

Downtown Design Guide Checklist:

Project: 1045 Olive

Applicant: 1045 Olive, LLC

Downtown Design Guidelines

The Downtown Design Guide was originally approved by City Planning Commission on May 13, 2010. City Council adopted Ordinance No. 181,557 on February 3, 2011, which added the Downtown Design Guide Project Area to the Los Angeles Municipal Code. On June 8, 2017, the City Planning Commission approved updates to the Downtown Design Guide to accommodate flexibility and creativity in building design, emphasize transit-oriented and pedestrian oriented development, and achieve consistency with other related City initiatives (See CPC-2017-2107- MSC Staff Report, p. 1).

The Downtown Design Guide 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 specifically for the Downtown Neighborhood Districts.

As described in LAMC Section 12.22.A.30(a), the purposes of the Downtown Design Guide include implementing

" ... the standards and guidelines in the Downtown Design Guide (the "Design Guide"), adopted by the City Planning Commission and incorporated as part of the Central City Community Plan, an element of the General Plan of the City of Los Angeles. Given the importance of Downtown Los Angeles as the civic, cultural, institutional, governmental, social and economic center of the region, the urban form is critical to its continued vitality and economic viability and the preservation and enhancement of its historic fabric. The Downtown Design Guide regulates projects that have the potential to affect the urban form, pedestrian orientation and street-level activity, and its implementation will ensure a quality built environment."

The Project was designed with the awareness that Downtown Los Angeles is the civic, cultural, institutional, governmental, social and economic center of the region. The contemporary high rise would create new housing opportunities and services on an underutilized lot to enliven the Downtown Center with 24-hour active uses. The addition of new housing opportunities increases the range of housing choices available Downtown and offers opportunities to live close to Downtown employment and other civic, cultural and recreational uses.

This strategic location also offers housing opportunities in proximity to restaurants, retail, and the growing entertainment district at LA Live and the Staples Center. The Project's location is in proximity to many transit options and allows for residents to use mass transit to access the vast transportation network that operate throughout the greater Los Angeles. By locating near alternative modes of travel such as biking, and transit, the Project promotes street level activity.

At the street level, the Project would preserve the existing sidewalk and enhance it with new street trees and bicycle parking spaces along Olive St. and 11th St. The Project also seeks to activate the pedestrian activity within the Development Site by creating a 2,728 square feet ground level plaza with attractive public art at the corner of Olive and 11th. This Plaza will provide an attractive entry to the proposed 12,504 square feet of restaurant space within the ground level. The Project will also provide a separate residential lobby for residents along Olive Street.

Overall, the Project would fulfil the objectives of the Downtown Design Guide and improve the quality of the built environment. The extent of Downtown Design Guide objectives are incorporated into the Project design:

Sidewalks and Setbacks: The Project would enhance the streetscape and walkability by providing a 17-foot sidewalk along Olive Street and a 15-foot sidewalk along 11th street with an additional three-foot sidewalk easement. The sidewalk widths provided are consistent with the Mobility Plan 2035 and Downtown Street Standards.

Ground Floor Treatment: The Project would provide active uses at its retail street frontage along 11th Street to the corner at Olive Street. The corner is designed to activate pedestrian activity with the public art plaza. The plaza allows for an attractive entry to the proposed ground floor restaurant uses and provides separation from the public sidewalk. The sidewalks have also been designed to be enhanced with new street trees, parkway landscaping and bicycle parking.

Parking and Access: The off-street parking would be accessed on the ground floor at the north east edge of the property along Olive Street and from the alley at the rear of the property. This design minimizes unnecessary curb cuts along the building frontage and allows the corner of Olive Street and 11th Street to provide pedestrian activating restaurant and gathering space. The Project would encourage alternative modes of transportation by constructing 794 residential units within close proximity to the Pico Metro station, Providing access to Downtown Santa Monica from the Expo Line and Downtown Long Beach from the Blue line as well as access to other all other lines at the 7th/metro station and Union Station, and by providing 886 bicycle parking spaces (86 short term and 800 long term).

Massing and Street Wall: The massing of the building intentionally articulates to facilitate the communal qualities of the residential portion with the surrounding uses. These articulations are strategically located at the street level and at mid-height of the building. The street wall is sculpted to function as an artistic, architectural feature that is engaging at both the street level and vertically. At the corner of 11th and Olive Streets, a large plaza is carved out from the base of the tower and creates an extension of the sidewalk and the public right of way. The plaza functions as an attractive entry way and gathering space that encourages community activities, such as art displays and performances. It conforms with the Downtown Design Guide, which has established guidelines that encourage increased pedestrian activity, by adding green areas and utilizing public art to reinforce retail corridors. At mid-height on the tower, the amenities are grouped together in a single volume, complementing the base of the tower. The carve-outs of the amenities terrace function as outdoor extensions of the indoor common spaces.

Open Space: The Applicant is proposing to provide open space consisting of private balconies connected to many units and common area terraces, patio, pool, sun/roof decks and fitness center located on the podium deck, three levels of amenity space on the 53rd through 55th floors and a rooftop terrace. The common plaza at the corner of Olive Street and 11th Street connects the pedestrian realm to the Project's restaurant and residential uses.

Taken together, the Project would be consistent with the General Plan, including the Community Plan and the Downtown Design Guide.

Overall, the Project would fulfil the objectives of the Downtown Design Guide and improve the quality of the built environment.

Note: According to the Technical Modifications to the Updated Downtown Design Guidelines letter to the City Planning Commission from Simon Pastucha, Senior City Planner, regarding Case No. CPC-2017-2107-MS page 4 of the Downtown Design Guide will be corrected to read as follows:

Projects must comply with the letter of every standard. In cases where special circumstances make complete compliance with the standard impractical, the project must demonstrate a clear alternative approach that achieves the overall objectives of the Design Guide set forth and codified in LAMC Section 12.22-A.30(a). Projects that fail to comply with the standards herein must provide a rationale for the design, and explain how the project will meet the intent of LAMC Section 12.22-A.30(a) and describe to what extent the Design Guide objectives are incorporated into the project design. Whether the design of the project as a whole is justified will be determined through required "Findings" in the appropriate section of the Municipal Code and considered by the decision maker. These provisions are subject to incorporation into the new Downtown Code. Findings supporting alternative approaches to compliance for a project as a whole shall constitute full compliance with the Design Guide and do not require adjustments to be obtained under LAMC Section 12.22-A.30(e).

JUSTIFICATIONS FOR "NO" AND "NA" RESPONSES:

Section 2. Sustainable Design; D. Building Design; 1 a.

If project has an Owner Participation Agreement with the CRA/LA, achieves LEED Silver Certification.

Justification

The project does not have an Owner Participation Agreement with the CRA/LA

Section 2. Sustainable Design; D. Building Design; 2

If project includes a hotel, participates in the California Green Lodging Program.

Justification

The Project does not include a hotel

Section 2. Sustainable Design; D. Building Design; 3

Re-uses and integrates existing structures into new projects to retain the architectural fabric of Downtown, wherever possible.

Justification

The existing structures are retail buildings in disrepair that do not contribute to the architectural fabric of Downtown. It is not feasible to re-use these structures for the proposed Project.

Section 2. Sustainable Design; D. Building Design; 4.

If project preserves and rehabilitates historic structures, complies with the Secretary of the Interior's Standards for Rehabilitation.

Justification

No historic structures are included as part of the Project.

Section 3. Sidewalks and Setbacks; A. Sidewalks; Landscaped Parkways; 6.

Provides one walkway for every one or two parking spaces, or provides other means of access through the parkway to curbside parking, where there is curbside parking.

Justification

Curbside parking currently exists on Olive Street however no walkway is provided due to the conflict with tree wells and bike parking regulations.

Section 3. Sidewalks and Setbacks; A. Sidewalks; Street Tree Plantings; 11.

If trees are not planted in continuous landscaped parkways with the opportunity for unrestricted root growth, trees are planted in large trees wells that are at least:

- a). 10' long and a minimum of 7' wide where the required sidewalk width is 15' or more;*
- b). 6' wide where the required sidewalk width is more than 10' but less than 15'; and*
- c). 4' wide where the required sidewalk width is 10'.*

Justification

The tree wells size has been modified to 7'-5" long and 7' wide in order to comply with bike parking regulations.

Section 3. Sidewalks and Setbacks; A. Sidewalks; Street Tree Plantings; 13.

If average 24' wide sidewalks are required by the Downtown Street Standards (through a combination of dedication and easement), designs of a project's frontage to have sidewalks at least 22' wide and provides a second row of street trees aligned with those in the parkway zone. Plants the interior row of trees in large tree wells.

Justification

24' wide sidewalks are not required

Section 3. Sidewalks and Setbacks; A. Sidewalks; Street Tree Plantings; 14.

If tree wells and parkways would conflict with existing basements, underground vaults, historic paving materials, or other existing features that cannot be easily relocated, modifies tree well and parkway design to eliminate such conflicts.

Justification

There are no existing basements, underground vaults, historic paving materials, or other features that conflict with the tree wells and the parkway.

Section 3. Sidewalks and Setbacks; B. Setbacks; 6.

If adjacent to live-work space, designs the average two-foot setback to include a little landscaping, which may be in pots or raised planters.

Justification

Project is not adjacent to live-work space.

Section 3. Sidewalks and Setbacks; B. Setbacks; 6a.

If adjacent to ground-floor residential units with individual entries on the street, designs the minimum average 5-foot or 6-foot setback to be primarily landscaped, (which 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).

Justification

Project is not adjacent to ground-floor residential units with individual entries on the street.

Section 3. Sidewalks and Setbacks; B. Setbacks; 6b.

If the Reviewing Agency determines that the active ground floor treatment required in Section 4 is not feasible, provides a minimum average 5-foot setback which is densely landscaped.

Justification

Reviewing agency has not determined that the active ground floor treatment required in section 4 is not feasible.

Section 4. Ground Floor Treatment A. Treatment Along Retail Streets; 1.

If project is in Historic Downtown, complies with Historic Downtown Los Angeles Design Guidelines for ground floor treatment.

Justification

Project is not in Historic Downtown.

Section 4. Ground Floor Treatment A. Treatment Along Retail Streets; 3 a.

Designs mid-block ground floor space for retail, professional office, and live-work uses.

Justification

Project is not a mid-block site.

Section 4. Ground Floor Treatment A. Treatment Along Retail Streets; 9.

Provides the primary entrance to each street-level tenant that does not have its frontage along a public street from a pedestrian paseo, courtyard or plaza, which is connected to the public street.

Justification

Street-level tenants all have frontage along public streets.

Section 4. Ground Floor Treatment B. Treatment Along Other Streets; 3.

Residential units with individual entries include windows on the ground floor that look out onto the street.

Justification

No Residential units will have individual entries.

Section 4. Ground Floor Treatment B. Treatment Along Other Streets; 4.

If a residential unit's individual entry along the street is the unit's primary entry, it is accessible (that is, at the same elevation as the sidewalk).

Justification

No Residential units will have individual entries.

Section 4. Ground Floor Treatment B. Treatment Along Other Streets; 5.

If a residential unit's individual entry along the street is a secondary entry, the entry and any private outdoor space for the unit is not more than 4 or 5 steps above the sidewalk elevation. Private outdoor open space for the unit is be directly accessible from the unit (that is, at the same elevation).

Justification

No Residential units will have individual entries.

Section 5. Parking and Access; A. All Parking and Access; 6.

If providing a drop-off area, including residential, hotel and restaurant drop-off, provides it:

- 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.*

Justification

Not drop-off area is proposed

Section 5. Parking and Access; B. Stand-Alone Parking Structures; 1.-11.

Checklist Items relate to Stand-Alone Parking Structures.

Justification

There is no Stand-Alone Parking Structure proposed as part of the Project.

Section 5. Parking and Access; C. Alleys and Building Walls Facing Alleys; 1.

Vacates no existing alleys, unless:

- a). vehicular access to the project is provided only at the former intersection of the alley with the street;*
- b). vacating the alley will not result in the need for additional curb cuts for other parcels on the same block; and*
- c). 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.*

Justification

No vacation of existing alley.

Section 5. Parking and Access; C. Alleys and Building Walls Facing Alleys; 5.

If there is no alley and the project includes frontage on an east-west street, provides parking access at mid-block on the east-west street.

Justification

Project Site has an alley.

Section 6. Massing and Street Wall; A. Massing; 1.

Breaks large projects into a series of appropriately scaled buildings so that no building is more than 300 feet in length, Provides a passageway at least 20 feet wide between buildings.

Justification

Project is proposed to be less than 300 feet in length.

Section 6. Massing and Street Wall; D. Towers; 6.

If a project has more than one tower, they are complementary to each other and employ the same architectural design approach.

Justification

Project has been designed with only one tower.

Section 7. On-Site Open Space; 1.

Project utilizes 50% reduction in required open space incentive by including open space that is:

Justification

Project Application does not include a request for reduction in required open-space.

Section 7. On-Site Open Space; 2.

If block is longer than 400 feet (the north-south dimension of most Downtown blocks exceed 400 feet), and project includes more than 300 feet of frontage, or is located in the middle of the block, provides one mid-block pedestrian pathway or paseo, which is open to the public.

Justification

Proposed Project will have less than 300 ft. of frontage and is located on the corner of the block at Olive and 11th street.

Section 7. On-Site Open Space; 3.

If providing a paseo, the paseo:

Justification

Project will not be providing a paseo.

Section 7. On-Site Open Space; 6.

If the reviewing agency determines that the required trees cannot be accommodated on-site, required trees are planted off-site in the following locations in order of preference: nearby streets, public parks and private projects. (Variances from the required number of trees are not permitted.)

Justification

The reviewing agency has not determined that the required trees cannot be accommodated on-site.

Section 8. Architectural Detail; A. Horizontal Variation; 4.

If including a blank street wall façade, which is otherwise prohibited, the design integrates public art or a graphic-based facade that adds scale and interest. Facade is a maximum of four floors high, and has horizontal variation in its surface plane (using cut outs, insets or pop-outs). The design employs 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.

Justification

Project does not propose a blank street wall façade.

Section 8. Architectural Detail; B. Vertical Variation; 4.

In order to respect existing historic datums, the cornice or roof line of historic structures are reflected with a demarcation on new adjacent structures.

Justification

There are no historic structures on the Project Site.

Section 8. Architectural Detail; B. Vertical Variation; 4.

In order to respect existing historic datums, the cornice or roof line of historic structures are reflected with a demarcation on new adjacent structures.

Justification

There are no historic structures on the Project Site.

Section 8. Architectural Detail; C. Materials; 6.

Layering can also be achieved through extension of two adjacent building planes that are extended from the primary facade to provide a modern sculptural composition.

Justification

Layering and variations are achieved without an extension of two adjacent building planes.

Section 8. Architectural Detail; C. Materials; 9.

Designs curtain walls with detail and texture, while employing the highest quality materials.

Justification

A Curtain wall is not proposed for the project.

Section 8. Architectural Detail; E. Glazing; 3.

If design utilizes translucent glazing, uses only a limited amount to provide privacy.

Justification

Design does not incorporate translucent glazing.

Section 8. Architectural Detail; G. Security Grills and Roll-Down Doors and Windows; 2.

Subject to approval of the Reviewing Agency, project may include interior roll-down doors and security grilles, provided they are at least 75% transparent (open), retractable and designed to be fully screened from view during business hours.

Justification

Design does not incorporate interior roll-down doors or security grills.

Section 8. Architectural Detail; G. Security Grills and Roll-Down Doors and Windows; 3.

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.

Justification

Design does not incorporate exterior roll-down doors or security grills.

Section 9. Streetscape Improvements; A. Responsibilities of the Developer or Lead Public Agency; 1. - 4.

Justification

These are responsibilities of the City and often public agencies, not the Applicant.

Section 9. Streetscape Improvements; C. Sidewalk Improvement Where Future Roadway Widening May Occur; 2. – 5.

Where:

- a). a street dedication has been made in the past or is required at the time of development and*
- b). the roadway has not been widened, that portion of the sidewalk located in the potential future widening shall be the Temporary Sidewalk Zone.*

Justification

No street widening is proposed.

Section 9. Streetscape Improvements; D. Curb Extensions and Crosswalks; 2.

Mid-block crosswalks are provided on all blocks 550' or longer, subject to approval by LADOT.

Justification

The Project is at the north-west corner of Olive and 11th Streets and is not located mid-block. As such, no mid-block crossing would be necessary or attributable to the Project.

Section 9. Streetscape Improvements; D. Curb Extensions and Crosswalks; 2.

Curb extensions are provided at all corners and mid-block crossings, except at the intersection of two arterial streets (Major or Secondary Highways) and on streets where the curb lane is used as a peak-hour traffic lane, subject to approval by LADOT.

Justification

Due to the My Figueroa Project street configuration and the addition of a bike lane on 11th street, no curb extension is applicable.

Section 9. Streetscape Improvements; E. Paving Pattern; 1.

If in the LASED Streetscape Plan area, installs the paving pattern specified in the adopted Streetscape Plan.

Justification

Project Site is not located within the LASED Streetscape Plan area.

Section 9. Streetscape Improvements; E. Paving Pattern; 2.

If on Hope Street, installs the paving pattern used between Olympic Boulevard and 9th Street.

Justification

Project Site is not located on Hope Street.

Section 9. Streetscape Improvements; E. Paving Pattern; 3.

If in any of the other locations north of the 10 Freeway, installs the standard CRA/LA edge band. The edge band detail is included in Appendix B.

Justification

The revised Downtown Design Guide does not require edge band.

Section 9. Streetscape Improvements; G. Street Lights; 1./ 1.a.

1. If on streets with an established historic street light, continues 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.

1.a. If a project includes roadway widening, refurbishes and relocates the historic street lights with supplemental replicas as required by BSL.

Justification

The portions of Olive Street and 11th Street that the Project fronts on do not have an established historic light.

Section 9. Streetscape Improvements; H. 1.-3.

Justification

Appropriate permits and approvals for improvements will be acquired as necessary.

Section 10. Master Sign Plan; A. Master Sign Plan; 1.a. – 1.c.

Justification

Master sign plan will be proposed at a later time.

Section 10. Master Sign Plan; B. Signage Guidelines by Type; 1. – 4.

Corporate Campus Signs.

Justification

There is no corporate campus.

Section 10. Master Sign Plan; B. Signage Guidelines by Type; 14.

If the project involves historic buildings with ground floor retail, signs do not obscure the architecture, but are integrated into the original or restored storefront elements.

Justification

Proposed Project does not involve historic buildings.

Section 10. Master Sign Plan; B. Signage Guidelines by Type; 15. - 21.

Tall Building Signs (building is at least 120' tall)

Justification

No tall building signs are proposed.

Section 10. Master Sign Plan; C. Signage Guidelines for All Sign Types; 5.

If, to accommodate tenant signs below the tree canopy, a street tree's lateral branches are removed below a height of 14 feet above the sidewalk elevation, removal provides that:

Justification

Trees will not be modified for signage purposes. The Project proposes the replacement of all the invasive ficus trees for species that do not hinder sidewalk ADA accessibility.

Section 10. Master Sign Plan; C. Signage Guidelines for All Sign Types; 6.

Trees may not be topped or headed back on the sides to expose signs. If a tree is topped or headed back to expose a sign, the tree shall be replaced by the sign permit holder or sign owner with a tree equal in size to the topped or headed tree prior to topping or heading.

Justification

Trees will not be modified for signage purposes. The Project proposes the replacement of all the invasive ficus trees for species that do not hinder sidewalk ADA accessibility.

Section 11. Public Art; 1.

All artwork erected in or placed upon City property is approved by the Department of Cultural Affairs. In some cases, it may require a special maintenance agreement with the appropriate BID or similar community organization.

Justification

No artwork is proposed to be erected or placed upon City property in conjunction with the Proposed Project.

