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# 1 Introduction

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Overview

The Sunset Boulevard and Civic Center Urban Design Plan and its related Standards and Guidelines (Sunset District Plan), apply to all projects located within the area shown in Figure 1.3 and supplements the provisions of the City of Los Angeles Municipal Code. The Sunset District Plan is located within the southern sector of the Hollywood Redevelopment Project Area where the dense urban core of Hollywood abuts the adjacent, lower scale residential neighborhoods. The plan focuses on two significant areas within the Hollywood Redevelopment Plan: the length of Sunset Boulevard and the Hollywood Civic Center area. Within these areas, the document places particular emphasis on scale transition for developments adjacent to residential neighborhoods and attempts to showcase the Civic Center area of Hollywood.

The Sunset District Plan is intended to guide the creation of a desirable “24-hour” community which grows in a way that is respectful of, and sensitive to, the existing urban context; is sustainable in approach; and provides opportunities for a healthy, safe and active urban life.

Figure 1.1 - Existing view looking west on Sunset Boulevard at Gower street intersection

Figure 1.2 - Hollywood Civic Center area
Figure 1.3 - The Sunset District in relation to the Hollywood Redevelopment Project Area
User Guide

To facilitate ease of use, the Sunset Boulevard and Civic Center Urban Design Plan has been organized into 7 chapters:

Chapter 1 – Introduction: describes the organization of the document and the project review process.

Chapter 2 - Urban Design Concepts & Framework: explains the existing context and outlines the key concepts of the urban design framework for Sunset Boulevard and the Hollywood Civic Center area.

Chapter 3 - Urban Design Standards and Guidelines: articulates the intent, standards and guidelines for the mass, form and placement of buildings to support the overall urban design goals of the Sunset District Plan. The urban design guidelines for each of the five different areas of the Sunset district are detailed separately. The five areas are: the Primary Commercial Street (Sunset Boulevard), Other Commercial Streets, the Neighborhood Retail Street (Selma Avenue), Residential Streets and the Civic Center Core.

Chapter 4 – Architectural Design Standards and Guidelines: articulates the intent, standards and guidelines for the details of specific building typologies to support the overall urban design goals of the Sunset District Plan. The three building types described in this chapter are: Commercial buildings, Residential buildings and Parking Garages.

Chapter 5 - Streetscape and Open Space Guidelines: articulates the intent, standards and guidelines to be followed within the public realm which includes the streets, sidewalks, public parks and plazas to achieve a high quality pedestrian experience and support the overall urban design goals of the Sunset District Plan.

Chapter 6 - Approvals & Exceptions: describes the development approval process to ensure that all new developments meet the standards and guidelines outlined in this plan.

Chapter 7 - Glossary: defines the terms used in this document.

Appendix: includes specifications for streetscape material and costing for streetscape improvements.

All users of this document, whether residents, public officials or developers, should familiarize themselves with Chapter 1 and 2 to understand the basis of the standards and guidelines detailed in Chapters 3, 4 and 5.

To identify the design requirements for a development specific site, all users should reference three coordinated components of this plan. First, begin with The Urban Design Standards and Guidelines in Chapter 3 which are organized by street type and set the building parameters. Second, reference The Architectural Design Standards and Guidelines which are organized by building typology—commercial, residential and parking garages—and which focus on architectural details. Third, refer to the Streetscape and Open space Standards and Guidelines which outline the requirements for the public realm within the Sunset District.

Together, three aspects of building and public space design are coordinated to ensure the implementation of the urban design vision of the Sunset District Plan and provide a clear guide for private developers and the public officials reviewing development proposals.

All of the design standards and guidelines in Chapters 3, 4 and 5 are preceded by a description of the intent behind the regulation that articulates how it supports the overall design goals. The design standards are mandatory conditions and are specified by the terms “shall” and “not permitted.” All other conditions fall under design guidelines and are recommended. They are specified by the terms “should”, “could”, “encouraged,” “not encouraged,” “recommended” and “permitted.” The term “should” does not create a mandatory condition, but rather demonstrates intent. Projects must comply with standards and are strongly encouraged to comply with guidelines. An applicant who does not comply with a condition in which “should” is included must be prepared to explain why compliance is problematic, and how they are fulfilling the intent of the condition. A project may not be denied due to a failure to comply with a recommended condition but may be denied if it does not meet the intent of the guidelines.

In the spirit of affording maximum creativity, projects that do not adhere to the letter of every provision in the Sunset District Plan, but nonetheless demonstrate a clear alternative approach which is superior to and achieves all of the prominent objectives of the Sunset District Plan will be recognized as a valid alternative.
Definition of Project

For the purposes of this Plan, 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 1.3, which requires the issuance of a grading permit, foundation permit, building permit, or use of land permit. A project shall not include:

- Demolition;
- Adaptive reuse of an existing building, which conforms to the Adaptive Reuse Ordinance;
- Remodeling of designated Historic Resources;
- 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;
- Interior remodeling of any other existing building, or the change of use of a building or land, or the relocation of existing uses.

Review Process

Procedures for implementation of the Sunset District Plan are established in this document and will be incorporated into the Hollywood Community Plan.

Building Permit or “as of right” projects will be reviewed and approved by Community Redevelopment Agency of City of Los Angeles (CRA/LA) staff, in consultation with the Department of City Planning (DCP) where necessary. In the event that the Hollywood Redevelopment Plan expires, then the DCP 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 CRA/LA. 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 Sunset District Plan. 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 initiatives.

The relevant decision-maker (Advisory Agency, City Planning Commission, CRA/LA Board of Commissioners, and City Council) will make the final determination of compliance with the Sunset District Plan and will be required to make affirmative general plan findings in so doing.

PLEASE NOTE: Any sketches and/or graphical representations contained in this document are to be used as general visual aids in understanding the basic intent of these guidelines. They do not represent actual lot or building plans. The number of buildings, building location and orientation, massing, location of parks, plazas, alignment of streets, access, and configuration of public facility or private development in the urban design concept sketches are merely for the purpose of study and exploration.
# 2 Urban Design Concepts & Plan

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Context

Since its initial subdivision in the early 1900s, Hollywood has evolved from an outlying residential community into a dense urban center recognized throughout the world as the center of the motion picture industry, producing thousands of movies since its first movie studio, the New Jersey Nestor Film Company, opened on Sunset Boulevard at Gower Street in 1911.

Hollywood reached its days of glory in the 1920s, when a great number of movie studios, movie theaters and department stores lined Hollywood and Sunset Boulevards between Vine Street and Highland Avenue. Much of the period between 1950 and 1990 saw the area battered and abused. Crime, drug dealing, closed store fronts and businesses changed the face of Hollywood. The current redevelopment project area was established in 1986 to address the conditions that contributed to the urban decay.

Segment 506.2.3 of the Hollywood Redevelopment Plan describes the key strategy for managing growth within the Hollywood community: “It is the intent of this Plan to focus development within the Regional Center Commercial designation, . . . , in order to provide for economic development and guidance in the orderly development of a high quality commercial, recreational and residential urban environment with an emphasis on entertainment oriented uses. Therefore, development within the Regional Center Commercial designation shall be focused on areas served by adequate transportation facilities and transportation demand management programs. Further it shall reinforce the historical development patterns of the area, stimulate appropriate residential housing and provide transitions compatible with adjacent lower density residential neighborhoods.”

Sunset Boulevard is a key commercial spine running through Hollywood with a rich mix of historic and contemporary architecture, low and high rise buildings, large and small businesses, and an increased interest in higher intensity of development. Some of its glory from the early 20th century is still evident in its historic core with most of the remaining historic fabric concentrated between Las Palmas Avenue to the west and Hudson Avenue to the east. This area contains some of the most classic buildings from the 20’s and 30’s, including the Hollywood Athletic Club, the Hollywood Chamber of Commerce Building, Blessed Sacrament School and Church, the Cat & Fiddle Pub & Restaurant, and The Crossroads of the World. East of Vine Street, Sunset has a concentration of individual buildings of great architectural or cultural importance such as the Hollywood Palladium, CBS Columbia Square, the Earl Carroll Theater (Nickelodeon studio), and the EastWest Recording Studio. It also contains two production studios with iconic imagery, Gower and Tribune Studios.

The neighborhood around Sunset Boulevard is an eclectic mix of new and old buildings and a combination of residential and various commercial uses, all of which coexist well. It is this very character of Sunset Boulevard that gives it its unique, quintessential identity and the potential as a rich and vibrant hub of Los Angeles. The presence of two Metro stops, at Hollywood and Vine and at Hollywood and Highland, make it an ideal choice for locating future residential and commercial development.

To ensure a balance of new intensity of development that promotes a vibrant city life while preserving the identity of the community requires a well-conceived urban design plan. The urban design concepts developed in this document help frame such a balanced plan, the implementation of which is through the design standards and guidelines contained herein. The design standards and guidelines, based on clearly articulated design intent, give the City of Los Angeles the tools to accommodate urban growth in a way that achieves the desired living and working environment within the study area. The plan offers clear direction to developers, landowners and City decision-makers by providing standards and guidelines that ensure a pedestrian and bike-friendly environment, safe and comfortable public spaces, active ground floor treatments, and appropriate building base heights, tower bulk dimensions and tower placement for all future development proposals.
Figure 2.1 - Blessed Sacrament School and Church

Figure 2.2 - Sunset Gower Studio

Figure 2.3 - The Crossroads of the World

Figure 2.4 - Well-preserved neighborhood along Homewood Avenue
Vision and Urban Design Goals

Vision

Hollywood has undergone tremendous change in the last decade. New residential and commercial developments have brought back life into the once blighted area of the 1950-80s. This new vision for Hollywood is an effort to build on the momentum, guide development toward continued positive transformation, and seize the opportunity to give Hollywood a greater prominence in the map of international destinations. It embodies the aspirations of the residential community, the commercial community, and the various city agencies. The vision has four key elements:

- Accommodate urban growth in the Hollywood Regional Center Commercial District such that it is context-sensitive, sustainable in approach and provides opportunities for a healthy, safe and active urban life.
- Preserve the quintessential image and express the unique character of Sunset Boulevard.
- Assert the importance of the Civic Center to the civic life of the local community and reveal its emerging prominence as a visitors’ destination.
- Emphasize the distinct character of the various neighborhoods within and adjacent to the Study Area.
Urban Design Goals

Through a series of Community Advisory Community meetings, Community Open Houses and collaborative meetings with various City departments, the urban design goals were developed to implement the vision. These urban design goals define expectations from the private and public sectors and ensure that the built environment achieves the desired character, vibrancy, safety and convenience necessary to attract residents and businesses:

- Provide for a pedestrian environment that is safe, comfortable and coherent for all user groups.
- Enhance the existing open space as usable outdoor space for the residents.
- Create additional varied open space opportunities that serve a wide variety of population including residents, workers, visitors, and students.
- Provide linkages and enhanced pedestrian pathways for a legible open space network that connects the existing and new open space opportunities.
- Provide for a transition in the scale and intensity of development between the higher density Regional Center Commercial district and adjacent lower scale residential neighborhoods.
- Preserve and enhance the character of the small-scale, residential neighborhoods.
- Create a new civic and cultural destination at the Civic Center.
- Protect the view corridors towards the Hollywood Hills.
- Provide a distinct urban form and skyline for Hollywood.

The urban design goals form the basis for all standards and guidelines elaborated in Chapters 3, 4 and 5.
Sunset District Plan

The Sunset District Plan (The Plan) is organized with five Key Concepts that define a framework for improving the urban quality of the District:

A – Distinct Urban Form and Skyline
B - Streets and Open Space Network
C - Extended Public Realm along Sunset Boulevard
D - Civic Center
E - Preserving Existing Neighborhood Character

The Sunset District Plan layers these key concepts together to form a framework for improving the physical fabric within the District. The framework seeks to ensure:

• buildings that are scaled to their urban context
• an extended public realm on Sunset Boulevard with potential new open space opportunities
• improved sidewalk on key streets such that they are inviting, pleasant and safe for pedestrians and
• a Civic Center core that is a new civic-cultural destination in the district.

The Plan recognizes the role of Sunset Boulevard as the important commercial spine of the district. The Plan places an emphasis on improving the experience along Sunset Boulevard and in the Sunset District through an enhanced public realm and a built environment that contributes toward the vibrancy and safety of the public realm. Together, the Key Concepts of the Sunset District Plan define:

• Sunset Boulevard as the Primary Commercial Street of the Sunset District Plan. It is the focus for new development and the enhanced public realm as identified in Key Concept C: Extended Public Realm along Sunset Boulevard.
• The Civic Center core in the overall Sunset District Plan to create a new, vibrant and an iconic civic-cultural destination for Hollywood. Key Concept D: Civic Center elaborates this idea of a new civic life in the urban heart of Hollywood.

• Selma Avenue as the Neighborhood Main Street.
• All the remaining streets as Residential Streets.
• Besides emphasizing the importance of the streets identified above, the Plan outlines the Sunset District Loop. Segments of the streets of Selma, Gower, De Longpre and Cherokee within the district comprise the Sunset District Loop. The streets and the loop are further elaborated under Key Concept B: Streets and Open Space Network.
• Nodes of increased development intensity on Sunset Boulevard are focused at Highland, Gower, Bronson and along Vine. Key Concept A: Distinct Urban Form and Skyline further describes these nodes.

Selma Avenue as the Neighborhood Main Street.
All the remaining streets as Residential Streets.
Besides emphasizing the importance of the streets identified above, the Plan outlines the Sunset District Loop. Segments of the streets of Selma, Gower, De Longpre and Cherokee within the district comprise the Sunset District Loop. The streets and the loop are further elaborated under Key Concept B: Streets and Open Space Network.
Nodes of increased development intensity on Sunset Boulevard are focused at Highland, Gower, Bronson and along Vine. Key Concept A: Distinct Urban Form and Skyline further describes these nodes.
The Civic Center core in the overall Sunset District Plan to create a new, vibrant and an iconic civic-cultural destination for Hollywood. Key Concept D: Civic Center elaborates this idea of a new civic life in the urban heart of Hollywood.
Figure 2.7 - Proposed Urban Design Plan for the Sunset Boulevard & Civic Center area.
Key Concepts

A - Distinct Urban Form & Skyline

The urban design plan clusters building intensity and building heights around transit nodes and key transit arterials. Maximum access of future development to various transportation alternatives is the key to active street life. These nodes focus development away from the sensitive residential neighborhoods and also maintain open view corridors for distant views to the Hollywood Hills.

The urban design plan proposes the Vine Street corridor from north of Hollywood Boulevard to south of Sunset Boulevard as the highest intensity of development with the tallest buildings on Sunset Boulevard. The node takes advantage of the busy transit intersection proximate to the Hollywood/Vine Metro Station.

The other nodes along Sunset are focused at Highland Avenue, Gower Street and Bronson Avenue. Highland and Hollywood is another transit node, and is already a vibrant activity hub. The Highland Center node extends this activity further south to Sunset. The Gower node uses the underutilized large parcels and proximity to Vine to concentrate development around Sunset and Gower. Sunset East Gateway node at Sunset and Bronson is an opportunity for a development cluster that acts as the gateway into the Sunset District, west of the Hollywood Freeway.

Figure 2.8 - Proposed skyline on Sunset Boulevard, looking north towards the Hollywood Hills
Figure 2.9 - Proposed nodes of development intensity along Sunset Boulevard
B - Streets and Open Space Network

The character and quality of the streets define the areas within the Sunset District. Looking forward, there is a need to balance the needs of motorists and pedestrians along Sunset Boulevard, and there are significant opportunities for improvement of existing streets, sidewalks, existing and potential undeveloped open space to be linked into a meaningful framework. Equally as important, future development can reinforce the importance of street corridors and signify important nodes as described above.

Commercial Streets
Sunset Boulevard is the primary commercial street in the Sunset District. It is the heart of the district and requires detailed attention to its public realm and overall urban form. To emphasize the varying character of Sunset Boulevard, three different sections along Selma have been detailed in Chapter 3: Urban Design Guidelines under Commercial Street: Sunset Boulevard.

Other Commercial Streets
In addition, the key cross streets of La Brea, Highland, Cahuenga, Vine and Gower provide unique signature addresses are the Other Commercial Streets. Each of these streets is important to the overall urban structure of the district and has opportunities for enhancement of the street environment.

Neighborhood Main Street
The importance of Selma Avenue, located between two major regional destinations of Hollywood and Sunset Boulevard, has been overlooked. The post office, schools, churches, and parks provide elements of an in-town residential neighborhood main street, and the numerous eating establishments make it an everyday destination for the locals and visitors alike. Selma Avenue by its very functional nature is proposed to be enhanced as a pedestrian-friendly, neighborhood-serving main street. To emphasize the varying character of Selma Avenue, five different sections along Selma have been detailed in Chapter 3: Urban Design Guidelines under Neighborhood Main Street: Selma Avenue.

Residential Streets
All the remaining streets in the district are predominantly residential in character and should be preserved as residential streets.
Figure 2.10 - Sunset District Street Hierarchy

- **Primary Commercial Street - Sunset Boulevard**
- **Other Commercial Streets**
- **Neighborhood Main Street - Selma Avenue**
- **Other Residential Streets**
- **Sunset District Loop**
Sunset District Loop

Selma, Gower, De Longpre, Cherokee Streets define the boundaries of the urban heart of the district. These streets are linked into a street loop called the Sunset District Loop. The loop links existing and potential linear and pocket parks and plazas and a potential new major community open space at the Hollywood Civic Center. Comprehensively planned and designed, this loop can become a unique and attractive environment that will play a significant role in increasing land value, easing traffic congestion, promoting safety and security, conserving water, controlling temperature, repairing habitat, and providing a setting for vibrant civic life.

The Sunset District Loop is also an experience of the varied and distinct Sunset neighborhoods. On Selma Avenue it is the neighborhood retail street. On Gower it runs through the core of the media/production studio hub. On De Longpre Avenue it is the quiet residential neighborhoods and the soon to-be civic/cultural destination at the Hollywood Civic Center. Lastly on Cherokee and through “The Crossroads of the World” it is the historic core of the Sunset District.
Figure 2.11 - Sunset District Open Space Framework

- **Existing open spaces**
- **Opportunities for additional open space**
- **Sunset District loop**
- **Improved pedestrian linkages**
Alleys

The Sunset District Loop is the heart of the Sunset District. The goal is to make this urban heart pedestrian-friendly with a criss-cross of pedestrian linkages. These linkages will provide alternative, safe, pedestrian routes to numerous destinations within and adjacent to the urban heart. A number of alleyways within this urban heart already exist and should be improved upon. Additional pedestrian linkage opportunities have been identified to break up some of the large blocks and create short, walkable blocks. These proposed locations for pedestrian linkages should be considered when new development occurs in those specific blocks. The proposed pedestrian linkages help build on the alley network identified under the Hollywood Alleys Plan.

The Hollywood Alleys Plan is a blueprint for activating underutilized alleys some of which are being implemented like the East Cahuenga Corridor (Cosmo) Pedestrian Alley, a mid-block alley between Cahuenga Boulevard, Cosmo Street, Selma Avenue and Hollywood Boulevard. This alley is being transformed into a pedestrian mall, accommodating outdoor dining and alley-fronting commercial uses and incorporating sustainable lighting and landscaping elements.

Figure 2.12 shows the proposed locations for new pedestrian linkages in the alleys identified for improvement in the Hollywood Alleys Plan.

Key Concepts

Guidelines elaborating the purpose, use and appropriate material and furniture in alleys are discussed in the Alleys section of the Streetscape Guidelines in Chapter 5: Streets and Open Space Standards & Guidelines.
Figure 2.12 - Proposed Alley Network building on the Hollywood Alleys Plan

- Alleys identified in the Hollywood Alleys Plan for improvement
- Potential additional pedestrian linkages
- Sunset District loop
C - Extended Public Realm along Sunset Boulevard

While the skyline palms on Sunset Boulevard open views to the Hollywood Hills and provide a distinct sense of place and orientation for the entire district, the historic buildings along the boulevard lend a unique pedestrian experience. With their generous setbacks, courtyard openings and pedestrian pass-throughs, the buildings allow space and opportunity for public interaction.

The passage through The Crossroads of the World and Cinerama Dome/ArcLight Hollywood, the opening into the Cat & Fiddle courtyard, the setback at the Blessed Sacramento Church, the landscaped forecourt of CBS Columbia Square, and stepped landscaped setback of House of Blues building are some examples of the extended public realm along Sunset Boulevard. These moments of extended public realm reveal the built layer beyond the building façade and invite people to explore the landmarks/destinations that line Sunset Boulevard.

The urban design plan for Sunset Boulevard builds on this existing extended public realm by encouraging new developments to include well-defined corner plazas and entry courtyards opening onto Sunset Boulevard. These spaces will help provide the setting for interaction between the pedestrian, the buildings and the natural setting, and provide opportunities to enjoy the pleasant weather of Los Angeles by allowing space for outdoor events and activities. These public spaces are also a way to reconnect with the natural surroundings through the open view corridors that they will help preserve.
Figure 2.11 identifies potential locations for additional open space interventions along Sunset Boulevard. These new open space opportunities (well-defined corner plazas/parks) are strategically located at nodes proposed for higher intensity of development. They are proposed at:

- Northeast corner of Sunset and La Brea
- Northeast and/or southeast corner of Sunset and Highland
- Northeast corner of Sunset and Cahuenga
- Northeast and/or southwest corner of Sunset and Gower
- Southeast and southwest corner of De Longpre and Cahuenga
D - Civic Center - A New Civic Life within the Urban Heart of Hollywood

Located south and west of Sunset and Vine, the Hollywood Civic Center is the hub of Hollywood’s civic life. The blocks between DeLongpre to the north, Fountain to the south, Vine to the east and Wilcox to the west, house the Fire Station No. 27, the Los Angeles Fire Department Museum, the Fallen Firefighter Memorial, the Hollywood Police Station, the Hollywood/Wilshire Neighborhood City Hall, and the Pickford Center archives of the Academy of Motion Picture Arts and Sciences (AMPAS). The Civic Center is also slated to be home to a major new cultural facility. The Museum of the Motion Pictures, currently in the planning phase, to be developed by the AMPAS. The museum is expected to attract nearly a million additional visitors to this area each year.

The buildings within the Hollywood Civic Center Core, despite their proximity, face their backs to each other. The space in between is lost to vehicular circulation, parking and inappropriate land uses. Despite its significance to the community, this area fails to come together as a civic and cultural core for the Hollywood neighborhood. The Civic Center urban design plan attempts to reorganize the buildings and uses within the Civic Center Core to give it its due prominence within the urban heart of the district.

The Civic Center urban design plan recognizes Cahuenga Boulevard as a traffic arterial running through the center of the Civic Center core. It takes advantage of the angled segment of Cahuenga Boulevard to locate a civic use building on axis with Cahuenga Boulevard north of De Longpre Avenue.

Figure 2.17 - Key concepts for the Hollywood Civic Center Core
It is an opportunity to mark the Civic Center core with an iconic civic building. This alignment will help the Civic Center core establish a strong visual connection to Sunset Boulevard while continuing its prominent presence within the south of Sunset neighborhoods. The proposed civic plaza and park is an opportunity to provide a large open space within the south Sunset neighborhood. This open space is generous and well-suited as a civic and cultural programming venue, while also being actively used daily by local residents thus serving a wide segment of the population.

The blocks surrounding the civic plaza and park are proposed as potential new private development opportunities that would contribute to the vibrancy of the area. These new private developments combined with the new civic and cultural developments and open space improvements will ensure a vital Civic Center and highlight that the implementation of the Civic Center urban design plan will require a creative collaboration between the public and private sectors.

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Note - Graphical representation shown here is merely for the purpose of study and exploration. It does not represent actual building plans. The number of buildings, building location and orientation, location of parks, plazas, alignment of streets, access and configuration of public facility or private development, should not be interpreted literally.
E - Preserving Existing Neighborhood Character

Hollywood and Sunset Boulevards along with La Brea, Highland, Vine, Cahuenga, Gower and Bronson streets form the intense commercial corridors of the district. However there are distinct finer-grain residential pockets that are small in scale and have a local neighborhood character, interspersed among these commercial corridors. As the commercial corridors get a stronger identity and increased development, it is essential that these neighborhoods continue to maintain their distinct and community-oriented qualities.

The two residential neighborhoods for which it is essential to retain their residential character are:

• Blocks around Harold Avenue and LaBaig Street
• Blocks on Leland Way between Wilcox and Cherokee

The intent is to protect the scale and quality of these intact residential neighborhoods and also to ensure that future infill development within these neighborhoods is harmonious with the existing fabric. Design standards and guidelines discussing this have been elaborated in Chapter 3: Urban Design Guidelines under Residential Streets.
Figure 2.21 - Two intact residential neighborhoods in the Sunset District
### 3 Urban Design Standards & Guidelines

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The Urban Design Standards and Guidelines focus on the mass, form and appropriate placement of buildings to support the vision and urban design goals of the Sunset District Plan. The regulations are structured by 3 principal building elements which greatly influence the look and feel of a community:

- **The Building Base** establishes the street wall and is defined as the lower portion of the building immediately adjacent to the ground. It is the most proximate element to pedestrians so appropriate scale is important in order to enhance the pedestrian environment. Minimum and maximum Building Base heights vary depending on location.

- **The Building Tower** is the most visible element of the building and is defined as the portion of the building above the base. The Building Tower contributes to the imageability of the place and adds interest to the skyline. The placement of building tower over a building base is denoted through Tower Stepbacks.

- **The Building Setbacks** are defined as the distance between the lot line and the building wall. Building Setbacks can help create a transition space between the public realm and the building mass and can create a lively pedestrian environment by accommodating functions such as outdoor dining and seating and by allowing for easy and more generous pedestrian movement area. Oft times Building Setbacks are used to visually establish a grand scale by widening views down and across a Boulevard. Building Setbacks can be designed to be a landscaped buffer, a wider area for restaurants/cafes, an entry forecourt, an arcade, or a corner plaza or courtyard. Depending on the street and the overall Urban Design Concept, Building Setbacks may be required in certain locations. Alternatively, there are areas in the Sunset District Plan where there are no setbacks allowed in order to hold a consistent street wall. These areas are referred to as Build-to-Line (No Setback).

A summary overview of the main ideas for the 3 principal building elements within the Sunset District is illustrated by Figure 3.2.

Consistent with the overall Urban Design Plan for the Sunset District, the standards and guidelines in this chapter have been organized by street types as defined by Key Concept B: Streets and Open Space Network. The 3 principal building elements are discussed under the following street types:

- Primary Commercial Street: Sunset Boulevard
- Other Commercial Streets: La Brea, Highland, Cahuenga, Vine, Gower
- Neighborhood Main Street: Selma Avenue
- Residential Streets
- Civic Center Core
Introduction

Figure 3.2 - Overview of the three principal building elements within the Sunset District

- No Setback recommended
- Limited Setback (as discussed in the different sections of this chapter)
- Setbacks allowed
- Civic Center Core special edges
- Park/Plaza locations

Legend:
- 30’ maximum Building Base height
- 45’ maximum Building Base height
- 50’ maximum Building Base height
- 60’ maximum Building Base height
- 75’ maximum Building Base height
- Towers allowed to Build-to-line
Primary Commercial Street - Sunset Boulevard

Sunset Boulevard is the Primary Commercial Street in the Sunset District as defined by Key Concept B: Streets and Open Space Network. To reinforce the overall urban form illustrated by Key Concept A: Distinct Urban Form and Skyline, Sunset Boulevard is divided into three segments (see Figure 3.3):

Segment 1, La Brea to McCadden Place

Development in this segment is scaled to the major vehicular crossroads of Sunset at La Brea and Sunset at Highland, while recognizing the low scale residential neighborhoods to the south.

Segment 2, between McCadden Place and Wilcox Avenue

Development in this segment is scaled to the historic character of this segment of the Boulevard.

Segment 3, between Wilcox Avenue and Wilton Place

Given its strategic location, proximity to freeways and transit stops, this segment allows for larger scaled buildings that permit a greater flexibility to promote higher intensity of development.

Note: All standards and guidelines for Sunset Boulevard apply only to parcels fronting the north and south side of Sunset Boulevard within the Sunset District.

Building Base

Intent

- In order to respond to the context, the building base along Sunset Boulevard is kept low. Ensuring a lower building base is consistent with the existing low street wall along Sunset Boulevard. This low street wall acknowledges the low scale residential neighborhoods in close proximity to Sunset Boulevard and preserves the views out toward the Hollywood Hills to the north and to the west of the Sunset District.

Standards

- In all Sunset Boulevard Segments, development within 20 feet of the lot line adjacent to a residential parcel shall not be taller than the allowable building height limit of those adjacent residential parcels.

Guidelines

- Segment 1: Buildings should have a maximum building base height of 45 feet. There is no minimum building base height.
- Segment 2: Buildings should have a maximum building base height of 2 stories/30 feet. This base height relates to the existing street wall height along this segment of Sunset Boulevard. There is no minimum building base height.
- Segment 3: Buildings should have a maximum building base height of 4 stories/50 feet. This base height relates to the existing buildings including studio/post-production buildings along this segment of Sunset Boulevard. There is no minimum building base height.
Primary Commercial Street - Sunset Boulevard

**Figure 3.3** - Sunset Boulevard Segments indicating the maximum Building Base Height standards

- **30’ maximum building base height**
- **45’ maximum building base height**
- **50’ maximum building base height**

Building towers are allowed to flush with only the front facade of the building on Sunset

- 50’ maximum Building Base height
- 20’ from Lot Line adjacent to a residential parcel Building Base Height of ‘A’ not to exceed the allowable building height of the adjacent residential parcel ‘B’

**Figure 3.4** - Section through Sunset Segment 3 explaining Building Base relation to the adjacent parcels and the Building Tower
Chapter 3: Urban Design Standards & Guidelines

Primary Commercial Street - Sunset Boulevard

Tower

Intent

To preserve views to the Hollywood Hills and light and air at ground level along Sunset Boulevard and adjacent areas, the standards and guidelines promote elegant and slender towers for a distinctive Hollywood skyline.

Standards

- Building towers shall be permitted only in Sunset Segments 1 and 3.
- Building heights greater than 45 feet in Segment 1 and 50 feet in Segment 3 shall be considered a tower and designed as such.
- Multiple towers within a development shall not be similar to each other regardless of height or plan. They shall, at a minimum, be varied in form and/or façade design (e.g. materials, fenestration, hierarchy, curtain wall system).
- In case of more than one tower within a development and/or a block, a minimum of 100 feet, face to face, tower separation shall be maintained to maintain a minimum building to sky ratio of 1:1.
- To reduce the overall bulk of the tower and to appear slender commercial building towers shall have a maximum east-west plan dimension, over the building base (parallel to Sunset Boulevard) not exceeding a length of 80 feet and the average tower plan diagonal not exceeding 200 feet.
- To reduce the overall bulk of the tower and to appear slender residential building towers shall have a maximum east-west plan dimension, over the building base (parallel to Sunset Boulevard) not exceeding a length of 80 feet and the average tower plan diagonal not exceeding 150 feet.
- The maximum floor plate for commercial towers above the building base height shall not exceed 17,500 sq. ft.
- The maximum floor plate for residential towers above the building base height shall not exceed 10,000 sq. ft.
- The longer dimension of building towers shall be oriented north-south (perpendicular to Sunset Boulevard) to preserve views towards the Hollywood Hills.
Guidelines

- Placement of towers over the building base in Segment 1 and 3 could extend directly up from the lot line on Sunset Boulevard and are not necessarily required to step back on Sunset Boulevard (i.e. with zero stepback on the front façade). Placing the tower mass closer to Sunset Boulevard helps to hold the street volume while also ensuring minimum shading of residential buildings immediately north and south of Sunset Boulevard.

- The portion of a building greater than 45 feet in Segment 1 and 50 feet in Segment 3 should be stepped back a minimum of 10 feet from the side property line adjoining a public street to maintain clear views to the Hollywood Hills.

- To complete the building composition, towers should have a discernable base, middle and top. As befitting their prominence in the Sunset District skyline, the upper portion of the tower should have a distinct architectural expression.

- Tall towers are strongly encouraged at locations that strengthen the nodes of development intensity as suggested in Urban Design Key Concept A: Distinct Urban Form and Skyline.
Building Setback and Setback Treatment

**Intent**

Buildings on Sunset Boulevard are encouraged to have setbacks that create distinct and usable public space consistent with existing patterns along the street as identified and emphasized in Urban Design Key Concept C: Public Realm along Sunset Boulevard (page 26).

Figure 3.2 proposes potential location for additional open space along Sunset Boulevard. Either as well-defined corner plazas/parks or as entry forecourts these open space opportunities are strategically located at nodes proposed for higher intensity of development.

![Figure 3.7 - A stepped, pocket courtyard provides relief from the busy traffic street.](image)

![Figure 3.8 - Wide building setback landscaped to provide shade and seating.](image)
Standards

- A public plaza shall not be below the adjacent sidewalk level and shall not be more than 3 feet above the sidewalk grade.
- Corner plazas shall be accessible from the adjacent sidewalks and shall be planted with at least 50 percent tree canopy coverage.
- Entry forecourts or mini plazas, if provided, shall be developed to be at least 16 feet in depth (from the property line along Sunset Boulevard) with an area of at least 500 sq. ft.
- Corner plazas, if provided, shall be developed at least 32 feet in depth (from the property line along Sunset Boulevard) with an area of at least 1,000 sq. ft.
- Arcades, if provided, shall be level with the sidewalk and have a minimum of 10 feet of clear pedestrian through-passage.
- To ensure effective planting in building setback areas, underground parking structures are discouraged under the setback area. If unavoidable, the setback area shall have a minimum of 3 feet depth of soil to allow for the planting of mature landscape features.

Guidelines

- New developments on Sunset Boulevard at the northeast corner of Sunset and La Brea, the northeast and/or southeast corner of Sunset and Highland, the northeast corner of Sunset and Cahuenga, and the northeast and/or southwest corner of Sunset and Gower intersections are encouraged to provide corner plazas.
- Buildings around a plaza should have active ground floor uses, with transparent storefronts to create visual interest and help activate the plaza.
- New plazas should be publicly accessible and act as an outdoor spill-out space for ground floor cafes and restaurants.
- Plazas should be designed for shade and seating to create a pleasant and inviting environment.
- Plazas should be designed to promote maximum visibility from adjacent properties and should be well-lit at night to ensure safety.
- Ground floor setbacks that allow for arcades is encouraged where possible.
- All setback treatments should integrate sustainable techniques for irrigation and lighting and use native planting material for a low-energy and a low-maintenance amenity.
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Other Commercial Streets

Other Commercial streets include major cross streets of La Brea Avenue, Highland Avenue, Cahuenga Boulevard, Vine Street, and Gower Street. These streets serve as important vehicular and pedestrian connectors to Hollywood Boulevard and neighborhoods to the north and south of the Study Area.

Building Base

Intent

The building base height of new developments on the Other Commercial Streets should relate to their adjacent building base heights to create a harmonious street front.

Standards

• At intersections with Sunset Boulevard parcels on Other Commercial Streets that also front Sunset Boulevard shall follow building base height standards specified in the Sunset Boulevard section.
• At intersections with Selma Avenue parcels on Other Commercial Streets that also front Selma Avenue shall follow building base height standards specified in the Selma Avenue section.

Guidelines

• To complete the building composition, towers should have a discernable base, middle and top. As befitting their prominence in the Sunset District skyline, the upper portion of the tower should have a distinct architectural expression.
• Tall towers are strongly encouraged at locations that strengthen the nodes of development intensity as suggested in Urban Design Key Concept A: Distinct Urban Form and Skyline.

Tower

Intent

To preserve views to the Hollywood Hills and light and air at ground level in the Sunset District and adjacent areas, the standards and guidelines promote elegant and slender towers for a distinctive Other Commercial streets include major cross streets of Highland Avenue, Cahuenga Boulevard, Vine Street, and Gower Street. These streets also serve as important vehicular and pedestrian connectors to Hollywood Boulevard and neighborhoods to the north and south of the Study Area.

Standards

• Towers shall be stepped back a minimum of 10 feet from the front facade of the building base on the Other Commercial Streets. This helps open up views to the Hollywood Hills to the north.
• Multiple towers within a development shall not be similar to each other. Regardless of height or plan variation, they shall, at a minimum, be varied in form and/or façade design (e.g. materials, fenestration, hierarchy, curtain wall system).
• In case of more than one tower within a development and/or a block, a minimum of 100 feet, face to face, tower separation shall be maintained to maintain a minimum building to sky ratio of 1:1. (Refer to Figure 3.5)
• For commercial buildings, the maximum plan dimension for the portion of the tower over the building base height is defined such that the east-west plan dimension (perpendicular to the Commercial Street) shall not exceed a length of 100 feet and the tower plan diagonal shall not exceed 200 feet. (Refer to Figure 3.6)
• For residential buildings, the maximum plan dimension for the tower over the building base height is defined such that the east-west plan dimension (perpendicular to the Commercial Street) shall not exceed a length of 80 feet and the tower plan diagonal shall not exceed 150 feet. (Refer to Figure 3.6)
• The maximum floor plate for commercial towers above the building base height shall not exceed 17,500 sq. ft.
• The maximum floor plate for residential towers above the building base height shall not exceed 10,000 sq. ft.
• The longer dimension of all building towers shall be oriented north-south (parallel to the Commercial Street) to preserve views towards the Hollywood Hills.
Building Setback and Setback Treatment

Intent

While each of these major cross streets is similar and scale and relationship to Sunset Boulevard, they each have a distinct identity. To promote an urban pedestrian environment as indicated in figure 3.2 no or limited setbacks are allowed on these streets.

Standards

- Regardless of purpose, building setbacks shall not be below the adjacent sidewalk level and shall not be more than 3 feet above the sidewalk grade.
- Corner plazas shall be accessible from the adjacent sidewalks and shall be planted with at least 50 percent tree canopy coverage.
- Entry forecourts or mini plazas, if provided, shall be developed to be at least 16 feet in depth (from the property line along the Commercial Street) with an area of at least 500 sq. ft.
- Corner plazas, if provided, shall be developed at least 32 feet in depth (from the property line along the Commercial Street) with an area of at least 1,000 sq. ft.
- Arcades, if provided, shall be level with the sidewalk and have a minimum of 10 feet of clear pedestrian through-passage.
- To ensure effective planting in building setback areas, underground parking structures are discouraged under the setback area. If unavoidable, the setback area shall have a minimum of 3 feet depth of soil to allow for the planting of mature landscape features.

Guidelines

- Setbacks on Highland and Vine are not recommended in order to hold the wide street volume of these streets.
- Limited setbacks along the Other Commercial Streets are allowed for new developments as per the approval of the Design Review Board.
- Building setbacks, where allowed, are intended to create distinct usable space.
- Buildings that have landscaped setback, an entry forecourt, courtyard, plaza, or arcade should be publicly accessible to allow for outdoor spill-out space for ground floor cafes and restaurants.
- Forecourt, plaza, and courtyard areas should be designed for shade and seating to create a pleasant and inviting environment.
- Forecourt, plaza, and courtyard areas should be designed to promote maximum visibility from adjacent properties and should be well-lit at night to ensure safety.
- All setback treatments should integrate sustainable techniques for irrigation and lighting and use native planting material for a low-energy and a low-maintenance amenity.
Neighborhood Main Street - Selma Avenue

Selma Avenue by its very functional nature is proposed to be enhanced as a pedestrian-friendly, neighborhood-serving main street. To emphasize the varying character of Selma Avenue, the street is divided into five different segments:

- **Segment 1**: Highland Avenue to McCadden Place (north of Selma).
- **Segment 2**: McCadden Place (north of Selma) to midblock between Schrader and Wilcox.
- **Segment 3**: From midblock between Schrader and Wilcox to midblock between Wilcox and Cahuenga.
- **Segment 4**: From midblock between Wilcox and Cahuenga to Ivar. Cahuenga Boulevard, between Sunset and Hollywood Boulevards, has grown to be a local destination for its numerous clubs, cafes, and restaurants. However, it does continue to have a fine-grain and small scale character.
- **Segment 5**: From Ivar to Gower Street. This segment includes the higher intensity development area around the Regional Commercial Center and takes advantage of its proximity to the Hollywood/Vine Metro Station.
Possible Development Scenario

Existing buildings on Selma Avenue

Limited Setback (as discussed in the different sections of this chapter)

Setback Allowed

Proposed Building Base Height

Figure 3.10 - Different segments along Selma Avenue indicating the maximum building base height standards

Figure 3.11 - Cross Section along Selma Avenue depicting the proposed building base height from Highland to Gower
Building Base

Intent

The building base guidelines are intended to emphasize the varied character of the street and to accommodate growth while maintaining the finer-grain, neighborhood main street qualities of Selma Avenue.

Guidelines

- For all segments along Selma Avenue, there is no minimum building base height.
- Segment 1: Buildings should have a maximum building base of 60 feet. Since it is close to the Hollywood/Highland Metro Station, this segment is recommended for higher intensity of development and hence a taller building base.
- Segment 2: Buildings should have a maximum building base/height of 45 feet. This segment has historic, well-maintained, fine-grain fabric that should be respected in scale and character by all new development. The building base height limitation is in scale with the existing low height residential buildings along this segment of Selma Avenue.
- Segment 3: Buildings should have a maximum building base of 60 feet in keeping with the existing height limits along Wilcox Boulevard.
- Segment 4: Buildings should have a maximum building base of 45 feet. The building base in this segment maintains the small-scale commercial street character of Cahuenga Boulevard as it turns the corner on Selma Avenue.

- Segment 5: Buildings should have a maximum building base of 75 feet. Since it is close to the Hollywood/Vine Metro Station, this segment is recommended for higher intensity of development and hence a taller building base.

**Figure 3.14** - Section CC through Segment 5

**Segments along Selma Avenue**

<table>
<thead>
<tr>
<th>Building Base</th>
<th>Segment 1</th>
<th>Segment 2</th>
<th>Segment 3</th>
<th>Segment 4</th>
<th>Segment 5</th>
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</thead>
<tbody>
<tr>
<td>Building Base Height (Feet from ground level)</td>
<td>60'</td>
<td>45'</td>
<td>60'</td>
<td>45'</td>
<td>75'</td>
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<tr>
<td>Max</td>
<td>60'</td>
<td>45'</td>
<td>60'</td>
<td>45'</td>
<td>75'</td>
</tr>
<tr>
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<td>10'</td>
<td>5'</td>
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<td>Min</td>
<td>2'</td>
<td>3'</td>
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**Building Envelope**

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<th>Segment 3</th>
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<td>Max</td>
<td>Unlimited</td>
<td>45'</td>
<td>90'</td>
<td>75'</td>
<td>Unlimited</td>
</tr>
<tr>
<td>Min</td>
<td>30'</td>
<td>N/A</td>
<td>30' **</td>
<td>30' **</td>
<td>30'</td>
</tr>
</tbody>
</table>

*Exceptions are allowed to encourage corner plazas and other distinct and usable public space.

**Figure 3.15** - Table 1 - Building development standards on Selma Avenue
Tower

Intent
To preserve views to the Hollywood Hills and light and air at ground level in the Sunset District and adjacent areas, the standards and guidelines promote elegant and slender towers for a distinctive Hollywood skyline.

Standards
- Towers shall be permitted only in Segments 1 and 5.
- Multiple towers within a development shall not be similar to each other. Regardless of height or plan variation, they shall, at a minimum, be varied in form and/or façade design (e.g. materials, fenestration, hierarchy, curtain wall system).
- In case of more than one tower within a development and/or a block, a minimum of 100 feet, face to face, tower separation shall be maintained to maintain a minimum building to sky ratio of 1:1.
- For commercial buildings, the maximum plan dimension for the portion of the tower over the building base height is defined such that the east-west plan dimension (parallel to Selma Avenue) shall not exceed a length of 80 feet and the tower plan diagonal shall not exceed 150 feet. (Refer to Figure 3.6)
  - The maximum floor plate for commercial towers above the building base height shall not exceed 17,500 sq. ft.
  - The maximum floor plate for residential towers above the building base height shall not exceed 10,000 sq. ft.
  - The longer dimension of all building towers shall be oriented north-south (perpendicular to Selma Avenue) to preserve views towards the Hollywood Hills.

Guidelines
- Buildings taller than 60 feet in Segment 1 and 75 feet in Segment 5 should be designed as a tower.
- The portion of a building above 60 feet in Segment 1 and 75 feet in Segment 5 should be stepped back a minimum of 30 feet from the front property line on Selma Avenue to preserve access to natural light at the street level.
- To complete the building composition, towers should have a discernable base, middle and top.
- The upper portion of the tower should have a distinct architectural expression.

Figure 3.16 - Minimum tower separation
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Sunset Boulevard & Civic Center Urban Design Plan & Guidelines

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Neighborhood Main Street - Selma Avenue

Building Setback and Setback Treatment

Intent
As indicated in Figure 3.2, limited building setbacks are recommended along Selma Avenue in order to hold the wider street volume of the streets. With the exception of Segment 2 which is allowed to have setbacks to accommodate ground floor residential use. These limited building setbacks promote activity on the sidewalk and contribute to a vibrant main street life on Selma Avenue.

Standards
• Multi-unit buildings with ground floor residential use shall have a minimum setback of 3 feet and a maximum setback of 10 feet from the property line adjoining any public street to ensure privacy for residents on the ground floor.
• Landscaped setbacks shall not be below the adjacent sidewalk level and shall not be more than 3 feet above the sidewalk grade.
• To ensure effective planting in building setback area, underground parking structures are discouraged under the setback area. If unavoidable, the setback area shall have a minimum of 3 feet depth of soil to allow for the planting of mature landscape features.

Guidelines
• Buildings with retail ground floor uses are encouraged to have a minimum setback of 2 feet and a maximum setback of 5 feet from the front property line to accommodate spill-out space for ground floor cafes and restaurants.
• All setback treatments should integrate sustainable techniques for irrigation and lighting and make use of native planting material for a low-energy and a low-maintenance amenity.

Figure 3.17 - Landscaped setback provide privacy to ground floor residential use

Figure 3.18 - Ground floor retail use setback by a minimum depth to create a semi-outdoor active space

Sunset Boulevard & Civic Center Urban Design Plan & Guidelines

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Residential Streets

Building Massing

All of the other areas in the Sunset District are predominately residential in character and should be preserved as residential streets. Given this scale and character, buildings on residential streets are not envisioned as having a separate building base and tower and the following guidelines reflect this integration. Although, they do not have a separate building base and tower, the massing and articulation of multi-family residential buildings on residential streets are important to maintain the character and identity of the intact residential neighborhoods in the Sunset District.

Guidelines

• Multi-unit buildings should have a rhythm and scale that relates to the surrounding buildings. In areas where the adjacent buildings are smaller in scale (e.g. single-family houses), multi-unit buildings should respect the scale of the adjacent buildings along the primary street front and place the bulk of the building mass away from the street towards the center of the block.

• The massing of multi-unit buildings should be modulated to avoid a box-like structure. Variety of building heights and forms, vertical and horizontal differentiation, projections, and setbacks and stepbacks can all be used to create distinct smaller volumes.

• Multi-unit buildings should have articulated facades to avoid a flat, monotonous appearance. Projecting building elements, recessed windows, material differentiation, balconies, and strong vertical and horizontal detailing can all be used to articulate the façade and reduce the apparent size of the building.

• Primary facades of new buildings should be compatible with surrounding buildings, in particular with respect to the width and proportions of elements like front porches, stoops, overhangs, projected components and roofs.

• Buildings on corner lots should articulate both their street-facing facades. Facade treatment and openings on both these exposed surfaces should be designed to optimize the greater street visibility and accessibility to sunlight and air.

Figure 3.19 - Variety in building form and height create distinct smaller buildings that are harmonious with the existing residential street character

Figure 3.20 - Articulated facades help reduce the apparent size of the building.
Building Setback and Setback Treatment

Intent

By creating areas for forecourts, gracious entries, and landscaping, building setbacks on residential streets build upon existing patterns of development and play an important role in the image of the community. The design of these elements is critical in maintaining a high quality and desirable neighborhood.

Standards

- Buildings located on residential streets shall maintain setbacks as required by the City Zoning Code.
- Steps, stoops, porches, patios, and terraces shall be allowed to be built in the building setback area.
- The front setback area shall be landscaped to enhance the street character and complement the neighborhood identity.
- In residential neighborhoods, the front setback area shall have a permeable surface of a minimum of 60 percent of the setback area.
- For corner lots in residential neighborhoods, the minimum permeable surface of the combined area of the front and street side yard setback area facing the streets shall be 75 percent. These setbacks shall be landscaped to enhance the street character.

Guidelines

- To ensure effective planting in the building setback area, underground parking structures are discouraged under setback areas. If unavoidable they should maintain a minimum of 3 feet depth of soil to allow for the planting of mature landscape features.
- All setback treatments should integrate sustainable techniques for irrigation and lighting and make use of native planting material for a low-energy and a low-maintenance amenity.
Civic Center Core

The Civic Center is the urban heart of Hollywood and the hub of the area’s civic life. To facilitate the implementation of the urban design plan for the Civic Center, the core has been divided into 4 sub-areas:

- **Sub-area 1**: At the center of the Civic Center Core, it is primarily envisioned as a public open space.
- **Sub-area 2**: Wrapping around the three sides of sub-area 1, this sub-area is important for its existing civic uses. To build upon this use it is proposed to locate a new iconic civic building in axis with N.Cahuenga Boulevard.
- **Sub-area 3**: This sub-area runs along Wilcox Boulevard and Fountain Avenue. Developments in this sub-area should be sensitive to the residential scale along these two streets.
- **Sub-area 4**: Sitting along Vine Street this sub-area is of great importance to the Sunset District because of the location of Pickford Center for Motion Picture Study.

The four sub-areas are as shown in Figure 3.27.

Building Base

**Intent**

The Civic Center Core is intended to occupy a prominent place physically and visually in the Hollywood district. A tall City Hall building should mark its location in the Hollywood skyline with surrounding buildings that step down in height to be compatible in scale with the adjacent neighborhood.

**Standards**

The Civic Center Core has been divided into 4 sub-areas as shown in Figure 3.x.

- Sub-area 1 is designated for open space. To create a public open space at the heart of the Civic Center Core, buildings in Sub-area 1 shall not be allowed except for a smaller footprint, low kiosk or pavilion like structure, that either has no walls or has transparent walls. This structure shall activate the open space while allowing uninterrupted sight lines from Sunset Boulevard to the City Hall in Sub-area 2 and from the City Hall out towards the Hollywood Hills and Hollywood signage.
- Tall, sculptural public art befitting the open space shall be allowed in Sub-area 1.
- Buildings in Sub-area 2 shall be of a maximum height of 90 feet.
- Exception to this 90 feet maximum building height in Sub-area 2 shall be allowed for a singular, iconic tower, preferably housing the City Hall and other civic facilities.
- To ensure compatibility of scale, any new development in Sub-area 3 shall be of a maximum height corresponding to 1.5 times the allowable building height limit of the parcel directly across from it on Wilcox Boulevard or DeLongpre Avenue.

**Guidelines**

- Buildings in Sub-area 4 should take advantage of the allowable heights as per City Zoning codes while being respectful of the scale of the existing historically significant building, the Pickford Center, located within the sub-area.
Figure 3.22 - Recommended building envelope for appropriate scale transition around Civic Center Core.

- **Sub-area 1** - Open space with opportunity for iconic landmark
- **Sub-area 2** - Height allowing a maximum building envelope of 90’
- **Sub-area 3** - Height limitation corresponding to 1.5 times the allowable height limit of the adjoining neighborhood
- **Sub-area 4** - No height limit

Provision for a proposed iconic tower.

Existing Neighborhood

Height limitation corresponding to 1.5 times the allowable height limit of the adjoining neighborhood
Chapter 3: Urban Design Standards & Guidelines

Civic Center Core

Tower

Intent
The tower guidelines in the Civic Center core are for the singular civic tower permitted in Sub-area 2. The intent is to visually mark the Civic Center core in the Sunset District skyline.

Standard

- A taller, distinctive design shall be permitted for only the iconic, civic tower in sub-area 2.
- The civic tower in sub-area 2 shall be aligned with the north-south axis of N. Cahuenga Boulevard north of Sunset Boulevard.
- An outdoor public space that serves as a public vantage point shall be accommodated either on the roof or similarly high point in the civic tower.

Figure 3.23 - A distinctive building form that marks the civic heart of the Sunset District and contributes to an inviting urban civic open space is envisioned at the Civic Center Core.
Building Setback and Setback Treatment

Intent

Within the Civic Center Core, buildings should have special edges as designated in Figure 3.2. These special edges are an attempt to create a safe and comfortable pedestrian environment within the Core. For buildings facing adjacent streets, limited setbacks are recommended to facilitate pedestrian activity.

Guidelines

• Special edge streets should provide for appropriate setbacks, depending on the use on those streets, to ensure a safe, shady and pedestrian-friendly environment. These streets although allowing vehicular access should be treated as a pedestrian priority right of way.

• Special edge setbacks should allow for pedestrian amenities and could be either landscaped or hardscaped.

• Buildings along Wilcox Boulevard and De Longpre Avenue in sub-area 3 should have a minimum 3 foot setback to respect the residential character of the street near the Civic Center Core.

• Landscaped setbacks shall not be below the adjacent sidewalk level and shall not be more than 3 feet above the sidewalk grade.

• To ensure effective planting in building setback area, underground parking structures are discouraged under the setback area. If unavoidable, the setback area shall have a minimum of 3 feet depth of soil to allow for the planting of mature landscape features.

• All setback treatments should integrate sustainable techniques for irrigation and lighting and make use of native planting material for a low-energy and a low-maintenance amenity.
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Commercial Building Design

Ground Floor

Intent

An active, pedestrian-oriented and inviting ground floor is an essential component of a vibrant urban neighborhood. It is the intent of these guidelines to promote active ground floor uses such as retail and other pedestrian-serving uses.

Standards

- All commercial buildings shall have a lobby and primary building entry from the sidewalk on the primary street or from a forecourt or courtyard that has direct access to that sidewalk.
- All ground floor retail spaces shall have a primary entry from the sidewalk or from a forecourt or courtyard that has direct access to a sidewalk.
- Retail frontage, whether ground or upper floor, shall be clear vision glass for maximum transparency. Heavily tinted or mirrored glass shall not be permitted for any retail frontage.
- Ground floor retail space shall be provided to a depth of at least 25 feet from the front façade and shall include a minimum of 14 feet floor-to-ceiling height.
- Ground floor retail space in commercial buildings shall comprise of a minimum of 75% of wall openings of a building’s street level façade. These openings could be windows, doors or storefront display windows.
- Electrical transformers, mechanical equipment or other equipment shall not be located along a street-fronting ground floor.

Guidelines

- The ground floor of commercial buildings on Sunset Boulevard or the Other Commercial Streets should be articulated with entrances, lobbies, storefront windows and displays to enliven the public realm of the sidewalk and the setback areas.
- In addition to pedestrian-oriented activities, variety at street level for pedestrian scale can be achieved through the use of design features such as entries, expressed structural elements, arcades, projections, rusticated materials, stairs, and landscaping.
- Commercial buildings built with no setbacks could incorporate publicly-accessible indoor spaces. These spaces should be highly visible, accessible and inviting.
- Blank walls facing the sidewalk or public areas are discouraged. Unavoidable blank walls should be enhanced with visually interesting architectural detailing, material texture, landscape treatment or art work (mosaic, mural, decorative masonry pattern, sculpture, relief, etc.) and should have additional lighting to ensure pedestrian safety and comfort.
• Regardless of detailing, blank walls should be no longer than a maximum length of 50 feet.
• Ground floor retail with multiple tenants should be designed to have clear distinctions between the individual storefronts, the entire building façade, and adjacent properties.
• Retail facades should be compatible with the proportions and design features of the overall building façade and adjacent buildings.
• For larger retail tenants, entries should generally occur at a minimum of every 50 feet. In-line retail stores should generally have entries every 25 feet.
• Recessed doorways for retail uses are allowed, and they should be a minimum of 2 feet in depth. Recessed doorways provide cover for pedestrians and customers in bad weather, help identify the location of store entrances, provide a clear area for out-swinging doors, and offer the opportunity for interesting paving patterns, signage, and displays.
• All building entrances should be well-marked to cue access and use. Main building entrance should read differently from retail storefronts, restaurant and other commercial entrances on the ground floor.
• Architectural features, such as canopies, awnings, and overhangs are encouraged along all designated Commercial Streets.
• Storefront windows should provide deep merchandising zones that allow for changeable and dimensional displays. The windows should not be completely obscured with display cases that prevent customers and pedestrians from seeing inside.
• Storefronts should remain un-shuttered at night and provide clear views of interior spaces lit from within.
• The design of the ground floor of buildings with retail storefronts should be designed to accommodate signage consistent with the overall building design and in a manner that allows retail tenants to achieve a distinct identity
Facade Treatment and Materials

Intent

The intent of the façade and materials guidelines is to mitigate the scale of commercial development and ensure a pedestrian-friendly environment.

Guidelines

- Long, continuous facades should be articulated with architectural elements and wall plane projections or recesses to reduce the massive scale and uniform physical appearance.
- A selection of architectural details and devices such as vertical and horizontal recesses and projections, changes in height, floor levels, roof forms, parapets, cornice treatments, window forms, and location of garage entries, as appropriate to each site, can create shadows and texture and add to the character of a building.
- Expression of the structural elements and bays of the building on the façade is encouraged. Windows, wall panels, and pilasters should be based on a module derived from the building’s structural bay spacing.
- Buildings with towers should reflect the building pattern of base, tower, and tower top separated by cornices, string courses, stepbacks, and other articulating design features as appropriate.
- The architectural treatment of the top of the building should be designed to create a sense of distinctly finishing the building. This architectural finish may be accomplished by change in the window rhythm, change in apparent building height, setback, or use of alternate materials, or a combination of these elements.
- The materials palette for commercial building facades may include a variety of different cladding materials such as cast stone, glass curtain wall, metal, concrete, or stone.
- In buildings that do not have glass curtain walls, punched windows are encouraged and should have a distinct rhythm. Continuous ribbon windows are discouraged.
- Horizontal variation on a building façade should be of an appropriate scale and preferable reflect changes in the building use or structure. An identifiable break between a building’s retail floors and upper floors should be provided.
- Where more than one material is used horizontally in a façade, traditionally heavier materials (stone, brick, concrete with stucco, etc.) should be located below lighter materials (wood, fiber cement board, siding, glass etc.). The change in material should occur along a horizontal line, preferably at the floor level of a story.
- Above the ground floor, both curtain wall and window/door glazing should have the minimum reflectivity needed to achieve energy efficiency standards. Tints with non-reflective coating are preferred.

Figure 4.5 - Expression of the structural elements and bays of the building on the facade is encouraged
Figure 4.6 - Heavier building material like brick and concrete should be located below lighter material like glass.

- Where side facades are built of a different material than the front façade, the front façade material should extend around the corner and along the side façade.
- Awnings and canopies should be fabricated of woven fabric, glass, metal or other permanent material compatible with the building architecture. Internally illuminated, vinyl awnings shall not be permitted.
- Architectural lighting should relate to the pedestrian and accentuate major architectural features.
- Exterior lighting should be shielded to reduce glare and eliminate light being cast into the night sky.
- Integrate security lighting into the architectural and landscape lighting system. Security lighting should not be distinguishable from the project’s overall lighting system.

Building Roof

Intent

Roofs should be treated as the fifth façade of the building as they play a major role in the appearance and character of a building.

Guidelines

- Variety in building heights and rooflines is encouraged to promote visual interest, modulate the scale of development and enhance distinct massing.
- Mechanical equipments on top of the buildings should be screened from both pedestrian and adjacent rooftop views. The screen should be designed to be architecturally integrated as part of the roofscape or the building facade.
- Intensive or extensive green roofs that help reduce storm water run-off should be explored for rooftops.
- Roofs should use non-reflective, low intensity colors.
Residential Building Design

Ground Floor

Intent
At the ground level, the design and scale of residential buildings should enhance the pedestrian experience by being visually interesting, active, and comfortable. Active residential ground floor use adds vibrancy and life at the street level and promotes neighborhood safety by providing “eyes on the street”.

Standards
- Residential units located at ground level shall have their ground floor elevated a minimum of 18 inches above the finished sidewalk level for privacy, provided that local accessibility codes are met.
- Electrical transformers, mechanical equipment or other equipment shall not be located along a street-fronting ground floor.

Guidelines
- For larger residential buildings with shared entries, entry should be through identifiable and prominent entry lobbies or a courtyard facing the street. A gracious and landscaped setback at entries is encouraged.
- Entries should be prominent and visually distinctive from the rest of the façade with creative use of scale, materials, glazing, projecting or recessed forms, architectural details, color, and/or awnings.
- Multiple and frequent entries at street level are encouraged where possible.
- Corner lot buildings are encouraged to have a corner entry where possible.
- Direct-access residential units are recommended on primarily residential streets.
- Stoops and landscaping create inviting, usable transition spaces. Stoops and entry steps from the street are encouraged for individual unit street entries, consistent with local accessibility requirements. Stoops may extend into the building setback zone but should not encroach into the public right-of-way.
- Breaks in the ground floor for vehicular and service entries should be minimized.
- Multi-unit residential buildings are encouraged to introduce openings along the public street that provide visual or physical access to courtyards. Such openings add an element of surprise and interest at the street level.
- Internal active uses, such as community rooms, fitness centers, daycare facilities and sales centers, should be placed at the ground level along the street.
- In addition to pedestrian-oriented activities, variety at street level for pedestrian scale can be achieved through the use of design features such as stairs, bay windows, expressed structural elements, rusticated materials, and landscaping.
Residential Building Design

• Blank walls facing the sidewalk or public areas are discouraged. Unavoidable blank walls should be enhanced with visually interesting architectural detailing, material texture, landscape treatment or art work (mosaic, mural, decorative masonry pattern, sculpture, relief, etc.) and should have additional lighting to ensure pedestrian safety and comfort.

• Regardless of detailing, blank walls should be no longer than a maximum length of 50 feet.

Note: For standards and guidelines supporting a ground floor retail use in a residential building refer to Ground Floor standards and guidelines under Commercial Buildings on page 62.

Figure 4.9 - Visually accessible private courtyards add interest at street level

Figure 4.10 - Entries should be prominent and visually distinctive from the rest of the facade
Façade Treatment and Materials

Intent

The intent of the façade and materials guidelines is to promote high quality residential developments and ensure a pedestrian-friendly environment.

Guidelines

• The scale, proportions and placement of the architectural details on all new building facades should be compatible with the overall aesthetic of the surrounding buildings.

• Long, continuous facades should be articulated with architectural elements and wall plane projections or recesses to reduce the scale and uniform physical appearance. Generally, larger, multi-family buildings should be modulated every 25-50 feet.

• Facades of residential units with direct street level access should be articulated at regular increments to differentiate individual residential units from each other and from the overall massing of the building. This helps express a rhythm of individual units along the residential streets.

• A selection of architectural details and devices such as vertical and horizontal recesses and projections, bays, balconies, changes in height, floor levels, roof forms, parapets, cornice treatments, window reveals and form, color, and location of garage entries, as appropriate to each site, can create shadows and texture and add to the character of a building.

• Buildings with towers should reflect the building pattern of base, tower, and tower top separated by cornices, string courses, stepbacks, and other articulating design features as appropriate.

• The architectural treatment of the top of the building should be designed to create a sense of distinctly finishing the building. This architectural finish may be accomplished by change in the window rhythm, change in apparent building height, setback, or use of alternate materials, or a combination of these elements.

• Accentuating the corner of residential buildings with corner windows, balconies or other architectural treatment adds character to the building.

• The materials palette for residential building façades may include a variety of different cladding materials such as cast stone, fiber cement board, brick, naturally occurring stone or terra cotta of high architectural quality, siding, stucco, wood, glass curtain wall, metal, or concrete.

• Punched windows are encouraged and should have a distinct rhythm. Such windows should have a perceptible wall thickness and reveal to create shadow lines on the facade.

Figure 4.11 - Large residential facades should incorporate wall plane changes to create distinct volumes and hence reduce the scale of the building.

Figure 4.12 - Use of high quality material and architectural treatment creates a rich urban environment.
Building Roof

Intent
Roofs should be treated as the fifth façade of the building as they play a major role in the appearance and character of a building.

Guidelines
- Level changes of the roof help soften the mass of the building. Variety in building heights and rooflines is encouraged to promote visual interest, modulate the scale of development and enhance distinct massing.
- Mechanical equipments on top of the buildings should be screened from both pedestrian and adjacent rooftop views. The screen should be designed to be architecturally integrated as part of the roofscape or the building facade.
- Intensive or extensive green roofs that help reduce storm water run-off should be explored for rooftops.
- Roofs should use non-reflective, low intensity colors.
Parking Garage Design

Garage Entrances

Intent

Due to their scale and treatment parking structures can be quite disruptive in the urban fabric. It is important to locate and access parking structures and residential garages such that the overall pedestrian flow and experience on the public streets is not compromised.

Standards

- All developments shall provide 3 levels of subterranean parking before building an above grade parking structure.
- Parking structure lighting shall provide adequate security, but openings shall be screened and controlled so as not to disturb surrounding residences and streets from garage lighting at night.
- In residential neighborhoods, driveways of a maximum width of 10 feet shall be allowed.

Guidelines

- To minimize disruption to primary pedestrian-oriented streets, garage entrances should be generally located in alleys or side streets.
- Garage entrances adjacent to sidewalk should be screened with landscaping or should be treated as an opportunity for public art.
- In mixed-use developments, in order to minimize curb cuts, shared ramps for both retail and residential uses are encouraged. In shared ramp conditions, secure access for residential parking should be provided.
- In order to minimize curb cuts multi-unit residential buildings should consolidate its parking entry and exit to a single entry with a maximum of 10 feet width.

Figure 4.15 - Creative art on a multi-unit garage door, adjacent to a sidewalk
Garage Facade

Intent
The intent of these parking garage guidelines is to ensure that the design of the garages is of a high quality consistent with the overall design goals in the Sunset Plan area.

Guidelines
• Parking garages should be screened from pedestrian areas (streets and open spaces) with liner uses such as retail, lobbies, community uses, landscaping, or residential units.
• Where parking adjacent to the sidewalk cannot be avoided (e.g. where lobbies, retail, or units are not feasible or desirable), the building base along the parking frontage should be designed with attention to detail compatible with adjacent buildings.
• The materials palette for parking garage façades may include a variety of different materials including architectural metals, masonry, stucco, concrete, cast stone, or glass.
• Lighting should be enough to provide adequate security, but should be screened and controlled so as not to leak out and disturb surrounding areas.
• Garage façades should be designed with a modulated system of openings and screening. Design attention to an overall building façade that fits comfortably and compatibly into the pattern, articulation, scale and massing of surrounding structures is needed. The size and pattern of openings should be of a scale related to surrounding buildings.
• False fronts pretending to enclose other uses are discouraged.
• Continuous horizontal openings are discouraged.
• Openings should have some form of screening material to minimize the parking and its lighting being seen from the street. These screening materials might include louvers or grills or a patterned element.
• Both on-site and street-side entrances and lobbies for pedestrians should receive careful design treatment in keeping with the image quality they convey and the intense level of use they will receive.
• Parking garages 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.
• Vertical circulation cores (elevator and stairs) should be located on the primary pedestrian corners and be highlighted architecturally for visibility and easy access.
### 5 Streetscape & Open Space Standards & Guidelines

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Introduction

Landscape images associated with Sunset Boulevard are potent icons of global reach. The streetscapes and landscapes of the district represent, as noted by CRA, the “opportunity to express the quintessential image of Southern California”. These landscape images include character defining rows of palms on the skyline, streetscape views terminating in unobstructed views of the Hollywood Hills, and urban landscape details - including street signs carrying the names of Hollywood’s famous streets.

The streetscape and open space design concept is based on the principles of -

- safety
- comfort
- coherence
- identity, expressing the image and character of the area.

The streetscape and open space standards and guidelines build on the existing streetscape, promote sustainable practices, and propose new low technology street elements that would require low maintenance while enhancing the pedestrian environment. Each of the commercial streets share opportunities for enhancement of the street environment, with the addition of skyline palms at intersections as landmark elements, additional canopy tree coverage, and a combination of specially paved and planted parkways and street identity environmental graphic/lighting elements.

The streetscape and open space standards and guidelines is under covenant with the City of Los Angeles, limiting their management and maintenance. The investment and maintenance is anticipated from owners along the street.

The recommended street furniture program for the Study Area is in collaboration with and meets the design guidelines of the Urban Design Studio of the City of Los Angeles. In some areas, although, the street furniture has been modified to reflect the special nature of Sunset Boulevard.

In order to make sidewalks safe and pleasant for pedestrians, every effort should be made to reduce the number of sidewalk obstacles. Minimum placement guidelines required to be adhered to while placing bus shelters, benches, bike racks, news racks, and sidewalk cafe seatings have been elaborated later in this chapter. These guidelines are in compliance with the Los Angeles City Ordinances and regulations known, however all preliminary and final designs will be subject to City agency reviews and approval processes (including the “B” Permit process where applicable) and also subject to operational maintenance covenants where applicable.
Sidewalk Zones

Within the sidewalk, several functionally distinct zones are identified below. These zones have been referenced throughout the chapter.

The Curb Zone is the portion of the sidewalk closest to the roadway. It is the preferred location for street trees as well as many utilities and most street furnishings. The minimum Curb Zone width for the placement of street elements is 4 feet from the back of curb.

The Pedestrian Through Zone is the portion of the sidewalk dedicated to pedestrian movement and must be kept clear of all encroachments at all times as per the requirements of the Americans with Disabilities Act (ADA). At all times, the pavement must be even, well maintained, and free of utility vaults and pull boxes. For sidewalks less than 10 feet wide, the pedestrian through zone should be a minimum of 6 feet.

The Building Zone is the portion of the sidewalk adjacent to the property line. Streetscape elements relating to adjacent activities may be placed in this portion of the sidewalk subject to the placement guidelines and standards contained in Section 4.3. The minimum Curb Zone and minimum Pedestrian Through Zone must be accommodated first before anything may be placed within the Building Zone. For streets less than 10 feet the Building Zone does not exist.

The Corner Clear Zone is the minimum amount of pedestrian queuing space at the corner. The Corner Clear Zone is the width of the sidewalk at each street intersection extending a minimum of 5 feet on either side along the corner lot line. Pedestrian/traffic control device pole and curb ramps should be included in the Corner Clear Zone. However items such as utility cabinets, trash containers, news racks and other permanent fixtures should be located outside of the Corner Clear Zone, to improve functional movement and pedestrian visibility from vehicles. Signage, gateway markers, wherever possible, should be placed outside this zone.

Figure 5.2 - Various zones on the sidewalk
Streetscape Guidelines
Primary Commercial Street - Sunset Boulevard

The intent is to reinstate the iconic image of Sunset Boulevard and enhance the pedestrian realm with appropriate and sustainable planting and paving practices. The length of Sunset Boulevard within the Study Area has been divided into 2 different Parkway Zones for the purpose of planting and special paving treatment. Hardscaped Parkway Zone has a 6 feet special paving treatment between tree wells. This zone is proposed between Wicox and Gower on Sunset where there is currently a high level of pedestrian activity. The rest of Sunset Boulevard within the Study Area has been proposed to have a 6 feet wide continuous landscaped strip which is referred as the Landscaped Parkway Zone.

Standards

- Existing signature skyline palms wherever missing shall be added or replaced back on Sunset Boulevard. These shall be placed at a maximum distance of 30 feet center to center. Exceptions shall be permitted to accommodate bus shelters and street furniture.

- Shade-providing canopy trees, placed at a maximum distance of 30 feet center to center, shall be planted on Sunset Boulevard alternating with the palms. This will help provide comfort and color to the public realm.

- Tree wells shall be a minimum of 6 feet by 8 feet in size.

- Tree wells and parkways shall be surfaced with decomposed granite to optimize surface permeability.

- All groundcover planting in tree wells and continuous parkways shall be drought-resistant species.

- All canopy trees shall have a minimum vertical clearance height of 8 feet from the finished grade level of the sidewalk. This will ensure clear sight lines for street and store signages.

- No abrupt level change shall be permitted on the sidewalk at any circumstance.

Figure 5.3 - Section through Sunset Boulevard sidewalk
Figure 5.4 - Two different parkway zones along Sunset Boulevard

Figure 5.5 - Drought-resistant planting in a Landscaped Parkway

Figure 5.6 - Hardscaped Parkway Zone
Sunset Boulevard at La Brea Avenue

Figure 5.7 - Conceptual detail of Sunset Boulevard at La Brea Avenue
Sunset Boulevard at Highland Avenue

Figure 5.8 - Conceptual detail of Sunset Boulevard at Highland Avenue
Sunset Boulevard at Cahuenga Boulevard

**Figure 5.9 - Conceptual detail of Sunset Boulevard at Cahuenga Boulevard**
Sunset Boulevard between Cahuenga Boulevard and Ivar Avenue

Figure 5.10 - Conceptual detail of Sunset Boulevard between Cahuenga Boulevard and Ivar Avenue
Sunset Boulevard between Cassil Place and Seward Street

Figure 5.11 - Conceptual detail of Sunset Boulevard between Cassil Place and Seward Street
Sunset Boulevard at Vine Street

Figure 5.12 - Conceptual detail of Vine Street at De Longpre Avenue
Sunset District Loop

Selma Avenue at Cahuenga Boulevard

Figure 5.13 - Conceptual detail of Selma Avenue at Cahuenga Boulevard
De Longpre Avenue along De Longpre Park

Figure 5.14 - Conceptual detail of De Longpre Avenue along De Longpre Park
Alleys

Intent
Alleys provide alternative, safe, pedestrian routes to destinations within the Sunset District by breaking up some of the large blocks and creating short, walkable blocks. These alleys are also an opportunity for outdoor spill-out space for adjacent ground floor use.

Standards
- Existing alley shall not be vacated unless vacating the alley shall not result in the need for additional curb cuts for other parcels on the same block.
- Alleys shall not be gated. Existing gates shall be removed where feasible.
- Access to parking shall be from an alley where one exists or can be provided.

Guidelines
- All existing alleys should be maintained and enhanced.
- Vehicular access, loading and service (trash collection) wherever feasible should be provided through alleys.
- While typical alleys are for vehicular access and loading, the exceptions are “pedestrian-priority” alleys as designated as “pedestrian-priority” alleys by the Reviewing Agency. Opportunities for pedestrian-priority alleys are located throughout the Sunset District. Shared alleys (primarily pedestrian with resident/delivery vehicular access) and pedestrian-priority alleys (pedestrian with emergency/service vehicle access) should be encouraged throughout the Sunset District.
- Access to utilities and mechanical equipment should be provided from alleys where one exists or can be provided.
- Walls that face pedestrian-priority alleys should be designed to be visually attractive.
- Alleys with blank walls are an opportunity for public art in the form of murals or relief sculptures. encouraged to support local artists.
- Paving of shared and pedestrian-priority alleys could be modular masonry and or dimensional stone units with enhanced poured in place concrete or enhanced a/c paving surfaces.
- Decorative lighting fixtures, including lighted

Figure 5.15 - Alley showcasing murals by local artists helps enliven it

Figure 5.16 - Pedestrian alley should be enhanced with landscaping, public amenities and provided with adequate lighting
bollards and illuminated paver lighting elements, should be incorporated into shared and pedestrian-priority alleys.

- Furnishing and amenity elements including benches, water features and environmental art and graphic elements should be incorporated where feasible into shared and pedestrian-priority alleys.
- Appropriately scaled and selected tree and palm species should be introduced where feasible in shared and pedestrian-priority alleys.
- Subject to approval by BOE, alleys should install permeable paving or other devices to infiltrate storm water and eliminate standing water consistent with best management practices and all applicable regulations.

**Figure 5.17** - Alleys are an opportunity for spill-out space for adjacent ground floor use
Placement Guidelines for Streetscape Elements

Bus Shelter/Bus Stop Zones

Bus Shelters/Stops should be easily identifiable, consistent in their placement, and clearly visible from a distance. A bus shelter/stop should provide for:

- approved bench for bus stops.
- signage panel/pole that shows the bus route and the bus schedule
- trash can
- secure bike racks

Standards

- Bus shelters shall be located only in the Curb Zone in order to keep the Pedestrian Through Zone clear of obstacles.
- Bus shelters shall be a minimum of 6 feet clear from the building lot line and a minimum of 3 feet 6 inches clear from the back of the curb.
- Bus shelter locations shall maintain clearance zones that meet ADA requirements for wheelchair accessibility to and from the shelter, and to board or exit the bus. There shall be a minimum of 5 feet wheelchair lift clear zone between the side of the bus shelter and the closest street furniture.
- Bus shelters and benches in bus stops shall adhere to City of Los Angeles Street Furniture Program.
Guidelines

- Bus Shelter/Bus Stop passenger waiting areas should not interfere with the Pedestrian Through Zone on a sidewalk.
- Bus Stops should be well-lit to feel safe and secure for night-time users.

Figure 5.21 - Plan of a typical Bus Stop Zone on Sunset Boulevard

Figure 5.22 - Approved bus shelters on Sunset Boulevard
Street Benches

Benches are an important public resource that is essential in making the sidewalk friendly for pedestrians. Benches are permitted in the public right-of-way, space permitting. Benches and other sitting spaces are encouraged in the building setback zones along retail edges and in the Curb Zone on streets that are wide enough to accommodate one.

Standards

• Benches in the Curb Zone shall be permitted on sidewalks that are wider than 10 feet.
• In addition benches shall be permitted in the Building Zone on sidewalks 14 feet wide or wider.
• A minimum of 3 feet shall be left clear on all sides of benches from any standing objects, including, but not limited to, parking meters and utility poles.
• A clear ground space, 5 feet in width, shall be provided at one end of at least one bench at each location where a single fixed bench or cluster of benches is provided. The clear ground space shall be positioned to allow a wheelchair user to be seated shoulder-to-shoulder with an individual seated on the bench.
• Benches shall not be placed on tree grates, underground utility covers, or manholes.

Guidelines

• Public benches in the Curb Zone should be oriented toward the sidewalk (i.e. away from the street) and placed a minimum of 2 feet from the face of curb. With the exception of benches at bus stops that should be oriented to the street.
• Where space allows, benches should be placed in the curb zone perpendicular to the sidewalk to create small seating areas. These installations are only permitted where the Curb Zone area is a minimum of 7 feet 6 inches wide, and on sidewalks a minimum of 16 feet wide.
• Bench placement should not interfere with disabled access ramps, blue zone parking or loading areas, fire hydrants, or emergency vehicle access.

Figure 5.23 - Bench placement in Curb Zone

Figure 5.24 - Recommended street benches in the Sunset District
Bike Racks

Bike racks are an important element providing an incentive for increased bicycle ridership. Bike racks are encouraged near destinations and activity areas and along designated bike routes.

Standards
- Bike racks shall be permitted only in the Curb Zone or within the building setback area.
- Bike racks shall not be permitted on sidewalks less than 10 feet in width.
- Bike racks shall not be permitted in the Building Zone within the public right-of-way.
- Bike racks shall be installed with a minimum 1 foot clearance from the edge of the curb.
- A minimum of 6 feet of clear pedestrian through space shall be maintained at all times, including when bikes are parked in the rack.
- There shall be at least 3 feet of clearance between bikes parked at racks and any other street furniture.

Guidelines
- Ribbon racks should be installed perpendicular to the curb. U racks should be installed parallel to the street.
- Bike racks and storage lockers should be encouraged in all new in-building parking areas.
News Racks

While news racks do serve an important function in the city, improperly placed news racks can be both an eyesore and a safety hazard for pedestrians. In an effort to create a safe streetscape, consolidated pedestal-mounted news racks are recommended for all news rack installations.

Standards

- News racks shall be permitted only in the Curb Zone, a minimum of 18 inches and no more than 30 inches from the curb.
- News racks shall be kept outside of the Corner Clear Zone.
- No news rack shall be placed within 3 feet of a utility cabinet or on top of an underground utility vault.
- No news rack shall be placed within 5 feet of any fire hydrant, fire call box, police call box or other emergency facility.
- No news rack shall be placed within 5 feet of any driveway or bike rack.
- No news rack shall be placed at any location where the Pedestrian Through Zone is less than 6 feet.
- News racks shall not be permitted within any disabled (blue), freight (yellow), or passenger (white) loading zone or adjacent to a bus shelter/stop zone. The ideal location for a news rack is next to a red curb that is not marked for a bus stop.
- In case of a continuous row of news rack, a minimum of 3 feet side-to-side difference shall be maintained between two such continuous rows of news racks.
Sidewalk Cafe Seating

Sidewalk café seating add activity and visual interest to the sidewalk and offer a pleasing respite for restaurant patrons. Sidewalk cafés seating must be managed properly so as to not unduly obstruct the sidewalk. The size of the sidewalk café seating is determined by the following factors: the width of the sidewalk, the level of existing or anticipated pedestrian volume, and the existing sidewalk character.

Standards

- A minimum of 6 feet of pedestrian clearance, free of all obstacles for a clear path of travel, shall be maintained on the sidewalk at all times. It shall be the responsibility of the permittee to keep the adjacent sidewalk Pedestrian Through Zone clear at all times.

- No element of the sidewalk café seating shall interfere with access to any building. This includes all paths of travel or ingress/egress.

- Café divider systems (railings) shall be movable and not be permanently attached to paving. No railing system shall be allowed to penetrate paving system.

- The sidewalk shall not be painted, landscaped, or altered in any way.

Guidelines

- Space permitting, café seating should be encouraged in the Curb Zone and the Building Zone in case of ground floor cafe/restaurant use.
Open Space Guidelines

Civic Center Plaza

Intent

The Public Realm of the Civic Center is envisioned as a signature public plaza and gathering place for the community. It is intended to be an inviting plaza that is active day and night. It is also intended to be flexible to accommodate large public gatherings and events, festivals, celebrations and performances of many different scales while being welcoming as a place for small gatherings and informal encounters. The plaza details have been closely and carefully integrated with the design of other elements in the public realm of the Sunset District.

Standards

• All design elements shall meet initial cost and long-term maintenance and management requirements and sustainability goals.

• Provision of universal access and safety shall be fundamental considerations in material and design selections.

• Ground Plane elements shall include modular concrete and stone pavers, stabilized decomposed granite and living turf and groundcover plants, in patterns and arrangements to flexibly accommodate a variety of uses.

• Distinctive lighting elements, including the District’s signature “lightstick” lamps and bollards shall define the space.

• All furnishings shall be integrated with the family of furnishings found in the concept design for the Sunset District as a whole.

• Seating and related site furnishings shall be designed and arranged for maximum flexibility of use, including moveable chairs and tables.

Guidelines

• The scale and nature of the Civic Center open spaces allow a wide range of “signature” southern California tree species to be used to announce and define the public realm and create an array of spaces of differing character – bosques, allees, “green rooms” and landmarks. A row of Hollywood’s characteristic skyline Washingtonia Palms and London Plane trees along the Cahuenga corridor from Sunset Boulevard should link the Civic Center to Sunset, and other iconic California trees such as native oaks and sycamores, olives, peppers and citrus, inhabit the space, along with an array of exotic specimen palms, massive tropical ficus and flowering subtropical trees. Recommended street trees for the Civic Center Core are listed under the Recommended Street Tree matrix in the Special Streetscape Material section.

• High mast post fixtures suitable for special effects lighting and audiovisual effects rigging for nighttime events and performances should supplement the distinctive lighting elements, and illuminated pavers that may be integrated into public art works.
Architectural elements could include specially commissioned pavilions and armatures for activities such as pergolas, potentially housing café space and visitor and support services. A variety of water features and other amenities could also be provided. Along with these more permanent features, temporary commissioned architectural “follies” may be included, as found at London’s Serpentine Gallery in Regent’s Park.

The space should also be designed to accommodate temporary event structures such as parabolic fabric tents, stage backdrops and other theatrical settings.

Settings for specially commissioned public art elements should be identified, as should venues for performance and manifestations of ephemeral art.

Sustainable practices, methods and materials should be employed in all aspects of the design of all public realm elements.

Figure 5.32 - Conceptual plan for the Civic Center Plaza
Other Plazas

Intent

Well-designed plazas are gathering places that successfully serve their surrounding uses. Besides the Civic Center plaza, the plazas on Sunset Boulevard are also intended to be an active and vibrant gathering place for residents and visitors.

Standards

- Plazas shall provide for basic public amenities like seating, trash cans, adequate lighting.
- Plazas shall be designed to be friendly for disabled-users.
- Plazas shall have clearly defined either street or building edges to create a distinct space.
- All ground floor uses around plazas shall place their primary pedestrian entry from the plaza to encourage heavy use of plaza.
- Plazas shall consider sun and shade pattern before locating seating and planting areas.

Guidelines

- Plaza should encourage pedestrian pass-throughs and reinforce pedestrian linkages.
- Plazas should be an opportunity to extend street tree foliage into a wider public realm.
- Plazas are an opportunity to accommodate public art either as functional streetscape element, or a playful, or a landmark element.
Neighborhood Parks

Intent

Existing neighborhood parks are underused due to inaccessibility and uninviting character. Parks should be perceived safe and inviting, and should be well-maintained to be actively used.

Standards

- All new neighborhood parks shall be oriented, designed and planted to maximize sunlight access.
- Principal access points of parks shall be located at street intersections for ease of access to maximum users.
- Principal access points of neighborhood parks shall have a minimum width of 10 feet for a generous and inviting pedestrian entry from the sidewalks.
- All neighborhood parks shall have a minimum of 50 percent of tree canopy coverage.

Guidelines

- Parks should be designed to allow for clear sight lines in, out and through them.
- Neighborhood parks should be designed as flexible open space for multiple users at different times of the day.
- Parks should have a balance of permeable paved surface and planted ground cover to allow for maximum permeability through the ground surface.
- Fencing and walls at neighborhood park edges, if necessary, should be minimized.
- Parks should be adequately lit at night for safety and comfort of users.
Streetscape Material

Special Paving Material

Enhanced paving on Sunset Boulevard and at selected intersections, supports and encourages pedestrian life. Special paving is also intended to connect the Civic Center core to the retail core on Sunset Boulevard.

Standards

• Special paving material shall be used in the curb zone, between tree wells, for a maximum width of 6 feet on Sunset Boulevard between Wilcox and Gower. (Refer to hardscape Parkway Zone shown in Figure 5.4)

• Special paving strip shall be placed 1 foot 6 inches from the edge of the curb.

• Special paving material used shall be modular and shall provide surface permeability.

Guidelines

• Cahuenga Boulevard, south of Sunset Boulevard, should enhance its sidewalk with special paving material to physically connect Sunset Boulevard to the Civic Center core.

• Special paving material, as proposed on Sunset Boulevard, should be used as deemed necessary, in the Civic Center plaza to visually and physically connect the two public realms.
The proposed street environmental graphic lighting elements are intended to provide enhanced lighting and call attention to special zones/intersections in the public realm.

**Standards**
- All proposed street environmental graphic lighting elements shall be “off the grid”. They shall be powered by photovoltaic cells or other renewable energy sources.

**Guidelines**
- Special street environmental graphic lighting elements should be designed as landmarks both during the day and night.
- The graphic lighting elements should be placed at important street intersections and as design elements in plazas.
- Special lighting elements in pavers could be used in plazas to uplight water features and/or planting elements.
- The architect/engineer or other party responsible for any detailed design should meet all City of Los Angeles and any other jurisdictional requirements or guidelines that apply at the time of submittal.
## Recommended Street Trees

Following are the recommended street trees for the key streets of the Sunset District.

<table>
<thead>
<tr>
<th>Street Classification</th>
<th>Streets</th>
<th>Recommended Trees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal Commercial Street</td>
<td>Sunset Boulevard</td>
<td>La Brea to Wilcox - Koelreuteria bipinnata and Washingtonia Palms</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Wilcox to Gower - Tabebuia ipe (Ipe) and Washingtonia Palms</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gower to Freeway - Tipuana tipu and Washingtonia Palms</td>
</tr>
<tr>
<td>Other Commercial Streets</td>
<td>La Brea Avenue</td>
<td>Tipuana tipu (Tipu) and Washingtonia Palms</td>
</tr>
<tr>
<td></td>
<td>Highland Avenue</td>
<td>Chorisia speciosa (Floss Silk Tree) and Washingtonia Palms</td>
</tr>
<tr>
<td></td>
<td>Cahuenga Boulevard</td>
<td>Platanus acerfolia (London Plane) and Washingtonia robusta (replace queen palms)</td>
</tr>
<tr>
<td></td>
<td>Vine Street</td>
<td>Jacaranda and Queen Palm</td>
</tr>
<tr>
<td></td>
<td>Gower Street</td>
<td>Magnolia and Washingtonia Palms at intersections</td>
</tr>
<tr>
<td>Neighborhood Main Street</td>
<td>Selma Avenue</td>
<td>Magnolia and Tabebuia ipe (Ipe) with Washingtonia palms at intersections</td>
</tr>
<tr>
<td>Residential Streets</td>
<td>De Longpre Avenue</td>
<td>Ulmus parvifolia (Evergreen Elm)</td>
</tr>
<tr>
<td></td>
<td>Homewood Avenue</td>
<td>Magnolia</td>
</tr>
<tr>
<td></td>
<td>Fountain Avenue</td>
<td>Brisbane Box</td>
</tr>
<tr>
<td>Civic Center Core</td>
<td></td>
<td>Platanus acerfolia</td>
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<td></td>
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<td>Jacaranda mimosofolia</td>
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<td>Tipuana tipu</td>
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<td></td>
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<td>Koelreuteria bipinnata</td>
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<td></td>
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<td>Washingtonia Palms</td>
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<td>Phoenix Canariensis Palms</td>
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<td>Ficus macrocarpa</td>
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<td></td>
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<td>Chorisia speciosa</td>
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<td></td>
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<td>Quercus agrifolia</td>
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<td></td>
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<td>Quercus lobata</td>
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<tr>
<td></td>
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<td>Platanus racemosa</td>
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*Figure 5.42 - Recommended street tree matrix*
6 Implementation Plan
Implementation Plan

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Definitions

Building base
The lower portion of a building located immediately above the ground.

Building massing/Building envelope
The overall exterior shape of a building or structure i.e. three dimensional bulk of a structure: height, width, and depth.

Building bulk
The maximum physical dimensions of the built volume. Standards include: maximum diagonal and plan dimensions, and maximum floor plate area.

Façade
Any vertical, exterior face or wall of a building that is adjacent to or fronts on a street, mid-block walkway, park or plaza. Such walls are often distinguished from other faces by architectural details.

Floor Area Ratio
The minimum and maximum development potential permitted for a site and expressed as a ratio of the amount of gross floor area to the size of the parcel. The minimum FAR is the minimum floor area which must be built on a site in a new project. Maximum FAR is the maximum floor area permitted to be built without bonuses or transfers.

Lot line
The boundary that legally and geometrically demarcates a Lot.

Building modulation
Major variation in the massing, height, or setback of a building (as a means of breaking up a structure's perceived bulk).

Permeable surface
Having pores or openings that permit water and air to pass through, typically associated with ground cover and paving materials. The use of pervious materials allows water to filter into the ground, which helps to filter pollutants and reduce erosion and flooding, and can aid in storm-water management.

Public realm
The parts of a city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, sidewalks, squares, plazas and parks. Well-designed public realm spaces encourage and enable human interaction.

Scale of buildings
The spatial relationship among structures along a street or block front, in particular the perceived height, bulk and proportions of a building relative to that of neighboring buildings and to the human form. Also refers to the quality of building that exhibits through its structural or architectural components the human functions.

Setbacks
The required or actual horizontal distance between the property line and the nearest front, side or rear building wall of a building.

Sky to building ratio
Minimum acceptable opening between buildings to maintain permeability of skyline and allow for light and air on to the public realm.

Stepbacks
The distance between the vertical edges of a building above a specified height, or between the vertical edge of a building and the property line above a specific height.

Stoop
The upper landing portion of a stairway typically associated with a building entry that has a raised ground floor.

Streetscape
The design and environment of streets and sidewalks and the interface between streets and adjoining parks, plazas and public and private development.

Street wall
The building façade along a property line adjacent to a public street. Typically refers to building facades with a minimum setback that line and frame the street and define the public realm.

Tower
The portion of a building located above the base or the mid-zone, if applicable, to the top of the building.

Urban open space
Any usable space, such as parks and plazas, accessible to the general public.
**View corridor**
A passageway/corridor that provides clear, unobstructed line of sight between two locations, generally an object of significance to the community (i.e. hills, water body etc).
Appendix

Costing Estimate 108
Estimate linear cost of streetscape improvement on Sunset Boulevard 108

Acknowledgements 110
Costing Estimate

Estimate linear cost of streetscape improvement on Sunset Boulevard

While the following development cost estimate is based on the conceptual designs prepared for this study, it is derived from current (2009) experience with public works and institutional projects in Los Angeles and other locations in southern California and is presented in a format allowing adjustment as designs for specific areas are refined. Also note that the estimate incorporates a contingency typically associated with conceptual level estimates, and that the cost estimate does not include any major infrastructure improvements (utilities, street lighting or intersection signalization) or extensive storm water retention or infiltration systems.

### SITE PREP

<table>
<thead>
<tr>
<th>SITE PREP ITEM</th>
<th>QUANT</th>
<th>UNIT</th>
<th>ESTIMATED COST</th>
<th>TOTAL</th>
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</thead>
<tbody>
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<td>Traffic control—one lane open, moving safety, long currly bldg.</td>
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### DEMOLITION

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<td>$1,050,000</td>
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<td>demo. &amp; remove concrete curbs</td>
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<td>l.</td>
<td>$12.00</td>
<td>$168,000</td>
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</tbody>
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$1,218,000 $1,218,000

### GRADING, DRAINAGE & SITE PREPARATION

<table>
<thead>
<tr>
<th>CONSTRUCTION ITEM</th>
<th>QUANT</th>
<th>UNIT</th>
<th>ESTIMATED COST</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dig out &amp; remove soil from site</td>
<td>2,000</td>
<td>c.y.</td>
<td>$30.00</td>
<td>$60,000</td>
</tr>
<tr>
<td>Import &amp; place class A topsoil</td>
<td>2,000</td>
<td>c.y.</td>
<td>$20.00</td>
<td>$40,000</td>
</tr>
<tr>
<td>Rough grading</td>
<td>2,000</td>
<td>c.y.</td>
<td>$10.00</td>
<td>$20,000</td>
</tr>
<tr>
<td>Herbicide</td>
<td>400,000</td>
<td>s.f.</td>
<td>$0.10</td>
<td>$40,000</td>
</tr>
<tr>
<td>Rip/roll, 2 ways 6&quot; to 8&quot; deep w/ amend. &amp; fine grading</td>
<td>400,000</td>
<td>s.f.</td>
<td>$0.70</td>
<td>$280,000</td>
</tr>
<tr>
<td>Soil test</td>
<td>50</td>
<td>ea.</td>
<td>$5.00</td>
<td>$250</td>
</tr>
<tr>
<td>Drainage</td>
<td>400,000</td>
<td>l.</td>
<td>$1.00</td>
<td>$400,000</td>
</tr>
</tbody>
</table>

$502,250 $502,250

### CONSTRUCTION

<table>
<thead>
<tr>
<th>CONSTRUCTION ITEM</th>
<th>QUANT</th>
<th>UNIT</th>
<th>ESTIMATED COST</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete curb</td>
<td>14,000</td>
<td>l.</td>
<td>$40.00</td>
<td>$560,000</td>
</tr>
</tbody>
</table>

$560,000 $560,000

### PAVERING

<table>
<thead>
<tr>
<th>PAVERING ITEM</th>
<th>QUANT</th>
<th>UNIT</th>
<th>ESTIMATED COST</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete paving 4&quot; nat. brcm (95% compacted subbase)</td>
<td>200,000</td>
<td>s.f.</td>
<td>$3.50</td>
<td>$650,000</td>
</tr>
<tr>
<td>Base for conc. 4-5&quot;</td>
<td>200,000</td>
<td>s.f.</td>
<td>$3.00</td>
<td>$600,000</td>
</tr>
<tr>
<td>Concrete paving - integral color/striped &amp; colored</td>
<td>10,000</td>
<td>s.f.</td>
<td>$10.00</td>
<td>$100,000</td>
</tr>
<tr>
<td>Stepping stones (3x2x2-1/2)</td>
<td>2,000</td>
<td>sd.</td>
<td>$30.00</td>
<td>$60,000</td>
</tr>
<tr>
<td>6&quot; conc. base for interlocking pavers</td>
<td>8,000</td>
<td>s.f.</td>
<td>$3.50</td>
<td>$28,000</td>
</tr>
<tr>
<td>Paver delivery charge</td>
<td>allow</td>
<td></td>
<td>$2,000</td>
<td></td>
</tr>
<tr>
<td>Decomposed granite paving</td>
<td>64,000</td>
<td>s.f.</td>
<td>$1.00</td>
<td>$64,000</td>
</tr>
<tr>
<td>Gravel / sand</td>
<td>8,000</td>
<td>s.f.</td>
<td>$1.00</td>
<td>$8,000</td>
</tr>
<tr>
<td>Crosswalks (65 @ 6&quot;)</td>
<td>35,000</td>
<td>s.f.</td>
<td>$16.00</td>
<td>$560,000</td>
</tr>
<tr>
<td>Enhanced intersections at Cathuenga &amp; Ivar</td>
<td>17,000</td>
<td>s.f.</td>
<td>$18.00</td>
<td>$311,400</td>
</tr>
<tr>
<td>Hand of conc to finish edge of pavers</td>
<td>10,000</td>
<td>l.</td>
<td>$10.00</td>
<td>$100,000</td>
</tr>
</tbody>
</table>

$707,700 $707,700
### Costing Estimate

Sunset Boulevard & Civic Center Urban Design Plan

<table>
<thead>
<tr>
<th>Construction Item</th>
<th>Quant.</th>
<th>Unit</th>
<th>Estimated Cost</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saw cutting</td>
<td>6,000</td>
<td>ft.</td>
<td>$2.50</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>Patch existing concrete</td>
<td>allow</td>
<td></td>
<td></td>
<td>$50,000.00</td>
</tr>
<tr>
<td>Add for excavation &amp; disposal of excess soil removal for base &amp; paving</td>
<td>TBD</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SITE AMENITIES**

<table>
<thead>
<tr>
<th>Construction Item</th>
<th>Quant.</th>
<th>Unit</th>
<th>Estimated Cost</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike rack</td>
<td>85</td>
<td>ea.</td>
<td>$46.00</td>
<td>$3,940.00</td>
</tr>
<tr>
<td>Benches</td>
<td>92</td>
<td>ea.</td>
<td>$1,000.00</td>
<td>$92,000.00</td>
</tr>
<tr>
<td>Trash receptacle</td>
<td>82</td>
<td>ea.</td>
<td>$2,000.00</td>
<td>$164,000.00</td>
</tr>
<tr>
<td>Bus shelter</td>
<td>2</td>
<td>ea.</td>
<td></td>
<td>$2,000.00</td>
</tr>
<tr>
<td>Info kiosk</td>
<td>10</td>
<td>ea.</td>
<td></td>
<td>$300.00</td>
</tr>
</tbody>
</table>

**LIGHTING**

<table>
<thead>
<tr>
<th>Construction Item</th>
<th>Quant.</th>
<th>Unit</th>
<th>Estimated Cost</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tall light fixture</td>
<td>14</td>
<td>ea.</td>
<td>$2,000.00</td>
<td>$28,000.00</td>
</tr>
<tr>
<td>Mid light fixture</td>
<td>16</td>
<td>ea.</td>
<td>$2,500.00</td>
<td>$40,000.00</td>
</tr>
<tr>
<td>Bollard</td>
<td></td>
<td></td>
<td>$1,000.00</td>
<td></td>
</tr>
<tr>
<td>Tall light fixture w/signage</td>
<td>2</td>
<td>ea.</td>
<td>$3,900.00</td>
<td>$7,800.00</td>
</tr>
</tbody>
</table>

**IRRIGATION**

<table>
<thead>
<tr>
<th>Construction Item</th>
<th>Quant.</th>
<th>Unit</th>
<th>Estimated Cost</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parkway (trees)</td>
<td>65,000</td>
<td>s.f.</td>
<td>$2.50</td>
<td>$162,500.00</td>
</tr>
</tbody>
</table>

**PLANTING**

<table>
<thead>
<tr>
<th>Construction Item</th>
<th>Quant.</th>
<th>Unit</th>
<th>Estimated Cost</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fan palms - brown trunk (Washingtonia robusta)</td>
<td>400</td>
<td>br. 1k</td>
<td>$30.00</td>
<td>$12,000.00</td>
</tr>
<tr>
<td>Trees - 24&quot; box (double staked)</td>
<td>400</td>
<td></td>
<td>$260.00</td>
<td>$104,000.00</td>
</tr>
<tr>
<td>Tree root barrier (15 gallon to 24&quot; box)</td>
<td>1,600</td>
<td>ea.</td>
<td>$85.00</td>
<td>$136,000.00</td>
</tr>
<tr>
<td>Shrub - 15 gallon</td>
<td>1,000</td>
<td>ea.</td>
<td>$80.00</td>
<td>$80,000.00</td>
</tr>
<tr>
<td>Shrub - 5 gallon</td>
<td>2,000</td>
<td>ea.</td>
<td>$50.00</td>
<td>$100,000.00</td>
</tr>
<tr>
<td>Shrub - 1 gallon</td>
<td>5,000</td>
<td>ea.</td>
<td>$10.00</td>
<td>$50,000.00</td>
</tr>
<tr>
<td>Ground cover (gravel/ turf)</td>
<td>5,000</td>
<td>s.f.</td>
<td>$1.00</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>90 day maintenance plant establishment</td>
<td>allow</td>
<td></td>
<td></td>
<td>TBD</td>
</tr>
<tr>
<td>Mulch - 2&quot; layer bark</td>
<td>20,000</td>
<td>s.f.</td>
<td>$0.70</td>
<td>$14,000.00</td>
</tr>
</tbody>
</table>

Does not include:
- Design fees
- Agency overhead
- Processing/Permits, etc.

**GRAND TOTAL:** $6,284,665

**Contractor CH&IP (20%)** $9,803,141
Acknowledgements

Community Redevelopment Agency/Los Angeles

Leslie Lambert  Regional Administrator Hollywood Region
Neelura Bell  Project Manager Hollywood Region
Christopher Rudd  Senior Planner Hollywood Region
Alison Becker  Associate Planner Hollywood Region

City of Los Angeles

Kevin Keller  Planning Department
Simon Pastucha  Urban Design Studio, Planning Department
Mary Richardson  Planning Department

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Geeti Silwal  Project Manager
Patrick Vaucheret  Senior Urban Designer
Jing Xiao  Urban Designer

Campbell & Campbell Associates

Douglas Campbell  Principal
Rebecca Schwazner  Landscape Architect

Iteris Inc.

Steve Greene  Principal

Deborah Murphy Urban Design+Planning

Deborah Murphy  Principal

Chris Foyd Associates

Chris Foyd  Principal