

INDUSTRIAL CITYWIDE DESIGN GUIDELINES

Heavy Industrial, Limited and Light Industrial,
Hybrid Industrial & Commercial Manufacturing



Los Angeles
Department
of City Planning

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The City of Los Angeles' General Plan Framework Element and each of the City's 35 Community Plans promote architectural and design excellence in buildings, landscape, open space, and public space. They also stipulate that preservation of the City's character and scale, including its traditional urban design form, shall be emphasized in consideration of future development. To this end, the Citywide Design Guidelines have been created to carry out the common design objectives that maintain neighborhood form and character while promoting design excellence and creative infill development solutions.

The Citywide Design Guidelines serve to implement the 10 Urban Design Principles, a part of the Framework Element. These principles are a statement of the City's vision for the future of Los Angeles, providing guidance for new development and encouraging projects to complement existing urban form in order to enhance the built environment in Los Angeles. While called "urban", the Urban Design Principles reflect citywide values to be expressed in the built environment of the City, establishing a design program for the City. They are intended to embrace the variety of urban forms that exist within Los Angeles, from the most urban, concentrated centers to our suburban neighborhoods.

THE 10 PRINCIPLES OF URBAN DESIGN

- 1 Develop inviting and accessible transit areas.
- 2 Reinforce walkability, bikeability and well-being.
- 3 Nurture neighborhood character.
- 4 Bridge the past and the future.
- 5 Produce great green streets.
- 6 Generate public open space.
- 7 Stimulate sustainability and innovation in our city.
- 8 Improve equity and opportunity.
- 9 Emphasize early integration, simple processes and maintainable solutions.
- 10 Ensure connections.

The Citywide Design Guidelines supplement the Citywide Urban Design Principles. By offering more direction for proceeding with the design of a project, the Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design. It is important to remember, though, that they are performance goals, not zoning regulations or development standards and therefore do not supersede regulations in the municipal code.

The purpose of this document is to:

- Communicate to the development community, in advance of application being filed, the design expectations in Residential, Commercial, and Industrial projects;
- Facilitate the fair and consistent application of design objectives;
- Protect investment throughout the city by encouraging consistently high-quality development;
- Encourage projects appropriate to the context of the City's climate and urban environment;
- Facilitate safe, functional, and attractive development; and
- Foster a sense of community and encourage pride of ownership.

HOW ARE THE GUIDELINES APPLIED

The Guidelines are intended for the Planning Department, as well as other City agencies and department staff, developers, architects, engineers, and community members to use in evaluating project applications along with relevant policies from the General Plan Framework and Community Plans. To achieve the stated purpose, the Guidelines will apply to all new developments and substantial building alterations that require approval by decision-making bodies and planning staff. However, all "by-right" (see *definition in glossary*) development projects are also encouraged to incorporate the Design Guidelines into their project design.

Each of the Citywide Design Guidelines should be considered in a proposed project, although not all will be appropriate in every case, as each project will require a unique approach. The Citywide Design Guidelines provide guidance or direction for applying policies contained within the General Plan Framework and the Community Plans. Incorporating these guidelines into a project's design will encourage more compatible architecture, attractive multi-family residential districts, pedestrian activity, context-sensitive design, and contribute to placemaking.

HOW TO USE THE GUIDELINES

Property owners, developers, designers, and contractors proposing new development in Los Angeles should first review the zoning of the property being developed. They should then proceed to the Citywide Design Guidelines appropriate to the project, dependent on whether it is residential, commercial, or industrial.

The provisions set forth in this document identify the desired level of design quality for all development. However, flexibility is necessary and encouraged to achieve excellent design. Therefore, the use of the words "shall" and "must" have been purposely avoided within the specific guidelines. Each application for development, however, should demonstrate to what extent it incorporates these guidelines.

Applications that do not meet specific guidelines applicable to that project should provide rationale for the design and explain how the project will meet the intent of the General Plan, the Municipal Code, and these Guideline objectives. Whether the design is justified will be determined through required "Findings" in the appropriate section of the Los Angeles Municipal Code.

RELATIONSHIP BETWEEN THE GENERAL PLAN, ZONING CODE, CITYWIDE GUIDELINES, AND COMMUNITY-SPECIFIC DESIGN REQUIREMENTS

The approval process for new development is guided by the General Plan, Chapter I of the Los Angeles Municipal Code, and the Citywide Design Guidelines.

City of Los Angeles General Plan: Comprised of 35 Community plans, the General Plan is the policy document that sets the development vision of the community. It provides policy direction for land use, vehicular and bicycle circulation, open space and recreation, and infrastructure.


Los Angeles Municipal Code: Adopted ordinances that implement the General Plan by establishing land use and development requirements. The Municipal Code includes provisions for the establishment of specific plans and supplemental use districts.

Citywide Design Guidelines: Establishes best practices for designing high-quality development that meets the objectives of the General Plan. Certain items apply to site planning and others to building design and aesthetics.

Many neighborhoods in Los Angeles have adopted guidelines as part of a Community Plan Urban Design chapter, or special zoning designations such as specific plans, community design overlay districts, redevelopment plans, designated historic properties and historic districts. This document applies to all areas, but is particularly applicable to those areas within the City that do not currently have adopted design guidelines. In cases where the Citywide Design Guidelines conflict with a provision in a Community Plan Urban Design chapter or a specific plan, the community-specific requirements shall prevail.

ORGANIZATION

The guidelines are divided into three sections: Residential, Commercial, and Industrial. Within each section are a number of design principles and measures that address the different elements of site and building design and environmental sensitivity based on land use. Each section of the Citywide Design Guidelines is organized by overarching objectives (e.g., Maintaining Neighborhood Context and Linkages). Each topic includes an objective statement followed by a list of specific implementation strategies. A glossary of key terms is included on page 47 of this document. * Terms that are defined in the glossary and appear throughout the text are highlighted on each page for the user's convenience.

Guidelines that promote low-impact development and sustainable practices are designated by a leaf () symbol.



industrial

heavy industrial, limited/light industrial, hybrid industrial
and commercial manufacturing

The following design guidelines are intended to address some of the most common, overarching challenges in planning industrial developments, and to serve diverse needs across the City. The prime areas of opportunity for attaining high quality design in industrial projects include: minimizing and screening unsightly nuisances; improving the safety of the pedestrian experience along industrial corridors; adequate and safe vehicular access and maneuverability; protecting and conserving the neighborhood architectural character; promoting connectivity between adjacent neighborhoods while maintaining visual and spatial relationships between adjacent buildings; establishing height and massing buffers and transitions between industrial and non-industrial uses; and strengthening the visual and functional quality of the industrial environment. More specific design regulations relating to individual communities can be found in each of the 35 Community Plans.

OBJECTIVE 1:

Consider Neighborhood Context and Compatible Design of Uses

Site Planning

- 1 Create a strong street wall by locating **building frontages** at the front property line or at the minimum required **setback**. Where additional setback is necessary, activate the area with a courtyard or "outdoor room" adjacent to the street by incorporating outdoor dining, seating, or water features, for example.
- 2 Provide direct paths of travel for pedestrian destinations within large developments. Especially near transit lines, create primary entrances for pedestrians that are safe, easily accessible, and a short distance from transit stops.
- 3 Maintain existing alleys for access. Avoid vacating alleys or streets to address project-specific design challenges.

RECOMMENDED



- ✓ Strong street edge
- ✓ Creative use of setback to create an "outdoor room"
- ✓ Outdoor eating establishment associated with industrial use

NOT RECOMMENDED



! Poor use of setback; blocked path to sidewalk



! Cars dominate streetscape

! Blocked alley access

Site Planning *(cont.)*

- 4 Place buildings around a central common open space to promote safety and the use of shared outdoor areas. In mid- and high-rise buildings, podiums between buildings and rooftop decks can be used as common areas.
- 5 Provide bicycle lockers and/or racks near building entrances. Disperse bicycle parking facilities throughout larger sites and locate them in convenient and visible areas in close proximity to primary building entrances.
- 6 Provide adequate safeguards to control impacts resulting from toxic substances and release of airborne particles on adjacent residential uses.

RECOMMENDED




Bike rack located in a visible area



Dining area located within a landscaped common space

Building Orientation

- 1  Situate buildings on the site so they are oriented to maximize daylighting opportunities and harvest natural light within interior work spaces. Also utilize opportunities to provide operable **clerestory windows** to allow for ventilation and indirect lighting.
- 2 Large industrial buildings with multiple tenants should provide multiple numerous entries at multiple **street frontages** to improve site design flexibility and options for building location.

RECOMMENDED



Building situated to maximize daytime lighting

NOT RECOMMENDED



Blank wall is a missed opportunity to provide daylighting

Entrances

- 1 Provide a logical sequence of entry and arrival as part of the site's design. Special entry treatments such as stamped or colored concrete and special planting and signage can be used to enhance entries and guide pedestrians.
- 2 Entries should be designed according to simple and harmonious proportions in relationship to the overall size and scale of the building. Ensure that pedestrian entries are properly sized to provide shelter year-round.
- 3 Ensure that the main entrance and entry approach can accommodate persons of all mobility levels.

RECOMMENDED



✓ Sheltered entry

✓ Logical entry progression



✓ Disability access

NOT RECOMMENDED



Lack of pedestrian shelter or special entryway treatment creates an unclear entry sequence

Objective 1: Consider Neighborhood Context and Compatible Design of Uses

- 4 Promote pedestrian activity by placing entrances at grade level or slightly above, and unobstructed from view from the public right-of-way. Avoid sunken entryways below street level.

RECOMMENDED



Unobstructed and architecturally coherent entry



Visible and attractive stairs

NOT RECOMMENDED



Harsh security measures



Architecturally incoherent entry



Barred entry

Relationship to Adjacent Buildings

- 1 Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding neighborhood. In older neighborhoods, new developments should likewise respect the character of existing buildings with regards to height, scale, style, and architectural materials.
- 2 Create height and visual transitions between industrial districts and adjacent commercial and residential neighborhoods. Stepping back upper floors of industrial structures to match those of adjacent commercial or residential structures, and plant trees, shrubs, and vines to screen outdoor storage and odor or noise-generating functions of industrial uses.

RECOMMENDED



Adequate landscaping buffer softens transition between uses

NOT RECOMMENDED



Poor screening and transition between industrial and residential uses

OBJECTIVE 2:

Employ High Quality Architecture to Define the Character of Industrial Districts

Pedestrian Scale

- 1 Maintain a human scale rather than a monolithic or monumental scale.
- 2 At entrances and openings, include overhead architectural features, such as awnings, canopies, **trellises** or **cornice treatments** that provide shade and reduce daytime heat gain, especially on south-facing facades.
- 3 Differentiate the **ground floor** from upper floors. Changes in massing and architectural relief add visual interest and help to diminish the perceived height of buildings.
- 4 In non-heavy industrial areas, incorporate windows on ground floors facing pedestrian paths of travel to improve the pedestrian experience.
- 5 Utilize landscaping to add texture and visual interest at the street level. Landscaping should not create a barrier between pedestrians and the **building frontage** or views into buildings at the ground floor.

RECOMMENDED



Changes in architectural relief for visual interest and shade



Landscaping provides texture and human scale

NOT RECOMMENDED



Monolithic scale



Lack of architectural differentiation



Lack of landscaping

Building Façade and Form

- 1 Vary and articulate the building façade to add scale and avoid large monotonous walls.
- 2 Architectural elements such as entries, **porticoes**, **cornices**, and awnings should be compatible in scale with the building massing and should not be exaggerated or made to appear as a caricature of an historic architectural style.
- 3 Where the building mass cannot be broken up due to unique use constraints, i.e. manufacturing or warehouse space, building walls should be articulated through the use of texture, color, material changes, shadow lines, and other façade treatments.
- 4 Architecturally integrate exposed industrial systems and equipment as a design option where practical.

RECOMMENDED



Varied and articulated façade



Architectural elements in scale with building massing

NOT RECOMMENDED



Large monotonous wall and lack of building articulation

Objective 2: Employ High Quality Architecture to Define the Character of Industrial Districts

- 5 Organize massing to emphasize certain parts of the building such as entries, corners, and the organization of showroom or office spaces.
- 6 Incorporate and alternate different textures, colors, materials, and distinctive architectural treatments that add visual interest while avoiding dull and repetitive façades.
- 7 Incorporate windows and doors with well-designed trims and details as character-defining features to reflect an architectural style or theme consistent with other façade elements.
- 8 Treat all façades of the building with equal architectural rigor, level of detail, and articulation.

RECOMMENDED



Colors provide visual interest



Well-designed trim and details



Ground floor windows face the street

NOT RECOMMENDED



Lack of windows, architectural detail or treatment creates dull and monotonous façade

Building Façade and Form (cont.)

- 9 Integrate varied roof lines through the use of sloping roofs, modulated building heights, **stepbacks**, or innovative architectural solutions.
- 10 Reinforce existing facade rhythm along the street where it exists by using architectural elements such as trim, material changes, **bays**, **clerestory windows**, and other design treatments consistent with surrounding buildings.

RECOMMENDED



Varied
roof lines



Architectural
rhythm



Historic building
with original
building materials

NOT RECOMMENDED



Plain building
inconsistent with
adjacent historic
architecture



Poor adaptation
of original
architectural
features

Building Materials

- 1 Approach stylistic details in a manner that is true to a style of architecture or common theme.
- 2 Apply trim, metal and woodwork, lighting, and other details in a harmonious manner, consistent with the proportions and scale of the building(s).
- 3 Select building materials, such as trim and finishes that convey a sense of permanence. Quality materials should be used, regardless of architectural style.
- 4 Apply changes in material purposefully and in a manner corresponding to variations in building mass.
- 5 Avoid the use of highly reflective building materials and finishes that direct heat and glare onto nearby buildings.

RECOMMENDED



Material change varies sense of building mass



Harmonious detailing consistent with design style

NOT RECOMMENDED



Material change accentuates rather than reduces sense of building mass



Large light wall surface will reflect glare

Building Materials *(cont.)*

- 6 Climbing vegetation and green walls are encouraged as a method to provide articulation and visual interest to building facades.
- 7 Use white or reflective paint on rooftops and light paving materials or “green roofs” to reflect heat away from buildings and reduce the need for mechanical cooling.
- 8 Use exterior surface materials that will reduce the incidence and appearance of graffiti.

RECOMMENDED

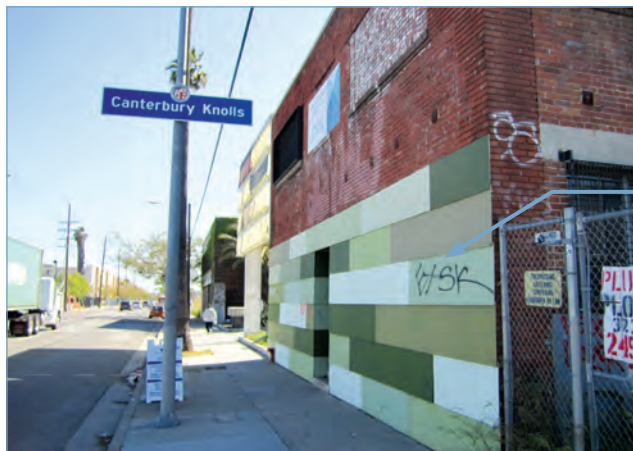


✓ Green roof reduces cooling costs and electricity use



✓ Use of climbing vegetation provides visual interest and reduces opportunities for vandalism

NOT RECOMMENDED



Unattended facade attracts graffiti

Walls and Fences

- 1 Long walls and fences should be broken up by landscaping, pilasters, offsets in the alignment of the wall or fence, and/or changes in material, color, or texture.
- 2 Use decorative gates and fences in combination with landscaping to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk or building wall.
- 3 Design fences and walls to provide protection and screening without the use of harsh or unwelcoming elements such as barbs or pickets.
- 4 For all uses in industrial zones, materials such as chain link or barbed wire (cyclone) fences are strongly discouraged.

RECOMMENDED



Fence and gate made from attractive materials and offset from sidewalk



Landscaping softens fence

NOT RECOMMENDED



Unscreened, sharpened pickets

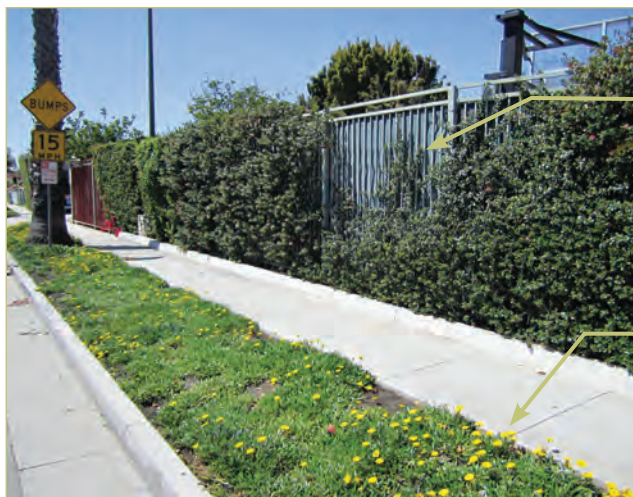


Long blank wall

Walls and Fences for Heavy Industrial Uses

- 1 For large parcels located in heavy industrial areas, avoid uninterrupted walls and/or fences by providing a landscape buffer, which may be planted with shade trees, climbing vines, hedges, or similar living plant material.
- 2 Screen outdoor storage with building materials consistent with the architectural character of the main building. Avoid materials such as sheet metal and barbed wire.

RECOMMENDED



✓ Incorporating climbing vegetation and hedges breaks up the potential monotony of a long uninterrupted fence

✓ Vegetation buffers pedestrians from traffic as well as industrial use



✓ Outdoor storage area screened by a lattice fence compatible with industrial nature of neighborhood



Special Design Considerations for Historic Properties

Ensure that any additions, alterations, or improvements to buildings designated as Historic Resources or otherwise identified as eligible Historic Resources as part of Survey LA, comply with the U.S. Department of the Interior's Standards for the Treatment of Historic Properties. Guidelines for preserving, rehabilitating, and restoring historic buildings can be found online at: http://www.nps.gov/history/hps/tps/standguide/overview/choose_treat.htm

Preserve original building materials and architectural features.

Preserve, repair and replace, as appropriate, building elements and features that are important in defining historic character. Retain the original building continuity, rhythm, and form created by these features. Consult historic documentation and photographs of the building before commencing work.

- Original building materials and details should not be covered with stucco, vinyl siding, stone, veneers, or other materials.
- Materials, which were originally unpainted, such as masonry, should remain unpainted.
- Avoid hiding character defining features behind displays, signage, and/or building alterations and additions. Remove non-historic additions to expose and restore the original design elements.



Repair deteriorated materials or features in place, if feasible.

When it is infeasible to retain materials or features, replacements should be made with in-kind materials or with substitute materials that convey the same form, design, and overall visual appearance as the original.

Design building additions on historic buildings to be compatible with the massing, size, scale, and architectural features of an historic structure or site, while clearly reflecting the modern origin of the addition.

- Additions should be subordinate in massing to the main structure and located toward the rear, away from the primary façade.
- Within historic districts or eligible historic districts, new infill structures should harmonize in style, scale, and massing with the surrounding historic structures.
- New window and door openings should be located on a secondary façade. The arrangement, size, and proportions of historic openings should be maintained; avoid filling in historic openings, especially on primary facades.



OBJECTIVE 3:

Create Active Pedestrian and Employee Amenities

Sidewalks

- 1 For major industrial projects where a sidewalk does not currently exist, establish a new sidewalk along the length of the public **street frontage**.
- 2 Create continuous and predominantly straight sidewalks and open space. Reconstruct abandoned driveways as sidewalks.

RECOMMENDED



New sidewalk
along public
street frontage

NOT RECOMMENDED



Sidewalk blocked



Poor separation
from street traffic

Sidewalks (cont.)

- 3 On Major and Secondary Highways, provide a comfortable sidewalk and parkway — at least 10 feet in width — that can accommodate pedestrian flow and activity, but wider if possible. Sidewalks and parkway widths on Local and Collector streets may be narrower, but generally not less than nine feet wide.
- 4 Plant parkways separating the curb from the sidewalk with ground cover, low-growing vegetation, or permeable materials that accommodate both pedestrian movement and car doors. Brick work, pavers, gravel, and wood chips are examples of suitable permeable materials.

RECOMMENDED



Canopy trees provide buffer and shade



New sidewalk

NOT RECOMMENDED




Sidewalk in very bad condition



No street trees or pedestrian amenities

Objective 3: Create Active Pedestrian and Employee Amenities

- 5 Create a buffer zone between pedestrians, moving vehicles, and other transit modes by the use of landscaping and street furniture. Examples include street trees, benches, newspaper racks, pedestrian information kiosks, bicycle racks, bus shelters, and pedestrian lighting.

- 6  Plant street trees at the minimum spacing permitted by the Division of Urban Forestry, typically one tree for every 20 feet of street frontage, to create a consistent rhythm. Broad-leaf evergreen and deciduous trees should be used to maintain a continuous tree canopy. Shade producing street trees may be interspersed with an occasional non-shade tree.

RECOMMENDED



Tree guard protects tree from auto and foot traffic

Crosswalks/Street Crossings for Large-Scale Developments

- 1 Incorporate features such as white markings, signage, and lighting so that pedestrian-crossings are visible to moving vehicles during the day and at night.
- 2 Improve visibility for pedestrians in crosswalks by eliminating on-street parking spaces adjacent to the crossing, and in non-heavy industrial areas, installing [curb extensions/ bump outs](#) and advance stop bars.
- 3 Emphasize pedestrian safety and comfort at crosswalks with devices such as pedestrian crossing signals, visible and accessible push buttons for pedestrian actuated signals, and dual sidewalk ramps that are directed to each crosswalk.
- 4 Create the shortest possible crossing distance at pedestrian crossings on wide streets. Devices that decrease the crossing distance may include a [mid-street crossing island](#), an area of refuge between a right-turn lane and through lane, and in non-heavy industrial areas, a curb extension/bump out or a minimal [curb radius](#).

RECOMMENDED



✓ White crosswalk markings



✓ Push-button signal

NOT RECOMMENDED



No curb cut, signal, or signage



No crosswalk or markings for pedestrians

On-Street Parking

- 1 Locate **curb cuts** in a manner that does not reduce on-street parking and replace any unused curb cuts and driveways with sidewalks to maintain continuity for pedestrians.
- 2 Provide angled or parallel on-street parking, to maximize the safety of bicyclists and other vehicular traffic.

RECOMMENDED



✓
Angled,
on-street
parking

NOT RECOMMENDED



⚠
Parking located in
front of building
creates excessive
curb cuts and a missed
opportunity for addi-
tional street parking

OBJECTIVE 4:

Facilitate Safe Access for Loading Areas While Buffering Pedestrians and Non-Industrial Uses

Off-Street Parking and Driveways

- 1 Place on-site parking to the side or rear of buildings so that parking does not dominate the streetscape. Adjoining properties should share access driveways to minimize the number of driveways along public streets.
- 2 Maintain continuity of the sidewalk by minimizing the number of **curb cuts** for driveways and utilizing alleys for access and **egress**. Where alleys do not exist, concentrate curb cuts at side streets or mid-block and ensure that they do not interfere with crosswalk locations.
- 3 Where alternatives to surface parking are not feasible, locate parking lots at the interior of the block, rather than at corner locations. Reserve corner locations for buildings.
- 4 When driveway placement on the primary frontage cannot be avoided, locate the driveway at the edge of the parcel rather than in the center. Minimize street-facing driveway width to 20 feet or less.

RECOMMENDED



On-site parking located at the side or rear of building

NOT RECOMMENDED



Vehicles located in the front setback dominate the streetscape

- 5 Blend parking structure facades with nearby buildings by incorporating architectural treatments such as arches, attractive entrances, varied building materials, decorative screening, or climbing vines to provide visual interest.
- 6 Illuminate all parking areas and **pedestrian walkways** to improve safety. Avoid unintended spillover impacts onto adjacent properties.
- 7 Where the parking lot abuts a public sidewalk, provide a visual screen or landscaped buffer between the sidewalk and the parking lot.
- 8 Mitigate the impact of parking visible to the street with the use of planting and landscaped walls tall enough to screen headlights.

RECOMMENDED



✓ Climbing vegetation is an effective way to screen parking structures



✓ Landscape buffer between sidewalk and parking lot is tall enough to screen headlights

NOT RECOMMENDED



! No landscape buffer between sidewalk and parking

! Parking located at the corner of the lot dominates the streetscape

Loading

- 1 Locate loading facilities to the rear of buildings. When loading facilities must be located at the front entrance, ensure that docks and doors do not dominate the frontage and are screened from the street.
- 2 Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.
- 3 Dedicate no more than half of the site for vehicular purposes including parking areas, driveways, ramps, and loading areas.

RECOMMENDED



Public parking separated from loading area



Loading area located to the side and rear of the building, away from the entrance

NOT RECOMMENDED



Loading located at the front of a building, dominating the streetscape and interfering with the pedestrian path

OBJECTIVE 5:

Include Open Space to Create Opportunities for Pedestrian and Employee Amenities

On-Site Landscaping

- 1 Retain mature and healthy vegetation and trees when developing the site, especially native species.
- 2 Design landscaping to be architecturally integrated with the building and suitable to the functions of the space while selecting plant materials that complement the architectural style and form of the building.
- 3 Design open areas to maintain a balance of landscaping and paved area.
- 4 Select drought tolerant, California-friendly native landscaping to limit irrigation needs and conserve water. Mediterranean and other local climate-friendly plants may be used alongside native species.

RECOMMENDED



Drought tolerant and natural landscaping softens the building wall



Retained specimen tree

On-Site Landscaping (cont.)

- 5 Facilitate sustainable water use by using automated, weather-based watering systems and drip irrigation to water landscaped areas.
- 6 Facilitate **stormwater** capture, retention, and infiltration, and prevent **runoff** by using permeable or porous paving materials in lieu of concrete or asphalt. Collect, store, and reuse stormwater for landscape irrigation.
- 7 In addition to street trees, provide canopy trees in planting areas for shade and energy efficiency, especially on south and southwest facing façades.

RECOMMENDED



Curb cut to swale for stormwater capture



Permeable materials

NOT RECOMMENDED



Impervious areas increasing stormwater runoff



Lack of landscaping for screening, shade, or stormwater retention

Objective 5: Include Open Space to Create Opportunities for Pedestrian and Employee Amenities

- 8 Use predominately deciduous trees adjacent to west, south, and southwest facing exposures to cool these elevations.
- 9 Use landscape features to screen any portion of a parking level or podium that is above grade. Trees, shrubbery, planter boxes, climbing plants, vines, green walls, or berms can be used to soften views from the public right-of-way.

RECOMMENDED



Canopy trees and landscape screening in addition to street trees



Permeable areas

NOT RECOMMENDED



Lack of landscaping for parking lot screening

Open Space and Plazas in Industrial Campuses

- 1 Incorporate shaded open space, such as plazas, courtyards, pocket parks, and terraces, in new large-scale industrial developments. Design open areas to be easily accessible to employees and comfortable for a substantial part of the year.
- 2 Orient open spaces to the sun and views. Create a sense of enclosure while maintaining safety, so that open spaces and plazas feel like outdoor rooms.
- 3 Connect open spaces to other activity areas where people gather to sit, eat, or watch other people.
- 4 Where employee amenities such as cafes or dining facilities are provided, ensure that they are oriented toward the street.
- 5 Landscape all open areas not used for buildings, driveways, parking, recreational facilities or [pedestrian amenities](#). Landscaping may include any practicable combination of shrubs, trees, ground cover, minimal lawns, planter boxes, flowers, or fountains that reduce dust and other pollutants.

RECOMMENDED



Provides a sense of enclosure while maintaining openness to the street



Open space oriented toward sun and views



Central common space nestled between two buildings

OBJECTIVE 6:

Improve the Streetscape Experience by Reducing Visual Clutter

Building Signage

- 1 Locate signs where architectural features or details suggest a location, size, or shape for the sign. Place signs so they do not dominate or obscure the architectural elements of the building design.
- 2 Include signage at a height and of a size that is visible to pedestrians and facilitates access to the building entrance.
- 3 Limit the total number of colors used in any one sign. Small accents of several colors make a sign unique and attractive, but competition of many different colors reduces readability.
- 4 Select sign materials that are durable and compatible with the design of the façade on which they are placed.

RECOMMENDED



Individually cut lettering visible at a distance and made of durable material

NOT RECOMMENDED



Small undifferentiated lettering with weak coloring is illegible at a distance

Building Signage *(cont.)*

- 5 Limit text on signs to convey the business name or logo. Eliminate words that do not contribute to the basic message of the sign.
- 6 Illuminate signs only to the minimum level required for nighttime readability.
- 7 At large industrial developments, provide maps and signs in public spaces showing connections, destinations, and locations of public facilities such as nearby transit stops.

RECOMMENDED



- ✓ Multi-tenant monument sign using high quality materials conveying business names and logos only



- ✓ Simple and straightforward signs, using quality individually cut letters with goose-neck lighting fixtures for direct illumination



- ✓ Solidly built permanent monument signs identifying large business complex

Lighting and Security

- 1 Use **ornamental lighting** to highlight pedestrian paths and entrances while providing security by including **after-hours lighting** at building entrances.
- 2 Install **lighting fixtures** to accent and complement architectural details. Shielded wall sconces and angled uplighting can be used at night to establish a façade pattern and animate a building's architectural features.
- 3 Utilize adequate, uniform, and glare-free lighting, such as **dark-sky compliant fixtures**, to avoid uneven light distribution, harsh shadows, and light spillage onto adjacent properties.
- 4 Integrate solar powered lighting to increase energy efficiency.

RECOMMENDED



✓ Well designed, dark-sky compliant fixtures

✓ Entrance lighting



✓ Ornamental lighting for pedestrian path

NOT RECOMMENDED



No street or building lighting

Utilities

- 1 Place **utilities** out of the line-of-sight from crosswalks and sidewalks. Utilities such as power lines, transformers, and wireless facilities should be placed underground or on rooftops when appropriately screened by a parapet. Otherwise any mechanical or electrical equipment should be buffered with planting materials in a manner that contributes to the quality of the existing landscaping on the property and the public streetscape.
- 2 Screen any mechanical, electrical, or communications equipment, whether on the roof, side of building, or ground. Solar panels should be integrated wherever practicable.
- 3 Hide trash enclosures within parking garages so that they are not visible to passersby. Screen outdoor stand alone trash enclosures using walls consistent with the architectural character of the main building, and locate them so that they are out of the line-of-sight from crosswalks or sidewalks.
- 4 Locate noise and odor-generating functions so as not to create a nuisance for nearby residents or adjacent neighbors.

RECOMMENDED



Trash enclosure screened with landscaping and building materials compatible with main building

NOT RECOMMENDED



Unscreened trash receptacle located in the public right-of-way

GLOSSARY

After-hours Lighting - Pedestrian lighting, intended to create safe, well-lit pedestrian areas in the evening and at night.

Bay - A window or series of windows, forming a bay in a room and projecting outward from the wall.

By-right - Projects which meet all LAMC zoning regulations and require review only by the Department of Building and Safety.

Clerestory Window - An outside wall of a room or building that rises above an adjoining roof and contains windows.

Berm - A bank of earth placed against one or more exterior walls of a building as protection against extremes in temperature.

Building Frontage - The maximum length of a line or lines formed by connecting the points representing projections of the exterior building walls onto a public street or onto a courtyard that is directly accessible by pedestrians from a public street, whichever distance is greater.

Corner Lot - A lot located at the intersection of at least two streets designated on the transportation element of the General Plan as a major, secondary, or other highway classification or collector street; At least one of the streets at the intersection must be a designated highway.

Cornice - A continuous, molded projection that crowns a wall or other construction, or divides it horizontally for compositional purposes.

Cornice Treatment - The design or style used to create a cornice, such as bracketed eaves, boxed eaves, exposed eaves, decorative bands, or a classical cornice.

Curb Cuts - A ramp leading smoothly down from a sidewalk to a street, rather than abruptly ending with a curb and dropping roughly 4–6 inches; Curb cuts placed at street intersections allow someone in a wheelchair to move onto or off a sidewalk without difficulty; Pedestrians using a walker, pushing a stroller or walking next to a bicycle also benefits from a curb cut; In the United States, the Americans with Disabilities Act of 1990 (ADA) requires that curb cuts be present on all sidewalks; A wider curb cut is also useful for motor vehicles to enter a driveway or parking lot, on the other side of a sidewalk; Smaller curb cuts, approximately a foot in width, can be utilized in parking areas or sidewalks to allow for a drainage path of water runoff to flow into an area where it may infiltrate such as grass or a garden.

Curb Extension (also called Bump-out) - A traffic calming measure, intended to slow the speed of traffic and increase driver awareness, particularly in built-up and residential neighborhoods; They also allow pedestrians and vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility; A curb extension comprises an angled narrowing of the roadway and a widening of the sidewalk; This is often accompanied by an area of enhanced restrictions (such as a “no stopping” or “no parking zone”) and the appropriate visual enforcement.

Curb Radius - A term used by highway engineers, used to describe the sharpness of a corner. A large curb radius enables vehicles to go around corners faster; A small curb radius slows down turning vehicles; A large curb radius also increases the distance a pedestrian must walk to cross the street.

Dark-sky Compliant Fixtures - Shielded lighting fixtures which protect adjoining properties from lighting spillover and glare.

Dormer - A projecting structure built out from a sloping roof, usually housing a vertical window or ventilating louver.

Findings - The reasoning or justification for a discretionary planning decision, as prescribed by the Los Angeles Municipal Code.

Gable - The triangular portion of wall, enclosing the end of a pitched roof from cornice or eaves, to ridge.

Grade/Grading - The ground elevation at any specific point on a construction site, usually where the ground meets the foundation of a building.

Glossary *(cont.)*

Ground Floor - The lowest story within a building which is accessible from the street, the floor level of which is within three feet above or below curb level.

Ingress/Egress - A place or means of going in/out, respectively.

Lighting Fixture - The assembly for an electrical light that holds the lamp and may include an assembly housing, a mounting bracket or pole socket, lamp holder, ballast, a reflector or mirror and a refractor or lens.

Lot Coverage - That portion of a lot which, when viewed from above, is covered by a building.

Mid-street Crossing Island - A painted crosswalk, sometimes used in conjunction with a protected pedestrian island or bump-out, which provides opportunities to cross the street in the center of the block, as an alternative to doing so only at street intersections.

Mixed-use Project - A project which combines one or more commercial uses and multiple dwelling units in a single building or development.

Ornamental Lighting - Architectural lighting fixtures, which primarily serve a decorative purpose, instead of a functional purpose, such as highlighting landscaping features and/or architectural elements at night.

Portico - A porch having a roof supported by columns, often leading to the entrance of a building.

Paseo or Pedestrian Walkway - A walkway that is typically open to the sky and that provides pedestrian passage between structures, or through landscaping, or parking lots, which is distinguished by ground surface treatments that provide for pedestrian safety and ease of movement.

Pedestrian Amenities - Outdoor sidewalk faces, public plazas, retail courtyards, water features, kiosks, paseos, arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located on the Ground Floor, and that are accessible to and available for use by the public.

Pedestrian Lighting - Freestanding lighting fixtures not exceeding a height of thirty-six (36) inches from ground grade level.

Pergola - A structure of parallel colonnades supporting an open roof of beams and crossing rafters or trelliswork, over which climbing plants are trained to grow.

Runoff - The portion of precipitation on land that ultimately reaches streams often with dissolved or suspended material.

Setback - A placing of a face of a building on a line some horizontal distance from the building line or of the wall below; The distance of a structure or other feature from the property line or other feature.

Stepback - A variation in roof height, such that the height of the building decreases as it approaches adjacent lower scale buildings.

Stormwater - Describes water that originates during precipitation events.

Street Frontage - See Building Frontage.

Subdivision - The same as defined in Section 66424 of the Government Code; Subdivision includes a stock cooperative project as defined in Section 12.03 of the Municipal Code; An area of real estate, composed of subdivided lots.

Sunken Entryways - An entrenched path or building entrance, which creates a restricted view of one's surroundings; It is sometimes used to prevent excessive amounts of snow and/ or wind from coming into a building, and to trap heat indoors, while still allowing ventilation.

Trellis - A frame supporting open latticework, used as a screen or a support for growing vines or plants.

Utilities - Uses that provide the transfer or delivery of power, water, sewage, storm water runoff, information, and telephone services.

NOTES

NOTES



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