

**UNITED NEIGHBORHOODS
Of the historic Arlington Heights,
West Adams, and Jefferson Park
Communities
Neighborhood Council
(UNNC)**



PREAMBLE

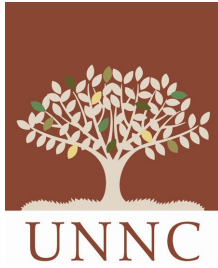
In the Spring of 2003, the council staff of then City Councilman Nate Holden invited leadership of the 10th City Council District to take part in a Coro Foundation 10-week Neighborhood Leadership Program focused on Economic Development. By its culmination, workshop participants had created a Vision for Community Development in Council District 10.

On June 3, 2004, the UNNC Governing Board adopted the Vision Plan for our community's commercial corridors as developed from the Coro workshop which envisions in part a "pedestrian-friendly, transit-friendly, green, sustainable, livable urban village that is sensitive to historic preservation." This is a vision we want to bring to fruition for all our commercial corridors, but decided to begin with Washington Boulevard for two reasons: (1) there was a lot of resident interest for this; and (2) the recent development of the Nate Holden Performing Arts Center.

The UNNC Governing Board on September 2, 2004 passed the following resolution:

"UNNC recommends that 10th District Councilmember Martin Ludlow introduce a motion initiating a Specific Plan for Washington Boulevard between Normandie and Crenshaw including but not limited to the following elements:

- 1). Pedestrian orientation
- 2). Transit friendliness
- 3). A Design Review Board
- 4). Mixed use (including live-work) zoning
- 5). Creation of a neighborhood district with neighborhood-serving businesses
- 6). Elimination of conflicts between current zoning and uses
- 7). Elimination of nuisance uses
- 8). Designated common parking
- 9). Sensitivity to historic preservation as appropriate (both in terms of the Corridor's existing fabric of 1920s commercial buildings and/or older residences on the corridor as well as the historic housing adjacent to it)
- 10). Inclusionary zoning"



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From 2004-2006, the UNNC Economic Development and Planning & Zoning committees formed an ad hoc Washington Boulevard Specific Plan committee. Regular, public-noticed meetings were held and recommendations for a Specific Plan for Washington Boulevard were developed, and then adopted by the UNNC Governing Board on July 18, 2006.

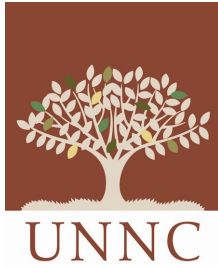
During this time, Washington Boulevard Specific Plan committee members also outreached to the business and residential communities, where there was overwhelming support and enthusiasm. The following community groups were engaged in this process:

Western Heights Neighborhood Association
West Adams Avenues Neighborhood Association
La Fayette Square Neighborhood Association
CRA-Mid City PAC
West Adams Heights/Sugar Hill Block Club
Harvard Heights Neighborhood Association
The Avenues Neighborhood Watch (which includes: Arlington Heights,
Bronson Avenue, and Angelus Vista neighbors)
West Adams Heritage Association
The Washington Boulevard Business Community

The History of Washington Boulevard

A century ago, Washington Boulevard, at one hundred feet wide, was envisioned as the "future Grand Boulevard from Los Angeles to the Pacific Ocean." As early as 1886 Washington Street was touted as, "the broadest and finest avenue out of the city, in a southwesterly direction, and is the main thoroughfare to Santa Monica and the sea." It bordered on or bisected an impressive array of subdivisions and tracts and remains, today, the East/West artery of Historic West Adams. In the 1920s, the street was lined with thriving retail businesses, such as the Arlington Theater (in a still-standing building three doors west of Arlington), the Maynard Theatre, the Arlington Cafe, Ralph's Bakery and Grocery (still standing at 7th Avenue), and a drugstore/soda fountain/ice cream parlor on the corner of Washington and Arlington.

A Washington Boulevard Specific Plan will help revitalize our community and bring back the former glory to this grand boulevard.



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**Land Use/Zoning Recommendations
for a Specific Plan for Washington Boulevard,
between Normandie and Crenshaw**

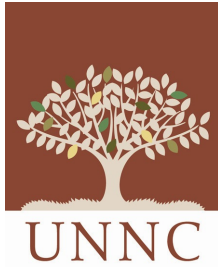
Specific Plans are land use tools utilized throughout Los Angeles to help create development that is compatible with existing uses and the character of distinct neighborhoods, to enhance economic vitality, and to protect communities from nuisance uses and visual blight.

Two years ago, the UNNC Governing Board passed a motion urging our elected Councilmember to:

"...introduce a motion initiating a Specific Plan for Washington Boulevard between Normandie and Crenshaw including but not limited to the following elements:

- 1). Pedestrian orientation*
- 2). Transit friendliness*
- 3). A Design Review Board*
- 4). Mixed use (including live-work) zoning*
- 5). Creation of a neighborhood district with neighborhood-serving businesses*
- 6). Elimination of conflicts between current zoning and uses*
- 7). Elimination of nuisance uses*
- 8). Designated common parking*
- 9). Sensitivity to historic preservation as appropriate (both in terms of the Corridor's existing fabric of 1920s commercial buildings and/or older residences on the corridor as well as the historic housing adjacent to it)*
- 10). Inclusionary zoning"*

The UNNC Governing Board also adopted a related "Vision Statement" for all of our community's commercial corridors, which envisions in part a *"pedestrian-friendly, transit-friendly, green, sustainable, livable urban village that is sensitive to historic preservation."*



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Washington Boulevard within the proposed Specific Plan boundary could once again be a vibrant, significant commercial area. However, today it does not meet that potential and is, indeed, blighted in large measure.

PURPOSE AND INTENT

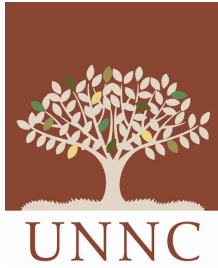
The Specific Plan as we contemplate it would eliminate nuisance uses (including storage), and would re-envision a core group of restaurant supply businesses as dynamic, aesthetically-pleasing destinations. It would encourage neighborhood-serving retail businesses, and would help provide parking for their customers, while at the same time encouraging neighbors to walk along the boulevard.

It would be sensitive to historic preservation, as appropriate (ie: both in terms of the existing fabric of 1920s commercial buildings and/or older residences on the corridor as well as the historic housing adjacent to it). And it would need to address the City General Plan Framework's requirement that corridors be used to CONSERVE adjacent stable residential neighborhoods, rather than causing negative impacts. But the Specific Plan would also ENCOURAGE residential uses on Washington Boulevard, primarily in Mixed Use configuration (residential combined with commercial), and with a variety of housing types and income levels, to support the Framework's Housing Element objectives.

The Specific Plan will also address Design Guidelines for new ("infill") construction. Historically, structures in the commercial areas of this community were characterized by a consistent setback usually aligned against the sidewalk. This street wall should be preserved in the design of new infill construction, which means parking should be to the rear or below. Commercial/Industrial buildings were typically constructed with their sidewalls abutting one another, establishing a common, consistent street facade. In most cases, a rhythm of building widths was established along a street front that still exists, and this rhythm should be reflected in new construction.

ZONING GUIDELINES

UNNC's recommendations cover commercial, residential, mixed use, and industrial zones.



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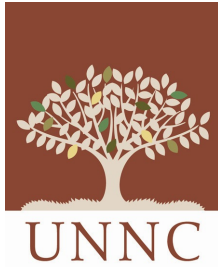


COMMERCIAL

- * Should encourage neighborhood-serving retail
- * No new auto-related uses (ICO already in place)
- * Recommend a zone of C1.5 where mixed use is not appropriate. This zone allows most retail uses (but not automotive) and schools, but does not permit churches (or storefront churches) by right. It does allow parking buildings.
- * Restaurant supply and other food service – in specific sub-areas where appropriate, we should create a special “Q” condition that allows and encourages such use, but disallows open storage of equipment, pallets, hand trucks, etc.
- * New projects shall be “pedestrian friendly” with no ground level parking on the Washington Boulevard frontage, and, where possible, no vehicular egress on Washington Boulevard.

RESIDENTIAL/MIXED USE

- * Our abiding interest is to economically revitalize Washington Boulevard with lively retail uses, but we recognize that the City’s General Plan Framework calls for accommodating Los Angeles’s increasing population by placing residential density on “corridors.”
- * Multi-family residential development shall only be encouraged above ground floor commercial or community-related uses with the Specific Plan.
- * The new “RAS” zones, RAS3 and RAS4, which allow mixed use, are too dense for this corridor.
- * UNNC recommends the creation of a “RAS RD1.5” use in a Washington Boulevard Specific Plan. This would provide for five residential units above ground floor commercial on the typical-sized lot (circa 7,500 square feet), plus one additional unit for transit corridor or affordable density bonus (ie: six units above retail on a 50 X 150 lot).
- * We have a strong preference against 100 percent residential projects.
- * Any residential mixed use project must “step back” to adjacent residential neighborhoods, serve as a buffer for those neighborhoods, and help conserve established neighborhoods.
- * The Specific Plan should call for 0 (zero) foot setback on Washington Boulevard, even for those residential projects that would otherwise require a setback if no Specific Plan is in place.



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INDUSTRIAL

* Where light industrial use seems appropriate to retain, then the zone should be "Q" CM (as it is now), no residential. Reason: we do not want to encourage residential uses adjacent to manufacturing.

* In addition, we should add a second "qualified condition" that forbids notorious outdoor storage of manufacturing equipment or parts. Reason: visible storage is blight.

LIMITATIONS

* The following uses shall not be permitted as new uses in the Specific Plan area:

- a. Automobile service station and other automobile-related retail use;
- b. Automobile repairing and painting;
- c. Storage yard (automobile, machinery, construction material);
- d. Fast food drive-through restaurant;
- e. Rental equipment yard;
- f. Mini-shopping center;
- g. Any business which operates between the hours of 9 p.m. and 7 a.m.;
- h. Motel and hotel;
- i. Rescue mission, and
- j. Any residential use in an industrial zone.
- k. Storefront churches

* The following uses shall only be permitted in specified sub-areas:

- a. Restaurant Supply

CULTURAL AND COMMUNITY HERITAGE

*To the maximum extent feasible, cultural resources, architecturally significant or historic structures or community related landmarks shall be preserved.

* UNNC recognizes that the character of our community is important to our stakeholders.

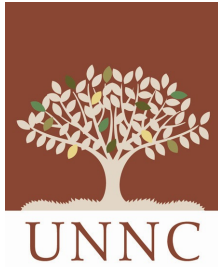
PARKING

* Any residential unit shall require two covered parking spaces.

* Residential projects shall have additional guest parking.

* UNNC shall encourage "joint use" parking for commercial projects, making lively retail a more likely outcome. In addition to shared parking for commercial uses, a peripheral parking program shall be encouraged.

* Washington Boulevard shall be designated as a Pedestrian District as part of the Specific Plan.



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* No parking shall be permitted at ground level on the Washington Boulevard frontage, and to the extent feasible, parking shall be provided at the rear of commercial lots.

* Egress shall be on an alley where there is an alley.

HEIGHT DISTRICT

* Currently, the majority of the corridor is 1-VL, which allows three stories, 45 feet in commercial zones and 50 feet in RAS zones.

* The majority of existing buildings are one- or two-stories tall.

* Exceptions include the storage building at 7th Avenue, and the proposed new school, among a few others.

* Height District 1-XL, which permits two stories and 30 feet, is more desirable on much of the corridor, when the Washington Boulevard frontage is narrow and closely adjacent to residential neighborhoods. However, it is likely that a developer would need to build a three-story building to accommodate a ground-up construction mixed use project.

* Height limitations still require additional discussion.

BUFFERING WALLS AND SCREENING

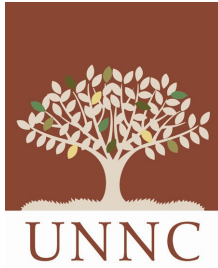
All new development shall include adequate buffering from nearby residential uses. Unsightly existing and new uses shall be properly screened, especially when fronting streets.

* Buffering Walls. Any Project located on a lot which abuts a residentially zoned lot or a lot on which a residential use is located shall include a solid, decorative masonry wall, 6 feet in height, as measured from grade.

* Screening

a. Auto-servicing uses and storage yards shall be screened with six-foot high landscaped, decorative screening from any abutting streets or residential uses. When the storage yard is used for the display of new cars, nursery materials, pottery or other artifacts, the Director may waive the screening requirement.

b. Notwithstanding any other provision of the L.A.M.C. to the contrary, surface parking, when adjacent to a street, shall be screened with a four-foot high, solid, decorative, masonry wall. However, when surface parking abuts a residential use, then a minimum wall height of six feet shall be required.



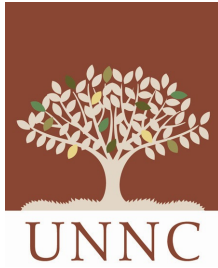
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Roof-mounted mechanical equipment and/or duct work which exceeds the height of the roof ridge or parapet wall, whichever is higher, shall be screened from a horizontal view with materials compatible with the design of the building. Mature and healthy trees and green open space shall be preserved.

LANDSCAPING

- * At least five percent of a new project's total lot area shall be landscaped.
- * Mature and healthy trees and green open space shall be preserved.
- * Twenty-four inch box trees shall be planted at 25-foot intervals along the street frontage of lots on which Projects are located. However, the planting of trees shall not obstruct driveways or interfere with utilities. Existing street trees may be used to satisfy this provision. Prior to issuance of any grading or other building permit for a Project, a plan showing all existing and proposed trees on the lot shall be submitted to the City Planning Department and the Street Tree Division of the Bureau of Street Maintenance for approval. If the plan calls for removal of existing trees, then the plan shall be prepared by a reputable tree expert, as defined by L.A.M.C. Section 17.02, and shall contain measures recommended by the tree expert for the preservation of as many trees as possible and the number of desirable trees that require removal. Replacement trees shall not be smaller than 24 inch box trees, less than eight feet in height, or less than two inches in trunk diameter and shall not have a crown spread of less than five feet. Further, all trees shall be in a healthy growing condition. Root bound trees are not acceptable.
- * At least seven percent of the total area of a surface parking area shall be landscaped. This percentage shall be included in the computation of the five percent requirement of Subsection A above. Twenty-four inch box trees shall be planted at a ratio of one for every four surface parking spaces and dispersed within the parking area so as to shade the uncovered, unroofed surface parking area.
- * Parking structures shall have landscaping equal to at least two percent of the total floor area of the parking structure. Half of this required landscaped area shall be at the ground level in a buffer strip within eight feet of the parking structure walls. Subterranean parking spaces shall not be counted in the calculation of parking structure floor area. However, if the highest level of a parking structure is situated at the first story, then, notwithstanding the two percent requirement above, a landscaped area shall be provided around the outside of the parking structure and shall be at least seven percent of the floor area of the first story.



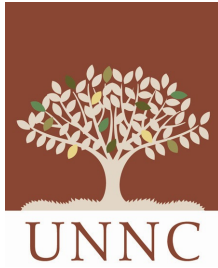
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- * All Mixed-Use Projects shall provide at least one hundred square feet of Open Space area per dwelling unit. When feasible, the Open Space shall be landscaped.
- * The front yard of either new or existing buildings/projects shall be attractively landscaped. However, no landscaping is required for driveways or passageway areas when surface parking or a parking structure is provided along the street frontage.
- * It shall be the responsibility of the property owner to maintain all landscape features located on private property, including but not limited to plant material, signs, walkways, benches, and fountains, in accordance with the following criteria:
 - a. Each fabricated feature shall be maintained in a condition as near as possible to its original state when installed, both in structural integrity and cosmetic appearance;
 - b. All vegetation shall be maintained, i.e., watered, fertilized, trimmed, etc., in a first-class condition and shall be designed in accordance with water conversation principles.
- * We encourage landscaping that adds color, different textures, and movement in the wind.

EXISTING USES

- * Existing uses on lots within the Specific Plan area shall be made to conform to the screening and buffering requirements of the Plan within five years from the effective date of this Specific Plan.
- * The owner of any lot in the Specific Plan area which contains landscaping or on which landscaping is planted shall maintain that landscaping in a first class condition.
- * The owner of any lot in the Specific Plan area which contains landscape features, including but not limited to signs, walkways, benches and fountains shall maintain these features in a condition as near as possible to their original state when installed, both in structural integrity and cosmetic appearance. If more than normal maintenance work is required to comply with this requirement, as determined by the Director of Planning, then the features shall be made to comply within one year of the effective date of this Plan.



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* The Director may, upon a showing of good cause, grant an extension of time for compliance with the requirements of this section, such time not to exceed an additional two years.

SIGN STANDARDS

* Approval. No building permit or sign permit for an exterior sign shall be issued, nor shall any exterior sign be installed, unless the proposed sign has been reviewed and approved by the Director. In making a determination, the Director shall consider the type, area, height, shape, and projection of the proposed sign.

* Signage should compliment and neither obscure nor deter from the scale, design or architectural features of the building.

* Prohibitions. The following signs are expressly prohibited:

a. Off-site signs, except existing legally erected off-site commercial signs located in the Specific Plan area may be replaced at a new site provided that the new location is in Subarea I or III, and the new sign otherwise is permitted pursuant to Division 62 – Signs (Section 91.6220 - Off-Site Signs) of the L.A.M.C. and meets all of the current ordinance requirements. The new sign shall not exceed the display area of the sign being replaced and shall be set back 5 feet from the front property line.

b. Roof signs.

c. Pole signs.

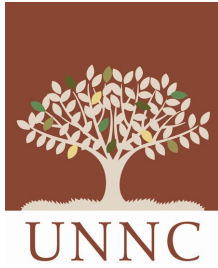
d. Animated signs, including flashing neon signs.

e. Mural signs.

PUBLIC REALM

Along with private residential and commercial buildings and spaces, public spaces and buildings also contribute to the unique historic character of a preservation zone. Public spaces include streetscapes, alleyscapes, and parks. Public buildings cover a broad variety of buildings such as police stations, libraries, post offices, and civic buildings.

Streetscapes add to the character of neighborhoods through the maintenance and preservation of historic elements. Street trees in particular could contribute to the experience of those driving through or walking along Washington Boulevard. Character defining elements of streetscapes may include historic streetlights,



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signs, street furniture, curbs, sidewalks, walkways in the public right-of-way, public planting strips and street trees.

Alleys traditionally serve as the vehicular entry and exit to garages providing an important element of the neighborhood character.

Pocket parks should be preserved and maintained, and the addition of new elements should be compatible with the character of the neighborhood.

Additions to public buildings may require the installation of ramps, handrails and other entry elements that make a building entrance more accessible. These elements should be introduced carefully so that character-defining features are not obscured or harmed. Guidelines relating to public buildings covering Americans with Disabilities Act (ADA) requirements and location of parking lots are covered in this section. Guidelines for new and existing historic public buildings are the same as those in the commercial rehabilitation and infill sections excluding those on storefronts.

Guiding Principle

* Protect and preserve street, sidewalk, alley and landscape elements, such as topography, patterns, features, and materials that contribute to the historic character of Washington Boulevard.

Street Trees

- * Mature street trees should be preserved and maintained.
- * Mature trees should be trimmed so that the existing canopies are preserved.
- * Historically significant landscaping in public planting strips should be preserved and maintained.
- * New plantings in the public planting strip should be compatible with the historic character of Washington Boulevard.
- * Unless grating is required, there shall be no tree well covers.

Paving and Curbs

- * Historic curb material and paving should be maintained and preserved.
- * For repair or construction work in the right-of-way, in-kind historic features such as granite curbs, etc should be replaced.



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* Avoid conflicts between pedestrian and vehicular traffic by minimizing curb cuts that cross sidewalks.

Signage

- * Historic street signs should be preserved and maintained.
- * New street signage should be placed so that historic features of buildings are least obstructed.
- * New street signage should be compatible with the historic character of Washington Boulevard.

Street Furniture

- * New street furniture, such as benches, bike racks, drinking fountains, and trash containers, should be compatible in design, color, scale, and material with the historic character of the community. Use of traditional designs constructed of wood, brick, or cast iron is encouraged.
- * Transit shelters: the design(s) of transit shelters shall adhere to the guidelines and design aesthetic of the overall Washington Boulevard Specific Plan.

Utilities

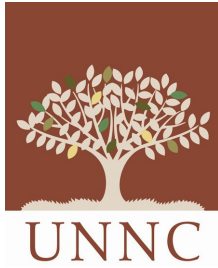
- * New utility poles, etc. should be placed in the least obtrusive location. New utility lines should be placed underground to reduce impacts to historic character of preservation zone.

Streetlights

- * Existing historic streetlights should be preserved and maintained.
- * New street lighting should be consistent with existing historic streetlights. If there are no existing historic streetlights, new lights should be compatible in design, materials, and scale with the historic character of Washington Boulevard.

Sidewalks

- * Historic sidewalks should be preserved and maintained.
- * Replace only those portions of sidewalks that have deteriorated. Replacement material should match the existing.
- * New sidewalks should be compatible with the historic character of the streetscape.
- * Maintain public walkway connections between streets and between buildings.



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Medians/Cut-outs and Other Traffic Calming Measures

*Where possible, median islands, bump-outs, center islands, and land remnants shall be landscaped, irrigated, and trees are encouraged.

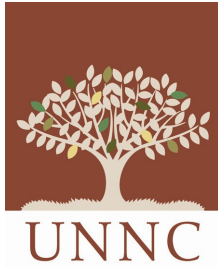
Alley scapes

- * Existing alleys should be preserved and maintained as public right-of-ways.
- * Traditional relationships between alleys and garages should be preserved and maintained.
- * Traditional fencing along alley right-of-ways should be preserved and maintained.
- * The introduction of new fencing should be compatible with existing historic fencing.
- * Accessible ramps and entry features should be introduced so that character defining elements of the building's entryways are impacted to the least extent possible.
- * New access ramps and entry features should be constructed so that they are reversible.
- * New public buildings should be compatible with the character of the existing 1920s buildings.
- * New parking lots and parking structures should be located to the rear of public buildings to reduce impacts on neighborhood character.
- * Construction of parking areas for public buildings should be screened from view of adjacent residential structures, preferably with landscaping.

Additional principles:

Historic elements of the streetscape and alleyways on an ongoing basis should be preserved and maintained. For example, street trees should be inspected regularly for disease and damage. Street trees should be trimmed appropriately to preserve the foliage canopy. If historic elements must be replaced, they should be replaced in-kind. Construction of new public buildings should be designed to be compatible with existing historic buildings.

In recognition of the importance of maintaining the historic streetscape and building face of Washington Boulevard, the 2-foot dedication shall be eliminated from and not required of new construction between Normandie and Crenshaw on both the north and south sides of Washington Boulevard. New construction shall



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be allowed to conform to the existing street face and frontage, and this guideline is for both commercial and residential uses.

The Department of Transportation and other City departments shall work in concert with the Planning Department and the Design Review Board of the Washington Boulevard Specific Plan in any planning for street widening, sidewalk widening, speed limit changes, transit corridor implementation strategies, parking/no parking requirement changes, medians, and/or any other proposal that may alter the guidelines for the Specific Plan herein described.

Introduction of accessible ramps at the entrances to public buildings should be minimally intrusive on character defining features.

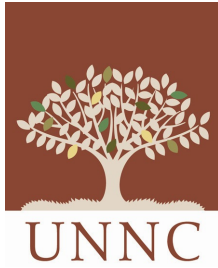
Parking lots with wide expanses of asphalt detract from the historic character of a neighborhood. When possible, new parking lots should be located to the rear of public buildings. If located adjacent to a public sidewalk, parking lots should be screened with plant materials.

Multiple overhead utility lines also detract from historic character. An attempt should be made to locate new utility wires underground.

Preserving the pedestrian quality of an area is also important to maintaining historic character. Curb cuts should be kept to a minimum to avoid conflicts between pedestrian and vehicular traffic.

ADDITIONAL STREETScape ELEMENTS

- * Sidewalk dining shall be allowed where the sidewalk is wide enough to permit free pedestrian flow.
- * At every intersection that warrants it, there shall be crosswalk texturing and coloring, signaled crosswalks, and/or other measures shall be utilized to encourage safe pedestrian access back-and-forth across Washington Boulevard so that there is lively economic activity on both sides of the street not impeded by vehicular traffic.



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BUILDING FORM

UNNC views Washington Boulevard in the Specific Plan area as being a historic, character district of distinctive commercial buildings dating primarily from before World War II.

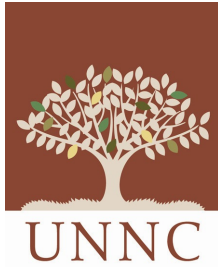
“Infill” is the process of building a new structure on a vacant site within an existing neighborhood. The City has developed Commercial/Industrial Infill Guidelines which are intended for the use of commercial/industrial property owners planning new structures on vacant sites or alterations to character buildings within Specific Plans and HPOZs. UNNC adopts these Guidelines to help ensure that such new construction and alterations recognize and are sensitive to their context on this historic stretch of Washington Boulevard.

Location and Site Design

Historically, structures in commercial/industrial areas were characterized by a consistent setback usually aligned against the sidewalk. This street wall should be preserved in the design of new infill construction. Commercial/Industrial buildings were typically constructed with their sidewalls abutting one another, establishing a common, consistent street facade. In most cases, a rhythm of building widths was established along a street front that still exists, and this rhythm should be reflected in new construction. [The citywide requirement of a 2-foot setback on streets defined as major highways shall be eliminated.]

Guidelines

1. The facades of new structures in commercial/industrial areas should maintain the setback of existing historic and character structures along the street front.
2. New structures should reflect the prevailing widths on the street frontages of commercial historic structures in Specific Plan district.
3. New structures should be built to maintain the street wall, without side setbacks.
4. Parking areas should be located to the rear of new structures.
5. New parking areas should be screened from public view by means of fences or plantings along the street wall. Fences shall be designed to be consistent with other streetscape elements.



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6. At corner sites, the new façade should be aligned along sidewalk edges on both streets. Special design treatments of corners historically included rounded or beveled features and corner tower elements. A building located on a corner shall incorporate architectural features which orient the building to the corner by use of curvilinear design at the corner, corner entry, a corner tower, or a combination of these or similar architectural treatment.
7. Entrances for main and secondary uses should face onto street fronts. Common lobbies opening to rear parking are also preferred.

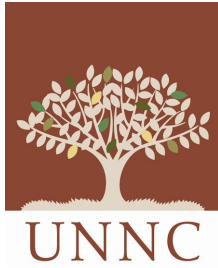
Building Mass, Scale, and Form

Historic commercial/industrial areas in Los Angeles were generally composed of two to three-story flat roofed structures composed as rectangular solids. Many buildings had parapet walls, decorative eaves, and false roof facades, and for new construction this is visually preferable to a flat, unadorned roof. The volume height and mass of the proposed project should preserve the relationship between buildings and streets. Planning should be done to respect the historic character of the neighboring buildings and care should be exercised to not overpower the neighbors through height size or bulk. The design of the project should create a new contribution to the district.

In addition, there should not be a building form or design differentiation between commercial structures and other residential and/or mixed use structures. Rather, new construction shall follow these guidelines.

Guidelines

1. New structures should maintain the average scale of height and width of structures on Washington Boulevard.
2. New structures taller than existing historic commercial/industrial structures in the Specific Plan area should be designed to be compatible with the existing cornice heights on structures in the Specific Plan. All portions of buildings above the prevailing height of the existing buildings with frontage on both sides of the block of the same street as the frontage of the subject lot, should be setback from the façade to be more compatible.
3. Commercial/Industrial properties sharing a property line with residential uses should evaluate how setbacks can reduce the scale and massing along shared lot lines. However, maintaining the uniform overall Washington Boulevard frontage is the highest priority.



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4. The basic building form for new commercial/industrial structures should be a simple rectangular solid.
5. New commercial/industrial structures should attempt to reflect the traditional commercial/industrial storefront widths of Washington Boulevard.
6. A flat roof is the preferred roof form. Other acceptable forms include a bow truss.
7. Beltcourse or similar architectural treatment shall be used to define floor levels, particularly between the first and second floor.
8. All buildings shall have parapet walls. Parapets shall be enhanced with architectural detailing, such as brackets and dentil, architrave, cornice, frieze, and/or beltcourse.

General Background

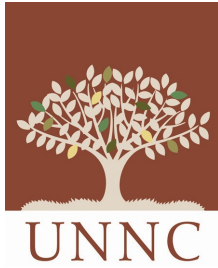
The mass of traditional commercial/industrial buildings was divided into a base (storefronts), courses (upper story tenants) and a cornice top detail. Frequently a further design element of bays reflected the structural design of repetitive elements with an emphasis placed on the main entrance and any secondary upper floor entrance.

Materials and Details

Materials commonly used on facades of historic commercial/industrial structures included brick, gunnite/stucco, and masonry. Architectural details were usually embellishments added to the solid plane of the façade or parapet details rising from it. Echoing these traditions in the design of new construction will help to preserve the distinctive character of our historic commercial/industrial areas.

Guidelines

1. Building materials should be similar, or at least appear similar, to those used historically, such as brick, stone, metal, gunnite/stucco, and wood. Concrete block is inappropriate (except as a structural building material to be covered). Swirls or other textured stucco treatment is inappropriate.
2. New construction should incorporate and articulate horizontal and vertical subdivisions with plane changes, material changes, window groupings, floor-to-floor divisions and cornice treatments to establish scale and interest.
3. Architectural details should replicate, but should not exactly mimic, details found on historic facades.



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4. The colors and finish of permanent finish materials, such as brick, tile, and stucco, should be similar to these historically employed along the Washington Boulevard corridor.
5. The use of architectural detail to break up the visual mass of outsized buildings is mandatory.
6. Generally, architectural details should be arranged to emphasize the horizontal features of facades. However, traditional vertical elements like towers and bay windows may also be appropriately employed.

General Background

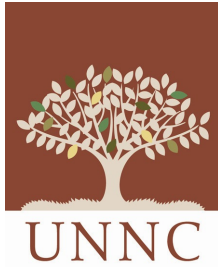
Architectural details showcase superior craftsmanship and architectural design, add visual interest, and distinguish certain building styles and types. Features such as lintels, columns, and applied decoration were constructed with materials and finishes that are associated with particular styles, and are character-defining features as well.

Openings, Storefronts, and Entries

Windows and doors strongly define the character of a structure's design. Windows and doors define character through their shape, size, construction, materials, profile, and arrangement on the façade. Important defining features of a window include the sill profile, the height of the rails, the pattern of the panes and muntins, the arrangement of the sashes, the depth of the jamb, and the width and design of the casing and the head.

In addition to the door itself, historic commercial/industrial entryways were often framed by a surround that might have included a portico, sidelights, transoms, recessed entryway details, and other features whose preservation is important to its character. In some cases, the color and texture of the glazing are also important.

The historic character of commercial/industrial blockfronts is largely defined by the storefronts, entryways, windows, and doors that were designed to create street level interest for pedestrians and passersby. While a historic commercial/industrial blockfront might be composed of a Mission Revival structure, a Moderne structure, and several Italianate structures, all of these structures would have presented a similar face to the sidewalk, with large expanses of glass storefront windows, welcoming well-marked entryways, and largely regular, horizontally massed windows. Maintaining this common



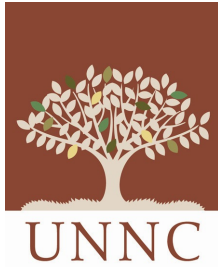
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vocabulary is an important part of maintaining the character of historic commercial/industrial districts.

Guidelines

1. On the ground floor of new commercial/industrial structures, a majority of the primary architectural façade should replicate traditional retail storefronts.
2. The ground floor of the primary architectural façade should be composed primarily of transparent elements. The historic pattern of the structural bay design for storefronts is encouraged.
3. Recessed entryways are strongly encouraged for primary entrances on the ground floor level.
4. Primary entryways should be clearly marked through the use of important defining architectural elements, such as transoms, period-appropriate awnings, lintels, or surrounds.
5. Pedestrian entrances to buildings shall be at grade.
6. Windows shall be recessed a minimum of three inches (including trim) from the finished wall. Display windows should be constructed as "bays" and repeated as an architectural feature if dimensions allow.
7. Upper story windows should have appropriate size, style, and proportions related to the primary architectural façade. Large horizontal windows are inappropriate on upper floors in most historic commercial areas.
8. On structures occupying corner lots, corner entryways with strong design elements should be encouraged. Entrances for main and secondary (upper) uses should face onto street fronts.
9. On new construction, roll-down security shutters/doors shall not be allowed. On new construction and existing structures, new security systems – such as bars and/or grillwork, shall be on the interior of windows. Open grille-type shutters are recommended.
10. Awnings and marquees at entries were traditional to protect pedestrians and define entrance on façade. Awnings, if used, shall be individually integrated with the shape, form, and dimensions of building bays or framing elements.
11. New skylights shall be low profile metal and glass style.
12. Signage on commercial/industrial infill structures shall follow the signage guidelines.
13. It is recommended that all exposed exterior glass shall have anti-graffiti film a thickness of 6 mil or greater.



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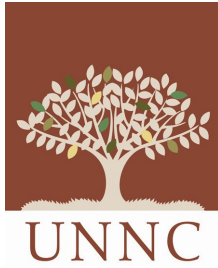


General Background

The most typical historic storefront configuration consists of a low base, known as a bulkhead, upon which large panes of glass are set, with a main store entrance located in the center or to one side of the storefront. Above the largest panes of glass, or the storefront glazing, there is often a band of narrow, horizontal panes known as transoms or clerestory glazing. The store's signage was historically located on awnings over these windows, was painted on the glass itself, or was located in a sign area just above the clerestory or transom glazing. Often, storefronts will include a second, less prominent door leading to second story offices or apartments.

Additional Guidelines:

1. New construction in historic commercial areas should have a zero side setback.
2. Standard mini-mall type design surrounded by parking destroys the historic character of surrounding streets and storefronts.
3. Architectural detail in commercial buildings can be applied, or can come from the contrast of materials.
4. Blank walls shall be limited to segments of 15 feet in length.
5. No exterior stuccoing shall be allowed on buildings in existence on the effective date of this Specific Plan and/or its initial Interim Control Ordinance (ICO), unless the building was already stuccoed on the effective date.
6. Seismic safety repairs shall be accomplished so that, to the extent possible, when completed, the repairs are not visible from the exterior of the building or the repairs are integrated into the design of the exterior of the building.
7. Remodeling efforts which consists of removing previous remodeling materials to restore or expose the original building are encouraged. Remodeling efforts, however, which would cover, remove or damage any of the exterior design or detailing of a building shall be prohibited.
8. For residential structures, we discourage designs which include balconies overlooking the commercial corridor. We encourage interior courtyard open space.
9. Furthermore, for those residential or mixed use buildings which abut residential neighborhoods, we also discourage balconies overlooking backyards, to maintain residential privacy.



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10. Mechanical and electrical equipment shall not be placed in such a manner so as to create ambient noise and/or environmental pollution on adjacent residential properties.

11. Similarly, trash enclosures should be located with sensitivity to adjacent residential properties.

DESIGN REVIEW BOARD/GUIDELINES

Prohibitions

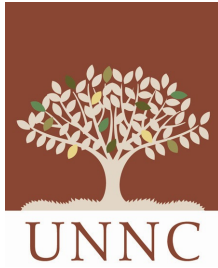
No building permit shall be issued for any Project within the Specific Plan boundaries unless the Project has been reviewed and approved in accordance with approved Design Review Board Procedures.

Composition of Members

The Design Review Board shall consist of seven voting members in accordance with Section 16.50 D 3 of the L.A.M.C. To the maximum extent practicable, two members shall be from among the following disciplines: architecture, landscape architecture, urban planning, architectural historian, and/or historic preservation. The remaining members need not be design professionals. The Council Office shall appoint three members. The United Neighborhoods Neighborhood Council shall appoint four members. To the maximum extent possible, all seven members shall be “stakeholders” to the United Neighborhoods Neighborhood Council, as defined in its by-laws, shall demonstrate an interest in the continued revitalization of Washington Boulevard, and shall reflect the ethnic and cultural diversity of the community. The term of office for each position shall be four years; upon commencement of the Board each member shall draw straws to stagger the terms.

Design Review Guidelines

The design elements described herein shall be complied with by developers and utilized by the Director, the Area Planning Commission, and the Design Review Board when evaluating the design of a Project.



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Meeting Schedule

The Design Review Board shall meet no less than twice per month, on a standing basis. Applications shall be acted upon in a timely manner, whenever possible within 21 days of the completed application being accepted by the Department of City Planning. The Design Review Board shall have the authority to meet and conduct its business whether or not City staff is available to attend its regularly-scheduled standing meeting.