DOWNTOWN
DESIGN GUIDE

CITY OF LOS ANGELES

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TABLE OF CONTENTS

01 INTRODUCTION AND OVERVIEW

A. AREAS TO WHICH THE DESIGN GUIDE APPLIES/RELATIONSHIP TO OTHER REGULATIONS

The Downtown Design Guide: Urban Design Standards and Guidelines ("Design Guide"), which supplements Municipal Code provisions, applies to all projects in the areas shown on Figure I-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 Reviewing Agency shall take precedence where there is a conflict.
- Projects in the Historic Downtown must comply with the Historic Downtown Los Angeles Design Guidelines (July 2002) sponsored by the Los Angeles Conservancy as well as with the Design Guide. Where there is a conflict, the Historic Downtown Los Angeles Design Guidelines shall take precedence.

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

B. APPLICATION OF DESIGN GUIDE TO PROJECTS/DEFINITION OF PROJECT

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

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

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

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

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

C. HOW TO USE THE DESIGN GUIDE

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

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

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

Section 4 establishes key design characteristics of ground floor street walls, which vary by type of street (Retail Streets or other streets). Section 5 addresses parking and access, including alleys. Section 6 addresses building massing and street wall treatment, which vary by district and by street type. Section 7 addresses on-site open space; Section 8 architectural detail; Section 9 streetscape improvements; Section 10 signage; and Section 11 public art and culture.

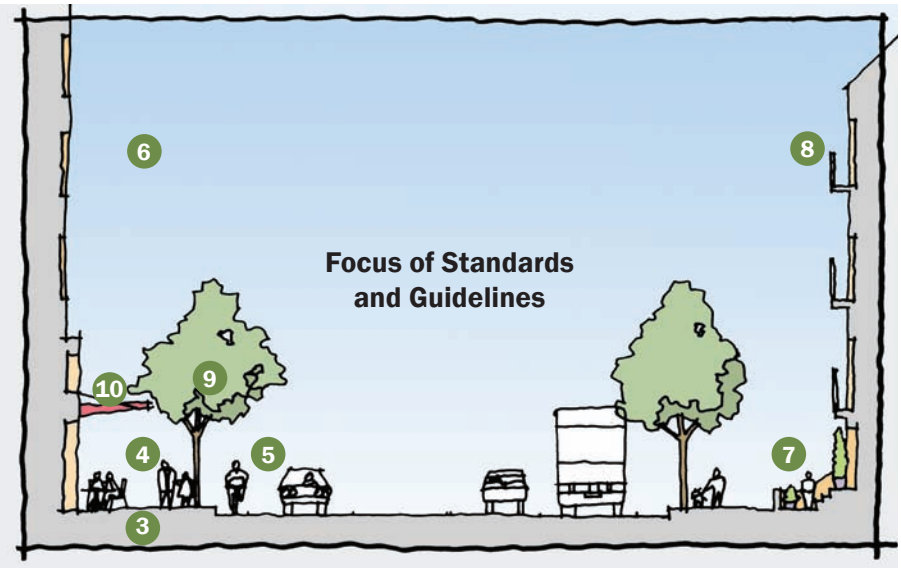


Figure 1-2 Focus of the Design Guide. This diagram shows the zone of development on which the standards and guidelines focus. Numbers correspond to the sections of this document in which each topic is addressed:

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

The Appendices provide more detailed guidance on certain topics, including tenant signs, streetscape improvement details, street trees and street lights. Applicants should also review LADOT's Transportation Mitigation Toolkit for environmental reivew, which focus on enhancing alternative modes to the single-occupant vehicle.

D. REVIEW PROCESS

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

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

  Prior to filing, a preliminary joint meeting with CRA/LA and 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 a project is filed and deemed complete. The pre-filing review will supplement any other pre-development requirement that may be established by the City under its permit streamlining initiative.

  The relevant decision-maker (Advisory Agency, DCP Planning Commission, CRA/LA Agency, City Council) will make the final determination of compliance with the Design Guide and will be required to make affirmative general plan findings in so doing.
- Where an environmental assessment is required, the Applicant shall consult the Transportation Toolbox - which affords a variety of techniques that emphasize pedestrian/transit/bicycle over the Single Occupancy Vehicle – and confer with the Department of Transportation on the appropriate tools for the project's environmental clearance.

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

E. AMENDMENTS TO THE DESIGN GUIDE

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

F. DESIGN PRINCIPLES FOR CREATING A LIVABLE DOWNTOWN

District and Neighborhood Design

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

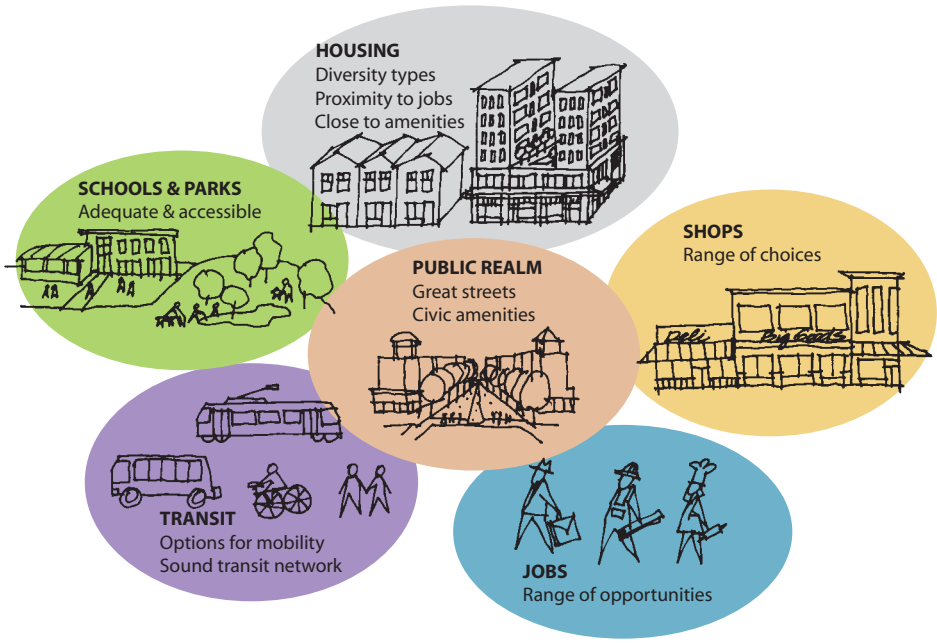


Figure 1-3 Components of a livable downtown at the neighborhood scale.

Building Design

- 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.
- Respect historically significant districts and buildings, including massing and scale, and neighborhood context, while at the same time, encouraging innovative architectural design that expresses the identity of contemporary urban Los Angeles.
- Accommodate vehicular access and parking in a way that respects pedestrians and public spaces and contributes to the quality of the neighborhood.
- 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.

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

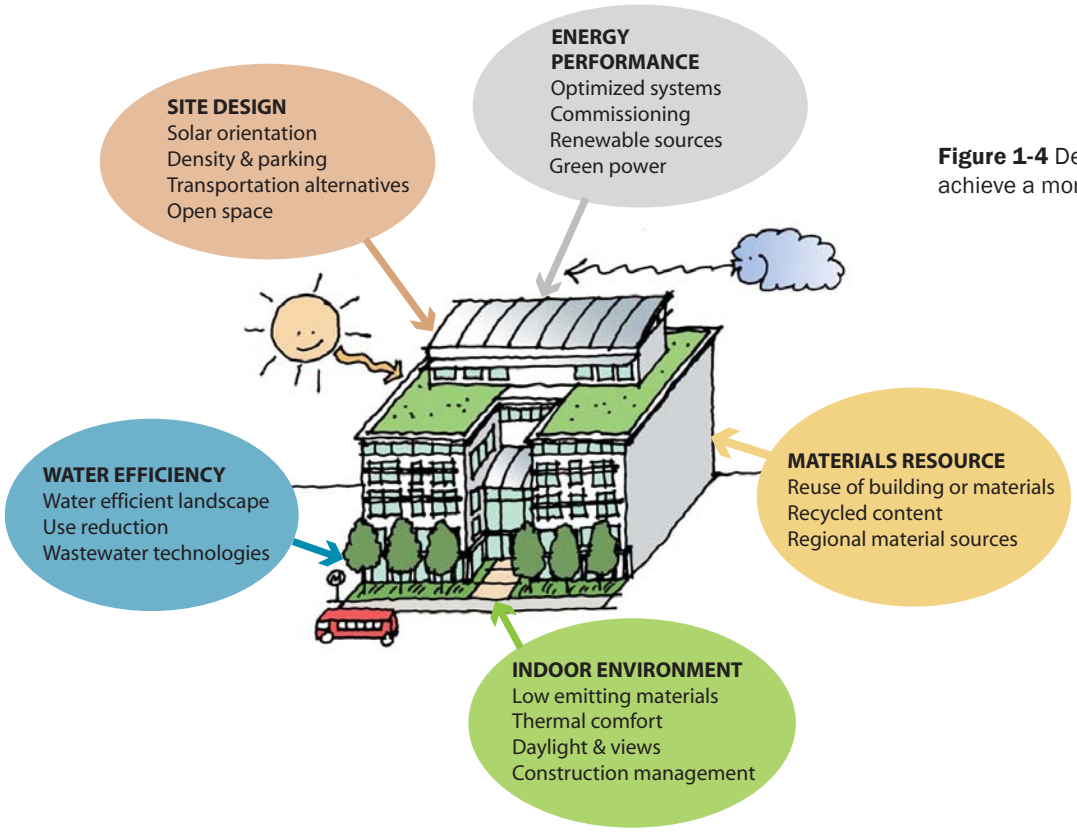


Figure 1-4 Design considerations to achieve a more sustainable building.

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

G. ENCOURAGING CREATIVITY AND INNOVATION

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

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

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

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

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

SUSTAINABLE DESIGN 02

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

A. NEIGHBORHOOD DESIGN

1. Support walkability through sensitive design of the site, building and streetscape.
2. 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.
3. Orient projects to provide convenient access to the nearest transit options (Metro rail or bus, DASH) wherever possible.

B. STREET AND ALLEY DESIGN

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

C. SITE AND LANDSCAPE DESIGN

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

D. BUILDING DESIGN

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

LEED™ certified mixed use development in Downtown.

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

Example of a green roof.

03 SIDEWALKS AND SETBACKS

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

A. SIDEWALKS

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

On segments of most north-south streets, an average easement for sidewalk purposes is required. The average easement provides flexibility in building design and at the same time provides space for sidewalk activity. A required average easement may range from 0' to 3 times the average, provided that the total area of the easement divided by the length of the property frontage equals the required average.

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

1. A building may project over the required sidewalk easement above a height of 40' and below a depth of 5' to accommodate street trees. Projections, which are permitted in the public ROW by the Municipal Code, such as signs, canopies and awnings, are permitted over the required easement, subject to the same approvals.
2. Provide a minimum 6' continuous path of travel.
3. Provide an 18-24" wide access zone next to the curb, which includes the 6" curb and 12" wide granite or brick edge band adjacent to the back of curb.
4. Outdoor dining may occur on any portion of the paved sidewalk provided a minimum 6' wide continuous path of travel is maintained.

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

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

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

All continuous landscaped parkways collect stormwater runoff from the sidewalk.

In addition, they can be designed to filter stormwater run-off from street. If there is a raised curb around the parkway as in this example, the access strip next to the curb must be wider than 18".

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

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

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

Where it is not feasible to plant street trees in continuous landscaped parkways, provide large street wells with gap-graded soil beneath the sidewalk.

11. If trees are not planted in continuous landscaped parkways with the opportunity for unrestricted root growth, they shall be planted in large trees wells that are at least 10' long and a minimum of 7' wide where the required sidewalk width is 15' or more; 6' wide where the required sidewalk width is more than 10' but less than 15'; and 4' wide where the required sidewalk width is 10'.

12. If tree wells have less than 100 square feet of surface area, gap-graded soil shall be provided under the entire sidewalk as specified in Section 9 and Appendix B.

13. Where average 24' wide sidewalks are required by the Downtown Street Standards (through a combination of dedication and easement), at least 50% of a project's frontage shall have sidewalks at least 22' wide and a second row of street trees aligned with those in the parkway zone shall be provided. The interior row of trees should generally be in large tree wells.

14. Where tree wells and parkways would conflict with existing basements, underground vaults, historic paving materials, or other existing features that cannot be easily relocated, the tree well and parkway design shall be modified to eliminate such conflicts. Parking meters and signs are examples of existing features that can be easily relocated. Digital copies of maps showing existing basements in the public ROW are available from BOE, CRA or City Planning Urban Design Studio.

15. Where existing sidewalks are narrow, as on east-west streets in the Historic Downtown, the reviewing agency may determine that street trees not be provided.

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

16. Install streetscape improvements as specified in Section 9.

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

B. SETBACKS

Provide setbacks appropriate to the adjacent land use and district.

1. On Retail Streets, as defined in Figure 3-1, and adjacent to ground floor space designed for retail use in other locations, the building street wall (as defined in Table 6-1) shall be located at or within a few feet of the back of the required average sidewalk width.
2. 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.
3. Variations in the setback are encouraged to respond to building function and to create visual interest.
4. Treatment of the setback required in Table 3-1 will vary with the use for which the ground-floor is designed:
5. Adjacent to retail, the setback, if any, shall be primarily hardscape and may be used for outdoor dining and other commercial activities.
6. Adjacent to live-work space, the average two-foot setback, shall include a little landscaping, which may be in pots or raised planters.
    - Adjacent to ground-floor residential units with individual entries on the street, the minimum average 5-foot or 6-foot setback shall be primarily landscaped and may include walkways, porches, raised planters, other solid walls up to 3 feet above sidewalk elevation, and transparent fences (e.g., wrought iron, tubular steel, glass) up to a height of 5 feet above sidewalk elevation.
    - If the Reviewing Agency determines that the active ground floor treatment required in Section 4 is not feasible, a minimum average 5-foot setback which is densely landscaped shall be provided.

Zero setback with ground-floor retail.

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

Housing with front yards and secondary entrances along the sidewalk.

Figure 3-1 Retail Streets

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

At least 75%

At least 50%

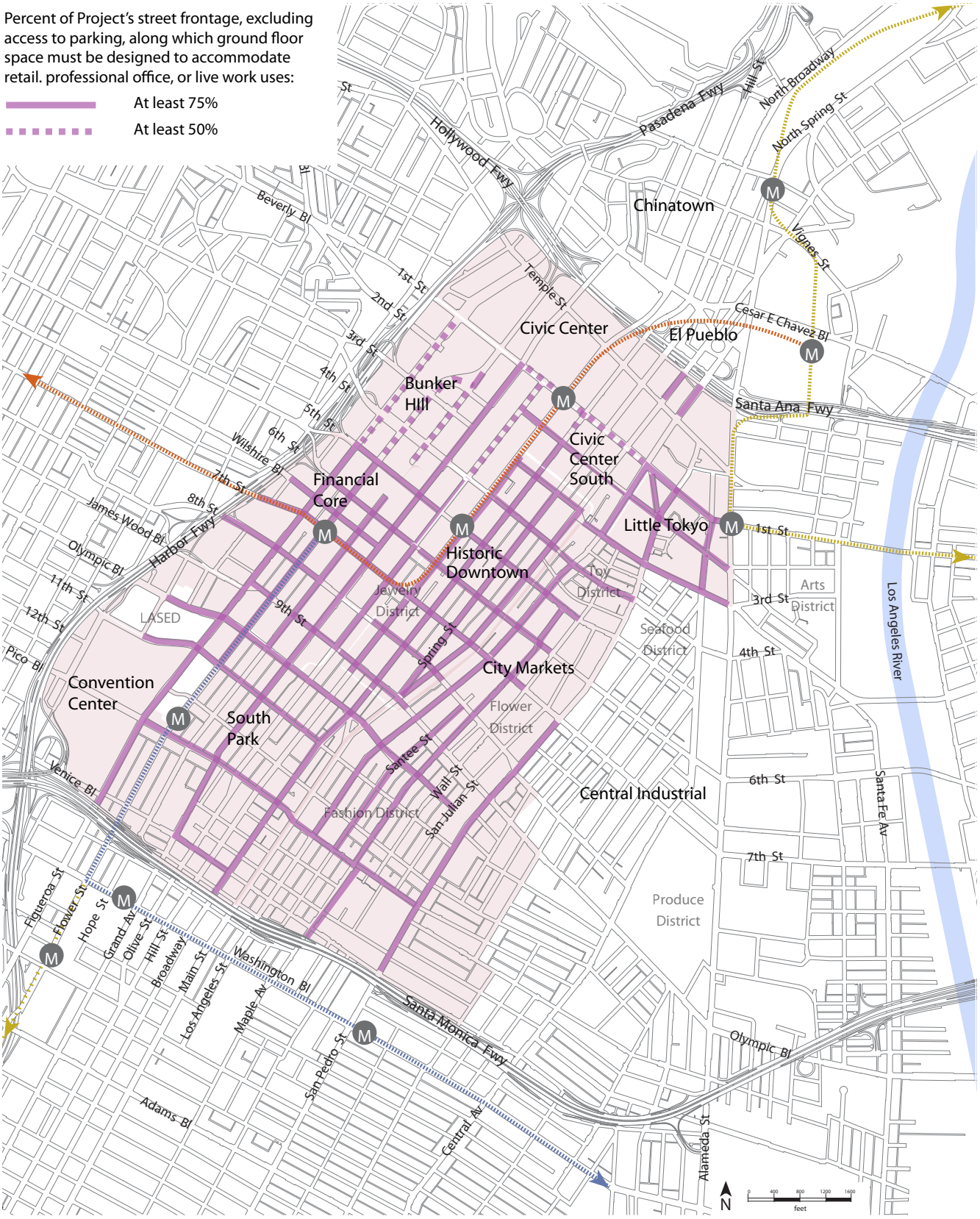


Table 3-1 Permitted Street Wall Setbacks From Back of Required Sidewalk [1]
(Minimum Average/Minimum-Maximum Range)

	ADJACENT GROUND FLOOR USE		
DISTRICT / NEIGHBORHOOD	**RETAIL [2]**	**PROFESSIONAL OFFICE / LIVE WORK [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’	0’
Little Tokyo	0’/0-3’	2’/0-5’	5’/3-15’
Bunker Hill	0’/0-5’	3’/0-15’	6’/4-16’
Financial Core	0’/0-3’	2’/0-5’	6’/4-12’
South Park	0’/0-5’	2’/0-5’	6’/4-12’
City Markets	0’/0-3’	2’/0-10’	5’/4-16’

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

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

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

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

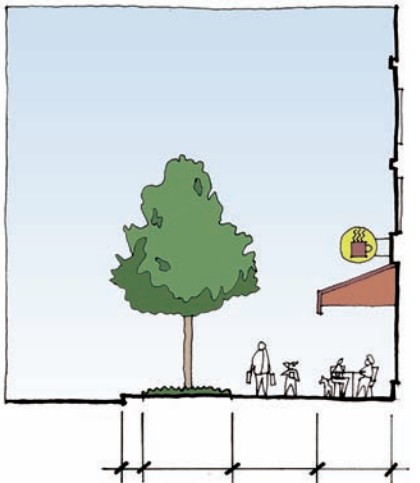
Similarly, columns are at the property line, while the façade is set back a few feet.

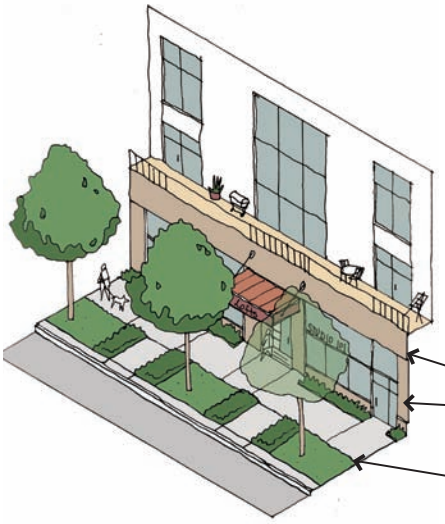
Where the ground floor is designed for live-work or office space, a small average setback with landscaping is appropriate.

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

Ground Floor Retail

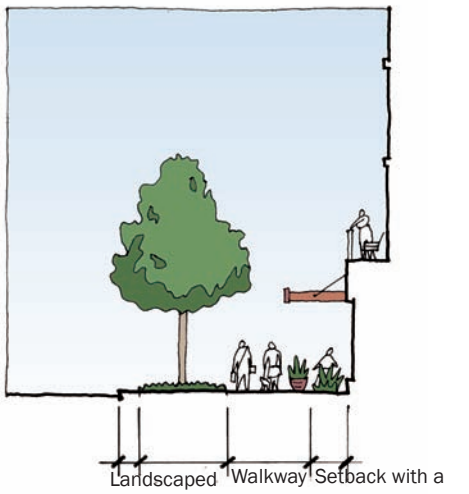
- Facade at back of sidewalk
- Blade sign
- Awnings
- Storefront / Display windows
- No visible security grills
- Outdoor dining or commercial activity
- Continuous landscaped parkway





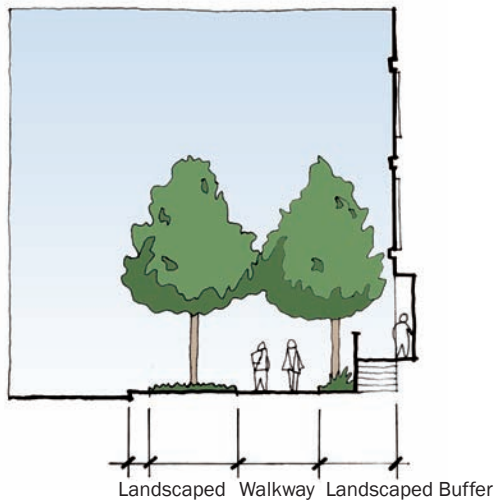
Ground Floor Live Work

- Some transparency
- Doors at sidewalk
- Continuous landscaped parkway



Ground Floor Residential with Individual Entries

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



GROUND FLOOR TREATMENT 04

A. GROUND FLOOR TREATMENT ALONG RETAIL STREETS

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

1. All streets in the Historic Downtown are Retail Streets. Refer to the Historic Downtown Los Angeles Design Guidelines for guidance regarding ground floor treatment in the Historic Downtown.
2. On Retail Streets, ground floor space with a linear frontage equal to at least 50% or 75% of street frontage, as specified in Figure 3-1, shall be designed to accommodate retail, professional office, and live-work uses.
3. The ground floor space within 150' of an intersection shall be designed specifically for retail uses. Mid-block ground floor space may be designed for retail, professional office, and live-work uses.
4. Where Retail Streets intersect other streets, the ground floor retail space should wrap the corner onto the intersecting streets.
5. Ground floor retail space may be provided on streets that are not designated as Retail Streets in Figure 3-1. If it is, the ground floor retail space should comply with these standards and guidelines.
6. Required ground floor retail space may be located along the required street wall (see Section 6) or along a courtyard or plaza, provided the retail frontage is not more than 60 feet from the back of sidewalk and is visible from the sidewalk.
7. Required ground floor retail space shall be provided to a depth of at least 25 feet from the front façade and shall include an average 14'-0" floor-to-ceiling height. Note that the ground floor retail space may be occupied by other uses initially, but will be available for retail uses in the future when there is demand for such uses.
8. The primary entrance to each street-level tenant space that has its frontage along a public street shall be provided from that street.
9. 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.
10. Wall openings, such as storefront windows and doors, shall comprise at least 75% of a building's street level façade.
11. Clear glass for wall openings, i.e., doors and windows, shall be used along all street-level façades for maximum transparency, especially in conjunction with retail uses. Dark tinted, reflective or opaque glazing is not permitted for any required wall opening along street level façades.
12. During hours of operation, open-wall storefronts are encouraged.

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

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

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

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

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

C. GROUND FLOOR TREATMENT ALONG ALL STREETS

Orient buildings to the street to promote the sidewalk activity.

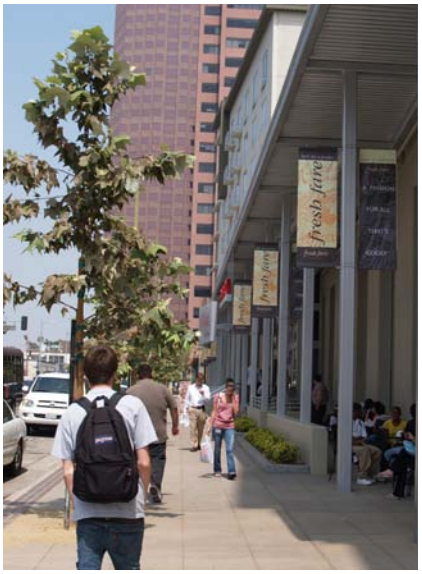
1. A building's primary entrance, defined as the entrance which provides the most direct access to a building's main lobby and is kept unlocked during business hours, shall be located on a public street or on a courtyard, plaza or paseo that is connected to and visible from a public street.
2. At least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

Incorporate a pedestrian-oriented scale at the street level.

5. 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.
6. Architectural features that reinforce the retail character of the ground street wall and/or help define the pedestrian environment along the sidewalk, such as canopies, awnings, and overhangs, are encouraged and should be integral to the architecture of the building.
7. Awnings and canopies shall be fabricated of woven fabric, glass, metal or other permanent material compatible with the building architecture. Internally illuminated, vinyl awnings are not permitted.

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

8. Electrical transformers, mechanical equipment and other equipment should not be located along the ground floor street wall.
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 with 100 feet of the corner on north-south streets and within 50 feet of the corner on east-west streets.



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

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

05 PARKING AND ACCESS

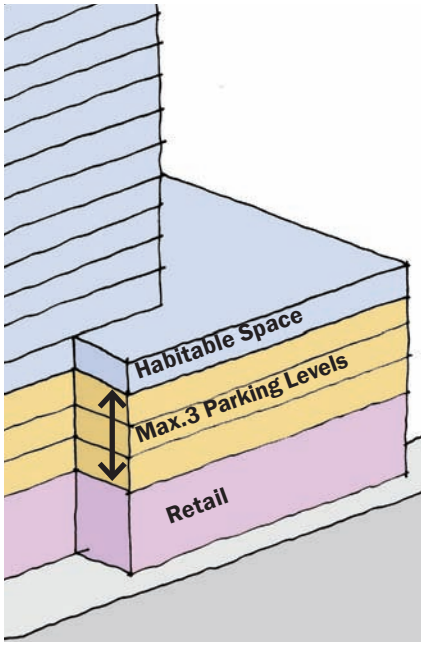


Figure 5-1 Diagram showing a street wall with ground floor retail and the maximum three parking levels with habitable space above.

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, loading or circulation located above the ground floor shall be 1) lined by habitable floor area along all street frontages or, 2) if the project sponsor demonstrates that it is not feasible to line the parking with habitable space above the ground floor, integrated into the design of the building façade.
4. Where parking above the ground floor that is not lined with habitable space is permitted, a maximum of three parking levels fronting on a public street shall be allowed above the ground floor, provided they are integrated into the design of the building façade and at least one habitable floor is provided directly above the visible parking levels.
5. Drive-through aisles for fast food or similar use are not permitted.

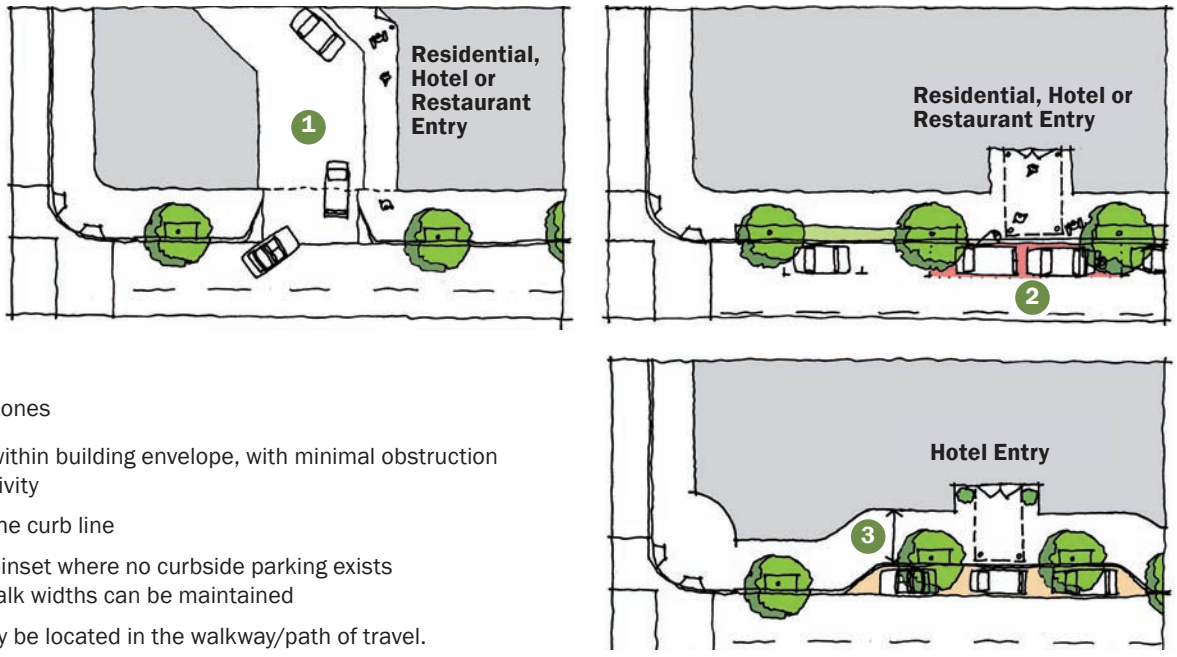


Figure 5-2 Drop-off Zones

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

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

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

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

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

7. No more than the minimum required parking may be provided unless provided for adjacent buildings that lack adequate parking.

8. Parking shall be sold or rented separately from residential units and commercial spaces ("unbundled") in perpetuity. Parking that is required for residential use but is unused and all commercial parking should be made available as public parking during daytime and evenings.

9. Provide at least one secure bicycle parking space for every two residential units. Provide secure bicycle parking within 200 yards of a building entrance for at least 10% of commercial and institutional building occupants.

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

10. Vehicular access shall be from an alley or mid-block on an east-west street where feasible.

11. Curb cuts and parking/loading entries into buildings shall be limited to the minimum number required and the minimum width permitted.

12. Parking and loading access shall be shared where feasible.

13. Parking and loading access shall be located a minimum of 25 feet from a primary building entrance, pedestrian paseo, or public outdoor gathering area. This guideline shall not apply to a hotel porte cocheres.

14. Where a vehicular exit from a parking structure is located within 5 feet of the back of sidewalk, a visual/audible alarm shall be installed to warn pedestrians and cyclists of exiting vehicles.

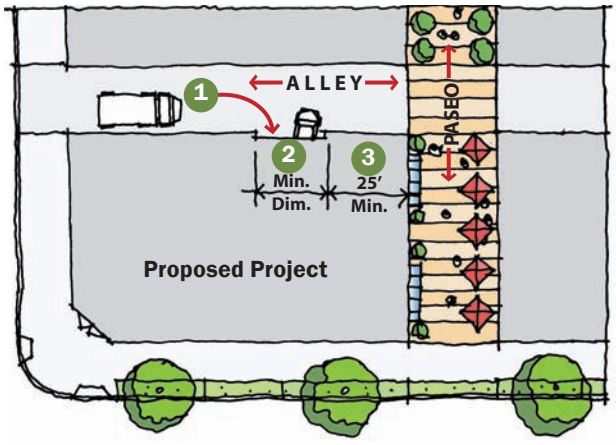


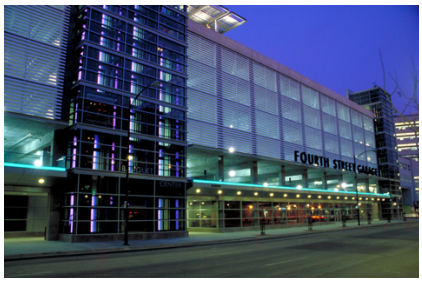
Figure 5-3 Vehicular Entries and Curb Cuts

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

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

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

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



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

B. STAND-ALONE PARKING STRUCTURES

Architectural Treatment

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

1. Parking structures shall have an external skin designed to improve the building's appearance over the basic concrete structure of ramps, walls and columns. This can include heavy-gage metal screen, pre-cast concrete panels, laminated glass or photovoltaic panels.
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.
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.
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.

Landscape Treatment

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

Streetscape can complement a well-designed parking structure.

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

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

Santee Alley is a pedestrian-priority alley.

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

C. ALLEYS AND BUILDING WALLS FACING ALLEYS

Maintain and enhance alleys.

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

Use alleys primarily for vehicular access, loading and service.

3. The primary purpose of most Downtown alleys is vehicular access and loading. The exceptions are “pedestrian-priority” alleys as designated as “pedestrian-priority” alleys by the Reviewing Agency. Pedestrian-priority alleys typically are located in the City Markets district.
4. Access to parking shall be from an alley where one exists or can be provided.
5. 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.

Provide access to utilities and mechanical equipment from alleys.

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

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

7. While they can be more simply designed than street-facing façades, building walls that face alleys nonetheless should be visually attractive.
8. 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 described in the prior discussion of free-standing parking structures.

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

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

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

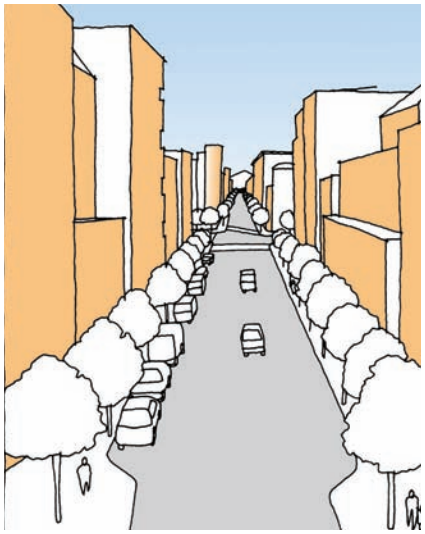
Incorporate green elements in alleys.

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

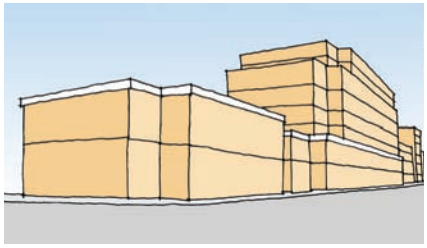
Residential units are not permitted on the ground floor adjacent to non-pedestrian priority alleys as shown here.

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

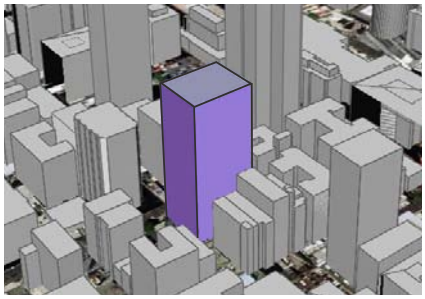
06 MASSING AND STREET WALL



The street wall is largely defined by individual building massing.



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



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

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.

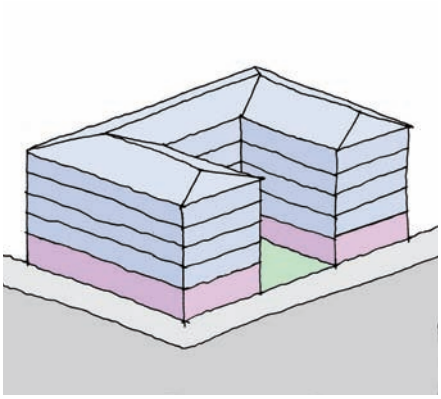
Breaking down large floor plates and varying a building’s height through the creation of smaller structures or façades is a valuable concept when designing large projects that consume half a block or more. Sculpting a building’s massing can also help avoid big bulky structures, which provide more visual 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. Any portion of a building that is above 150’, the pre-1957 height limit Downtown, is subject to the tower standards and guidelines in this section.

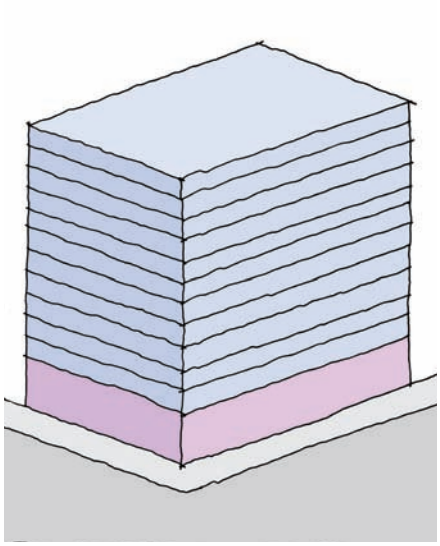
Design building massing to reinforce the street wall with well-scaled elements or structures that are sensitive to the neighborhood context.

1. Break large projects into a series of appropriately scaled buildings so that no building is more than 300 feet in length. Provide a passageway at least 20 feet wide between buildings.
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.
3. Monolithic slab-like structures that wall off views and overshadow the surrounding neighborhood are discouraged.
4. To assist staff in understanding the proposed massing of a project, all projects shall provide a 3-D digital model in Google Earth SketchUp format.

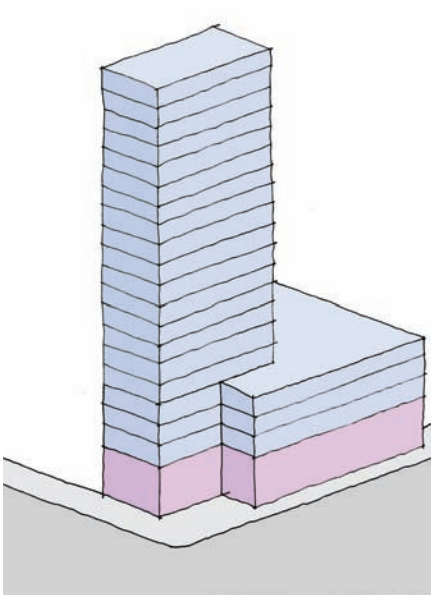
Figure 6-1 Examples of Three Massing Types.



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



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



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

Street Wall. Examples showing various street wall heights.

3-story street wall

4-story street wall

6- and 7-story street wall

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 3-2.
2. 90% of a building's street walls shall have the minimum number of stories specified Table 6-2. Walls above the ground floor that step back less than 15 feet from the ground floor street wall are considered to be part of the street wall.
3. Buildings may, but are not required to, step back above the minimum height required along the street. Step backs should be judiciously applied to minimize disruption of the overall street wall.
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.
5. An identifiable break should be provided between a building's retail floors (ground level and, in some cases, second and third floors) and upper floors. This break may consist of a change in material, change in fenestration, or similar means.

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

Bunker Hill. Minimum 3-story street wall.

Financial Core. Minimum 6-story street wall.

Table 6-1 Building Street Wall Characteristics

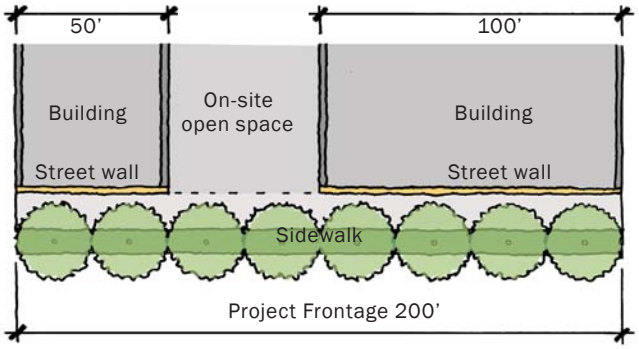
DISTRICT / NEIGHBORHOOD	MINIMUM PERCENT OF PROJECT FRONTAGE TO BE LINED WITH BUILDING STREET WALL AT BACK OF SETBACK [1]		MINIMUM STREET WALL HEIGHT
	RETAIL STREETS	OTHER STREETS	(STORIES) [2]
Civic Center [3]	NA	NA	NA
Civic Center South	80%	70%	75' (6)
Historic Downtown	95%	95%	75' (6) [4]
Little Tokyo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

1 Setback from back of sidewalk is as specified in Table 3-1.
2 Stories are included for information only. The requirement is height measured in feet.
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'.

Note: Subject to approval of the Reviewing Agency, frontage along courtyards that are open on one side to the street and lined with ground-floor uses may be counted as street wall.

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

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



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.

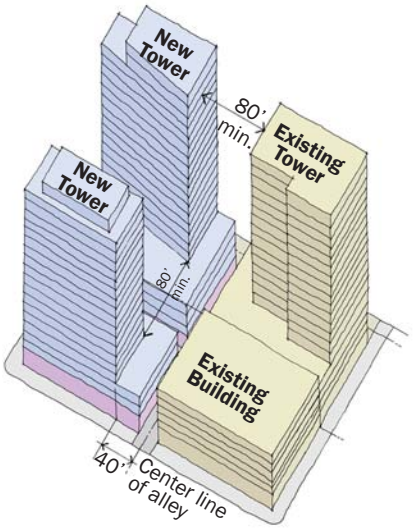
South Park north. Minimum 4-story street wall.

City Markets. Minimum 2-story street wall.

C. SPACING

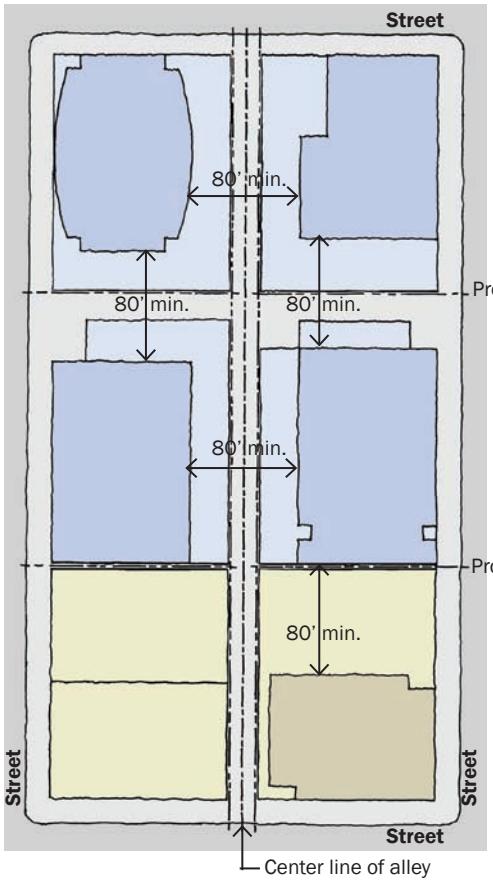
Tower Spacing

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



1. Generally, the portion of a tower above 150 feet shall be spaced at least 80 feet from all existing or possible future towers, both on the same block and across the street, except where 1) the towers are offset (staggered), 2) the largest windows in primary rooms are not facing one another, or 3) the towers are curved or angled, as illustrated in Figure 6-2.

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



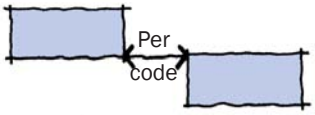
Legend

Building height greater than 150'
- Existing
- New

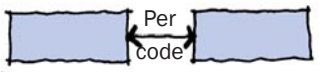
Building height 150' or less:
- Existing
- New

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

1) Offset Towers



2) Adjacent Towers



if largest windows in primary room (as defined in Table 6-2) are not facing one another

3) Curved or Angled Towers

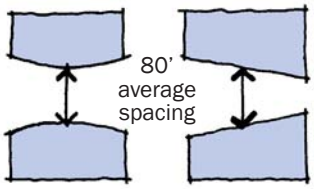


Figure 6-2 Plan and axonometric diagram showing minimum tower spacing to existing and future adjacent towers and exceptions.

Residential Unit Spacing

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

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

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

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

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

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

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

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

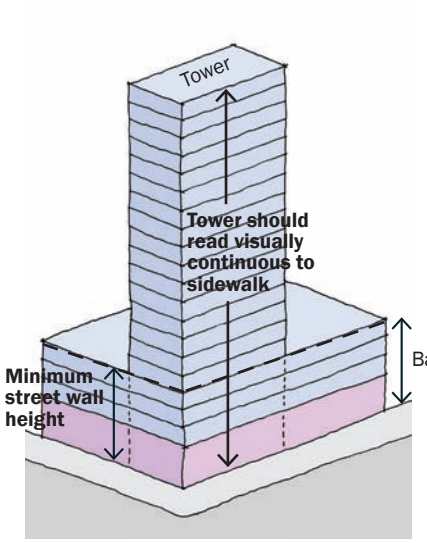
Public Corridors are corridors used for circulation. They may be located within window-to-window or window-to-wall spacing distances. However, such corridors shall also have a minimum privacy spacing distance from primary and secondary windows as established above.

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

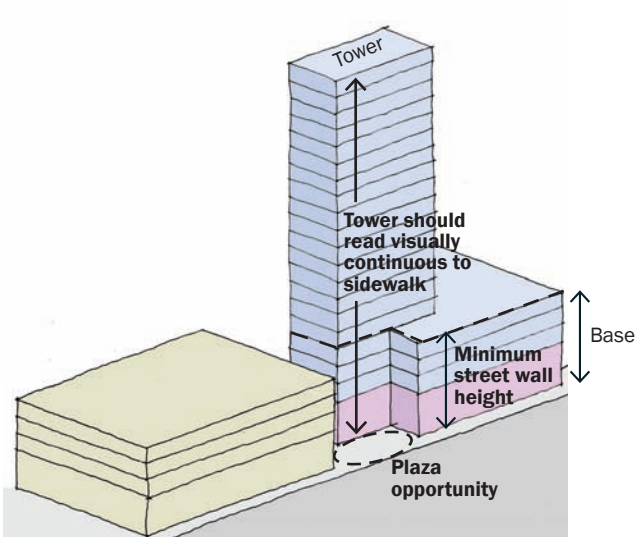
D. TOWERS

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.

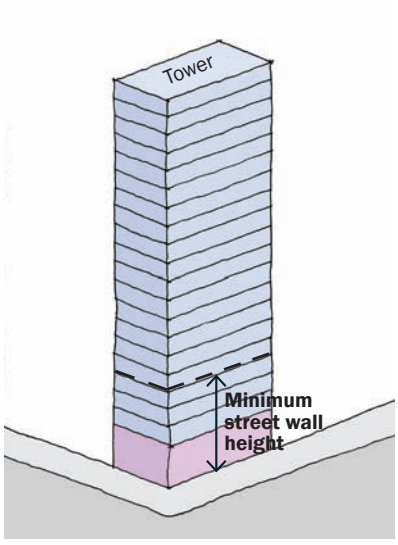
Figure 6-3 Common Tower Forms



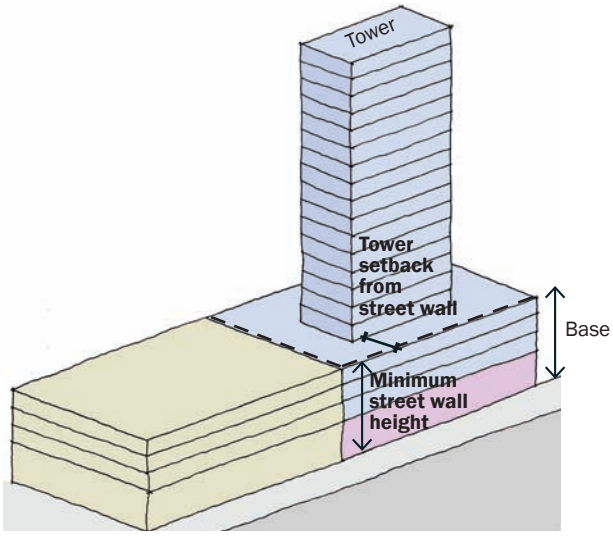
Tower at Street Corner. Base (or podium) with the tower set flush to a street corner. The tower massing and detail reads visually continuous to the sidewalk. The minimum street wall height must be met by the base and the tower.



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



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



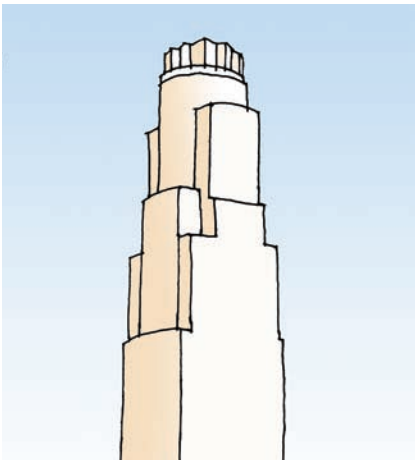
Tower Set onto a Base. Usually the tower rises above the base and steps back from the street wall 20' or more. The minimum street wall must be met by the base. This form is not generally preferred.

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

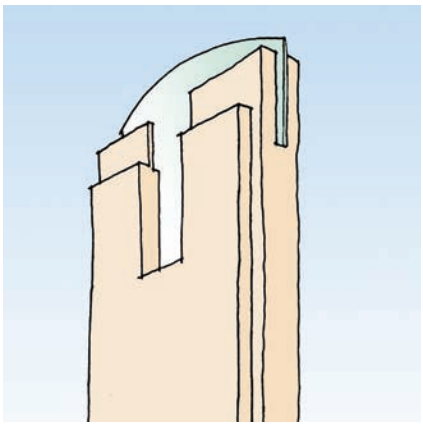


Tapered. Tower tapers gracefully towards the sky to appear thinnest at top.

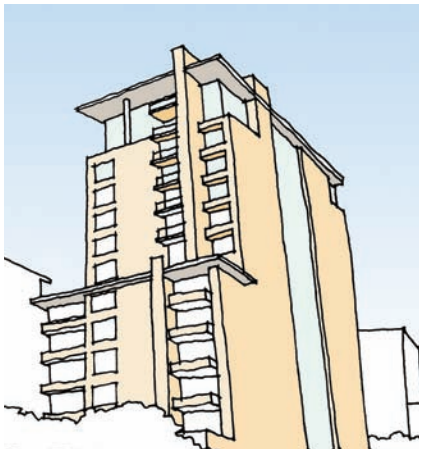
Tower Form

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

4. 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.
5. Towers that emulate a more streamline modern style (such as a Mies van der Rohe tower employing a single floor plan) should provide variety through subtle details in the curtain wall, and the articulation of a human-scaled base at the street level.
6. If a project has more than one tower, they should be complementary to each other and employ the same architectural design approach.
7. Generally, buildings over 150' tall (the historic datum for Downtown) should not be historicized. They are contemporary interventions in the skyline and should appear as such.
8. 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.
9. A building's top should be delineated with a change of detail and meet the sky with a thinner form, or tapered overhang.



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



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

07 ON-SITE OPEN SPACE

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

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

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

Provide publicly accessible open spaces at street level that provide pedestrian linkages throughout Downtown.

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

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

2. 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 by a project that includes more than 300 feet of frontage or is located in the middle of the block.

3. A paseo shall:
   - Be at least 15' wide at a minimum and 20' wide average;
   - Have a clear line of sight to the back of the paseo, gathering place, or focal element;
   - Be at least 50% open to the sky or covered with a transparent material;
   - Be lined with ground floor spaces designed for retail, especially restaurants, and/or cultural uses along at least 50% of its frontage; and
   - Include at least one gathering place with a fountain or other focal element.

Provide adequate open space to serve residents.

4. Site landscaping and residential open space shall be provided as required by Section 12.21.G. of the Zoning Code, except as follows:

5. At least 50% of the required trees shall be canopy trees that shade open spaces, sidewalks and buildings.

6. Variances from the required number of trees shall not be permitted; however, required trees may be planted off-site if the Reviewing Agency determines that they cannot be accommodated on-site. Off-site trees may be planted, in the following locations in order of preference: nearby streets, public parks and private projects

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

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

- Streets. Streets are the most public of all open spaces. Streets communicate the quality of the public environment and the care a city has for its residents.
- Residential Setbacks. Building setbacks adjacent to residential buildings provide a transition between the public and private realm, allowing residents to have private spaces with visual access to the public realm.
- Paseos. Paseos are extensions of the street grid located on private property. As outdoor passages devoted exclusively to pedestrians, they establish clear connections 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 Terraces. Roof terraces and gardens can augment open space and are especially encouraged in conjunction with hotels or residential uses.

7. Locate on-site open space types in relation to the street and permit public access during normal business hours as follows:

Good example of a commercial corner plaza.

Good example of a roof terrace.

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

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

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

Seating is an essential element in most open spaces.

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

8. Provide landscaping and seating in each open space type as follows. Planters, planter boxes and similar planting containers may count toward this requirement.

Table 7-2 Landscaping and Seating

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

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

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

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

10. On roof terraces, incorporate trees and other plantings in permanent and temporary planters that will shade, reduce reflective glare, and add interest to the space. In addition, provide permanent and temporary seating that is placed with consideration to sun and shade, and other factors contributing to human comfort.

11. Landscape elements should support an easy transition between indoors and outdoors through such means as well-sited and comfortable steps, shading devices and/or planters that mark building entrances, etc.

12. Landscape elements should establish scale and reinforce continuity between indoors and outdoors space. Mature canopy trees shall be provided within open spaces, especially along streets and required setbacks.

13. Landscape elements should provide scale, texture and color. A rich, coordinated palette of landscape elements that enhances the Development Site's identity is encouraged.

14. 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.

Landscaping can take a variety of forms.

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

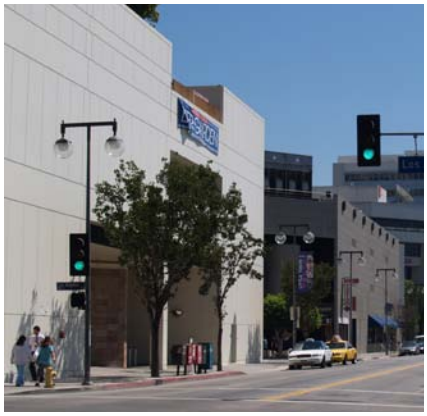
15. Contain open space along a minimum percentage of its perimeter by building and/or architectural features as follows:

Table 7-3 Containment of Open Space

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

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

08 ARCHITECTURAL DETAIL



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

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

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

A. HORIZONTAL VARIATION

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

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

Good example of horizontal variation along a façade.

B. VERTICAL VARIATION

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

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

1. Employ a different architectural treatment on the ground floor façade than on the upper floors, and feature high quality materials that add scale, texture and variety at the pedestrian level.
2. Vertically articulate the street wall façade, establishing different treatment for the building's base, middle and top) and use balconies, fenestration, or other elements to create an interesting pattern of projections and recesses.
3. Provide an identifiable break between the building's ground floors and upper floors designed for office or other use. This break may include a change in material, change in fenestration pattern or similar means.
4. 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.
5. Where appropriate, employ shade and shadow created by reveals, surface changes, overhangs and sunshades to provide sustainable benefits and visual interest on façades exposed to the sun.

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

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

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

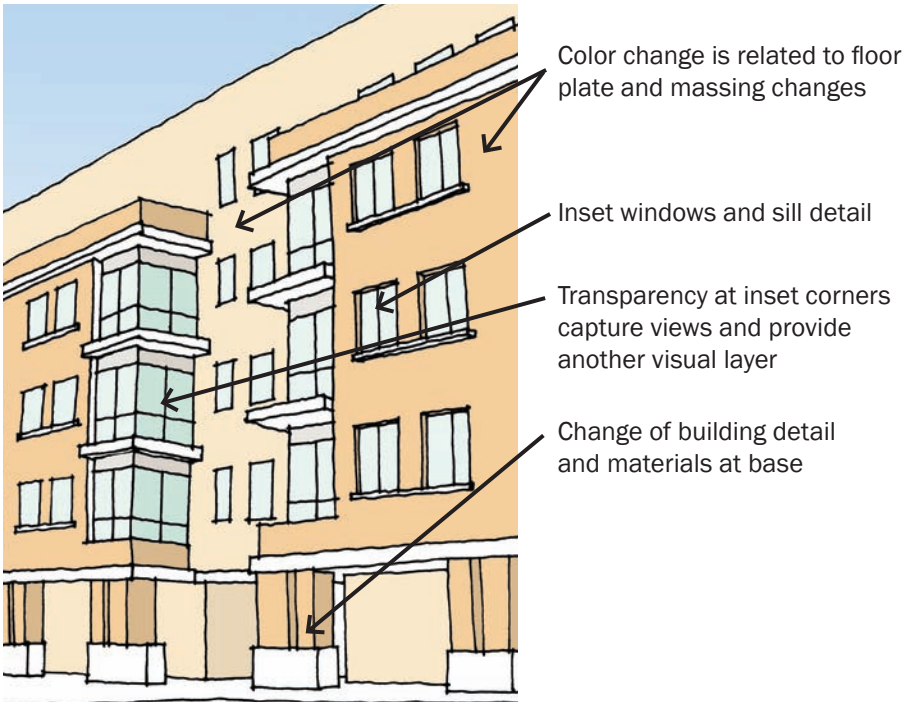
C. MATERIALS

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

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

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.
3. Generally, stucco is not permitted.
4. Detail buildings with rigor and clarity to reinforce the architect's design intentions and to help set a standard of quality to guide the built results.

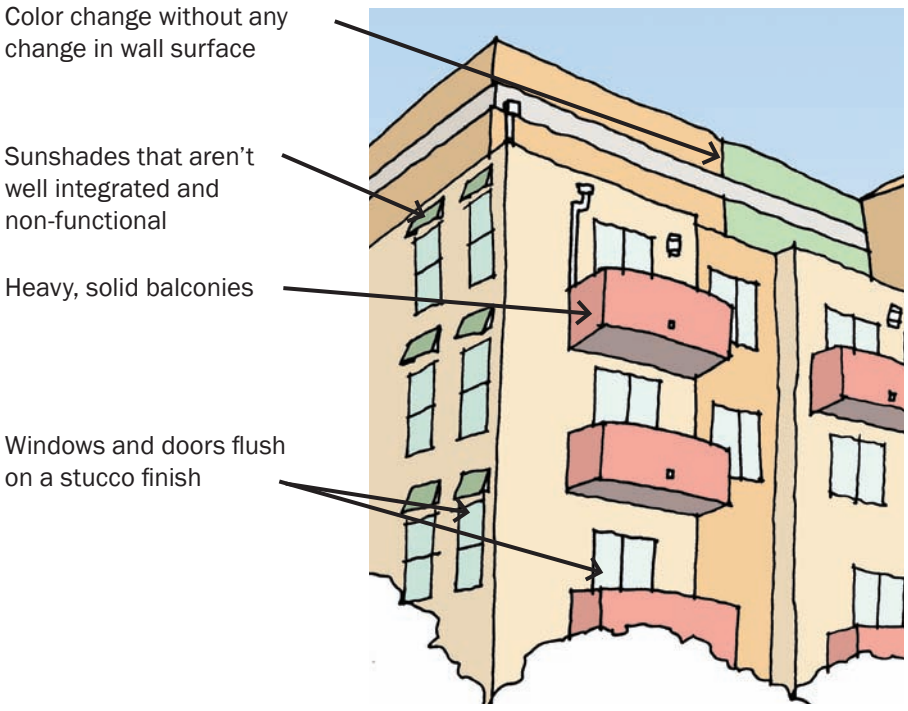
Layering. A building's skin should be layered and bear a direct relationship to the building's structural elements.



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

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

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



Windows should be well-detailed have a recessed depth.

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

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

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.
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.

E. GLAZING

Incorporate glazing that contributes to a warm, inviting environment.

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

F. LIGHTING

Provide well-designed architectural and landscape lighting.

1. All exterior lighting (building and landscape) should be integrated with the building design, create a sense of safety, encourage pedestrian activity after dark, and support Downtown's vital nightlife.
2. Each project should develop a system or family of lighting with layers that contribute to the night-time experience, including facade uplighting, sign and display window illumination, landscape, and streetscape lighting.
3. Architectural lighting should relate to the pedestrian and accentuate major architectural features.
4. Landscape lighting should be of a character and scale that relates to the pedestrian and highlights special landscape features.
5. Exterior lighting shall be shielded to reduce glare and eliminate light being cast into the night sky.

Security lighting

6. Integrate security lighting into the architectural and landscape lighting system. Security lighting should not be distinguishable from the project's overall lighting system.
7. Illuminate alleys for both vehicles and pedestrians.

G. SECURITY GRILLS AND ROLL-DOWN DOORS AND WINDOWS

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

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

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

H. MINIMIZING IMPACTS ON NEIGHBORS

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

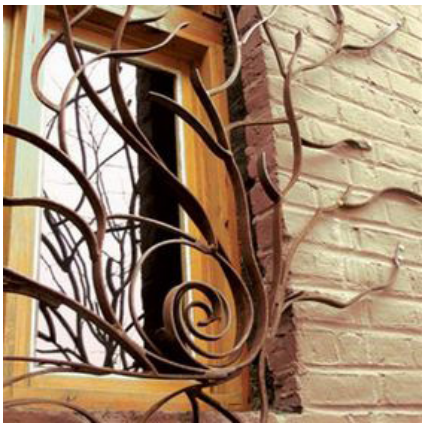
Architecturally incorporate or arrange roof top elements to screen equipment such as mechanical units, antennas, or satellite dishes.

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

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

Minimize glare upon adjacent properties and roadways.

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



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

09 STREETSCAPE IMPROVEMENTS

Corner curb extension at Grand Avenue and 11th Street.

A. RESPONSIBILITIES OF THE CITY AND OTHER PUBLIC AGENCIES

1. Recognize the shared use of streets not just for moving traffic, but equally as 1) the front door to businesses that are the economic and fiscal foundation of the City and 2) outdoor open space for residents and workers in a City that is severely lacking in pubic open space. That is, recognize that all streets on which residential or commercial development is located are “pedestrian-oriented streets” and design and improve them accordingly.
2. Implement the standards and guidelines in this document that pertain to improvements within street rights-of-way, including sidewalk configuration and streetscape improvements.
3. 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.
4. Do not unreasonably burden property owners, developers and business owners with complicated regulations and protracted processes.

B. RESPONSIBILITIES OF THE DEVELOPER OR LEAD PUBLIC AGENCY

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

C. SIDEWALK IMPROVEMENT WHERE FUTURE ROADWAY WIDENING MAY OCCUR

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

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

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

D. CURB EXTENSIONS AND CROSSWALKS

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

E. PAVING PATTERN

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

Table 9-1 Edge Band Characteristics

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

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

Streetscape improvements will vary by district and project.

F. STREET TREES

Tree Species and Spacing

1. Street trees shall be planted in conjunction with each project. In-lieu fees are not permitted.
2. Space trees as specified by City staff, but not more than an average of 25 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 Urban Forestry Division (UFD)/Bureau of Street Services/Department of Public Works, except trees may be 6 feet from pedestrian lights. The Applicant shall agree to maintain the trees so that the pedestrian lights are accessible for maintenance purposes.
4. Trees shall be species/cultivars that will achieve a mature height, given site conditions, of at least 40 feet on Major Highways Class II and Secondary Highways 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.
5. Species/cultivars shall be as shown in the Master Tree List in the Appendices unless otherwise approved by the Reviewing Agency and UFD.
6. Required street trees shall be shade trees. However, if approved by the Reviewing Agency and UFD, palms may be planted between or in addition to required shade trees.

Planting Standards

7. Plant minimum 36” box trees.
8. Parkways shall be planted with: 1) turf or turf substitute that is level with the adjacent walkway and walkable or 2) groundcover or perennials at least 18 inches but not more than 3 feet tall, except within 2 feet of tree trunks.
9. Where tree wells are installed as permitted/specified in Section 3, tree wells may be: 1) planted as described above; 2) covered with a 3-inch thick layer of stabilized decomposed granite, installed per manufacturer’s specifications, and level with the adjacent walkway; or 3) covered by a tree grate.
10. 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 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.
11. Irrigate the trees and landscaped parkways with an automatic irrigation system. In-line drip irrigation (Netafim or equal) is preferred. Spray heads or bubblers may also be used provided they adequately irrigate trees (minimum of 20 gallons per week dispersed over the root zone) and do not directly spray the tree trunks.

12. 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. These guidelines prohibit “topping” and “heading.”

The appendices provides details and specifications for the above requirements.

Topped tree

One year later

Topping and heading is prohibited.

G. STREET LIGHTS

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

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 the Reviewing Agency and approved by BSL, shall be attached to each existing roadway light and a matching pedestrian light on a pole specified by the Reviewing Agency and approved by the BSL shall be installed approximately equidistant between the roadway lights. Pedestrian light spacing must be carefully coordinated with street tree planting in order to meet BSL spacing requirements and maintain the required tree spacing. An alternative street lighting pattern may be approved by the Reviewing Agency and BSL.

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 if metal halide or high-pressure sodium or, preferably, LED lights that produce a similar quality of light.
    - All optic systems shall be cut-off.

Street lights.

Pedestrian lights.

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

H. STREETSCAPE PROJECT APPROVAL AND PERMITS

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

1. 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.

2. Revocable Permit. Revocable Permits are the second or mid-level of street improvement permits. Revocable permit applications require the submittal of professionally prepared drawings on standard City (Bureau of Engineering) drawing sheets and are reviewed by the various Bureaus within the Department of Public Works for safety and liability issues. Improvements approved through the Revocable Permit process are maintained by the permittee. Failure by the permittee to keep the improvement in a safe and maintained condition allows the City to revoke the permitting rights at which point a permittee is requested to restore the street to its original condition. Projects requiring approval through the Revocable Permit process include improvements within the public right-of-way that do not change the configuration of the street. A moderate fee is assessed for plan check, administrative filing, and inspection and the applicant is typically required to provide proof of liability insurance.

3. B-Permit. The B-Permit is reserved for streetscape projects requiring the highest level of review. Approval through the B-Permit process is required for projects that are permanent in nature and developed to a level that allows the City to maintain the improvement permanently. A B-Permit is usually issued for improvements that change the configuration of the street, traffic patterns, or other substantial permanent changes to the streetscape. Projects subject to the B-Permit review process require professionally prepared drawings submitted on standard City (Bureau of Engineering) drawing sheets and are reviewed by all public agencies affected by the improvements. A fee commensurate with development is assessed for plan check, administration, and inspection. Construction bonding is required to ensure that the improvements are installed, and various levels of insurance are required.

SIGNAGE 10

The provisions in this section supplement the Zoning Code.

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

A. MASTER SIGN PLAN

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.

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

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

   The master signage plan shall include:

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

B. SIGNAGE GUIDELINES BY TYPE

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

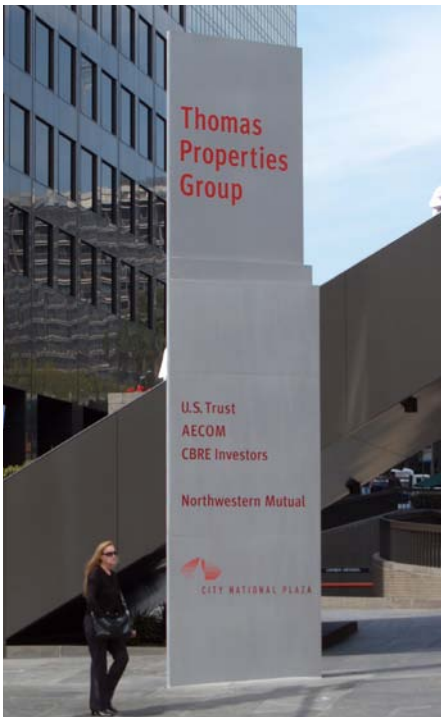
Campus Identity Sign. Example of a corporate campus identity sign that is integrated with the architecture and landscaping.

Corporate Campus 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.

1. Signage should reinforce the corporate or campus identity.
2. All signs integrate with the architecture, landscaping and lighting, relate to one another in their design approach, and convey a clear hierarchy of information.
3. 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.
4. For buildings over 120 feet tall, see requirements for tall building signs.

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



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

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

Residential Project Signs

5. Signage should reinforce the identity of the residential complex and be visible from the most prominent public corner or frontage.
6. All signs shall be integrated with the design of the project's architecture and landscaping. As a family of elements, signs should be related in their design approach and convey a clear hierarchy of information.
7. Signage should identify the main/visitor entrance or lobby, resident or visitor parking, community facilities, major amenities and commercial uses. These signs should be related in style and material while appropriately scaled for the intended audience.
8. Residents soon learn the project entries and facilities so signs should not be too large or duplicative.
9. Signs for community facilities should be prominent and easily read by first time visitors.
10. Mixed-use projects with commercial or retail tenants shall comply with the retail section below.

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

Hierarchy of Signs. 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 are shown here (above).

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

Retail Signs

11. Retail signs should be appropriately scaled from the primary viewing audience (pedestrian-oriented districts require smaller signage than fast moving automobile-oriented districts).
12. 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.
13. 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.
14. Historic buildings with ground floor retail shall have signs that do not obscure the architecture, but are integrated into the original or restored storefront elements.

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

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

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

Tall Building Signs

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

15. 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 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.
16. 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.
17. 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.
18. 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.
19. Orientation. To the extent feasible, Tall Building Signs shall not be oriented toward nearby residential neighborhoods.
20. Flexibility. Tall Building Signs shall be designed to be changed over time.
21. Other Guidelines. Tall Building Signs are encouraged to meet the following guidelines:
    - The use of symbols, rather than names or words, is encouraged.
    - Tall Building Signs should be integrated into the architectural design of the building.
    - Nighttime lighting of Tall Building Signs, as well as of distinctive building tops, is encouraged and the two 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.

Tall Building Signs are intended to identify downtown high rises both in a distance skyline view and from the streets Downtown.

Tenant signs located below the tree canopy eliminate the potential for conflicts between signs and trees.

C. 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.
2. 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.
3. 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.

Sign Location in Relation to Street Trees

4. 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.
5. 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.
6. Trees may not be topped or headed back on the sides to expose signs. If a tree is topped or headed back to expose a sign, the tree shall be replaced by the sign permit holder or sign owner with a tree equal in size to the topped or headed tree prior to topping or heading.

Sign Illumination and Animation

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

Prohibited Signs

10. 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
    - Wall murals covering windows.

11 PUBLIC ART

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

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

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

Historically, cities embrace the arts of their time, and the character, personality and spirit of the city is often conveyed most vividly through its arts and culture. Downtown stakeholders have a proven commitment to the arts, for they play a significant role in cultivating livable neighborhoods. As a result, Downtown is a popular destination to experience public art, art galleries, museums, 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. 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. Artworks must demonstrate curatorial rigor in terms of building the city's collection of public art and shall illustrate themes and levels of sophistication that are appropriate for their location.
- Responsiveness. Without formally injecting art into the early stages of the planning process for each new development, it will either be left out, or appear out of sync with the overall growth of the built environment.

B. GENERAL GUIDELINES

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.

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

C. CONTRIBUTING TO AN URBAN TRAIL

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

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

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

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

12 CIVIC AND CULTURAL LIFE

List of Places

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

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

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

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

5 City Hall West Lawn and Courtyard
Political events

6 Grand Avenue Festival
Annual October ~ 25,000 attendees

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

8 Spiral Court, California Plaza
Outdoor dining

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

10 Colburn
Plaza and Cafe, gathering spot for students

11 Wet Fountain

12 Paseo - Wells Fargo Court
Interior

13 Angel's Flight

14 Grand Central Market
Paseo - Outdoor seating

15 Biddy Mason Park

16 CRT Parking Garage Paseo

17 Broadway Pedestrian Activity

18 Arcade Building
Paseo

19 Old Bank District
Outdoor cafes and street life

20 Monthly Art Walk - 2nd Thursday

21 Walt Disney Outdoor Site
Garden and Amphitheater

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

23 Arts High School Grand Ave. Entry

24 DWP Fountain Circuit (potential)

25 Bamboo Lane (future)

26 Art Walk/West Plaza

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

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

29 Network of Chinatown Alleys (new)

30 Future bridge to State Historic Park

31 State Historic Park
Event site, concerts, circus, etc.

32 Farmlab and Under Spring
Events, openings, music

33 Chinatown Pedestrian Overpass (should be gateway)

34 Solano Canyon
Pedestrian enclave

35 Bridge to Chinatown West

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

A. GOAL

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

B. GUIDELINE

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.

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

37 Future Ord Street Stairs

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

39 Chinatown Street Activity

40 Main Street Triangle

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

42 Phillipe's

43 Homegirl Cafe

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

45 Redesigned Plaza

46 Union Station and Gateway Plaza
Some private events

47 Chinatown Library
destination, classes, lectures, community meetings

48 Dragon Gateway (no pedestrian place)

49 Plaza de Cultura y Artes
New cultural center 2010

50 Gloria Molina Parkway (future)

51 Triforium Plaza (no current uses)

52 St. Vibiana's
Concerts, possible event site

53 Little Tokyo Walk Streets

54 JACCC
800 seat theater
Festival plaza (Noguchi)

55 JANM
Event Plaza, outdoor music, tea room

56 New Gold Line Station

57 Temporary Contemporary

58 Arts Park (unbuilt)

59 Go For Broke Monument
Magnet for JA tourists

60 East West Players
Outdoor Lobby

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

62 Sci-Arc

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

64 Skid Row
very dense

65 Toy District
Streets

66 Flower Mart

67 Fashion District
Walking streets

68 "St Vincent" Court
Outdoor dining

69 Jewelry District

70 Pershing Square
Outdoor Concerts, events, and ice skating

71 Library West Lawn
(nice place)

72 Library Steps

73 Financial District
Walking streets

74 Nokia Plaza
Possible events

75 LA Live

76 Ralph's
New destination

77 FIDM and Grand Hope Park

78 South Park new housinng, restaurants & nightlife

79 Broadway to City Hall
Historic Parade Route

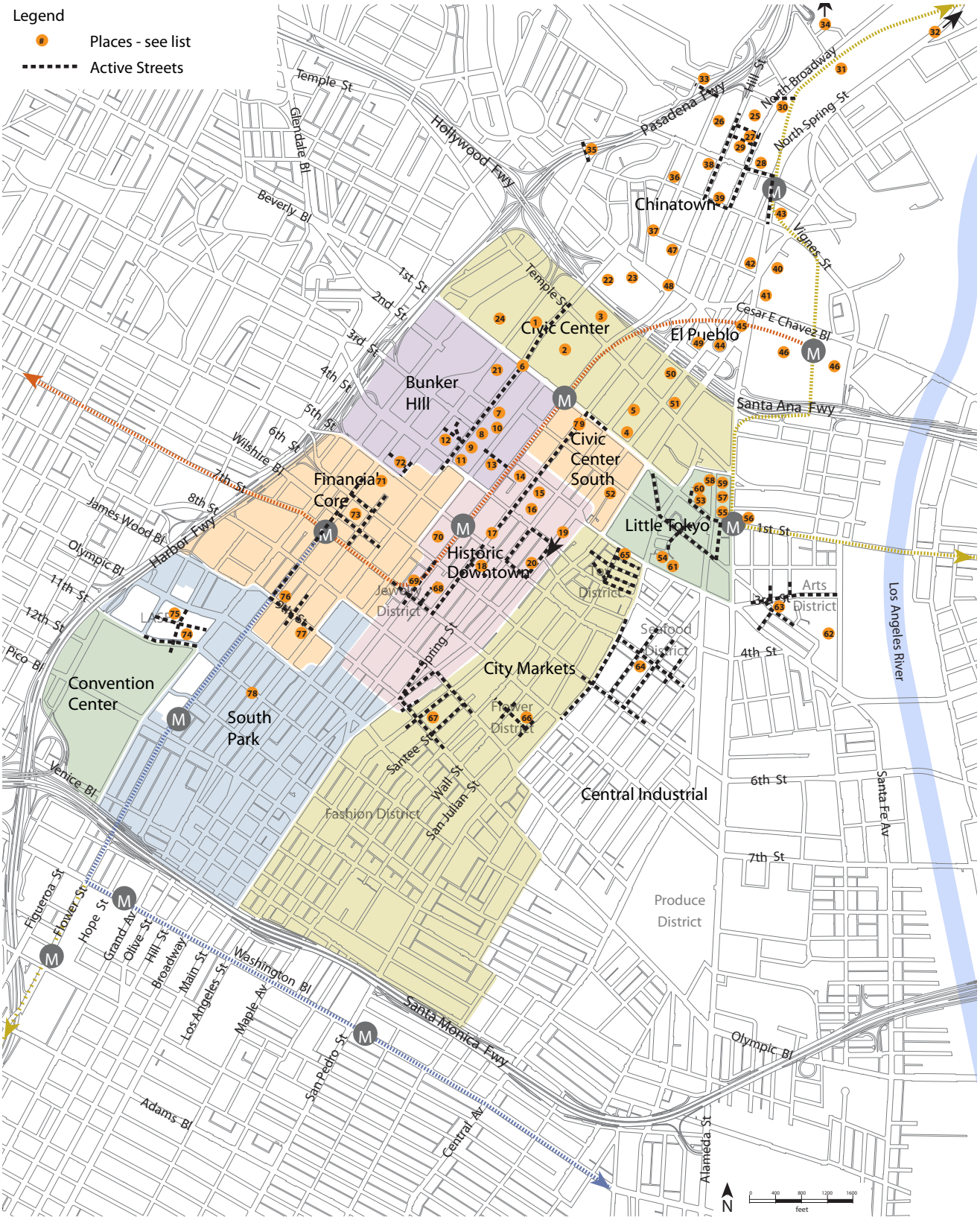


Figure 12-1 Existing Downtown Activity (map courtesy of Aaron Paley, Community Arts Resources).

DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

APPENDICES

APPENDIX A

Guide to Tenant Signs

APPENDIX B

Downtown Street Tree Details and Specifications (to be added)

APPENDIX C

Master Tree List (to be added)

APPENDIX D

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

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