

DOWNTOWN DESIGN GUIDE

CITY OF LOS ANGELES



Adopted by the City Planning Commission
June 8, 2017

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ADOPTED BY THE
CITY PLANNING COMMISSION

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SECTION 1

INTRODUCTION

The Downtown Design Guide: Urban Design Standards and Guidelines (“Design Guide”) is the official guide to development within the Downtown Los Angeles area, and encourages Downtown Los Angeles to develop as a more livable and sustainable community. To achieve this goal, good choices must be made at all levels of planning and design - from land use and development decisions to building massing and materials choices - with an emphasis on walkability and the making of great streets, districts, and neighborhoods.

The Design Guide supplements the City of Los Angeles’s General Plan Framework Element and Central City Community Plan, both of which promote architectural and design excellence in buildings, landscape, open space, and public space. They also stipulate that preservation of Downtown’s character and scale shall be emphasized in consideration of future development. Meanwhile, new directions in planning policy emphasize designing for pedestrian orientation and multi-modal development. To this end, the Design Guide has been created to carry out the common design objectives that maintain neighborhood form and character while promoting design excellence and creative infill development solutions.

The focus of the Design Guide is on the relationship of buildings to the street, including sidewalk treatment, character of the building as it adjoins the sidewalk, and connections to transit, as illustrated in Figure 1-2. The successful treatment of these key features, coupled with particular attention to the details of a project within the first 30-40 vertical feet, forms the basis for providing high quality development at a human scale.

The Design Guide also supports sustainable development practices and innovations, including the utilization of solar power and electric vehicle charging capabilities, particularly as technology supporting such uses improves over time.

A. APPLICATION OF DESIGN GUIDE TO PROJECTS

All development projects requesting discretionary entitlements within the boundaries of the Downtown Design Guide Map (Figure 1-1) are subject to the provisions of the Design Guide. For the purposes of the Design Guide, a “project” may include any discretionary entitlement or new construction, including but not limited to, transfer of floor area rights, zone change, general plan amendment, site plan review, and subdivision.

B. CONFORMANCE WITH THE DESIGN GUIDE

The Design Guide is intended to provide guidance for creating a livable Downtown, and the provisions set forth in this document identify the desired level of design quality for all development. However, flexibility is necessary and encouraged to achieve excellent design. Decision Makers shall consider Section G: ENCOURAGING CREATIVITY AND INNOVATION when determining conformance with the Design Guide.

The Design Guide includes both standards (requirements) and guidelines (suggestions) as outlined below.

- Standards typically use the word “shall”, an active verb (such as “provide” or “install”), or a clear directive (“are not permitted” or “are required”).

Projects must comply with the letter of every standard. In cases where special circumstances make complete compliance with the standard impractical, the project must demonstrate a clear alternative approach that achieves the overall objectives of the Design Guide set forth and codified in Los Angeles Municipal Code (LAMC) Section 12.22-A.30. Projects that fail to comply with the standards herein must provide a rationale for the design, explain how the project will meet the intent of LAMC Section 12.22-A.30 and describe to what extent the Design Guide objectives are incorporated into the project design. Whether the design of a project as a whole is justified will be determined through required “Findings” in the appropriate section of the Municipal Code (typically under Site Plan

Review, LAMC Section 16.05) to be considered by the decision maker.

These provisions are subject to incorporation into the new Downtown Code. Findings supporting alternative approaches to compliance with the Design Guide for a project as a whole shall constitute full compliance with the Design Guide and will not require adjustments to be obtained under LAMC Section 12.22-A.30(e).

Some projects may require a separate approval process under the Municipal Code (i.e., projects requesting a transfer of floor area (LAMC Section 14.50) or within the Downtown Design Guide Project Area (LAMC Section 12.22-A.30). In these cases, strict conformance with the design standards will be mandatory unless: (1) an alternative approach, as discussed above, is approved, or (2) the decision-maker grants an entitlement, such as an Adjustment, to deviate from the Design Guide. Findings regarding compliance with the Downtown Design Guide shall be based on standards and conformity with the overall intent and purpose of the Design Guide. Refer to the Municipal Code for further information on requirements, process, and procedures.

- Guidelines typically use the word “should” or “consider.”

Projects are strongly encouraged to comply with guidelines. The guidelines herein represent “best practices” in building design, streetscape improvements, and place-making, and are intended to help further shape good urban design. The guidelines may not be applicable to all projects, typologies, or architectural styles, and are therefore flexible in implementation. Projects that do not comply with the guidelines must nonetheless comply with the design standards herein.

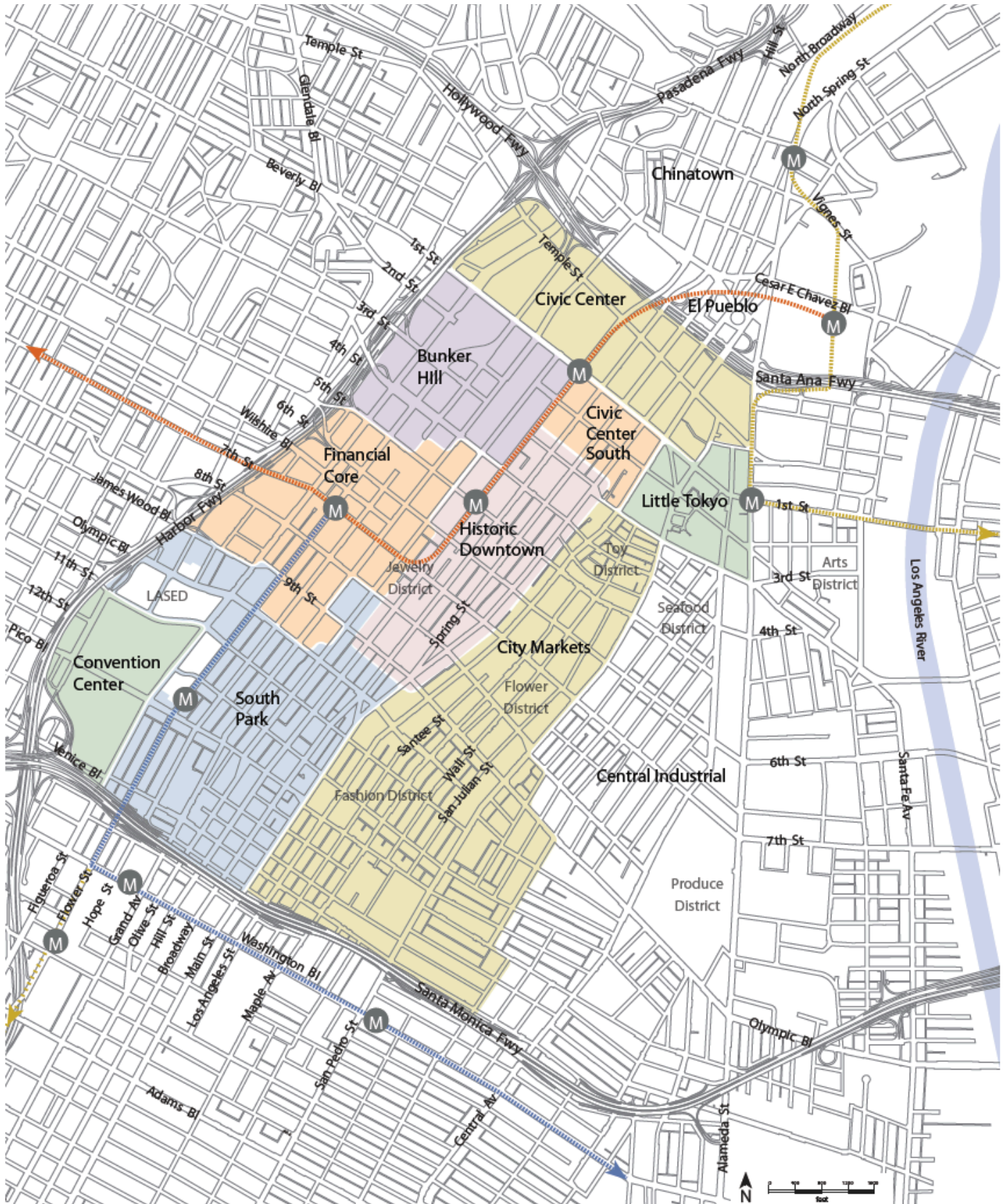
C. RELATIONSHIP TO OTHER REGULATIONS

The Downtown Design Guide supplements the provisions of the Los Angeles Municipal Code as well as the Urban Design and Neighborhood Character chapters of the General Plan Framework and Central City Community Plan. By offering more direction for proceeding with the design of the project, the Design Guide illustrates options, solutions, and techniques to achieve the goal of excellence in new design. The provisions herein apply to all projects in the areas shown on Figure 1-1, except:

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

Where the Municipal Code requires conformance with the Downtown Design Guide, decision makers shall consider Section G: ENCOURAGING CREATIVITY AND INNOVATION when determining conformance with the Design Guide. Where the Municipal Code is more restrictive than these Guidelines, and a request has been made to deviate from the Municipal Code to conform to the Design Guide, the Decision-maker must find a project is in conformance with the Design Guide and the Urban Design chapter of the Community Plan in the consideration of affirmative findings.

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



D. HOW TO USE THE DESIGN GUIDE

The Design Guide should be used at the earliest possible stages of design development. When using the Design Guide to shape a proposed project, the following steps should be taken:

- Determine where a project's building walls along the street will be located. Consult the Mobility Plan and Downtown Street Standards (Street Standards) on Navigate LA to determine the location of the curb line and back of sidewalk adjacent to your project in relation to the existing street center line. Determine if any roadway widening or narrowing will be required. On many streets, the required sidewalk width will be a combination of public right-of-way dedication and sidewalk easement.
- Determine if setbacks are required/allowed and, if so, how they should be treated (Section 3). Setback treatment varies by district and with the adjacent ground floor use. Some streets are designated as Retail Streets, and must be designed with active or retail uses at the ground floor. Refer to Section 3 for more details on sidewalks, setbacks, and Retail Streets.
- Determine and establish the key design characteristics of the project, including the ground floor street walls, which vary by street type (Section 4); parking and access, including alleys (Section 5); building massing and street wall treatment, which vary by district and by street type (Section 6); on-site open space (Section 7); architectural detail (Section 8); streetscape improvements (Section 9); signage (Section 10); public art (Section 11), and civic and culture (Section 12).

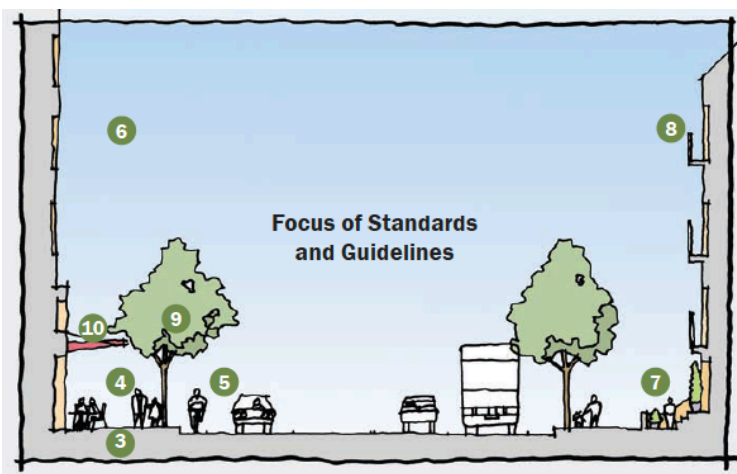


Figure 1-2 Focus of the Design Guide. This diagram shows the zone of development on which the standards and guidelines focus. Numbers correspond to the sections of this document in which each topic is addressed:

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

The Appendices provide more detailed guidance on certain topics, including tenant signs (Appendix A), street trees (Appendix B), alley enhancements (Appendix C), and public facilities (Appendix D).

E. REVIEW PROCESS

Procedures for implementation of the Design Guide are established in this document, with additional procedures incorporated into the Central City Community Plan and Municipal Code (LAMC 12.22-A.30). A Downtown Implementation Committee comprised of the Department of City Planning (DCP), Department of Transportation (LADOT), and Department of Public Works (DPW) Bureaus of Engineering (BOE), Street Lighting (BSL), and Street Services (BSS) will continue to provide guidance and technical assistance when needed.

- Building Permit or “by-right” projects will be reviewed and approved by DCP and Department of Building and Safety (DBS) staff, in consultation with Downtown Implementation Committee staff where necessary.
- Discretionary applications or entitlements for transfer of development rights, zone changes, general plan amendments, site plan review, subdivisions, etc., will be reviewed by DCP staff, in consultation with the Urban Design Studio and Downtown Implementation Committee staff.

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

A Downtown Design Guide Checklist ("Checklist") is made available for discretionary applications. The Checklist may be used to supplement, but shall not be used in lieu of the Design Guide. Provisions within the Design Guide shall take precedence where there is a conflict.

All applications shall include full-color project renderings that demonstrate the proposed project's massing in relationship to the surrounding context. All renderings and elevations shall include the proposed project in relation to the massing and elevations of surrounding buildings.

The relevant Decision-maker (Director of Planning, Advisory Agency, Associate Zoning Administrator, City Planning Commission, City Council) will make the final determination of compliance with the Design Guide. Consistency with the Design Guide will be determined through written findings for the requested entitlements (typically under Site Plan Review, LAMC Section 16.05) for consistency with the General Plan and Central City Community Plan. The analysis will include a conformance review on both standards and guidelines contained in the Design Guide as prescribed above.

- Where an environmental assessment is required, the Applicant shall consult LADOT's Transportation Mitigation Toolkit, which affords a variety of techniques that emphasize pedestrian/transit/bicycle over the Single Occupancy Vehicle, and confer with LADOT on the appropriate tools for the project's environmental clearance.
- Upon project approval, streetscape improvements must also be reviewed and permitted by DPW.

Further, implementation, permanent procedures, and revisions will be developed with and incorporated into the New Central City Community Plan (NCCCP) and the Downtown Code.

F. AMENDMENTS TO THE DESIGN GUIDE

The Design Guide may be amended as necessary by the City Planning Commission (CPC).

G. ENCOURAGING CREATIVITY AND INNOVATION

The Decision-maker has the discretion to decide what deviations are acceptable with input from DCP staff. Generally, flexibility with the Design Guide is granted for projects with unique site-specific hardships (site dimensions, slope or shape), conditions (building over a subway portal), institutional or unique programming (hospitals, public facilities, museums, schools, 100% affordable or special needs housing, or event centers), or innovative ground-breaking architecture (such as The Broad). For example, a genuinely unique project site may require special consideration, or an innovative architectural design that may bring more value to Downtown than a purely contextual solution. The Design Guide provides both specific and broad suggestions, which, if followed, should result in “good buildings” that help create “good streets.” While the definition of “good” varies with individual opinion, there are fundamentals of architectural design (both traditional and modern) that, in most cases, contribute to the creation of good architecture.

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

Architecture that is considered memorable is typically ground-breaking in its design approach and sometimes contrasts sharply with its surrounding environment. Such projects may be designed by a well-known or internationally recognized architect whose work is based on a strong theoretical design practice. As such, exceptions to the Design Guide can be entertained because the design meets or exceeds the objectives of the Design Guide.

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

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



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

SECTION 2

GOALS FOR A LIVABLE AND SUSTAINABLE DOWNTOWN

To promote a more livable Downtown, projects must address a mix of housing, employment, retail, and entertainment opportunities supplemented by a rich network of transit options, gathering spaces, and recreation areas, and address sustainability at multiple levels. The design of the street, buildings, and landscape must work in tandem to achieve the most effective results. This section provides an overview of the intent of the Design Guide with respect to livability and sustainability.

A. DESIGN PRINCIPLES FOR DISTRICT AND NEIGHBORHOOD DESIGN

- **Employment Opportunities.** Maintain and enhance the concentration of jobs, in both the public and private sectors, which provide the foundation of a sustainable Downtown.
- **Housing Choices.** Provide a wide range of housing types and price levels, including home ownership options, which bring people of diverse ages, ethnicities, household sizes and income levels into daily interaction.
- **Transportation Choices.** Enable people to move around easily on foot, by bicycle, transit, and automobile. Accommodate cars when necessary and allow people to live easily without one.
- **Shops and Services Within Walking Distance.** Provide shops and services for everyday needs, including groceries, day cares, cafes and restaurants, banks and pharmacies, within walking distance from home.
- **Safe, Shared Streets.** Design streets not just for vehicles, but as usable outdoor space for walking, bicycling and visual enjoyment.
- **Gathering Places.** Provide places for people to socialize, including parks, sidewalks, courtyards and plazas, which are combined with shops and services. Program places for events and gatherings.
- **Active Recreation Areas.** Provide adequate public recreational open space, including joint use open space, within walking distance of residents.
- **A Rich Cultural Environment.** Integrate public art and contribute to the civic and cultural life of the City.
- **Transit-Oriented.** Since all of Downtown is within walking distance of transit, design all projects as transit-oriented developments (TODs) that encourage residents, tenants and visitors to use transit.
- **Green Streets.** Design sidewalks, including street trees, parkways, tree wells and paving, to collect stormwater runoff, thereby contributing to sustainable Green Streets, thereby enhancing the value of the project. Design alleys and paseos to collect stormwater where feasible.

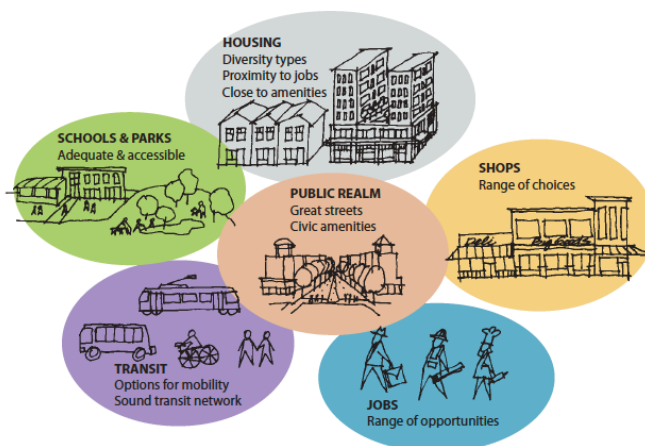


Figure 2-1 Components of a livable downtown at the neighborhood scale.

B. DESIGN PRINCIPLES FOR BUILDING DESIGN

- **Pedestrian-Oriented.** Support walkability through sensitive design of the site, building and streetscape. Recognize individual projects are the “building blocks” of great streets and neighborhoods. This requires particular attention to the way the building meets the sidewalk, providing a transition to pedestrian scale and elements that activate the street.
- **Transit-Oriented.** Orient projects to provide convenient access to the nearest transit options (Metro rail or bus, DASH) wherever possible.
- **Multi-Modal.** Accommodate vehicular access and parking in a way that respects pedestrians and public spaces and contributes to the quality of the neighborhood.
- **Sensitive to Existing Structures.** Wherever possible, existing structures should be adaptively re-used and integrated into new projects to retain the architectural fabric of Downtown.
- **Sensitive to Historic Resources.** Respect historically significant districts and buildings, including massing and scale, and neighborhood context, while at the same time, encouraging innovative architectural design that expresses the identity of contemporary urban Los Angeles. Projects that preserve and rehabilitate historic structures must comply with the Secretary of the Interior’s Standards for Rehabilitation and other applicable guidelines for historic structures, such as the Historic Downtown Los Angeles Design Guidelines.
- **Sustainable.** Produce efficient and creative solutions to move toward zero-carbon buildings. Include innovative technology and building design strategies to increase renewable energy production (solar and/or wind), water conservation, reduce energy use, waste, and automobile use. Incorporate on-site landscape elements that reduce energy use and enhance livability. Consider providing a green roof or white roof design strategies to reduce solar gain (which contributes to the urban heat island effect) and to reduce the quantity of water entering the storm drain system. Comply with the City’s Low-Impact Development (LID), Standard Urban Stormwater Mitigation Plan (SUSMP), and Green Building Ordinance and design buildings capable of achieving LEED™ Silver certification. Projects that include a hotel should participate in the California Green Lodging Program, California Seal Certification Program, or similar program. See IMAGES A, B and C on the following page.
- **Good Design Philosophy.** Express an underlying design philosophy (a “big idea”) that is articulated and supported by all aspects of building design and initially conveyed through design sketches, drawings and specifications.

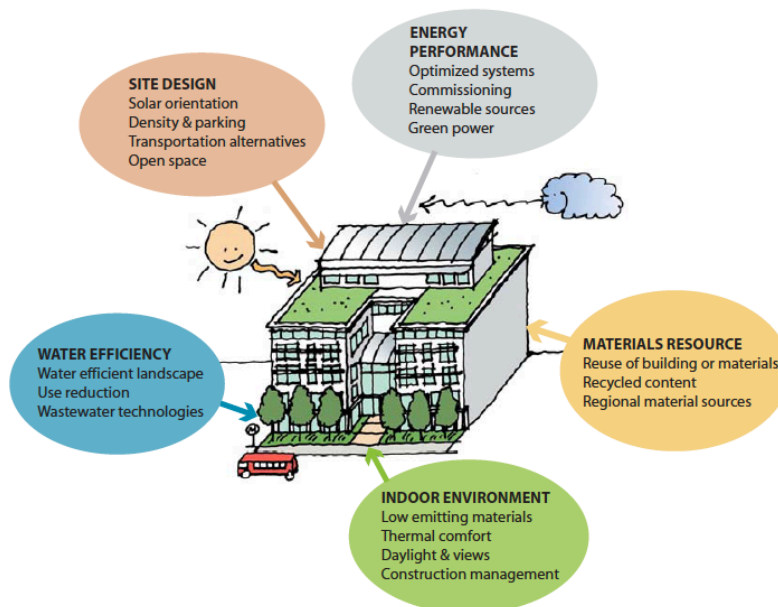


Figure 2-2 Design considerations to achieve a more sustainable building.

IMAGE A: LEED™ certified mixed use development in Downtown Los Angeles.



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



IMAGE C: Example of a green roof.



SECTION 3

SIDEWALKS AND SETBACKS

A. SIDEWALKS

In accordance with the Complete Streets Manual of the Mobility Plan 2035, the Sidewalk Zone is divided into two primary zones:

- The Walkway Zone, which is located adjacent to the property line and provides a clear path of travel for pedestrians and may accommodate outdoor dining and other commercial activity if there is adequate width.
- The Parkway Zone, which is located between the Walkway Zone and the face of curb, and may include the parkway, convenience strip, and the curb itself.

The Downtown Street Standards establish required sidewalk widths for all Downtown streets. On many streets, the required sidewalk width is a combination of public right-of-way (dedication) and easement for sidewalk purposes.

Design sidewalks that are walkable and accommodate a variety of uses in the Walkway Zone.

1. Provide the sidewalk width required by the Downtown Street Standards through sidewalk easements.

To provide flexibility in building design and at the same time provide space for sidewalk activity, the required sidewalk easement may be averaged. The easement provided on any section of the project frontage may range from zero feet to 3 times the required easement width, provided that the total area of the easement divided by the length of the property frontage equals the required average. The area of an easement beyond 3 times the required easement width may not be counted towards the required square footage of the average easement area.

2. A building may project horizontally up to a maximum of 5 feet over the required sidewalk easement at a minimum vertical height of 40 feet above the sidewalk to accommodate street trees. Projections, which are permitted in the public right-of-way (ROW) by the LAMC (Section 91.3202), such as signs, canopies and awnings, are permitted over the required easement, subject to the same approvals. In areas with taller tree canopies, or as directed by DCP staff, portions of the building may only project above a height of 100 feet. See IMAGE A below.
3. Provide a Walkway Zone with a 3-foot wide continuous path of travel pursuant to California Code of Regulations, Title 24, for compliance with Americans with Disabilities Act (ADA) accessibility requirements. See IMAGE B below.
4. Outdoor dining may occur on any portion of the paved sidewalk provided it does not obstruct the minimum required continuous path of travel. Any dining within the right-of-way will require approval of a revocable permit from the Bureau of Engineering. See IMAGE B below.

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



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



Design sidewalks that incorporate green elements and collect stormwater through the Parkway Zone.

5. Sidewalks shall provide both minimum Walkway Zone and Parkway Zone widths as listed in Table 3-1.

Table 3-1. SIDEWALK WIDTH REQUIREMENTS (in feet)		
SIDEWALK WIDTH	WALKWAY ZONE (minimum)	PARKWAY ZONE** (minimum, includes curb)
8 *	4	4
9	5	4
10	6	4
11	6	5
12	6	5
13	6	5
14	6	7
15 or wider	6	7

* Sidewalks of less than 8 feet in width are not required to provide a Parkway Zone, or as determined by DCP staff. In this case, tree wells may be provided between parking spaces within parking lanes of excess rights-of-way, subject to approval by BOE.

** Parkway Zones may contain tree wells or parkways. As defined by DPW, a tree well is 12 feet or less in length, and a parkway is any landscaping longer than 12 feet in length. Parkway must be planted, and tree wells must be either planted or include a walkable surface.

6. Directly adjacent to curbside parking, provide an 18-inch wide convenience strip with a walkable surface next to the 6-inch curb. Walkable surfaces include, but are not limited to, decomposed granite, permeable pavers, and plants that can withstand pedestrian traffic (see Section 9.H.7. for example plants). If no curbside parking or loading is provided, the convenience strip is not required. The convenience strip is not required to wrap around parkways or tree wells, but must be provided through driveways and should end at the edge of the “detectable warning dome” mat in the ADA ramp area.

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

- Provide continuous landscaped parkways, except in locations determined by DCP staff to be inappropriate for parkways, such as in the Historic Downtown or adjacent to bus stops. The continuous landscaped parkways should be designed to collect and retain or treat runoff from, at a minimum, the sidewalk and, if approved by BOE, adjacent on-site, ground level open space in accordance with Low Impact Development (LID) Ordinance requirements. See IMAGE A below.
- Where there is curbside parking, provide one 3-foot wide walkway or walkable surface for every two parking spaces. The walkway shall provide pedestrian access from the sidewalk through the parkway to curbside parking.
- Parkways shall be sloped downward to the center of the parkway to form a shallow swale to collect sidewalk stormwater. Alternative means of storing runoff, such as gravel sumps within the parkway, may be provided. A vertical drop of 4 inches or greater is not permitted.
- The roots of trees planted in the parkway shall not be restricted by concrete curbs, root barriers or other means within the parkway, so that roots may extend throughout the parkway and support a large, healthy tree canopy. As

such, street light conduit, meter boxes, and other subsurface utilities shall be located either 1) in the walkway zone, or 2) adjacent to back of curb within the parkway.

11. All plantings shall be installed per BOE standards. If parkways are designed to collect stormwater from the street as well as from the sidewalk, they shall be designed according to the BOE Green Streets guidelines or standards. See IMAGE B below.

IMAGE A: All continuous landscaped parkways shall collect stormwater runoff from the sidewalk.



IMAGE B: Parkway can be designed to filter stormwater runoff from the street. If there is a raised curb around the parkway as in this example, the convenience strip next to the curb must be wider than 18 inches.



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

12. If trees are not planted in continuous landscaped parkways, they shall be planted in large tree wells and either planted or covered in decomposed granite. The tree well shall meet the minimum size requirements from the BSS Urban Forestry Division (UFD), with minimum Parkway Zone widths provided as listed in Table 3-1 and at least 10 feet in length.
13. For each tree well having less than 100 square feet of surface area, gap-graded or other means of uncompacted soil shall be provided within 20 feet of any street tree under the entire sidewalk from back of curb to the property line to allow for tree root growth, as specified in Section 9. See IMAGE A below.
14. Where average 24-foot wide sidewalks are required by the Downtown Street Standards, at least 50% of a project's frontage shall have sidewalks at least 22 feet wide and a second row of street trees shall be provided. The interior row of trees should generally be in large tree wells, and each tree shall be spaced 20 feet from any tree in the Parkway Zone. See IMAGE B below.
15. Where tree wells and parkways would conflict with existing basements, underground vaults, historic paving materials, or other existing features that cannot be easily relocated, the tree well and parkway design shall be modified to eliminate such conflicts. See IMAGE C below. Parking meters and signs are examples of existing features that can be easily relocated. Digital copies of maps showing existing basements in the public ROW are available from BOE.
16. Tree wells shall be sloped downward to the center per BOE Standard Plan S-450.

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



IMAGE B: Where average 24-foot wide sidewalks are required, as on Grand Avenue in South Park, a double row of trees is also required.



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



B. SETBACKS

Provide setbacks appropriate to the adjacent land use and district.

1. Provide setbacks as defined in Table 3-2 and Figure 3-1:
 - Adjacent to retail (either on Retail Streets or adjacent to ground floor space designed for retail use in other locations), the building street wall (as defined in Table 6-1) shall be located at or within a few feet of the back of the required average sidewalk width. See IMAGE A on the following page.
 - Adjacent to ground floor space designed for other uses, buildings shall be set back from the back of the required sidewalk to provide a buffer between the sidewalk and building as specified in Table 3-1.
 - If at least 50 percent of the building frontage along a block face is occupied by one or more designated Historic Resources within the Historic Core, the average setback of any new building shall match the average setback

of the Historic Resource.

2. If setbacks are varied along a project frontage, the variations in the setback should respond to building function and create visual interest.
 3. Treatment of the setback required in Table 3-1 and Figure 3-2 will vary with the use for which the ground-floor is designed:
 - Setbacks adjacent to retail, if any, shall be primarily hardscape and may be used for outdoor dining and other commercial activities.
 - Adjacent to professional office or live-work space, the setback shall include landscaping, which may be in pots or raised planters. See IMAGE B below.
 - Adjacent to ground-floor residential units with individual entries on the street, the minimum average 5-foot or 6-foot setback shall be at least 50 percent landscaped. The setback area may include walkways, porches, raised planters, other solid walls up to 3 feet above sidewalk elevation, and transparent fences (i.e., wrought iron, tubular steel, glass) up to a height of 5 feet above sidewalk elevation. See IMAGE C below.
- If DCP staff determines that the active ground floor treatment required in Section 4 is not feasible, the 5-foot minimum average setback provided shall be densely landscaped.
4. Where blank or unarticulated street walls exist, for instance along parking structures, a row of evergreen columnar trees may be provided in a minimum 8-foot wide setback and staggered with tall street trees.

IMAGE A: Zero-foot setback with ground-floor retail.



IMAGE B: A narrow setback with landscaping adjacent to professional office or live-work space.



IMAGE C: Housing with front yards and secondary entrances along the sidewalk.



Figure 3-1 Retail Streets

The following streets are designated as Retail Streets, in which 75 percent of the project's street frontage, excluding access to parking, along which ground floor space must be designed to accommodate retail, professional office, live-work uses, or lobbies per Section 4.

Refer to Bunker Hill Specific Plan for Retail Streets. All streets in the Historic Downtown are Retail Streets.

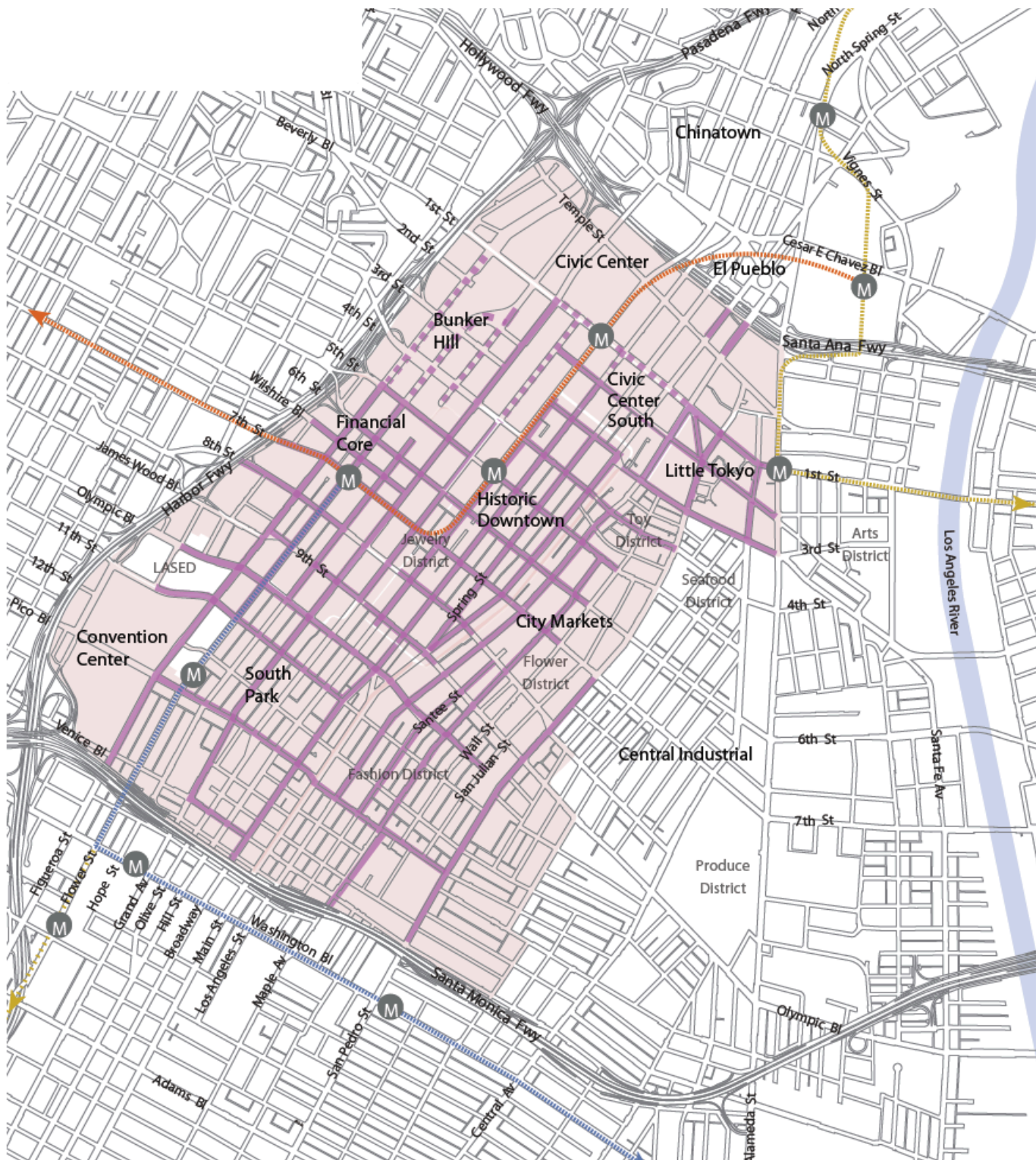


Table 3-2 Permitted Street Wall Setbacks* From Back of Required Sidewalk ¹

(Minimum Average/Minimum-Maximum Range)

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

*The setback is measured from the property line to the building wall. The ground floor street wall (primarily entries and display windows) may set back farther than the specified range, provided that structural columns and building walls above the ground floor are located within the specified range. See IMAGES A and B below.

1 Required sidewalk is as defined by the Downtown Street Standards. In some cases, the required sidewalk width is a combination of public right-of-way (dedication) and a sidewalk easement.

2 No setback is required adjacent to ground-floor retail; however, a project may set back within the specified range.

3 Setback should include some landscaping, which may be within pots or planters.

4 Setback should include at least 50% landscaping.

5 Match the prevailing setback where appropriate.

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

The sidewalk width may be increased by a building setback provided the setback is treated as an extension of the sidewalk, does not exceed 1.5 times the required sidewalk width, and conforms to streetscape requirements (see Section 9). The increased setback shall be designed with pedestrian orientation and active uses in mind.

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

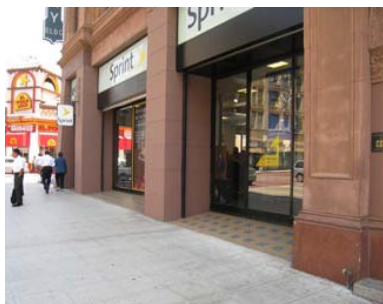
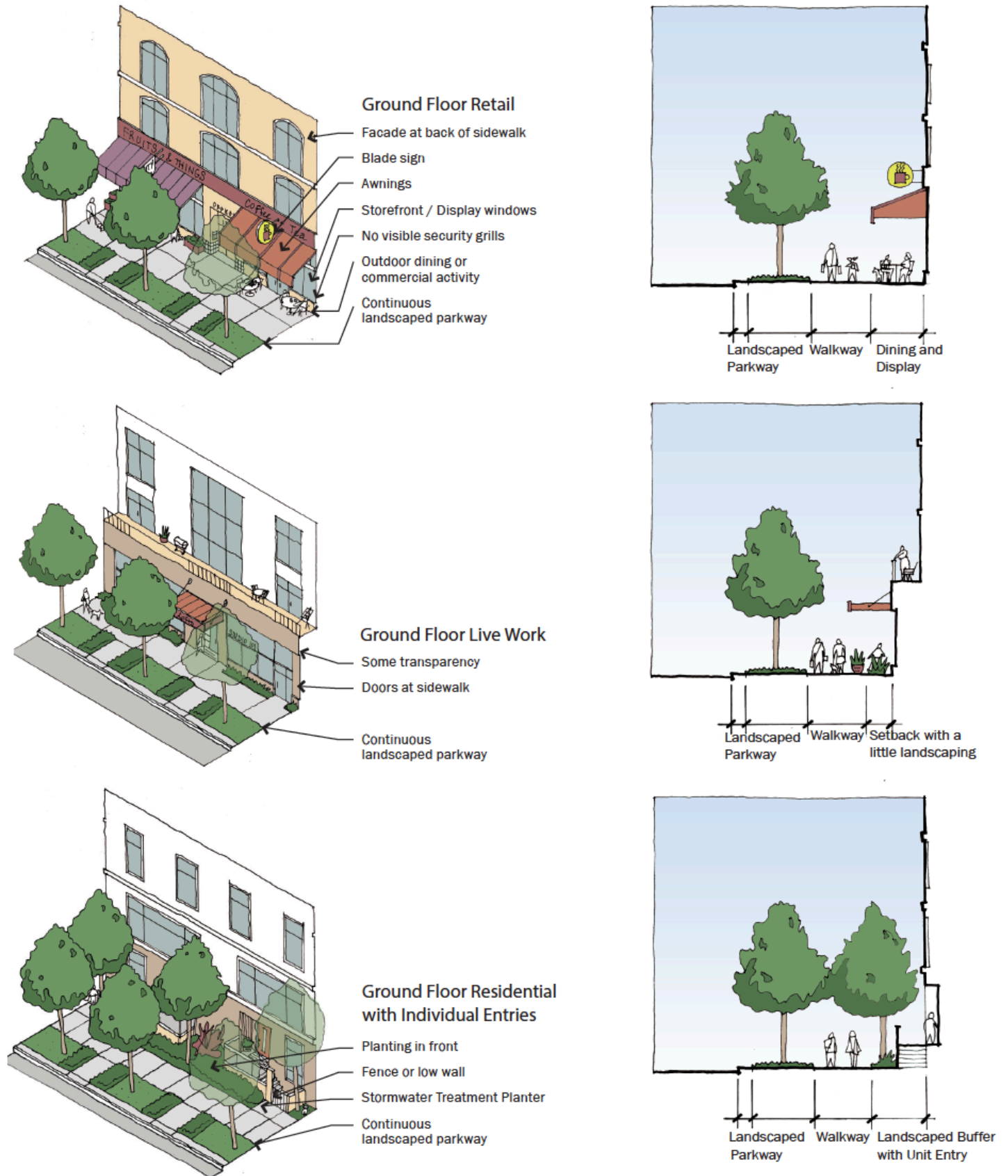


IMAGE B: Similarly, columns are at the property line, while the façade is set back a few feet.



Figure 3-2 Sidewalk treatment varies with ground floor treatment. Images are for illustrative purposes only to show relationship between sidewalk treatment and elements.



SECTION 4

GROUND FLOOR TREATMENT

Active ground floor treatment is imperative to an active Downtown. This section provides guidance on how to activate the streetfronts along all Downtown streets, with particular emphasis on how ground floor elevations of buildings should be designed, including building orientation, building entrances, and storefront articulation. A well-designed ground floor façade is essential to sustaining street level interest and promoting pedestrian traffic.

Specific street segments in Downtown are categorized as Retail Streets, and should be further enhanced for retail or other active uses, orienting tenant spaces to the street and maximizing storefronts and entries along the sidewalks to maximize street level interest and promote pedestrian traffic. Generally, projects providing 100% affordable housing are exempt from the Retail Street requirements, but are still subject to the other provisions of this section. For projects located within the Historic Core, refer to the Historic Downtown Los Angeles Design Guidelines.

A. GROUND FLOOR TREATMENT ALONG ALL STREETS

Orient buildings to the street to promote sidewalk activity, with building entries located on the public street. Additional public entrances are encouraged.

1. A building's primary entrance, defined as the entrance which provides the most direct access to a building's main lobby, shall be located on a public street. Generally, with the exception of secured residential entrances, the primary entrance shall be kept unlocked during business hours.
2. At least one building entrance, which may be either a building or tenant/resident entrance, shall be provided along each street frontage. Additional entrances may be located on a courtyard, plaza or paseo that is connected to and visible from a public street.

Incorporate a pedestrian-oriented scale at the street level, with strongly articulated streetfronts and high-quality materials.

3. Street wall massing, articulation and detail, street level building entrances and storefront windows and doors, as well as the use of quality materials and decorative details, shall be used to promote pedestrian-scaled architecture along the street.
4. Provide well-marked entrances to cue access and use. Enhance all public entrances with the use of compatible architectural or graphic treatment.
5. The treatment of primary building entrances or lobbies for mixed-use buildings shall be accentuated and differentiated from other building uses at the streetfront (including retail storefronts, restaurants, and commercial entrances) through changes in building massing, material, treatment, or articulation.
6. Architectural features that reinforce the retail character of the ground street wall and help define the pedestrian environment along the sidewalk, such as canopies, awnings, and overhangs, should be integrated into the architecture of the building.
7. Awnings and canopies shall be constructed of woven fabric, glass, metal or other permanent material compatible with the building architecture. Internally illuminated, vinyl awnings are not permitted.

Don't waste valuable street frontage on "back of house" uses associated with the proposed building.

8. Electrical transformers, mechanical equipment and other equipment shall not be located along the ground floor street wall, unless as required by Department of Water and Power (DWP) or other City agencies.
9. Electrical transformers, mechanical equipment, other equipment, enclosed stairs, storage spaces, blank walls, and other elements that are not pedestrian-oriented shall not be located within 100 feet of the corner on north-south streets and within 50 feet of the corner on east-west streets.

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



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



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



B. GROUND FLOOR TREATMENT ALONG RETAIL STREETS

Ground floor spaces on designated Retail Streets shall be further enhanced for retail or other active uses, orienting tenant spaces to the street and maximizing storefronts and entries along the sidewalks to sustain street level interest and promote pedestrian traffic.

1. On Retail Streets, ground floor space with a linear frontage equal to at least 75% of street frontage, as specified in Figure 3-1, shall be designed to accommodate active uses. Active uses may include retail, professional office, live-work uses, building lobbies, recreation rooms, common areas, gathering or assembly spaces, cultural facilities, and courtyards with direct access to each of these uses from the sidewalk or other walkway. For additional guidance on on-site open spaces see Section 7. Vehicular ingress and egress shall be excluded from the calculation of linear frontage.
 - Required ground floor active or retail space may be located along the required street wall (see Section 6) or along a courtyard or plaza, provided the retail frontage is not more than 60 feet from the back of sidewalk and is visible from the sidewalk. See Table 7-1 for further details.
 - Ground floor active or retail spaces may be provided on streets that are not designated as Retail Streets in Figure 3-1. If provided, the ground floor retail space should comply with Section 4.B.
2. The ground floor space along street intersections shall be designed specifically for active uses. When a building is facing a street intersection, active uses shall be provided within the first 100 feet (in the north-south direction) or 150 feet (in the east-west direction) of that intersection. Mid-block ground floor space may be designed for active uses.
3. Where Retail Streets intersect other streets, the ground floor retail space should wrap the corner onto the intersecting streets.
4. Required ground floor active retail space shall be provided to a depth of at least 25 feet from the front façade and shall include an average 14-foot floor-to-ceiling height. The ground floor retail space may be occupied by other uses initially, but shall be able to accommodate retail uses in the future when there is demand for such uses.
5. The primary entrance to each street-level tenant space that has its frontage along a public street shall be provided from that street.
6. The primary entrance to each street-level tenant that does not have its frontage along a public street shall be provided from a pedestrian paseo, courtyard or plaza, which is connected to the public street.
7. Wall openings, such as storefront windows and doors, shall comprise at least 75% of a building's street level façade.
8. Clear glass for wall openings, shall be used along all street-level façades for maximum transparency, especially in conjunction with retail uses. Generally, clear glass is defined as clear or Low-Iron glass (no tint) with less than 11 percent Visible Light Reflectance and 55 percent or more Visible Light Transmittance.
9. During hours of operation, open-wall storefronts are encouraged.
10. For projects along Retail Streets in the Historic Downtown, refer to the Historic Downtown Los Angeles Design Guidelines for guidance regarding ground floor treatment.

C. GROUND FLOOR TREATMENT ALONG OTHER STREETS

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

1. Along other streets, at least 75% of the ground floor street frontage shall be designed to accommodate either active uses (as defined in 4.B.1) or residential units with individual entries along the street.
2. The ground floor treatment of active uses, not including residential units with individual entries, should be similar to that of retail space, except that wall openings shall comprise at least 50% of the street level façade. See IMAGE A below.
3. Residential units with individual entries shall include windows on the ground floor that look out onto the street. See IMAGE B below.
4. If a residential unit's individual entry along the street is the unit's primary entry, it should be accessible, that is, at the same elevation as the sidewalk.
5. If a residential unit's individual entry along the street is a secondary entry, the entry and any private outdoor space for the unit may be no more than 5 steps above the sidewalk elevation. Private outdoor open space for the unit must be directly accessible from the unit, that is, at the same elevation. See IMAGE B below.

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



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



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



SECTION 5

PARKING AND ACCESS

A. ALL PARKING AND ACCESS

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

1. Parking required for a project shall be integrated into the project it serves. Public parking may be either a freestanding structure or integrated into a project, provided it is clearly signed as public parking.
2. Except for the minimum ground-level frontage required for access to parking and loading, no parking or loading shall be visible on the ground floor of any building façade that faces a street.
3. Parking podiums are discouraged in Downtown, however all above-ground parking shall be integrated into the design of the building façade so that it is not visible from the street. The parking levels must be enclosed by the curtain wall (“skinned”) or, as determined by DCP staff, by other enhanced materials (“screened”) to minimize the appearance of the parking level. See IMAGE A below.
4. Three levels of podium parking shall be the maximum permitted when deemed appropriate by DCP staff. See Figure 5-1 below. Any parking level above the 3rd parking level fronting on a public street must be lined with habitable Floor Area (i.e., retail, office, or residential use as defined by the LAMC) and/or enclosed with a curtain wall, or integrated into the building façade as described below. The habitable space must be a minimum of 18 feet in depth along all street frontages, and must be accessible from an internal corridor that is separate and enclosed from the parking area. If natural ventilation is required for the parking level, up to one-third of the lined parking level may be open to the exterior provided it is integrated into the building façade. Projects with portions of above grade parking facilities within 500 feet of a freeway or freeway ramp may be lined with a curtain wall in lieu of habitable floor area.
5. Drive-through aisles for fast food or similar use are not permitted.

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

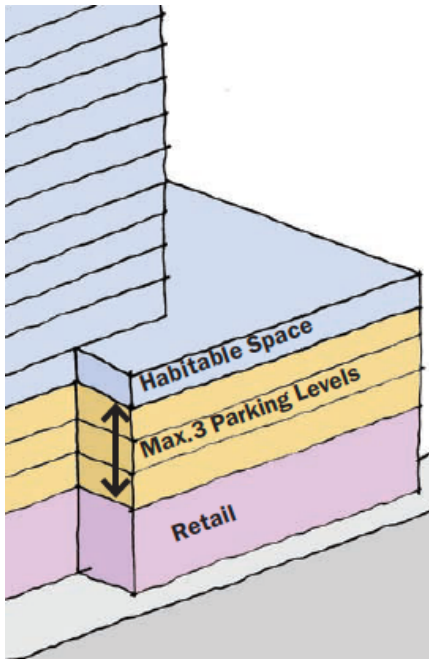


IMAGE A: ONNI/Level DTLA parking screen



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

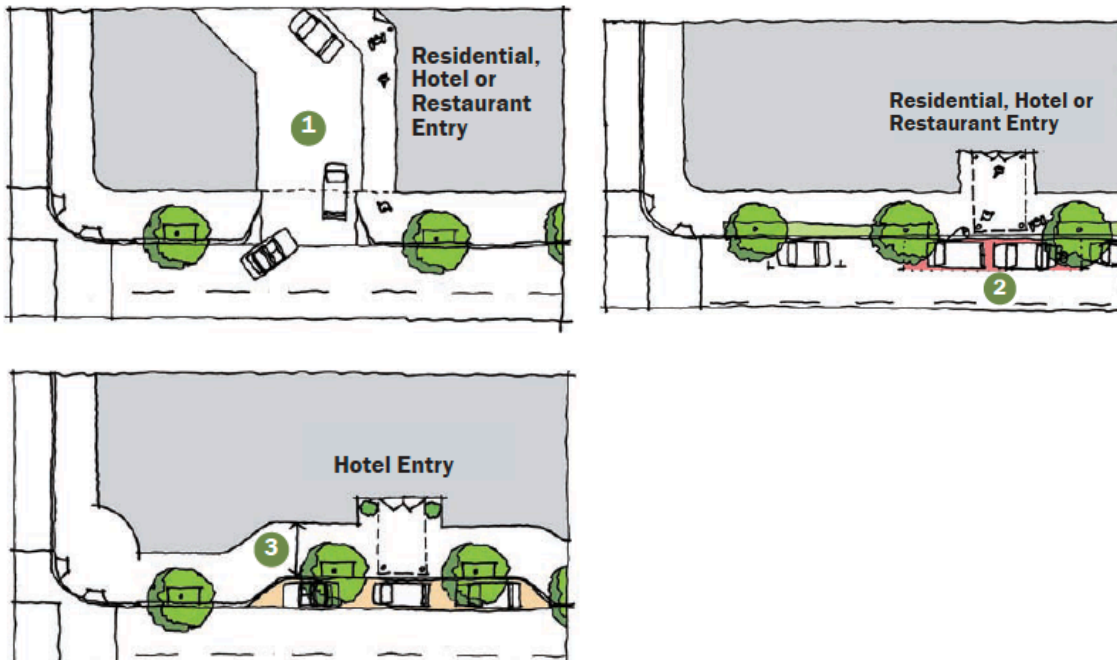
- Drop-off zones, including residential, hotel and restaurant drop-off, shall be provided either 1) within the off-street parking facilities using the parking access or 2) along the required curb line where there is a full-time curbside parking lane, with no sidewalk narrowing. See Figure 5-2 below.

Exception: Where there is no curbside parking lane and off-street drop-off is not feasible, a hotel may have a drop-off or lay-by lane up to 80 feet long for a maximum capacity of 3 vehicles, provided the required sidewalk width is maintained through an easement, as determined by DCP staff.

Figure 5-2 Drop-off Zones

- Drop-offs within building envelope, with minimal obstruction to pedestrian activity.
- Drop-offs along the curbside.
- Drop-offs can be inset where no curbside parking exists and where sidewalk widths can be maintained.

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



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

- No more than the minimum required parking may be provided unless provided 1) as replacement parking for on-site or neighboring public parking lots, or 2) for adjacent or nearby buildings that lack adequate parking, in which case a parking study shall be prepared to demonstrate the need for additional parking. The parking study may address lots within a $\frac{1}{4}$ mile walking radius or, alternatively, lots within a 2-block radius, and must be submitted to DCP staff for review and approval.
- Parking should be sold or rented separately from rental residential units and commercial spaces (“unbundled”) in perpetuity.

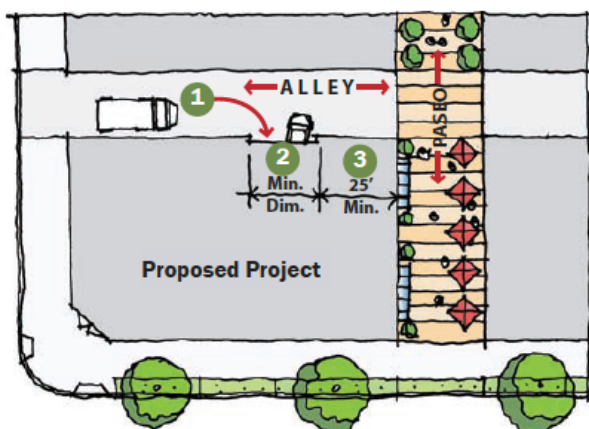
9. Projects with public parking (including commercial, unused residential, and/or excess parking) should be made available during daytime and evenings to the public. It shall be designed to include:
 - Vehicular entries shared with private parking;
 - Public parking clearly signed at vehicular entries; and
 - Publicly-accessible pedestrian entrances for convenient access to parking throughout operation hours.
10. Provide bicycle parking as required by the Bicycle Parking Ordinance.

Limit the number and width of curb cuts and vehicular entries to promote street wall continuity and reduce conflicts with pedestrians. See Figure 5-3 below.

11. Vehicular entries shall be from an alley or mid-block on an east-west street where feasible.
12. Vehicular entries and curb cuts shall be limited to the minimum number required and the minimum width permitted.
13. Vehicular entries shall be shared between parking and loading access where feasible.
14. Vehicular entries shall be located a minimum of 25 feet from a primary building entrance, or public amenity space. This standard shall not apply to hotel porte cocheres.
15. Loading should be located on-site where feasible. Back-in or back-out loading facilities are not allowed, unless otherwise permitted by LADOT.
16. Where a vehicular exit from a parking structure is located within 5 feet from the back of sidewalk, a visual/audible alarm shall be installed to warn pedestrians and cyclists of exiting vehicles.

Figure 5-3 Vehicular Entries and Curb Cuts

- 1 Access to parking/service/loading shall be from the alley, and shared wherever feasible
- 2 Curb cuts and parking/loading access into buildings shall be minimum width requirement by LADOT
- 3 Parking and loading access shall be a minimum of 25 feet from entrances or public amenity spaces



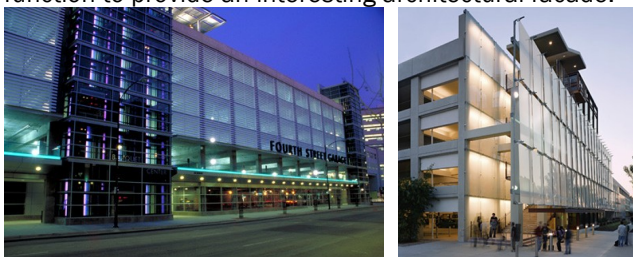
B. STAND-ALONE PARKING STRUCTURES

Architectural Treatment

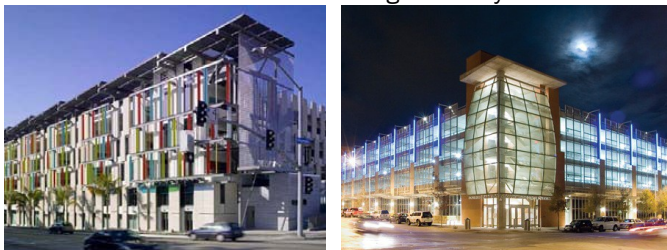
Parking structures shall be designed to contribute to the urban fabric with enhanced facades on all visible sides along public streets, paseos, or alleys, and exhibit the same principles as good building design noted in previous sections. Providing an exterior screen comprised of high quality materials that screen the underlying concrete structure can elevate the building's stature and contribute to the overall quality of Downtown's built landscape.

1. Parking structures shall have enhanced articulation on visible facades along public rights-of-way that are designed to improve the building's appearance over the basic concrete structure of ramps, walls and columns. This can include heavy-gage metal screen, pre-cast concrete panels, laminated glass or photovoltaic panels. Facades facing public streets shall have an external skin and shall be designed with high-quality materials. Visible sides facing alleys and paseos should be articulated with fenestration patterns for consistency with surrounding structures. See IMAGES A and B below.
2. Parking structures should integrate sustainable design features such as photovoltaic panels (especially on the top parking deck), renewable materials with proven longevity, and stormwater treatment wherever possible. See IMAGE C below.
3. Vertical circulation cores (elevator and stairs) shall be located on the primary pedestrian corners and be highlighted architecturally so visitors can easily find and access these entry points. See IMAGE D below.
4. Treat the ground floor along public streets as specified in Section 4: on Retail Streets provide active ground floor uses along the street frontage of the garage; on all other streets, the ground floor treatment should provide a low screening element that blocks views of parked vehicle bumpers and headlights from pedestrians using the adjacent sidewalk.
5. Signage and wayfinding should be integrated with the architecture of the parking structure.
6. Integrate the design of public art and lighting with the architecture of the structure to reinforce its unique identity. This is especially important for public parking structures to aid in visitors finding them upon arrival and getting oriented to Downtown.
7. Interior garage lighting should not produce glaring sources towards adjacent residential units while providing safe and adequate lighting levels per code.
8. Design ground floor parking levels for flexibility in mind, so that parking areas can be repurposed for other uses or special events. The ground floor parking level shall be a minimum of 14 feet in height to accommodate retail, temporary uses, and parking for larger trucks.

IMAGES A AND B: Examples of parking garages with a glass façade (left) and backlighting (right) that transcends function to provide an interesting architectural facade.



IMAGES C AND D: Precast panel and glass louver screening, plus photovoltaic panels on top deck (left) and metal screen with tower element marking the entry corner and vertical circulation (right).



Landscape Treatment

9. For structured parking lacking in strong architectural treatment or external skin, a “green screen” in the form of a landscaped buffer of 15 feet in width and 30 feet in height with soil and full vegetation shall be provided to screen the parking from view. Landscaped buffers and streetscape improvements should be coordinated to complement the building design. See IMAGES below.

IMAGES: Streetscape can complement a well-designed parking structure.



IMAGES: In limited circumstances, a green screen (left) or dense tree planting (right) can screen an unimproved concrete structure.



C. AUTOMATED PARKING

Projects are encouraged to incorporate automated or mechanical parking into their parking design in order to minimize the typical bulk of parking levels meanwhile meeting parking requirements. Although most areas of automated parking systems are not accessible to users, the areas that are accessible to the public (i.e., vehicle drop-off and queuing area) shall be designed with driver and pedestrian orientation in mind.

1. Provide a vehicle drop-off and queuing area that is proportional in size to the peak traffic capacity and number of parking spaces provided. The queuing area should be configured to minimize impacts on the ground floor, sidewalk, and street.
2. Provide a prominent lobby with a comfortable waiting area for users. The lobby should provide convenient access from the vehicle drop-off and queuing area to the building entry, and should be secure, well-lit, and primarily transparent.
3. Provide a delineated path of travel from the vehicle drop-off area to the parking kiosk and loading bays, internal building lobby and entrance, and primary circulation paths (stairs, elevators, entrances) of the building and to the street.
4. Sufficient entrances and lifts should be provided to absorb the queuing depending on the type of users.

D. PEDESTRIAN BRIDGES

1. Pedestrian bridges are generally discouraged. All pedestrian activity shall be housed on public sidewalks and pedestrian-priority alleys, rather than pedestrian bridges, unless permitted by DCP staff and DPW in consultation with Cultural Affairs. If permitted, pedestrian bridges shall be located over the public rights-of-way and designed to provide public benefits in response to existing grade changes or similar hardships and be designed as follows:
 - Provides publicly-accessible pathways between public or publicly-used buildings;
 - Provides an ADA-compliant walkway;
 - Addresses physical constraints such as grade changes;
 - Is well-designed as an architectural feature;
 - Provides exterior lighting under and adjacent to the pedestrian bridge to enhance the pedestrian environment and safety; and
 - Is maintained through a maintenance and security program through coordination with the applicable Business Improvement District at the expense of the applicant.

E. ALLEYS AND BUILDING WALLS FACING ALLEYS

Maintain and enhance alleys.

1. All alleys shall be open to the public at all times. To maintain public access and activity, Downtown alleys shall not be gated. Existing gates shall be removed where feasible. No existing alley should be vacated unless:
 - Vehicular access to the project is provided only at the former intersection of the alley with the street;
 - Vacating the alley will not result in the need for additional curb cuts for other parcels on the same block;
 - An easement is provided along the alley width that allows for an enhanced alley improved and maintained by the Applicant. See Appendix C for further information regarding Alley Enhancements; and
 - An east-west pedestrian passageway at least 20 feet wide will be provided in the middle third of the block as part of the project. See Section 6.A.1 for further information.

Use alleys primarily for vehicular access, loading and service. See IMAGE A on the following page.

2. Where an alley exists or can be provided, primary access to parking shall be from that alley, with minimal curb cuts from the street frontage.
3. Where there is no alley and the project includes frontage on an east-west street, parking access shall be located mid-block on the east-west street.

Where appropriate and in accordance with City Low Impact Development (LID) requirements, projects should enhance existing alleys with green elements in mind to assist in stormwater capture, retention, and infiltration.

4. Alleys should be surfaced with high-albedo paving or surface treatments, recycled and/or locally manufactured “green” paving surfaces in lieu of asphalt to reduce the heat island effect.
5. To eliminate standing water and infiltrate stormwater, projects should install permeable paving surfaces along the centerline of the alley, or along the perimeters of the alley (depending on existing water flow). See IMAGE B on the following page.
6. For stormwater capture and infiltration, projects should incorporate one drywell minimum with a grease interceptor downstream at the lowest point of the alley. Additional drywells are recommended for every 100 linear feet of upstream drainage area, and may be interspersed along the central drainage swale of the alley.
7. To treat stormwater, incorporate a biofiltration system such as bioswales into the alley design.

Where appropriate, enhance existing alleys with pedestrian orientation in mind. Alleys can be enhanced as “shared” alleys for both pedestrian and vehicular use, or as “pedestrian-priority” alleys for pedestrian-only use. See IMAGES C and D on the following page.

8. Provide enhanced smooth-surface paving treatments within pedestrian pathways along shared alleys to create pedestrian-friendly scale.
9. Where enhanced alleys intersect the sidewalk, provide a combination of raised, above-ground, or at-grade planters on either side of alley entrance to soften the alley entrance from vehicular traffic and sound.
10. Provide a combination of permeable pavers or raised planters to define the entrance of any residences, businesses, or other active uses along the alley.
11. Provide ornamental or pedestrian lighting in the form of pole-mounted lighting fixtures or building-affixed sconces to illuminate the alley walkway, focal features, building entrances, and other amenities and add security.
12. Provide enhanced articulation, building entrances, and primary internal circulation cores along facades facing the alley.
13. Where alleys are designated as “pedestrian-priority” alleys by DCP staff, such as in the City Markets district, they shall be enhanced further with pedestrian orientation in mind, such as:
 - ADA-compliant walkways with the required minimum path of travel and delineated with smooth-surface permeable pavers;
 - Lined with ground floor spaces designed for active uses along at least 50 percent of its frontage, including retail, restaurants, cultural uses, and/or ground-floor residential units with individual entries directly off of the alley;
 - Connection to at least one gathering space or focal point; and
 - Clear line of sight to the back of the alley, gathering space, or focal point.
14. Provide pedestrian furniture or placemaking elements including but not limited to murals, art installations, gardens, green space, and other enhancements to improve the functionality of the alley

Provide access to utilities and mechanical equipment from alleys.

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

Design building walls that face alleys to be attractive.

16. Building walls that face alleys should be visually attractive with well-maintained articulated facades and durable building materials. No stucco is permitted on the ground level of abutting walls.
17. Building walls of parking levels may be visible but should be designed to alleviate the horizontality and lack of articulation and to screen lighting from the public rights-of-way and surrounding residential units, as specified for free-standing parking structures.
18. Residential units shall not be located on the ground floor adjacent to alleys except along shared or pedestrian-priority alleys in order to reduce light, glare, and noise concerns from the use of alleys for parking access, service, and loading.

IMAGE A: A typical Downtown alley is primarily used for vehicular access and loading.



IMAGE B: Typical alley with permeable paving along the center flowline to infiltrate runoff and eliminate standing water.

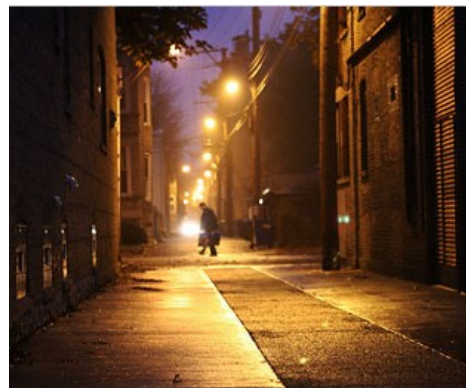


IMAGE C: Santee Alley is a pedestrian-priority alley.



IMAGE D: Shared alley that is primarily pedestrian with resident/delivery vehicular access.



SECTION 6

MASSING AND STREET WALL

A. MASSING

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

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

Buildings generally fall within three types of massing as shown in Figure 6-1. Low-rise massing is generally less than 6-story structures. Mid-rise massing is 7 - 20 stories and typically 12-20 stories. High-rise pertains to towers that are more than 20 stories. For the purposes of this document, a “tower” is defined as any building over 150 feet in height. Any portion of a building that is above 150 feet, the pre-1957 height limit Downtown, is subject to the tower standards and guidelines in this section.

Design building massing to reinforce the street wall with well-scaled elements or structures that are sensitive to the neighborhood context. See IMAGES A, B and C below and Figure 6-1 on the following page.

1. Large projects shall be broken into a series of appropriately scaled buildings for pedestrian scale and walkability. Provide a passageway at least 20 feet wide between buildings so that no building is more than 300 feet in length. The passageway shall be clearly visible from the street and provide clear connection to abutting common areas, and provide enhanced landscaping, materials, and lighting to create a pleasant pedestrian experience. Monolithic slab-like structures that wall off views and overshadow the surrounding neighborhood are discouraged.
2. Generally, buildings should maintain a consistent street wall along their street frontages. While variety in massing can occur through step-backs as a building ascends upward, it is not required.

IMAGE A: The street wall is largely defined by individual building massing.

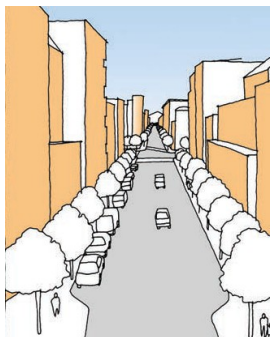


IMAGE B: Large half- to full-block projects should be massed to form a collection of appropriately scaled buildings that provide cohesion on a block.

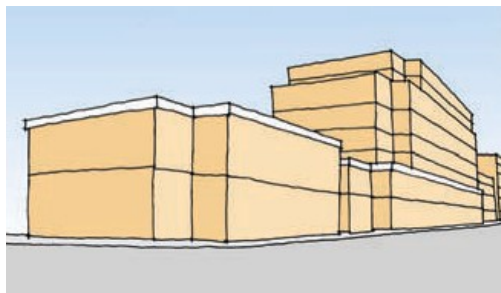
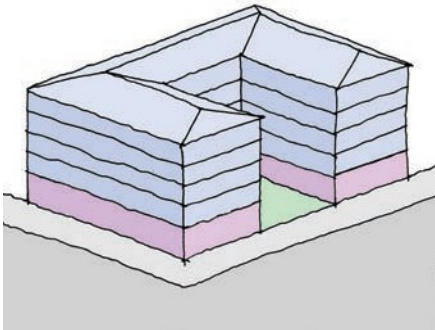


IMAGE C: All projects should submit 3-D renderings from various vantage points, including surrounding context.

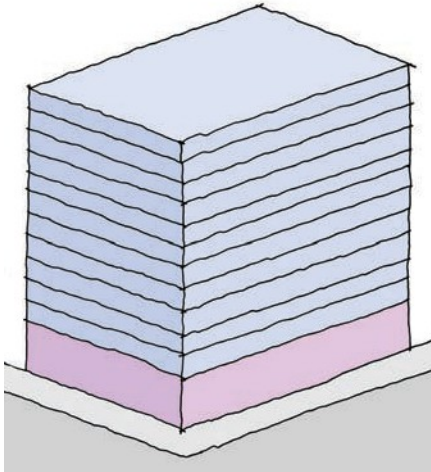


Figure 6-1 Examples of Three Massing Types.

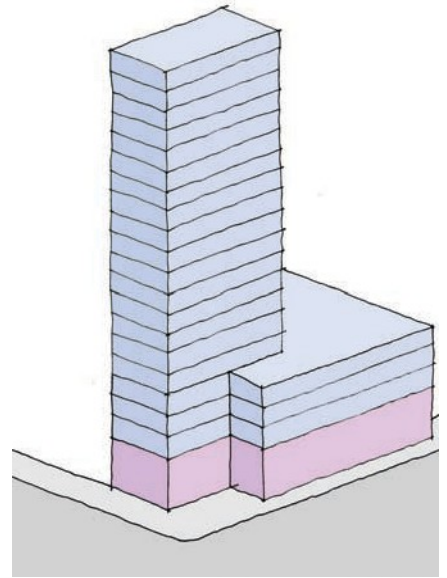
Low-rise. Generally, courtyard housing up to 6 stories.



Mid-rise. Block structures 7-20 stories and typically 12-20 stories.



High-rise. Generally, towers more than 20 stories.



B. STREET WALL

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

1. Street walls shall be located in relationship to the back of sidewalk as specified in Table 3-1. Flexibility is permitted for project sites at the edge of a district, in which case, as determined by DCP staff, one-third of the required street wall may meet the street wall setback requirement of the adjacent district. The street wall length is measured from property line to property line, and may include driveways and open space.
2. Street walls shall have the minimum height specified in Table 6-1. Flexibility is permitted for project sites at the edge of a district, in which case, as determined by DCP staff, one-third of the required street wall may meet the street wall height requirement of the adjacent district. Walls above the ground floor that step back less than 15 feet from the ground floor street wall are considered to be part of the street wall. See IMAGE A on the following page.
3. Buildings may, but are not required to, step back above the minimum height required along the street. If provided, step backs should be a minimum of 15 feet from the ground floor street wall, and judiciously applied to minimize disruption of the overall street wall. If a parcel is not rectilinear, the 15-foot stepback may be averaged along a single frontage, provided it does not exceed 30 feet. See IMAGE A on the following page.
4. Breaks in the street wall should be limited to those necessary to accommodate pedestrian pass-throughs, public plazas, entry forecourts, permitted vehicular access driveways, and hotel drop-offs.

IMAGES: Street Walls. Examples showing various street wall heights.

3-story street wall



4-story street wall



6- and 7-story street wall



Bunker Hill. Minimum 3-story street wall



Financial Core. Minimum 6-story street wall



Table 6-1 Building Street Wall Characteristics

	MINIMUM PERCENT OF PROJECT FRONTAGE TO BE LINED WITH BUILDING STREET WALL AT BACK OF SETBACK ¹		MINIMUM STREET WALL HEIGHT (in feet)
DISTRICT/ NEIGHBORHOOD	RETAIL STREETS	OTHER STREETS	(STORIES) ²
Civic Center ³	NA	NA	NA
Civic Center South	80%	70%	75 (6)
Historic Downtown	90%	90%	75 (6) ⁴
Little Tokyo	90%	80%	35 (3)
Bunker Hill	80%	70%	35 (3)
Financial Core	80%	70%	75 (6)
South Park north of Pico	80%	70%	45 (4)
South Park south of Pico	80%	70%	35 (3)
City Markets (See IMAGE B below)	75%	65%	25 (2)

1 Setback from back of sidewalk is as specified in Table 3-2.

2 The requirement is height measured in feet. Stories are included for information only.

3 Minimum street wall is not applicable in the Civic Center due to the unique nature of city, state, county and federal projects.

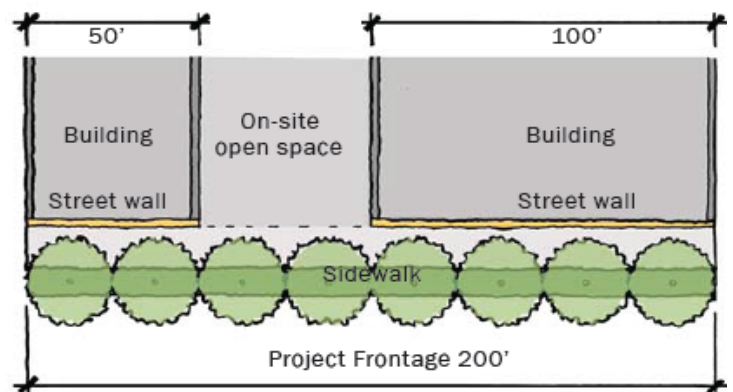
4 The minimum street wall height along Broadway and Spring Street is 150 feet.

Note: Subject to approval by DCP staff, frontage along courtyards that are open on one side to the street and lined with active ground-floor uses may be counted as street wall, provided the retail frontage is not more than 60 feet from the back of sidewalk and is visible from the sidewalk, as listed in Section 4.B.1.

IMAGE A: Walls above the ground floor that step back less than 15 feet from the ground floor street wall are part of the street wall.



IMAGE B: Example. Building street wall at back of setback=75% of project frontage:



IMAGES: Example of minimum percent of project frontage to be lined with building street wall at back of setback. In this example, 75% of the building street wall is at the back of setback.

South Park north. Minimum 4-story street wall.

City Markets. Minimum 2-story street wall.



C. SPACING

Tower Spacing

Tower placement should be strategically coordinated with neighboring properties to reach a balance between maximizing views to the sky for pedestrians, providing privacy for residents, and minimizing conflicts with existing or potential future towers, as well as contribute to an attractive skyline.

Towers that are constructed too close to one another often minimize privacy for residents, minimize views to the sky from the public realm, create wind tunnels, and restrict the development potential of adjacent sites.

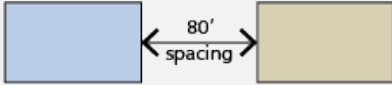

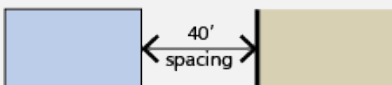
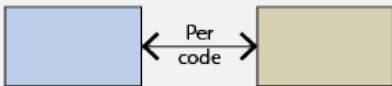
For the purposes of this document, a “tower” is defined as any building over 150 feet in height. Any portion of a building that is above 150 feet in height is subject to the tower standards and guidelines in this section.

Final tower placement and spacing shall be subject to the regulations of all applicable Codes, including the LAMC, in consultation with staff from Department of City Planning, Department of Building and Safety and Fire Department.

1. The portion of a tower above 150 feet shall be spaced from all existing, proposed, or possible future towers, both on the same block and across the street, as illustrated in Figure 6-2 and described in Table 6-2.

Figure 6-2

Plan diagrams showing scenarios for recommended tower spacing to existing and future adjacent towers.

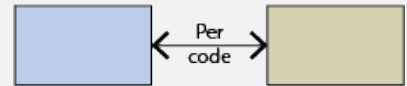
Scenarios	Recommended	Illustration
a) Adjacent Tower with Windows to Primary Rooms. The largest windows in primary room (as defined in Table 6-2) are facing one another.	The towers shall be spaced 80 feet apart, as measured from the wall of the existing adjacent tower to the proposed tower.	
b) Adjacent Towers without Windows to Primary Rooms. The largest windows in primary room (as defined in Table 6-2) are not facing one another.	The towers shall be spaced per the Building Code*.	
c) Potential Adjacent Tower. There is no existing adjacent tower, but one could be constructed in the future.	The proposed tower shall be spaced 40 feet from an interior property line and 40 feet from an alley centerline (if alley is shared with the potential adjacent tower) or reduced tower spacing is allowed per subsection e) below.	
d) No Adjacent Tower Feasible, or Limited Development Opportunities on Adjacent Site. The adjacent site is already developed, or the lot size of an adjacent site is not sufficient for development of a tower.	The tower shall be spaced per the Building Code*. To demonstrate limited tower development opportunities on an adjacent site, prepare an exhibit of the neighboring lot with 40-foot tower spacing from interior lot lines. Determine if the resulting floor plate	

size is sufficient for a tower. Generally, the minimum floor plate size for a typical tower is 10,000 square feet.

e) Minimal Impact on Adjacent Development Opportunities. Reduced spacing does not negatively impact the ability to construct additional towers on adjacent lots.

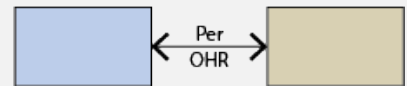
The tower shall be spaced per the Building Code*.

To demonstrate negligible impacts of reduced tower spacing onto neighboring potential development, prepare an exhibit showing comparable development opportunity at neighboring sites with the recommended tower spacing in comparison to the reduced tower spacing, using typical tower floor plate dimensions of 10,000 square feet.



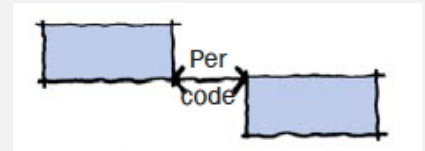
f) Adjacent Historic Resource. There is an adjacent designated or eligible historic resource that is protected from development per historic preservation laws.

The tower may be spaced per recommendations of the Office of Historic Resources to minimize negative impacts on the historic resource where such impacts are determined to be potentially significant under the California Environmental Quality Act.



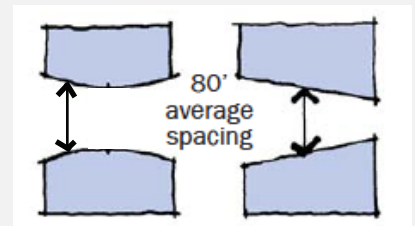
g) Offset Towers. The proposed towers are offset (staggered).

The towers shall be spaced per the Building Code*.



h) Curved or Angled Towers. The towers are curved or angled.

The towers shall have an average spacing of 80 feet, measured as the average between the narrowest and widest spacing between the primary tower elevation.



* Spacing per Building Code refers to the spacing required based on unprotected openings.

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

2. Windows should be staggered to maintain privacy between buildings. The shortest horizontal distance between building walls of residential buildings and towers should have, at a minimum, the “line-of-sight” distances from the middle of the windows specified in Table 6-2 below.

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

	PRIMARY ROOM - LARGEST WINDOW (in feet)	SECONDARY ROOMS - LARGEST WINDOW (in feet)	BLANK WALL (in feet)
Primary room - Largest window	40	30	20
Secondary rooms - Largest window	30	15	15
Blank Wall	20	15	per code
Public corridor	8	per code	per code
Side property lines	20	setback	setback

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

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

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

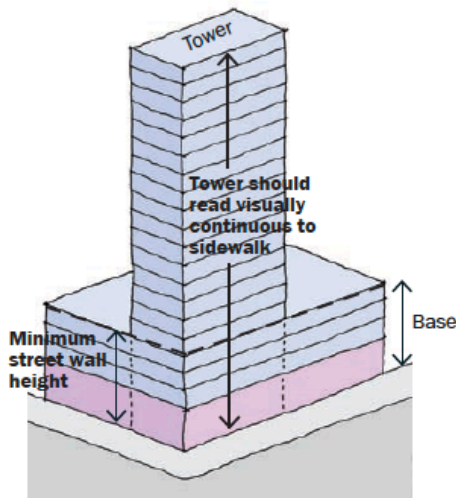
Public Corridors are corridors used for circulation. They may be located within window-to-window or window-to-wall spacing distances. However, such corridors shall also have a minimum privacy spacing distance from primary and secondary windows as established above.

3. In dwelling units, operable windows shall be installed in all units to provide natural ventilation, unless when facing directly onto a freeway or as determined by DCP staff.

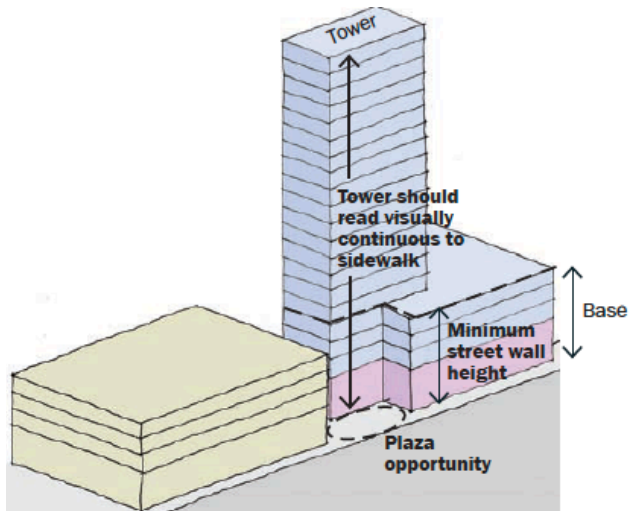
D. TOWERS

These diagrams illustrate several common types of tower forms and how the street wall minimum is measured for each. The base/tower consisting of ground floor retail and parking or habitable space above. Curtain walls of towers not stepped back from the street shall extend down to street level.

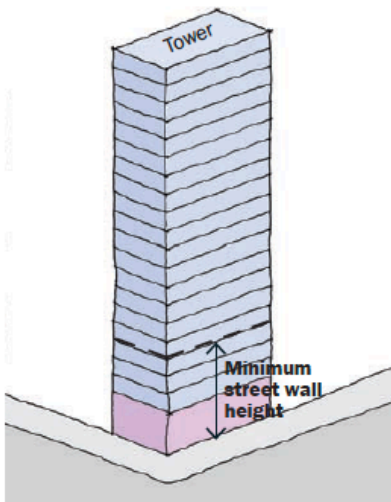
Figure 6-3 Common Tower Forms



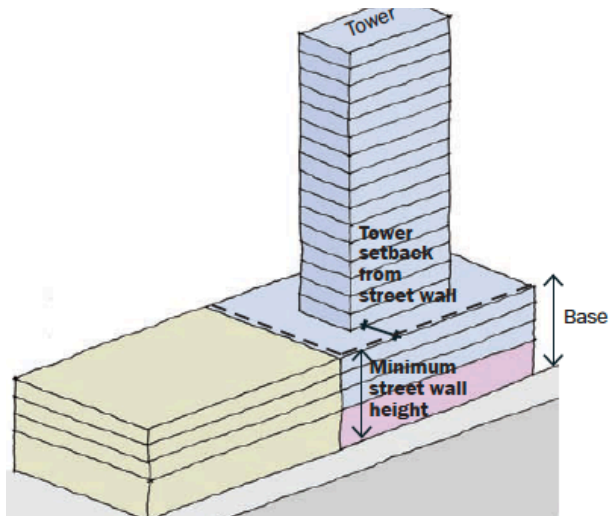
Tower at Street Corner. Base (or podium) with the tower set flush to a street corner. The tower massing and detail reads visually continuous to the sidewalk. The tower curtain wall should extend to ground floor. The minimum street wall height must be met by the base and the tower.



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



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



Tower Set onto a Base. Usually the tower rises above the base and steps back from the street wall 20 feet or more. The minimum street wall must be met by the base. This form is not generally allowed, except for projects within the Historic Core or within a property within a block contiguous to a freeway or freeway ramp.

Tower Massing

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

Towers should have slender massing and sound proportions.

1. Towers should organize, articulate, and locate the tower floor plate on the lot considering the surrounding streets, parks, open spaces, and properties to create interest.
2. Towers should have their massing designed to taper upwards and reduce overall bulk and to appear slender.
3. Towers should extend directly up from the property line at the street and are not required to be setback.
4. Tower siting and massing should maintain key views to important natural and man-made features.

Tower Form

Tower forms should appear simple yet elegant, and add an endearing sculptural form to the skyline. See IMAGES A, B and C below.

5. Curtain walls for towers should vertically extend from the tower crown to the ground floor to accentuate the tower presence along the streetfront.
6. Towers should be designed to achieve a simple faceted geometry (employing varied floor plans), and exhibit big, simple moves. They should not appear overwrought or to have over-manipulated elements.
7. Towers should provide variety through subtle details in the curtain wall, and the articulation of a human-scaled base at the street level.
8. If a project has more than one tower, they should be complementary to each other and employ the same architectural design approach.
9. A tower’s primary building entrances should be designed at a scale appropriate to the overall size and design of the tower and be clearly marked.
10. A building’s top should be delineated with a change of detail and meet the sky with a thinner form, or tapered overhang. Towers should have tapered sculptural crowns and make an appropriate contribution to the quality and character of the Downtown skyline. Flat roofs are not recommended.

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

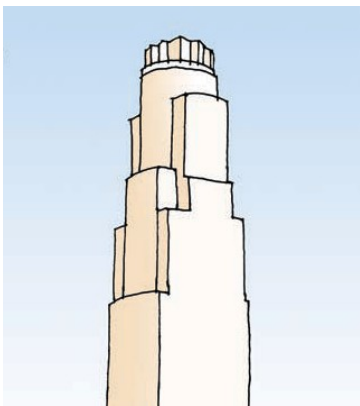


IMAGE B: Engaged. Tower as a set of engaged masses that form a sculptural top.

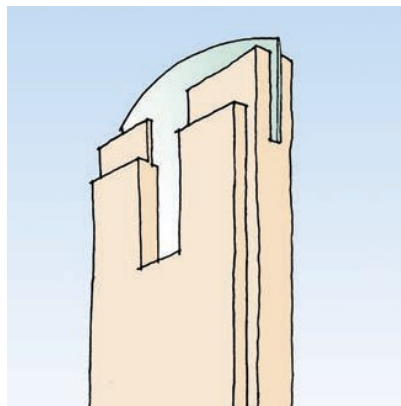
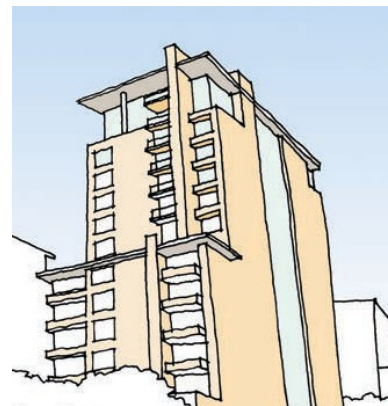


IMAGE C: Pavilion. Tower retains its box form towards the sky and culminates in a pavilion-like top.



SECTION 7

ON-SITE OPEN SPACE AND LANDSCAPING

Downtown's open space network is comprised of a series of smaller interconnected open spaces distinguished by design and function to create a connected pedestrian realm. These open spaces range from public and private uses, including public amenity spaces, common open spaces, and private open spaces, and are collectively conducive to both active and passive uses. Determinations of open space and floor area should be implemented in a manner that maximizes opportunities for resident and public-serving open space, such as on rooftops, balconies, and building cutout areas, taking into account limitations on developable space that constrain many downtown development projects.

A. OPEN SPACE NETWORK

1. Establish a clear hierarchy of open spaces which may include the following typologies:

- **Streets.** Streets, pedestrian-oriented alleys, and enhanced driveways are the most public of all open spaces. When enhanced for multi-modal connections and designed as livable spaces, they communicate the quality of the public environment and the care a city has for its residents.
- **Residential Setbacks.** Building setbacks adjacent to residential buildings provide a transition between the public and private realm, allowing residents to have private spaces with visual access to the public realm.
- **Paseos.** Paseos are extensions of the street grid located on private property. As outdoor passages devoted exclusively to pedestrians, they establish clear connections among streets, plazas and courtyards, building entrances, parking and transit facilities.
- **Entry forecourts.** Entry forecourts announce the function and importance of primary building entrances. They should provide a clear, comfortable transition between exterior and interior space.
- **Courtyards.** Courtyards are common open space areas of a scale and enclosure that is conducive to social interaction at a smaller scale.
- **Plazas.** Plazas are common open space areas typically amenable to larger public gatherings. They are readily accessible from the street, as well as active building uses.
- **Corner Plazas.** Corner plazas should be an appropriate in scale (intimate for residential, larger for commercial) and be programmed with specific uses (to provide outdoor dining for an adjacent restaurant, or small neighborhood gathering place featuring a public amenity). Unprogrammed or over-scaled corner plazas are discouraged.
- **Roof and Podium Terraces.** Roof terraces and gardens can augment open space and are especially encouraged in conjunction with hotels or residential uses.
- **Atriums.** Atriums are central open spaces in the interior of larger buildings, generally covered or enclosed by glass and used for passive recreation and social interaction.
- **Arcades.** Arcades and through-building paseos should be an appropriate scale (at minimum with double height ceilings) and be partially open to the sky or transparent.
- **Building cut-outs.** Often used to create sky gardens, cut-outs and openings should be designed to create visual interest in the building massing and provide a comfortable, usable open space.

2. Design flexible public amenity spaces that can support a range of uses including seating, lounging, conversing, window-shopping and dining, playing, or special events programming such as farmers markets and art exhibits.

3. Where blocks are longer than 400 feet (the north-south dimension of most Downtown blocks exceed 400 feet), one mid-block pedestrian pathway or paseo, which is open to the public, should be provided to enhance walkability of Downtown's streets and neighborhoods.

B. GUIDELINES FOR ALL OPEN SPACES

4. All open spaces shall provide ADA-compliant walkways to ensure ease of access for all users.
5. All open spaces should include or connect to at least one gathering space or focal element. Additional gathering spaces and focal elements are encouraged for larger open spaces or open spaces with meandering walkways.
6. All public amenity spaces should provide signage at the open space entrance (whether adjacent to the sidewalk, at the building entrance or lobby, or individual entry into the open space). The signage shall include the phrase “Open to Public” and list the hours of operation. If the public amenity space is not directly accessible from the sidewalk, wayfinding signs should be placed at the building entrance and at stairwells/elevators of the primary circulation core.
7. Provide publicly accessible open spaces at street level that provide pedestrian linkages throughout Downtown. Generally, to ensure accessibility, open spaces shall be provided at ground level, with up to 2 feet difference in elevation from the sidewalk, as listed in Table 7-1. Any changes in grade shall be gradual, with direct sight lines into the open space.
8. Ensure open-air open spaces are landscaped to provide shade, aesthetics, and comfort for users, as listed in Table 7-1. Planters, planter boxes and similar planting containers may count toward this requirement.
9. Provide sufficient seating for public open spaces as listed in Table 7-1. At least 50 percent of seating must be movable, and 50 percent must have backings, to facilitate enjoyment and use of open spaces. Two linear feet of bench or seat wall equals one seat. For the purpose of calculating seating, adjacent commercial outdoor seating within the open spaces shall be included in the calculation.
10. Non-movable or fixed seating should be placed with consideration to noontime sun and shade; deciduous trees should be planted as the most effective means of providing comfortable access to sun and shade.
11. On above-grade open spaces including roof or podium terraces, building cut-outs, or residential courtyards, incorporate trees and other plantings in permanent and temporary planters that will shade, reduce reflective glare, and add interest to the space.
12. Landscape elements should support an easy transition between indoor and outdoor space through such means as well-sited and comfortable steps, shading devices and/or planters that mark building entrances, etc.
13. Landscape elements should establish scale and reinforce continuity between indoor and outdoor space. Mature canopy trees shall be provided within open spaces, especially along streets and required setbacks.
14. Landscape elements should provide scale, texture and color. A rich, coordinated palette of landscape elements that enhances the Development Site’s identity is encouraged.
15. Landscaping should be used to screen or break up the mass of blank walls. For example, trees and shrubs may be planted in front of a blank wall where there is room or vines may be trained on the wall where space is limited.
16. Open spaces should be designed with the character of outdoor rooms contained by buildings as listed in Table 7-1 by providing architectural features on any adjacent building walls.

C. GUIDELINES BASED ON OPEN SPACE TYPE:

1. Design each of the on-site open spaces as listed in Table 7-1:

Table 7-1: Design Guidelines for On-Site Open Spaces

OPEN SPACE TYPE	SIZE	LOCATION	CONTAINMENT	CONNECTION	PUBLIC ACCESS
PLAZA	2,000 sf min. 3:1 max. length-to-width ratio	Street level	1 side	Direct connection required from sidewalk	Required
COURTYARD	At least 15 ft but no more than 50 ft deep	Street level	3 sides Open to sky	Direct connection required from sidewalk	Required
ROOF/PODIUM TERRACE	400 sf min. No less than 15 ft deep	Above grade or rooftop	No sides	Direct connection required from primary circulation core	Not required
BUILDING CUT-OUT	400 sf min. Double height min.	Above grade	3 sides	Direct connection required from primary circulation core	Not required
PASEO	15 ft wide min. 20 ft wide on average 75% open to sky	Street level	2 sides	Direct connection required from sidewalk	Required
ATRIUM	20 ft wide min. Double height min.	Street level	4 sides 75% covered in transparent material min.	Direct connection from primary building entrance	Required
ARCADE	20 ft wide min. Double height min.	Street level	2 sides 75% covered in transparent material min.	Direct connection required from sidewalk	Required
RESIDENTIAL SETBACK	N/A	Street level	1 side	Private with visual access	Not required

Table 7-1 (continued)

OPEN SPACE TYPE	VISIBILITY	ACTIVE USES	SEATING	PLANTING	HOURS OF ACCESS
PLAZA	Clear sight lines from sidewalk to plaza interior	Lined with active ground floor uses including retail, restaurants, and/or cultural uses along min. 50% of enclosed frontage	1 seat per 50 sf	25%	1 hour before sunrise and 1 hour after sunset
COURTYARD	Clear sight lines to the back of courtyard, including any active uses, such as retail or entrances	Lined with active ground floor spaces including retail, restaurants that include outdoor dining, and/or cultural uses, along min. 75% of adjacent building wall	1 seat per 50 sf	25%	1 hour before sunrise and 1 hour after sunset
ROOF/PODIUM TERRACE	Clear sight lines to back of terrace or focal element	N/A	1 seat per 50 sf	25%	1 hour before and after regular business hours of adjacent uses
BUILDING CUT-OUT	Clear sight lines to building edge	N/A	1 seat per 50 sf	10%	1 hour before and after regular business hours of adjacent uses
PASEO	Clear sight lines to back of paseo, gathering place, or focal element	Be lined with active ground floor uses including retail, restaurants, cultural uses, and/or residential units with individual entrances directly off of the paseo along min. 50% of its frontage	1 seat per 200 sf	20%	1 hour before and after regular business hours of adjacent uses
ATRIUM	Clear sight lines to back of atrium or focal element	Lined with active ground floor spaces including retail, restaurants that include outdoor dining, and/or cultural uses, along min. 50% of its frontage	1 seat per 50 sf	10%	1 hour before and after regular business hours of adjacent uses
ARCADE	Clear sight lines to back of arcade or focal element	Lined with active ground floor spaces including retail, restaurants that include outdoor dining, and/or cultural uses, along min. 50% of its frontage	1 seat per 200 sf	10%	1 hour before and after regular business hours of adjacent uses
RESIDENTIAL SETBACK	Clear sight lines from sidewalk to residential building wall	Lined with individual entrances to ground-floor residential units	N/A	50%	N/A

D. EXCEPTIONS

Provide adequate site landscaping and residential open space per Section 12.21.G. of the Zoning Code to serve residents. Additional provisions and exceptions are permitted as follows:

1. If a project is requesting a reduction in required open space, the project shall provide an amenity space that is accessible to the public and consistent with Table 7-1 See IMAGE B below. In addition, the public amenity space shall:
 - Be located at the ground level, or provide wayfinding signs for publicly-accessible spaces above ground level;
 - Be at least 40% landscaped, including usable lawn or lawn alternative;
 - Include at least one gathering place or focal element;
 - Provide at least 5 of the required short-term bicycle parking spaces;
 - Provide other supportive amenities conducive to first-last mile connections, multi-modal transportation, and mobility hubs, including bikeshare stations, Wi-Fi, and transit information; and
 - Provide signage indicating public use (i.e., containing the phrase “Open to the Public”) and also include hours of operation and contact information for maintenance or emergency.
2. At least 50% of the required trees shall be canopy trees that shade open spaces, sidewalks and buildings.
3. Any required trees that cannot be accommodated on-site may be planted off-site as approved by DCP through coordination with City Plants (a public-private partnership organization with the City of Los Angeles under the Board of Public Works) or similar organization as approved by DCP. Off-site trees may be planted, in the following locations in order of preference: nearby streets, public parks and public facilities. Off-site trees may be planted in the following geographic areas in order of preference: within the Downtown Design Guide project area, abutting neighborhoods, or at the discretion of City Plants. The Applicant shall provide funds to City Plants equivalent to those necessary for the trees, concrete cut, planting, and 3 years of watering and maintenance for each tree. An agreement with City Plants demonstrating compliance with this condition shall be furnished at the time of Building Permit Clearance.

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



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



IMAGE: Good example of a commercial corner plaza.



IMAGE: Good example of a roof terrace.



IMAGE: Seating is an essential element in most open spaces.



IMAGES: Landscaping can take a variety of forms.



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



SECTION 8

ARCHITECTURAL DETAIL

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

A. ORGANIZATION OF ARCHITECTURAL FEATURES

1. Architectural features shall be layered to emphasize certain features of the building such as entries, corners, common open spaces, public amenity spaces, and organization of units.
2. Accentuate main building entries by creating a vertical break in the building wall. The curtain wall above the building entry should be designed as the focal point of the building façade and seamlessly integrate the building entry into its design. See IMAGE B below.
3. Alternate different textures, colors, materials, and distinctive architectural treatments to provide scale and three-dimensional qualities to the building and add visual interest while avoiding dull or repetitive facades. Architectural variation should be of an appropriate scale and applied purposefully to reflect changes in the building uses or structure.
4. Windows and doors shall be used as character-defining features to reflect an architectural style or theme consistent with other façade elements. Windows should project or be inset from the exterior building wall and incorporate well-designed trims and details. Use balconies, fenestration, or other elements to create an interesting pattern of projections and recesses.
5. If stairs are used in common areas, such as an atrium or lobby, they should be highly visible and integrated with the predominant architectural design elements of the main building.

B. HORIZONTAL AND VERTICAL VARIATION

1. Vary the plane of a building to provide visual interest and contribute to the quality and definition of the street wall. Apply horizontal architectural variations to break down the scale and massing of longer facades. See IMAGE A on the following page.

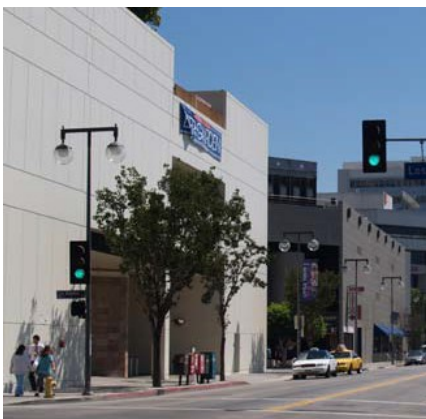


IMAGE A: Bad example. Building façade provides little to no visual relief and too much blank surface.



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



IMAGE A: Good example of horizontal variation along a façade.

2. Design buildings with variation to clarify the building's uses and visually differentiate the following (see IMAGE B below):
 - A ground floor uses from core functions and how the building “meets the sky”;
 - A distinct base at the ground floor (street and pedestrian lower levels);
 - A mid-section with core functions, often consistent for multiple floors of a mid- to high-rise building; and
 - A top (the upper level that distinguishes a building and defines how it “meets the sky”).

3. Employ a different architectural treatment on the ground floor façade than on the upper floors. See IMAGES C & D below.

Provide an identifiable break between the building's base and mid-section with a change in material, change in fenestration pattern or similar means.

4. Active street walls are required. While blank street wall façades are prohibited, an exception may be made for integration of public art or a graphic-based façade if it adds scale, interest, and character to an otherwise bland frontage, and contribute to an active streetscape. In these cases, the façade should be a maximum of four floors high, and should have horizontal variation in its surface plane (using cut outs, insets or pop-outs). It should employ different scaled elements when viewing the entire building massing and as viewed by pedestrians at a more intimate street scale.
5. In order to respect existing historic datums, the cornice or roof line of historic structures should be reflected with a demarcation on new adjacent structures. Similarly, the fenestration and pattern of historic buildings should be reflected on new adjacent structures.
6. Where appropriate, employ shade and shadow created by reveals, surface changes, overhangs and sunshades to provide sustainable benefits and visual interest on façades exposed to the sun.



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

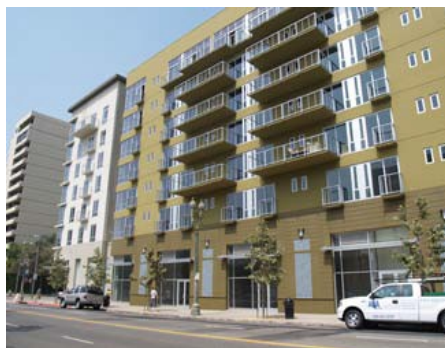


IMAGE C: Good example of a street wall with balconies and varied windows that create a pattern of projections and recesses.



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

C. MATERIALS

After establishing a building's overall massing and vertical and horizontal variation, it is important to develop a building's visual character at the level of material choices and detailing. Detail buildings with rigor and clarity to reinforce the architect's design intentions and to help set a standard of quality to guide the built results. The interplay of materials, windows and other elements should support the larger design objectives as articulated by the architect.

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

1. Feature long-lived and sustainable materials. The material palette should provide variety, reinforce massing and changes in the horizontal or vertical plane.
2. Use especially durable materials on ground floor façades. Low-quality materials such as stucco, plaster, and EIFS are prohibited at the ground-floor along any streets, alleys, or public amenity spaces.
3. Use especially high-quality durable materials on upper floor facades. Low-quality materials such as stucco, plaster, and EIFS are not permitted on exterior building facade facing streets, alleys, or public amenity spaces, except as minor detail components amounting to no more than 10 percent of any elevations above the ground floor.
4. To provide visual variety and depth, layer the building skin to provide a variety of textures that bear a direct relationship to the building's massing and structural elements. The skin should reinforce the integrity of the design concept and the building's structural elements, and not appear as surface pastiche. See IMAGE A below.
5. Layering can also be achieved through extension of two adjacent building planes that are extended from the primary façade to provide a sculptural composition. See IMAGES B and C on the following page.
6. The building's skin, especially for towers, should be primarily transparent.
7. Design curtain walls with detail and texture, while employing the highest quality materials.
8. Design the color palette for a building to reinforce building identity and complement changes in the horizontal or vertical plane.

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

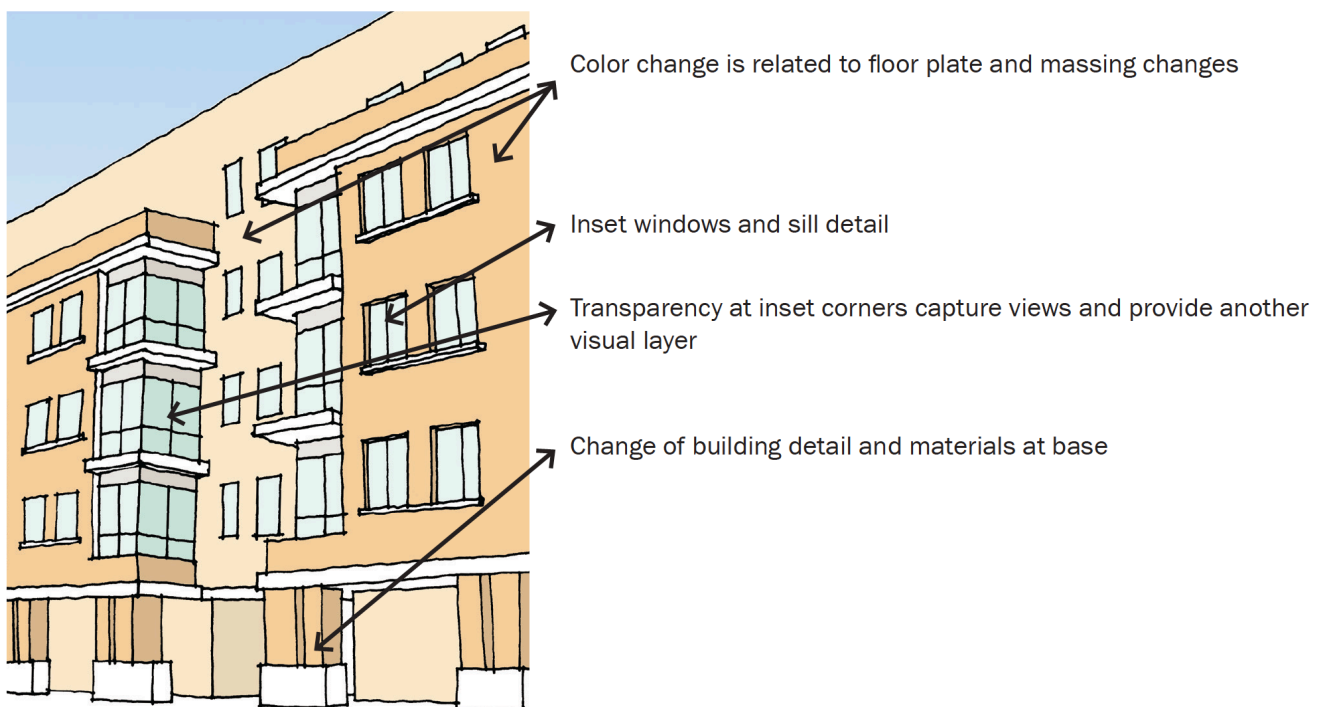


IMAGE B: Bad example. Building with poor variation, materials and detail choices.

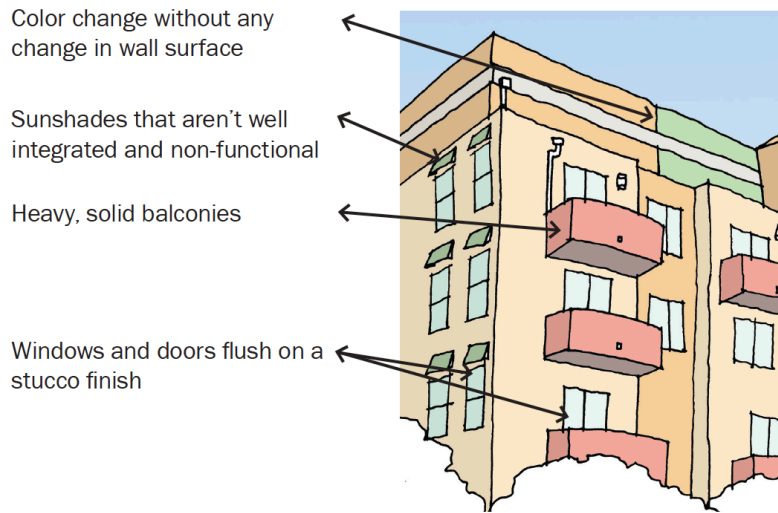


IMAGE C: Layering with two adjacent planes that extend from the primary façade forming a modern composition.



D. WINDOWS AND DOORS

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

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

IMAGES: Windows should be well-detailed and have a recessed depth.



E. GLAZING

Incorporate glazing that contributes to a warm, inviting environment.

1. For both curtain wall and window/door glazing above the ground floor, use glazing that provides some visibility into the building and creates a light appearance, while meeting Title 24 standards, through a combination of low-E coating, reflective coating, and tint, with the intent of reducing the appearance of the reflective coating. Traditional high-performance reflective coatings, such as stainless steel, pewter and titanium, which typically have a Visible Light Transmittance (VLT) of less than 10 percent, are prohibited. Typically, glazing with a Light to Solar Gain (LSG) ratio of 1.25 or more and reflectance of less than 45 percent will achieve this intent. Silkscreen or frit patterns to improve visibility to birds should be considered.
2. A limited amount of translucent glazing may be used to provide privacy.

F. LIGHTING

Provide well-designed architectural and landscape lighting integrated into the proposed project to create a sense of safety, encourage pedestrian activity after dark, and support Downtown's vital nightlife.

1. Each project should develop a system of lighting with layers that contribute to the night-time experience, including façade uplighting, sign and display window illumination, landscape, and streetscape lighting.
2. Architectural lighting should be integrated with the building design and relate to the pedestrian and accentuate major architectural features. See IMAGE A on the following page.
3. Tower crowns should have architecturally integrated lighting to enhance the tower's presence in the skyline. Residential towers are not required to have crown lighting.
4. Landscape lighting should be of a character and scale that relates to the pedestrian and highlights special landscape features. See IMAGE B on the following page.

5. Exterior lighting shall be shielded to reduce glare and eliminate light being cast into the night sky.
6. Exterior lighting shall be directed away from adjacent properties and roadways, and shielded as necessary. In particular, no light shall be directed at the window of a residential unit either within or adjacent to a project.



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



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

Security lighting

7. Integrate security lighting into the architectural and landscape lighting system. Security lighting should not be distinguishable from the project's overall lighting system.
8. Illuminate alleys for both vehicles and pedestrians in a way that provides character and scale.

G. SECURITY GRILLES AND ROLL-DOWN DOORS AND WINDOWS

Balance the need for security doors and windows with the need to create an attractive, inviting environment. See IMAGES A, B, and C on the following page.

1. Security grilles and roll-down doors are not permitted, except as noted below and subject to approval by DCP staff:
 - Interior security grilles and roll-down doors that are retractable and designed to be fully screened from view during business hours are allowed. Along public rights-of-way, walkways, paseos, or public amenity spaces, security grilles and roll-down doors shall be at least 75% transparent (open). Exterior security grilles and roll-down doors may be permitted in the City Markets, provided they are designed to be fully screened from view during business hours.
 - Exterior security grilles and roll-down doors may be permitted along existing buildings or historic structures, provided they are not facing public rights-of-way, walkways, paseos, or public amenity spaces, and are designed to be fully screened from view during business hours.
 - Security grilles and roll-down doors concealing back-of-house uses such as trash storage or utilities are allowed.
 - Where a decorative grill is used to screen windows and openings as permitted by DCP staff.



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



IMAGE B: Awnings can be used to conceal existing exterior roll-down doors during business hours.



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

H. MINIMIZING IMPACTS ON NEIGHBORS

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

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

1. Mechanical equipment shall be either screened from public view or the equipment itself shall be integrated with the architectural design of the building. Mechanical equipment shall not be placed on balconies or other private or common open space areas.
2. Ventilation intakes/exhausts shall be located and designed to divert air flow away from the street and to minimize adverse effects on pedestrian comfort along the sidewalk. For new construction, typically locating vents more than 30 feet vertically from a sidewalk and directing the air flow away from the public realm will accomplish this objective. For existing or historic structures, projects shall integrate venting systems into the structure so that air flow is not diverted directly onto the sidewalk.
3. Buildings should be communications-ready, with antenna or satellite wiring integrated into the building. Otherwise, all antennas and satellite dishes shall be screened from view.

Minimize glare upon adjacent properties and roadways.

4. Reflective materials or other sources of glare (like polished metal surfaces) shall be designed or screened to not impact views from surrounding windows nor result in measurable heat gain upon surrounding windows either within or adjacent to a project.

SECTION 9

STREETSCAPE IMPROVEMENTS

Streets are a defining feature of the public realm, serving a suite of benefits that allow for travel, commercial activity, and social interaction. As the City continues to expand and invest in its infrastructure, city agencies must coordinate with Applicants and property owners to enhance the streetscape realm, create attractive environments for walking, biking, and transit, and ultimately foster a vibrant public realm in Downtown Los Angeles.

A. RESPONSIBILITIES OF THE CITY AND OTHER PUBLIC AGENCIES

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

B. RESPONSIBILITIES OF THE APPLICANT

- Provide sidewalks, parkways and walkways as specified in Section 3.
- Install and maintain the improvements specified in this section. Street trees shall be provided in conjunction with each project. In-lieu fees are not allowed unless permitted by the Decision-Maker per Section 7.
- Execute a Maintenance Agreement per Revocable Permit process requirements with the City by which the Applicant agrees to maintain the streetscape improvements and accepts liability for them. For improvements abutting other properties other than the project site, consent from the abutting property owner may be required by DPW.
- If providing pedestrian lighting, install the pedestrian lighting as specified in Section 9.I and agree to an on-going assessment by the City to maintain and operate the lights.

C. IMPROVEMENT TYPES AND GUIDING DOCUMENTS

There are several policy documents that propose streetscape and public realm improvements for the Downtown area including the Broadway Streetscape Master Plan, Little Tokyo Community Design Overlay, and the Los Angeles Sports and Entertainment District. Another such document is the ConnectUS Action Plan. The ConnectUS Action Plan is a conceptual policy document prepared by the Los Angeles County Metropolitan Transportation Authority, in partnership with Downtown communities, which identifies types of potential streetscape improvements with the goals of improving access and mobility between districts, enhancing pedestrian and cyclist safety, and better connecting Union Station to surrounding areas.

The ConnectUS document serves as a guide for improving the public right-of-way, including the sidewalk and roadway, in these areas. Streetscape projects and/or private development projects in this area shall refer to the plan for public

realm improvement ideas for incorporation into changes in the public realm. The plan identifies three types of improved streets for the area, mapped in IMAGE A below. These improvement types are: esplanades, walk bike streets, and walk streets and include different pedestrian and bicycle improvements.

1. Esplanades are comprised of a buffered path at sidewalk level with physical separation of pedestrians, bikes, and cars.
2. Walk Bike Streets provide a physical barrier between a bicyclist and moving vehicles as well as enhanced pedestrian features.
3. Walk Streets consist of enhancements mainly for safety and comfort of pedestrians.

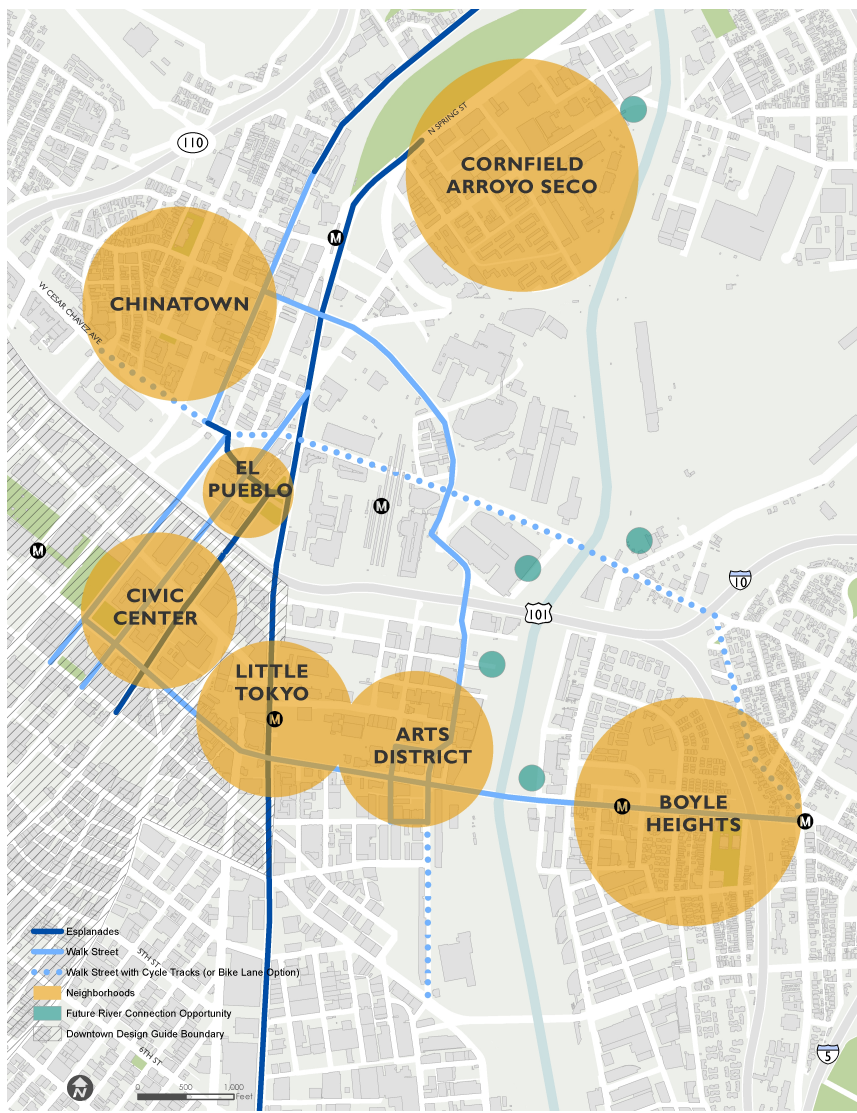


IMAGE A: ConnectUS within the Downtown Design Guide area.

D. STREETSCAPE PROJECT APPROVAL AND PERMITS

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

- **A-permit.** The A-Permit is the first level of street improvement permits and is issued over the counter with no project plans. Items typically permitted through this type of review are new or improved driveways and

sidewalks. A nominal fee may be charged for plan check, filing, and inspection.

- **Revocable Permit.** Revocable Permits are the second or mid-level of street improvement permits. Projects requiring approval through the Revocable Permit process include improvements within the public right-of-way that do not change the configuration of the street. Revocable permit applications require the submittal of professionally prepared drawings on standard City (Bureau of Engineering) drawing sheets and are reviewed by the various Bureaus within the Department of Public Works for safety and liability issues. Improvements approved through the Revocable Permit process are maintained by the permittee. Failure by the permittee to keep the improvement in a safe and maintained condition allows the City to revoke the permitting rights at which point a permittee is requested to restore the street to its original condition. A moderate fee is assessed for plan check, administrative filing, and inspection and the Applicant is typically required to provide proof of liability insurance.
- **B-Permit.** The B-Permit is reserved for streetscape projects requiring the highest level of review. A B-Permit is usually issued for improvements that change the configuration of the street, traffic patterns, or other substantial permanent changes to the streetscape. Approval through the B-Permit process is required for projects that are permanent in nature and developed to a level that allows the City to maintain the improvement permanently. Projects subject to the B-Permit review process require professionally prepared drawings submitted on standard City (Bureau of Engineering) drawing sheets and are reviewed by all public agencies affected by the improvements. A fee commensurate with development is assessed for plan check, administration, and inspection. Construction bonding is required to ensure that the improvements are installed, and various levels of insurance are required.

E. CONSISTENCY BETWEEN OLD ENTITLEMENTS AND CURRENT STANDARDS

1. Where previous entitlements differ from current standards, compliance with current standards should be flexible but meet the overall intent. When applying this guideline, the City shall take into account the existence of any vested rights pursuant to vested entitlements, such as a vesting tentative tract map and/or a development agreement.
2. Required sidewalk widths must be provided by sidewalk easements, which must be designed as needed to match the improvements on the remaining sidewalk.

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



F. CURB EXTENSIONS AND CROSSWALKS

1. To improve walkability and connectivity by reducing crossing distances, mid-block crosswalks shall be provided on all north-south blocks 550 feet or longer subject to approval by LADOT.
2. Curb extensions shall be provided at all mid-block crossings and corners subject to approval by LADOT except 1) where the curb lane is used as a peak-hour travel lane, 2) where the parking lane is required as a right-turn lane as determined by LADOT, or 3) where future bike and streetcar facilities which would preclude the curb extension are proposed. See IMAGE A below.
3. Generally, if the project comprises any one-third or 200 feet of the block frontage, it shall provide and maintain the crosswalks and curb extensions on its side of the street. Larger projects with 400 feet of block frontage should provide both mid-block crosswalk and curb extension improvements. See IMAGE B below.

IMAGE A: Corner curb extension at Grand Avenue and 11th Street.



IMAGE B: Mid-block crosswalks on north-south streets improve pedestrian access.



G. PAVING PATTERN

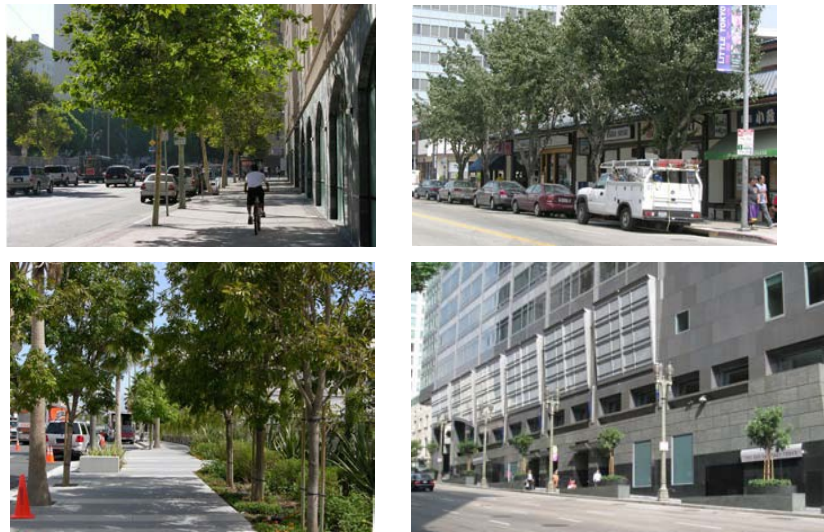
1. Projects must comply with the paving patterns required by a Streetscape Plan (for instance, Los Angeles Sports and Entertainment District, 7th Street, or Broadway Streetscape Plans).
2. Special paving patterns at building entries are encouraged and require approval by BOE.

H. STREET TREES

Tree Species and Spacing

1. Street tree species shall be selected per the Master Street Tree List in Appendix B unless otherwise approved by DCP staff and UFD.
2. Street trees shall be spaced not more than an average of 30 feet on center to provide a more-or-less continuous canopy along the sidewalk.
3. Spacing from other elements shall be as specified by the UFD.
4. Interspace varied street tree species along the sidewalk to ensure net benefits of continuous canopy and shade, aesthetics, and environmental benefits. Required street trees shall be shade trees. Palms may be planted between or in addition to required shade trees.
5. Trees shall achieve a mature height, given site conditions, of at least 40 feet on Boulevards and Avenues and 30 feet on other streets with a mature canopy that can be pruned up to a height of 14 feet. Typically, street trees will achieve about two-thirds of the mature height specified in Sunset Garden Book.

IMAGES: Streetscape improvements will vary by district and project. While street trees are sufficient for some areas (top 2 images), more substantial landscaping in the form of parkways along cultural institutions (bottom left) or planter barriers along public facilities (bottom right) is appropriate.



Planting Standards

6. Plant minimum 36-inch box trees within parkways or tree wells as specified in Section 3. Smaller-sized trees such as 24-inch box trees may be planted along Parkway Zones that are less than 4 feet wide, or as required by UFD.
7. Parkway shall be planted with drought-tolerant plants. Drought-tolerant plants that qualify as walkable surfaces include, but are not limited to, *Achille millefolium* (Yarrow), *Buchloe dactyloides* UC Verde (UC Verde Buffalo Grass), *Carex praegracilis* (California Field Sedge), *Carex pansa* (California Dune Sedge), and *Dymondia margaetae* (Dymondia) as listed in BOE Residential Parkway Landscaping Guidelines. Drought-tolerant plants may not be more than 2 feet tall. The areas within 2 feet of tree trunks or adjacent to curbside parking or loading shall be free of low-level planting as specified in Section 3.A.6-8. Tree wells may be planted with drought-tolerant walkable plants as listed in 9.H.7. Tree wells that are not planted with low-level plants shall be covered with decomposed granite per Standard Plan S-450.
9. Where gap-graded (structural) soil is required by Section 3, it shall be installed to a depth of at least 30 inches below the required miscellaneous base material under the concrete sidewalk within 20 feet of any tree trunk centerline and for the entire length and width of the sidewalk adjacent to the project, except: 1) gap-graded soil is not required under driveways and 2) adjacent to existing buildings, the existing soil should be excavated at a 2:1 slope away from the building wall or as required by the Department of Building and Safety to avoid shoring of the building footing.
10. Irrigate the trees and landscaped parkways with an automatic irrigation system. In-line drip irrigation is preferred. Spray heads or bubblers installed per DPW standards may also be used provided they do not directly spray the tree trunks.
11. Maintain and prune street trees as specified by the Urban Forestry Division, including: obtain a permit prior to pruning and adhere to International Society of Arboriculture (ISA) Tree Pruning Guidelines and American National Standards Institute (ANSI) A300 standards. “Topping” and “heading” of street trees are prohibited.

IMAGES: Topping and heading is prohibited.



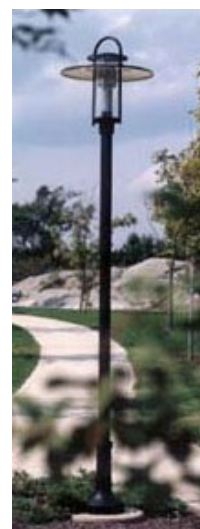
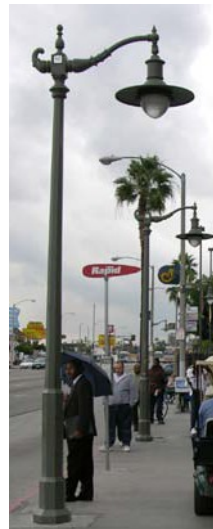
I. STREET LIGHTS

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

1. On streets having an established historic street light, continue the predominant street light pattern, modified as required by BSL to meet current illumination standards, using replicas of the historic street lights as specified by BSL. If a project includes roadway widening, refurbish and relocate the historic street lights with supplemental replicas as required by BSL.
2. In other locations, pedestrian street lights, as specified by DCP staff and approved by BSL, shall be attached to each existing roadway light and a matching pedestrian light on a pole specified by the DCP staff and approved by the BSL shall be installed approximately equidistant between the roadway lights. Pedestrian light spacing must be carefully coordinated with street tree planting in order to meet BSL spacing requirements and maintain the required tree spacing. An alternative street lighting pattern may be approved by DCP staff and BSL.
3. Pedestrian street lights may be set back from the curb on wide sidewalks installed on private property as follows:
 - Where sidewalks are at least 24 feet wide, the pedestrian lights may be set back between the clear path of travel and the commercial activity zone adjacent to the building.
 - Where the building is set back from the sidewalk, the pedestrian street lights may be installed on poles directly adjacent to the back of sidewalk.
 - All light sources shall provide a warm (yellow, not blue) light of metal halide or high-pressure sodium or, preferably, LED lights that produce a similar quality of light.
 - All optic systems shall be cut-off.
 - Street light conduit should be placed directly at back of curb to avoid conflict with root balls.



IMAGES A: Street lights.



IMAGES B: Pedestrian lights.

J. OTHER UTILITIES

1. When required, install parking meters and traffic signs 20 inches on center from the curb face.

SECTION 10

SIGNAGE

Signage can contribute to creating strong building identity when it is well-integrated with the design of the architecture. A project's signage program must begin during design development to better achieve integration with the architecture.

The provisions in this section supplement the Zoning Code.

Applicants with limited experience in signage design and implementation are encouraged to review Appendix A. Guide to Tenant Signs.

A. CONCEPTUAL SIGN PLAN

1. All projects over 50,000 square feet, or that have more than 50 residential units, shall submit a conceptual sign plan for the entire project during the entitlement phase. The conceptual sign plan shall identify all sign types that can be viewed from the street, sidewalk or public right-of-way. The intent of the conceptual sign plan is to ensure a cohesive, integrated sign program so that all individual tenant signs will attribute to and create strong project identity. The conceptual sign plan will be for information purposes only, and should show general placement on the façade and size.

While filing for entitlements, the applicant shall submit a conceptual sign plan to DCP staff, including:

- A site plan identifying the general location of all signs and showing its location in relation to structures, walkways and landscaped areas; and
- A schematic elevation of each building façade identifying the general placement, size, and sign area of all sign types.

Before application for Certificate of Occupancy, the applicant shall submit detailed sign plans to DCP staff, including:

- A matrix describing general characteristics of each sign type, sign name or number, illumination, dimensions, and quantity; and
- A scaled elevation of each sign type showing overall dimensions, sign copy, typeface, materials, colors and form of illumination.

B. SIGNAGE GUIDELINES FOR ALL SIGN TYPES

Signs in Context

1. Signs should be conceived as an integral part of the project design so as not to appear as an afterthought. All signs shall be integrated with the design of the project's architecture and landscaping.
2. As a family of elements, signs should be related in their design approach and convey a clear hierarchy of information.
3. The location, size, and appearance of signs should complement the building and should be in character with the Downtown district in which they are located. Compatibility shall be determined by the relationships of the elements of form, proportion, scale, color, materials, surface treatment, overall sign size and the size and style of lettering. The surrounding environment shall be comprised of other nearby signs, other elements of street and site furniture, and adjacent and surrounding properties, including residential areas.
4. Signs should respect residential uses within and adjacent to a project. The intent is to promote a more peaceful living environment without undue impacts upon residential uses. Small signs, no animation, limited lighting and shorter operating hours are appropriate where signs are visible from residences.

5. Except in locations where street trees are not required, no signs shall be located between 14 feet above sidewalk elevation and 40 feet above sidewalk elevation to avoid conflicts with the tree canopy, except where the Applicant demonstrates that no conflict will occur.

Sign Illumination and Animation

6. Illuminated signs that reflect the individual character of the Downtown districts are encouraged.
7. Signs shall use appropriate means of illumination. These include: neon tubes, fiber optics, incandescent lamps, cathode ray tubes, shielded spotlights and wall wash fixtures.
8. Signs may be illuminated during the hours of operation of a business, but not later than 2 a.m. or earlier than 7 a.m. Signs for 24-hour uses, such as hotels, are exempt from these limited hours of illumination.

C. SIGNAGE GUIDELINES BY PLACEMENT ZONE

Signage characteristics vary depending on its placement within a project site. The following sections provide guidelines for signage based on their placement within a project site, for instance, at the ground level (pedestrian sign), building wall (wall sign), roof level for towers (tall building sign), or throughout a project development (campus sign).

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

Pedestrian Signs

Pedestrian signs are defined as signs placed at the pedestrian level (i.e., within the first vertical 14 feet of a building wall), and may include wall signs, and window/awning/marquee signs. These signs are essential in reinforcing the ground level streetfront, creating a sense of identity of a building, and assisting in wayfinding for pedestrians. See IMAGES on the following page.

1. Signage should reinforce the identity of the project and be visible from the most prominent public corner or frontage.
2. Signage should identify the main/visitor entrance or lobby, resident or visitor parking, community facilities, major amenities and commercial uses. These signs should be related in style and material while displaying a clear hierarchy of information.
3. Pedestrian signs should be appropriately scaled from the primary viewing audience (pedestrian-oriented districts require smaller signage than fast moving automobile-oriented districts).
4. The location, size, and appearance of tenant identification signs should contribute to street activity and enhance the street-level experience that is appropriate to each Downtown district or neighborhood.
5. For projects that have multiple storefront tenants of similar size, generally all signage should be of the same type (i.e., cut out letters, blade, or neon) and the same relative size and source of illumination. Retail tenants will appear to be different by their store name, font, color and type of retail displays.
6. Historic buildings with ground floor retail shall have signs that do not obscure the architecture, but are integrated into the original or restored storefront elements.
7. Signs for community facilities should be prominent and easily read by first time visitors.

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



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



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

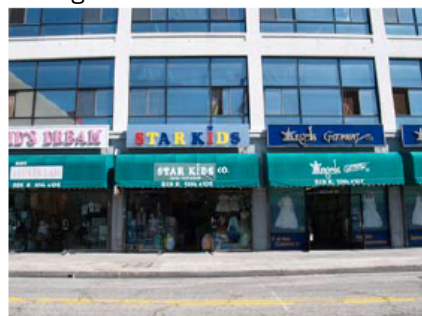


IMAGE: Appropriately Scaled Signs. Example of retail sign appropriately scaled to the storefront in a pedestrian-oriented environment.



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



IMAGES: Hierarchy of Signs. Examples of residential identity signage present at the most prominent corner. A related family of signs ranging from overall project identity to the parking garage entry.



Building Wall Signs

Signs placed above the pedestrian level (i.e., above 14 feet in height along a building wall) are generally discouraged, unless the signage is providing identity for a low- to mid-rise residential or mixed-use residential building. If allowed by DCP staff, they must be designed with the following criteria:

8. Mid-rise building signs are only permitted if indicating publicly-accessible uses, rather than private residential or office uses.
9. Mid-rise building signs shall be integrated with the design of the project's architecture, landscaping, and lighting, relate to other building signs for the project, and convey a clear hierarchy of information.
10. Mid-rise building signs should be appropriately scaled from the primary viewing audience (pedestrian-oriented signs require smaller signage than fast moving automobile-oriented districts).

Tall Building Signs. See IMAGES A, B, and C on following page.

Buildings at least 120 feet tall may have "Tall Building Signs" that identify the building, subject to the following criteria:

11. **Location.** On a flat-topped building, Tall Building Signs must be located between the top of the windows on the topmost floor and the top of the roof parapet or within an area 16 feet below the top of the roof parapet. On buildings with stepped, non-flat, or otherwise articulated tops, Tall Building Signs may be located within an area 16 feet below the top of the building or within an area 16 feet below the top of the parapet of the main portion of the building below the stepped or articulated top. Tall Building Signs must be located on a wall and may not be located on a roof, including a sloping roof, and may not block any windows.
12. **Maximum Sign Area.** A Tall Building Sign may not occupy more than 50% of the area in which the sign may be located on a single building face or 800 square feet, whichever is less and may include only a single line of text.
13. **Number of Tall Building Signs.** A building may have no more than two Tall Building Signs on any two sides of the building. In the case of a cylindrical or elliptical building, the building should be considered to have four quadrants, which will in no case exceed 25% of the perimeter of the building. Both Tall Building Signs on a building must be identical in design.
14. **Materials.** Tall Building Signs must be constructed of high quality, durable materials that are compatible with the building materials. Cut-out letters that are individually pin-mounted and backlit are encouraged. Box signs are prohibited.
15. **Orientation.** To the extent feasible, Tall Building Signs shall not be oriented toward nearby residential neighborhoods.
16. **Flexibility.** Tall Building Signs shall be designed to be changed over time.
17. **Other Guidelines.** Tall Building Signs are encouraged to meet the following guidelines:
 - The use of symbols, rather than names or words.
 - Tall Building Signs should be integrated into the architectural design of the building.
 - Nighttime lighting of Tall Building Signs and distinctive building tops should be integrated. Lighting of Tall Building signs should include backlighting that creates a "halo" around the skylight sign. Backlighting may be combined with other types of lighting.

IMAGES A, B, and C: Tall Building Signs are intended to identify downtown high rises both in a distance skyline view and from the streets Downtown.



Corporate Campus Signs

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

18. Signage should reinforce the corporate or campus identity.
19. All signs integrate with the architecture, landscaping and lighting, relate to one another in their design approach, and convey a clear hierarchy of information.
20. Signs that hold multiple tenant information should be designed so individual tenant information is organized and clear within the visual identity of the larger campus or building.

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



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



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



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



Prohibited Signs

21. The following signs are prohibited:

- Internally illuminated awnings;
- Conventional plastic faced box or cabinet signs;
- Formed plastic faced box or injection molded plastic signs;
- Luminous vacuum formed letters;
- Animated or flashing signs (real-time information signs are permitted);
- Wall murals covering windows;
- Monument signs; and
- Pole signs.

SECTION 11

PUBLIC ART

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

A. GOALS

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

- **Artistic excellence.** Aim for the highest aesthetic standards by enabling artists to create original and sustainable artwork, with attention to design, materials, construction, and location, and in keeping with the best practices in maintenance and conservation.
- **Image.** Generate visual interest by creating focal points, meeting places, modifiers or definers that will enhance Downtown's image locally, regionally, nationally and internationally.
- **Authentic sense of place.** Enliven and enhance the unique quality of Downtown's diverse visual and cultural environments. Provide meaningful opportunities for communities to participate in cultural planning, and a means for citizens to identify with each other through arts and culture in common areas.
- **Cultural literacy.** Foster common currency for social and economic exchange between residents, and attract visitors by ensuring that they have access to visual 'clues' that will help them navigate and embrace a potentially unfamiliar environment. This can be achieved through promotional materials and tours as well as artwork.
- **Style.** Artwork must demonstrate curatorial rigor in terms of building the City's collection of public art and shall illustrate themes and levels of sophistication that are appropriate for their location.
- **Responsiveness.** Without formally injecting art into the early stages of the planning process for each new development, it will either be left out, or appear out of sync with the overall growth of the built environment.



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



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



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

B. GENERAL GUIDELINES

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

C. CONTRIBUTING TO AN URBAN TRAIL

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

- Icons and emblems;
- Civic buildings;
- Street furnishings;
- Plazas;
- Parks, paseos and courtyards;
- Façades; or
- Transit hubs.

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



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

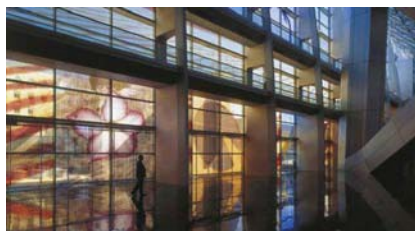


IMAGE C: Transit Hubs. Strategically located artworks can serve as beacons to attract people to transit, and to make a commuter's wait more interesting.



SECTION 12

CIVIC AND CULTURAL LIFE

Everything in the Design Guide is intended to provide a framework for and support an increasingly active civic and cultural environment for residents, workers and visitors in the Downtown public spaces and along the streets.

The below map indicates the location of many of the current events, activities, cultural facilities street activity and other aspects of life in the Downtown public realm.



A. GOAL

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

B. GUIDELINE

1. Describe how your project will:

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

LIST OF PLACES

- | | |
|--|---|
| 1 Music Center Plaza
Festivals, outdoor dining, tourism,
concert outdoor lobby | Paseo - Outdoor seating |
| 2 Civic Park (future)
Outdoor dining, festivals, proposed
small-scale event site, outdoor screenings | 15 Biddy Mason Park |
| 3 Cathedral Plaza
Events, Shakespeare Festival/LA, cafe,
church lobby | 16 CRT Parking Garage Paseo |
| 4 City Hall South Lawn
Farmers market, small demos, speeches | 17 Broadway Pedestrian Activity |
| 5 City Hall West Lawn and Courtyard
Political events | 18 Arcade Building
Paseo |
| 6 Grand Avenue Festival
Annual October ~ 25,000 attendees | 19 Old Bank District
Outdoor cafes and street life |
| 7 MOCA
Street level - public art, nighttime openings
Below street level - cafe | 20 Monthly Art Walk - 2nd Thursday |
| 8 Spiral Court, California Plaza
Outdoor dining | 21 Walt Disney Outdoor Site
Garden and Amphitheater |
| 9 Watercourt
Summer lunch and evening programming
50 programs June - October | 22 Arts High School Theater entry on Grand Ave.
and New Outdoor Lobby |
| 10 Colburn
Plaza and Cafe, gathering spot for students | 23 Arts High School Grand Ave. Entry |
| 11 Wet Fountain | 24 DWP Fountain Circuit (potential) |
| 12 Paseo - Wells Fargo Court
Interior | 25 Bamboo Lane (future) |
| 13 Angel's Flight | 26 Art Walk/West Plaza |
| 14 Grand Central Market | 27 Central Plaza
Informal games, people sitting,
some events (under utilized) |
| | 28 Blossom Plaza (future)
Event site, outdoor dining, paseo -
connect Gold Line to Broadway |
| | 29 Network of Chinatown Alleys (new) |
| | 30 Future bridge to State Historic Park |
| | 31 State Historic Park
Event site, concerts, circus, etc. |
| | 32 Farmlab and Under Spring
Events, openings, music |

- | | |
|--|--|
| <p>33 Chinatown Pedestrian Overpass
(should be gateway)</p> <p>34 Solano Canyon
Pedestrian enclave</p> <p>35 Bridge to Chinatown West</p> <p>36 Alpine Recreation Center
Tai Chi, basketball, sports etc.</p> <p>37 Future Ord Street Stairs</p> <p>38 Castelar School Playground
Festival and event space, carnivals, moon festival</p> <p>39 Chinatown Street Activity</p> <p>40 Main Street Triangle</p> <p>41 California Endowment Entry Plaza
Annual Event Site</p> <p>42 Phillipe's</p> <p>43 Homegirl Cafe</p> <p>44 El Pueblo
Events, festivals, music on weekends,
church events, outdoor dining and shopping</p> <p>45 Redesigned Plaza</p> <p>46 Union Station and Gateway Plaza
Some private events</p> <p>47 Chinatown Library
destination, classes, lectures,
community meetings</p> <p>48 Dragon Gateway (no pedestrian place)</p> <p>49 Plaza de Cultura y Artes
New cultural center 2010</p> <p>50 Gloria Molina Parkway (future)</p> <p>51 Triforium Plaza (no current uses)</p> <p>52 St. Vibiana's
Concerts, possible event site</p> <p>53 Little Tokyo Walk Streets</p> <p>54 JACCC
800 seat theater
Festival plaza (Noguchi)</p> <p>55 JANM
Event Plaza, outdoor music, tea room</p> <p>56 New Gold Line Station</p> | <p>57 Temporary Contemporary</p> <p>58 Arts Park (unbuilt)</p> <p>59 Go For Broke Monument
Magnet for JA tourists</p> <p>60 East West Players
Outdoor Lobby</p> <p>61 Irvine Japanese Garden
Traditional - new site for weddings and events</p> <p>62 Sci-Arc</p> <p>63 Arts District
Walk streets, some outdoor dining, some street
closures on traction for events</p> <p>64 Skid Row
very dense</p> <p>65 Toy District
Streets</p> <p>66 Flower Mart</p> <p>67 Fashion District
Walking streets</p> <p>68 "St Vincent" Court
Outdoor dining</p> <p>69 Jewelry District</p> <p>70 Pershing Square
Outdoor Concerts, events, and ice skating</p> <p>71 Library West Lawn
(nice place)</p> <p>72 Library Steps</p> <p>73 Financial District
Walking streets</p> <p>74 Nokia Plaza
Possible events</p> <p>75 LA Live</p> <p>76 Ralph's
New destination</p> <p>77 FIDM and Grand Hope Park</p> <p>78 South Park new housing, restaurants & nightlife</p> <p>79 Broadway to City Hall
Historic Parade Route</p> <p>A Park 101</p> <p>B Hope Street Park</p> |
|--|--|

C	Hope Street Parklet	Z	Los Angeles Theater
D	Spring Street Parklet 1	AA	City Club Los Angeles
E	Spring Street Parklet 2	BB	Globe Theater
F	Spring Street Park	CC	Caltrans District 7 Headquarters
G	Los Angeles Mall	DD	The Pico House
H	The Broad Museum	EE	Mark Taper Forum
I	A+D Museum	FF	Dorothy Chandler Pavilion
J	Gil Lindsay Plaza	GG	Central Library
K	Fig at 7th	HH	Grammy Museum
L	The Bloc	II	Mayan Theater
M	Vibiana Court	JJ	Los Angeles Public Works
N	Whole Foods	KK	Weller Court
O	Federal Courthouse	LL	Law Library
P	Angelus Plaza	MM	Center Theater Group
Q	Ace Hotel	NN	Grand Hope Park
R	Clifton's	OO	Staples Center
S	Ahmanson Theater	PP	Convention Center
T	Skyspace LA	QQ	Venice Hope Park
	Roxie Theater	RR	LA Live Dog Park
U	California Club	SS	LAPD Dog Park
V	Downtown Palace Theater	TT	Los Angeles Police Department Headquarters
W	Orpheum Theater	UU	Japanese Village Plaza
X	Million Dollar Theater	VV	The Broad
Y	Microsoft Theater LA Live		

DEFINITIONS

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

Automated Parking. Robotic parking system that provides a “valet-like” parking experience controlled and operated by a robotic arm system that grabs, stores, and returns vehicles to docking bays. Automated parking minimizes the area and volume required for parked cars, allowing vertical stacking of parking spaces.

Convenience Strip. An 18-inch wide strip with a walkable surface, located behind the 6-inch curb to provide access to curbside parking where there is a non-walkable planted parkway or tree well.

Corporate campus. A commercial property that may include multiple buildings with commercial or institutional tenants, often with ground floor commercial and retail spaces, open space, parking garage and loading dock

Decision-Maker. The agency making the final determination of compliance with the Design Guide, including, but not limited to, the Advisory Agency, City Planning Commission, or City Council.

Design Guidelines. Guidelines typically use the word “should” or “consider” and are recommended as best practices. Projects are strongly encouraged to comply with guidelines.

Design Standards. Standards typically use the word “shall”, an active verb (such as “provide” or “install”), a clear directive (“are not permitted” or “are required”). Projects must comply with the letter of every standard.

Downtown Implementation Committee. Comprised of the Department of City Planning, Department of Transportation, and Bureau of Engineering to provide guidance and technical assistance when needed.

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

High-Rise. Generally, structures exceeding 240 feet or over 20 stories tall.

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

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

Maximum Sign Area. The maximum area that a sign may occupy, as measured by the area of the rectangle circumscribing the sign lettering.

Mid-Rise. Block structures that are 7-20 stories tall and typically 12-20 stories, most often seen in residential housing or commercial structures.

Mid-Rise Building Sign. Mid-height building signs located above 14 feet and below 104 feet in height along a building façade.

Parkway. The unpaved portion of a Sidewalk (Border) between the face of curb and walkway (per Mobility Plan 2035). Includes convenience strip, if provided.

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

Pedestrian Bridge. An elevated pedestrian overpass that allows direct access between adjacent buildings for pedestrians and, in some cases, bicyclists, that are generally constructed in response to grade changes at the street level.

Pedestrian-Priority Alley. Alleys enhanced with pedestrian-oriented design, including pedestrian pavers, street furniture, pedestrian lighting, and landscaping.

Primary Entrance. Entrance which provides the most direct access to a building’s main lobby and is kept unlocked during business hours.

Project. Construction, erection, or addition to or alteration, of any building or structure, on or a use of land or change of use on a lot located in whole or in part within the areas shown in Figure 1-1 and shown on the adopted ordinance map, which requires the issuance of a grading permit, foundation permit, building permit, sign permit, or use of land permit. Further details provided in Section 1.

Public Amenity Space. Publicly-accessible open spaces that are generally located at grade, containing seating, landscaping, and focal element or gathering spaces that are open to the general public.

Reviewing Agency. Department of City Planning of the City of Los Angeles. The review process is outlined in Section 1.

Sidewalk. The portion of the ROW between the face of curb and property line, including the Walkway Zone and Parkway Zone (per Mobility Plan 2035). (Not as defined by BOE “the portion of the roadway primarily for the use of pedestrians.”)

Street Standards Committee. The Street Standards Committee consists of representatives from the Department of City Planning, Department of Transportation and Bureau of Engineering and is tasked with the responsibility of establishing street standards and applying them to streets within the city.

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

Towers. Generally high-rise structures, or portions more slender than, and rising above a building’s street level base, which reach a height of over 150 feet.

Walkable Surfaces. Surface treatments that include, but are not limited to, decomposed granite, permeable pavers, and plants that can withstand pedestrian traffic. Drought-tolerant plants that qualify as walkable surfaces include, but are not limited to, Achille millefolium (Yarrow), Buchloe dactyloides UC Verde (UC Verde Buffalo Grass), Carex praegracilis (California Field Sedge), Carex pansa (California Dune Sedge), and Dymondia margaetae (Dymondia), as listed in BOE Residential Parkway Landscaping Guidelines.

Walkway. The paved surface of the sidewalk located in the Walkway Zone.

Walkway Zone. The portion of the Sidewalk (“Border”) containing a continuous path of travel used primarily for walking and, where there are no bicycle lanes, for bicycling. May also accommodate outdoor dining and commercial activity if there is adequate width.

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

APPENDICES

APPENDIX A

Guide to Tenant Signs

APPENDIX B

Master Tree List

APPENDIX C

Alley Enhancements

APPENDIX D

Public Facilities

APPENDIX A

GUIDE TO TENANT SIGNS

GUIDE TO TENANT SIGNS

A. Overview

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

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

B. Sign Types

Different Signs for Different Districts

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

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

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



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



A primary monument sign provides the name of the business.



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

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

Other Sign Types in Both Districts

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

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

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

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

C. Sign Design

Design Compatibility

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

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

Proportion and Scale. The size of a sign should be proportionate to the building on which it is placed and the area in which it is located. Signage should be designed with the pedestrian viewer in mind, even in auto-oriented districts.

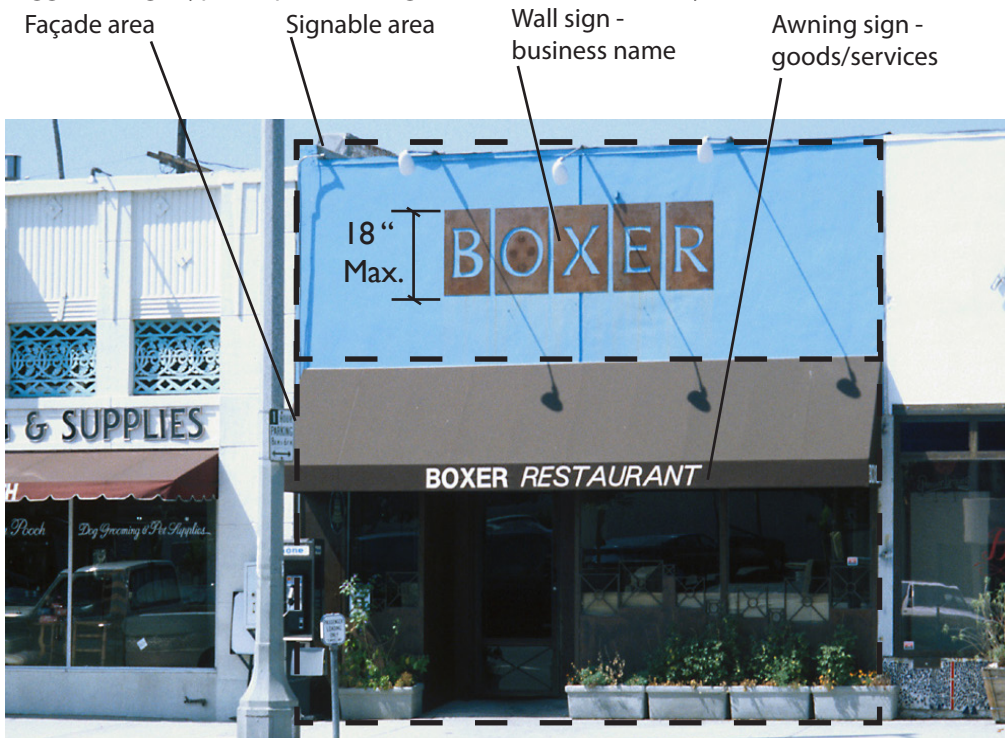
Relationship to Residential Neighbors. Where residential and commercial uses exist in close proximity, signs should be designed and located to minimize visibility from adjacent residential neighborhoods.

Information Hierarchy

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

- Business name
- Address
- Type of goods and services

Suggested sign types to provide a legible information hierarchy:



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



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



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



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

- Specific products and/or name brands carried
- Credit cards honored
- Telephone number
- Parking directions
- Business hours

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

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

Sign Program

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

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

Sign Legibility

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

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

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



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

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

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

<u>Letter Size:</u>	<u>Easily Readable at:</u>
1 inch	10 feet
2 inches	30 feet
3 inches	50 feet
4 inches	70 feet
6 inches	100 feet

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

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

Effect of Letter Style and Capitalization on Sign Size.

Thin initial capitals with lower case letters:

Downtown Coffee Shop

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

DOWNTOWN COFFEE SHOP

Thick letters should be smaller than thin letters:

Downtown Coffee Shop

Thick all-capital letters should be even smaller:

DOWNTOWN COFFEE SHOP



Sign Color

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

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

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

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

Sign Materials and Construction

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

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

Panel Sign Materials. Appropriate materials for panel signs include:

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

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

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

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



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

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

Sign Illumination

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

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

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

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

Sign Mounting

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

Sign Maintenance

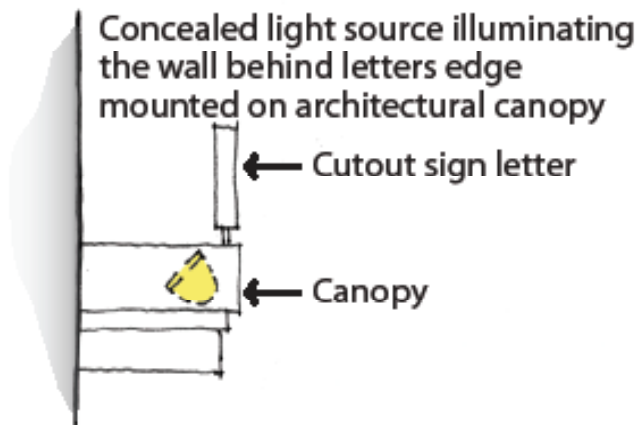
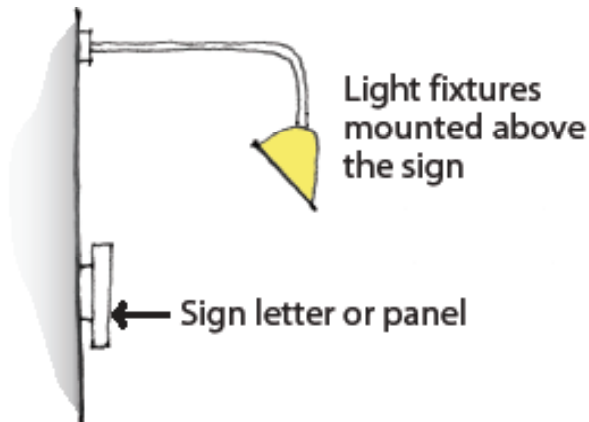
All exterior signs should be kept clean and properly maintained. All supports, braces, anchors and electrical components should be kept safe, presentable and in good structural condition. Defective lighting components should be replaced promptly. Weathered and/or faded painted surfaces should be repainted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

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

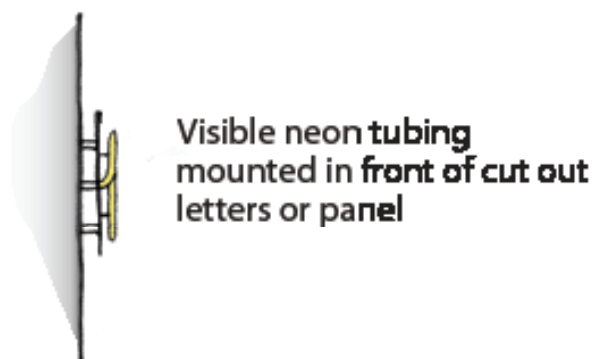
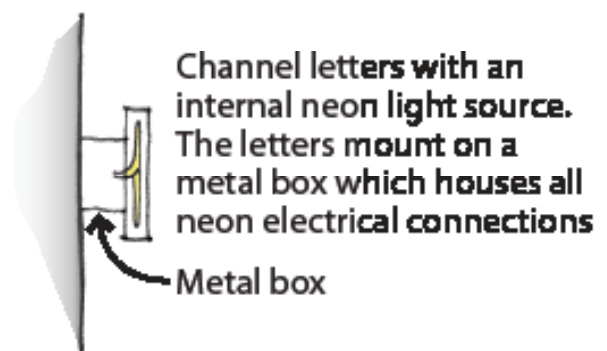
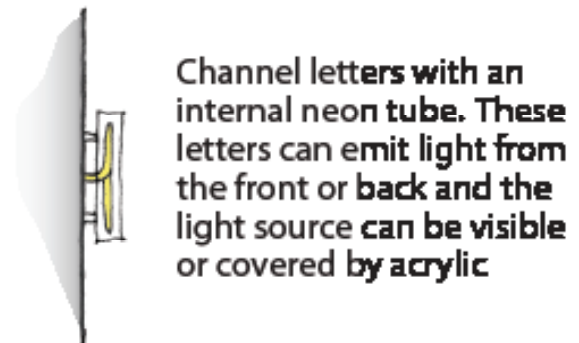


D. Sign Lighting Techniques

Examples of Externally Lighting Sign



Examples of Lighting Sign with Neon Tube



* Light sources indicated by yellow fill

E. Good Examples of Sign Types



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

Typical dimensions for blade and awning height and location.



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



Awning signs as primary business signage.



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

TENANT SIGNS

A

Cut-out letters with external illumination



Elegant signage compatible with historic structure.



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



Creative sign enhances building facade.



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



Horizontal sign element reinforces building design and pedestrian orientation.

Plastic channel letters with internal illumination



Signage as design feature.



Signage well placed on building.

Creative use of cut-out letters



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



Whimsical use of color and material.

TENANT SIGNS

A

Panel Signs



Good example of sign with historic quality enhancing building identity.



Creative use of panel sign type.

Awing Signs



Awning also provides spatial definition for outdoor dining.

Series of awnings enhances building design concept.

Exposed Neon



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

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

TENANT SIGNS

A

Window Signs



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



Window signs do not interfere with displays in the window.

Pole Signs



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

APPENDIX B

MASTER STREET TREE LIST

A. OVERVIEW

A lush urban canopy is essential to a vibrant, sustainable, and livable Downtown. Street trees are a vital part of Downtown's infrastructure, providing environmental, ecological, social, as well as aesthetic benefits. Trees are key players in the storm water capture and filtration system and also aid in reducing the heat island effect by providing shade along sidewalks and streets. Street trees are also essential in fostering neighborhood character and pedestrian activity. Canopy trees are ideal in Downtown as they provide shade along city sidewalks to facilitate pedestrian activity and also mitigate air pollution along major roadways.

B. LIST OF APPROVED STREET TREES

The following street tree species have been selected from the Urban Forestry Street Tree Selection Guide in coordination with landscape architects and the South Park Business Improvement District, and are deemed most suitable for the Downtown Los Angeles urban canopy. The intent is to foster coherent and sustainable tree plantings that add to neighborhood character, maximize stormwater capture, and facilitate pedestrian activity.

Street trees that are suitable for planting within the public right-of-way in Downtown may include, but are not limited to, the following trees. Other tree species are allowed as permitted by DCP staff and upon consultation with the Urban Forestry Division. In the event that a street tree species identified in the Downtown Design Guide is affected by a disease, insect, or environmental change, the Urban Forestry Division and DCP may consider an alternative tree species that is substantially similar to one of the trees identified in the Master Street Tree List. DCP staff may make a recommendation and the Decision maker may approve the proposed alternative species as approved by the Urban Forestry Division.

	SCIENTIFIC NAME	TYPE	TREE WELL	HEIGHT	CROWN SPREAD	SPACING	DROUGHT TOLERANT
African Fern Pine	Podocarpus gracilior	Evergreen	4 x 8	40+	20-40	30-35	
African Sumac	Rhus lancea	Evergreen	4 x 6	20-40	20-40	30-35	Yes
Aristocratic Pear	Pyrus calleryana 'Aristocrat'	Deciduous	4 x 6	20-40	-20	30-35	
Australian Willow	Geijera parviflora	Evergreen	4 x 8	20-40	20-40	30-35	Yes
Black Locust	Robinia pseudoacacia	Deciduous	4 x 8	20-40	20-40	30-35	Yes
Brisbane Box	Tristania conferta	Evergreen	4 x 8	20-40	20-40	30-35	Yes
Bronze Loquat	Eriobotrya deflexa	Evergreen	4 x 6	-20	-20	25-30	
Callery/Ornamental Pear	Pyrus calleryana	Deciduous	4 x 6	20-40	-20	30-35	
Canary Island Pine	Pinus canariensis	Coniferous	4 x 8	40+	20-40	35-40	Yes
Chinese Flame Tree	Koelruteria bipinnata	Deciduous	4 x 8	20-40	20-40	30-35	
Crape Myrtle	Lagerstroemia Indica	Deciduous	4 x 6	-20	-20	25-30	Yes
Eastern Redbud	Cercis canadensis	Deciduous	4 x 6	-20	-20	25-30	
Evergreen Pear	Pyrus kawakamii	Evergreen	4 x 6	20-40	20-40	30-35	
Green Gem Fig	Ficus microcarpa nitida "Green Gem"	Evergreen	5 x 10	40-60	60-100	40+	Yes
Maidenhair Tree	Ginkgo Biloba	Deciduous	4 x 8	40+	20-40	30-35	
Golden Rain	Koelruteria paniculata	Deciduous	4 x 8	20-40	20-40	30-35	Yes
Honey Locust	Gleditsia triacanthos inermis	Deciduous	4 x 8	20-40	20-40	30-35	
Hong Kong Orchid	Bauhinia blakeana	Deciduous	4 x 6	20-40	-20	25-30	Yes
Jacaranda	Jacarda mimosifolia	Deciduous	4 x 8	20-40	20-40	35-40	

Lavender Trumpet Tree	Tabebuia avellanedae	Deciduous	4 x 6	20-40	20-40	30-35	
Magnolia Majestic Beauty	Magnolia grandiflora 'Majestic Beauty'	Evergreen	4 x 8	20-40	20-40	25-30	
Magnolia Saint Mary's	Magnolia grandiflora 'St.Mary'	Evergreen	4 x 6	-20	-20	25-30	
Maidenhair Tree	Ginkgo Biloba	Deciduous	4 x 8	40+	20-40	30-35	
New Zealand Christmas Tree	Metrosideros excelsa	Evergreen	4 x 6	-20	-20	25-30	Yes
Purple Orchid Tree	Bauhinia Purpurea	Deciduous	4 x 6	20-40	-20	25-30	Yes
Small-Leaf Tristania	Tristiana Laurina	Evergreen	4 x 6	20-40	20-40	30-35	Yes
Tipu Tree	Tipuana Tipu	Deciduous	5 x 10	40+	40+	35-40	
Western Redbud	Cercis occidentalis	Deciduous	4 x 6	-20	-20	25-30	Yes
White Orchid Tree	Bauhinia V. Candida	Deciduous	4 x 6	20-40	-20	25-30	Yes
Yew Pine	Podocarpus macrophyllus	Evergreen	4 x 6	20-40	-20	25-30	

C. MAINTENANCE OF STREET TREES

1. To accommodate tenant signs below the tree canopy, a street tree's lateral branches may be removed below a height of 14 feet above the sidewalk elevation, provided that: a) no removed branch has a diameter of more than 1/4 of the trunk diameter or 3", whichever is less, and b) the total tree height is 2.5 times the clear trunk height. For example, if the total tree height is 35 feet, the lateral branches along the trunk may be removed below 14 feet. If the total tree height is 25 feet, the lateral branches may be removed below 10 feet.
2. Trees may not be topped or headed back on the sides to expose signs. If a tree is topped or headed back to expose a sign, the tree shall be replaced by the sign permit holder or sign owner with a tree equal in size to the topped or headed tree prior to topping or heading.

D. STREET TREE PHOTO GUIDE

African Fern Pine
Podocarpus gracilior



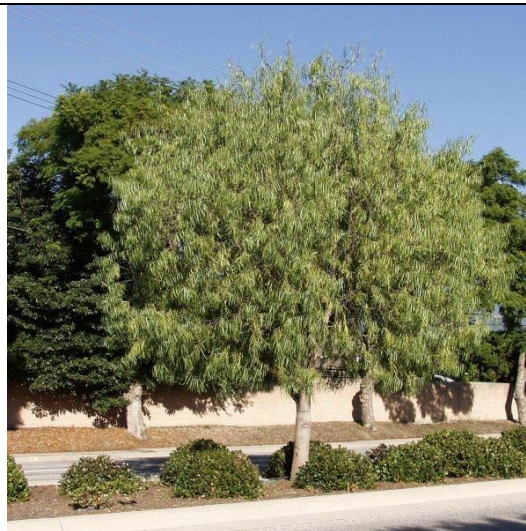
African Sumac
Rhus lancea



Aristocratic Pear
Pyrus calleryana
'Aristocrat'



Australian Willow
Geijera parviflora



Black Locust
Robinia pseudoacacia



Brisbane Box
Tristania conferta



Bronze Loquat
Eriobotrya deflexa



Callery/Ornamental Pear
Pyrus calleryana



Canary Island Pine
Pinus canariensis



Chinese Flame
Koelruteria bipinnata



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Lagerstroemia Indica



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Evergreen Pear
Pyrus kawakamii



Golden Rain
Koeleruteria paniculata



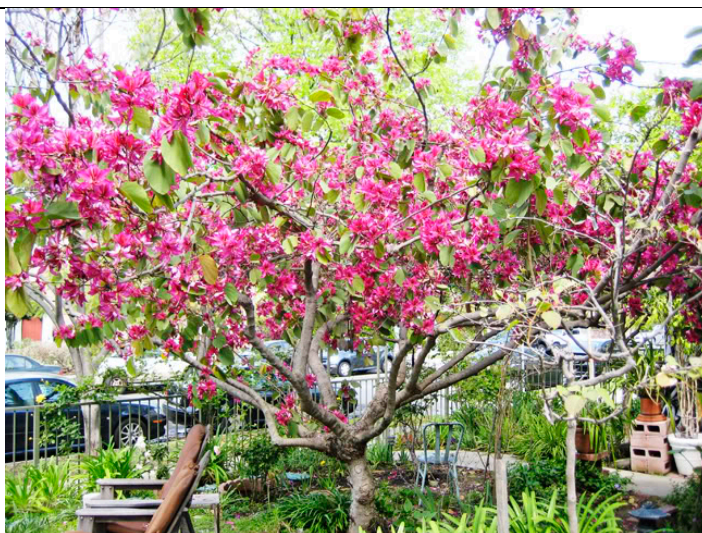
Green Gem Fig
Ficus microcarpa nitida "Green Gem"



Honey Locust
Gleditsia triacanthos inermis



Hong Kong Orchid
Bauhinia blakeana



Jacaranda
Jacarda mimosifolia



Lavender Trumpet
Tabebuia avellanedae



Magnolia Majestic beauty
Magnolia grandiflora 'Majestic Beauty'



Magnolia Saint Mary's
Magnolia grandiflora 'St. Mary'



Maidenhair Tree
Ginkgo biloba



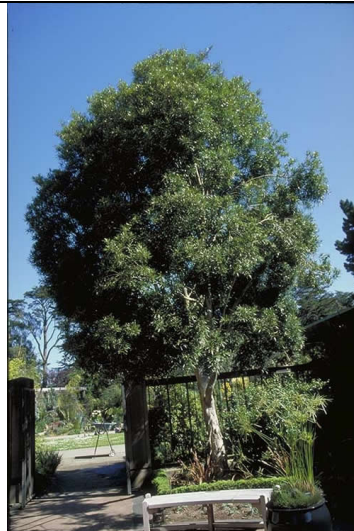
New Zealand Christmas Tree
Metrosideros excelsa



Purple Orchid Tree
Bauhinia purpurea



Small-Leaf Tristania
Tristania laurina



Tipu Tree
Tipuana tipu



Western Redbud
Cercis occidentalis



White Orchid Tree
Bauhinia V. candida



Yew Pine
Podocarpus macrophyllus



APPENDIX C

ALLEY ENHANCEMENTS

The City of Los Angeles is home to over 900 linear miles of alleys, ranging from 10 to 20 feet in width and providing back-of-house access to residential, commercial, and industrial blocks throughout the city.

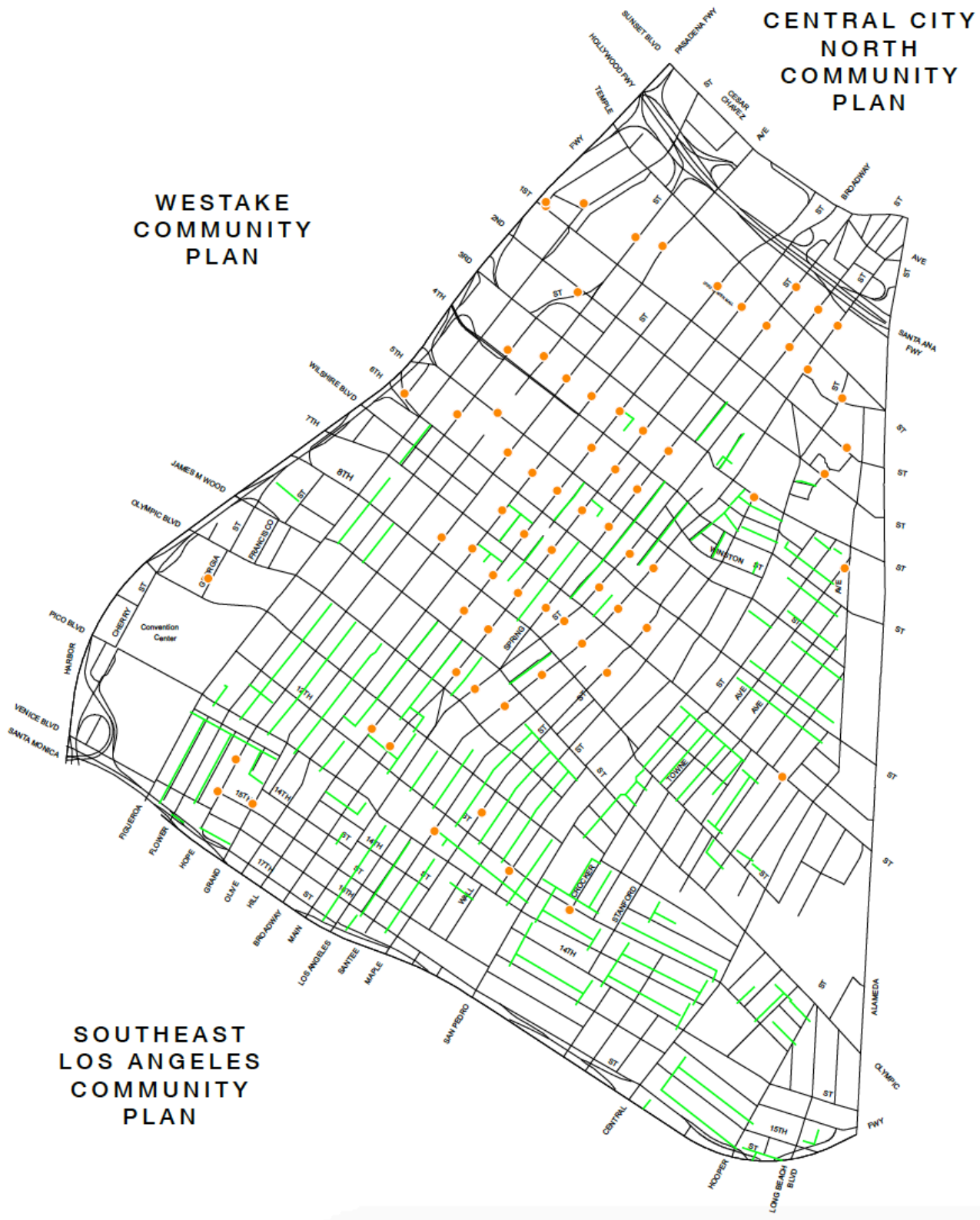
Typically, alleys are used for back-of-house uses such as providing loading, service, and emergency access to neighboring uses. In the traditional sense, alleys serve important functions for neighboring commercial, industrial, and residential uses such as deliveries, loading, emergency access, parking access, waste collection, and public utilities. These are important functions in the day-to-day operations of a neighboring use.

However, these alleys provide vital opportunities to integrate pedestrian, open space, and stormwater improvements. Especially in dense urban centers such as Downtown, when enhanced with green elements, pedestrian connections, and open space amenities, alleys can provide short cuts for pedestrians, serve as places for gathering and recreation, allow for outdoor dining, and urban greening. Overall, alleys are valuable as they can contribute greatly to the overall social, economic, and physical environment of Downtown. Alleys can serve as important public spaces and vital opportunities for improving pedestrian access, providing open space in park-poor areas, and implementing sustainability strategies.

This appendix also identifies design guidelines and best practices that can shape the improvement of these alleys. These guidelines supplement the provisions contained in the DTDG. For further design guidance on alleys, please refer to the Mobility Element's Complete Streets Design Guide.

A. ALLEY NETWORK

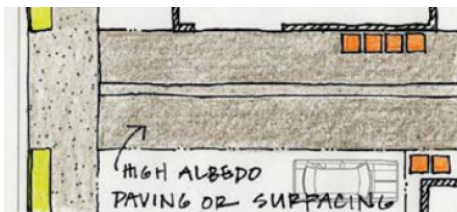
The following Map identifies alleys that are most suitable for enhancements. The identified alley segments were selected due to existing conditions, neighboring uses, and pedestrian connections. All alley segments outside of the highlighted areas are still suitable for enhancements.



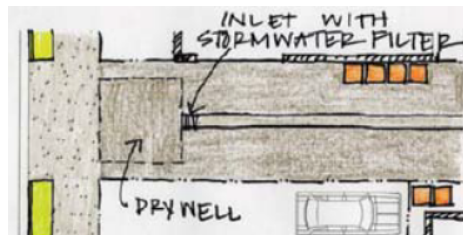
B. GREEN ALLEYS

Where appropriate, enhance existing alleys with green elements in mind to assist in stormwater capture, retention, and infiltration.

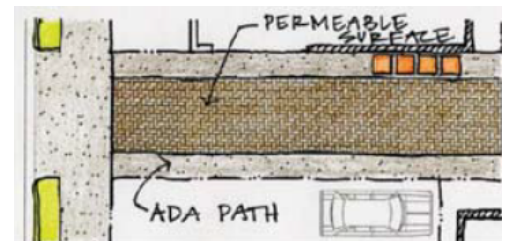
1. Alleys shall be surfaced with high-albedo paving or surface treatments, recycled and/or locally manufactured “green” paving surfaces in lieu of asphalt to reduce the heat island effect.
2. For stormwater capture and infiltration, incorporate one drywell minimum with a grease interceptor downstream at the lowest point of the alley. Additional drywells are recommended for every 100 linear feet of upstream drainage area, and may be interspersed along the central drainage swale of the alley.
3. To eliminate standing water and infiltrate stormwater, install permeable paving surfaces along the centerline of the alley.
4. To treat stormwater, incorporate a biofiltration system such as bioswales into the alley design.



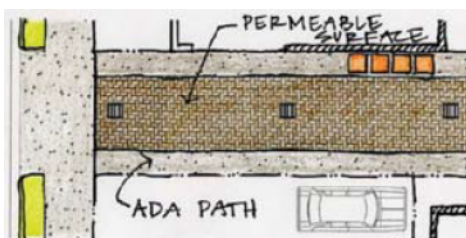
At minimum, where stormwater BMPs cannot be integrated, high-albedo paving or surface treatments or other “green” paving surfaces can reduce the heat island effect.



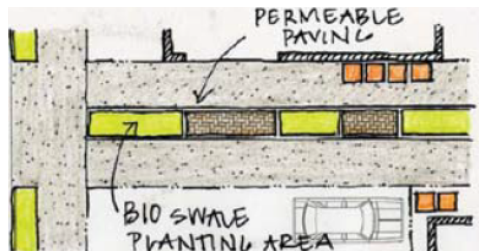
Drywells with grease interceptors should be incorporated for stormwater capture and infiltration



Permeable paving surfaces can be implemented to reduce stormwater runoff and increase infiltration rates



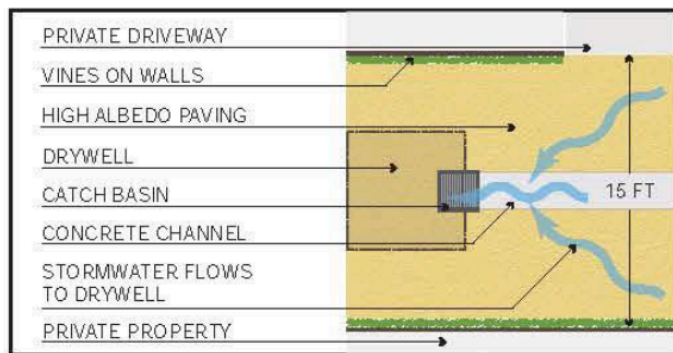
Combining drywells and permeable paving can maximize stormwater capture and infiltration rates



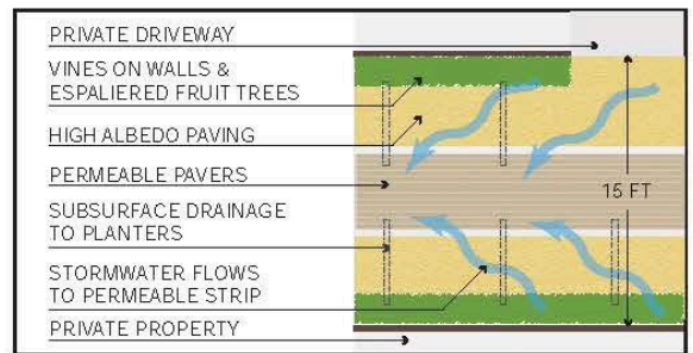
Incorporating a biofiltration system or bioswale can remove and oxidize organic gases

Illustrations (left/above) courtesy of LA Sanitation as part of the Rainwater Harvesting Program: Green Streets & Green Alleys Design Guidelines and Standards

Illustrations (below) courtesy of LA Sanitation and the Trust for Public Land as part of the Avalon Green Alley Network Retrofit Program



ALLEY DETAIL: DRYWELL



ALLEY DETAIL: PERMEABLE PAVERS



The Avalon Green Alley network in South Los Angeles is a demonstration project for Low-Impact Development (LID) implemented in joint partnership between LA Sanitation and the Trust for Public Land. Two alley segments were identified for full retrofits for stormwater interventions including permeable pavers, dry wells, and rainwater harvesting for plant irrigation.



The monitoring wells allow stormwater to collect and be tested for contamination.

A series of drywells, catch basin intercepts, and permeable surfaces were constructed to capture, infiltrate, and retain stormwater runoff from surrounding tributary areas.



The alleys were retrofitted with permeable paving along the alley centerline. The permeable paving sits on top of 2 levels of gravel to allow for adequate drainage and eliminate standing water.

The dry wells are signed as stormwater control measures.

C. SHARED OR PEDESTRIAN-PRIORITY ALLEYS

Where appropriate, enhance existing alleys with pedestrian orientation in mind. Alleys can be enhanced as “shared” alleys for both pedestrian and vehicular use, or as “pedestrian-priority” alleys for pedestrian-only use.

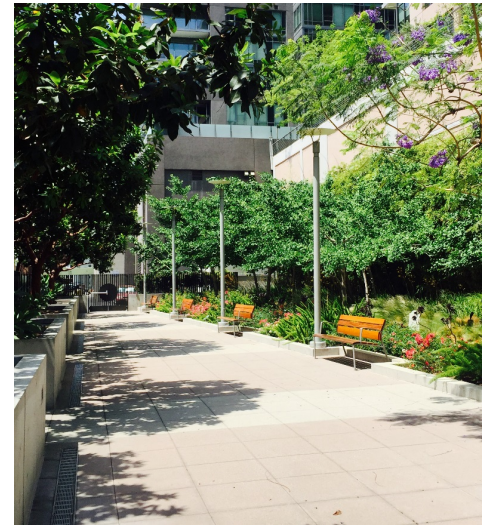
1. Provide enhanced smooth-surface paving treatments within pedestrian pathways along shared alleys to create pedestrian-friendly scale.
2. Where enhanced alleys intersect the sidewalk, provide a combination of raised, above-ground, or at-grade planters on either side of alley entrance to soften the alley entrance from vehicular traffic and sound.
3. Provide a combination of permeable pavers or raised planters to define the entrance of any residences, businesses, or other active uses along the alley.
4. Provide ornamental or pedestrian lighting in the form of pole-mounted lighting fixtures or building-affixed sconces to illuminate the alley walkway, focal features, building entrances, and other amenities and add security.
5. Provide enhanced articulation, building entrances, and primary internal circulation cores along facades facing the alley.
6. Where alleys are designated as “pedestrian-priority” alleys by DCP staff, such as in the City Markets district, they shall be enhanced further with pedestrian orientation in mind, such as:
 - ADA-compliant walkways with the required minimum path of travel and delineated with smooth-surface permeable pavers
 - Lined with ground floor spaces designed for active uses along at least 50 percent of its frontage, including retail, restaurants, cultural uses, and/or ground-floor residential units with individual entries directly off of the alley
 - Connection to at least one gathering space or focal point
 - Clear line of sight to the back of the alley, gathering space, or focal point.
7. Provide pedestrian furniture or placemaking elements including but not limited to murals, art installations, gardens, green space, and other enhancements to improve the functionality of the alley.



The East Cahuenga (“EaCa”) Alley is enhanced with permeable paving, outdoor seating, and nighttime lighting.



The East Cahuenga (“EaCa”) Alley is enhanced public art and outdoor seating to create a sense of community identity.



A paseo connects an existing alley to Grand Avenue, and is enhanced with permeable paving, seating, and landscaping.



The Avalon Green Alley provides mini community gardens along the perimeter of the alley to allow for growing of fruit trees. The gardens are irrigated from the rainwater harvested along the alley.



The Avalon Green Alley is signed with the process, purpose, and team involved in the project.



Public art murals are installed along the Avalon Green Alley network to provide a sense of community identity and ownership along the alleys. The murals were created as part of a community engagement process in coordination with a local artist.

E. OTHER RESOURCES

There are several resources available for alley enhancements. Please refer to any of the following resources for further guidance on enhancing alleys.

- Complete Streets Design Guide
- Rainwater Harvesting Program: Green Streets & Green Alleys, Design Standards

APPENDIX D

PUBLIC FACILITIES

In Downtown, public facilities should be integrated seamlessly into the urban built environment. Public facilities, such as transit facilities, maintenance yards, fire stations, police stations, utilities, and schools should be designed to contribute to and enhance the character of the surrounding neighborhood, and be designed with high-quality architectural features and durable building materials.

Given the unique and spatial challenges of public facilities, public facility projects are exempt from the provisions of the Downtown Design Guide. However, public facility projects should be in substantial conformance with the provisions of the Appendix herein.

A. FREE-STANDING PUBLIC FACILITY PROJECTS

Free-standing public facility projects should:

- Respect and reflect neighborhood character.
- Provide a clear separation between public (i.e., building lobbies, entrances) and non-public spaces (i.e., storage areas) of the site for the safety and security of personnel, property, and the public.
- Provide a prominent and welcoming primary entrance (i.e., “front door”) for use by guests or the public.
- Enhance transparency in public spaces without compromising operational needs.
- Provide a 5-foot wide (minimum) or greater landscaped buffer along the building frontage.
- Use quality durable materials that are also consistent with other building materials in the neighborhood.
- Employ a variety of materials, textures, patterns, etc. to create visual interest along the building wall and minimize the appearance of back-of-house uses.
- Design public facility circulation on and off the site so as to minimize impacts on existing roads

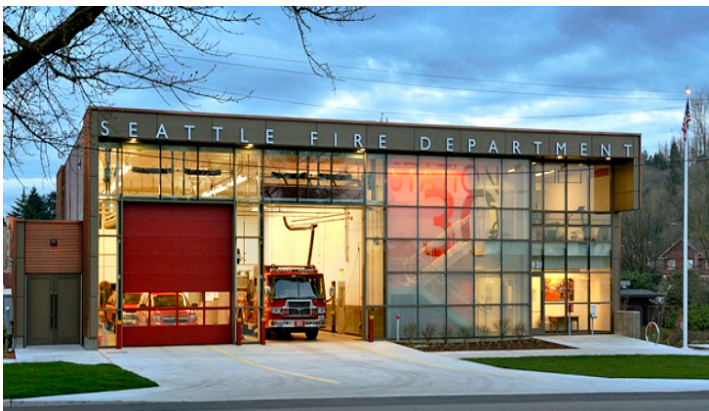
B. INTEGRATED PUBLIC FACILITY PROJECTS

Public facilities that are integrated into larger mixed-use projects should:

- Locate active uses along the building frontage, ideally at a depth of 25 feet for viable active use or retail space. Ground floor treatment of these active uses should be consistent with Retail Street Section of the DTDG.
- Locate public facility uses and away from the building frontage so that they are not directly visible from the street.
- Locate driveways or access points for public facility uses away from the primary pedestrian entrance for the development. Projects located on a corner site should locate driveways at the opposite end of the building frontage.
- Provide a clear separation between public (i.e., building lobbies, entrances) and non-public spaces (i.e., storage areas) of the site for the safety and security of personnel, property, and the public.
- Enhance transparency in public spaces without compromising operational needs.
- Integrate the public facility use into the remainder of the project design so that it does not reflect warehouse or back-of-house uses.
- Use quality durable materials that are also consistent with other building materials in the neighborhood.



The Pacific Electric Building (now “Pacific Electric Lofts”) was originally designed in 1905 as the terminal for the Pacific Electric Red Car Lines, with five floors of office and three levels of business clubs. The building was converted in 2005 into residential live/work lofts, with ground-floor retail and restaurant space, and the original terminal entrance has been redesigned as the main parking entrance.



This free-standing Seattle Fire Department building is constructed using high-quality and primarily transparent building materials that reflects the surrounding neighborhood character.