VERMONT WESTERN STATION NEIGHBORHOOD AREA PLAN

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

CPC No. 00-1976 SP
Accompany Ordinance #173749

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INTRODUCTION

This document, The Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines, or "Guidelines," contains provisions that direct change on private and public lands within the boundaries of the Vermont Western Station Neighborhood Area Plan (Plan).This document includes criteria regarding site planning, building design, facade treatments, open space, landscaping and other standards for private property as well as for the public right of way and public facilities located within the boundary of the Vermont/Western Station Area Plan.

Applicants seeking to obtain Project Permit Compliance (see Section 11.5.7. C of the Municipal Code) for a new project or extensive re-modeling (See Definitions Chapter XI), must demonstrate to the satisfaction of the Director of City Planning, or his/her representative, that the provisions of the Guidelines have been met as well as the provisions of the Vermont/Western Station Neighborhood Area Specific Plan Ordinance (City Plan Case No. 00-1976 SP).

The Guidelines are organized around the five key Subareas, as illustrated on the Plan Subarea Map, with a separate Chapter VIII on Hospitals and Medical Centers. Use this document by first locating the site on the Plan Subarea Map. Refer to the standards and guidelines that apply to that Subarea.

The Guidelines implement the Plan and Specific Plan Ordinance. It is recommended that applicants for permits in the Plan area refer to the Plan and the Specific Plan Ordinance as well as the Guidelines.

The Guidelines were initially adopted by the City Planning Commission, but may be amended by the City Planning Commission following public input at a public hearing-see Chapter X. Exceptions for individual projects may be granted by the Director of Planning. Exception procedures for individual projects are described in Chapter IX.

These Guidelines contain both "Development Standards" and "Design Guidelines." Development Standards are legal requirements that address those aspects of site development and building design for which physical specifications can be described. Design Guidelines are strong recommendations that provide direction for more subjective considerations. Never the less, deviation from the Design Guidelines must be justified or explained to the Director of Planning or his/her representative during the

Project Permit Compliance application process.

Illustrative examples and other graphics are provided to demonstrate application of the standards and guidelines. This document is not a substitute for the services of professional architects, engineers and building contractors in new construction and renovation. All development will adhere to the City Building and Safety Code, and to the Federal Americans with Disabilities Act.

I. Historic Architectural Influences and Preservation of Native Species

It is strongly encouraged, but not required, that some visual reference to local historic architecture styles and/or indigenous flora and plant forms be made in new development. It is suggested that historic buildings be viewed and some of their tradition, such as choice of building materials, courtyards, water features, facade treatments, elaborately tiled entrances, etc. be imitated or passed on in the newer construction. Below is a brief list and general location of some of the design influences in the Plan Area.

Some of the historic design treatments in Hollywood were taken from Mediterranean traditions which evolved in a climate similar to California. The Mediterranean influence includes a number of excellent strategies for coping with summer heat and dry terrain. Because these approaches are more appropriate to the Southern California climate and therefore are more easily sustained-not to mention beautiful-they are particularly encouraged.

The Guidelines also encourage the use of native Southern California plants in the landscape. Native plants tend to be less thirsty and more drought tolerant. They are "sustainable" because they cost less to water, fertilize and maintain, and they naturalize permanently or reseed themselves with out human help. Also important is that they are the natural habitat for native butterflies and small animals like lizards and birds. An important goal of the Plan is to bring nature back into the City for the children, and for our overall sense of health and harmony.

Most of the historically significant buildings were constructed and designed when Hollywood was at it's economic height in the Twenties and Thirties. These buildings were commonly done in Mediterranean, Spanish-Moorish, Beaux Arts, Spanish/Southwestern, Craftsman and Art Deco styles. These styles and their principal characteristics can be found described in a number of reference books, including A Guide to Architecture in Los Angeles and Southern California, David Gebhard, and Robert Winter. Santa Barbara, Peregrine Smith, 1977.

Inspiration for single family homes, duplexes, apartments and condominiums can be found throughout the Plan Area, but especially along New Hampshire Avenue, Berendo Street, Edgemont Street and Heliotrope Drive. Ideas for institutional buildings can be found along Vermont Avenue, where there are at least four major historical structures: 1. The Hollywood Presbyterian

Medical Center; 2. The Nicholas Prester Building (north west corner of Santa Monica and Vermont); 3. Virgil Junior High School (Council and Vermont) and 4. The Korea Times Building (south of the 101 Freeway).

Another historic influence that may be a design inspiration for landscaping with native plants is the Cahuenga tribe whose name is used for the recently restored local library branch at the corner of Santa Monica Boulevard and Lyman Street. Vermont Avenue was once a trail and trade route for this indigenous tribe who were also known to have built small villages under the native oaks in the area.

Hollywood Boulevard is the location of a number of commercial and mixed use buildings with Art Deco, Mediterranean and Spanish/Moorish influences. These structures were built in the Twenties and Thirties by significant architects for wealthy commercial clients: 1) The Precision Auto Building; 2) The auto showroom located at 5766 Hollywood Boulevard; 3) A highly ornamented two-storey building of Spanish-Moorish design located at 5540-42 Hollywood Boulevard; 4) Another Art Deco commercial building located at 5647-53 Hollywood Boulevard. and 5) The Escrow Center at 5701 Hollywood Boulevard.

Sunset Boulevard-part of the historic Route 66- has most of its historic architecture west of the Hollywood Freeway, immediately outside the Plan Area. However there is an example of a two-storey craftsman style residential building circa 1912 that is located at 5024 Sunset. This building is now used for offices and is part of a group of one-story bungalows. Sunset Boulevard is also notable for its majestic palm trees.

The Plan Area includes the Barnsdall Arts and Crafts Building and the Hollyhock House both designed, by Frank Lloyd Wright for Aline Barnsdall, in 1919 as part of a proposed cultural center for the performing arts. The Arts and Crafts Building was designed in a style Frank Wright called "Romanza". It has cast cement blocks with a flat roof and hollyhock motifs. The house combines a Mayan motif and an abstract motif of hollyhocks.

Recently a Barnsdall Master Plan was prepared to guide and direct the restoration of the park following completion of the Vermont Avenue and Hollywood Boulevard subway stations in July 1999. The site was formally known as Olive Hill, and the Master Plan calls for reestablishing the olive groves. The Master Plan also has landscape suggestions for the development of parcels along the edges of the Park. A copy of this Master Plan can be obtained from the Department of Cultural Affairs at (213)485-8665.

II. Existing Streetscape Projects

This section applies to both public and private entities making improvements in the public right of way. Dedication and improvement of the public right-of-way are sometimes required of private development as a condition of a new project. However most of the improvements made in the public right of way along public streets are provided by public agencies.

Recently several streetscape design projects that address the look and provision of the improvements along the public right of way have been prepared for the Plan Area. They are listed below. Both public and private entities making improvements in the public right of way shall conform to the standards, design strategies and overall intent of these documents.

VERMONT AVENUE. When a project is located along Vermont Avenue, public agencies and private parties shall improve the public right of way in accordance with the Vermont Avenue/Hollywood Boulevard Transit/Pedestrian Improvement Project, Concept Guidelines, Volume One-Vermont Avenue, May 1998, or most current version.

BARNSDALL PARK MASTER PLAN. When a project is in an area adjacent to Barnsdall Park that is addressed by the Master Plan, both public agencies and private parties shall improve the public right of way in accordance to the Master Plan. Special consideration shall be given to implementing the broad "Paseo" along Vermont Avenue, and to providing visual and pedestrian access to the Park from Sunset Boulevard or Vermont Avenue.

HOLLYWOOD BOULEVARD. When a project is located along the relevant portions of Hollywood Boulevard, both public and private parties shall improve the public right of way in accordance to the provisions in the Hollywood Crossroads-Restoring a Regional Destination with Neighborhood Streetscapes, December 1998, or the most current version. Projects just east of the Hollywood Crossroads boundaries are encouraged but not required to also improve the public right of way in accordance with this streetscape plan.

VIRGIL AVENUE. When a project is located along the Los Angeles Neighborhood Initiative-Virgil Corridor Demonstration Project, also known as the Virgil Village LANI, from the 101 Freeway on the south to Fountain Avenue on the north and from Hoover Street on the east and Westmoreland on the west, streetscape improvements shall be consistent with this project.

III. Parks First Program

The Parks First Program consists of a short term-five to ten year-open space strategy, a park fee on new development, and a trust fund account set up to begin to collect monies with which to finance the strategy. The Parks First Program is not meant to replace efforts to provide more traditional neighborhood parks, but rather it is a practical approach to obtain more open space immediately, far sooner than conventionally developed 5 acre parks could be provided.

The strategy is to invest in:
A. 50 to 80 small parks, or gardens scattered primarily through out the residential neighborhoods; and
B. 10 to 15 blocks of shared streets also located in residential neighborhoods. It is estimated that this combination of small parks and shared streets would result in 10 acres of new open space, and cost the same amount as one conventional 5 acre neighborhood park.

The Vermont/Western Station Neighborhood Area Specific Plan Ordinance includes a park fee to be paid by new residential and commercial development (see Section 6 F of the Specific Plan Ordinance). The purpose of the fee is for new construction to pay for its own need for neighborhood parks.

The fee is calculated assuming one acre of neighborhood park is needed for every 1,000 people living in the Plan Area. It is assumed that each residential unit will have 2.6 persons living in it, and that each person will need approximately 45 square feet of neighborhood park (43,000 square feet per acre divided by 1,000 people). Therefore the typical residential unit with 2.6 persons living in it will need to pay the cost of land and improvements for about 120 square feet of park.

However, it is also assumed new commercial uses will realize a benefit from new parks. Therefore a ratio of 25/75 was assign for the benefit of new parks to commercial versus residential. The two million new square feet of commercial uses was assigned 25% of the financial burden of providing neighborhood parks for 3,000 new, unsubsidized residential units that are projected to be constructed by 2020 in the Plan Area.

Based on current construction cost and land costs in 2000, the residential fee is $4,300 per unit, and the commercial fee is $2.15 per square foot. The fees will be updated as construction and improvement costs change over time. The fees will be collected when the project applies for Project Permit

Compliance, and deposited in the Parks First Fund.

A. Small Parks. In this strategy, parks or gardens, are as small as 5,000 square feet, or the size of a typical residential lot. The idea is to be as opportunistic and flexible as necessary to rescue and recycle left over urban land scraps into green oasis. Vacant lots, tax delinquent properties, alleyways, cul-de-sacs, rooftops, parking garages, sidewalks, balconies, public institutions, commercial buildings, even freeway right of ways and contaminated lands can be rehabilitated and adapted to serve important open space functions.

There are many practical examples of cities developing small parks or gardens based on this model of being frugal and opportunistic. Just outside the Plan Area boundary at Lexington Avenue and Western Avenue is a brand new 5,000 square foot pocket park with a play structure for small children, landscaping, benches and a fence so the park is locked over night. In Highland Park, La Tierra De La Culebra, an art park and community garden, includes an earth works snake sculpture that was built on a vacant hillside parcel along Avenue 57.

New York has an extensive network of community gardens which has resulted, in some cases, in reduced crime and increased property values. Washington D.C. has also organized community gardens, and Philadelphia has undertaken a large-scale effort to green vacant lots with gardens.

Chicago has created a "Neighborspace" Trust fund to purchase tax delinquent parcels and help neighborhood organizations to maintain them as gardens and parks by paying for liability insurance. In one case in Chicago, students participated in converting an abandoned building and vacant lot into a park and recreation area. Indianapolis uses maintenance contracts with community groups and churches to maintain the parks near them.

In Seattle miniature man-made wetlands were constructed as playgrounds in a large parking lot. A small pond with vegetation was created in the midst of the city outside the US Department of the Interior in Washington D.C.

A number of cities, including downtown Los Angeles (at Pershing Square,) have built parks over parking garages: Boston created the Post Office Square Park on a parking garage roof; San Francisco created two-at Union Square and Portsmouth Square; Pittsburgh at Mellon Square; Alexandria, Virginia at Market Square; Portland, Oregon at O'Bryon Square; and Cleveland at Memorial Plaza. And in Seattle, they built a park over a

freeway, appropriately named "Freeway Park."

B. Shared Streets. This component of the open space strategy is modeled after the European notion of a "woonerf." Woonerf is a Dutch word meaning "street for living" and is the common term for a type of street that is equally shared by pedestrians, bicycles, and low-speed cars. Vehicles are slowed to walking speed by placing trees, planters, parking areas, chicanes and other obstacles in the street. Vehicles are considered as intruders, and the street, while available to the public, it is not intended to be used for pass through vehicle trips.

The shared street concept is appropriate when a neighborhood intends to be more pedestrian accessible. It is based on the belief that the street is a physical and social part of the community that should be simultaneously available for vehicular movement, social interaction and civic activities. The public domain of the pedestrian is reclaimed. The streets are evaluated in the planning process in terms of noise, pollution, social interaction, visual aesthetics, as well as ability to carry vehicular and non-motorized traffic. An example of a variation of a shared street is in the Plan Area on L. Ron Hubbard Way between Sunset Boulevard and Fountain Avenue.

The shared street accomplishes a number of public policy goals: open space is provided within neighborhoods where it is most likely to be used; because streets are not closed or vacated no public monies are needed to buy the land; it facilitates non-motorized trips and allows pedestrians to take better advantage of the transit system; it provides public spaces for more social interaction; it reduces the heat island effects created by large unshaded expanses of black asphalt; it diminishes pollution run off by providing permeable surfaces that replace the existing asphalt; it provides more opportunities to add to the urban forest thereby improving the air quality; and the open space is more equally distributed throughout the Plan Area.

More than thirty residential blocks have been identified as potential sites for shared streets. These potential sites are shown on the Plan Summary Map. The general criteria for selecting these streets are: 1)Primarily residential uses; 2) Not necessary or not desirable for the segment to be part of the regional vehicle circulation pattern; 3) Street of sufficient roadway width of two lanes and at least one parking lane can be accommodated; 4) street can be configured with other shared streets and small parks into a pedestrian or bicycle network, especially for school children accessing a local school and 5) due to legal and safety considerations, full height curbs and side walks will be provided. Additional criteria needed to make the final choices will require

further analysis of the local street parking needs, roadway configuration and a consensus among the residents and property owners along the block that a shared street is what they want for their neighborhood.

A shared street would have the following physical components: 1) A sign at each entrance, and a special gateway treatment signaling that this is a slow street, possibly including the use of bollards, landscaped islands or large planters; 2) Removal of the asphalt and replacement with a permeable pavement treatment or grass interspersed with pavers; 3) the entire public right of way including existing sidewalks and parkways should be considered as part of the shared street width when designs are being prepared; 4) A low landscaped barrier between the bike and pedestrian paths, and the vehicle lanes; 5) full height curbs and sidewalks are required; 6)abundant use of shade trees and drought resistant landscaping that supports native species of butterflies and other small fauna; and 7) use of several of the following traffic calming techniques-chicanes, speed bumps, angle-parking, frequent landscaped curb extensions, roadway narrowing, sidewalk widening, and one-way street coupling.

IV. Subarea A-Neighborhood Conservation

The purpose of this subarea is to preserve the prevailing density and character of the existing neighborhoods. Although some new development and renovation will occur, new development should meld with the surrounding structures and incorporate the best design features that already exist on the block.

DEVELOPMENT STANDARDS

The following standards have been established to promote development that enhances the quality of the environment and the living conditions of the residents. These standards shall apply to new development and extensive remodeling projects, unless other wise indicated. Commercial projects in this subarea shall conform to the development standards for Subareas B and C.

1. Landscaped Focal Point. All New Development Projects shall be designed around a landscaped focal point or courtyard.

2. Landscape Plan. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by shrubs, trees, ground cover, lawns, planter boxes, flowers, fountains, and any practicable combination so that it is dust free and allows convenient outdoor activities, especially for children. Indigenous plantings are preferred, especially those that can support native species of butterflies and other small insects or animals. All landscaped areas shall be irrigated with an automated watering system. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor.

3. Usable Open Space. No portion of the required common usable open space shall have a dimension of less than 20 feet, or a slope exceeding 10%. Projects that provide private usable open space, such as balconies or patios, with a minimum dimension of six feet for balconies and ten feet for patios, may reduce the required usable open space directly commensurate with the amount of private open space provided. However, at no time shall common usable open space be less than 400 square feet for projects under 10 dwelling units and 600 square feet for projects 10 dwelling units or more. Roof top gardens are strongly encouraged.

4. Street Trees. Shade trees as identified in the street tree list of the Bureau of Street Maintenance, are required for residential streets in Subarea A. At least one 24-inch box tree shall be planted in the public right of way on center, or in a pattern satisfactory to the Bureau of Street Maintenance, for

every 20 feet of street frontage. An automatic irrigation system shall be provided within the tree well. Tenants and property owners along both block faces are encouraged to collaboratively select a signature tree.

Existing palm trees in the public right of way shall be maintained in residential areas, and are not required to be removed in order to plant new street trees. However, existing trees of any type that have lifted the pavement must either be removed or be contained in such a way that future sidewalk damage will not occur. Sidewalks in front of new development or extensive remodeling projects must be fully restored to a safe condition, including no creaks, or other damage that could result in a trip hazard.

5. Utilities. All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.

6. Pedestrian Access. Pedestrian access shall be in the form of walks provided from the public street to the main building entrance. Porches and entry courtyards are encouraged, and when provided shall face the public street. The pedestrian entrance shall provide a view into any existing interior courtyard or landscaped open area.

7. Alley Access. Vehicle and pedestrian access from existing alleys or side streets shall be preserved and enhanced.

8. Curb cuts. Whenever a project must take its vehicle access from a street, only one curb cut shall be permitted for every lot or for every 100 feet of lot frontage on the street, whichever is less. Such curb cuts shall be a maximum width of 20 feet, unless otherwise required by the Departments of Public Works , Transportation or Building and Safety.

9. Driveways. The first 25 feet in length shall be constructed of portland cement concrete, pervious cement, grass-crete, or any other porous surface, to the satisfaction of the Department of Building and Safety, that reduces heat radiation and/or increases surface absorption, thereby reducing runoff.

10. Parking Lots and Structures. Surface parking lots, structures, garages and carports shall be located at the rear of buildings. Surface parking lots shall be paved with portland cement concrete, pervious cement, grass-crete, or any other porous surface, to the satisfaction of the Department of Building and Safety, that reduces heat radiation and/or increases surface absorption, thereby reducing runoff. The exterior elevations of all parking structures

including garages and carports shall be designed to match the style, materials and color of the main building. At least ten percent of all surface parking areas shall be landscaped, see item 2 above.

11. Trash, Service Equipment, Satellite Dishes. Trash, service equipment and satellite dishes shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. The trash area shall be enclosed by a minimum six foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables

12. Roofs and Rooftop Appurtenances. All rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building as follows:

Flat Roofs. Building equipment and ducts shall be screened from view from any street, public right of way or adjacent property. The screening shall be solid and match the exterior materials, design and color of the building.

Pitched Roofs. Building equipment and ducts on pitched roofs shall be screened from view from any street, public right of way or adjacent property. The pitched roof shall be designed and constructed to accommodate roof-mounted equipment. A platform shall be constructed and recessed into the roof such that one side of the equipment shall be below the pitch of the roof. The remainder of the equipment and ducts which are above the roof pitch shall be screened from view. The screening shall be solid and match the exterior materials, design and color of the building.

Parapet Roofs. The parapet roof shall be designed and constructed to accommodate roof-mounted equipment. Any portions of the equipment or ducts which are above the parapet shall be screened from view from any street, public right of way or adjacent property. The screening shall be solid and match the exterior building material, design and color.
Roof equipment shall be screened on all sides and shall be integrated architecturally in the building design.

13. Roof Lines. All roof lines in excess of forty feet must be broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means.

14. Privacy. Buildings shall be designed so that block frontages are varied, attractive and preserve privacy. Buildings shall be arranged to avoid windows facing windows across property lines or facing private outdoor space of other residential units.

15. Facade Relief. All exterior building and parking structure elevations, walls or fences shall provide a break in the plane every 20 feet in horizontal length and every 15 feet in vertical length, created by architectural detail or a change in material. Aluminum framed window or doors that are flush with the plane of the building shall not be included as a change in material or break in the plane. Recommended building articulation techniques are: varied window treatments such as multi-pane, octagonal, circular, green house, or bay windows; and porticos, awnings, terraces, balconies or trellises. Materials such as wood, glass block, brick, and tile are encouraged. Architectural treatments on the building front elevation shall be continued on the sides and back of buildings.

Design Guidelines

1. General Building Design. Buildings should be compatible in form with the existing neighborhood atmosphere.

2. Architectural Features. It is recommended that courtyards, roof gardens, porches, balconies, arbors and trellises be used to add interest to the buildings. Open porches should have attractive bulkheads or balustrade railings and a roof that complements the pitch and materials of the main roof. Open or floating stairs should not be used. Ornamental lighting of porches and walks highlights entrances and adds security. Canopies or fabric awnings and entry courtyards that are visible from the street and include a central amenity like a special planting or water fountain are encouraged.

3. Shade. Fabric awnings, canopies, building overhangs and arbors are strongly encouraged on both residential and mixed use buildings, especially on south and west facing exposures to reduce heat gain. They should be sensitive to the overall building and surrounding architecture. An awning, canopy or arbor should not be the dominant element of the facade. All awnings or canopies on any one building should be of the same style, color and material. The total surface area of the awning or canopy should not exceed 30% of the first floor building facade.

4. Building Color. It is recommended, but not required, that building color be simple and limited to three colors: Dominant color, subordinate color and "grace note" color. For example, the main color can be used for the building walls, the secondary color for window and door trim, and the accent color for awnings and signs. Light color paints and building materials are encouraged to reflect more of the sun's energy thereby reducing the surface temperature of walls. Retention of building materials in their original or natural state, particularly brick, terra cotta and stone is strongly encouraged.

V. Subarea B-Mixed Use Boulevards and Subarea C-Community Center

These two subareas are both mixed use designations, but they establish a density gradation, that decreases with distance from the four subway stations, and is generally higher along major highways, and lower along secondary highways. Development standards and design guidelines for hospital uses in Subarea C are described in Chapter VIII. Hospital or medical uses controlled by the provisions in Chapter VIII of this document are thereby exempt from the provisions in this Chapter .

The purpose of Subarea B is to create a low density mix of town homes, small offices, Live/work spaces, workshops and neighborhood serving retail. The Subarea B designation is generally located along secondary commercial streets such as Virgil Avenue, Melrose Avenue, and Beverly Boulevard. The maximum height is 50 feet. There is no minimum requirement for commercial ground floor frontage. Commercial uses are restricted to the ground and second floors. The land use designation of Subarea B in the Community Plans is "Mixed Use Boulevard."

The purpose of Subarea C is to create a denser, livelier pedestrian environment along the major commercial and transit corridors like Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard and Vermont Avenue, near each of the four subway stations. The land use designation of Subarea C in the Community Plans is "Community Center." The mix of uses includes multi-family residences, community serving retail, workshops and offices. The maximum height is 75 feet, except for hospitals.

All of the ground floor frontage in Subarea C must be for commercial or non-residential uses that are community serving, like child care or libraries, etc. Pedestrian arcades or mid block pass throughways are required for projects with more than 250 feet of lot frontage along a major or secondary highway.

Development Standards

The following standards have been established to promote development that enhances the economic vitality of the community by providing opportunities for offices and stores, live/work space, workshops and affordable housing. These standards apply to all new development and extensive remodeling projects.

Landscaped Buffers, or landscaped setbacks, referred to in this section of the document, unless otherwise indicated, shall conform to the following standards:

a. be at least three feet wide;
b. contain clinging vines along any adjacent walls or fences with a minimum height of three feet at maturity, and continuous ground cover planted over the entire setback;
c. contain one twenty-four inch shade box tree, not less than ten feet in height at the time of planting, planted every 20 lineal feet. Shade trees as identified in the Street Tree List of the Bureau of Street Maintenance shall be planted;
d. include an automated irrigation system; and
e. be in accordance with a landscape plan prepared by a landscape architect, licensed architect, or licensed land scape contractor.

1. Landscape Plan. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by shrubs, trees, clinging vines, ground cover, lawns, planter boxes, flowers, fountains, and any practicable combination so that it is dust free and allows convenient outdoor activities, especially for children in mixed use or residential projects. Indigenous plantings are preferred, especially those that can support native species of butterflies and other small insects or animals. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor.

2. Usable Open Space. No portion of the required usable open space shall have a slope exceeding 10%. Up to 75% of the usable open space may be provided above the ground floor regardless of the underlying Zone.

Common Usable Open Space. No portion of the required common usable open space shall have a dimension of less than 20 feet or be less than 400 square feet for projects under 10 dwelling units and 600 square feet for projects 10 dwelling units or more.

Private Usable Open Space. Once the standards for the common usable open space referenced in the paragraph above have been met, Projects may provide private usable open space, such as balconies or patios, with a minimum dimension of six feet for balconies and ten feet for patios, thereby reducing the required usable open space directly commensurate with the amount of private open space provided.

3. Streetscape Elements. Any project along Vermont Avenue, Virgil Avenue, Hollywood Boulevard between the Hollywood Freeway and Western, or referred to in the Barnsdall Park Master Plan, shall conform to the standards and design intentions for improvement of the public right of way contained in the Streetscape Plans and other documents prepared for these areas and referenced in Chapter II of these Guidelines. Where those

documents are silent, and for projects along other major and secondary highways without streetscape or landscaping plans, the following provisions shall prevail.

Note that virtually all street furniture requires the issuance of a revocable permit from the Bureau of Street Services in the Department of Public Works, prior to placement in the public right of way.

Some variation in the design of the tree well covers, bike racks, street trees, trash receptacles or public benches may be authorized by the Director of Planning or his /her representative, for aesthetic, consistency or practical purposes. Changes may be made for practical purposes as long as the aesthetic values are maintained.

Street Trees. At least one 36-inch box shade tree shall be planted in the public right of way on-center, or in a pattern satisfactory to the Bureau of Street Maintenance, for every 30 feet of street frontage. Shade trees as identified in the Street Tree List of the Bureau of Street Maintenance shall be planted. An automatic irrigation system shall also be provided within the tree well. Businesses, tenants, and property owners along both block faces of a street are encouraged to collaboratively select a signature tree.

Tree Well Covers. A four foot by eight foot, black, cast iron tree well cover shall be provided for each new and reused street tree in the project area. The design shall meet the Americans With Disabilities Act requirements and minimize trip and fall accidents, and provide a cut out adequate for what ever tree used.

Bike Racks. One bike rack per lot, or 50 feet of lot frontage for lots with more than 50 feet of frontage, shall be required. Bike racks shall be installed three feet from the curb edge or per the City Department of Transportation’s requirements. Simple bike racks painted black are required.

Trash Receptacles. One trash receptacle, painted black, per 100 feet of lot frontage along major or secondary highways, to be maintained and emptied by the Project owner, and placed in the public right of way, according to the requirements of the City Department of Public Works.

Public Benches. One public bench, painted black with a backrest, three armrests, and intermediate frame, for every 250 feet of lot frontage on a major or secondary highway shall be required and placed in the public right of way according to the requirements of the City Department of Public

Works.

4. Pedestrian/Vehicular Circulation. All structures shall be oriented toward the main commercial street where the parcel is located and shall avoid pedestrian/vehicular conflicts by adhering to the following standards:

Parking Lot Location. Surface parking shall be located to the rear of all structures if vehicular access is available to the rear of the parcel either via an alley or a public street. Where no vehicular access is available from the rear of any lot, parking shall be provided to the rear of a lot via a "flag" parking layout.

Waiver. The Director of Planning or his/her representative may authorize a waiver from the requirement to provide parking in the rear of the lot for mid-block lots that do not have through access to an alley or public street at the rear, and where creation of a flag parking lot results in a total building frontage of 30 feet or less. Applicants requesting a waiver shall submit alternative site plan scenarios with calculations showing total building frontage. Applicants shall incorporate design mitigation measures to ensure the pedestrian oriented streetscape is not undermined.

Curb cuts. Whenever a project must take its access from a major or secondary street, only one curb cut shall be permitted for every 150 feet of street frontage on the main commercial street. Such curb cuts shall be a maximum width of 20 feet, unless otherwise required by the Departments of Public Works, Transportation or Building and Safety.

Pedestrian Entrance. All buildings that front on a major or secondary highway or main commercial street, including parking structures, shall provide a pedestrian entrance at the front of the building, even when rear public entrances are provided. Maximum spacing of entries along commercial frontages for shops, lobbies or arcades is fifty feet.

Design of Entrances. Pedestrian Walkways, mid block throughways, arcades or entrances shall be located in the center of the facade, or symmetrically spaced if there are more than one, or at the corner if in a corner building. Entrances shall be accented by architectural elements such as columns, overhanging roofs, awnings, etc.

Inner Block Pedestrian Walkway. Projects shall provide one pedestrian access, walkway or path for every 250 feet of street frontage. An arcade or through interior pedestrian path or throughway shall be provided from the rear property line or from the parking lot or public alley or street if located to the rear of the project, to the front property line. The building facade facing the pedestrian walk way shall provide windows, doors and signs at ground level oriented to pedestrian traffic. The pedestrian walkway shall be accessible to the public and have a minimum vertical clearance of twelve feet, and a minimum horizontal clearance of ten feet.

Speed Bumps. Whenever a pedestrian walk way and a drive way share the same path for more than 50 lineal feet, speed bumps shall be provided on the driveway at a distance of no more than 20 feet apart.

5. Utilities. When new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. If underground service is not currently available, then provisions shall be made for future underground service.

6. Building Design. The purpose of the following provisions is to ensure that a project avoids large blank expanses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:

Stepbacks. No portion of any structure located in Subareas B or C shall exceed more than 30 feet in height within 15 feet of the front property line. **(See Figure 1)** All buildings with a property line fronting on a major highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet.

Transparent Building Elements. Transparent building elements such as windows and doors shall occupy at least fifty percent of the exterior wall surface of the ground floor facades for the front and side elevations. **(See Figure 2)** Transparent building elements shall occupy at least twenty percent of the surface area of the rear elevation of the ground floor portion of any building which has surface parking located to the rear of the structure.

Facade Relief. All exterior building walls shall provide a break in the plane, or a change in material every 20 feet in horizontal length and every 30 feet in vertical length, created by an articulation or architectural detail such as: a change in plane of at least six inches for a distance of not more than 20 feet; recessed entry ways, recessed windows, or pop-out windows; porticos, awnings, terraces, balconies, or trellises; building overhangs, projections or cantilevered designs; horizontal moldings; cornice lines; or other features or building materials that create a visual break. Aluminum framed window or doors that are flush with the plane of the building shall not be included as a change in material or as a break in the plane. Materials such as wood, glass block, brick, adobe and tile are encouraged. Architectural treatments on the building front elevation shall be continued on the sides and back of buildings. **(See Figure 3)**

Building Materials. All buildings shall apply at least two types of complementary building materials to exterior building facades such as

adobe, wood, brick, stone or tile. Transparent building elements shall not be included as a change in material towards this requirement.

Surface Mechanical Equipment. All surface or ground mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets shall be screened from public view and treated to match the materials and colors of the building which they serve.

Roof Lines. All roof lines in excess of forty feet must be broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means. **(See Figure 4)**

7. Rooftop Appurtenances. All rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building as follows:

Flat Roofs. Building equipment and ducts shall be screened from view from any street, public right of way or adjacent property. The screening shall be solid and match the exterior materials, design and color of the building.

Pitched Roofs. Building equipment and ducts on pitched roofs shall be screened from view from any street, public right of way or adjacent property. The pitched roof shall be designed and constructed to accommodate roof-mounted equipment. A platform shall be constructed and recessed into the roof such that one side of the equipment shall be below the pitch of the roof. The remainder of the equipment and ducts which are above the roof pitch shall be screened from view. The screening shall be solid and match the exterior materials, design and color of the building.

Parapet Roofs. The parapet roof shall be designed and constructed to accommodate roof-mounted equipment. Any portions of the equipment or ducts which are above the parapet shall be screened from view from any street, public right of way or adjacent property. The screening shall be solid and match the exterior building material, design and color.

8. Trash and Recycling Areas. Trash storage bins shall be located within a gated, covered enclosure constructed of materials identical to the exterior wall materials of the building. The trash enclosure shall be minimum six feet high, and shall have a separate area for recyclable materials.**(See Figure 5)**

9. Pavement. Paved areas, excluding parking and driveway areas, shall consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers.

10. Freestanding Walls. All freestanding walls shall contain an architectural

element at intervals of no more than 20 feet. All freestanding walls shall be setback from the property line adjacent to a public street with a landscaped buffer. Chain-link, barbed and concertina fences are not permitted. **(See Figure 6)**

11. Parking Structures-Required Commercial Frontage. All of the building frontage along major or secondary highways, for a parking structure shall be for commercial, community facilities, or other non-residential uses to a minimum depth of 25 feet. **(See Figure 7)**

12. Parking Structures-Facade treatments. The exterior elevations of all parking structures shall be designed to match the style, materials and color of the main building they serve so there is no notable differentiation between the parking and non-parking structure. **(See Figure 8)** If the parking structure is not architecturally associated with any one building, the wall at ground level shall be screened by a landscaped buffer.**(See Figure 9)**

13. Parking Structures Across from Residential Uses. Wherever a parking structure abuts or is directly across an alley or public street from any residential use or zone, the facade facing such residential use or zone shall conform to the following standards: a landscaped buffer in front of a decorative perimeter wall at least three feet six inches in height shall be provided along the sides of any structure which faces any residential use or zone, so that light is blocked and noise deflected; a maximum of 40% of the building facade shall be for openings that allow for natural ventilation; solid panels a minimum of three feet six inches tall shall be installed at the ramps of the structure which are adjacent to residential uses or zones so as to minimize headlight glare; light standards on any uncovered above ground level areas of the structure shall not be higher than the adjacent perimeter walls; and garage floors and ramps shall be constructed with textured surfaces to minimize tire squeal noises.

14. Surface Parking lots. Surface parking lots and driveways shall be paved with portland cement concrete, pervious cement, grass-crete or any other porous surface acceptable to the Department of Building and safety, that reduces heat radiation and/or increases surface absorption. A landscape plan prepared by a licensed landscape architect, licensed architect or licensed landscape contractor shall be required. At least ten percent of a surface parking lot shall be landscaped in accordance with the following standards: One 24-inch box shade tree for every four parking spaces, spaced evenly to create an orchard-like effect; a landscaped buffer around the property line; and a three and a half foot solid decorative masonry wall

shall be provided behind the three foot landscaped buffer. Shade producing trees as identified in the Street Tree List of the Bureau of Street Maintenance shall be planted. The trees shall be located so that an overhead canopy effect is anticipated to cover at least 50 percent of the parking area after ten years of growth. **(See Figure 10)**

15. Surface Parking Abutting Residential. Whenever a surface parking lot abuts or is directly across an alley from an residential use or zone, a decorative wall at least six feet in height shall be erected along the perimeter of the parking area facing such residential lot or use, and a landscaped buffer shall be installed along this wall with one 24-inch box shade tree planted for every 20 feet of landscaped buffer around the property line. A landscape plan prepared by a landscape architect, licensed architect, or licensed landscape contractor is required.

16. On-Site Lighting. On-site lighting shall be installed along all vehicular access ways and pedestrian walkways. Parking areas shall have a minimum of 3/4 foot-candle of flood lighting measured at the pavement. All on-site lighting shall be directed away from adjacent properties. This condition shall not preclude the installation of low-level security lighting.

Lighting Shielded. Sources of illumination shall be shielded from casting light higher than fifteen degrees (15) below the horizontal plane as measured from the light source. They shall not cast light directly into adjacent residential windows.

Light Mounting Height. A maximum mounting height of light sources for ground level illumination shall be fourteen feet, measured from the finished grade of the area to be lit.

Lamp Color. Color corrected ("white") high pressure sodium (HPS), color corrected fluorescent (2,700-3,000 degrees K), metal halide, or incandescent lamps shall be used for ground level illumination. Standard "peach" high pressure sodium, low pressure sodium, standard mercury vapor, and cool white fluorescent shall not be used for ground floor illumination.

17. Security Devices. Security devices shall be screened from public view. Alternative methods such as interior electronic security and fire alarm systems are encouraged. If metal security grills are used, grilles which recess into pockets or overhead cylinders, completely concealed and retractable shall be used and shall be integrated into the design of the building, using the space behind signage to house the gate if possible. Vertical or horizontally folding accordion grills in front of a building are prohibited. All security window bars shall be installed on the inside of the

building.

18. Privacy. Buildings shall be arranged to avoid windows facing windows across property lines, or the private open space of other residential units.

19. Hours of operation. Parking lot cleaning and sweeping, trash collections and deliveries to or from a building shall occur no earlier than 7AM and no later than 8PM, Monday through Friday, and no earlier than 10AM and no later than 4PM on Saturdays and Sundays.

20. Noise Control. Any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley, shall be constructed so as to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. The developer, as an alternative, may retain an acoustical engineer to submit evidence, along with the application of a building permit, specifying any alternative means of sound insulation sufficient to reduce interior noise levels below 45dBA in any habitable room.

21. Required Ground Floor Uses. For Subarea B, any residential, community facility or commercial use permitted by the Specific Plan Ordinance is allowed on the ground floor. For Subareas C, one hundred percent (100 %) of the street level floor, excluding entrances to upper floors, must be for commercial uses or community facilities up to a depth of 25 feet.

DESIGN GUIDELINES

1. Urban Form. Implementation of the Plan, Ordinance and Guidelines will begin to transform these commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere. Out door eating areas, and informal gatherings of chairs and benches are encouraged. These streets should begin to function for the surrounding community like an outdoor public living room. Transparency should exist between what is happening on the street and on the ground floor level of the buildings. Mid-block pedestrian walkways and access through buildings is encouraged.

2. Building Form. Generally, every building is encouraged to have a clearly defined ground plane, roof expression and middle or shaft that relates the two.

3. Architectural Features. The recommendations for Subareas B and C are similar to the recommendations for Subarea A. Courtyards, balconies, arbors, roof gardens, water features, and trellises are all encouraged. Appropriate visual references to historic building forms -especially Mediterranean traditions-are strongly encouraged in new construction.

4. Building Color. It is recommended, but not required ,that building color be simple and limited to three colors: Dominant color, subordinate color and "grace note" color. For example, the main color can be used for the building walls, the secondary color for window and door trim, and the accent color for awnings and signs. Light color paints, roof and building materials are encouraged to reflect more of the sun's energy there by reducing the surface temperature of the walls and roofs. Retention of building materials in their original or natural state, particularly brick, terra cotta and stone is strongly encouraged.

5. Signs. Appropriate signs include: wall signs; small projecting hanging signs; awnings or canopy signs; small directory signs; and permanent window signs. When a building contains two or more businesses, signs should complement one another in color and shape and be located in the same relative position on each storefront. Signs should be designed to coordinate with the building and not dominate or obscure the architectural elements of the building facades, roofs or landscaped areas. Signs may be lighted but the source of illumination should be hidden from view.

5. Window Signs. Open and non-obtrusive views into stores are encouraged. A clear view into the store will provide added security for merchants and attract shoppers into stores. Temporary banner signs create visual clutter and are discouraged. Permanently painted signs or lettering on the inside of windows is encouraged provided it takes up less than ten percent of the total glass surface. Clerestory windows are also encouraged. They are horizontal panels of glass between the ground floor and the second story. They are a traditional main street element, especially in historical buildings. They are good locations for neon or painted window signs.

6. Pole Signs, Off-site Signs, and Roof Signs. Pole signs, off-site signs, or roof signs are not permitted. Individual lettering on the building, or painted lettering on the building are preferred.

7. Awning Signs. Fabric awnings and awning signs are encouraged. Lettering should occur only on the awning valences and not exceed 10 inches. Awning signs above the first floor are not desirable.

8. Painted Lettering. This type of sign is strongly encouraged. Painted murals on the building facade are encouraged provided the lettering is not overly large and is compatible with surrounding signs.

9. Pedestrian Oriented Signs. Hanging signs and permanent banners are readable by pedestrians walking by the facade. They are visible from the sidewalk in both directions and help pedestrians to recognize locations quickly without having to stand back and read signs flat against the building. Hanging signs should be located so they protrude from the top of the first floor, are at least seven feet above the finished grade, and extend no more than four feet from the wall. Hanging signs should be no more than twelve square feet in surface area.

10. Directory signs or kiosks. These are strongly encouraged. Directory signs should be considered for mounting on buildings at sidewalk locations and near arcades, access ways or passages.

11. Portable signs. Portable signs such as menu boards for restaurants are encouraged provided they do not project into the public sidewalk more than 30 inches, are less than 10 square feet in surface area, and are stored indoors after hours of operation.

12. Figurative Signs. Figurative signs shaped to reflect the silhouette of a particular object (e.g. a key, a coffee cup, etc.) are encouraged. These may be portable, wall-mounted or projecting.

13. Canned Signs. Canned signs should not be used. They are internally illuminated plastic panels within a sheet metal box enclosure. They use a limited range of colors and lettering types and tend to have no relationship to the architectural character of the building.

14. Custom-made Neon. Custom-made neon signs are encouraged. They may be either exterior-mounted on a signboard or metal support frame or enclosure, or interior-mounted behind clerestory or display windows.

15. Plant Materials on Facades. Facade plant materials are in addition to permanent landscaping. They should be arranged to express individuality and create a welcoming environment for pedestrians. Plants can be arranged in planters, containers, hanging baskets, flower boxes, etc. They need to be properly maintained so they are fresh and healthy. Drought tolerant, especially indigenous or native California plants are highly recommended. Facade planting should be considered for both first and

second floors of a building. Minimum sidewalk width for placement of planter boxes is 12 feet. Facade plant materials should not extend into the public right of way or side walk more than three feet. Planters should not be more than three feet high. All planters should be secured to the ground-except window boxes-and provide proper drainage. Other furnishings such as tables, chairs and umbrellas may be provided in the pedestrian and open space. Note that virtually all street furniture requires the issuance of a revocable permit from the Bureau of Street Services in the Department of Public Works, prior to placement in the public right of way.

VI. Subarea D: Light Industrial/Commercial

The purpose of these regulations is to require concealment of offensive elements and activities from view; regulate transitional treatments where industrial sites abut residential uses; provide criteria for improved building design; and to improve the landscape standards.

Landscaped Buffers, or landscaped setbacks, referred to in this section of the document, unless otherwise indicated, shall conform to the following standards:

a. be at least three feet wide;
b. contain clinging vines along any adjacent walls or fences with a minimum height of three feet at maturity, and continuous ground cover planted over the entire setback;
c. contain one twenty-four inch shade box tree, not less than ten feet in height at the time of planting, planted every 20 lineal feet. Shade trees as identified in the Street Tree List of the Bureau of Street Maintenance shall be planted;
d. include an automated irrigation system; and
e. be in accordance with a landscape plan prepared by a landscape architect, licensed architect, or licensed land scape contractor.

1. Landscape Plan. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by shrubs, trees, ground cover, lawns, planter boxes, flowers, fountains, and any practicable combination so that it is dust free and allows convenient outdoor activity. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor.

2. Streetscape. Note that virtually all street furniture requires the issuance of a revocable permit from the Bureau of Street Services in the Department of Public Works, prior to placement in the public right of way. Some variation in the design of the tree well covers, bike racks, street trees, trash receptacles or public benches may be authorized by the Director of Planning or his /her representative, for aesthetic, consistency or practical purposes, but not for the purpose of lowering costs to the Project.

Street Trees. At least one 36-inch box shade tree shall be planted in the public right of way on center, or in a pattern satisfactory to the Bureau of Street Maintenance, for every 20 feet of street frontage. Shade trees as identified in the Street Tree List of the Bureau of Street Maintenance shall be planted. An automatic irrigation system shall also be provided within the tree well. Businesses, tenants and property owners along both block faces of a

street are encouraged to collaboratively select a signature tree.

Tree Well Covers. A four foot by eight five foot, black cast iron tree well cover shall be provided for each new and existing street tree in the project area. The design shall meet the Americans With Disabilities Act requirements, minimize trip and fall accidents and provide a cut out adequate for what ever tree used. .

3. Pedestrian Entrance. All buildings that front on a public street, including parking structures, shall provide a pedestrian entrance at the front of the building, even when rear public entrances are provided.

4. Design of Entrances. Pedestrian entrances shall be accented by architectural elements such as columns, overhanging roofs, awnings, etc.

5. Speed Bumps. Whenever a pedestrian walkway and a driveway share the same path for more than 50 lineal feet, speed bumps shall be provided on the driveway at a distance of no more than 20 feet apart.

6. Utilities. When new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground.

7. Building Design. The purpose of the following provisions is to ensure that a project avoids large blank expanses of building walls, is designed in harmony with the surrounding neighborhood, and creates a pedestrian friendly environment. Accordingly, the following standards shall be met:

a. Transparent Building Elements. Transparent building elements such as windows, and doors shall occupy at least twenty percent of the exterior wall surface of all the ground floor facades.

b. Facade Relief. All exterior building walls shall provide a break in the plane, or a change in material every 30 feet in horizontal length and every 30 feet in vertical length, created by an articulation or architectural detail such as: a change in plane of at least six inches for a distance of not more than 30 feet; recessed entry ways, recessed windows, or pop-out windows; porticos, awnings, terraces, balconies, or trellises; building overhangs, projections or cantilevered designs; or other features or building materials that create a visual break. Aluminum framed window or doors that are flush with the plane of the building shall not be included as a change in material or as a break in the plane. Materials such as wood, glass block, brick, and tile are encouraged. Architectural treatments on the building front elevation shall be continued on the sides and back of buildings.

c. Building Materials. All buildings shall apply at least two types of

complementary building materials to exterior building facades such as stone, adobe, wood, brick, or tile. Transparent building elements do not count toward this requirement.

d. Surface Mechanical Equipment. All surface or ground mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets shall be screened from public view and treated to match the materials and colors of the building which they serve.

e. Roof Lines. All roof lines in excess of forty feet must be broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means. **(See Figure 11)**

8. Rooftop Appurtenances. All rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building as follows:

a. Flat Roofs. Building equipment and ducts shall be screened from view from any street, public right of way or adjacent property. The screening shall be solid and match the exterior materials, design and color of the building.

b. Pitched Roofs. Building equipment and ducts on pitched roofs shall be screened from view from any street, public right of way or adjacent property. The pitched roof shall be designed and constructed to accommodate roof-mounted equipment. A platform shall be constructed and recessed into the roof such that one side of the equipment shall be below the pitch of the roof. The remainder of the equipment and ducts which are above the roof pitch shall be screened from view. The screening shall be solid and match the exterior materials, design and color of the building.

c. Parapet Roofs. The parapet roof shall be designed and constructed to accommodate roof-mounted equipment. Any portions of the equipment or ducts which are above the parapet shall be screened from view from any street, public right of way or adjacent property. The screening shall be solid and match the exterior building material, design and color.

9. Trash, Storage Areas and Recycling Bins. All trash and storage areas shall be completely enclosed. Trash bins and storage areas shall be located within a gated, covered enclosure constructed of materials identical to the exterior wall materials of the building. The trash enclosure shall be minimum six foot high, and shall have a separate area for recyclable materials.

10.Pavement. Paved areas, excluding parking and driveway areas, shall consist of enhanced paving materials such as stamped concrete, permeable

paved surfaces, tile, and/or brick pavers.

11. Decorative Freestanding Walls. All freestanding walls shall be decorative. Decorative walls contain an architectural element at intervals of no more than 20 feet. All freestanding walls shall be setback from the property line adjacent to a public street with a landscaped buffer. Chain-link, barbed and concertina fences are not permitted.

12. Parking Behind Buildings. Surface parking lots, parking structures, garages and carports shall always be at the rear of buildings, in no case closer than twenty feet of a public street.

13. Parking Structures Facade treatments. The exterior elevations of all parking structures shall be designed to match the style, materials and color of the main building they serve so there is no notable differentiation between the parking and non-parking structure. If the parking structure is not architecturally associated with any one building, then the wall at ground level shall be screened by a landscaped buffer.

14. Structures Across from Residential Uses. Wherever a structure abuts or is directly across an alley or public street from any residential use or zone, the structure abutting such residential use or zone shall conform to the following standards: a six foot solid decorative wall that blocks light and deflects noise shall be installed along the side of the lot that abuts the residential use or zone; a landscaped buffer shall be provided along the out side of the perimeter walls fronting on an alley or public street across from any residential use or zone; solid panels a minimum of three feet six inches tall shall be installed at the ramps of any parking structure adjacent to residential uses or zones so as to minimize headlight glare; light standards on any uncovered above ground level areas of the structure shall not be higher than the adjacent perimeter walls; and garage floors and ramps shall be constructed with textured surfaces to minimize tire squeal noises.

15. Surface Parking lots. At least ten percent of a surface parking lot shall be landscaped in accordance with the following standards: One 24-inch box shade tree for every four parking spaces, spaced evenly to create an orchard-like effect; a landscaped buffer around the property line; and a three and a half foot solid decorative masonry wall shall be provided behind the three foot landscaped buffer. Shade producing trees as identified in the Street Tree List of the Bureau of Street Maintenance shall be planted. The trees shall be located so that an overhead canopy effect is anticipated to cover at least 50 percent of the parking area after ten years of growth.

16. Surface Parking Abutting Residential. Whenever a surface parking lot abuts or is directly across an alley from an residential use or zone, a decorative wall at least six feet in height, with a landscaped buffer, shall be erected along the perimeter of the parking area facing such residential lot or use.

17. On-Site Lighting. On-site lighting shall be installed along all vehicular access ways and pedestrian walkways. Parking areas shall have a minimum of 3/4 foot-candle of flood lighting measured at the pavement. All on-site lighting shall be directed away from adjacent properties. This condition shall not preclude the installation of low-level security lighting.

Lighting Shielded. Sources of illumination shall be shielded from casting light higher than fifteen degrees (15) below the horizontal plane as measured from the light source. They shall not cast light directly into adjacent residential windows.

Light Mounting Height. A maximum mounting height of light sources for ground level illumination shall be fourteen feet, measured from the finished grade of the area to be lit.

Lamp Color. Color corrected ("white") high pressure sodium (HPS), color corrected flourescent (2,700-3,000 degrees K), metal halide, or incandescent lamps shall be used for ground level illumination. Standard "peach" high pressure sodium, low pressure sodium, standard mercury vapor, and cool white fluorescent shall not be used for ground floor illumination.

18. Security Devices. Security devices shall be screened from public view. Alternative methods such as interior electronic security and fire alarm systems are encouraged. If metal security grills are used, grilles which recess into pockets or overhead cylinders, completely concealed and retractable shall be used. Roll-up security gates shall be integrated into the design of the storefront, using the space behind signage to house the gate if possible. Vertical or horizontally folding accordion grills in front of a building are prohibited. All security window bars shall be installed on the inside of the building.

19. Privacy. Buildings shall be arranged to avoid windows facing residential windows or private outdoor space of adjacent residential zones.

VII Subarea E. Public Facilities

One purpose of this section is to recommend standards and criteria for facility design and public right of way improvements for public projects that are consistent with the standards required of private development. Most public projects will be architecturally unique and have functions that determine how the building or facility must be designed. However, unless the function or purpose of a public project will be detrimentally affected, it is the strong recommendation of this document that the following design principles also be applied.

Another purpose of this section is to encourage substantial resident participation in public projects. Collaborative public projects are an important component of the Neighborhood Vision in this community. Therefore it is strongly recommended that residents surrounding the potential new public facility be involved in the design and siting of the project. Government agencies and City Departments are requested to schedule several public workshops so that neighbors to the project contribute input at an early stage of the design process.

Another goal of the Plan, is to promote multi-functional public facilities. Buildings or amenities should be designed so they can serve more than one public purpose. Examples are public buildings with public open space, public teleconferencing center, or a community room facility. Shared parking between a public use and an adjacent residential use is another technique for creating multi-functional structures. Schools that function as pre-school childcare and after school centers are also consistent with this goal.

Public buildings are asked to evoke historic architectural themes, or reinforce local character and sense of place, when appropriate. Public facilities are also encouraged to become prototypes and models for sustainable techniques in building construction and in drought resistant, indigenous landscaping that supports native butterflies and other small fauna.

1. Maximize the open space potential of all public facilities, even if open space is not the primary purpose of the site. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities should be landscaped by shrubs, trees, ground cover, lawns, planter boxes, flowers, fountains, and any practicable combination so that it is dust free and allows convenient outdoor activity. Indigenous plantings are preferred, especially those that can support native species of butterflies and other small insects or animals. All landscaped areas should be landscaped in accordance with a landscape plan prepared by a licensed landscape

architect, licensed architect, or licensed landscape contractor.

2. Streetscape. The project should strive to be pedestrian and transit accessible, including creating a lively, green, shaded sidewalk area.

Street Trees. At least one 36-inch box shade tree should be planted in the public right of way on center, or in a pattern satisfactory to the Bureau of Street Maintenance, for every 20 feet of street frontage. Shade trees as identified in the Street Tree List of the Bureau of Street Maintenance should be planted. An automatic irrigation system should also be provided within the tree well.

Tree Well Covers. A four foot by eight foot, black cast iron tree well cover shall be provided for each new and reused street tree in the project area. The design shall meet the Americans With Disabilities Act requirements and minimize trip and fall accidents and provide a cut out sufficient for the type of tree planted.

3. Pedestrian Entrance. All buildings that front on a public street, including parking structures, should provide a pedestrian entrance at the front of the building, even when rear public entrances are provided.

4. Design of Entrances. Pedestrian entrances shall be accented by architectural elements such as columns, overhanging roofs, awnings, etc.

5. Speed Bumps. Whenever a pedestrian walk way and a drive way share the same path for more than 50 lineal feet, speed bumps should be provided on the driveway at a distance of no more than 20 feet apart.

6. Utilities. When new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site should be placed underground.

7. Building Design. The purpose of the following provisions is to ensure that a project avoids large blank expanses of building walls, is designed in harmony with the surrounding neighborhood and creates a pedestrian friendly environment:

a. Transparent Building Elements. Transparent building elements such as windows, and doors should occupy at least twenty percent, and as much as fifty percent, of the exterior wall surface of all the ground floor facades.

b. Facade Relief. All exterior building walls should provide a break in the plane, or a change in material every 15 to 30 feet in horizontal length

and every 15 to 30 feet in vertical length, created by an articulation or architectural detail such as: a change in plane of at least six inches for a distance of not more than 30 feet; recessed entry ways, recessed windows, or pop-out windows; porticos, awnings, terraces, balconies, or trellises; building overhangs, projections or cantilevered designs; or other features or building materials that create a visual break. Aluminum framed window or doors that are flush with the plane of the building should not be included as a change in material or as a break in the plane. Materials such as wood, glass block, brick, and tile are encouraged. Architectural treatments on the building front elevation shall be continued on the sides and back of buildings.

c. Building Materials. All buildings should apply at least two types of complementary building materials to exterior building facades such as stone, adobe, wood, brick, or tile. Transparent building elements do not count towards this criteria.

d. Surface Mechanical Equipment. All surface or ground mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets should be screened from public view and treated to match the materials and colors of the building which they serve.

e. Roof Lines. All roof lines in excess of forty feet should be broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means.

8. Rooftop Appurtenances. All rooftop equipment and building appurtenances should be screened from public view or architecturally integrated into the design of the building as follows:

a. Flat Roofs. Building equipment and ducts should be screened from view from any street, public right of way or adjacent property. The screening should be solid and match the exterior materials, design and color of the building.

b. Pitched Roofs. Building equipment and ducts on pitched roofs should be screened from view from any street, public right of way or adjacent property. The pitched roof should be designed and constructed to accommodate roof-mounted equipment. A platform should be constructed and recessed into the roof such that one side of the equipment should be below the pitch of the roof. The remainder of the equipment and ducts which are above the roof pitch should be screened from view. The screening should be solid and match the exterior materials, design and color of the building.

c. Parapet Roofs. The parapet roof should be designed and constructed to accommodate roof-mounted equipment. Any portions of the equipment or ducts which are above the parapet should be screened from

view from any street, public right of way or adjacent property. The screening should be solid and match the exterior building material, design and color.

9. Trash, Storage Areas and Recycling Bins. All trash and storage areas should be completely enclosed. Trash bins and storage areas should be located within a gated, covered enclosure constructed of materials identical to the exterior wall materials of the building. The trash enclosure should be minimum six foot high, and shall have a separate area for recyclable materials.

10.Pavement. Paved areas, excluding parking and driveway areas, should consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers.

11. Decorative Freestanding Walls. All freestanding walls should be decorative. Decorative walls contain an architectural element at intervals of no more than 20 feet. All freestanding walls should be setback from the property line adjacent to a public street with a landscaped buffer. Chain-link, barbed and concertina fences are not acceptable.

12.Parking Behind Buildings. Surface parking lots, parking structures, garages and carports should always be at the rear of buildings, in no case closer than twenty feet of a public street.

13. Parking Structures Facade treatments. The exterior elevations of all parking structures should be designed to match the style, materials and color of the main building they serve so there is no notable differentiation between the parking and non-parking structure. If the parking structure is not architecturally associated with any one building, then the wall at ground level should be screened by a landscaped buffer.

14. Structures Across from Residential Uses. Wherever a structure abuts or is directly across an alley or public street from any residential use or zone, the structure abutting such residential use or zone should conform to the following standards: a six foot solid decorative wall that blocks light and deflects noise shall be installed along the side of the lot that abuts the residential use or zone; a landscaped buffer shall be provided along the out side of the perimeter walls along an alley or public street across from any residential use or zone; solid panels a minimum of three feet six inches tall shall be installed at the ramps of any parking structure adjacent to residential uses or zones so as to minimize headlight glare; Light standards

on any uncovered above ground level areas of the structure should not be higher than the adjacent perimeter walls; and Garage floors and ramps should be constructed with textured surfaces to minimize tire squeal noises.

15. Surface Parking lots. At least ten percent of a surface parking lot should be landscaped in accordance with the following standards: One 24-inch box shade tree for every four parking spaces, spaced evenly to create an orchard-like effect; a landscaped buffer around the property line; and a three and a half foot solid decorative masonry wall shall be provided behind the three foot landscaped buffer. Shade producing trees as identified in the Street Tree List of the Bureau of Street Maintenance shall be planted. The trees shall be located so that an overhead canopy effect is anticipated to cover at least 50 percent of the parking area after ten years of growth.

16. Surface Parking Abutting Residential. Whenever a surface parking lot abuts or is directly across an alley from an residential use or zone, a decorative wall at least six feet in height should be erected along the perimeter of the parking area facing such residential lot or use.

17. On-Site Lighting. On-site lighting should be installed along all vehicular access ways and pedestrian walkways. Parking areas shall have a minimum of 3/4 foot-candle of flood lighting measured at the pavement. All on-site lighting shall be directed away from adjacent properties. This condition shall not preclude the installation of low-level security lighting.

Lighting Shielded. Sources of illumination shall be shielded from casting light higher than fifteen degrees (15) below the horizontal plane as measured from the light source. They shall not cast light directly into adjacent residential windows.

Light Mounting Height. A maximum mounting height of light sources for ground level illumination shall be fourteen feet, measured from the finished grade of the area to be lit.

Lamp Color. Color corrected ("white") high pressure sodium (HPS), color corrected flourescent (2,700-3,000 degrees K), metal halide, or incandescent lamps should be used for ground level illumination. Standard "peach" high pressure sodium, low pressure sodium, standard mercury vapor, and cool white fluorescent should not be used for ground floor illumination.

18. Security Devices. Security devices should be screened from public view. Alternative methods such as interior electronic security and fire alarm systems are encouraged. If metal security grills are used, grilles which recess into pockets or overhead cylinders, completely concealed and

retractable should be used. Roll-up security gates should be integrated into the design of the storefront, using the space behind signage to house the gate if possible. Vertical or horizontally folding accordion grills in front of a building are not acceptable. All security window bars should be installed on the inside of the building.

19. Privacy. Buildings should be arranged to avoid windows facing residential windows, or facing private outdoor space of residential units.

20. Hours of operation. Parking lot cleaning and sweeping, trash collections and deliveries to or from a building should occur no earlier than 7AM and no later than 8PM, Monday through Friday, and no earlier than 10AM and no later than 4PM on Saturdays and Sundays.

DESIGN GUIDELINES

1. Urban Form. Implementation of the Plan, Ordinance and Guidelines will begin to transform the local commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere. Informal gatherings of chairs and benches are encouraged. These streets should begin to function for the surrounding community like an outdoor public living room. Transparency should exist between what is happening on the commercial street and on the ground floor level of the buildings. Mid-block pedestrian walkways and access through buildings are encouraged.

2. Building Form. Generally, every building is encouraged to have a clearly defined ground plane, roof expression and middle or shaft that relates the two.

3. Architectural Features. Courtyards, balconies, arbors, roof gardens, water features, and trellises are all encouraged.

4. Building Color. It is recommended, but not required that building color be simple and limited to three colors: Dominant color, subordinate color and "grace note" color. For example, the main color can be used for the building walls, the secondary color for window and door trim, and the accent color for awnings and signs.
Light color paints roof and building materials are encouraged to reflect more of the sun's energy there by reducing the surface temperature of the walls and roofs. Retention of building materials in their original or natural state, particularly brick, terra cotta and stone are strongly encouraged.

VIII. DEVELOPMENT STANDARDS FOR HOSPITAL AND MEDICAL CENTERS

This Chapter applies to hospitals in the Vermont/Sunset hospital core area: Kaiser Permanente, Childrens Hospital Los Angeles and Queen of Angels Hollywood Presbyterian Medical Center. The following development standards were generated uniquely for these entities because of their large institutional nature, special economic and public service contributions, and stringent facility needs.

Each of the hospitals exists as a comprehensive healthcare center typically comprised of a hospital, medical office buildings, parking structures, open space and public services. At teaching centers like Childrens Hospital, research is also included on the site.

The facilities we see today at these institutions have evolved over many decades, however, there will shortly be a dramatic transformation. All three of these hospitals will begin to rebuild their main patient care facility within the next few years. Recent change in State law mandates primary acute care facilities remain operational after a major seismic event, and requires licensed institutions to comply, or perform seismic upgrades, or new hospital construction by the year 2008.

A major opportunity exists to re-establish a strong architectural identity for each of these medical campuses, and for the hospital core area collectively. The purpose of this Chapter is to maximize the economic and urban form potential of the hospitals to continue to uplift the visual, economic and civic life of the community while balancing the hospitals needs to respond quickly to State mandates and other rigorous functional criteria.

Design Guidelines. While hospitals are designed from the inside out-being driven by the layout of patient rooms, nursing stations, support space and efficient corridor networks-the overall massing and articulation, architectural identity and integration of these buildings into the surrounding environment are very important to the neighboring community. The following general areas of focus have emerged and were used to inform the nature of the development standards that are described in rest of this Chapter:

1. **Street Level Facade.** The street level facade for new hospitals needs to be inventive since the usual techniques for enlivening the pedestrian experience are not available to hospitals. Hospitals cannot rely on transparency (fenestration), retail activity, or generous pedestrian access into buildings since they are constrained by the need to preserve patient safety and privacy. Therefore hospitals should provide the following

alternative elements that generally enhance the pedestrian experience without compromising the safety and security needs of the hospital:

a. Improve the access to any adjacent public amenity such as the Metro station portals, and Barnsdall Park;
b. Provide landscaped open space at street level that is visually accessible to the public view from public streets or walkways;
c. Widen sidewalks;
d. Provide a generous amount of street furniture and public art; and
e. Emphasize the human scale of the street level to balance the massing necessary for the rest of the building.

2. Architecturally Articulated. The new buildings will have to be substantial in scale and the height and shape determined by the need to locate patient rooms along perimeter walls for views and natural light. However, the massing of tall towers can be softened by articulation of the upper facades and a visual blending or compatibility with the Hollywood Hills immediately to the north of this intersection of Vermont Avenue and Sunset Boulevard.

3. Collaborative. A coordinated approach to creating an architectural identity for the hospital core is encouraged. The three new hospitals, while not looking alike, should seem like they belong together as a group of related facilities. This document does not specify what design or architectural elements should be shared, rather the hospital entities or corporations are encouraged to engage each other in this dialogue and explore what could be accomplished toward this end. One of the themes repeated often in public discussions about this corner is the "Healing Garden" not only because of the presence of the three hospitals, but also because of the newly revived vision to reestablish the olive grove and other planting schemes originally developed for Barnsdall Park.

4. Context. The two most physically immediate civic functions next to the hospitals are Barnsdall Park and the two subway portals-one portal being in front of a Kaiser Permanente building. The new hospital structures need to visually and functionally support public access to these sites, and to further the urban design goals of the Barnsdall Master Plan. It is also necessary for the hospitals to widely support and advertise the transit accessibly of their sites by incorporating directional signage to subway and transit stops on their buildings.

Development Standards

The following standards have been established to promote the general urban

form considerations described above.

Landscaped Buffers, or landscaped setbacks, referred to in this section of the document, unless otherwise indicated, shall conform to the following standards:

a. be at least three feet wide;
b. contain clinging vines along any adjacent walls or fences with a minimum height of three feet at maturity, and continuous ground cover planted over the entire setback with;
c. contain one twenty-four inch shade box tree, not less than ten feet in height at the time of planting, planted every 20 lineal feet. Shade trees as identified in the Street Tree List of the Bureau of Street Maintenance shall be planted; and
d. include an automated irrigation system; and
e. be in accordance with a landscape plan prepared by a landscape architect, licensed architect, or licensed land scape contractor.

1. Landscape Plan. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor. All open areas including building setbacks, pedestrian amenities, all areas not used for buildings, driveways, parking, or recreational facilities, shall be landscaped by shrubs, trees, ground cover, lawns, planter boxes, flowers, fountains or any practical combination so that it is dust free and allows convenient outdoor activity. Indigenous plantings are preferred, especially those that can support native species of butterflies and other small insects or animals. Coordination with the Barnsdall Park Master Plan landscaping themes and the notion of the hospital core as a "Healing Garden" is also encouraged.

2. Streetscape Elements. Any hospital related project with frontage along Vermont Avenue and Sunset Boulevard shall conform to the criteria, standards and general design intent of the Barnsdall Master Plan, and the Vermont Streetscape Project as referenced in Chapter II of these Guidelines. Where these documents are silent or lack specificity, and for hospital related projects with frontage along other public streets, the following provisions shall prevail. Note that virtually all street furniture requires the issuance of a revocable permit from the Bureau of Street Services in the Department of Public Works, prior to placement in the public right of way.

Some variation in the design of the tree well covers, bike racks, street trees, trash receptacles or public benches may be authorized by the Director of Planning or his /her representative, for aesthetic, consistency or practical

purposes. Changes may be made for practical purposes as long as aesthetic values are maintained.

The hospitals are encouraged to collaboratively select one or more signature trees, tree well covers, benches, bike racks and trash receptacles. The hospitals are also encouraged to cooperatively provide a "Healing Garden" motif in the hospital core area that is reflected in the streetscape elements and landscaping themes.

Street Trees. At least one 36-inch box shade tree shall be planted in the public right of way on-center, or in a pattern satisfactory to the Bureau of Street Maintenance, for every 30 feet of street frontage. Shade trees as identified in the Street Tree List of the Bureau of Street Maintenance shall be planted. An automatic irrigation system shall also be provided within the tree well. This provision shall not require the removal of any existing street trees that contribute to the overall character of the streets.

Tree Well Covers. A four foot by eight foot, cast iron tree well cover shall be provided for each new and reused street tree on the project site. The design shall meet the Americans With Disabilities Act requirements and minimize trip and fall accidents, and provide a cut out adequate for what ever tree is chosen.

Bike Racks. One bike rack per 100 feet of lot frontage on Vermont Avenue or Sunset Boulevard shall be required. Bike racks shall be installed three feet from the curb edge or per the City Department of Public Works or Department of Transportation's requirements. Simple arched tubular bike racks painted black are recommended.

Trash Receptacles. One trash receptacle, permanently mounted on a public utility pole, or secured to the sidewalk, per 300 feet of lot frontage along any public street, to be maintained and emptied by the Project owner, and placed in the public right of way, shall be required according to the standards of the City Department of Public Works.

Public Benches. One public bench, with a backrest, three armrests, and intermediate frame, for every 250 feet of lot frontage along any public street, shall be required and placed in the public right of way according to the standards of the City Department of Public Works.

3. Pedestrian/Vehicular Circulation. All structures shall be oriented toward the main commercial street where the parcel is located and shall

avoid pedestrian/vehicular conflicts by adhering to the following standards:

Surface Parking Lot Location. Surface parking is not permitted within 50 feet of the Sunset Boulevard, Hollywood Boulevard, Virgil Avenue or Vermont Avenue public right of ways unless the parking lot is behind a building and except for parking ancillary to patient drop off areas, Walk-In/Urgent Care access and drop off, Emergency Department access and drop off, or special critical care clinics. Landscaping of surface parking lots shall be in conformance with the criteria in item #13 below.

Curb cuts. Unless otherwise required by the Departments of Public Works, Transportation or Building and Safety, whenever a project must take its access from Sunset Boulevard or Vermont Avenue, only one curb cut shall be permitted for every 150 feet of street frontage. Emergency Department access is exempt from this requirement.

Pedestrian Entrance. All hospital related projects, including parking structures, with frontage on Sunset Boulevard or Vermont Avenue, shall provide at least one major pedestrian entrance at the front of the building, even when rear public entrances are provided. Entrances shall be accented by architectural elements such as columns, overhanging roofs, awnings, etc.

Design of Pedestrian Throughways. When an arcade or interior pedestrian throughway is provided for the public from the rear property line or from the parking lot to a public street, or from street to street-the building facade facing the pedestrian walk way shall provide windows, doors, or alternative facade articulation including public art, public seating, landscaping and signs at the street level oriented to pedestrian traffic, to the satisfaction of the Director of Planning or his/her representative.

4. Utilities. When new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. If underground service is not currently available, then provisions shall be made for future underground service.

5. Building Design. The purpose of the following provisions is to ensure that a project avoids large blank expanses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:

Setbacks. Five foot setbacks required as part of the Unified Hospitsl Development Site provisions of the Specific Plan Ordinance (Section 6. L. 5) shall be improved as additional sidewalk space along street frontages or as landscaped buffers along other public streets. The additional sidewalk space shall include additional street furniture, transit signage, directional or community kiosks, public art or planters beyond the streetscape

requirements listed earlier in this Chapter, to the satisfaction of the Director of Planning or his/her representative. The five foot landscaped buffers along other streets shall be improved according to the standards for landscaped buffers described earlier in this Chapter.

Stepbacks. Except for hospital related projects that have submitted Design Development Drawings (Preliminary Submittal) to the State of California Health and Human Services Agency, Office of Statewide Health Planning and Development, Facilities Development Division, prior to the effective date of this ordinance, no portion of any hospital related structure located in Subareas C fronting on Sunset Boulevard, and/or Vermont Avenue, shall exceed more than 50 feet in height within 10 feet of the front property line, and shall set the fourth floor and above back at least ten feet from the first floor facade.

Street Level Facade Relief. Street level facade treatments that facilitate human scale and pedestrian orientation shall be provided by hospital related projects to the satisfaction of the Director of City Planning or his/her representative using the following criteria. All exterior building walls shall provide a break in the plane, or a change in material in horizontal length and in vertical length, created by an articulation or architectural detail such as: a change in plane; reveals; recessed entry ways; recessed windows, or pop-out windows; porticos, awnings, terraces, balconies, or trellises; building overhangs, projections or cantilevered designs; horizontal moldings; cornice lines; or other features or building materials that create a visual break.

Articulation of the Building Mass. Facades above the street level shall be articulated by incorporating changes in materials to soften the effect of the building mass, to the satisfaction of the Director of City Planning or his/her representative using the following criteria. All buildings shall apply at least two types of complementary building materials to exterior building facades; building materials such as wood, glass block, brick, adobe, stone and tile are encouraged; transparent building elements shall not be included as a change in material towards this requirement unless such features are architectural elements such as glass enclosed atria, stair enclosures, etc.; architectural treatments on the building front elevation shall be continued on the sides and back of buildings; and roof lines should be broken up through the use of some architecturally appropriate means.

Surface Mechanical Equipment. All surface or ground mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets visible from a public street shall be screened from view and treated to be compatible with the materials and colors of the building which they serve.

Heliports. Heliports, where required ,shall be integrated into the roof

landscape to meet functional and regulatory criteria without conflicts of access and air intake/exhaust.

6. Rooftop Appurtenances. All rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building as follows:

Flat Roofs. Building equipment and ducts shall be screened from view from any street, public right of way or adjacent property. The screening shall be compatible with the exterior materials, design and color of the building.

Pitched Roofs. Building equipment and ducts on pitched roofs shall be screened from view from any street, public right of way or adjacent property. The pitched roof shall be designed and constructed to accommodate roof-mounted equipment. A platform shall be constructed and recessed into the roof such that one side of the equipment shall be below the pitch of the roof. The remainder of the equipment and ducts which are above the roof pitch shall be screened from view. The screening shall be compatible with the exterior materials, design and color of the building.

Parapet Roofs. The parapet roof shall be designed and constructed to accommodate roof-mounted equipment. Any portions of the equipment or ducts which are above the parapet shall be screened from view from any street, public right of way or adjacent property. The screening shall be compatible with the exterior building material, design and color.

7. Trash and Recycling Areas. Trash storage bins shall be located within a gated, covered enclosure constructed of materials compatible with the exterior wall materials of the building. The trash enclosure shall be minimum six feet high, and shall have a separate area for recyclable materials.

8. Pavement. Paved areas, excluding parking and driveway areas, shall include enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, brick pavers and/or other similar materials .

9. Freestanding Walls. All freestanding walls shall be integrated with the architecture of the adjacent building. All freestanding walls shall be setback from the property line adjacent to a public street with a landscaped buffer. Chain-link, barbed and concertina fences are not permitted.

10. Parking Structures-Required Additional 10 foot set back or Commercial Frontage. All of the building frontage along Sunset Boulevard or Vermont Avenue, for parking structures shall: Contain commercial,

community facilities, or other non-residential uses to a minimum depth of 25 feet; or alternatively be set back an additional 10 feet from the property line than would otherwise be required by other provisions in the Guidelines, the Specific Plan Ordinance or Code. The 10 foot set back shall not have a grade of more than 10%, shall be pedestrian accessible with benches, public art and landscaped with trees, ground cover and clinging vines to the satisfaction of the Director of Planning or his/her representative.

11. Parking Structures-Facade treatments. The exterior elevations of all parking structures shall be designed to match the style, materials and color of the main building they serve so there is no notable differentiation between the parking and non-parking structure. If the parking structure is not architecturally associated with any one building, the wall at ground level shall be screened by a landscaped buffer.

12. Parking Structures Across from Residential Uses. Wherever a parking structure abuts or is directly across an alley or public street from any residential use or zone, unless such residential use is part of a unified hospital site or complex, the facade facing such residential use or zone shall conform to the following standards: a landscaped buffer in front of a decorative perimeter wall at least six feet in height shall be provided along the sides of any structure which faces any residential use or zone, so that light is blocked and noise deflected-the wall may provide visibility openings for security and safety purposes for users of the parking structure; a maximum of 40% of the building facade shall be for openings that allow for natural ventilation; solid panels a minimum of three feet six inches tall shall be installed at the ramps of the structure which are adjacent to residential uses or zones so as to minimize headlight glare; light standards on any uncovered above ground level areas of the structure shall not be higher than the adjacent perimeter walls; and garage floors and ramps shall be constructed with textured surfaces to minimize tire squeal noises.

13. Surface Parking lots. New surface parking lots and driveways shall be paved with portland cement concrete, pervious cement, grass-crete or any other porous surface acceptable to the Department of Building and safety, that reduces heat radiation and increases surface absorption. A landscape plan prepared by a licensed landscape architect, licensed architect or licensed landscape contractor shall be required. At least ten percent of a surface parking lot shall be landscaped in accordance with the following standards: One 24-inch box shade tree for every four parking spaces, spaced evenly to create an orchard-like effect; a landscaped buffer around the property line; and a three and a half foot solid decorative masonry wall

shall be provided behind the three foot landscaped buffer. Shade producing trees as identified in the Street Tree List of the Bureau of Street Maintenance shall be planted. The trees shall be located so that an overhead canopy covers at least 50 percent of the parking area after ten years of growth.

14. Surface Parking Abutting Residential. Whenever a surface parking lot abuts or is directly across an alley from an residential use or zone-unless such residential use or zone is part of a unified hospital complex or site- a decorative wall at least six feet in height shall be erected along the perimeter of the parking area facing such residential lot or use, and a landscaped buffer shall be installed along this wall with one 24-inch box shade tree planted for every 20 feet of landscaped buffer around the property line. A landscape plan prepared by a landscape architect, licensed architect, or licensed landscape contractor is required. The wall or fence may provide visibility openings for security and safety purposes.

15. On-Site Lighting. On-site lighting shall be installed along all vehicular access ways and pedestrian walkways. Parking areas shall have a minimum of 3/4 foot-candle of flood lighting measured at the pavement. All on-site lighting shall be directed away from adjacent properties. This condition shall not preclude the installation of low-level security lighting.

Lighting Shielded. Sources of illumination shall be shielded from casting light higher than fifteen degrees (15) below the horizontal plane as measured from the light source. They shall not cast light directly into adjacent residential windows.

Light Mounting Height. A maximum mounting height of light sources for ground level illumination shall be fourteen feet, measured from the finished grade of the area to be lit.

Lamp Color. Color corrected ("white") high pressure sodium (HPS), color corrected fluorescent (2,700-3,000 degrees K), metal halide, or incandescent lamps shall be used for ground level illumination. Standard "peach" high pressure sodium, low pressure sodium, standard mercury vapor, and cool white fluorescent shall not be used for ground floor illumination.

16. Security Devices. Security devices shall be screened from public view. Alternative methods such as interior electronic security and fire alarm systems are encouraged. If metal security grills are used, grilles which recess into pockets or overhead cylinders, completely concealed and retractable shall be used and shall be integrated into the design of the building, using the space behind signage to house the gate if possible. Vertical or horizontally folding accordion grills in front of a building are

prohibited. All security window bars shall be installed inside of the building.

17. Off-Site Directional Signage. Off site directional signage, including kiosks and directory signs mounted on buildings, indicating the location of hospital departments, programs, public entrances, subway portals and emergency department access shall be strongly encouraged and integrated into the overall streetscape design.

IX. Exception Procedures for Individual Projects

The purpose of this Chapter is to describe a mechanism for attaining discretionary relief for an individual project from the strict application of these Guidelines. Exceptions from the provisions of the Guidelines may be granted by the Director of Planning for a particular project following the procedures outlined below.

In connection with a Project Permit Compliance application pursuant to Section 12 of the Vermont/Western Station Neighborhood Area Specific Plan Ordinance, the owner of any property within the Plan Area may apply to the Director of Planning for a project exception. The Planning Director shall prepare a report and schedule a hearing.

Valid reasons for requesting relief from the Guidelines include aesthetics or architectural intent; practical or logistical concerns that emerge as a consequence of physical limitations of a site; or other design related issues that develop over time and were not anticipated by this document. Not a valid foundation for requesting or granting an exception is any intention to avoid payment of development related fees, dedications or exactions.

Notification is to be mailed to all Plan Area residents, businesses and property owners within 500 feet of the project. The mailing of the notification of the public hearing shall be at least twenty-four calendar days before the date of the public hearing. The public notification shall also be published in one local paper at least twenty-four calendar days before the public hearing.

The Director of Planning shall receive and record public testimony regarding the proposed exception to the Guidelines, and shall issue a decision based on a majority vote at a meeting with a quorum.

Granting an Exception for one project does not, however, change or amend the Guidelines for subsequent projects. Any provision or combination of provisions in the Guidelines may be the subject of an Exception.

The Exception process described herein does not apply to any provision of the Specific Plan Ordinance. Exceptions to the Specific Plan must be made in accordance with Section 11.5.7.F. of the Municipal Code.

In granting an Exception, the Director of Planning must make the following Findings:

1. The Project, as modified, will be substantially in conformance with

the goals, policies and intent of the Specific Plan, appropriate Community Plan and General Plan;

2. The Project, as a consequence of the modification or Exception, will not result in any additional vehicle trip generation, parking, density, building mass, height, or bulk; and

3. The Project as modified will continue to be pedestrian and transit oriented, especially in the design and configuration of the street level facades and provision of open space and landscaping.

4. The Project as modified will be in proper relation to adjacent uses or to the development or the community.

5. The Project as modified will be desirable to the public convenience or welfare.

6. The Project as modified will not be materially detrimental to the character of development in the immediate neighborhood.

The Director of Planning in granting an Exception may amend or add conditions to the Project in order to make the Findings, mitigate possible impacts, or address objections raised during the public hearing.

Chapter X. How to Amend This Document

This document, originally adopted by the City Planning Commission-CPC No. 00-1976 SP, may be subsequently amended following a public hearing before the City Planning Commission. An amendment may be initiated by the Fourth or Thirteenth Council District Members, the Central Area Planning Commission, or the Director of City Planning.

Members of the public wishing to amend the Guidelines must write a letter of request to the Fourth or Thirteenth City Council members or the Central Area Planning Commission. If the Council member or Area Planning Commission agrees to initiate the amendment, they will request the Director of Planning prepare a report on the proposed amendment and schedule a hearing before the City Planning Commission.

Alternatively, the Council member or Area Planning Commission may independently initiate an amendment by requesting the Director of Planning prepare a report and schedule a hearing before the City Planning Commission. The Director may initiate an amendment by preparing a report and scheduling a hearing.

Notification is to be mailed to all Plan Area residents and property owners, and those within 500 feet of the Plan Area Boundaries. The mailing of the notification of the public hearing shall be at least twenty-four calendar days before the date of the public hearing. The public notification shall also be published in one local paper at least twenty-four calendar days before the public hearing.

The City Planning Commission shall receive and record public testimony regarding the proposed change or amendment to the Guidelines, and shall issue a decision based on a majority vote at a meeting with a quorum.

The City Planning Commission must make the following Findings prior to Amending the Guidelines:

1. The Vermont/Western Station Area Plan Development Standards and Design Guidelines, as amended, will be in conformance with the goals, policies and intent of the Specific Plan, appropriate Community Plan and General Plan.
2. The Vermont/Western Station Area Plan Development Standards and Design Guidelines, as amended, will not result in any additional vehicle trip generation, parking, density, building mass, height, or bulk.
3. The Vermont/Western Station Area Plan Development Standards and Design Guidelines, as amended, will continue to be pedestrian and

transit oriented, especially in the design and configuration of the street level facades and provision of open space and landscaping.

4. The Vermont/Western Station Area Plan Development Standards and Design Guidelines, as amended, will be in proper relation to adjacent uses or to the development or the community.

5. The Vermont/Western Station Area Plan Development Standards and Design Guidelines, as amended, will be desirable to the public convenience or welfare.

6. The Vermont/Western Station Area Plan Development Standards and Design Guidelines, as amended, will not be materially detrimental to the character of development in the immediate neighborhood.

The City Planning Commission may modify the original proposed amendment, or add conditions in order to mitigate any impacts the amendment may have on the remainder of the document, or to address concerns raised during the public hearing.

Appeals of the City Planning Commission decision may be made by the Council Offices or the Director of Planning to the City Council.

Amendments or changes to the Guidelines approved by the City Planning Commission are effective thirty days after the date of the City Planning Commission meeting at which the vote was taken to approve. The changes will be made to the document by the Director of Planning, and currently amended copies made available to the public through the Planning Department's Publication Counter.

The amendment process described herein is for any and all provisions of the Guidelines, and is not intended to modify any condition or provision of the Specific Plan Ordinance. Exceptions to the Specific Plan must be made in accordance with Section 11.5.7.F. of the Municipal Code.

XI. Definitions

Community Facilities. Any public service use whose primary purpose is to provide non-profit, or not-for-profit assistance to the general public in the immediate neighborhood in which such use is to be located. Included are government offices and services or privately funded services or charities that are provided to the public at a free, subsidized or reduced rate. Examples are child care centers, job assistance centers, business assistance centers, libraries, schools, adult day care, administrative offices, health clinics, museums, cultural centers, telecommunications centers, gyms or recreation centers, restrooms open to the general public, rooms available to the general public for community meetings, and pedestrian amenities like covered arcades, covered promenades, showers for bicyclist, sites for purchase of transit tokens, tickets or passes, or at which transit information is displayed. Churches or places of worship and public parking structures are not considered Community Facilities under this definition, unless they are the site of another community service like child care or roof top parks, etc.

Extensive Remodeling. Any alteration to, including addition to, an existing building in which the aggregated value of such work in any one year exceeds 75% of the replacement value of the existing building, as determined by the Department of Building and Safety.

Floor Area Ratio (FAR). A coefficient which is multiplied by the buildable area of a lot to determine the total Floor Area of all buildings on a lot.

Guidelines. The Vermont/Western station Neighborhood Area Plan Development Standards and Design Guidelines**,** as adopted by the City Planning Commission.

Ground Floor. The lowest level within a building which: (1) is accessible to the street; (2) has a floor level within three feet above or below curb level; (3) has frontage and is primarily facing any public street; and (4) is at least 25 feet in depth or the total depth of the building, whichever is less.

Hospital and Medical Uses. Hospital and medical office uses, medical clinics, medical service facilities and ancillary medical-related uses with respect to such primary uses, including drug stores, medical laboratories and teaching or research facilities.

Joint Live/Work Projects. Joint living and working quarters for the

following occupations: architects; artists and artisans; attorneys; computer software and multimedia related professionals; consultants; engineers; fashion, graphic, interior, and other designers; insurance, real estate and travel agents; photographers and other similar occupations as determined by the Planning Department, and described in Section 6 C of the Specific Plan Ordinance. Joint Live/Work Projects are approved for Subareas B and C through the Project Permit Compliance process.

Mixed Use. Any Project which combines a commercial use with a residential use, either in the same building or in separate buildings on the same lot or lots in a unified development.

Parks First Fund Account. A fund established by separate ordinance within the Treasury of the City of Los Angeles for the purpose of retention, receipt and disbursement of funds for the support of the Parks First Program for the Vermont/Western Station Neighborhood Area Plan.

Parks First Program. A program described in the Vermont/Western Station neighborhood Plan and Development Standards and Design Guidelines for the purpose of developing ten or more acres of small parks and shared streets within the plan area.

Plan Area. The community within the boundaries of the Vermont/Western Station Neighborhood Area Plan as shown on the Map of Subareas.

Project. The construction or erection of any new building or structure or the Extensive Remodeling of an existing building or structure on a lot located in whole or in part within the Specific Plan Area, which requires the issuance of a building permit after the effective date of the Specific Plan. Project shall also include a change of use for any building or structure or land.

Project Permit Compliance. Property owners seeking to obtain permission to construct new buildings, extensively remodel existing buildings, qualify for the density bonus associated with lot assembly, create a live/work building or small assembly work shop, or be designated a Unified Hospital Development Site, must apply to the Director of Planning for a Project Permit Compliance (see Section 11.5.7. C of the Municipal Code and Section 12 of the Specific Plan). Applicants for Project Permit Compliance must demonstrate to the satisfaction of the Director of City Planning, or his/her representative, that the provisions of the Guidelines have been met

as well as the provisions of the Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance (City Plan Case No. 00-1976 SP).

Replacement In-Patient Facility. The construction or erection of any building or structure or the Extensive Remodeling of an existing building or structure on a lot located in whole or in part within the Specific Plan Area, pursuant to and in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act as amended and set forth at Health and Safety Code Sections 129675, et seq.

Small Assembly Workshops. Small Assembly Workshops are approved for Subareas B and C through the Project Permit Compliance process. The following manufacturing and assembling establishments are permitted on any lot in any commercial or any residential zone in Subarea B-Mixed Use Boulevard and Subarea C-Community Center, that have a lot line adjoining Virgil Avenue, Vermont Avenue, Western Avenue, Hollywood Boulevard, Sunset Boulevard, or Santa Monica Boulevard when conducted wholly within the requirements specified in Section 12.17.1 A 2 (b) of the Code and Section 6 D of the Specific Plan Ordinance:

a. manufacturing or assembling of clothing or linens from previously prepared materials;
b. bakery;
c. book bindery;
d. box lunch preparation or catering establishment;
e. candy, confectioner or ice cream manufactory;
f. cosmetics, toiletries, or perfumes manufacturing or blending; and
g. Jewelry manufacturing.

Specific Plan Ordinance. The Vermont/Western Station Neighborhood Area Specific Plan Ordinance, City Plan Case No. 00-1976 SP.

Street Level. See Ground Floor.

Unified Hospital Development Site. Unified Hospital Development Sites are approved for Subarea C only through the Project Permit Compliance process, and only applies upon compliance with the requirements set forth in Section 6. L. of the Vermont/Western Station Neighborhood Area Specific Plan Ordinance.