Hill Street with mixed uses that encourage easy access to and from Bunker Hill.**

- **Develop Broadway Community Design Overlay Zone in support of Bringing Back Broadway initiative.**

- **Link east-west mid-block paseo and galleries into a network that provides easy pedestrian access through the area, activated by retail and institutional uses. Use alleys for service and parking access and make them secure at all times.**

SOUTH MARKETS

- **Develop a set of architecturally distinctive indoor and outdoor markets for the flower, produce and garment industries.**

- **Establish development standards that promote pedestrian-oriented facilities and small-scale buildings that reinforce the character of the district.**

- **Develop innovative alley standards to promote retail paseos.**

- **Create design guidelines for the area including storefront and signage design. Develop new mini-parks and undertake streetscape improvements including trees, signage and street furniture.**

- **Create a street-oriented retail component of the Flower Market including flower shops, restaurants and shops. Create a street identity for the Flower Market on both Seventh and Eight Streets. Establish streetscaping and façade improvement programs making more areas inviting for retail customers.**

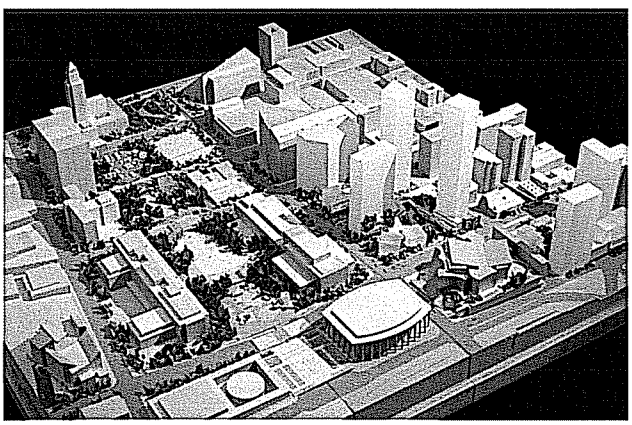
OPEN SPACE

Civic Open Space

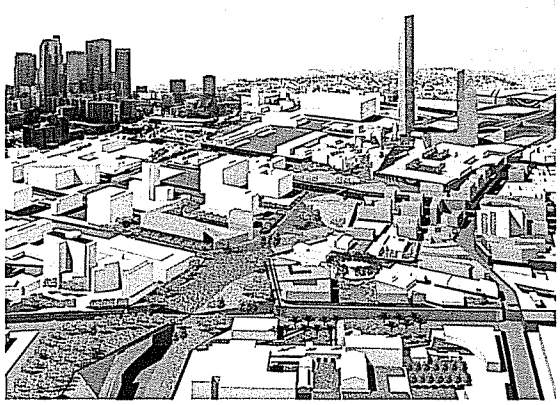
Because so little dedicated public open space exists in Downtown, creating a framework of civic open spaces and streets that provide necessary and suitable settings for the public life of the community is of the highest priority. Pershing Square is the first and oldest civic square of Downtown's "new town" expansion designated as a public square in ~~the 1800's~~ 1868. Three more spaces of similar scale should be developed and distributed equally and in a memorable pattern throughout Downtown, to give clarity to the urban form that is the heart of the Los Angeles metropolis.

To be truly civic in scale, these spaces should be the size of a full city block and should be bounded on all sides by public streets. They should be accessible, although hours of use may be controlled. They should be designed for the flexible use of space, accommodating sizeable numbers of people, providing a forum for organized public events as well as for every day casual use. These civic open spaces represent Downtown and the City; therefore, they should boast fine, durable materials, public art, and symbolic information conveying a sense of place. Simply put, these spaces help people know where they are in Downtown and to feel comfortable being there.

Civic Center Park Proposal



Park 101 Freeway Park Concept



Opportunities to adaptively re-use publicly-owned land downtown to create significant urban open space should be pursued. The Grand Avenue Civic Park, at 16 acres, affords an opportunity to implement civic open space among the Court, County and City Buildings. The Park 101 Freeway Park, at more than 100 acres, could be placed on a "lid"

built over the 101 Freeway, affording new connections to neighborhoods in and near Downtown, Chinatown, Little Tokyo and the urban core.

To unify Downtown and also give focus to its various neighborhood and districts, South Park Square and Market Square should each be designed and programmed with individual character and functions that would be capable of generating activity of both local and regional interest, such as markets, cultural affairs, entertainment and recreational events. Although a full city block park, "San Julian Commons" is also designated as civic open space.

~~**Streets improved with planting, paving, lighting, signage and street furnishings should form pedestrian friendly corridors connecting these civic open spaces and they should be distinguished as the most prominent civic streets of Downtown.**~~

Neighborhood Parks

In addition to the civic-scale open spaces, a network of small and well-distributed public and semi-public open space are recommended to serve the needs of individual districts, neighborhoods, developments and institutions. These should be distributed at about 5-minute walking distances (1/4 mile) and should vary in size and character according to land availability and use. Local users should be involved in their design and planning. These may accommodate more active uses such as playgrounds, community gardens, and local group displays and performances. As city life unfolds, and districts and their occupants change, it is quite common and proper for parks to be "recreated" at intervals to accommodate new needs.

STREET HIERARCHY/STANDARDS

Objectives

- **To develop a street hierarchy to serve transit, traffic, pedestrian, open space and truck access needs in a coordinated manner.**

Policies

- **Provide the essential connections and interchanges necessary for a comprehensive transportation system.**

- **Provide a street hierarchy that would prioritize streets as follows:** ~~**(1) Mixed Flow Street; (2) Transit Priority Street;**~~ **(1) Retail, Residential and Other Streets as identified in** *Downtown Design Guide: Design for a Livable Downtown;* **(2) Transit Priority Streets (3) Truck Route Street; (3) Local Truck Street.**

- **Transit Priority Streets: Figueroa Street, Flower Street, Broadway, Olympic Boulevard and Pico Boulevard.**

- **Modify Street Standards to permit wider sidewalks, parkways and stormwater infiltration, more on-street parking, bike lanes and -- curb extensions and medians where feasible.**

- **Seek funding for implementation of two north-south (Figueroa and Flower Streets) and 3 east-west (2nd and 7th Streets and Venice Boulevard) bicycle lanes accommodated in revised improvement standards for these streets.**

- **Seek funding to enable implementation of wider sidewalks for whole block faces.**

Programs

- **The central core of Downtown would receive transit priority while such streets as Figueroa and Flower Streets ~~Los Angeles, 3rd, 4th, 5th and 6th~~; Olympic and Pico Boulevards would be retained as key automobile streets serving Downtown.**

- **Los Angeles, 3rd, 4th, 5th and 6th make freeway ramp connections for automobiles, but also serve as links between neighborhoods.**

- **In Central City east and the South Market area, a number of streets have been designated as truck routes to facilitate the movement of goods into and out of the industrial areas.**

PEDESTRIAN LINKAGES

Objectives

- **To provide an extensive, well-formed and well-maintained pedestrian network.**

- **To link transit and pedestrian districts of historic Downtown Los Angeles.**

Policies

- ~~**Streets should provide adequate sidewalk space for pedestrian circulation and for use by adjacent retail businesses.**~~

- **Create an extensive pedestrian network that helps merge the transportation and open space elements of the City.**

- **Implementation of Angels Walk as it relates to the Central City Community Pan.**

THE AVENIDAS

The project would create public open space, which encourage pedestrian activity, interaction and community identity emphasizing the continuity of Downtown as one place rather than a series of isolated and unconnected islands of activity.

- **Develop pedestrian oriented streets that connect the Civic Mall, squares and open spaces. This project could create bus lanes, reduce auto lanes, widen sidewalks along one side of each street and add streetscape, trees, furniture and other pedestrian amenities.**

ANGELS WALK

- **Little Tokyo: Make 2nd Street from Alameda to the west side of Little Tokyo pedestrian-oriented and a link to other portions of the Angels Walk network.**

Provide for sidewalk widening, enhancement of streetscape and establishment of public open spaces.

~~To provide "Plum Tree" landscaping along both sides of Third Street to the heart of Little Tokyo and extend landscaping from the Metro Station at Third and Santa Fe Streets.~~

● Bunker Hill and Music Center/Civic Center District. Improve the pedestrian linkages at each of the five Downtown Metrorail portals.

A special focus on the portals at Fourth and Hill Streets. Angel Flights Grand Central Square, Historic Broadway and Spring Street are on the verge of merging into a continuous pedestrian sequence.

Continuous streetscape improvements for pedestrians along the Hill Street corridor itself.

Integration of the proposed regional consolidation of the State of California offices along Fourth Street.

Connections to more distant pedestrian destinations such as Disney Hall, the Museum of Contemporary Art, the Cathedral of Our Lady of the Angels, Chinatown, Union Station and Little Tokyo.

● El Pueblo (Union Station Connection)

Provide a pedestrian bridge that would span the 101 Freeway connecting El Pueblo with Union Station (a landmark gateway) and the Children's Museum and the Historic Core/Center City.

● Street Types: To further enhance the Downtown pedestrian experience, a hierarchy of improved streets should be created.

● Boulevards extending throughout Downtown and leading along important corridors and to important destinations (Broadway, Grand, 1st, 7th, Alameda and Figueroa).

"Paseo" passages that cut through midblocks of the very large-scale City grid to overlay a plaid of more intimately scaled walkways.

Non-through streets of all sizes which discourage vehicular use and there provide special opportunities for local, pedestrian-friendly treatment.

The design criteria should be developed for each of these types of corridors and should focus on the creation of a network of attractive, useable streets designed to emphasize the visual and functional needs to pedestrians as the heart of a public realm in which residents, workers, shoppers and tourists feel comfortable. Particular emphasis should be placed on a landscape palette that distinguishes street-types from each other, and on appropriate minimum width of sidewalks so that they readily accommodate pedestrian activities.

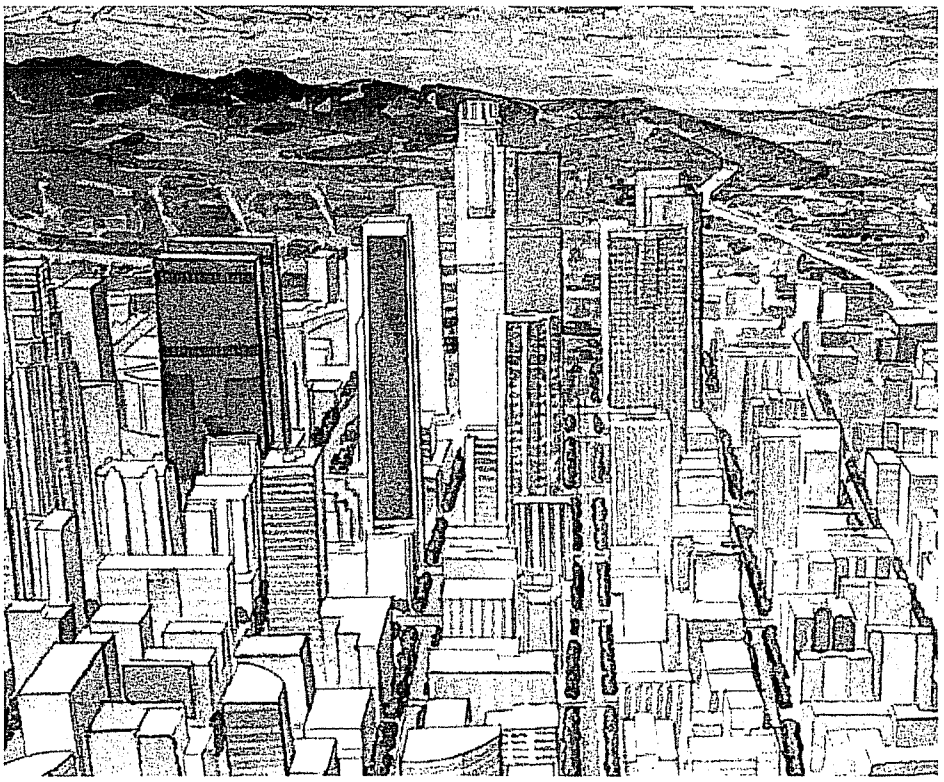
● Grand Avenue Cultural Corridor

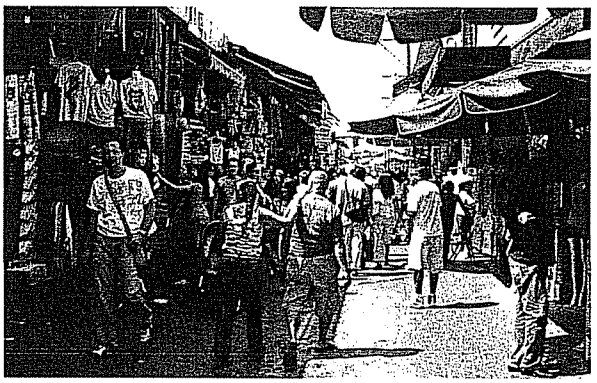
Implement street improvement between the Cathedral of Our Lady of the Angels at the Hollywood Freeway and the Central Library at Fifth Street that promotes pedestrian use and provides a unique and striking environment that links together the important civic, cultural, and institutional uses and facilities concentrated there.

EXHIBIT E
Draft Downtown Design Guide: Design for a Liveable Downtown

DOWNTOWN
DESIGN GUIDE

CITY OF LOS ANGELES





ACKNOWLEDGMENTS

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- Bureau of Street Lighting

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TABLE OF CONTENTS

01 INTRODUCTION AND OVERVIEW

Areas to Which the Design Guide Applies/Relationship to Other Regulations

The Design Guide, which supplements Municipal Code provisions, applies to all Projects in the areas shown on Figure I, except that:

- Provisions of an adopted Specific Plan, Community Design Overlay, Streetscape Plan, Design for Development, Supplemental Use District, Development Agreement or other regulations as determined by the Reviewing Agency shall take precedence where there is a conflict.
- Projects in the Historic Downtown must comply with the Historic Downtown Los Angeles Design Guidelines (July 2002) sponsored by the Los Angeles Conservancy as well as with the Design Guide. Where there is a conflict, the Historic Downtown Los Angeles Design Guidelines shall take precedence.

Where the Municipal Code is more restrictive than these Guidelines, and a request has been made to deviate from the Municipal Code to conform to the Design Guide, then the Decision-Making body must find A Project is in conformance with the Design Guide and the Urban Design chapter of the Community Plan in the consideration of affirmative findings.

Application of the Design Guide to Projects/Definition of Project

The Design Guide is intended to provide guidance for creating a livable Downtown. It includes both standards (requirements) and guidelines (suggestions). Standards typically use the word "shall", an active verb (such as, "provide" or "install"), a clear directive ("are not permitted" or "are required"). Guidelines typically use the word "should" or "consider." Projects must comply with standards and are strongly encouraged to comply with guidelines.

In the spirit of affording maximum creativity, Projects that do not adhere to the letter of every provision in the Design Guide, but none-the-less demonstrate a clear alternative approach which is superior to and achieves all the prominent objectives of the Design Guide, will be recognized as valid alternative.

For the purposes of the Design Guide, a Project is the construction, erection, or addition to any building or structure, on a lot located in whole or in part within the areas shown in Figure 1-1, which requires the issuance of a grading permit, foundation permit, building permit, or use of land permit. A Project shall not include the following:

a. Demolition;
b. Adaptive reuse of an existing building, which conforms to the Adaptive Reuse Ordinance;
c. Remodeling of designated Historic Resources;
d. Exterior remodeling of any other existing building, unless the aggregate value of the work, in any one 24-month period, is greater than 50% of the replacement value of the building or structure before the alterations or addition as determined by the Department of Building and Safety;
e. Interior remodeling of any other existing building, or the change of use of a building or land, or the relocation of existing uses.

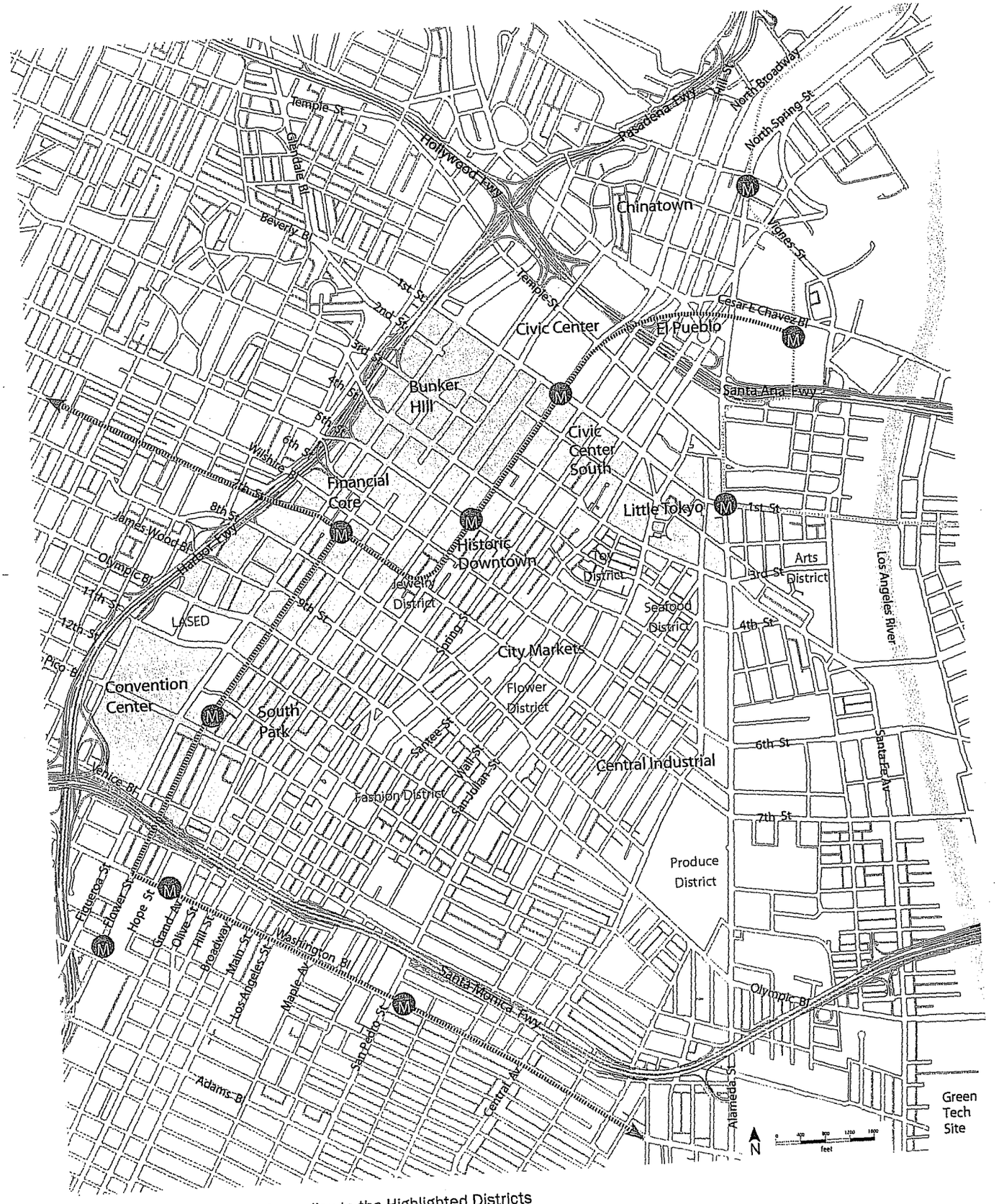


Figure 1-1 The Design Guide Applies to the Highlighted Districts

How to Use The Design Guide

The Design Guide encourages Downtown Los Angeles to develop as a more sustainable community. To achieve this goal, good choices must be made at all levels of planning and design -- from land use and development decisions to building massing and materials choices -- with a emphasis on walkability and the making of great streets, districts and neighborhoods. The focus of the Design Guide is on the relationship of buildings to the street, including sidewalk treatment, the character of the building as it adjoins the sidewalk, and connections to transit, as illustrated in Figure 1-2 below. The successful treatment of these key features, coupled with particular attention to the details of a project in the first 30-40 vertical feet, form the basis for providing high quality development at a human scale.

The first step in using the Design Guide is to determine where your building walls along the street will be located. Start by consulting the Downtown Street Standards on Navigate LA to determine where the curb line and back of sidewalk adjacent to your Project will be in relation to the existing street center line and whether any roadway widening or narrowing will be required. Note that, on many streets, the required sidewalk width will be a combination of public right-of-way dedication and sidewalk easement. Refer to Section 3 of the Design Guide for a more detailed description of the Downtown Street Standards.

Continue reading Section 3 for direction regarding setbacks: are they required/ allowed and, if so, how should they be treated? Setback treatment varies by district and with the adjacent ground floor use. Section 3 will also tell you whether you are on a street on which ground floor space must be designed to accommodate retail or similar uses, that is, a Retail Street.

Section 4 establishes key design characteristics of ground floor street walls, again which vary by type of street (Retail Streets or other streets). Section 5 addresses parking and access, including alleys. Section 6 addresses building massing and street wall treatment, which vary by district and by street type

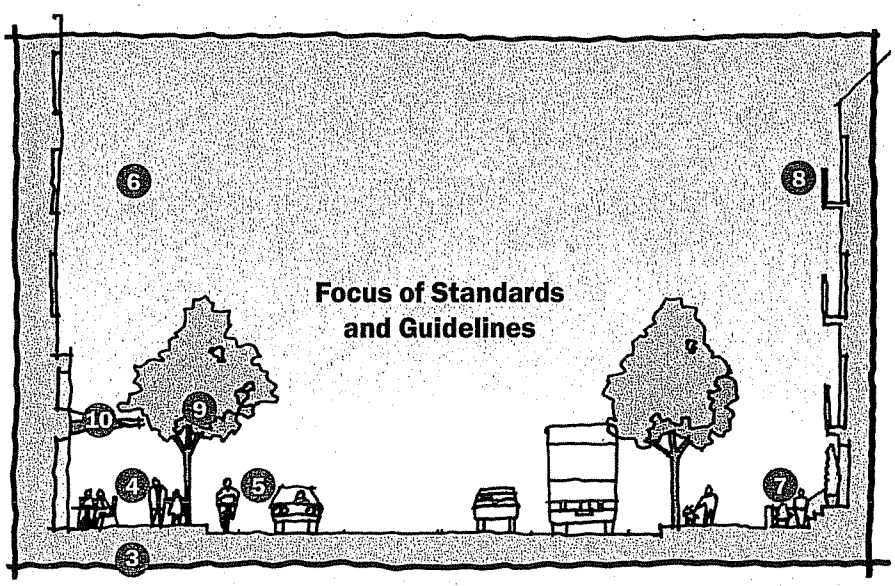


Figure 1-2 Focus of the Design Guide. This diagram shows the zone of development on which the standards and guidelines focus. Numbers correspond to the sections of this document in which each topic is addressed:

3 Sidewalks and Setbacks
4 Ground Floor Treatment
5 Parking and Access
6 Massing and Street Wall
7 On-Site Open Space
8 Architectural Detail
9 Streetscape Improvements
10 Signage

(Retail Streets or other streets). Section 7 addresses on-site open space; Section 8 architectural detail; Section 9 streetscape improvements; Section 10 Signage; and Section 11 public art and culture.

Review Process

Procedures for implementation of the Design Guide are established in this document and incorporated into the Central City Community Plan. A Downtown Implementation Committee comprised of the Department of City Planning (DCP), CRA/LA, Department of Transportation and Bureau of Engineering will continue to provide guidance and technical assistance when needed.

- Building Permit or "as of right" projects will be reviewed and approved by the Community Redevelopment Agency (CRA/LA) staff, in consultation with Downtown Implementation Committee staff where necessary. In the event the Redevelopment Area Plan expires, than the Department of City Planning will assume responsibility for building permit sign-offs.
- Discretionary applications or entitlements for subdivisions, zone changes, site plan review etc., will be reviewed and approved by Department of City Planning staff, in consultation with the Downtown Implementation Committee staff.

Prior to filing, a preliminary joint meeting with CRA/LA and DCP staff is required to consider the proposed project's compliance with the Design Guide. This opportunity to engage in early, innovative and constructive review is intended to avoid unnecessary delays once a Project is filed and deemed complete. The pre-filing review will supplement any other pre-development requirement that may be established by the City under its permit streamlining initiative.

The relevant decision-maker (Advisory Agency, DCP Planning Commission, CRA/LA Agency) will make the final determination of compliance with the Design Guide and will be required to make affirmative general plan findings in so doing.

- Where an environmental assessment is required, the Applicant shall consult the Transportation Toolbox --which affords a variety of techniques that emphasize pedestrian/transit/bicycle over the Single Occupancy Vehicle – and confer with the Department of Transportation on the appropriate tools for the project's environmental clearance.

Further, permanent procedures for implementation will be developed with the adoption of the New Central City Community Plan (NCCCP). A master Community Design Overlay zone may be one technique considered for enactment of permanent procedures.

Amendments to the Design Guide

The Design Guide may be amended as necessary by the Citywide Planning Commission and the Redevelopment Agency Board.

Design Principles for Creating A Livable Downtown

District and Neighborhood Design

- ❑ Employment Opportunities. Maintain and enhance the concentration of jobs, in both the public and private sectors, that provides the foundation of a sustainable Downtown.
- ❑ Housing Choices. Provide a range of housing types and price levels that offer a full range of choices, including home ownership, and bring people of diverse ages, ethnicities, household sizes and incomes into daily interaction.
- ❑ Transportation Choices. Enable people to move around easily on foot, by bicycle, transit, and auto. Accommodate cars but fewer than in the suburbs and allow people to live easily without one.
- ❑ Shops and Services Within Walking Distance. Provide shops and services for everyday needs, including groceries, day care, cafes and restaurants, banks and drug stores, within an easy walk from home.
- ❑ Safe, Shared Streets. Design streets not just for vehicles, but as usable outdoor space for walking, bicycling and visual enjoyment.
- ❑ Gathering Places. Provide places for people to socialize, including parks, sidewalks, courtyards and plazas, that are combined with shops and services. Program places for events and gatherings.
- ❑ Active Recreation Areas. Provide adequate public recreational open space, including joint use open space, within walking distance of residents.
- ❑ A Rich Cultural Environment. Integrate public art and contribute to the civic and cultural life of the City.

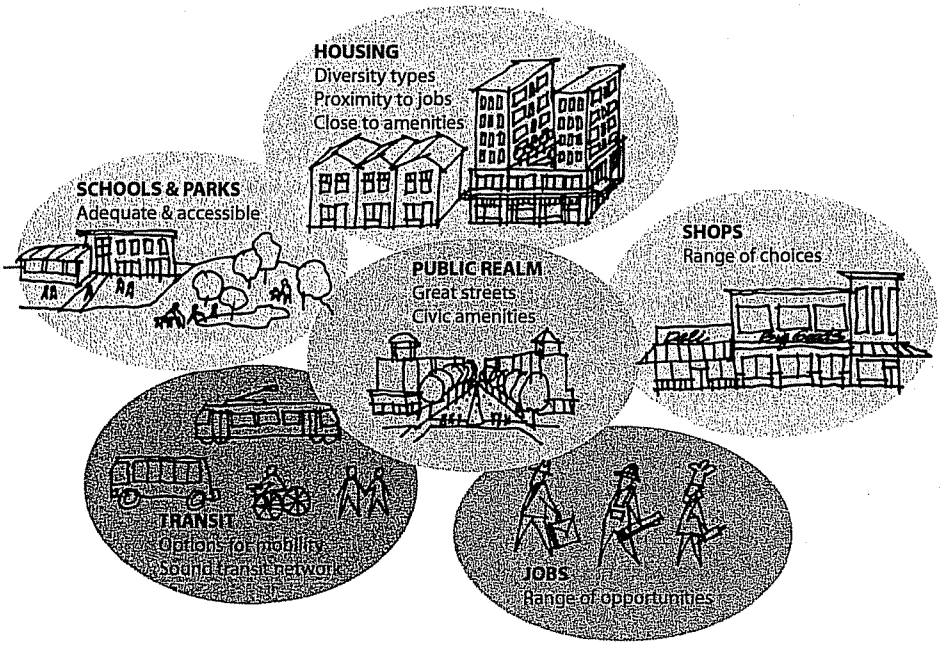


Figure 1-3 Components for a livable downtown at the neighborhood scale.

Building Design

- ❑ Recognize the dwelling as the primary building block of a neighborhood and a key to individual and community pride. Design dwellings that residents can be proud of, with comfortable living spaces, natural light and ventilation, and outdoor open space.
- ❑ Respect historically significant districts and buildings, including massing and scale, and neighborhood context, while at the same time, encouraging innovative architectural design that expresses the identity of contemporary urban Los Angeles.
- ❑ Accommodate vehicular access and parking in a way that respects pedestrians and public spaces and contributes to the quality of the neighborhood.
- ❑ Provide "eyes on the street" to create a safe and stable community and to encourage interaction and identity.
- ❑ Pay particular attention to the way the building meets the sidewalk, providing a transition to pedestrian scale and elements that activate the street.

Sustainability is the overarching goal of the Design Guide and essential to the concept of a livable Downtown.

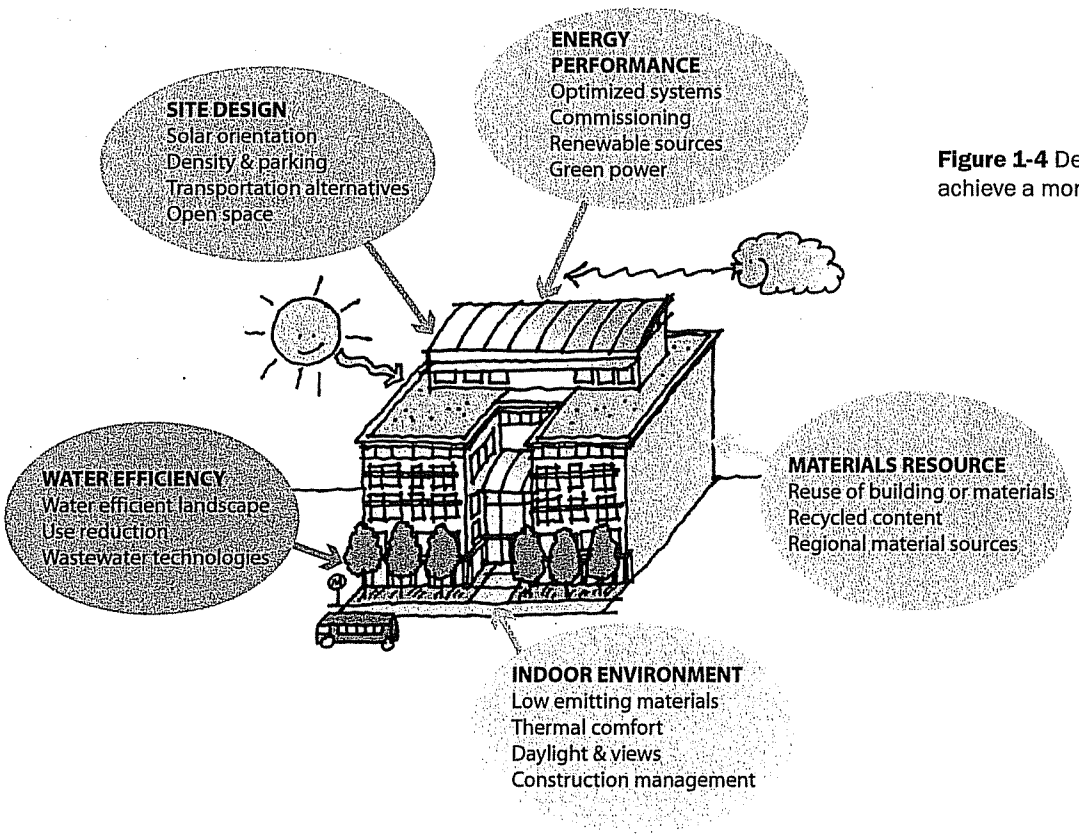
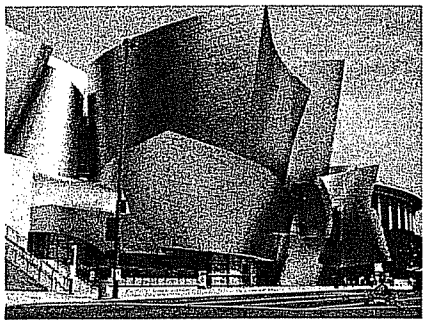
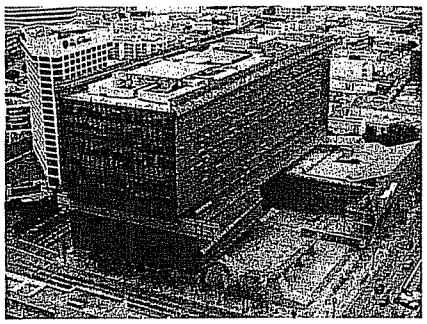
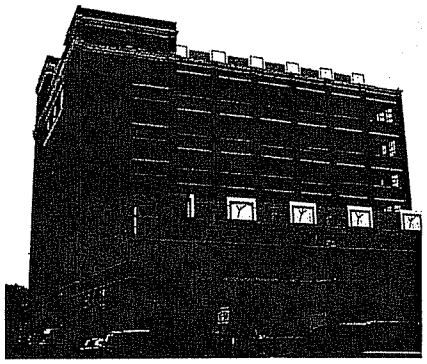


Figure 1-4 Design considerations to achieve a more sustainable building.







Creativity can take many forms: cutting-edge, iconic design like Disney Hall and the Caltrans building (top two images); new life for an historic building like the Biscuit Lofts (third); and a LEED™ and pedestrian friendly project like Eleven/Luma/Evo in South Park (bottom).

Encouraging Creativity and Innovation

The Design Guide provides both specific and broad suggestions, which, if followed, should result in "good buildings" which help create "good streets". While the definition of "good" varies with individual opinion, there are fundamentals of architectural design (both traditional and modern) that, in most cases, contribute to the creation of good architecture. Judgment of what is good and ultimately acceptable will be made by the Planning Commission and CRA/LA Board with input from staff.

As discussed earlier, exceptions to the precise requirements of the Design Guide may be entertained by decision makers, including the DCP and CRA/LA, provided that a Project achieves the overall objectives of the Design Guide. For example, a proposed site may be genuinely unique and requires special consideration, or an innovative architectural design may bring more value to a site and to Downtown than a purely contextual solution.

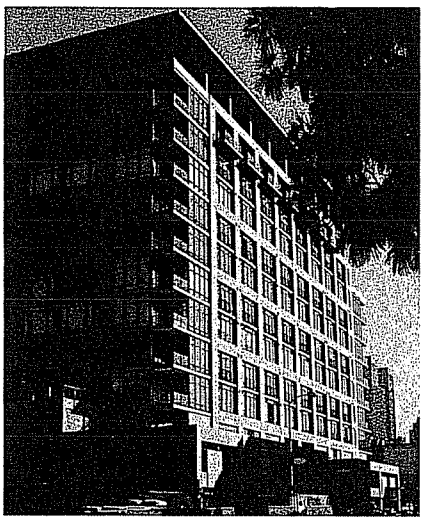
Typically, buildings are seen as good contextual solutions when they appear similar to other buildings in the neighborhood. But contextual solutions can also reinterpret the existing character and features within a city block, and recompose them in a cleverly modern interpretation. This can result in new projects that are aesthetically unique and represent good building since they too contribute to the overall neighborhood identity.

Most architecture that is considered memorable is ground-breaking in its design approach and sometimes contrasts sharply with its surrounding environment. Such projects usually bring the cache of a well-known or internationally recognized architect whose work is based on a strong theoretical design practice. These projects are often elevated above normal considerations, and exceptions to the Design Guide can be entertained because the design meets or exceeds the objectives of the Design Guide.

Good buildings help sustain a neighborhood and maintain a healthy economic environment. Making good buildings can be achieved using the skills of experienced and talented architects, whose designs routinely incorporate the sustainability and livability objectives of the Design Guide. Using their professional experience, they are often practiced at determining how to integrate these objectives into a project in a manner that results in a contemporary solution that genuinely contributes to the richness of Downtown's built landscape, and in turn, contributes to a great community of good buildings.

SUSTAINABLE DESIGN 02

To promote a more livable Downtown, projects must address sustainability at multiple levels. The design of the street, buildings, and landscape must work in tandem to achieve the most effective results. Subsequent sections of the Design Guide address sustainability at all those levels. This section provides an overview of the intent of the Design Guide with respect to sustainability.



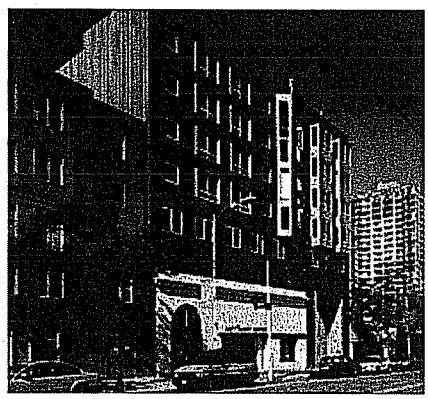
LEED™ certified mixed use development in Downtown.

A. Neighborhood Design

- ❑ Support walkability through sensitive design of the site, building and streetscape.
- ❑ Since all of Downtown is within walking distance of transit, design all projects as transit-oriented developments (TODs) that encourage residents, tenants and visitors to use transit.
- ❑ Orient projects to provide convenient access to the nearest transit options (Metro rail or bus, DASH) wherever possible.

B. Street and Alley Design

- ❑ Design sidewalks, including street trees, parkways, tree wells and paving, to collect stormwater runoff, thereby contributing to sustainable Green Streets and enhancing the value of the project.
- ❑ Design alleys and paseos to collect stormwater where feasible.



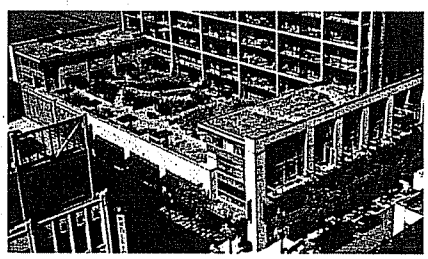
Traugott Terrace in Seattle was the first LEED™ certified affordable housing project in the United States.

C. Site and Landscape Design

- ❑ Incorporate on-site landscape elements that reduces energy use and enhance livability.
- ❑ Consider providing a green roof to reduce solar gain (which contributes to the urban heat island effect) and to reduce the quantity of water entering the storm drain system.

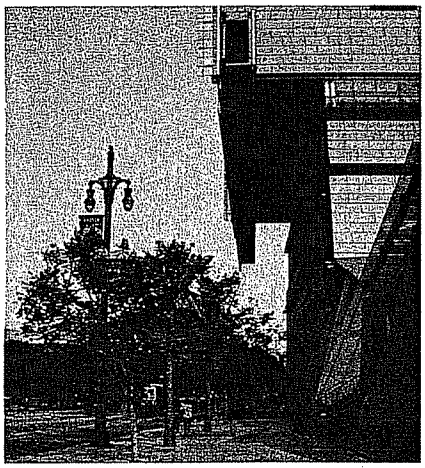
D. Building Design

- ❑ All Projects are required to comply with the City's Green Building Ordinance. In addition, projects that have an Owner Participation Agreement with CRA/LA are required to achieve LEED™ Silver certification.
- ❑ Projects that include a hotel should participate in the California Green Lodging Program.
- ❑ Wherever possible, existing structures should be re-used and integrated into new projects to retain the architectural fabric of downtown.
- ❑ Projects that preserve and rehabilitate historic structures must comply with the Secretary of the Interior's Standards for Rehabilitation.



Example of a green roof.

03 SIDEWALKS AND SETBACKS



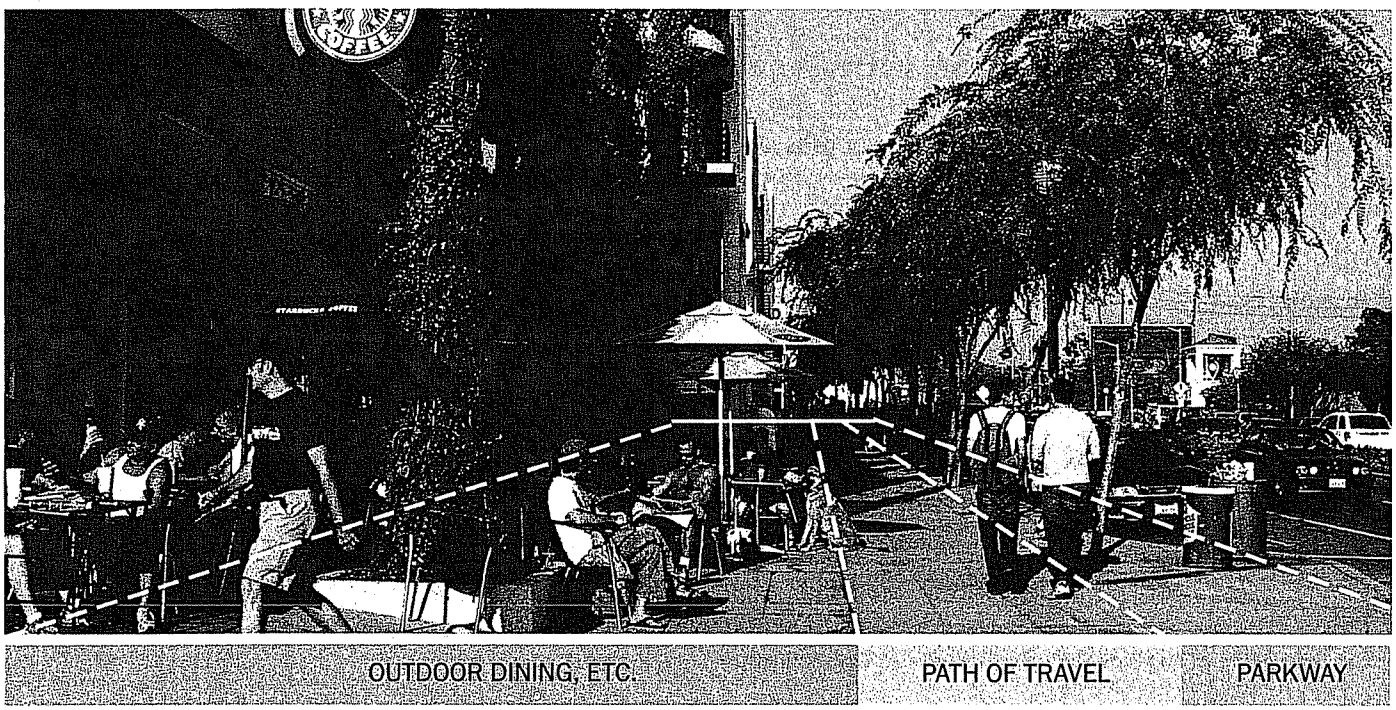
Example of building overhang that does not interfere with street tree growth.

SIDEWALKS

Design sidewalks that are walkable and accommodate a variety of uses.

- ❑ The Downtown Street Standards establish required sidewalk widths for all Downtown streets. On many streets, the required sidewalk width is a combination of public right-of-way (dedication) and easement for sidewalk purposes.
- ❑ On segments of most north-south streets, an average easement for sidewalk purposes is required. The average easement provides flexibility in building design and at the same time provides space for sidewalk activity. A required average easement may range from 0' to 3 times the average, provided that the total area of the easement divided by the length of the property frontage equals the required average.
- ❑ A building may project over the required sidewalk easement above a height of 40' and below a depth of 5' to accommodate street trees. Projections, which are permitted in the public ROW by the Municipal Code, such as signs, canopies and awnings, are permitted over the required easement, subject to the same approvals.
- ❑ Provide a minimum 6' continuous path of travel.

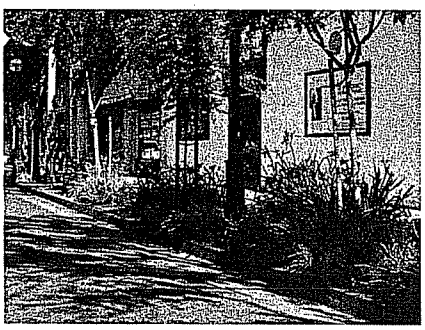
Example showing the parkway along the curb, the clear path of travel and use of the remaining sidewalk for outdoor dining.



- ❑ Provide an 18-24" wide access zone next to the curb, which includes the 6" curb and 12" wide granite or brick edge band adjacent to the back of curb.
- ❑ Outdoor dining may occur on any portion of the paved sidewalk provided a minimum 6' wide continuous path of travel is maintained.

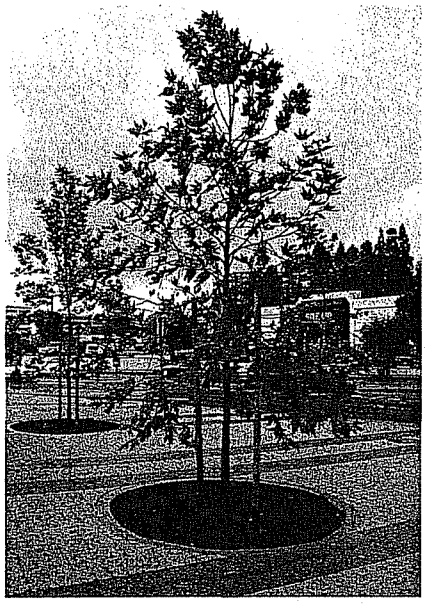
Design sidewalks to accommodate and support large street trees and to collect stormwater, providing continuous parkways where feasible.

- ❑ Provide continuous landscaped parkways, except in the Historic Downtown, adjacent to bus stops, or in other locations determined by staff to be inappropriate for parkways. The continuous landscaped parkways should be designed to collect and retain or treat runoff from, at a minimum, the sidewalk and, if approved by the Bureau of Engineering adjacent on-site, ground level open space during a storm event producing 3/4 inch of rainfall in a 24-hour period.
- ❑ Where there is curbside parking, one walkway for every one or two parking spaces or other means of access shall be provided through the parkway to curbside parking.
- ❑ If a parkway is designed to collect stormwater from the sidewalk only, the parkway shall be directly behind the access zone and a minimum of 7' wide where the required sidewalk width is 15' or more; 6' wide where the required sidewalk width is more than 10' but less than 15'; and 4' wide where the required sidewalk width is 10'.
- ❑ The elevation of the parkways within 2' of the sidewalk pavement shall be within a few inches of the sidewalk elevation. The center 2' or 3' of the parkway should be depressed 3-4" to form a shallow swale to collect sidewalk stormwater or alternative means of storing runoff, such as gravel sumps within the parkway, may be provided.
- ❑ The roots of trees planted in the parkway shall not be restricted by concrete curbs, root barriers or other means, so that roots may extend throughout the parkway and support a large, healthy tree canopy.
- ❑ If parkways are designed to collect stormwater from the street as well as from the sidewalk, they shall be designed according to the Bureau of Engineering Green Streets guidelines or standards. However, if trees are not permitted to be planted in the parkways but in separate tree wells, they shall be planted as described in the following provision.

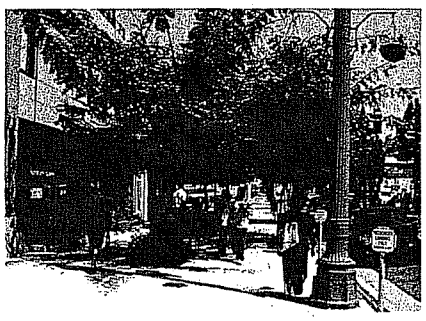


All continuous landscaped parkways collect stormwater runoff from the sidewalk.

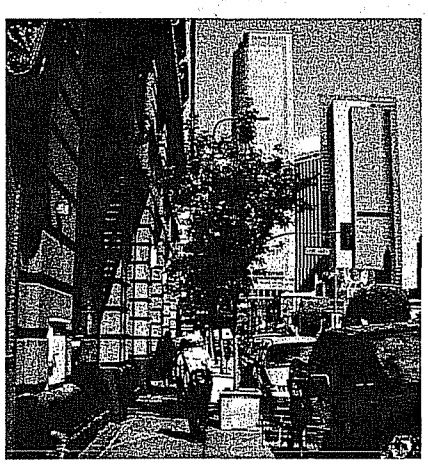
In addition, they can be designed to filter stormwater run-off from street.



Tree with large tree well surrounded by permeable paving with gap graded soil to store and infiltrate stormwater beneath.



Where average 24' wide sidewalks are required, as on Grand Avenue in South Park, a double row of trees is also required.



Where narrow sidewalks or basements prohibit in-ground trees, planters may be used.

Where continuous landscaped parkways are not feasible, provide large street wells with gap-graded soil beneath the sidewalk.

- ❑ If trees are not planted in the center of continuous landscaped parkways with the opportunity for unrestricted root growth, they shall be planted in large trees wells (at least 6' wide by 10' long).
- ❑ In the Historic Downtown and other locations where parkways are inappropriate, provide large tree wells, which shall be at least 10' long and a minimum of 7' wide where the required sidewalk width is 15' or more; 6' wide where the required sidewalk width is more than 10' but less than 15'; and 4' wide where the required sidewalk width is 10'.
- ❑ If tree wells have less than 100 square feet of surface area, gap-graded soil shall be provided under the entire sidewalk as specified in Section 9 and Appendix B.
- ❑ Where average 24' wide sidewalks (through a combination of dedication and easement) are required by the Downtown Street Standards, at least 50% of a Project's frontage shall have sidewalks at least 22' wide and a second row of street trees aligned with those in the parkway zone shall be provided. The interior row of trees should generally be in large tree wells.
- ❑ Where tree wells and parkways would conflict with existing basements, underground vaults, historic paving materials, or other existing features that cannot be easily relocated, the tree well and parkway design shall be modified to eliminate such conflicts. Parking meters and signs are examples of existing features that can be easily relocated. Digital copies of maps showing existing basements in the public ROW are available from BOE, CRA or City Planning Urban Design Studio.
- ❑ Where existing sidewalks are narrow, as on east-west streets in the Historic Downtown, the reviewing agency may determine that street trees not be provided.

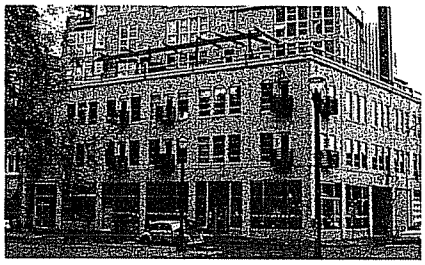
Install and maintain streetscape improvements on all streets adjacent to a Project.

- ❑ Install streetscape improvements as specified in Section 9.
- ❑ All sidewalk improvements shall be installed and maintained by the adjacent property owners. For example, parkways and tree wells shall be planted, irrigated and maintained by the adjacent property owners as described in Section 9.

SETBACKS

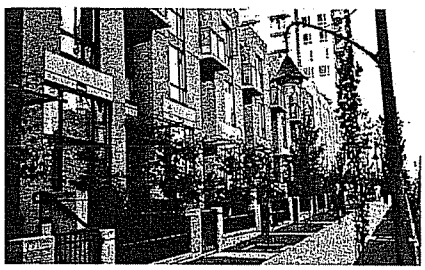
Provide setbacks appropriate to the adjacent land use and district.

- ❑ On Retail Streets, as defined in Figure 3-1, and adjacent to ground floor space designed for retail use in other locations, the building street wall (as defined in Table 6-1) shall be located at or within a few feet of the back of the required average sidewalk width.
- ❑ Adjacent to ground floor space designed for other uses, buildings shall be set back from the back of the required sidewalk to provide a buffer between the sidewalk and building as specified in Table 3-1.
- ❑ Variations in the setback are encouraged to respond to building function and to create visual interest.
- ❑ Treatment of the setback required in Table 3-1 will vary with the use for which the ground-floor is designed:
  - Adjacent to retail, the setback, if any, shall be primarily hardscape and may be used for outdoor dining and other commercial activities.
  - Adjacent to live-work space, the average two-foot setback, shall include a little landscaping, which may be in pots or raised planters.
  - Adjacent to ground-floor residential units with individual entries on the street, the minimum average 5-foot or 6-foot setback shall be primarily landscaped and may include walkways, porches, raised planters, other solid walls up to 3 feet above sidewalk elevation, and transparent fences (e.g., wrought iron, tubular steel, glass) up to a height of 5 feet above sidewalk elevation.
  - If the Reviewing Agency determines that the active ground floor treatment required in Section 4 is not feasible, a minimum average 5-foot setback which is densely landscaped shall be provided.



Zero setback with ground-floor retail.

A small setback with a little landscaping next to professional office or live-work space.



Housing with front yards and secondary entrances along the sidewalk.

Figure 3-1 Retail Streets

Percent of Project's street frontage, excluding access to parking, along which ground floor space must be designed to accommodate retail. professional office, or live work uses:

At least 75%

At least 50%

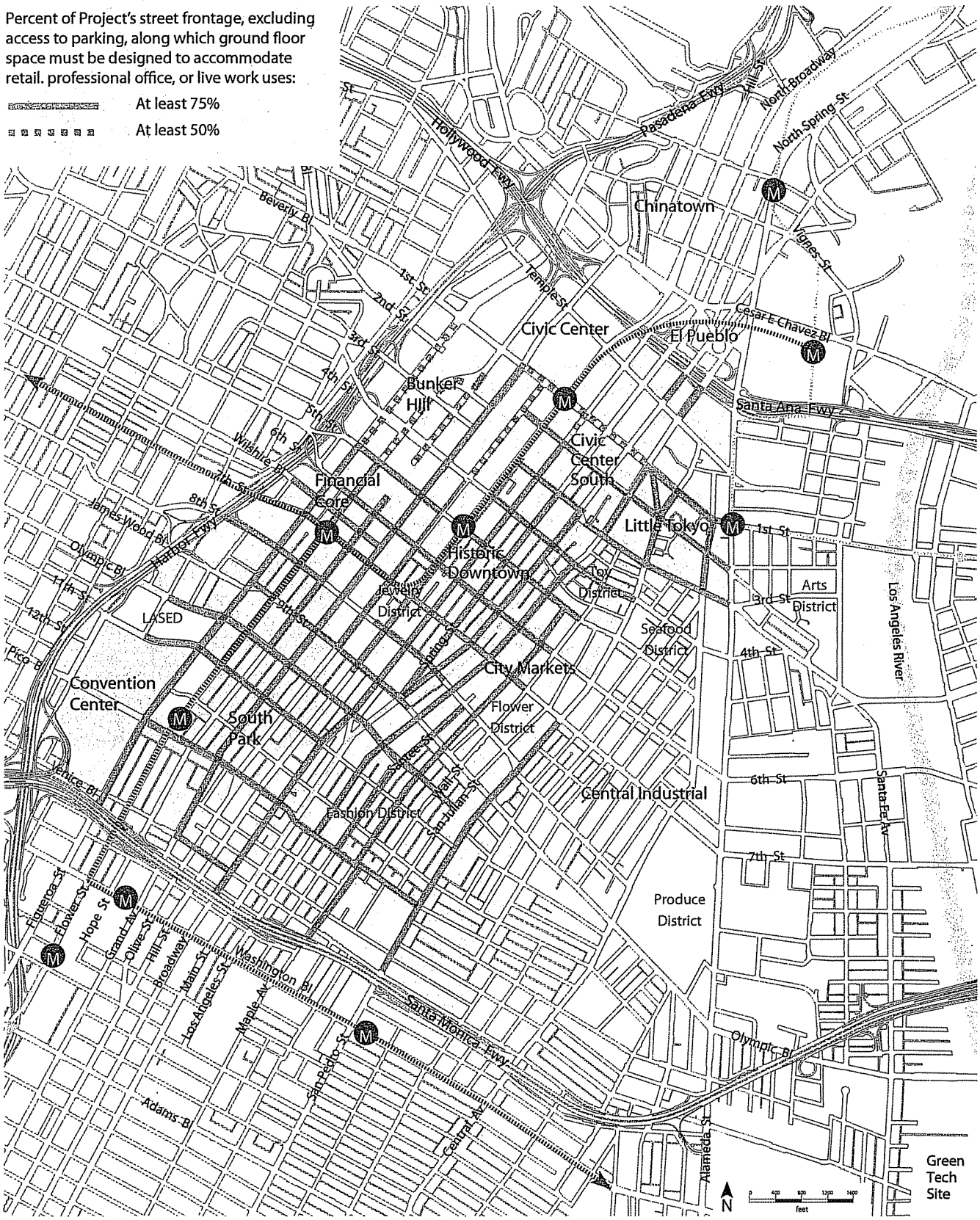


Table 3-1 Permitted Street Wall Setbacks From Back of Required Sidewalk [1]
(Minimum Average/Minimum-Maximum Range)

	ADJACENT GROUND FLOOR USE		
DISTRICT / NEIGHBORHOOD	RETAIL [2]	PROFESSIONAL OFFICE / LIVE WORK	RESIDENTIAL WITH INDIVIDUAL ENTRIES ON STREET [3]
Civic Center	0'/0-10'	5'/0-15'	5'/5-20'
Civic Center South	0'/0-5'	3'/0-10'	5'/3-15'
Historic Downtown [5]	0'	0'	0'
Little Tokyo	0'/0-3'	2'/0-5'	5'/3-15'
Bunker Hill	0'/0-5'	3'/0-15'	6'/4-16'
Financial Core	0'/0-3'	2'/0-5'	6'/4-12'
South Park	0'/0-5'	2'/0-5'	6'/4-12'
City Markets	0'/0-3'	2'/0-10'	5'/4-16'

1 Required sidewalk is as defined by the Downtown Street Standards. In some cases, the required sidewalk width is a combination of public right-of-way (dedication) and a sidewalk easement.
2 No setback is required adjacent to ground-floor retail; however, a project may set back within the specified range.
3 Setback should include some landscaping, which may be in pots or planters.
4 Setback should include at least 50% landscaping.
5 Match the prevailing setback where appropriate.

Notes: If at least 50% of the building frontage along a block face is occupied by one or more designated Historic Resources, the average setback of any new building shall match the average setback of the Historic Resources.

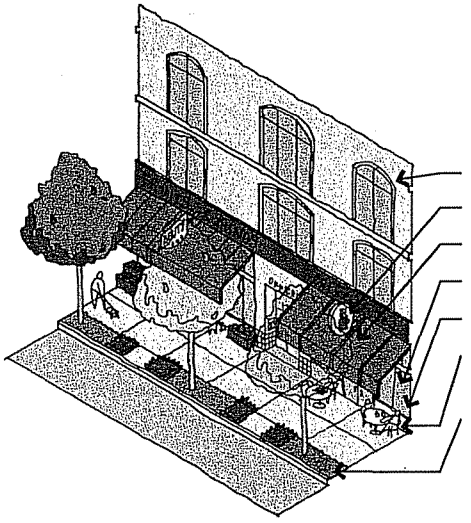
The ground floor street wall (primarily entries and display windows) may set back farther than the specified range, provided that structural columns and building walls above the ground floor are located within the specified range, as illustrated below.

The Bradbury Building's columns and upper story walls are within a foot of the back of the required sidewalk, while entrances and display windows are set back a few feet.

Similarly, columns are at the property line, while the façade is set back a few feet.

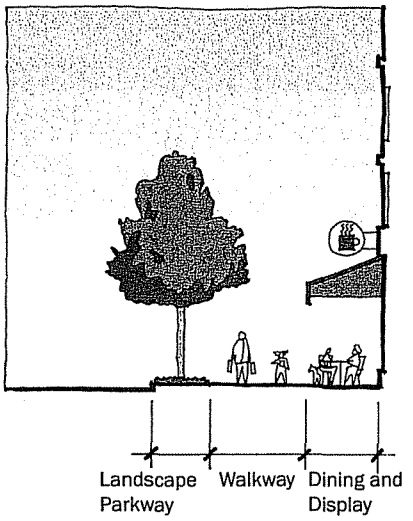
Where the ground floor is designed for live-work or office space, a small average setback with landscaping is appropriate.

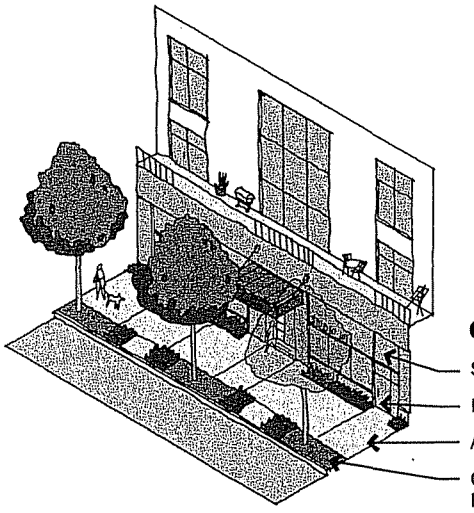
Figure 3-2 Sidewalk treatment varies with ground floor treatment.



Ground Floor Retail

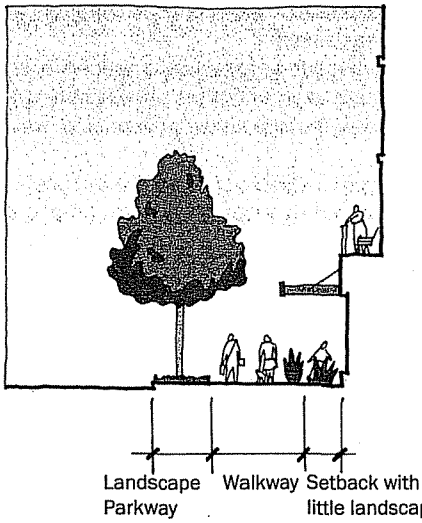
- Facade at back of sidewalk
- Blade sign
- Awnings
- Storefront / Display windows
- No visible security grills
- Outdoor dining or commercial activity
- Continuous landscape parkway

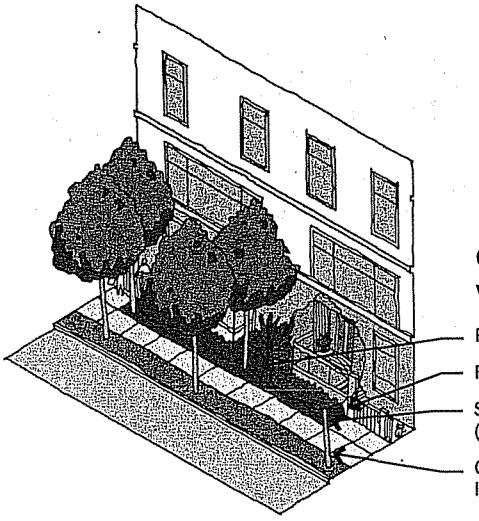




Ground Floor Live Work

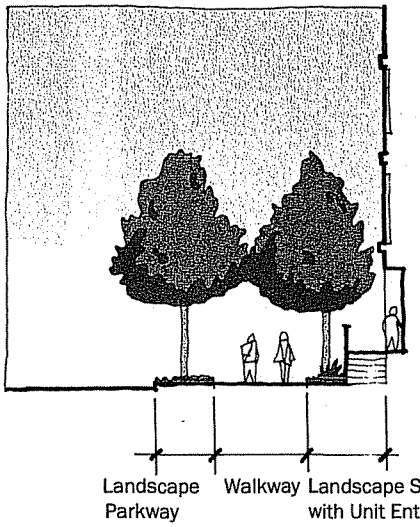
- Some transparency
- Doors at sidewalk
- A little sidewalk
- Continuous landscape parkway





Ground Floor Residential with Individual Entries

- Planting in front
- Fence or low wall
- Stormwater Treatment Planter (4% of Impervious surface)
- Continuous landscape parkway

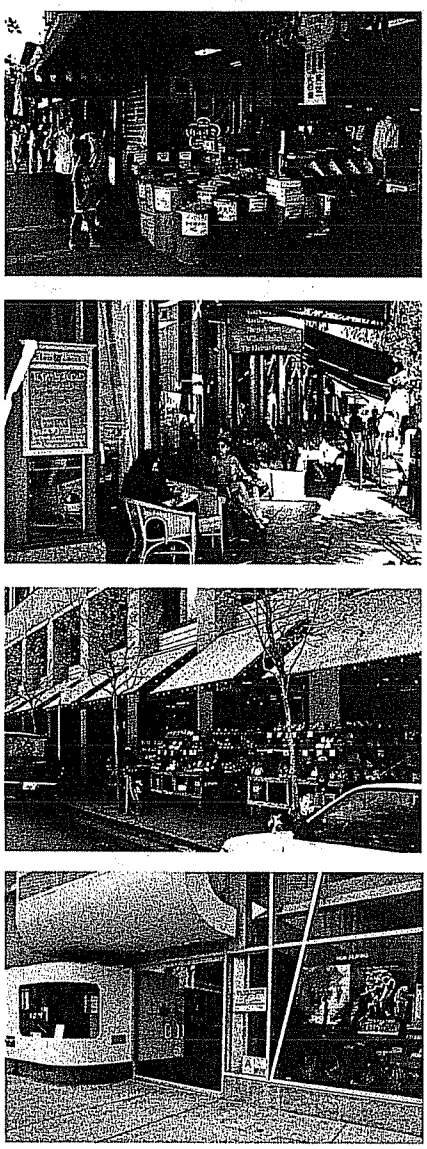


GROUND FLOOR TREATMENT 04

GROUND FLOOR TREATMENT ALONG RETAIL STREETS

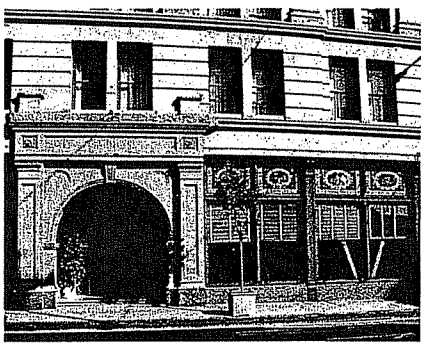
Design ground floor space on designated Retail Streets for retail or other active uses, orienting tenant spaces to the street and maximizing storefronts and entries along the sidewalks to sustain street level interest and promote pedestrian traffic.

- ❑ All streets in the Historic Downtown are Retail Streets. Refer to the Historic Downtown Los Angeles Design Guidelines for guidance regarding ground floor treatment in the Historic Downtown.
- ❑ On Retail Streets, ground floor space with a linear frontage equal to at least 50% or 75% of street frontage, as specified in Figure 3-1, shall be designed to accommodate retail, professional office, and live-work uses.
- ❑ The ground floor space within 150' of an intersection shall be designed specifically for retail uses. Midblock ground floor space may be designed for retail, professional office, and live-work uses.
- ❑ Where Retail Streets intersect other streets, the ground floor retail space should wrap the corner onto the other streets.
- ❑ Ground floor retail space may be provided on streets that are not designated as Retail Streets in Figure 3-1. If it is, the ground floor retail space should comply with these standards and guidelines.
- ❑ Required ground floor retail space may be located along the required street wall (see Section 6) or along a courtyard or plaza, provided the retail frontage is not more than 60 feet from the back of sidewalk and is visible from the sidewalk.
- ❑ Required ground floor retail space shall be provided to a depth of at least 25 feet from the front façade and shall include an average 14'-0" floor-to-ceiling height. Note that the ground floor retail space may be occupied by other uses initially, but will be available for retail uses in the future when there is demand for such uses.
- ❑ The primary entrance to each street-level tenant space that has its frontage along a public street shall be provided from that street.
- ❑ The primary entrance to each street-level tenant that does not have its frontage along a public street shall be provided from a pedestrian paseo, courtyard or plaza, which is connected to the public street.
- ❑ Wall openings, such as storefront windows and doors, shall comprise at least 75% of a building's street level façade.
- ❑ Clear glass for wall openings, i.e., doors and windows, shall be used along all street-level façades for maximum transparency, especially in conjunction with retail uses. Dark tinted, reflective or opaque glazing is not permitted for any required wall opening along street level façades.
- ❑ During hours of operation, open-wall storefronts are encouraged.



Good examples of ground floor treatments that include retail displays, outdoor dining and awnings for shade.

Good example of individual unit entry several feet above the sidewalk with porch and windows that look onto the street.



Common areas or recreation rooms with transparent windows can also line the ground floor of residential buildings.

Where blank walls are unavoidable, they can be set back with landscaping.

GROUND FLOOR TREATMENT ALONG OTHER STREETS

Design ground floor space facing other streets to accommodate habitable space and to avoid blank walls and visible parking.

- ❑ Along other streets, at least 75% of the ground floor street frontage shall be designed to accommodate the following uses: retail, cultural, professional office, live/work units, residential units with individual entries along the street, and/or other active space such as recreation rooms or common rooms.
- ❑ The ground floor treatment of those uses, except residential units with individual entries, should be similar to that of retail space, except that wall openings shall comprise at least 50% of the street level façade.
- ❑ Residential units with individual entries should include windows on the ground floor that look out onto the street.
- ❑ If a residential unit's individual entry along the street is the unit's primary entry, it must be accessible, that is, at the same elevation as the sidewalk.
- ❑ If a residential unit's individual entry along the street is a secondary entry, the entry and any private outdoor space for the unit may be several (but not more than 4 or 5) steps above the sidewalk elevation. Private outdoor open space for the unit must be directly accessible from the unit, that is, at the same elevation.

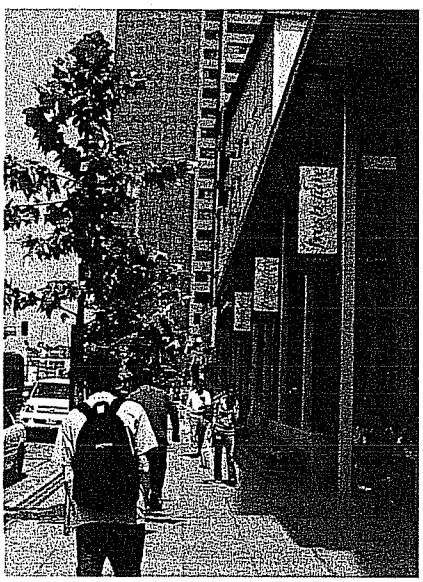
GROUND FLOOR TREATMENT ALONG ALL STREETS

Orient buildings to the street to promote the sidewalk activity.

- ❑ A building's primary entrance, defined as the entrance which provides the most direct access to a building's main lobby and is kept unlocked during business hours, shall be located on a public street or on a courtyard, plaza or paseo that is connected to and visible from a public street.
- ❑ At least one building entrance, which provides access to a building's main lobby and which is kept unlocked during business hours, shall be located on a public street.
- ❑ At least one building entrance, which may be either a building or tenant/resident entrance, shall be provided along each street frontage.
- ❑ More public entrances than the minimum specified, including building and/or tenant/resident entrances, are encouraged.

Incorporate a pedestrian-oriented scale at the street level.

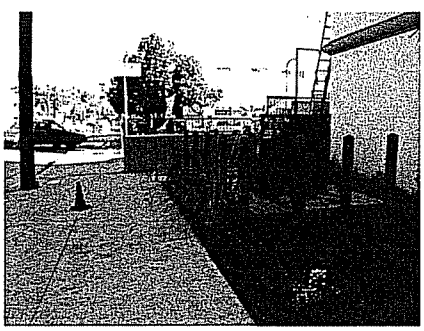
- ❑ Street wall massing, articulation and detail, street level building entrances and storefront windows and doors, as well as the use of quality materials and decorative details, shall be used to promote pedestrian-scaled architecture along the street.
- ❑ Architectural features that reinforce the retail character of the ground street wall and/or help define the pedestrian environment along the sidewalk, such as canopies, awnings, and overhangs, are encouraged and should be integral to the architecture of the building.
- ❑ Awnings and canopies shall be fabricated of woven fabric, glass, metal or other permanent material compatible with the building architecture. Internally illuminated, vinyl awnings are not permitted.



Good examples of buildings that promote sidewalk activity with overhangs, awnings and other transitional elements integrated into the architecture.

Don't waste valuable street frontage on "back of house" uses.

- ❑ Electrical transformers, mechanical equipment and other equipment should not be located along the ground floor street wall.
- ❑ Electrical transformers, mechanical equipment, other equipment, enclosed stairs, storage spaces, blank walls, and other elements that are not pedestrian-oriented shall not be located with 100 feet of the corner on north-south streets and within 50 feet of the corner on east-west streets.



Examples of poor equipment location choices. A primary opening to a courtyard garden is walled off with electric meters (left) and irrigation equipment is in plain view near a building entrance (right).

05 PARKING AND ACCESS

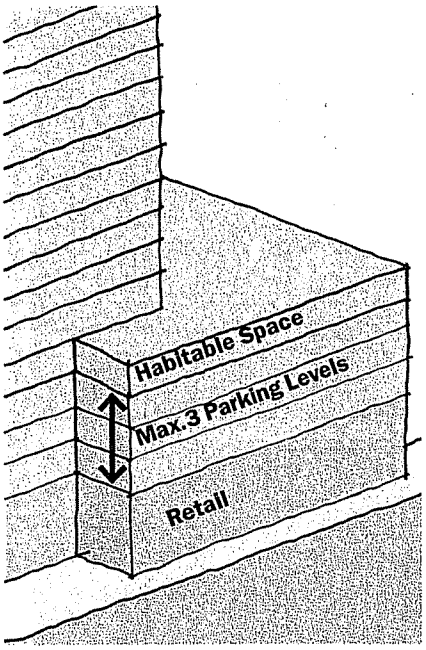


Figure 5-1 Diagram showing a street wall with ground floor retail and the maximum three parking levels with habitable space above.

Locate parking, loading and vehicular circulation to minimize its visibility.

- ❑ Parking required for a Project shall be integrated into the Project it serves. Public parking may be either a freestanding structure or integrated into a Project, provided it is clearly signed as public parking.
- ❑ Except for the minimum ground-level frontage required for access to parking and loading, no parking or loading shall be visible on the ground floor of any building façade that faces a street.
- ❑ Parking, loading or circulation not located below grade shall be: 1) lined by habitable floor area having a minimum depth of 20 feet along all street frontages or, 2) if the project sponsor demonstrates that it is not feasible to line the parking with habitable space above the ground floor, integrated into the design of the building façade.
- ❑ Where parking above the ground floor that is not lined with habitable space is permitted, a maximum of three parking levels fronting on a public street shall be allowed above the ground floor, provided they are integrated into the design of the building façade and at least one habitable floor is provided directly above the visible parking levels.
- ❑ Drive-through aisles for fast food or similar use are not permitted.

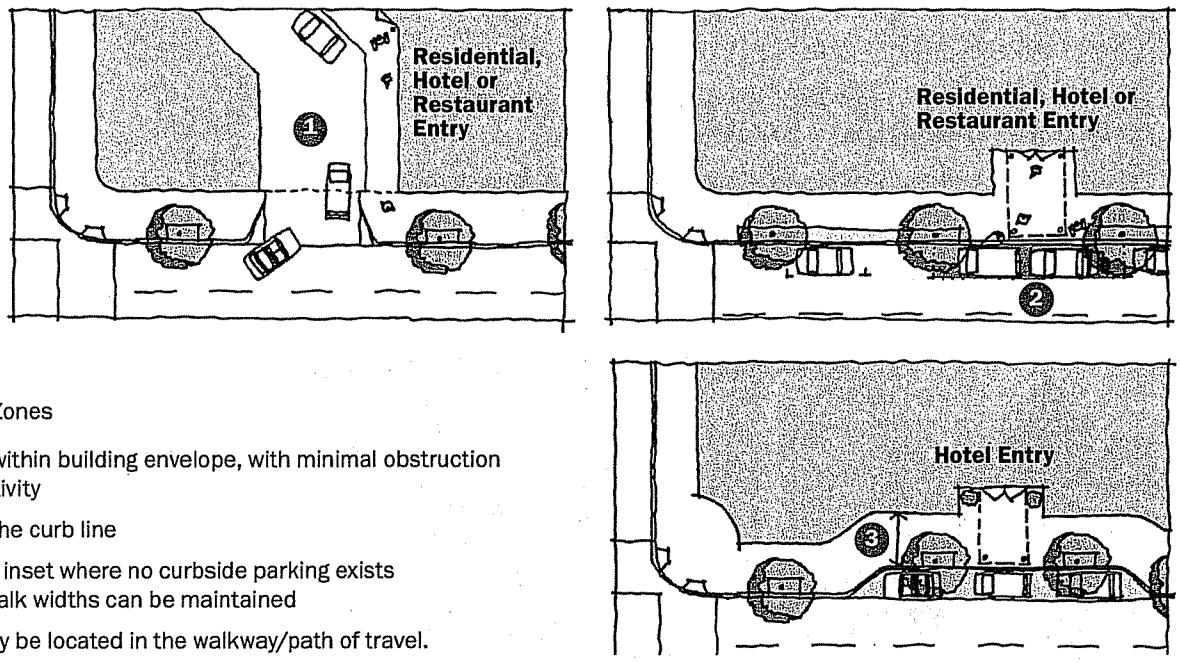


Figure 5-2 Drop-off Zones

1 Drop-offs occur within building envelope, with minimal obstruction to pedestrian activity

2 Drop-offs along the curb line

3 Drop-offs can be inset where no curbside parking exists and where sidewalk widths can be maintained

Note: no columns may be located in the walkway/path of travel.

Locate drop-off zones along the curb or within parking facilities to promote sidewalk/street wall continuity and reduce conflicts with pedestrians.

- ❑ Drop-off, including residential, hotel and restaurant drop-off, shall be provided either: 1) within the off-street parking facilities using the parking access or 2) along the required curb line where there is a full-time curbside parking lane, with no sidewalk narrowing. Exception: 3) where there is no curbside parking lane and off-street drop-off is not feasible, a hotel may have a drop-off lane up to 80 feet long provided the required sidewalk width is maintained.

Encourage the use of alternate modes of transportation by providing incentives for reduced automobile use.

- ❑ No more than the minimum required parking may be provided unless provided for adjacent buildings that lack adequate parking.
- ❑ Parking shall be sold or rented separately from residential units and commercial spaces ("unbundled") in perpetuity. Parking that is required for residential use but is unused and all commercial parking should be made available as public parking during daytime and evenings.
- ❑ At least one secure bicycle parking space shall be provided for every two units in a clearly designated, secure location.

Limit the number and width of curb cuts and vehicular entries to promote street wall continuity and reduce conflicts with pedestrians.

- ❑ Vehicular access shall be from an alley or midblock on an east-west street where feasible.
- ❑ Curb cuts and parking/loading entries into buildings shall be limited to the minimum number required and the minimum width permitted.
- ❑ Parking and loading access shall be shared where feasible.
- ❑ Parking and loading access shall be located a minimum of 25 feet from a primary building entrance, pedestrian paseo, or public outdoor gathering area. This guideline shall not apply to a hotel porte cocheres.
- ❑ Where a vehicular exit from a parking structure is located within 5 feet of the back of sidewalk, a visual/audible alarm shall be installed to warn pedestrians and cyclists of exiting vehicles. exiting vehicles.

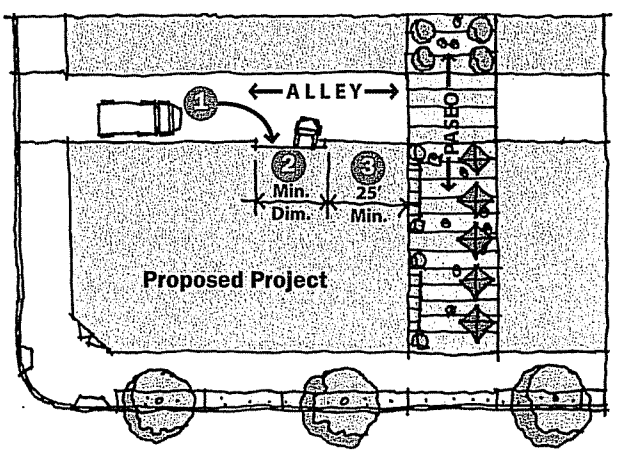
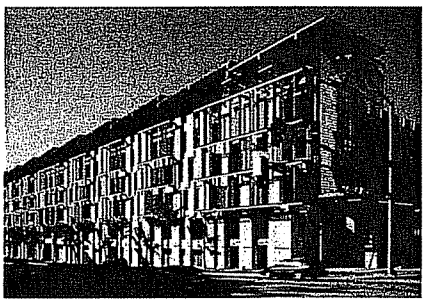


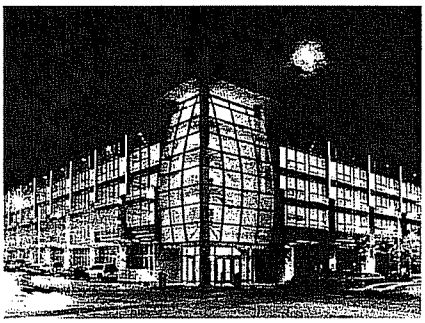
Figure 5-3 Vehicular Entries and Curb Cuts

1 Access to parking/service/loading shall be from the alley, and shared wherever feasible

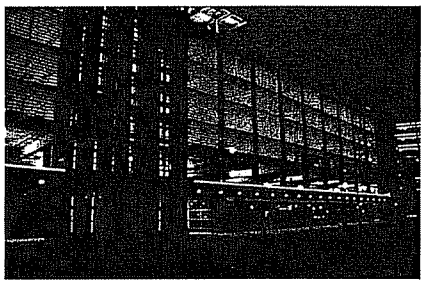
2 Curb cuts and parking/loading access into buildings shall be minimum width requirement by LADOT

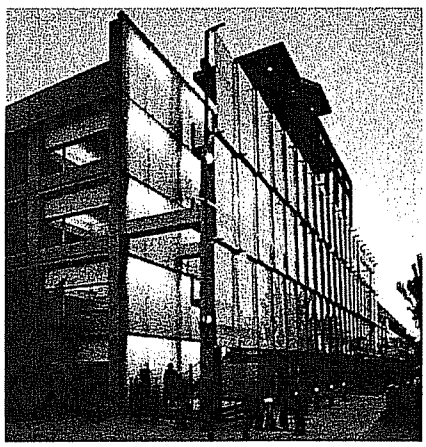
3 Parking and loading access shall be a minimum of 25' from entrances, paseos, or outdoor gathering areas





Precast panel and glass louver screening, plus photovolatic panels on top deck (upper), and metal screen with tower element marking the entry corner and vertical circulation (lower).





Example of a parking garage with a glass facade and backlighting that transcends function to provide an interesting architectural facade.

STAND-ALONE PARKING STRUCTURES

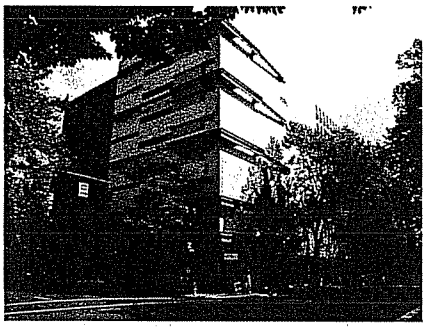
A. Architectural Treatment

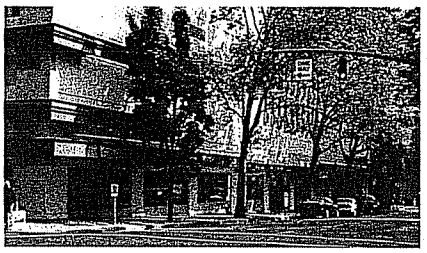
Parking structures should exhibit the same principles as good building design noted in previous sections. Providing an exterior screen comprised of high quality materials that screen the underlying concrete structure can elevate the building's stature and contribute to the overall quality of Downtown's built landscape.

- ❑ Parking structures shall have an external skin designed to improve the building's appearance over the basic concrete structure of ramps, walls and columns. This can include heavy-gage metal screen, pre-cast concrete panels, laminated glass or photovoltaic panels.
- ❑ Parking structures should integrate sustainable design features such as photovoltaic panels (especially on the top parking deck), renewable materials with proven longevity, and stormwater treatment wherever possible.
- ❑ Vertical circulation cores (elevator and stairs) shall be located on the primary pedestrian corners and be highlighted architecturally so visitors can easily find and access these entry points.
- ❑ Treat the ground floor along public streets as specified in Section 4: on Retail Streets provide active ground floor uses along the street frontage of the garage: on all other streets, the ground floor treatment should provide a low screening element that blocks views of parked vehicle bumpers and headlights from pedestrians using the adjacent sidewalk.
- ❑ Signage and wayfinding should be integrated with the architecture of the parking structure.
- ❑ Integrate the design of public art and lighting with the architecture of the structure to reinforce its unique identity. This is especially important for public parking structures to aid in visitors finding them upon arrival and getting oriented to downtown.
- ❑ Interior garage lighting should not produce glaring sources towards adjacent residential units while providing safe and adequate lighting levels per code.

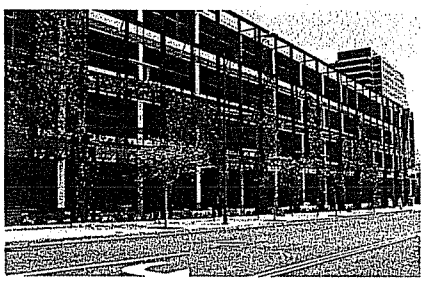
B. Landscape Treatment

- ❑ In most circumstances, streetscape and landscaping should complement the building design. If a parking structure is well-designed, it does not need to be screened by dense landscaping in an urban setting.
- ❑ However, where the Reviewing Agency determines that conformance with the architectural design standards and guidelines in 5.A. are not feasible, an unattractive parking structure may be screened with landscaping.
- ❑ A "green screen" that is coordinated with the building design may be provided, along with the required streetscape improvements.
- ❑ Alternatively, an additional row of evergreen columnar trees may be provided in a minimum 8-foot wide setback and staggered with the street trees. In combination, the setback and street trees should screen the parking structure from view.

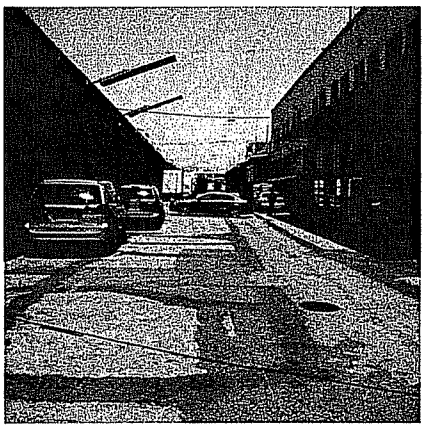




Streetscape can complement a well-designed parking structure.



In limited circumstances, a green screen (above) or dense tree planting (below) can screen an unimproved concrete structure.



A typical downtown alley is primarily for vehicular access and loading.

Santee Alley is a pedestrian-priority alley.

Shared alley: primarily pedestrian with resident/delivery vehicular access.

ALLEYS AND BUILDING WALLS FACING ALLEYS

Maintain and enhance alleys.

- ❑ No existing alley shall be vacated unless 1) vehicular access to the Project is provided only at the former intersection of the alley with the street; 2) vacating the alley will not result in the need for additional curb cuts for other parcels on the same block; and 3) an east-west pedestrian paseo at least 20 feet wide will be provided in the middle third of the block as part of the Project.
- ❑ As a general rule, Downtown alleys shall not be gated. Existing gates shall be removed where feasible.

Use alleys primarily for vehicular access, loading and service.

- ❑ The primary purpose of most Downtown alleys is vehicular access and loading. The exceptions are "pedestrian-priority" alleys as designated as "pedestrian-priority" alleys by the Reviewing Agency. Pedestrian-priority alleys typically are located in the City Markets district.
- ❑ Access to parking shall be from an alley where one exists or can be provided.
- ❑ Where there is no alley and the project includes frontage on an east-west street, parking access shall be located midblock on the east-west street.

Provide access to utilities and mechanical equipment from alleys.

- ❑ Electrical transformers shall be located to be accessed from an alley where one exists or can be provided. If located adjacent to a sidewalk, they shall be screened and incorporated into the building to read as a storefront or office.

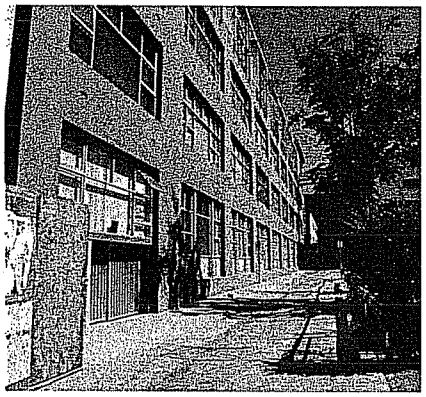
Design building walls that face alleys to be attractive those who see them.

- ❑ While they can be more simply designed than street-facing façades, building walls that face alleys nonetheless should be visually attractive.
- ❑ Parking levels may be visible but should be should be designed to alleviate the horizontally and lack of articulation and to screen lighting from the public rights-of-way and surrounding residential units, as described in the prior discussion of free-standing parking structures.

Ensure that residents are not adversely affected by the use of alleys for parking access, service and loading.

Urban downtown environments typically experience higher ambient sound levels than, for example, suburban residential neighborhoods due to traffic on streets and alleys, street activity and commercial ground-floor uses.

- ❑ Each home buyer and renter in the Downtown shall sign a statement acknowledging that:
  - Sound levels may be higher than in other locations due to traffic on streets and alleys, street activity, ground floor uses, vehicular loading, and trash collection;
  - There will be additional development all around them;
  - Alleys will be used as the primary access to all parking in the downtown; and for loading, utilities and trash collection.
- ❑ Residential units shall not be located on the ground floor adjacent to alleys in order to reduce light, glare, and noise concerns.
- ❑ Residential units shall be designed to maintain interior sound levels, when windows are closed, at below 45 dB. Because the exterior sound level may exceed 60 dB, measures in addition to conventional construction are suggested to meet the interior standard, including:
  - Use of 1/4" laminated or double glazing in windows
  - Installation of rubberized asphalt in the alleys.



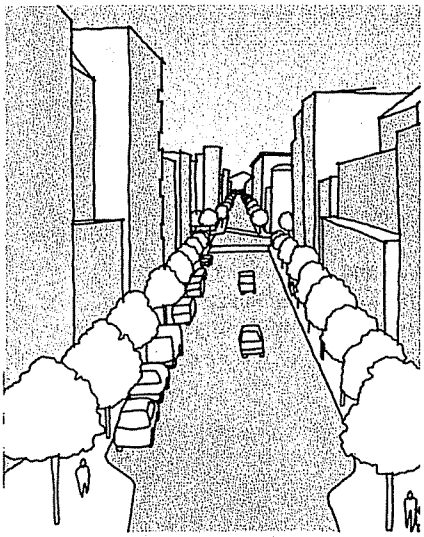
Residential units are not permitted on the ground floor adjacent to non-pedestrian priority alleys as shown here.

Incorporate green elements in alleys.

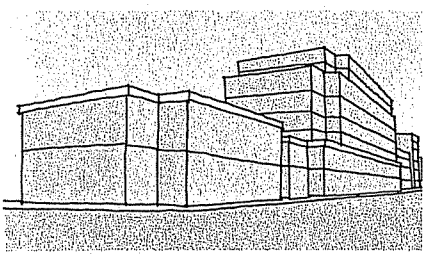
- ❑ Subject to approval by BOE, install permeable paving to infiltrate storm water and eliminate standing water.

Typical alley with standing water (upper); alley with permeable paving along the center flowline to infiltrate runoff and eliminate standing water (lower).

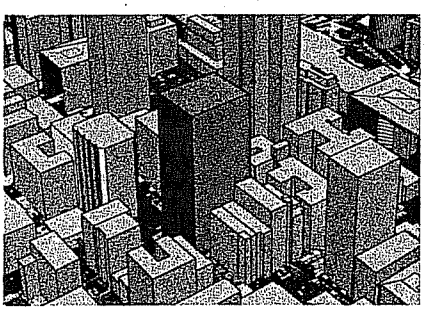
06 MASSING AND STREET WALL



The street wall is largely defined by individual building massing.



Large half- to full-block projects should be massed to form a collection of appropriately scaled buildings that provide cohesion on a block.



All projects shall submit a 3-D model like the downtown model shown above.

MASSING

The street is often described by urban designers as "a large outdoor room". The ability to shape this room exists on every street, and its walls are defined by the primary façades of its buildings, which create a street wall. How building mass is distributed on a site usually has the greatest impact on a project's overall appearance and on the strength of the street wall.

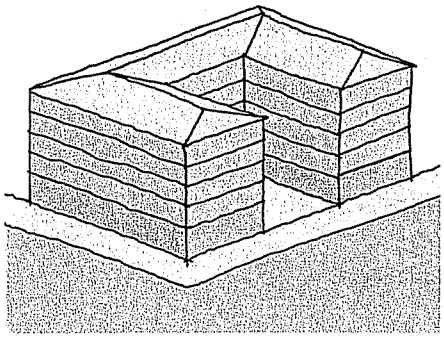
Breaking down large floor plates and varying a building's height through the creation of smaller structures or façades is a valuable concept when designing large projects that consume half a block or more. Sculpting a building's massing can also help avoid big bulky structures, which provide more visual monotony than variety. It is the well-balanced variety of building massing and textures of shadow, light and materials that in total adds to the richness of downtown's built environment.

Buildings generally fall within three types of massing as shown in Figure 6-1. Low-rise massing is generally less than 6-story structures. Mid-rise massing is generally 12-20 stories, and high-rise pertains to towers that are more than 20 stories. Any portion of a building that is above 150', the pre-1957 height limit Downtown, is subject to the tower standards and guidelines in this section.

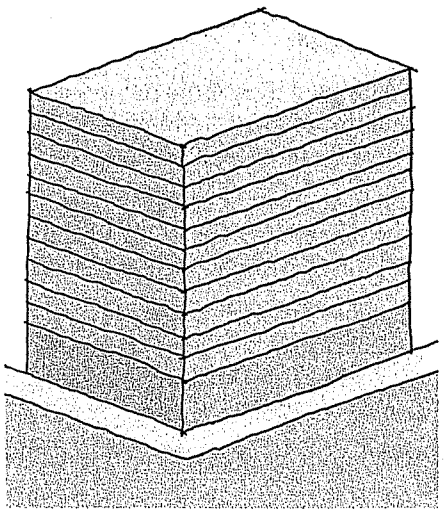
Design building massing to reinforce the street wall with well-scaled elements or structures that are sensitive to the neighborhood context.

- ❑ Break large projects into a series of appropriately scaled buildings so that no building shall be more than 300 feet in length. A passageway at least 20 feet wide shall be provided between buildings.
- ❑ Generally, buildings should maintain a consistent street wall along their street frontages. While variety in massing can occur through step-backs as a building ascends upward, it is not required.
- ❑ Monolithic slab-like structures that wall off views and overshadow the surrounding neighborhood are discouraged.
- ❑ To assist staff in understanding the proposed massing of a project, all projects shall provide a 3-D digital model in Google Earth SketchUp format.

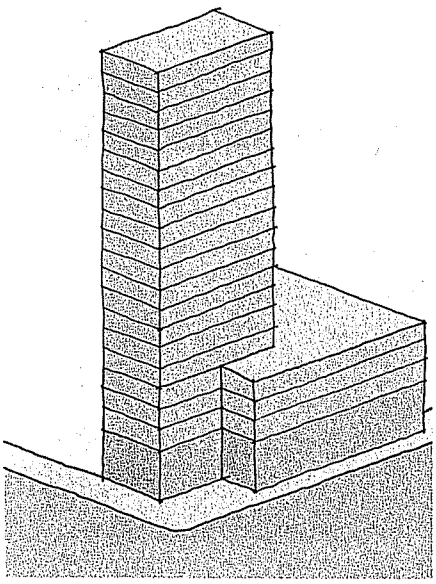
Figure 6-1 Examples of Three Massing Types.



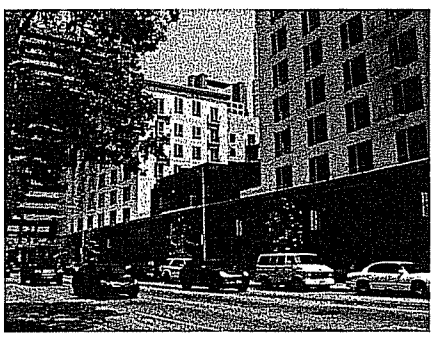
Low-rise. Generally courtyard housing up to 6 stories.

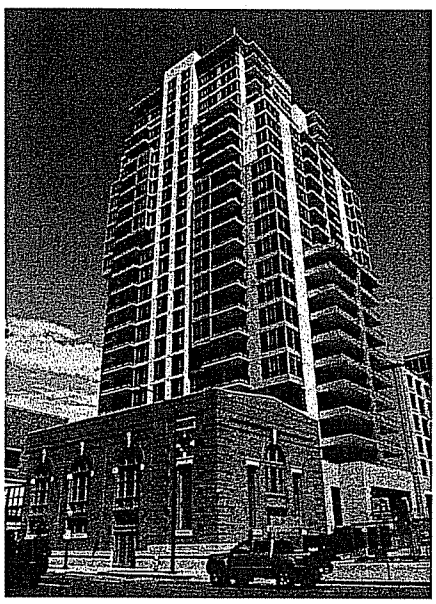


Mid-rise. Generally block structures 12-20 stories.



High-rise. Generally towers that are more than 20 stories.





Street Wall. Examples showing various street wall heights.

3-story street wall

4-story street wall

6- and 7-story street wall

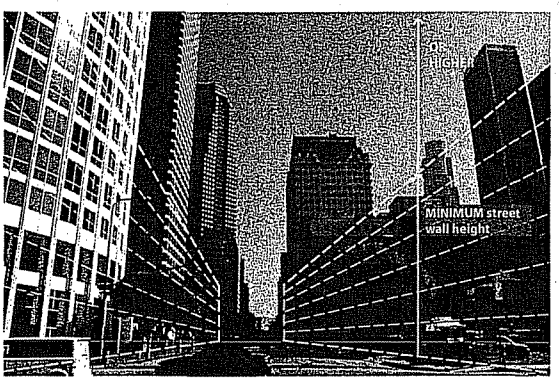
STREET WALL

On Retail Streets, design building walls along the sidewalk (Street Walls) to define the street and to provide a comfortable scale for pedestrians.

- ❑ Street walls shall be located in relationship to the back of sidewalk as specified in Table 3-2.
- ❑ 90% of a building's street walls shall have the minimum number of stories specified Table 6-2. Walls above the ground floor that step back less than 15 feet from the ground floor street wall are considered to be part of the street wall.
- ❑ Buildings may, but are not required to, step back above the minimum height required along the street. Step backs should be judiciously applied to minimize disruption of the overall street wall.
- ❑ Breaks in the street wall should be limited to those necessary to accommodate pedestrian pass-throughs, public plazas, entry forecourts, permitted vehicular access driveways, and hotel drop-offs.
- ❑ An identifiable break should be provided between a building's retail floors (ground level and, in some cases, second and third floors) and upper floors. This break may consist of a change in material, change in fenestration, or similar means.

See Section 5 for the treatment of parking along street walls.

Bunker Hill. Minimum 3-story street wall.



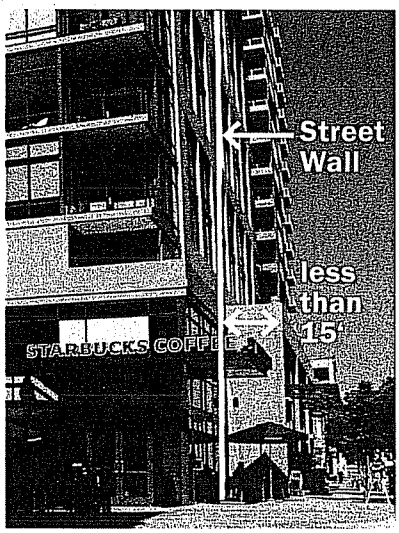
Financial Core. Minimum 6-story street wall.

Table 6-1 Building Street Wall Characteristics

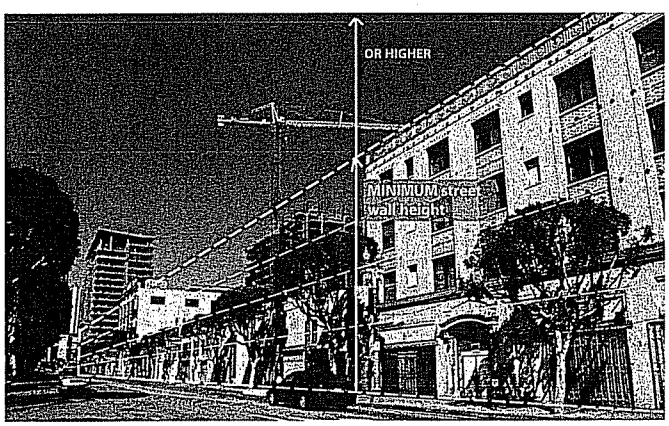
DISTRICT / NEIGHBORHOOD	MINIMUM PERCENT OF BUILDING STREET WALL AT SETBACK [1]		MINIMUM STREET WALL HEIGHT
	RETAIL STREETS	OTHER STREETS	(STORIES)
Civic Center [2]	NA	NA	NA
Civic Center South	80%	70%	75' (6)
Historic Downtown	95%	95%	75' (6) [4]
Little Tokyo	90%	80%	35' (3)
Bunker Hill	75%	65%	35' (3)
Financial Core	80%	70%	75' (6)
South Park north of Pico Blvd.	80%	70%	45' (4)
South Park south of Pico Blvd.	80%	70%	35' (3)
City Markets	75%	65%	25' (2)

1 Setback from back of sidewalk is as specified in Table 3-1.
2 Minimum street wall is not applicable in the Civic Center due to the unique nature of city, state, county and federal project requirements.
3 The minimum street wall height along Broadway and Spring Street is 150' (3).

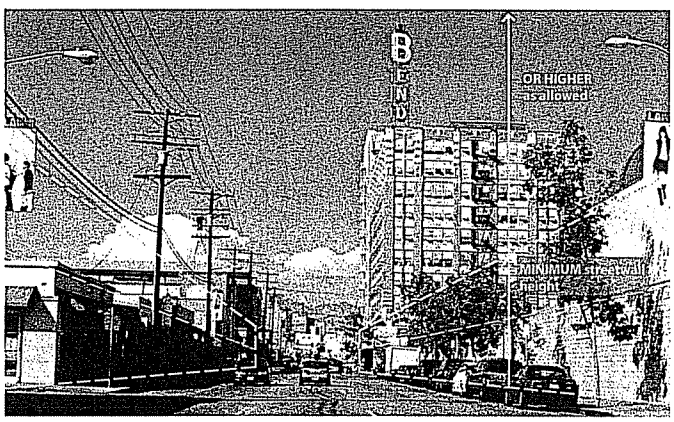
Note: Subject to approval of the Reviewing Agency, the frontage along courtyards lined with ground-floor uses may be counted as street wall.



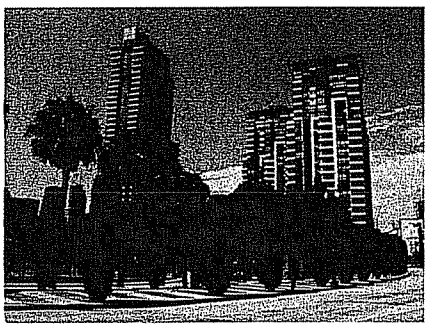
Walls above the ground floor that step back less than 15' from the ground floor street wall are part of the street wall, as illustrated above.



South Park north. Minimum 4-story street wall.



City Markets. Minimum 2-story street wall.



Example of well spaced towers that allow for adequate light, air and views to each residential unit.

SPACING

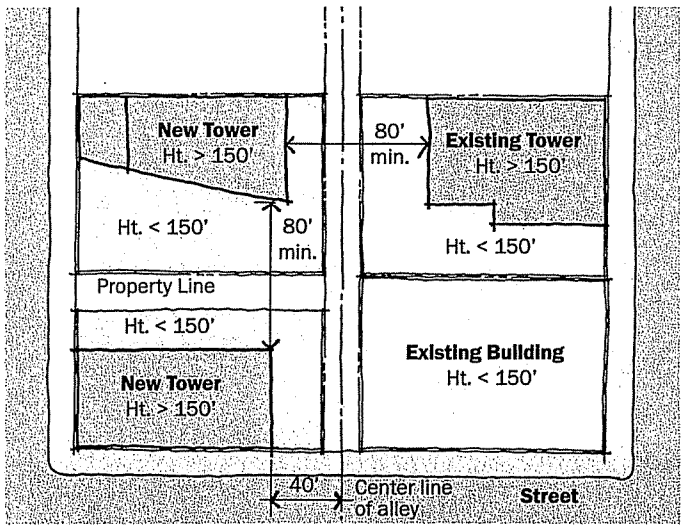
A. Tower Spacing

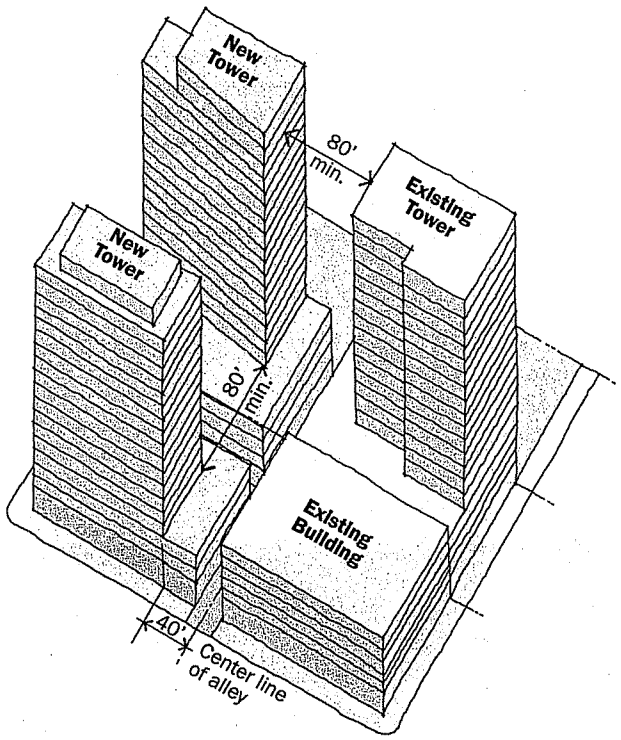
Towers should be spaced to provide privacy, natural light and air, as well as to contribute to an attractive skyline.

- ❑ The portion of a tower above 150 feet shall be spaced at least 80 feet from all existing or possible future towers, both on the same block and across the street, except where the towers are offset (staggered) so that no wall with windows faces another wall, the diagonal distance between towers must meed the minimum per code.

  Where there is an existing adjacent tower, the distance should be measured from the wall of the existing adjacent tower to the proposed tower. Where there is no existing adjacent tower, but one could be constructed in the future, the proposed tower must be 40 feet from an interior property line and 40 feet from the alley center line shared with the potential new tower as shown in Figure 6-2.

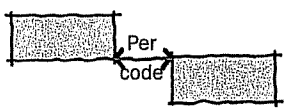
Figure 6-2 Plan and axonometric diagram showing minimum tower spacing to existing and future adjacent towers, and where exceptions are allowed.



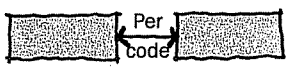


Exceptions. Towers over 150' in height may waver from the minimums shown in the plan diagram above in the following conditions:

Offset Towers

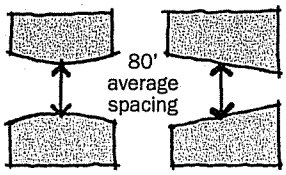


Adjacent Towers



If no primary windows
(as defined in Table 6-2)

Curved or Angled Towers



B. Residential Unit Spacing

Provide privacy and natural light and air for all residential units.

- ❑ The shortest horizontal distance between the specified window of one residential unit and the specified window or wall of another residential unit in the same project shall have, at a minimum, the "line-of-sight" distances from the middle of the windows specified in Table 6-2 below.

Table 6-2 Minimum Line-of-Sight Distances Between Units

	PRIMARY ROOM LARGEST WINDOW	SECONDARY ROOMS LARGEST WINDOW	BLANK WALL
Primary room - Largest window	40'	-	-
Secondary rooms - Largest window	30'	15'	-
Blank Wall	20'	15'	10'
Public corridor	8'	0'	0'
Side property lines	20'	setback	setback

Primary room is a living, dining, combined living/dining or family room.

Secondary rooms are all rooms not defined as the primary room. If there are more than one large windows, any may be selected as the largest.

Blank walls include garden walls 4' or more in height, frosted glass or other translucent but nontransparent material, and windows with a lower sill not less than 5'-6" above finished floor.

Public Corridors are corridors used for circulation. They may be located within window-to-window or window-to-wall spacing distances. However, such corridors shall also have a minimum privacy spacing distance from primary and secondary windows as established above.

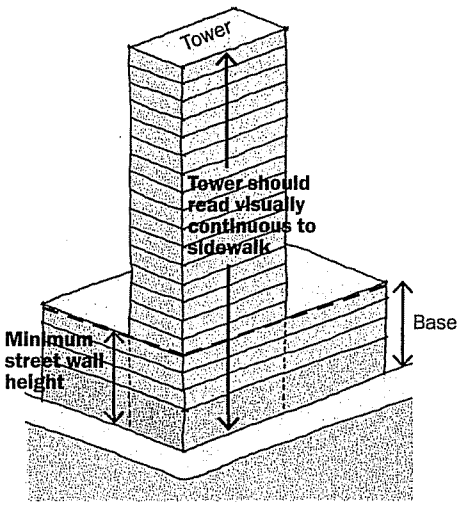
- ❑ In dwelling units, operable windows shall be installed in all units to provide natural ventilation.

Lofts can feature natural light and views when designed with adequate floor-to-floor heights and extensive glazing on the exterior.

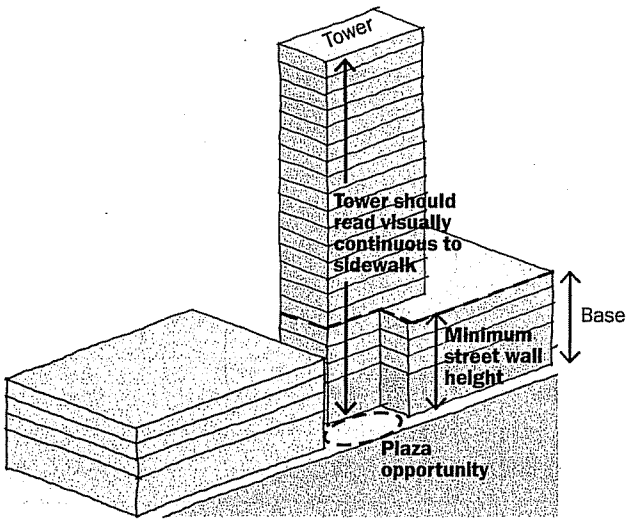
TOWERS

These diagrams illustrate several common types of tower forms and how the street wall minimum is measured for each. The base/tower consisting of ground floor retail and parking or habitable space above.

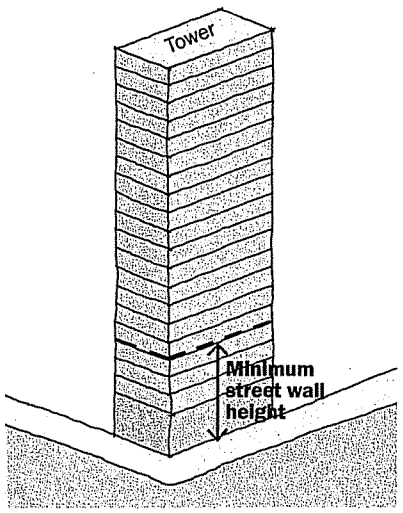
Figure 6-3 Common Tower Forms



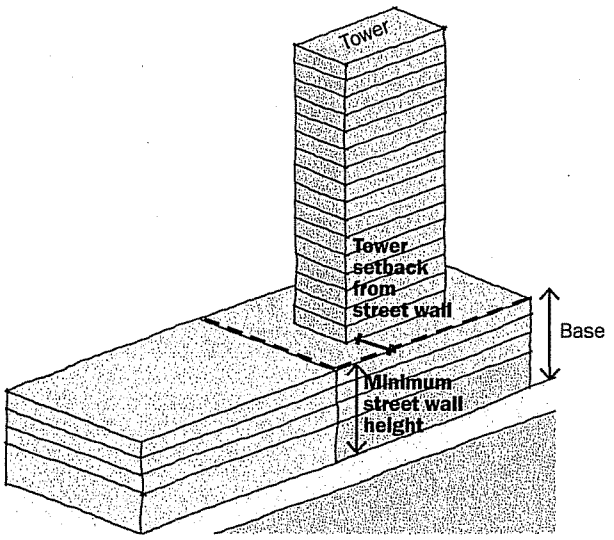
Tower at Street Corner. Base (or podium) with the tower set flush to a street corner. The tower massing and detail reads visually continuous to the sidewalk. The minimum street wall height must be met by the base and the tower.



Tower Engaged with Base. Base and tower forms are engaged. The tower massing and detail shall read visually continuous to the sidewalk. The minimum street wall height must be met by the base and the tower.



Tower Only. Tower form without a base. The minimum street wall must be met at the tower.



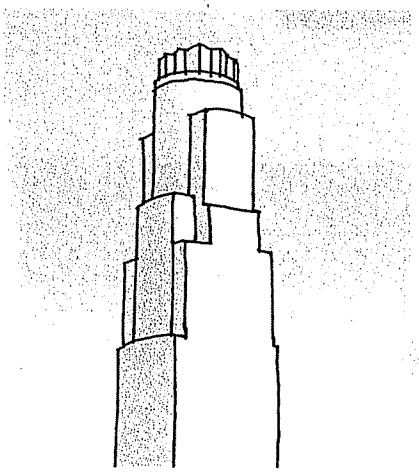
Tower Set onto a Base. Usually the tower rises above the base and steps back from the street wall 20' or more. The minimum street wall must be met by the base. This form is not generally preferred.

A. Tower Massing

Towers in Downtown greatly affect the appearance of the overall skyline. Evaluations in other cities suggest that towers are most attractive when they have a ratio of height to width of about 3.5:1, for example, 100 feet wide and 350 feet tall. Reducing the bulk of the top of a tower ("sculpting" the tower) can make it more attractive.

Towers should have slender massing and sound proportions.

- ❑ Towers should have their massing designed to reduce overall bulk and to appear slender.
- ❑ Tower may extend directly up from the property line at the street and are not required to be setback.
- ❑ Tower siting and massing should maintain key views to important natural and man-made features.

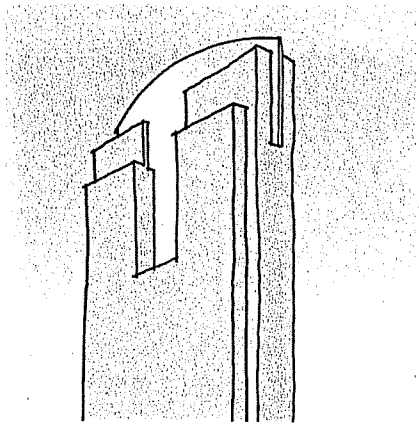


Tapered. Tower tapers gracefully towards the sky to appear thinnest at top.

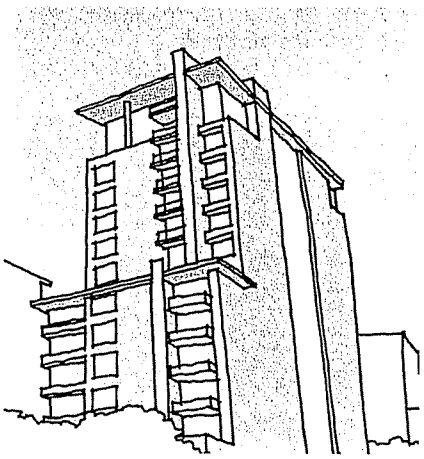
B. Tower Form

Tower forms should appear simple yet elegant, and add an endearing sculptural form to the skyline.

- ❑ Towers should be designed to achieve a simple faceted geometry (employing varied floor plans), and exhibit big, simple moves. They should not appear overwrought or to have over manipulated elements.
- ❑ Towers that emulate a more streamline modern (such as a Mies van der Rohe tower employing a single floor plan) should provide variety through subtle details in the curtain wall, and the articulation of a human-scaled base at the street level.
- ❑ If a project has more than one tower, they should be complementary to each other and employ the same architectural design approach.
- ❑ Buildings over 150' tall (the historic datum for downtown) should not be historicized. They are contemporary interventions in the skyline and should appear as such.
- ❑ A tower's primary building entrances should be designed at a scale appropriate to the overall size and design of the tower and be clearly marked.
- ❑ A building's top should be delineated with a change of detail and meet the sky with a thinner form, or tapered overhang.



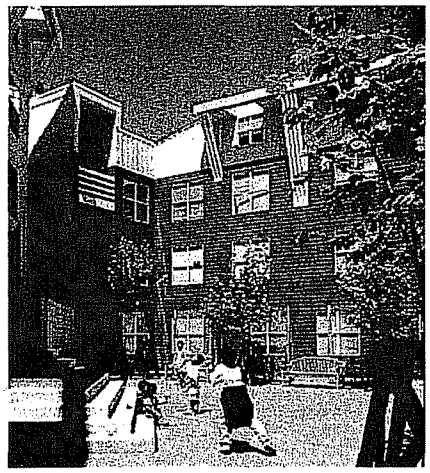
Engaged. Tower as a set of engaged masses that form a sculptural top.



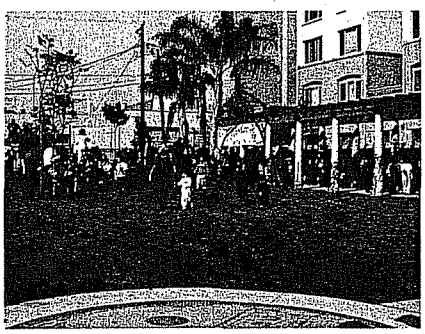
Pavilion. Tower retains its box form towards the sky and culminates in a pavilion-like top.

07 ON-SITE OPEN SPACE

Biddy Mason Park is a paseo connecting Broadway and Spring Street.



On-site open space should be designed to serve a building's residents.



Projects that provide publicly accessible open space at-grade may receive a reduction in the on-site open space requirement .

Provide publicly accessible open spaces that may be shared and that provide pedestrian linkages throughout Downtown.

- ❑ Where blocks are longer than 400 feet (the north-south dimension of most Downtown blocks exceeds 400 feet), one midblock pedestrian pathway or Paseo, which is open to the public, should be provided by a Project that includes more than 300 feet of frontage or is located in the middle of the block.
- ❑ A paseo shall:
  - Be at least 15' wide at a minimum and 20' wide average;
  - Have a clear line of sight to the back of the paseo, gathering place, or focal element;
  - Be at least 50% open to the sky or covered with a transparent material;
  - Be lined with ground floor spaces designed for retail, especially restaurants, and/or cultural uses along at least 50% of its frontage; and
  - Include at least one gathering place with a fountain or other focal element;
- ❑ A portion of a Project's required residential open space should be provided as public open space at street level or other levels accessible to the public.

Provide adequate open space to serve residents.

- ❑ Site landscaping and residential open space shall be provided as required by Section 12.21.G. of the Zoning Code, except as follows:
- ❑ At least 50% of the required trees shall be canopy trees that shade open spaces, sidewalks and buildings.
- ❑ Variances from the required number of trees shall not be permitted; however, required trees may be planted off-site if the Reviewing Agency determines that they cannot be accommodated on site. Off-site trees may be planted, in the following locations in order of preference: nearby streets,

Subject to approval of the Planning Director.

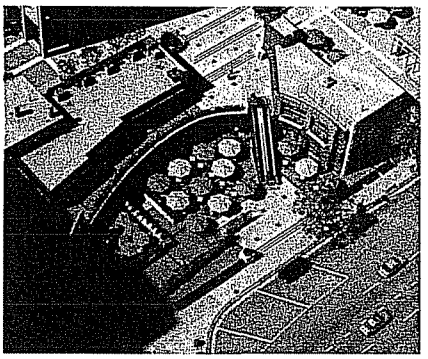
- ❑ A 50% reduction in required open space my be granted if the open space is:
  - Located at the ground level;
  - Open to the public during daylight hours;
  - At least 5,000 square feet in size;
  - Lined with ground floor spaces designed for retail, especially restaurants, and/or cultural uses, includes space for outdoor dining along at least 20% of its frontage;
  - At least 40% landscaped, including usable lawn or lawn alternative;

  And includes at least one gathering place with fountain or other focal element.

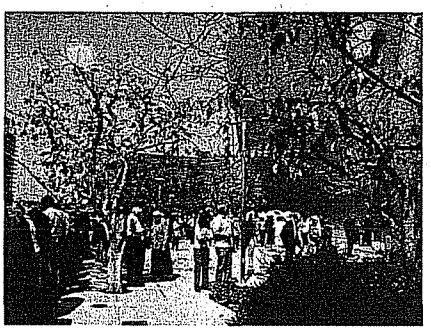
Establish a clear hierarchy of common open spaces distinguished by design and function to create an connected pedestrian realm conducive to both active and passive uses.

Downtown's common open spaces are comprised of the following:

- Streets. Streets are the most public of all open spaces. Streets communicate the quality of the public environment and the care a City has for its residents.
- Residential Setbacks. Building setbacks adjacent to residential buildings provide a transition between the public and private realm, allowing residents to have private spaces with visual access to the public realm.
- Paseos. Paseos are extensions of the street grid located on private property. As outdoor passages devoted exclusively to pedestrians, they establish clear connections between streets, plazas and courtyards, building entrances, parking and transit facilities.
- Entry forecourts. Entry forecourts announce the function and importance of primary building entrances. They should provide a clear, comfortable transition between exterior and interior space.
- Courtyards. Courtyards are common open space areas of a scale and enclosure that is conducive to social interaction at a smaller scale.
- Plazas. Plazas are common open space areas typically amenable to larger public gatherings. They are readily accessible from the street, as well as active building uses.
- Corner Plazas. Corner plazas should be an appropriate in scale (intimate for residential, larger for commercial), be programmed with specific uses (to provide outdoor dining for an adjacent restaurant, or small neighborhood gathering place featuring a public amenity). Un-programmed or over-scaled corner plazas are discouraged.
- Roof Terrace. Roof terraces and gardens can augment open space and are especially encouraged in conjunction with hotels or residential uses.



Good example of a commercial corner plaza.



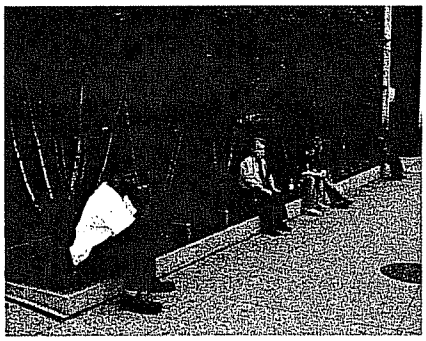
Good example of a roof terrace.

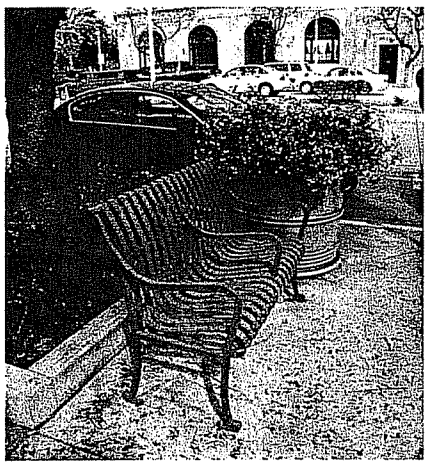
☐ On-site open space types shall be sited in relation to the street and permit public access during normal business hours as follows.

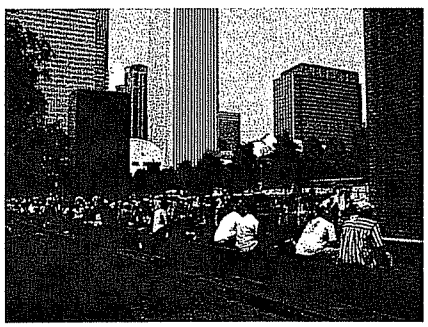
Table 7-1 Open Space-to-Street Relationship and Public Access Requirement

OPEN SPACE TYPE	LOCATION	CONNECTION TO STREET	PUBLIC ACCESS
Residential Setbacks	street level	private with visual access	not required
Paseos	street level *	direct connection required	required
Entry Forecourts	street level *	direct connection required	required
Courtyards	street level or above grade	direct connection not required	not required
Plazas	street level *	direct connection required	required
Roof Terraces	above grade or rooftop	direct connection not required	not required

* minor deviations of up to 2 vertical feet from sidewalk level are permitted







Seating is an essential element in most open spaces.

Incorporate amenities that facilitate outdoor activities such as standing, sitting, strolling, conversing, window-shopping and dining, including seating for comfort and landscaping for shade and aesthetics.

- ❑ Each open space type shall provide amenities in the form of a minimum planted area and number of seats as follows. Planters, planter boxes and similar planting containers may count toward this requirement.

Table 7-2 Landscaping and Seating

OPEN SPACE TYPE	MINIMUM PLANTED AREA	MINIMUM SEATING*
Paseos	10%	1 seat per 2,000 SF
Courtyards	25%	1 seat per 500 SF
Plazas	25%	1 seat per 500 SF
Roof Terraces	25%	None specified

* seats may be permanent or movable, accessible during normal business hours 2 linear feet of bench or seat wall equals one seat

- ❑ Plazas and courtyards are encouraged to incorporate amenities beyond the minimum required, including permanent and/or temporary seating, to facilitate their enjoyment and use. Seating should be placed with consideration to noontime sun and shade; deciduous trees should be planted as the most effective means of providing comfortable access to sun and shade.

Use landscape elements to provide shade and other functional and aesthetic objectives.

- ❑ Roof terraces shall incorporate trees and other plantings in permanent and temporary planters that will shade, reduce reflective glare, and add interest to the space. These spaces shall also include permanent and temporary seating that is placed with consideration to sun and shade, and other factors contributing to human comfort.
- ❑ Landscape elements should support an easy transition between indoors and outdoors through such means as well-sited and comfortable steps, shading devices and/or planters that mark building entrances, etc.
- ❑ Landscape elements should establish scale and reinforce continuity between indoors and outdoors space. Mature canopy trees shall be provided within open spaces, especially along streets and required setbacks.

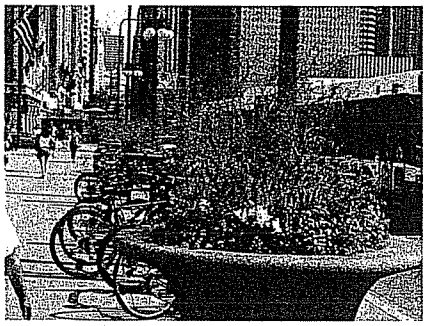
- ❑ Landscape elements should provide scale, texture and color. A rich, coordinated palette of landscape elements that enhances the Development Site's identity is encouraged.
- ❑ Landscaping should be used to screen or break up the mass of blank walls. For example, trees and shrubs may be planted in front of a blank wall where there is room or vines may be trained on the wall where space is limited.

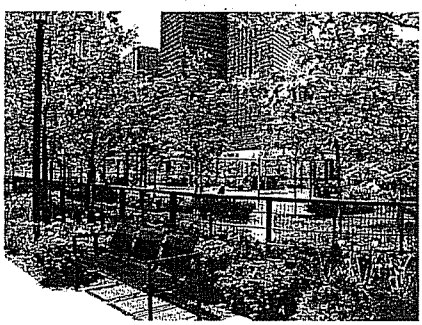
Design open space areas so as to lend them the character of outdoor rooms contained by buildings.

- ❑ Open space shall generally be contained along a minimum percentage of its perimeter by building and/or architectural features as follows.

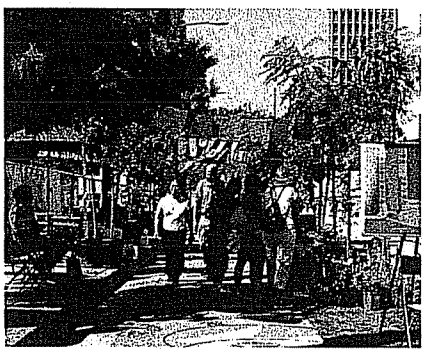
Table 7-3 Containment of Open Space

OPEN SPACE TYPE	MINIMUM CONTAINMENT
Paseos	2 sides
Entry Forecourts	2 sides
Courtyards	3 sides
Plazas	1 side
Roof Terraces	none



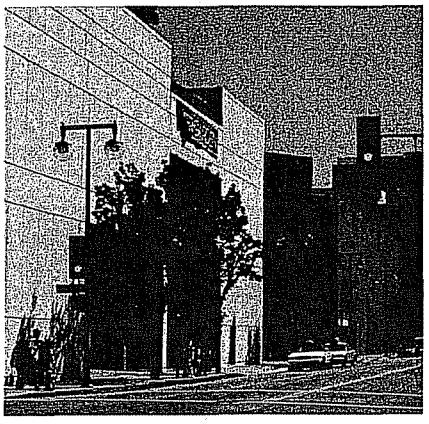


Landscaping can take a variety of forms.

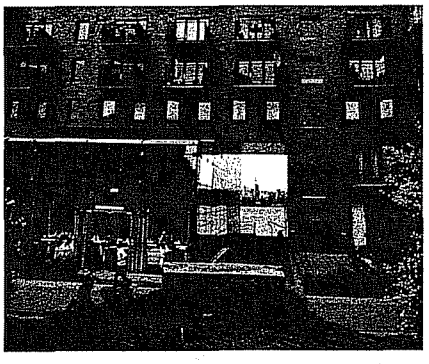


Open space and streets should be designed to accommodate a variety of activities and events.

08 ARCHITECTURAL DETAIL



Bad example of building façades that provides little to no visual relief and too much blank surface.



Good example of a break in the street wall to provide pedestrian access to an open space.

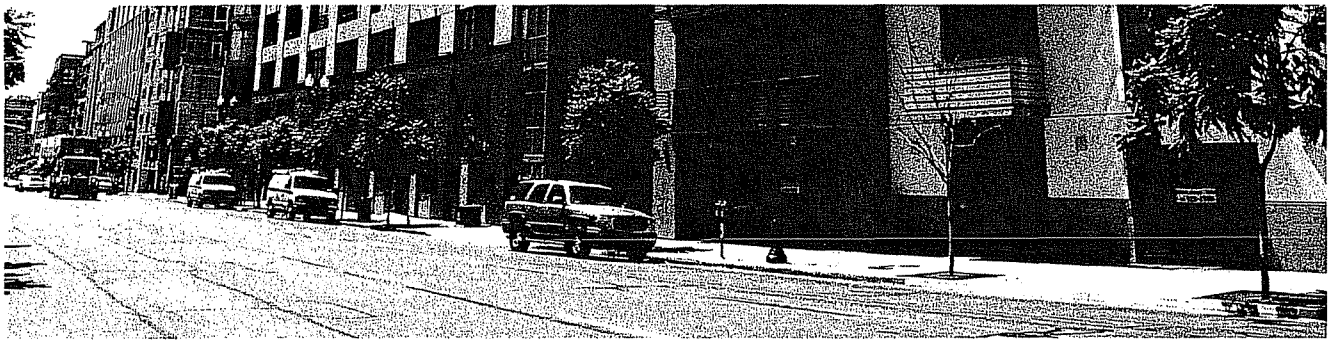
Once a building's massing and street wall have been defined, architectural details, including façade variation, materials and window treatment, shape a building's visual identity. Buildings should be well-detailed with long-lived materials that can be appreciated when viewed as a part of the distant skyline, or at the most intimate level by the pedestrian.

A. Horizontal Variation

Vary the horizontal plane of a building to provide visual interest and enrich the pedestrian experience, while contributing to the quality and definition of the street wall.

- ❑ Avoid extensive blank walls that would detract from the experience and appearance of an active streetscape.
- ❑ Horizontal variation should be of an appropriate scale and reflect changes in the building uses or structure.
- ❑ Vary details and materials horizontally to provide scale and three-dimensional qualities to the building.
- ❑ While blank street wall façades are prohibited, an exception may be made for integration of public art or a graphic-based façade if it adds scale and interest to an otherwise bland frontage. In these cases, the façade should be a maximum of four floors high, and should have horizontal variation in its surface plane (using cut outs, insets or pop-outs). It should employ different scales of elements as viewed when seeing the entire building massing and as seen by pedestrians at a more intimate scale near the street.
- ❑ Provide well-marked entrances to cue access and use. Enhance all public entrances to a building or use through compatible architectural or graphic treatment. Main building entrances should read differently from a retail storefront, restaurants, and commercial entrances.

Good example of horizontal variation along a façade.

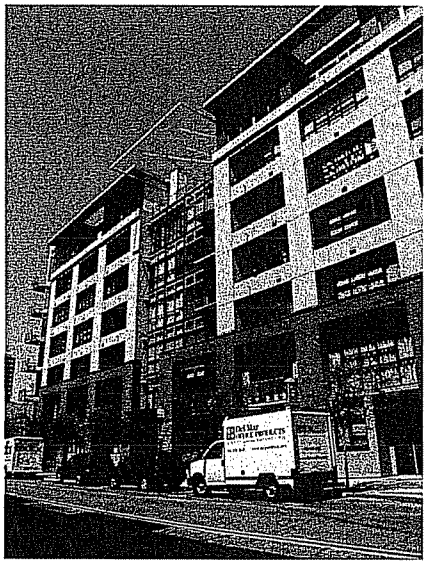


B. Vertical Variation

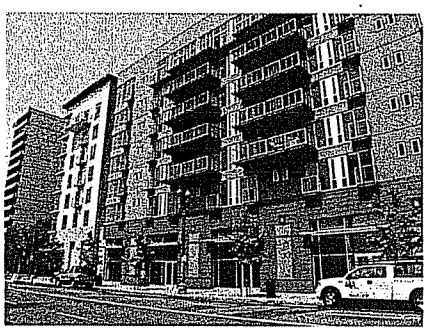
Both classical and modern buildings can exhibit basic principles of visual order in the vertical plane -- often with a distinct base (street and pedestrian lower levels), a middle (core mid-section, and often consistent for multiple floors of a mid- to high-rise building), and a top (the upper level that distinguishes a building and defines how it "meets the sky"). Modern or contemporary building designs often layer this principle with more variation and syncopation to create interesting architectural compositions.

Variation in the vertical plane of buildings shall clarify building uses and visually differentiate ground floor uses, from core functions, and how the building "meets the sky."

- ❑ Ground floors of buildings shall have a different architectural treatment than the upper floors, and feature high quality materials that add scale, texture and variety at the pedestrian level.
- ❑ The street wall façade should be vertically articulated (establishing different treatment for building's base, middle and top) and using balconies, fenestration, or other elements to create an interesting pattern of projections and recesses.
- ❑ An identifiable break shall be provided between the building's ground floors and upper floors designed for office or other use. This break may include a change in material, change in fenestration pattern or similar means.
- ❑ In order to respect existing historic datums, the cornice or roof line of historic structures should be reflected with a demarcation on new adjacent structures.
- ❑ Where appropriate, employ shade and shadow created by reveals, surface changes, overhangs and sunshades to provide sustainable benefits and visual interest on façades exposed to the sun.



Good examples of vertical variation from the street level base of lofts, to the middle, and at the top where the building meets the sky with a thin overhang.



Good example street wall with balconies, varied windows that create a pattern of projections and recesses.

Good examples of an identifiable break between ground level retail and the upper floors.

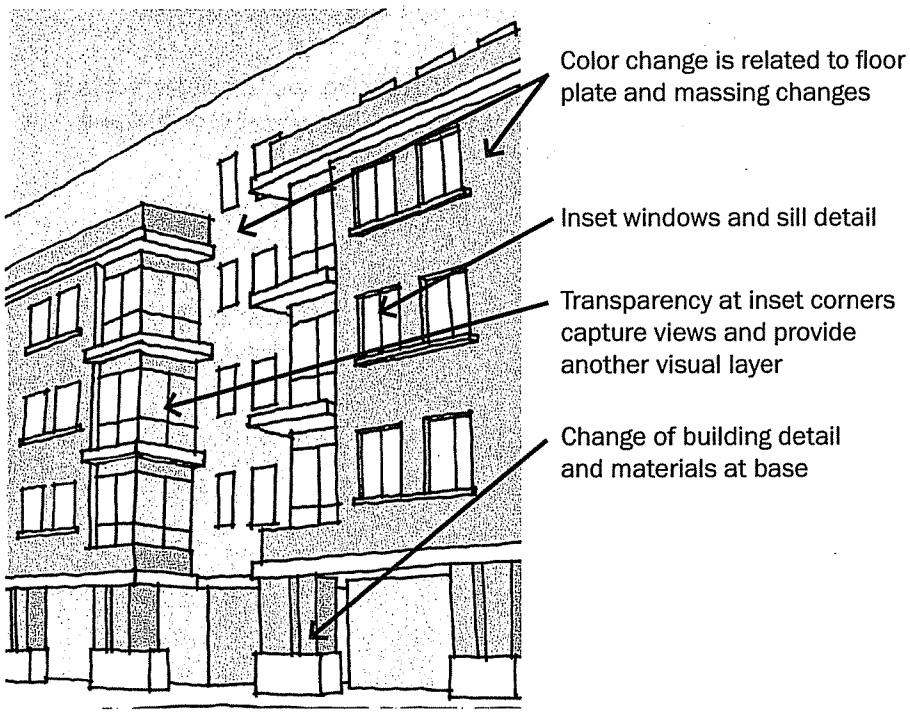
C. Materials

After establishing a building's overall massing and vertical and horizontal variation, it is important to develop a building's visual character at the level of material choices and detailing. The interplay of materials, windows and other elements should support the larger design objectives as articulated by the architect.

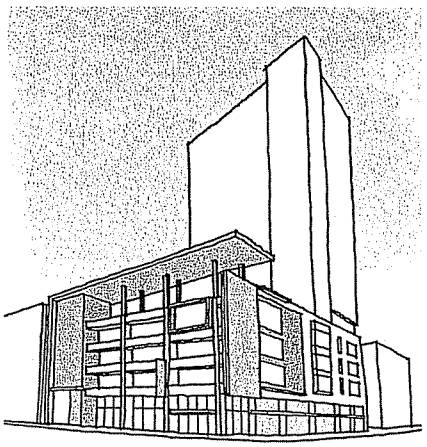
Buildings shall aim for a "timeless design" and employ sustainable materials and careful detailing that have proven longevity.

- ❑ Feature long-lived and sustainable materials. The material palette should provide variety, reinforce massing and changes in the horizontal or vertical plane.
- ❑ Use especially durable materials on ground floor façades.
- ❑ Generally, stucco is not permitted.
- ❑ Detail buildings with rigor and clarity to reinforce the architect's design intentions and to help set a standard of quality to guide the built results.

Layering. A building's skin should be layered and bear a direct relationship to the building's structural elements.

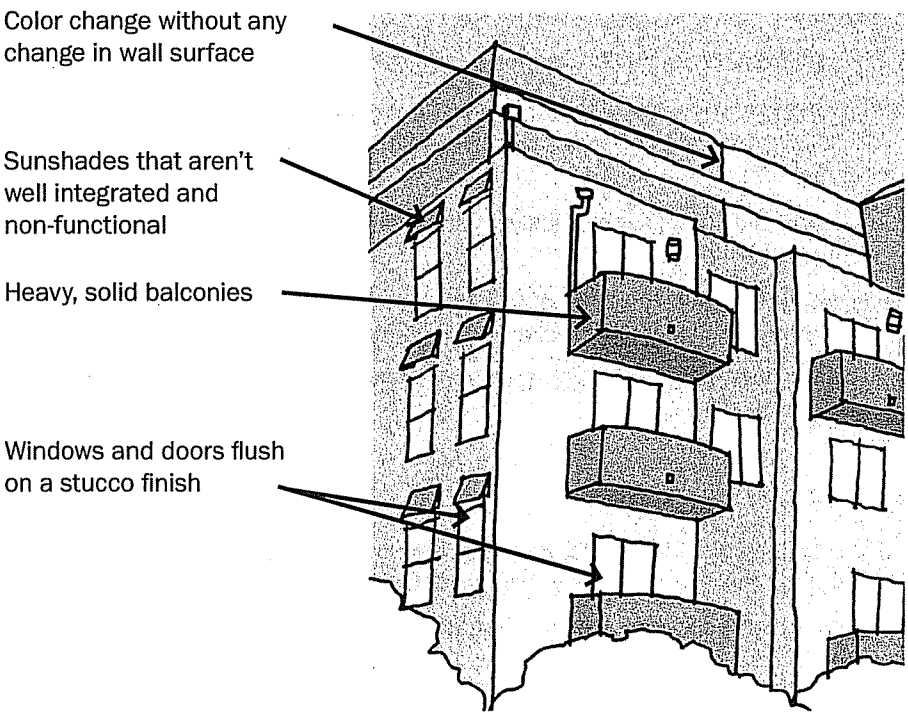


- ❑ To provide visual variety and depth, layer the building skin and provide a variety of textures that bear a direct relationship to the building's massing and structural elements. The skin should reinforce the integrity of the design concept and the building's structural elements, and not appear as surface pastiche.
- ❑ Layering can also be achieved through extension of two adjacent building planes that are extended from the primary façade to provide a modern sculptural composition.
- ❑ The building's skin, especially for towers, should be primarily transparent.
- ❑ Cut outs (often used to create sky gardens) should be an appropriate scale and provide a comfortable, usable outdoor space.
- ❑ Design curtain walls with detail and texture, while employing the highest quality materials.
- ❑ Design the color palette for a building to reinforce building identity and complement changes in the horizontal or vertical plane.



Layering with two adjacent planes that extend from the primary façade forming a modern composition.

Bad example of a building with poor variation, materials and detail choices.



Windows should be well-detailed have a recessed depth.

D. Windows and Doors

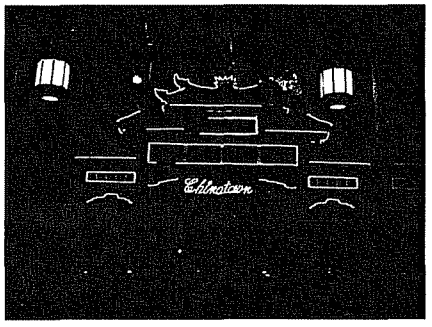
Provide high-performance, well-detailed windows and doors that add to the depth and scale of the building's façade.

- ❑ Window placement, size, material and style should help define a building's architectural style and integrity.
- ❑ In buildings other than curtain wall buildings, windows shall be recessed (set back) from the exterior building wall, except where inappropriate to the building's architectural style. Generally, the required recess may not be accomplished by the use of plant-ons around the window.
- ❑ Windows and doors shall be well-detailed where they meet the exterior wall to provide adequate weather protection and to create a shadow line.

E. Glazing

Incorporate glazing that contributes to a warm, inviting environment.

- ❑ Ground-floor window and door glazing shall be transparent and non-reflective.
- ❑ Above the ground floor, both curtain wall and window/door glazing shall have the minimum reflectivity needed to achieve energy efficiency standards. Non-reflective coating or tints are preferred.
- ❑ A limited amount of translucent glazing may be used to provide privacy.

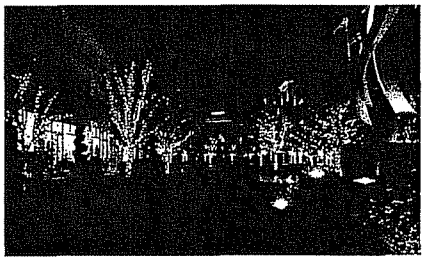


Lighting should be designed to enhance the identity of a project with appropriate character and scale.

F. Lighting

Provide well-designed architectural and landscape lighting.

- ❑ All exterior lighting (building and landscape) shall be integrated with the building design and promote public safety to support Downtown's vital nightlife.
- ❑ Architectural lighting should relate to the pedestrian and accentuate major architectural features.
- ❑ Landscape lighting should be of a character and scale that relates to the pedestrian and highlights special landscape features.
- ❑ Exterior lighting shall be shielded to reduce glare and eliminate light being cast into the night sky.



Landscape lighting, combined with facade lighting, can enhance the pedestrian environment.

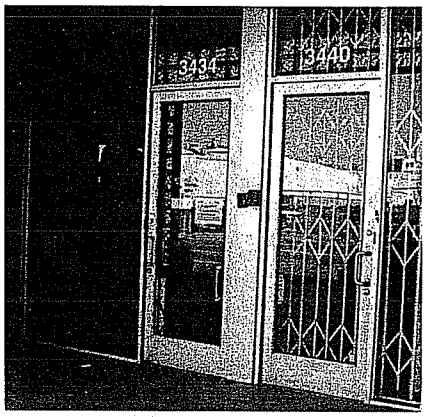
Security lighting

- ❑ Security lighting shall be integrated into the architectural and landscape lighting system and shall not be distinguishable from it.
- ❑ Illuminate alleys for both vehicles and pedestrians.

G. Security Grills and Roll-down Doors and Windows

Balance the need for security doors and windows with the need to create an attractive, inviting environment.

- ❑ Exterior roll-down doors and security grills are not permitted except as noted below.
- ❑ Subject to approval of the Reviewing Agency, interior roll-down doors and security grilles may be permitted, provided they are at least 75% transparent (open), retractable and designed to be fully screened from view during business hours.
- ❑ Subject to approval of the Reviewing Agency, exterior security grilles and roll-down doors may be permitted in the City Markets, provided they are designed to be fully screened from view during business hours.



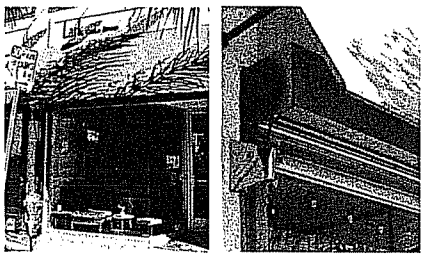
Interior grills that are more than 75% open are less visible during non-business hours and easier to screen from view during business hours.

H. Minimizing Impacts on Neighbors

In downtown, many projects are viewed directly from adjacent properties where tenants and residents have clear sight lines to roofs and back-of-house functions. It is important that new projects respect neighboring properties, and that the major mechanical systems, penthouses and lighting are designed to limit adverse impacts.

Architecturally incorporate or arrange roof top elements to screen equipment such as mechanical units, antennas, or satellite dishes.

- ❑ Mechanical equipment shall be either screened from public view or the equipment itself shall be integrated with the architectural design of the building.
- ❑ Penthouses should be integrated with the buildings architecture, and not appear as foreign structures unrelated to the building they serve.
- ❑ Ventilation intakes/exhausts shall be located to minimize adverse effects on pedestrian comfort along the sidewalk. Typically locating vents more than 20' vertically and horizontally from a sidewalk and directing the air flow away from the public realm will accomplish this objective.
- ❑ Antennas or satellite dishes shall be screened.



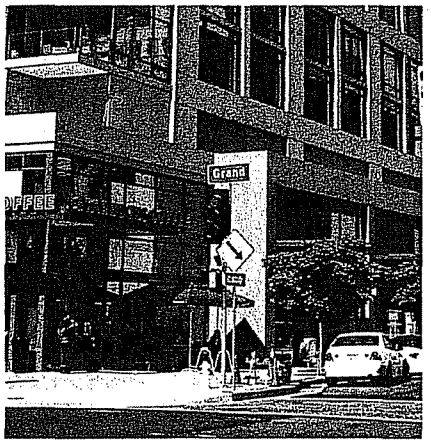
Awnings can be used to conceal existing exterior roll-down doors during business hours. Left: overall view of the storefront. Right: detail of the grill housing.

Minimize glare upon adjacent properties and roadways.

- ❑ Lighting (exterior building and landscape) shall be directed away from adjacent properties and roadways, and shielded as necessary. In particular, no light shall be directed at the window of a residential unit either within or adjacent to a project.
- ❑ Reflective materials or other sources of glare (like polished metal surfaces) shall be designed or screened to not impact views nor result in measurable heat gain upon surrounding windows either within or adjacent to a project.
- ❑ Other sources of glare, such as polished metal surfaces, shall be designed or screened to not impact views from surrounding windows.

There are always exceptions: this security grill is not retractable, but could be approved given its aesthetic contribution.

09 STREETSCAPE IMPROVEMENTS



Corner curb extension at Grand Avenue and 11th Street.

A. Responsibilities of the City and Other Public Agencies

- ❑ Recognize the shared use of streets not just for moving traffic, but equally as 1) the front door to businesses that are the economic and fiscal foundation of the City and 2) outdoor open space for residents and workers in a City that is severely lacking in pubic open space. That is, recognize that all streets on which residential or commercial development is located are "pedestrian-oriented streets" and design and improve them accordingly.
- ❑ Implement the standards and guidelines in this document that pertain to improvements within street rights-of-way, including sidewalk configuration and streetscape improvements.
- ❑ For improvement projects undertaken by public agencies, comply with the Downtown Street Standards and all standards and guidelines in this document, including sidewalk width, sidewalk configuration and streetscape improvements. In the case of sidewalk width, acquisition of rights-of-way or easements from adjacent property may be required.
- ❑ Do not unreasonably burden property owners, developers and business owners with complicated regulations and protracted processes.

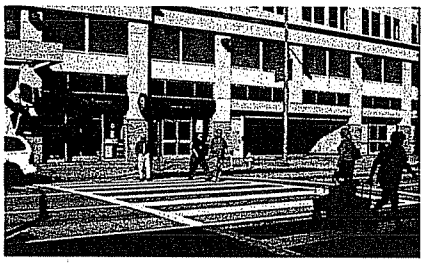
B. Responsibilities of the Developer or Lead Public Agency

- ❑ Provide sidewalks, parkways and walkways as specified in Section 3.
- ❑ Install and maintain the improvements specified in this section.
- ❑ Execute a Maintenance Agreement with the City by which the developer or Lead Public Agency agrees to maintain the streetscape improvements and accepts liability for them.
- ❑ Install the ornamental street lighting specified in sub-section G. and agree to an on-going assessment by the City to maintain and operate the lights.

C. Sidewalk Improvement Where Future Roadway Widening May Occur

- ❑ Where 1) a street dedication has been made in the past or is required at the time of development and 2) the roadway has not been widened, that portion of the sidewalk located in the potential future widening shall be the Temporary Sidewalk Zone.
- ❑ The Temporary Sidewalk Zone may not be included in the required sidewalk width.
- ❑ Street trees may not be planted in the Temporary Sidewalk Zone.

- ❑ On streets where continuous landscaped parkways are required, develop the Temporary Sidewalk Zone as a landscaped parkway. Design the irrigation so that the portion in the Temporary Sidewalk Zone can be removed without damaging the irrigation in the remaining parkway.
- ❑ On streets where tree wells are required, pave the Temporary Sidewalk Zone as an extension of the permanent sidewalk with an expansion joint at the future back of curb.



Midblock crosswalks on north-south streets improve pedestrian access.

D. Curb Extensions and Crosswalks

- ❑ Midblock crosswalks shall be provided on all blocks 550' or longer, subject to approval by LADOT.
- ❑ Curb extensions shall be provided at all corners and midblock crossings, except at the intersection of two arterial streets (Major or Secondary Highways) and on streets where the curb lanes is used as a peak-hour traffic lane.

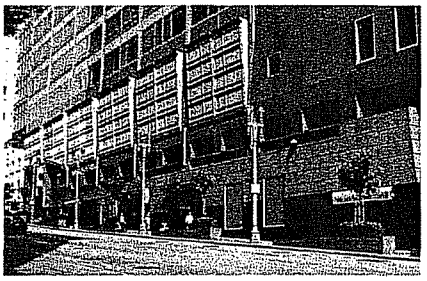
E. Paving Pattern

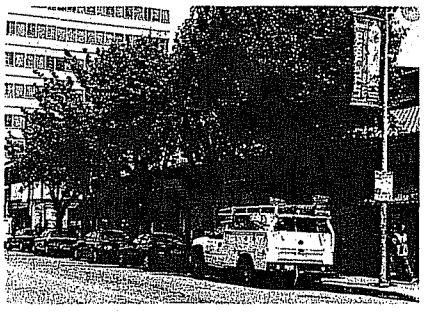
- ❑ In the LASED Streetscape Plan area, the paving pattern specified in the adopted Streetscape Plan shall be installed.
- ❑ On Hope Street the paving pattern used between Olympic Boulevard and 9th Street shall be installed.
- ❑ In all other locations north of the 10 Freeway, the standard CRA/LA edge band shall be installed. The edge band detail is included in Appendix A.

Table 9-1 Building Street Wall Characteristics

DISTRICT / NEIGHBORHOOD	EDGE BAND MATERIAL
Civic Center	NA
Civic Center South	TBD
Little Tokyo	TBD
Bunker Hill	Red granite, flame finish
Financial Core	Black granite, flame finish
LASED / Figueroa Corridor South	Black granite sawcut, bush hammered, flush joint
South Park	Endicott Brick medium
City Markets	TBD

Examples of district paving pattern and the standard CRA/LA edge band: without grout joints (upper two) and with grout joints (lower).





Streetscape improvements will vary by district and proect.

F. Street Trees

❑ Tree Species and Spacing. Street trees shall be planted in conjunction with each project. In-lieu fees are not permitted.

- The spacing between trees shall be as specified by Agency staff, but not more than an average of 25 feet on center to provide a more-or-less continuous canopy along the sidewalk.
- Spacing from other elements shall be as specified by Urban Forestry, except trees may be 6' from pedestrian lights. The Applicant shall agree to maintain the trees so that the pedestrian lights are accessible for maintenance purposes.
- Trees shall be of a species that will achieve a mature height, given site conditions, of at least 40' on Major Highways Class II and Secondary Highways and 30' on other streets with a mature canopy that can be pruned up to a height of 14 feet. Typically street trees will achieve about two-thirds of the mature height specified in Sunset Garden Book.
- Species shall be as shown in the Master Tree List in Appendix C unless otherwise approved by the Reviewing Agency and Urban Forestry.
- Required street trees shall be shade trees. However, if approved by the Reviewing Agency and Urban Forestry, palms may be planted between or in addition to required shade trees.

Planting Standards. Tree planting standards for all street trees are as follows:

❑ Plant minimum 36" box trees.

❑ Parkways shall be planted with: 1) turf or turf substitute that is level with the adjacent walkway and walkable or 2) groundcover or perennials at least 18 inches but not more than 3 feet tall, except within 2 feet of tree trunks.

❑ Where tree wells are installed as permitted/specified in Section 3, tree wells may be: 1) planted as described above; 2) covered with a 3-inch thick layer of stabilized decomposed granite, installed per manufacturer's specifications, and level with the adjacent walkway; or 3) covered by a tree grate.

❑ Where gap-graded (structural) soil is required by Section 3, it shall be install to a depth of at least 30 inches below the required miscellaneous base material under the concrete sidewalk for the entire length and width of the sidewalk adjacent to the Project, except: 1) gap-graded soil is not required under driveways and 2) adjacent to existing buildings, the existing soil should be excavated at a 2:1 slope away from the building wall or as required by Building and Safety to avoid shoring of the building footing.

❑ Irrigate the trees and landscaped parkways with an automatic irrigation system. In-line drip irrigation (Netafim or equal) is preferred. Spray heads or bubblers may also be used provided they adequately irrigate trees (minimum of 20 gallon per week dispersed over the root zone) and do not directly spray the tree trunks.

Appendix A describes the basis for these street tree standards, as well as providing details and specifications for planting, irrigation and the use of gap-graded (structural) soil.

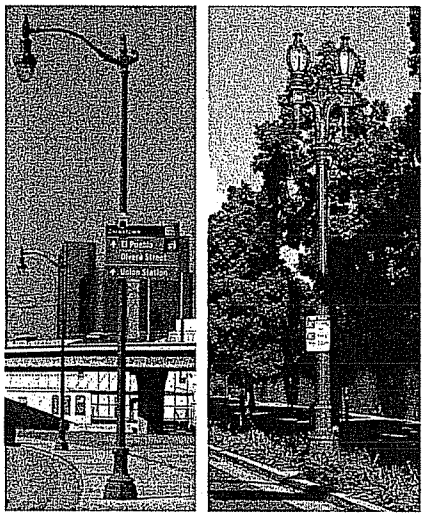
G. Street Lights

Fixtures and Poles. There are two types of street lights in the Downtown: roadway lights ("street lights") and pedestrian-scale lights ("pedestrian lights"). Street lights provide illumination of both the roadways and sidewalks to the levels required by the Bureau of Street Lighting (BSL) for safety and security. Pedestrian lights are ornamental and do not contribute to the required illumination level, but they may supplement it. Pedestrian lights contribute to the pedestrian scale of the street and add a warm glow of yellow light on the sidewalk.

- ❑ On streets having an established historic street light, continue the predominant street light pattern, modified as required by BSL to meet current illumination standards, using replicas of the historic street lights as specified by BSL. If a Project includes roadway widening, refurbish and relocate the historic street lights with supplemental replicas as required by BSL.
- ❑ In other locations, pedestrian street lights, as specified by the Reviewing Agency and approved by BSL shall be attached to each existing roadway light and a matching pedestrian light on a pole specified by the Reviewing Agency and approved by the BSL shall be installed approximately equidistant between the roadway lights. Pedestrian light spacing must be carefully coordinated with street tree planting in order to meet BSL spacing requirements and maintain the required tree spacing. An alternative street lighting pattern may be approved by the Reviewing Agency and BSL.

Pedestrian street light may be setback from the curb on wide sidewalks installed on private property as follows:

- ❑ Where sidewalks are at least 24 feet wide, the pedestrian lights may be set back between the clear path of travel and the commercial activity zone adjacent to the building.
- ❑ Where the building is set back from the sidewalk, the pedestrian street lights may be installed on poles directly adjacent to the back of sidewalk.
- ❑ All light sources shall be 3,000 (or lower) Kv to provide a warm (yellow, not blue) light if metal halide or high-pressure sodium or, preferably, LED lights that produce a similar quality of light.
- ❑ All optic systems shall be cut-off.



Street lights.

Pedestrian lights.

Streetscape improvements should support activity during both day time and evenings.

H. Streetscape Project Approval and Permits

Streetscape project approval results in the issuance of a permit by the Department of Public Works. Three different types of permits are issued for streetscape projects, each with varying levels of review. Projects are reviewed for consistency with general City standards and specifications for projects in the public right-of-way. The following is a description of the types of permits required for Streetscape projects.

- A-permit. The A-Permit is the first level of street improvement permits and is issued over the counter with no project plans. Items typically permitted through this type of review are new or improved driveways and sidewalks. A nominal fee may be charged for plan check, filing, and inspection.
- Revocable Permit. Revocable Permits are the second or mid-level of street improvement permits. Revocable permit applications require the submittal of professionally prepared drawings on standard City (Bureau of Engineering) drawing sheets and are reviewed by the various Bureaus within the Department of Public Works for safety and liability issues. Improvements approved through the Revocable Permit process are maintained by the permittee. Failure by the permittee to keep the improvement in a safe and maintained condition allows the City to revoke the permitting rights at which point a permittee is requested to restore the street to its original condition. Projects requiring approval through the Revocable Permit process include improvements within the public right-of-way that do not change the configuration of the street. A moderate fee is assessed for plan check, administrative filing, and inspection and the applicant is typically required to provide proof of liability insurance.
- B-Permit. The B-Permit is reserved for streetscape projects requiring the highest level of review. Approval through the B-Permit process is required for projects that are permanent in nature and developed to a level that allows the City to maintain the improvement permanently. A B-Permit is usually issued for improvements that change the configuration of the street, traffic patterns, or other substantial permanent changes to the streetscape. Projects subject to the B-Permit review process require professionally prepared drawings submitted on standard City (Bureau of Engineering) drawing sheets and are reviewed by all public agencies affected by the improvements. A fee commensurate with development is assessed for plan check, administration, and inspection. Construction bonding is required to ensure that the improvements are installed, and various levels of insurance are required.

SIGNAGE 10

The provisions in this section supplement the Zoning Code.

Applicants with limited experience in signage design and implementation are encouraged to review Appendix A. Basic Principles of Signage Design.

A. Master Sign Plan

All projects over 50,000 square feet, or that have more than 50 residential units, shall submit a master sign plan for the entire project during the design development phase. The master sign plan shall identify all sign types that can be viewed from the street, sidewalk or public right-of-way.

The plan shall be designed and prepared by a single graphic design firm or signage design company to assure a cohesive, integrated approach to the variety of signs required for building identification, wayfinding and regulatory needs.

The master signage plan shall include:

- ❑ A site plan identifying location of all sign types and that identifies each proposed sign by number, showing its location in relation to structures, walkways and landscaped areas
- ❑ A matrix describing general characteristics of each sign type (type, sign name or number, illumination, dimensions, quantity)
- ❑ A scaled elevation of each sign type showing overall dimensions, sign copy, typeface, materials, colors and form of illumination

B. Signage Guidelines by Type

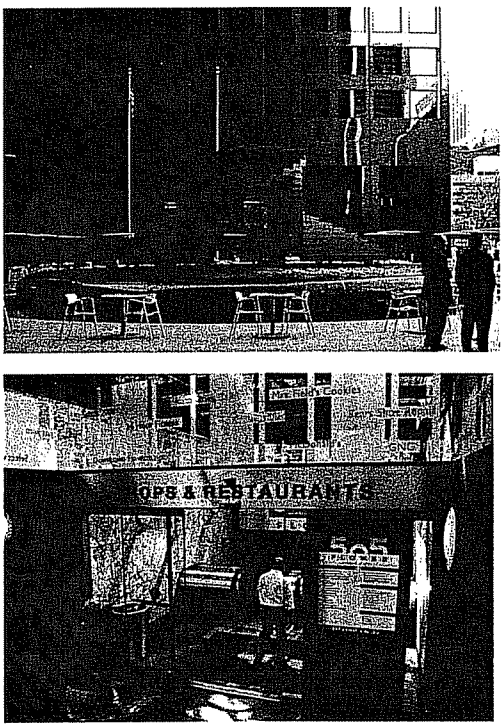
The following guidelines do not supersede regulations in the Central City Signage Supplemental Use District, but are intended to provide design guidance to achieve visually effective and attractive signage throughout Downtown. These design recommendations and visual examples are meant to help Applicant's understand what is generally considered good signage design for a corporate campus, residential or retail project.

Campus Identity Sign. Example of a corporate campus identity sign that is integrated with the architecture and landscaping.

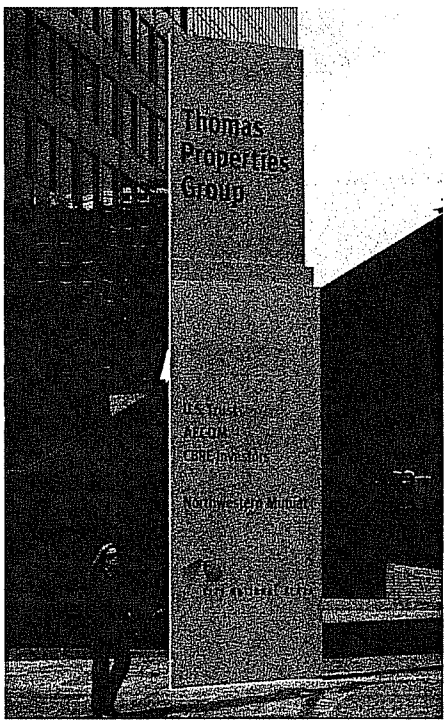
Corporate Campus

A corporate campus refers to a commercial property that may include multiple buildings with commercial or institutional tenants, often with ground floor commercial and retail spaces, open space, parking garage and loading dock. In the Financial Core or Bunker Hill, they are typically exemplified by high-rise towers.

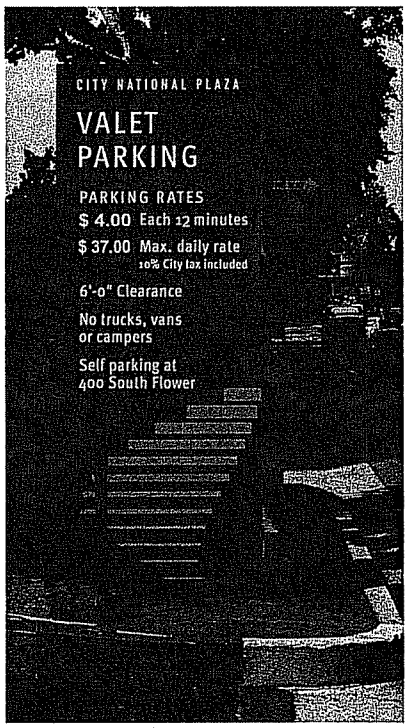
- ❑ Signage should reinforce the corporate or campus identity.
- ❑ All signs should be integrated with the architecture, landscaping and lighting, be related in their design approach, and convey a clear hierarchy of information.
- ❑ Signs that hold multiple tenant information should be designed so individual tenant information is organized and clear within the visual identity of the larger campus or building.
- ❑ For buildings over 120 feet tall, see requirements for high-rise signs.



Corporate Identity and Retail Signs. Campus identity can be derived from prominent public art, as shown here (top). Signs for retail or public amenities should be related to the overall campus identity (below).



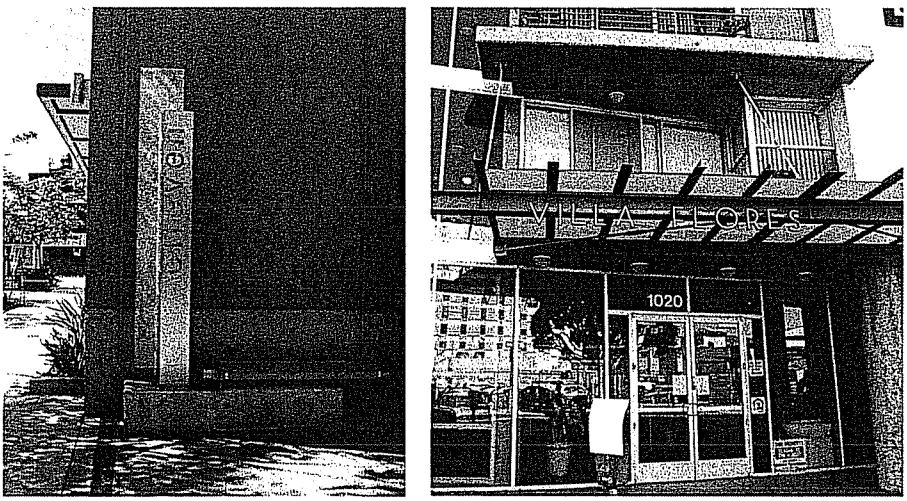
Campus Identity Sign. The corporate campus name and graphic identity should be established at the most prominent public corners.



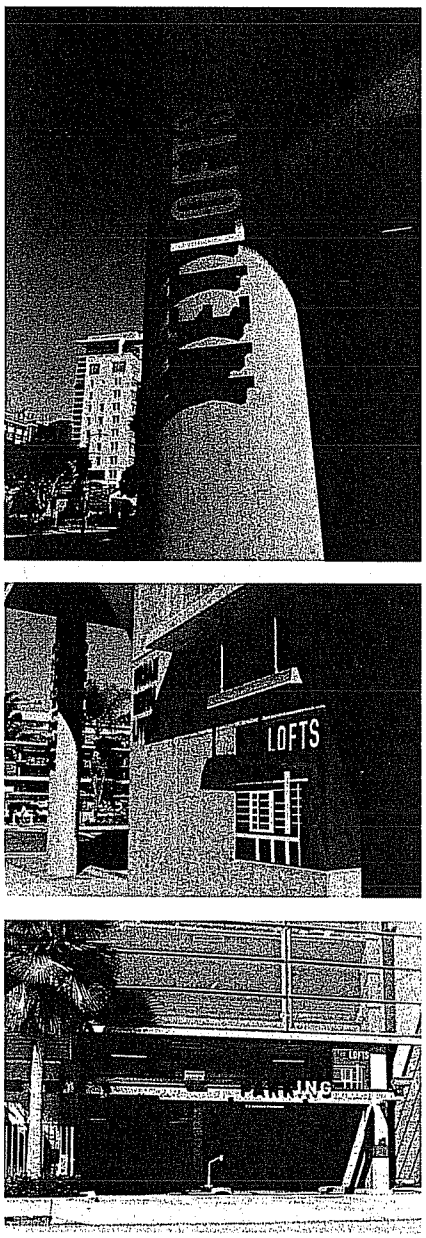
Campus Parking Sign. Secondary information for valet parking or a loading dock should be related in its design to the campus identity sign.

Residential Projects

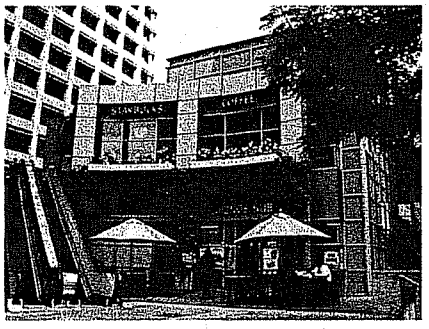
- ❑ Signage should reinforce the identity of the residential complex and be visible from the most prominent public corner or frontage.
- ❑ All signs shall be integrated with the design of the project's architecture and landscaping. As a family of elements, signs should be related in their design approach and convey a clear hierarchy of information.
- ❑ Signage should identify the main/visitor entrance or lobby, resident or visitor parking, community facilities, major amenities and commercial uses. These signs should be related in style and material while appropriately scaled for the intended audience.
- ❑ Residents soon learn the project entries and facilities so signs should not be too large or duplicative.
- ❑ Signs for community facilities should be prominent and easily read by first time visitors.
- ❑ No flat letter signs on stucco walls shall be allowed.
- ❑ Mixed-use projects with commercial or retail tenants shall comply with the retail section below.

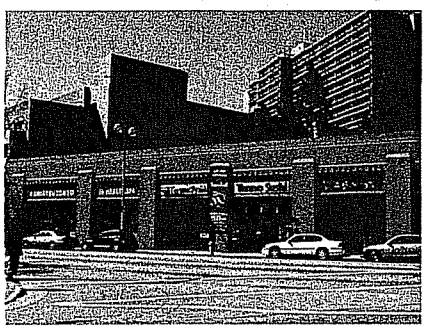


Integrated Design. Examples of residential identity signage integrated into a sculptural seating and lighting element at the main entry (left) and into an entrance canopy (right).



Hierarchy of Signs. Example of residential identity signage present at the most prominent corner. A related family of signs ranging from overall project identity to the parking garage are shown here (above).

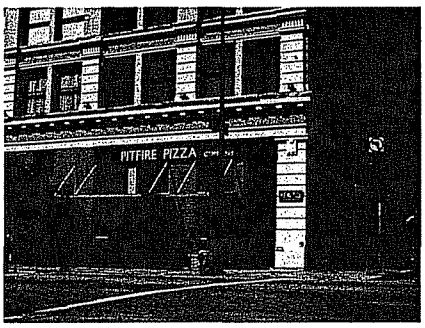




Multi-Tenant Retail Signs. Examples of multi-tenant retail where individual signs are treated in a consistent manner and integrated with the architecture (above).

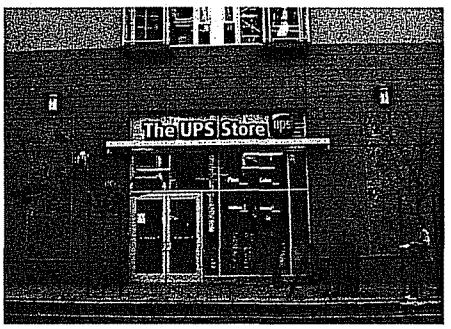
Retail

- ❑ For projects that have multiple storefront tenants of similar size, all signage shall be of the same type (i.e., cut out, blade sign, painted panel), the same relative size and source of illumination. Retail tenants will appear different by their store name, font, color and type of retail displays.
- ❑ Retail signs shall be appropriately scaled from the primary viewing audience (pedestrian-oriented districts requires smaller signage than fast moving automobile-oriented districts).
- ❑ No duplicate signs shall be allowed on storefronts and building façades. For example along a street frontage, they should all be awning signs, or panel signs, but not both.
- ❑ Historic buildings with ground floor retail shall have signs that do not obscure the architecture, but are integrated into the original or restored storefront elements.



Ground Floor Retail Signs at Historic Structures. Examples of new retail signage that is integrated with the architecture of the historic structure (above).

No Duplicative Signs. Example of retail signage that is not allowed because it duplicates information on panels and on the awning (above).



Appropriately Scaled Signs. Example of retail sign appropriately scaled to the storefront in a pedestrian-oriented environment.

C. Basic Principles of Signage Design

Signage can contribute to creating strong building identity when it is well-integrated with the design of the architecture. Projects should consider developing their building and site signage programs during design development, to better assure integration with the architecture. Projects should strive to provide clear and attractive identity and wayfinding signage on the street and within the project.

Sign Character

- ❑ Signs should contribute to a lively, colorful, and exciting pedestrian atmosphere with signs and graphics that are compatible with residential uses.
- ❑ Signage should respect residential uses within and adjacent to a project. The intent is to promote a more peaceful living environment without undue impacts upon residential uses. Small signs, no animation, limited lighting and shorter operating hours are appropriate where signs are visible from residences.

Individual Sign Character

- ❑ Signs should be conceived as an integral part of the project design so as not to appear as an afterthought application.
- ❑ The location, size, and appearance of building identification signs should complement the building and should be in character with the Downtown districts.
- ❑ Tenant identification signs should fit comfortably into the storefront architecture; at the same time, they should be bold and dynamic in image, color, materials, and design.
- ❑ The location, size, and appearance of tenant identification signs should contribute to street activity and enhance the street-level experience that is appropriate to each Downtown district or neighborhood.

Sign Visibility and Legibility

- ❑ Signs shall face the center line of the street, except tenant blade signs, entertainment marquee signs, and temporary displays.
- ❑ Tenant identification wall signs shall be located directly behind or above clear, untinted storefront glazing.
- ❑ No sign shall be located above the second story, except that High Rise Signs may be permitted on buildings at least 120 feet tall, if they meet the following criteria:
    - High Rise Sign Location. On a flat topped building, High Rise Signs must be located between the top of the windows on the topmost floor and the top of the roof parapet or within an area 16 feet below the top of the roof parapet. On buildings with stepped or otherwise articulated tops, High Rise Signs may be located within an area 16 feet below the top of the building or within an area 16 feet below the top of the parapet of the main portion of the building below the stepped or articulated top. High Rise Signs must be located on a wall and may not be located on a roof, including a sloping roof, and may not block any windows.
    - Maximum Sign Area. A High Rise Sign may not occupy more than 50% of the area in which the sign may be located on a single building face or 800 square feet, whichever is less and may include only a single line of text.
    - Number of High Rise Signs. A building may have no more than two High Rise Signs on any two sides of the building. In the case of a cylindrical or elliptical building, the building should be considered to have four quadrants, which will in no case exceed 25% of the perimeter of the building. Both High Rise Signs on a building must be identical.
    - Materials. High Rise Signs must be constructed of high quality, durable materials that are compatible with the building materials. Cut-out letters that are individually pin-mounted and backlit are encouraged. Box signs are prohibited.
    - Orientation. To the extent feasible, High Rise Signs shall not be oriented toward nearby residential neighborhoods.
    - Flexibility. High Rise Signs shall be designed to be changed over time.
    - Other Guidelines. High Rise Signs are encouraged to meet the following guidelines:
        a. The use of symbols, rather than names or words, is encouraged.
        b. High Rise Signs should be integrated into the architectural design of the building.

c. Nighttime lighting of High Rise Signs, as well as of distinctive building tops, is encouraged and the two should be integrated. Lighting of High Rise signs should include backlighting that creates a "halo" around the skylight sign. Backlighting may be combined with other types of lighting.

- ❑ A building or tenant identification wall sign should be legible to the pedestrian from the opposite sidewalk.

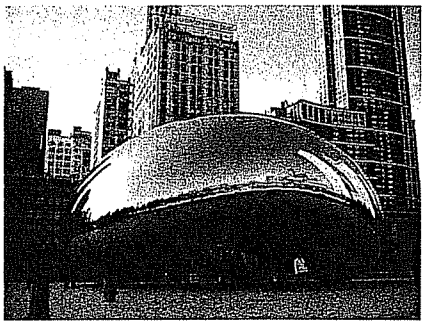
Sign Illumination and Animation

- ❑ Illuminated signs that reflects the individual character of the Downtown districts are encouraged.
- ❑ Signs shall use appropriate means of illumination. These include: neon tubes; fiber optics, incandescent lamps, cathode ray tubes, shielded spotlights and wall wash fixtures.
- ❑ Signs may be illuminated during the hours of operation of a business, but not later than 2 a.m. or earlier than 7 a.m.

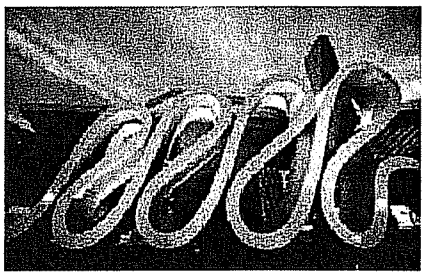
Prohibited Signs

- ❑ The following signs are prohibited:
  1. Internally illuminated awnings
  2. Conventional plastic faced box or cabinet signs
  3. Formed plastic faced box or injection molded plastic signs
  4. Luminous vacuum formed letters
  5. Animated or flashing signs
  6. Wall murals covering windows.

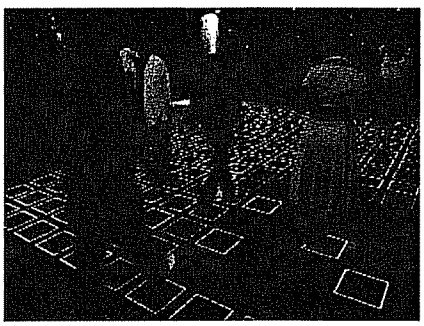
11 PUBLIC ART



Icons and emblems. Large-scale signature sculptural statements and gateway markers can create a dramatic first impression of a neighborhood.



Civic Buildings. Public facilities require public art that can embody the agency's mission while providing a more human and welcoming face to visitors.



Plazas. Plazas should be activated with more prominent, enigmatic artwork such as large sculptures, arbors, lighting or water features which include adequate space for people to gather and amenities to make it inviting.

Historically, cities embrace the arts of their time, and the character, personality and spirit of the city is often conveyed most vividly through its arts and culture. Downtown stakeholders have a proven commitment to the arts, for they play a significant role in cultivating livable neighborhoods. As a result, Downtown is a popular destination to experience public art, art galleries, museums, theater and to celebrate cultural traditions in enhanced urban settings. For these reasons, public art in Downtown should aspire to meet the following goals and guidelines:

A. Goals

Integrate public art in the overall vision of the project's architecture, landscape and open space design by incorporating the artist into the design team early in the process. The goals are as follows:

Artistic excellence. Aim for the highest aesthetic standards by enabling artists to create original and sustainable artwork, with attention to design, materials, construction, and location, and in keeping with the best practices in maintenance and conservation.

Image. Generate visual interest by creating focal points, meeting places, modifiers or definers that will enhance Downtown's image locally, regionally, nationally and internationally.

Authentic sense of place. Enliven and enhance the unique quality of Downtown's diverse visual and cultural environments. Provide meaningful opportunities for communities to participate in cultural planning, and a means for citizens identify with each other through arts and culture in common areas.

Cultural literacy. Foster common currency for social and economic exchange between residents, and attract visitors by ensuring that they have access to visual 'clues' that will help them navigate and embrace a potentially unfamiliar environment. This can be achieved through promotional materials and tours as well as artwork.

Style. Artworks must demonstrate curatorial rigor in terms of building the city's collection of public art and shall illustrate themes and levels of sophistication that are appropriate for their location.

Responsiveness. Without formally injecting art into the early stages of the planning process for each new development, it will either be left out, or appear out of sync with the overall growth of the built environment.

B. General Guidelines

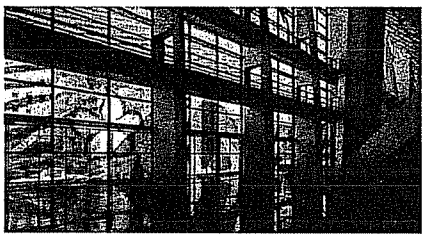
- ❑ All artwork erected in or placed upon City property must be approved by the Department of Cultural Affairs, and in some cases may require a special maintenance agreement with the appropriate BID or similar community organization.
- ❑ Artwork in privately owned developments should be fully integrated in the development's design, in the most accessible and visible locations. Enclosed lobbies and roof top gardens are considered appropriate locations.
- ❑ Artwork in retail streets and developments will need to be viewed in relation to existing signage and shop frontage.
- ❑ Attention must be paid to how the artwork will appear amidst mature landscape.
- ❑ Special care should be made to avoid locations where artworks may be damaged, such as the vehicular right of way.

Parks, Paseos and Courtyards. These spaces allow for closer, quieter contemplation of art, and can provide playful sequential elements.

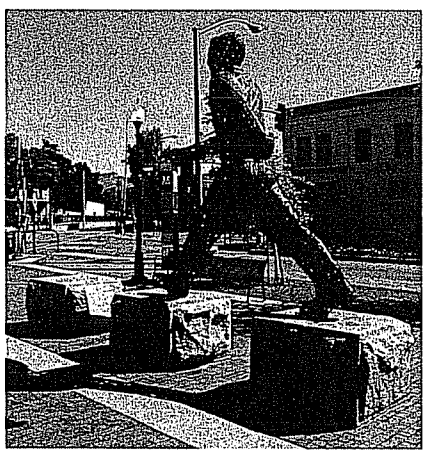
C. Contributing to an Urban Trail

Ideally, each Downtown neighborhood would develop an aesthetic "heart" with unique characteristics. It could be represented by a neighborhood boundary, main boulevard, business core or cultural corridor. The art that defines the heart can also branch out to offer connections that form an "Urban Trail." This trail could provide physical and visible connections, a path of discovery using elements like:

- Icons and emblems
- Civic Buildings
- Street Furnishings
- Plazas
- Parks, Paseos and Courtyards
- Façades
- Transit Hubs



Façades. An artist's sculpted or surface treatment can become a visual showcase that complements the architecture.



Transit Hubs. Strategically located artworks can serve as beacons to attract people to transit, and to make a commuter's wait more interesting.

12 CIVIC AND CULTURAL LIFE

Legend

1 Music Center Plaza
Festivals, outdoor dining, tourism, concert outdoor lobby

2 Civic Park (future)
Outdoor dining, festivals, proposed small-scale event site, outdoor screenings

3 Cathedral Plaza
Events, Shakespeare Festival/LA, cafe, church lobby

4 City Hall South Lawn
Farmers market, small demos, speeches

5 City Hall West Lawn and Courtyard
Political events

6 Grand Avenue Festival
Annual October ~ 25,000 attendees

7 MOCA
Street level - public art, nighttime openings
Below street level - cafe

8 Spiral Court, California Plaza
Outdoor dining

9 Watercourt
Summer lunch and evening programming
50 programs June - October

10 Colburn
Plaza and Cafe, gathering spot for students

11 Wet Fountain

12 Paseo - Wells Fargo Court
Interior

13 Angel's Flight (future)

14 Grand Central Market
Paseo - Outdoor seating

15 Biddy Mason Park

16 CRT Packing Garage Paseo

17 Broadway Pedestrian Activity

18 Arcade Building
Paseo

19 Old Bank District
Outdoor cafes and street life

20 Monthly Art Walk - 2nd Thursday

21 Walt Disney Outdoor Site
Garden and Amphitheater (not connecting)

22 Arts High School
Theater entry on Grand and New outdoor Lobby

23 HS Grand Entry (future)

24 DWP Fountain Circuit (potential)

25 Bamboo Lane (future)

26 Art Walk/West Plaza

27 Central Plaza
Informal games, people sitting, some events (under utilized)

28 Blossom Plaza (future)
Event site, outdoor dining, paseo - connect Gold Line to Broadway

29 Network of Chinatown Alleys (new)

30 Future bridge to State Historic Park

31 SHP
Event site, concerts, circus, etc.

32 Farmlab and Under Spring
Events, openings, music

33 Chinatown Pedestrian Overpass (should be gateway)

34 Solano Canyon
Pedestrian enclave

35 Bridge to Chinatown West

Everything in the Design Guide is intended provide a framework for and support an increasingly active civic and cultural environment for residents, workers and visitors in the Downtown. Figure 12-1 maps many of the current events, activities, cultural facilities street activity and other aspects of life in the Downtown public realm.

A. Goal

Every Project should contribute to the civic and cultural life of the Downtown, building on and connecting to existing elements.

B. Guideline

❑ Describe how your Project will:

- Contribute to the civic and cultural life of the Downtown.
- Connect to existing elements illustrated on the map in Figure 12-1.

36 Alpine Recreation Center
Tai Chi, basketball, sports etc.

37 Future Ord Street Stairs

38 Castelar School Playground
Festival and event space, carnivals, moon festival

39 Chinatown Street Activity

40 New Main Street Triangle (poorly landscaped)

41 CA Endowment Entry Plaza
Annual Event Site, Healthy Neighborhood test and man street closure

42 Phillipes

43 Homegirl Cafe

44 El Pueblo
Events, festivals, music on weekends, church events, outdoor dining and shopping

45 Redesigned Plaza (not used)

46 Union Station and Gateway Plaza
Some private events

47 Chinatown Library
destination, classes, lectures, community meetings

48 Dragon Gateway (no pedestrian place)

49 Plaza de Cultura y Artes
New cultural center 2010

50 Gloria Molina Parkway (future)

51 Tritorium
Plaza with no current uses

52 Vibiana's
Concerts, possible event site

53 Little Tokyo Walk Streets

54 JACCC
800 seat theater
Festival plaza (Noguchi)

55 JANM
Event Plaza, outdoor music, chado tea room

56 New Gold Line Station

57 Temp Contemporary

58 Arts Park (unbuilt)

59 Go For Broke Monument
Magnet for JA tourists

60 East West Players
Outdoor Lobby

61 Irvine Japanese Garden
Traditional - new site for weddings and events

62 Sci-Arc

63 Arts District
Walk streets, some outdoor dining, some street closures on traction for events

64 Skid Row and The Nickel
very dense

65 Toy District
Streets

66 Flower Mart

67 Fashion District
Walking streets

68 "St Vincent" Court
Outdoor dining

69 Jewelry District

70 Pershing Square
Outdoor Concerts, events, and ice skating

71 Library West Lawn
(nice place)

72 Library Steps

73 Financial District
Walking streets

74 Nokia Plaza
Possible events

75 LA Live

76 Ralph's
New destination

77 FIDM and Grand Hope Place

78 South Park

79 Pico Metro
Demo street, point, walk north to city hall

80 Broadway to City Hall
Historic Parade Route

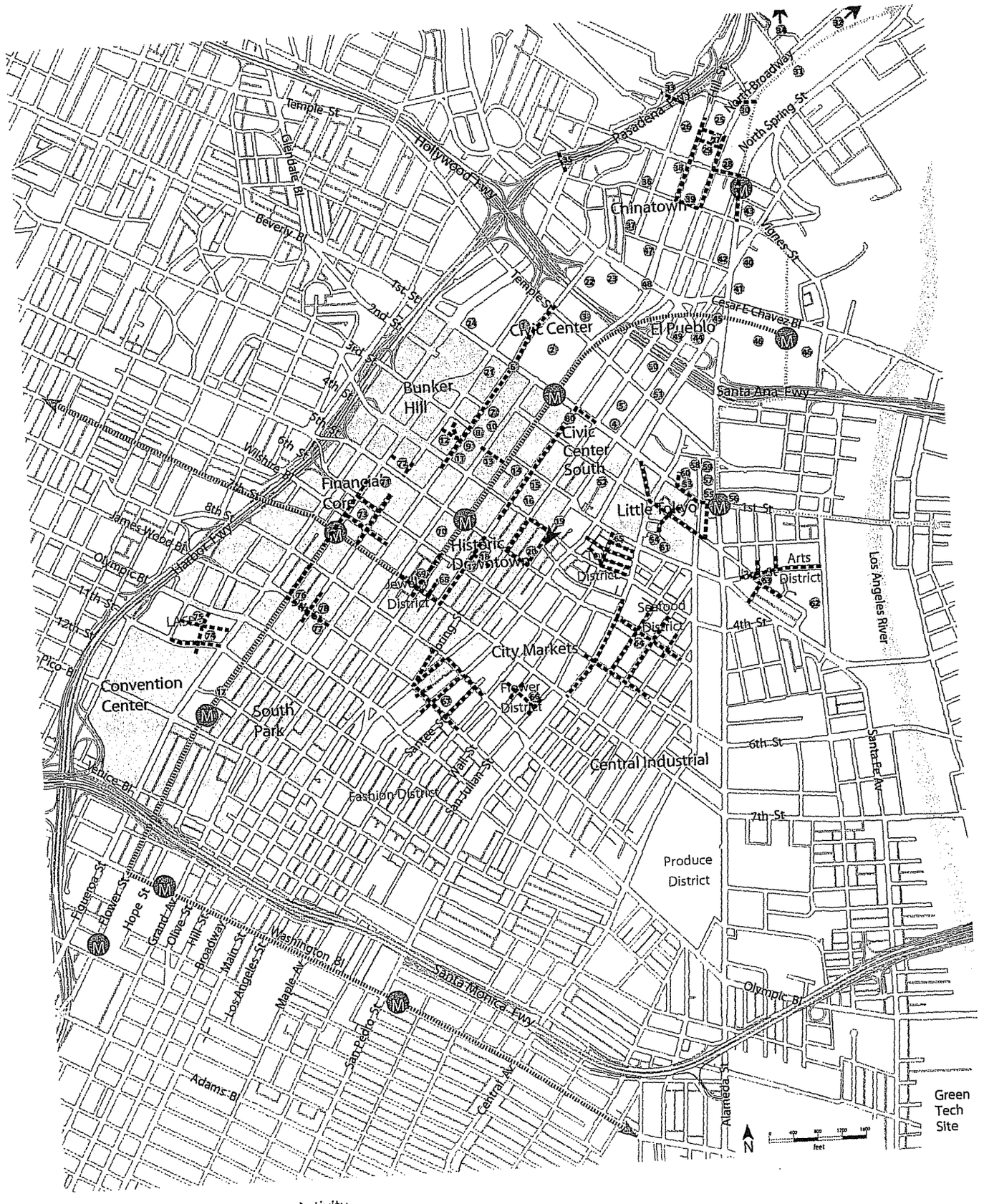


Figure 12-1 Existing Downtown Activity

DEFINITIONS

Whenever the following terms are used in the Design Guidelines, they shall be construed as follows.

Floor Area. As defined by the Zoning Code. Floor Area does not include outdoor eating areas located in terraces, courtyards, private setback areas, public sidewalks, or other outdoor spaces.

Generally, structures exceeding 240' or over 20 stories tall.

LEED®. The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings. See the official website www.usgbc.org for more information.

Low-Rise. Generally structures that are up to 6 stories tall, most often seen in courtyard housing or small commercial structures.

Mid-Rise. Generally block structures that are 12-20 stories tall, most often seen in residential housing or commercial structures.

Parkway Zone. Sidewalk zone reserved for streets, other landscaping and access to parked cars.

Reviewing Agency. Department of City Planning and/or the Community Redevelopment Agency of the City of Los Angeles. The review process is outlined in Section 1.

Street Wall. The building wall along the back of sidewalk.

Towers. Generally high-rise structures, or portions more slender than, and rising above a building's street level base.

Zoning Code. The planning and zoning provisions of the Los Angeles Municipal Code (LAMC), Chapter 1 as amended.

APPENDICES

APPENDIX A

Guide to Tenant Signs

APPENDIX B

Downtown Street Tree Details and Specifications (to be added)

APPENDIX C

Master Tree List (to be added)

APPENDIX D

Master Street Light and Pedestrian Light List (to be added)

DRAFT

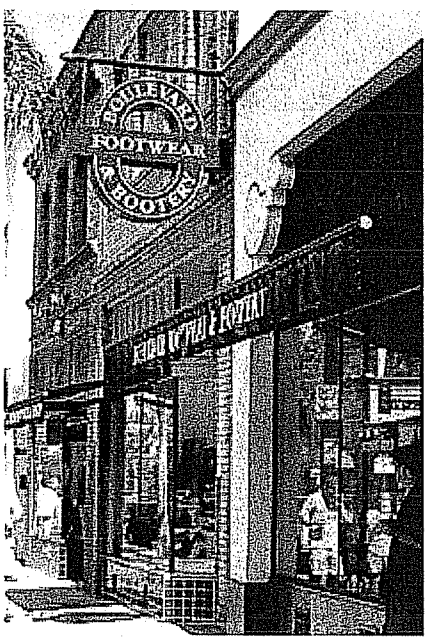
GUIDE TO TENANT SIGNS

A

A. Overview

Signs can have a dramatic effect, either good or bad, on potential customers' or clients' perception of a business. They provide an initial introduction to the character and quality of the business. A consistent approach to signage provides continuity within a shopping district and improves the readability of individual signs.

Zoning regulations establish the basic standards that signs must follow and are supplemented by the Downtown Signage Design for Development in Redevelopment Area and by Sign Supplement Use Districts. These guidelines are not intended to supersede those standards, but rather to provide more detailed guidance, including descriptions and examples of effective sign design for individual businesses and districts.



Awning and bade signs are located and sized to be viewed by both pedestrians and motorists.

B. Sign Types

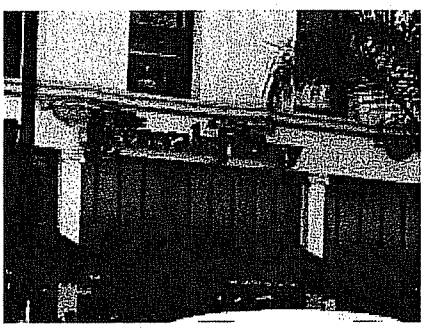
Different Signs for Different Districts

Pedestrian-oriented districts should have signage oriented in location, size and scale to pedestrians as well as motorists driving at relatively slow speeds: wall signs, window signs, awning signs, blade signs (small projecting signs), outdoor dining menu boards. The following signs should be designed to be viewed primarily by pedestrians on the sidewalk or in the parking lot adjacent to the building:

- Window Signs, which should cover no more than 10% of the window.
- Pedestrian-Oriented Blade Signs, which are projecting signs and should be no more than 5 square feet in size. Signs that project over the Public ROW will need approval by the City Engineer.
- Directory Signs, which list the tenants on an upper floor or with access from a single entry and should be no more than 18 square feet in size.
- Backdrop Wall Signs, which are located on the rear or the side of an open display and should not exceed 5% of the area of the wall on which they are located.

There are no auto-oriented districts in the areas to which the Downtown Design Guide applies; however, this description of sign types In auto-oriented districts is included for reference. In Auto-oriented districts, buildings may be set back from the sidewalk, often behind parking lots. Freestanding monument signs may be appropriate. In many cases, auto-oriented uses are located in shopping centers with multiple tenants. The freestanding sign is encouraged to provide only the name of the center, with the names of individual businesses listed on individual façades, and should be attractive and consistent with building architecture. For a single business or shopping center, only one of the following types of primary signs, providing the name of the business and one or two principal products and services, should be completely visible from a single location:

A primary monument sign provides the name of the business.



Sign is appropriately scaled to building, and located to be viewed by motorists. Works well with pedestrian-oriented awning.

- Primary Wall Sign
- Primary Awning Sign
- Major Projecting Sign, which should be non-rectangular and have its own internal or external light source
- Monument Sign, which should be mounted to a base whose material and/or color and finish is used on the building with its own internal or external light source

Other Sign Types in Both Districts

A business is encouraged to show its address in 4 to 6-inch letters within 4 feet of an entry on each façade that has an entry.

The primary sign on the rear façade should be smaller than the primary sign on the front façade, and is encouraged to be less than 20 square feet.

In addition to the primary sign(s) and address, a business may have the following secondary signs describing the business and/or listing 1 or 2 products or services provided:

- Secondary Wall Signs
- Secondary Awning Signs, in which the information should be confined to a single horizontal line positioned within 3 inches of the bottom edge of the awning and the maximum letter size is 6 inches
- Menu Boards, permitted only for drive-through fast-food restaurants (1 wall and 1 freestanding menu board for each auto service window), each of which is less than 40 square feet in area, less than 7 feet in height, oriented to customers on site, and lists only the business name and price of each item in maximum 3 inch letters, as noted in the Zoning Code.

C. Sign Design

Design Compatibility

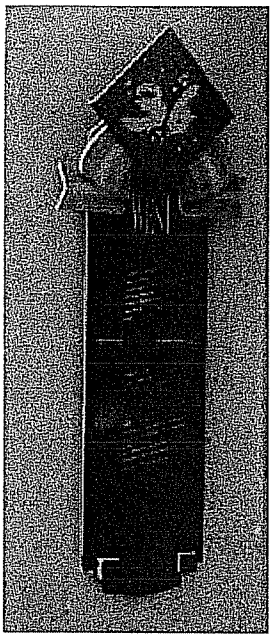
Quality Signs and Creative Design. Like buildings, signs should make a positive contribution to the general appearance of the commercial district in which they are located. High quality, imaginative and innovative signs are encouraged.

Integration with Building Design. Signs should not obstruct architectural features. The design of signs should be integrated with the design of the building.

Proportion and Scale. The size of a sign should be proportionate to the building

on which it is placed and the area in which it is located. Signage should be designed with the pedestrian viewer in mind, even in auto-oriented districts.

Relationship to Residential Neighbors. Where residential and commercial uses exist in close proximity, signs should be designed and located to minimize visibility from adjacent residential neighborhoods.



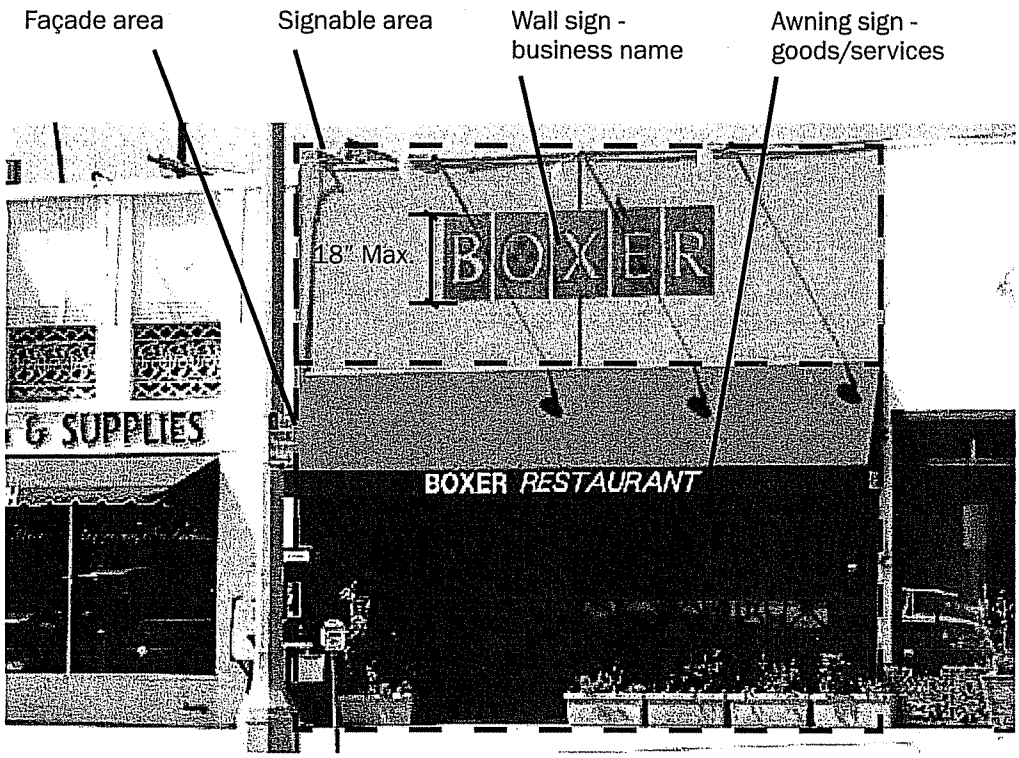
Directory sign located on exterior wall along sidewalk lists upper level tenants.

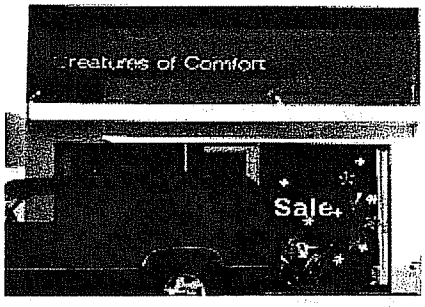
Information Hierarchy

A key to successful signage is to reduce, focus and prioritize the information being communicated. A retail business may have several messages to convey to its potential customers, including:

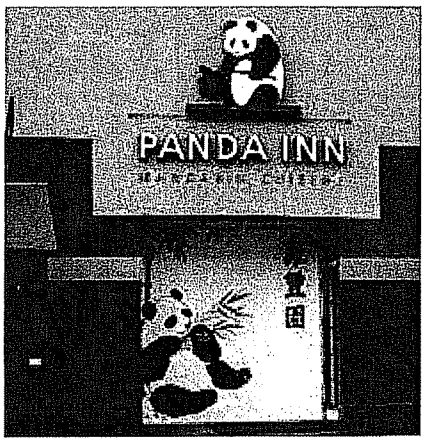
- Business name
- Address
- Type of goods and services
- Specific products and/or name brands carried
- Credit cards honored
- Telephone number
- Parking directions
- Business hours

Suggested sign types to provide a legible information hierarchy:





Sign is integrated in facade design: size, placement, color, material and typeface.



Sign and logo are simple and integrated in the building design with placement and color and material.

A Sign Program allows for consistency of signage for multi-tenant building, while providing sufficient individual identity signage for each tenant.

Some information - primarily the name and address of the business or shopping center and one or two key products or services - needs to be legible to motorists or bus riders, while other information can be on smaller signs legible to customers entering the establishment.

Sign "blight" occurs when a business has so many signs that a potential customer, whether driving or walking by, cannot easily sort through the information. The information should be organized and presented so it can be understood in order of importance and without repetition. The name of the business is the most important piece of information and should be presented on the largest sign, legible to motorists and bus riders. That sign may be a wall sign, awning sign, projecting sign or monument sign and is considered to be the "primary" sign. A business should usually have only one primary sign visible along each building frontage or parking lot that it faces.

Sign Program

Coordination of Signs on Multi-Tenant Buildings. When a building has multiple ground floor tenants, whether in a storefront building along a sidewalk or in a strip mall behind a parking lot, a sign program is required. The intent of the sign program is to provide overall standards so that each individual tenant's signs should share some common design elements to make them more legible to potential customers, specifically: placement on the façade and size. A palette of colors and materials should be included to ensure compatibility with building design and materials. Letter style and color may vary to reinforce the individual identity of each tenant. By complying with an approved sign program, a new tenant can easily receive approval for their signage.

When multiple tenants share a single entry, they are encouraged to adopt a collective name and sign program to avoid creating a jumble of competing signs.

Sign Legibility

A sign's message is most often conveyed by words with symbols or icons sometimes in a supporting role. Thus, the legibility of lettering is the key to an effective sign.

Brief Message. The fewer the words the more effective the sign. A sign with a brief, succinct message is easier to read and looks more attractive. Evaluate each word. If a word does not contribute directly to the basic message of the sign, it will detract from the sign and probably should be deleted.

Symbols and Logos. Symbols and logos can be used in place of words. Visual images often register more quickly than a written message. If they relate to the product sold or the business name, they will reinforce the business identity. Logo signs should be compatible in color, material, placement and overall design with building design, materials and color.

Letter Size. Lettering should be of an appropriate size to be read by the intended audience. Signs to be read by pedestrians should be smaller than those to be read by motorists and bus riders.

Letter Spacing. Letters and words spaced too close together or too far apart reduce a sign's legibility.

The closer the sign's viewing distance, the smaller the lettering needs to be, as illustrated in the following table:

LETTER SIZE	EASILY READABLE AT
1 inch	10 feet
2 inches	30 feet
3 inches	50 feet
4 inches	70 feet
6 inches	100 feet

Where lettering is placed on a sign panel, some blank space around the lettering should be provided. As a general rule, lettering should not cover more than 75% of the panel area.

Letter Style and Capitalization. Only a few lettering styles should be used on a single sign to enhance legibility. As a general rule, not more than 2 styles should be used on a single sign. Intricate typefaces and symbols that are difficult to read reduce the effectiveness of a sign and should be avoided. Letter thickness and capitalization affect the legibility and visual impact of a sign.

Effect of Letter Style and Capitalization on Sign Size.

Thin initial capitals with lower case letters:

Downtown Coffee Shop

Thin all capital letters should be smaller than thin initial capitals with lower case letters:

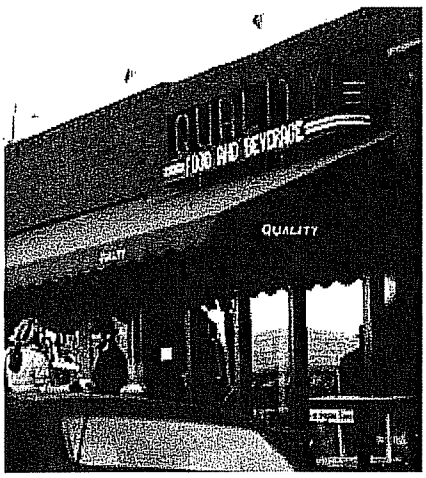
DOWNTOWN COFFEE SHOP

Thick letters should be smaller than thin letters:

Downtown Coffee Shop

Thick all-capital letters should be even smaller:

DOWNTOWN COFFEE SHOP



This original "Googie" sign was designed to be an integral part of the building. The typeface is evocative of the era. Simple message is to the point.

Sign Color

Sign color should contribute to the legibility and effectiveness of the sign.

Contrasting Colors. A substantial contrast between the background and letters or symbols will make the sign easier to read.

Number of Colors. To maintain legibility, a sign typically should not include more than 3 colors. As a general rule, large areas of many different colors decrease legibility. On the other hand, small accents of several colors can make a sign unique and eye-catching.

Complementary Colors. Sign colors should relate to those of the building. A sign may include some or all of the colors used on the building exterior.

Sign Materials and Construction

Individual Letters. Signs composed of individual letters and/or symbols are encouraged. Cut-out letters, which are either external illumination by ambient lighting or lights attached to the façade or illuminated by exposed neon on top of or inside open 3-dimensional letters (reverse channel letters) are especially appropriate for pedestrian-oriented districts. The letters may be individually pin-mounted or mounted on a raceway to facilitate changes. Dimensional metal letters convey durability and longevity and are preferred over plastic letters.

Three-dimensional plastic letters with an internal neon light source (channel letters) can appear cartoonlike or impermanent if blocky typefaces and all capital letters are used. If channel letters are used, they should be integrated into the design of the building as in the adjacent Coffee Shop example.

Panel Sign Materials. Appropriate materials for panel signs include:

- Wood - carved, sandblasted or etched and properly sealed, primed and painted or stained.
- Metal - formed, etched, cast and/or engraved and powder-coated or otherwise protected.
- High density pre-formed foam or similar materials. Other new materials may be appropriate if designed to complement the building design and fabricated to be durable and low maintenance.

Rectangular sign cabinets are strongly discouraged, although sign cabinets with a distinct curvilinear form may be acceptable.

Neon. Exposed neon has been used traditionally to illuminate a variety of sign types, including individual letters, projecting signs and panel signs. The use of exposed neon eliminates the need for a separate source of illumination and is encouraged.

Compatible Materials. Sign materials should be compatible with the design of the façade and should contribute to the legibility of the sign. For example, glossy finishes may be difficult to read due to glare.

Durable Materials. Signs should be constructed of durable materials with low maintenance requirements. Paper and cloth signs (other than awnings) are not appropriate as they deteriorate quickly.

Sign Illumination

Provide additional illumination when street lights or display window lights do not provide adequate illumination.

Direct Light Source. Lighted signs shall use focused, low-intensity illumination. A direct light source, e.g., spotlight, is often best as it focuses attention on the sign and, at the same time, illuminates the building façade. For example, several gooseneck lamps mounted above the sign provide even illuminate of either cut-out letter or panel signs. The fixtures should be in scale with the sign and other building façade elements.

Internal Illumination. Individually illuminated letters (channel letters), either internally illuminated or back-lighted solid letters, are preferable to internally illuminated plastic cabinet signs, which are discouraged.

Raceway and Conduit. All raceway should be concealed from view. If a raceway cannot be mounted internally, it should be finished to match the background wall. Similarly, all exposed conduit should be concealed from view.

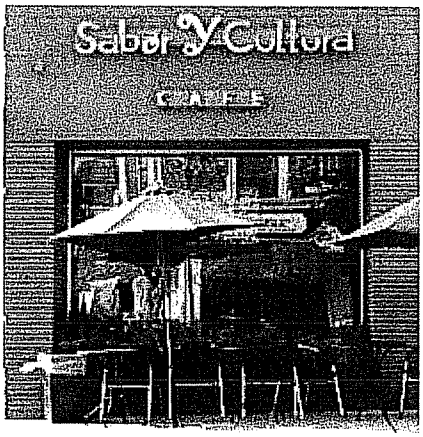
Sign Mounting

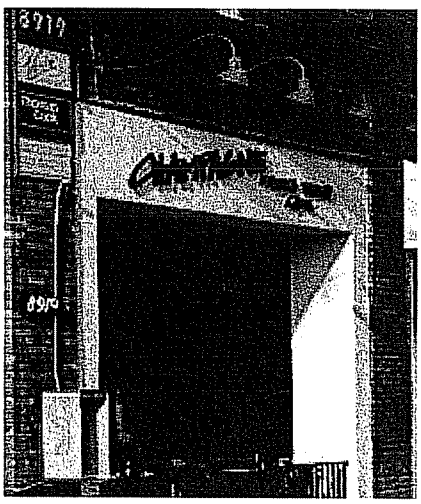
Signs should be mounted to respect the building design, especially an historic building. If new bolt holes or brackets are necessary, care should be taken to ensure that installation does not damage the building materials, particularly if the building is historic. To minimize irreversible damage to masonry, all mountings and supports drilled into masonry (including terra cotta) should be into mortar joints and not into the face of the masonry.

Sign Maintenance

All exterior signs should be kept clean and properly maintained. All supports, braces, anchors and electrical components should be kept safe, presentable and in good structural condition. Defective lighting components should be replaced promptly. Weathered and/or faded painted surfaces should be repainted promptly.

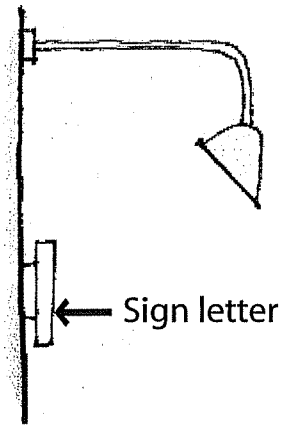
Letter style helps give distinct business identity while creating compatible design with buildings:





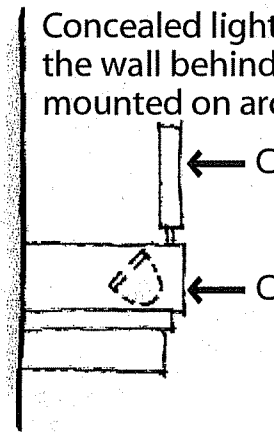
D. Sign Lighting Techniques

Examples of Externally Lighting Sign



Light fixtures mounted above the sign

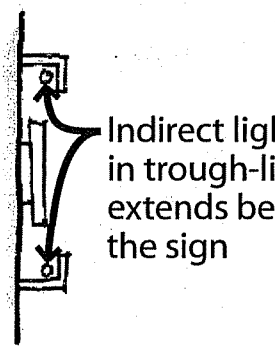
Sign letter or panel



Concealed light source illuminating the wall behind letters edge mounted on architectural canopy

Cutout sign letter

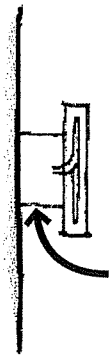
Canopy



Indirect light sources concealed in trough-like molding which extends beyond full width of the sign

Examples of Lighting Sign with Neon Tube

Channel letters with an internal neon tube. These letters can emit light from the front or back and the light source can be visible or covered by acrylic



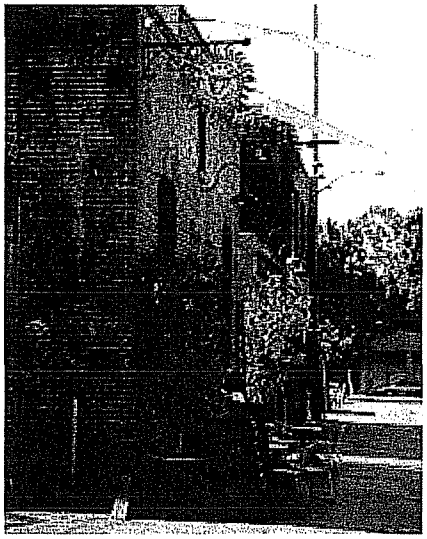
Channel letters with an internal neon light source. The letters mount on a metal box which houses all neon electrical connections

Metal box

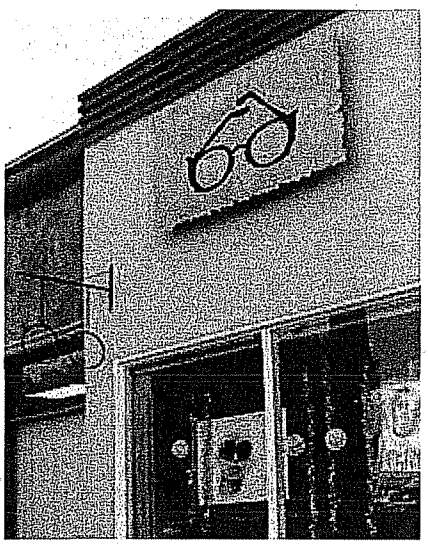
Visible neon tubing mounted in front of cut out letters or panel

* Light sources indicated by yellow fill

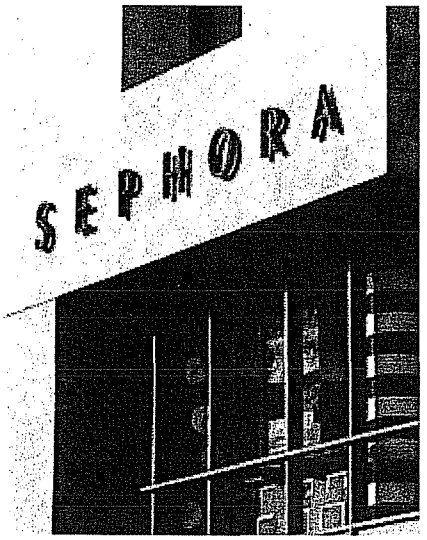
E. Good Examples of Sign Types



Blade sign used at alley entry, providing an amenity facing the alley.



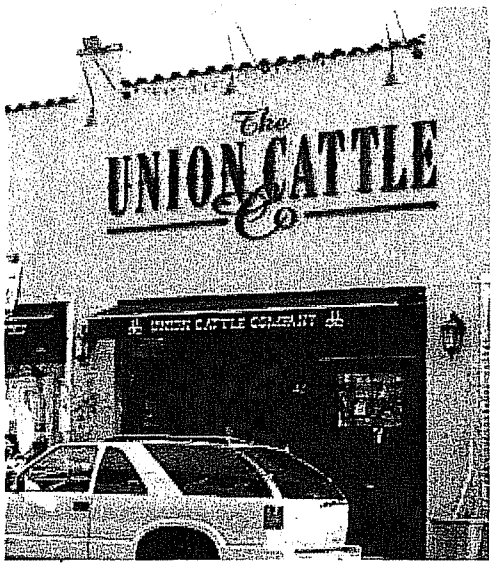
Logo laser cut out of metal panel, held off from building and halo lit creative use of design and material for distinctive business identification.



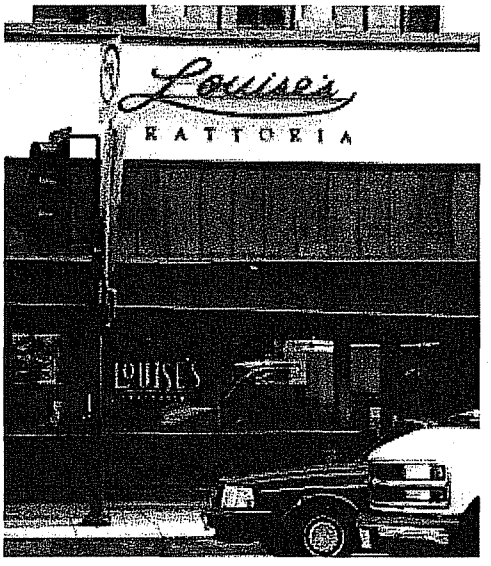
Individual channel letters halo lit from behind for a simple and distinctive look.

Awning signs as primary business signage.

Cut-out letters with external illumination

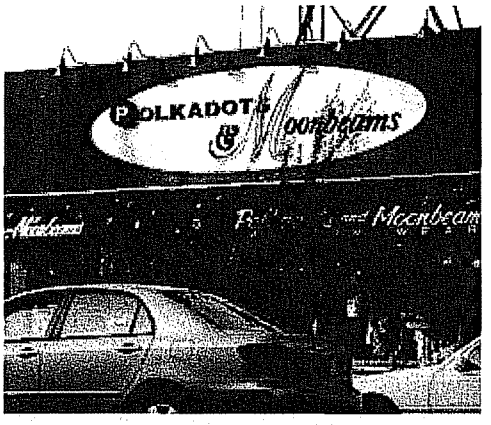


Elegant signage compatible with historic structure.

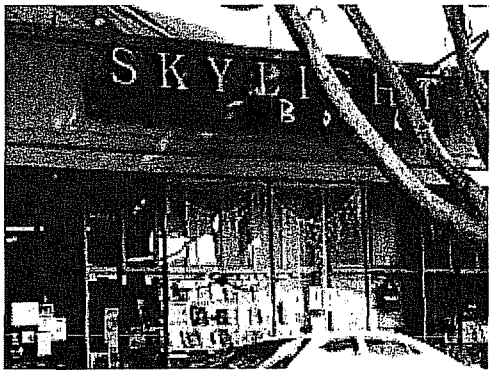


Signage designed to complement building facade. Different typeface for wall sign and window sign can be compatible.

Creative sign enhances building facade.

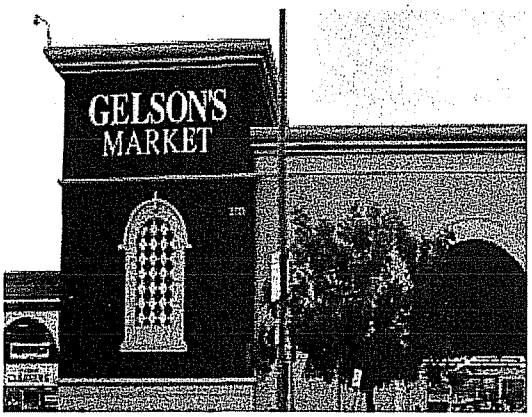


Use of contrasting color scheme for wall signage and awning creates a distinctive business identity.

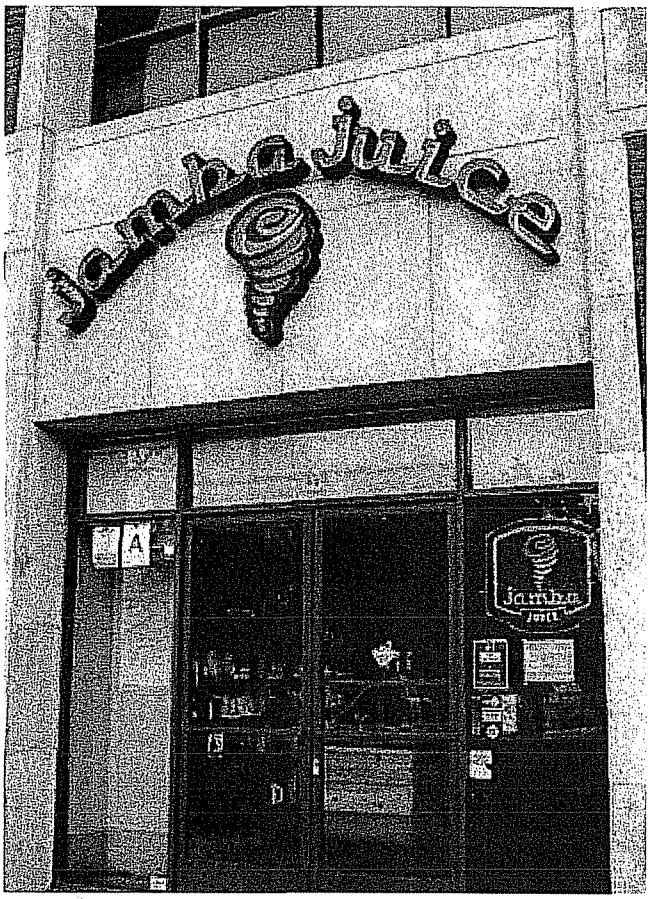


Horizontal sign element reinforces building design and pedestrian orientation.

Plastic channel letters with internal illumination

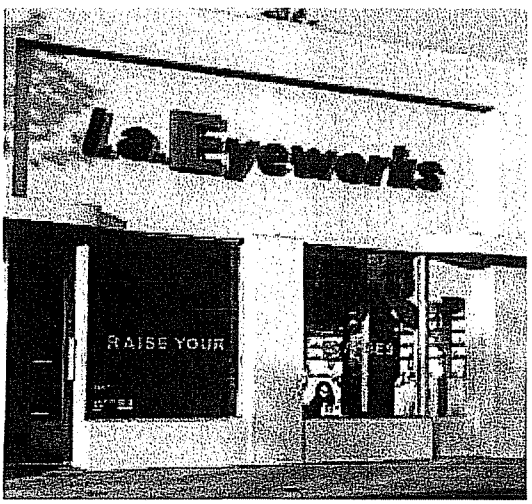


Signage well placed on building.



Signage as design feature.

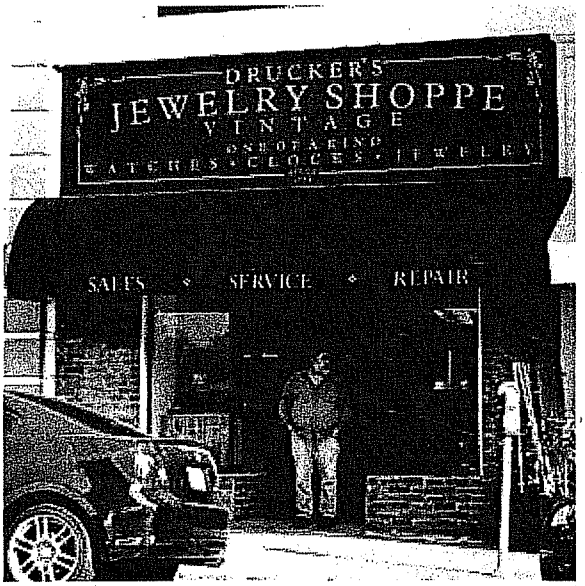
Creative use of cut-out letters



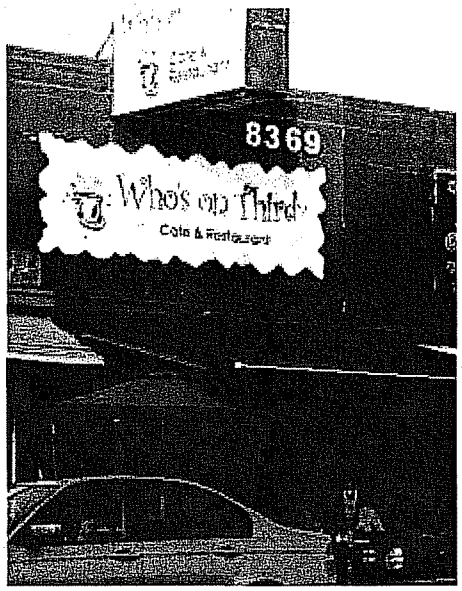
Signage color enhances building design. Wall signage and window signage work together as ensemble.

Whimsical use of color and material.

Panel Signs

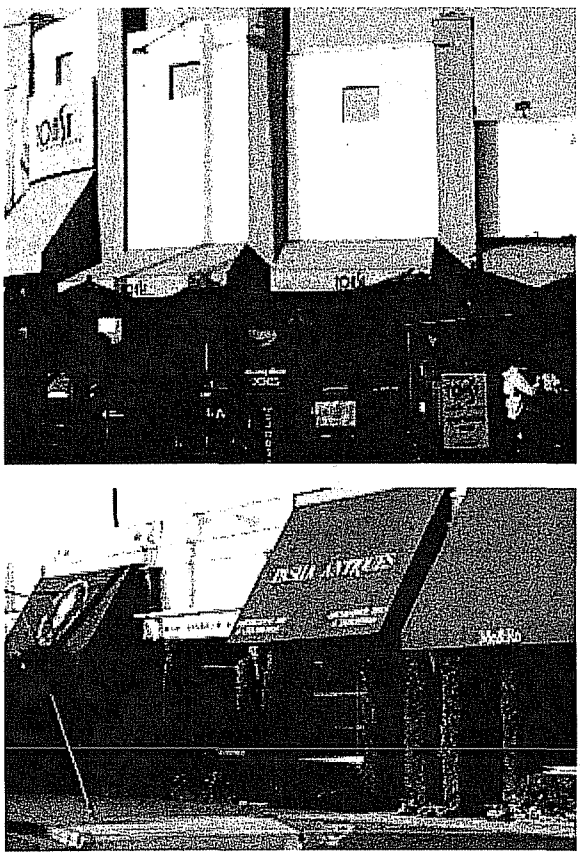


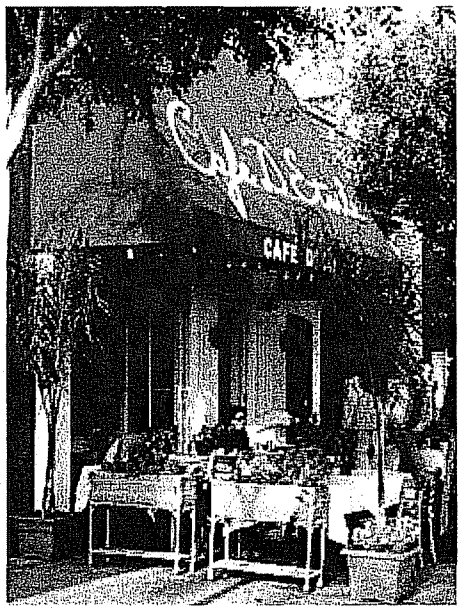
Good example of sign with historic quality enhancing building identity.



Creative use of panel sign type.

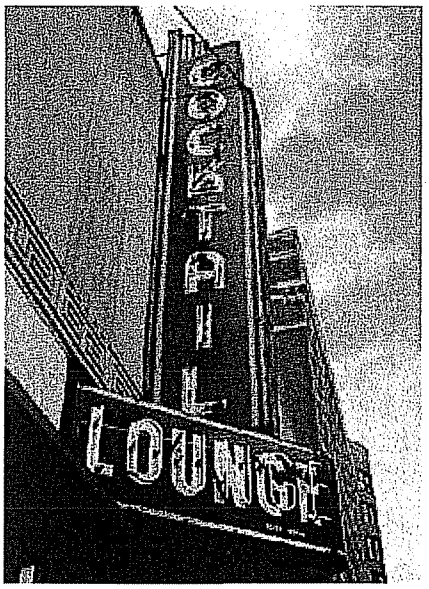
Awing Signs

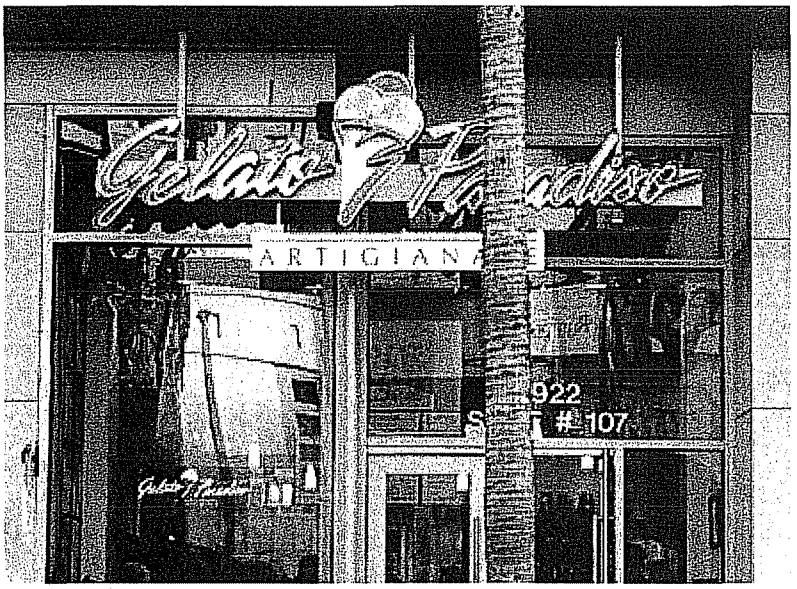


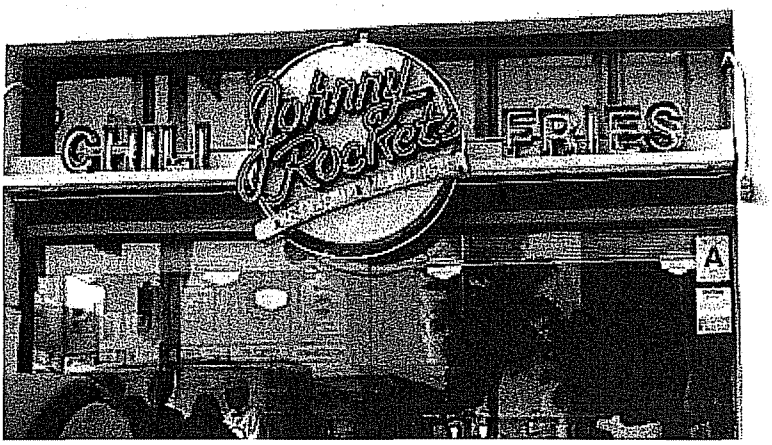


Awning also provides spatial definition for outdoor dining (above). Series of awnings enhances building design concept (left).

Exposed Neon



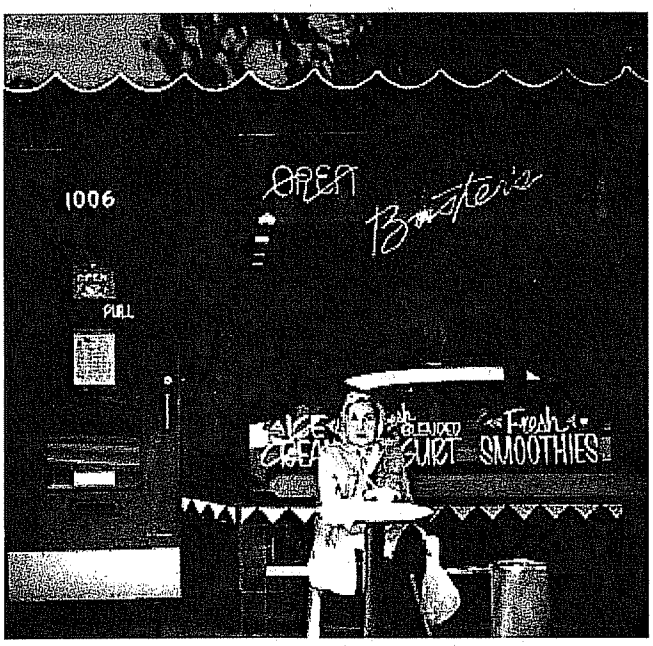




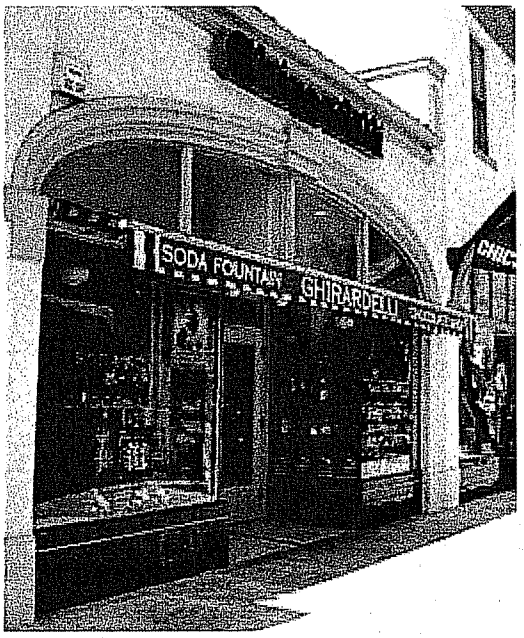
Three examples of historic signs (above) originally designed to fully integrate and enhance detailed historic facades.

Text and logo are combined for distinctive signage in these three examples (above).

Window Signs

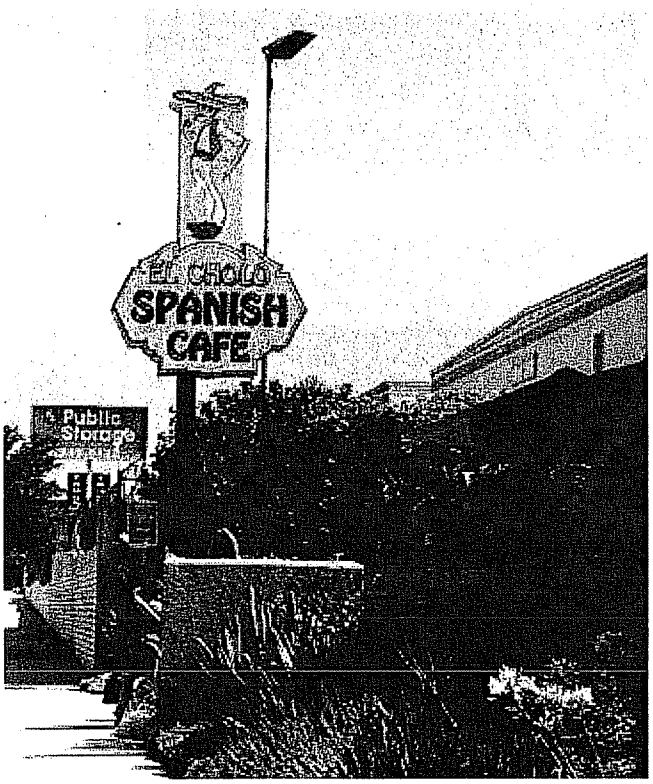


Window signs include name, open/closed, major products provided, and address.



Window signs do not interfere with displays in the window.

Pole Signs



Free standing pole signs are generally not permitted downtown. However, where they are permitted they should be designed, like the El Cholo sign at left, to be small, consistent with the architecture and attractive. Large unattractive freestanding poles like the orange sign in the background are not acceptable.

Photograph Credits
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2: architecturalgraphicstandards.wordpress.com

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3: Walker Macy

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2: Jay Graham for Chris Lamen & Associates
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1: "Cloud Gate" by Anish Kapoor, Chicago, IL
2: www.arts.qld.gov.au, "Confluence" by Daniel Templeman, Brisbane Australia
3: Electroland, "Enteractive" by Electroland, Met Lofts, Downtown Los Angeles.

Page 57
1: www.lostateminor.com, "Stadlounge" by Pipilotti Rist with Carlos Martinez Architects, St. Gallen, Switzerland
2: www.mayer-of-munich.com, Glass wall by Brian Clarke, Al Faisaliah Center, Riyadh, Saudi Arabia
3: "Astride Aside" by Michael Stutz, Metro Gold Line, South Pasadena, Los Angeles.

EXHIBIT F
Draft Revised Generalized Circulation Map

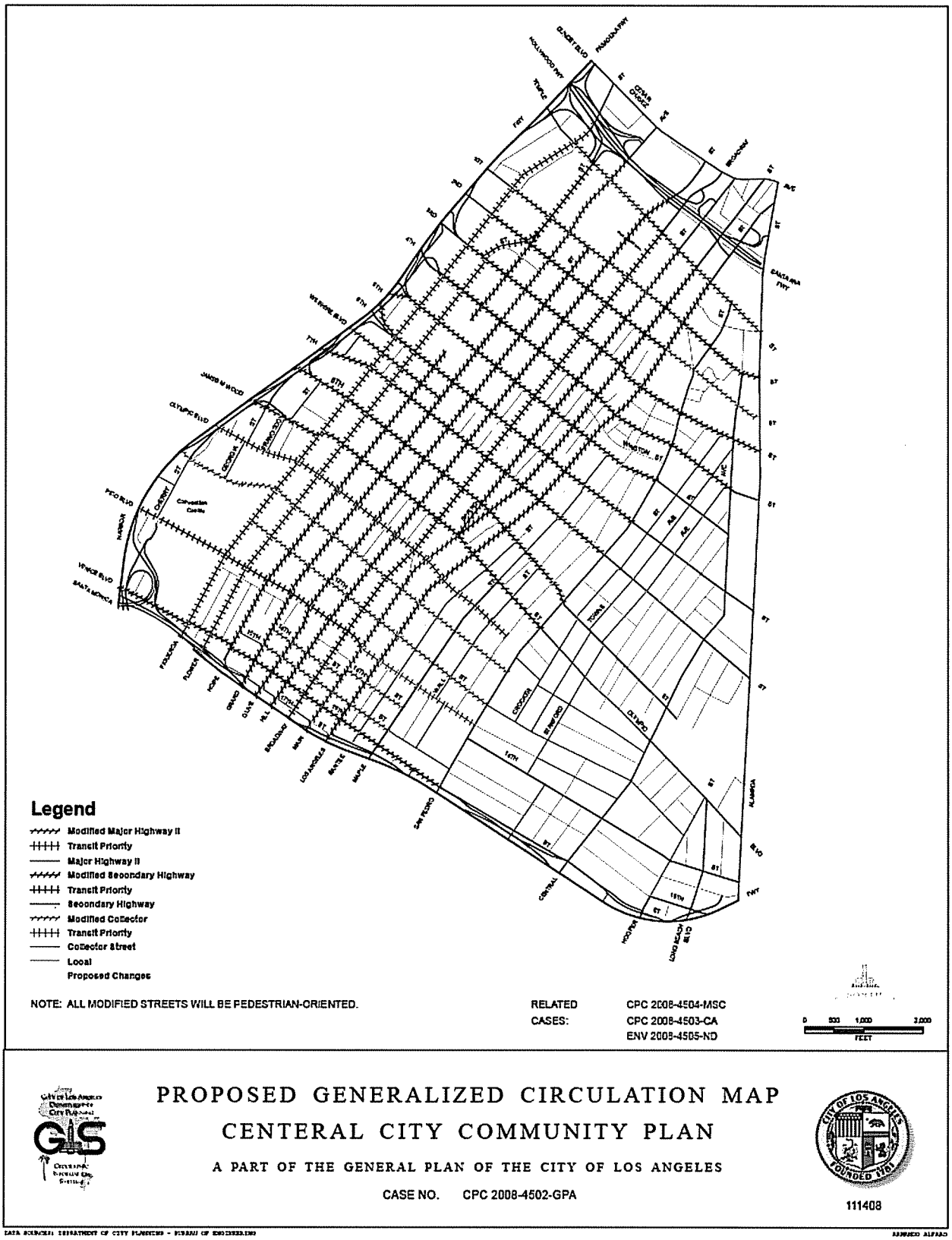

EXHIBIT G
Resolutions

Initiating Resolution

WHEREAS, the city streets in Downtown Los Angeles were widened on an ad hoc basis for several years as various development projects were approved and constructed, and the application of Citywide Street Standards as implemented by the City Engineer has resulted in uneven street character – sometimes wider sidewalks, sometimes narrower sidewalks commensurate with wider and narrower curb-to-curb roadbeds; and

WHEREAS, the Councilmember Jan Perry introduced several Council Motions to re-examine the practice of widening these streets which was unsuitable to maintaining the quality of the character of various neighborhoods in Downtown; and

WHEREAS, the emerging character of Downtown Los Angeles is one of great pedestrian intensity, additional full time residents, emerging retail and business economies, art, entertainment and sports venues – the realization of a long term vision of a 24-hour Downtown: and

WHEREAS, transit and transportation continue to afford Downtown residents and employees significant alternatives to the automobile; and

WHEREAS, in August 2007 the City Council adopted a Greater Downtown Housing Incentives Ordinance, that calls for the preparation of the Urban Design Standards and Guidelines for new development; and

WHEREAS, the combination of Great Streets, based on a context-sensitive approach, and good urban design form the basis for maintaining an environment that affords alternatives to the automobile, active pedestrian uses, a good living and working environment; and

WHEREAS, new street standards and Urban Design Standards and Guidelines will be used by both the Community Redevelopment Agency of Los Angeles (CRA/LA) and Planning in review and approval of future development projects; and

WHEREAS, new street standards which emphasize wider sidewalks will be eligible for Call for Projects and other capital funding emphasizing pedestrians and connections to transit;

NOW, THEREFORE BE IT RESOLVED:

THAT THE Central City Community Plan be amended to incorporate context sensitive street design and new Urban Design Standards and Guidelines and the City Planning Department with the Community Redevelopment Agency of Los Angeles, the Department of Transportation and the Bureau of Engineering work together develop these changes; and

THAT THE relevant additional changes be made to the Citywide Street Standards Form S-470-O; and Code clarifications to assure that these new policies can be effectively implemented, clear to the public and development stakeholders.

Initiated by:

_____

S. Gail Goldberg, AICP
Director of Planning
November 7, 2008

Council Adoption Resolution

WHEREAS, the city streets in Downtown Los Angeles were widened on an ad hoc basis for several years as various development projects were approved and constructed, and the application of Citywide Street Standards as implemented by the City Engineer has resulted in uneven street character – sometimes wider sidewalks, sometimes narrower sidewalks commensurate with wider and narrower curb-to-curb roadbeds; and

WHEREAS, the Councilmember Jan Perry introduced several Council Motions (CF-05-1514 and CF-06-0547) to re-examine the practice of widening these streets which was unsuitable to maintaining the quality of the character of various neighborhoods in Downtown; and

WHEREAS, the emerging character of Downtown Los Angeles is one of great pedestrian intensity, additional full time residents, emerging retail and business economies, art, entertainment and sports venues – the realization of a long term vision of a 24-hour Downtown: and

WHEREAS, transit and transportation continue to afford Downtown residents and employees significant alternatives to the automobile; and

WHEREAS, in August 2007 the City Council adopted a Greater Downtown Housing Incentives Ordinance (Ordinance No. 179,076, eff. 9/23/07), that calls for the preparation of the Urban Design Standards and Guidelines for new development; and

WHEREAS, the combination of Great Streets, based on a context-sensitive approach, and good urban design form the basis for maintaining an environment that affords alternatives to the automobile, active pedestrian uses, a good living and working environment; and

WHEREAS, new street standards and Urban Design Standards and Guidelines will be used by both the Community Redevelopment Agency of Los Angeles (CRA/LA) and Planning in review and approval of future development projects; and

WHEREAS, new street standards which emphasize wider sidewalks will be eligible for Call for Projects and other capital funding emphasizing pedestrians and connections to transit; and

WHEREAS, on _____, the Mayor recommended approval by the City Council of this ground breaking planning project; and

NOW, THEREFORE BE IT RESOLVED:

THAT THE Central City Community Plan Map text be amended to incorporate context sensitive street standards for the Project area, within the Downtown bounded by An area bounded by Hollywood Freeway (Rte. 101) on the north, Alameda Avenue (east), 3rd Street (south), San Pedro Street (east), 8th Street (south), Crocker Street (east), 9th Street (south), Stanford Street (east), 14th Place (south), Griffith Avenue (east), Santa Monica Freeway (Rte. 10) on the south, and Harbor Freeway (Route 110) on the west
and that the Transportation Element be concurrently amended to maintain consistency; and

THAT THE Central City Community Plan text be amended to incorporate new Urban Design Standards and Guidelines, also know as the Downtown Design Guide: Design for a Liveable Downtown, to apply within the Project area; and

THAT THE City Engineer be directed to update NavigateLA and incorporate the new Street Standards as approved by the Citywide Planning Commission, and to make corrections to limited segments of local streets which are actually alleys; and

THAT relevant clarification language be adopted by separate action, amending the Los Angeles Municipal in order to streamline implementation of the Downtown Design Guide; and

THAT further consideration be made for street block improvements eligible for Call for Projects and other funding sources in order to emphasize the pedestrian nature of Downtown LA, including coordination with METRO/LA/DOT for bus stop consolidation/shared bus stops and other design techniques; and

THAT Negative Declaration No. ENV-2008-4505-ND be certified and adopted by the City Council, such environmental study evaluating the effects of the Street Standards and Urban Design Standards and Guidelines on traffic and transportation, historic resources and other key environmental factors and finding no impacts

EXHIBIT H
Corrections: "Local Street" to Alley (Named alleys)

The list of named alleys is an example of many 20 foot right of way entities which were created as circulation elements in surveys from the late 1800s. These were originally residential subdivisions developed with large grand single-family residences.

The intent was always that they function as alleys providing access for deliveries and to accommodate service systems to the rear of adjacent parcels, not as general street circulation. Their location, separated by only approximately 150 feet in either direction from Major or Secondary Highways illustrates that, as at no time would a local street be permitted in that close a proximity as it would create unsafe ingress, egress and/or turning movements.

The fact that they were named only represents an honorary gesture common to the time and does not indicate any intent that they be classified or function as Local Streets. Therefore, the following should be redesignated as alleys in the records of the City Engineer and the City of Los Angeles.

NAMED ALLEYS

NAME	HUNDRED BLOCK
Harlem Place	200
	400
	500
	600
Werdin Place	200
	400
	500
	800
Pembroke Lane	800
	1100
	1200
	1300
	1500
Cameron Lane	400
	500
	600
Catesby Lane	1000
	1100
	1200
	1300
Midway Place	900
	1000
	1100
	1200
Blackstone Court	900
	1000
Lindley Place	500

NAME	HUNDRED BLOCK
St. Vincent's Court	600
	700
Lebanon Street	600
	700
	800
	1200
	1300
	1500
	1600
St. Joseph's Place	1300
	1400
	1500
	1600
Atlantic Court	1900
	2000
Frank Court	400
	600
	700
	800
Mercury Court	600
	700
East Fourth Place	200
Azusa Street	300
Ducasse Alley	700

NOTE: This is a partial list, known to be incorrectly identified as a Local Street on the City Engineer's Records. There may be others, which should also be corrected as discovered inasmuch as there is more than one source for these alleys and that it may not be complete due to how the different sources list the alleys; and that some blocks have been withdrawn from public use, some are not through (dead end), etc.