

City of Los Angeles

# DRAFT Hollywood CPIO Concepts and Design Standards

PROPOSED

NOVEMBER 2018

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## Hollywood Community Plan Implementation Overlay (CPIO)

The Draft Community Plan Implementation Overlay (CPIO) is proposed to implement the goals and policies of the Hollywood Community Plan Update. The proposed standards would introduce protections and design principles that promote walk-ability, high quality building design, and the preservation and rehabilitation of identified historic resources in central Hollywood, where there are major public corridors served by transit, historic resources, and a mix of existing and new development. This draft is intended to provide preliminary standards for public review; a fully developed CPIO ordinance is anticipated to be adopted later as part of the Hollywood Community Plan Update.

The CPIO ordinance is also expected to include language that would update the requirements and process for how project applicants would seek discretionary approval to change “D” development limitations. The purpose of the administrative change is to apply the future development procedures of the Hollywood Community Plan Update in a more consistent manner.

### Purpose of Standards

#### Historic Preservation

- Provide guidance for the preservation of historic resources and the integration of compatible new development within the CPIO boundary. CPIO provisions seek to ensure that demolitions of existing resources not occur without the approval of replacement structures, and do not result in vacant lots. CPIO provisions also seek to ensure that new development takes into account the siting and location of new structures in relation to the scale of existing buildings in low-scale residential areas. Lastly, CPIO provisions are intended to provide for the appropriate rehabilitation of designated historic resources.

#### Pedestrian-Oriented Design

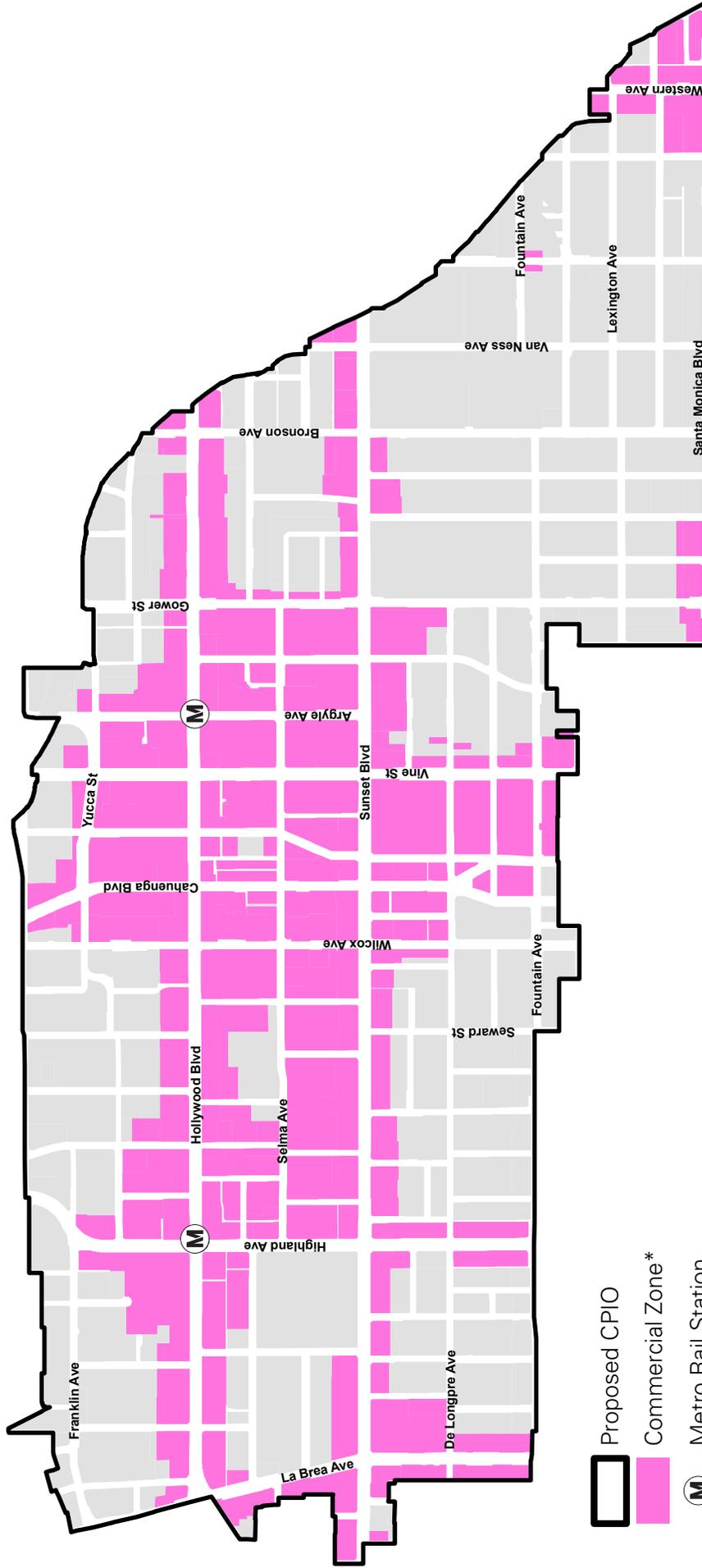
- Provide for pedestrian-oriented building form. Street frontages in these areas are intended to have continuous building facades with as few interruptions as possible creating attractive, active, and safe pedestrian-scale environments. Related issues include ground floor ceiling height, transparency, and parking/vehicular access.

### Where Applicable

The CPIO District Subarea boundaries would generally follow Franklin Avenue to the north, U.S. Route 101 to the east, Fountain Avenue to the south and La Brea Avenue to the west. The proposed historic preservation and pedestrian-oriented design standards would apply to new development on commercially zoned properties in the CPIO.

A draft map of the proposed Hollywood CPIO (Figure 1) is displayed on the next page.

Figure 1: Proposed Hollywood CPIO



-  Proposed CPIO
-  Commercial Zone\*
-  Metro Rail Station

\* The commercial zones displayed in the map reflect the recommendations of the Hollywood Community Plan Update. A majority of the parcels have existing commercial zoning.



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## Historic Preservation

Hollywood has reinvented itself many times over throughout the 20<sup>th</sup> century, with each phase contributing to important themes, character, and qualities within the built environment. The preservation of Hollywood's historic heritage will continue to play an important role in the area's evolution into the 21<sup>st</sup> century. The Hollywood Community Plan recognizes the value of Hollywood's impressive historic architecture and seeks to protect these contributing resources.

### Intent

The standards seek to preserve designated historic resources with appropriate rehabilitation and integrate compatible new development in relation to existing resources. Proposed demolition and permit delay and the required approval of a new project prior to demolition of existing structures more than 45 years old provide opportunities for the identification and consideration of preservation alternatives.

### Standards

#### Rehabilitation of Designated Resources

- 1) Rehabilitation of designated resources shall be completed according to the Secretary of the Interior's Standards for Rehabilitation.

#### Demolition and Permit Delay

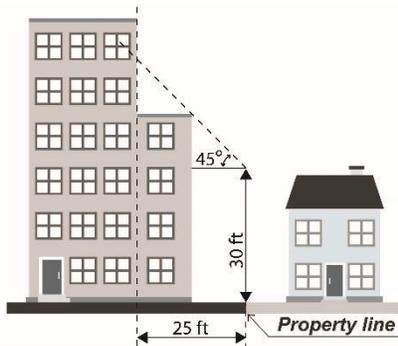
- 1) No demolition permits for structures more than 45 years old shall be issued until the applicant has:
  - a. posted a demolition notice on the property,
  - b. sent letters to abutting neighbors, and
  - c. notified the applicable City Council District Office at least 30 days in advance of demolition.
- 2) No demolition permit shall be issued for any Project with existing structures more than 45 years old unless a new project has been reviewed and approved by the Director of Planning.

#### Transitional Height

The proposed regulation for transitional height would help lessen the impacts that new development may have on adjacent low-scale neighborhoods.

*See the proposed regulation and Figure A on the next page.*

**Figure A**



**Figure A: Transitional Height**

The transitional height regulation applies for properties that share a property line with an RD Zone or more restrictive zone. The building height shall be stepped-back within a 45 degree angle only the first 25 feet of depth as measured from 30 feet above the property line of the lot in the RD Zone or more restrictive zone.

## Pedestrian-Oriented Design

City streets serve many different purposes within a community. They are a means to get people to places they need to go – via bus, light rail, car, motorcycle, bicycle, on foot, and more. Streets are also places to gather, recreate, shop, exercise, and meet friends. They are the backbone of a healthy community and an indicator of a neighborhood’s culture and values.

### Intent

Hollywood, a prominent tourist destination and employment center, has a robust transit system and the streets are well used by pedestrians year round. Pedestrian-oriented design seeks to create a pleasant and safe pedestrian environment for residents, visitors, and employees. The proposed design-related regulations would apply to development projects on private property and would focus on how projects interface with the pedestrian realm at the sidewalk.

### Standards

#### Ground Floor Ceiling Height

*A generous first floor height gives prominence to the street level, establishes a clear presence for retail and community serving uses, and increases the visibility, marketability, and utility of ground floor space.*

The Ground Floor of any exterior building wall (façade) shall be a minimum of 12’ in height, measured from the finished floor to the underside of the structural floor or roof above, and must be located within 5 feet of the Primary Lot Line for the entire length of the Primary Frontage. However, buildings may set back from the Primary Lot Line more than the maximum 5 feet when the setback area is used for Pedestrian Amenities, as defined in this draft CPIO.

#### Transparency

*Providing transparency reinforces the pedestrian scale and usable Ground Floor retail spaces.*

A minimum of 50% of that portion of the exterior wall of the Primary Frontage building wall located between 2 and 8 feet above sidewalk grade shall be transparent. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with Green Code or other state or local UV requirements. For corner or other lots with multiple street frontages, these transparency regulations shall only apply to a single street frontage of a project that is designated the Primary Frontage, unless otherwise indicated. No security gate or grille shall be installed on the exterior of any structure.

The above transparency regulations shall not apply to portions of projects with ground floor residential dwelling units.

#### Open Space

*Providing good quality, publicly accessible open space at the Ground Floor on a large building site can help new development fit within the existing context and is particularly important when there is a shortage of public open space in the surrounding area. Publicly accessible open space should be large enough and flexible in its design to support a variety of uses and programming opportunities. The design should also create an environment that supports pedestrian comfort, biodiversity, and should meet or*

*exceed public standards for universal accessibility, safety, and high-quality architectural, landscape, and sustainable design.*

Project sites two acres or larger in size shall provide Ground Floor open space that is:

- a) A minimum of 5,000 sq. ft. with a minimum length and width of 25' of open space;
- b) Located on the ground level with direct pedestrian connection to the adjacent street;
- c) Unenclosed by any wall, fence, gate, or other obstruction;
- d) At least 20 percent of the building frontage that abuts the open space shall be lined with Ground Floor tenant spaces usable for commercial or residential uses;
- e) At least 40 percent of the Ground Floor open space required in a), or a minimum of 2,000 sq. ft., shall be landscaped with usable lawn or similar usable groundcover or artificial grass, or with plant materials that are native or drought tolerant;
- f) Improved with Pedestrian Amenities; and accessible to the public during business hours.

## Parking

*Buildings with habitable or commercial spaces that front the street on both the Ground Floor and on upper stories contribute to a pedestrian-friendly public realm.*

*“Back of house” activities are essential to the efficient functioning of new development. When “back of house” activities are concealed within and behind buildings, it promotes a safer, more comfortable and attractive public realm and pedestrian-friendly environment. Using the building or high-quality architectural elements and landscape design to screen vehicular access and site servicing, also helps mitigate noise, air quality concerns, and unattractive views within the tall building site and on adjacent streets, public or private open spaces, and neighborhood properties.*

Parking, storage, loading, and mechanical equipment shall be oriented away from the public realm in the following ways:

- a) Surface parking lots shall not be located between a new building and the Primary Lot Line. Where surface parking lots abut public streets that are not the Primary Frontage, a two-foot landscape buffer shall be provided.
- b) Ground-floor parking, storage, loading, or mechanical equipment areas within new buildings, including stand-alone parking structures, shall be buffered from the Primary Frontage by habitable floor area with a minimum depth of 25 feet, for a minimum of 50% of the Primary Frontage.
- c) Loading, service and mechanical areas that require access from a public right-of-way shall provide access from alleys where available, or from non-Primary Frontages, where available, and where alleys are not present.
- d) Parking areas located above the ground floor shall be buffered along the Primary Frontage by habitable spaces at a minimum depth of 25 feet, and shall be screened along all other facades with architecturally compatible screening materials and/or vegetation.

## Vehicular Access

*Minimize pedestrian vehicle conflict and reinforce pedestrian safety experience along sidewalks.  
Maximize street frontages.*

Vehicular access to off-street parking and loading areas shall be provided from any frontages other than the Primary Frontage, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation. Each driveway shall not exceed 30 feet in width. Multiple driveways located along the Primary Frontage, as limited above, shall be a minimum of 200 feet apart from each other as part of the same project.

## Definitions

**Designated Historic Resource** – A building, structure, object, landscaping element, or natural feature listed or designated as a historical resource, either individually, or as a contributor to a district, at the local, state, or national level.

**Ground Floor** – The lowest story within the building that is accessible to the street, the floor level of which is within three feet above or below curb level, which has frontage on a Primary Lot Line, and which is at least 25 feet in depth or the total depth of the building, whichever is less.

**Pedestrian Amenities** – This term includes outdoor sidewalk cafes, public plazas, retail courtyards, water features, kiosks, Paseos, Arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located on the Ground Floor, and that are accessible to and available for use by the public.

**Primary Frontage** – The exterior building walls facing the Primary Lot Line. For the purposes of this definition, all exterior walls that intersect a plane parallel to a lot line at 45 degrees or less shall be considered the Primary Frontage. When the Primary Lot Line is not straight, a line connecting the points where the secondary or side lot lines and the Primary Lot Line intersect shall be used.

**Primary Lot Line** – The property line of a lot that is contiguous with a public street. On lots fronting more than one public street, the Director of Planning shall determine the Primary Lot Line based upon neighborhood characteristics, including the designation of the abutting streets and the dimensions of the subject lot.

**Project** – This term refers to the issuance of a required building permit for any of the following: the demolition, grading, construction, addition to or alteration (structural or nonstructural) of any building or structure, a new use of land, or subdivision of land on a lot located in whole or in part within the CPIO. A Project shall not include a change of use or construction that consists solely of interior remodeling, interior rehabilitation or interior repair work.

## **“D” Development Limitations - Procedural Update**

The current zoning includes existing “D” development limitations (D limitations) approved before this proposed Hollywood Community Plan Update (Plan Update); and the proposed zoning also includes new D limitations that are proposed with the Plan Update (please see the [Q & D matrix available](#); go to [hcpu2.org](http://hcpu2.org) by clicking the “the plan” tab). Since the time that the existing “D” limitations were approved by the City, updates to the City’s processes and procedures for projects seeking additional development requiring discretionary review are being proposed under the Community Plan Update. To ensure accuracy and consistency with the proposed Plan Update, the City intends to maintain the procedures that spell out requirements about conformance to the plan and approval by the City Planning Commission or the City Council on appeal. The City intends to apply this consistency to the procedures in both the existing and new D limitations.

With the Plan Update new D limitations are proposed for selected properties within the CPIO boundary while other properties will retain the existing D limitations. The properties that would undergo this procedural update are the lots with existing D limitations included in Ordinance Nos. 165652, 165654-165662, and 165669, and also lots with a new D limitation as outlined in the Q and D matrix table (e.g. Subarea 3:2); most of them are within the proposed CPIO.

Once the Hollywood Community Plan is updated, the same requirements and process for applicants seeking discretionary project approval above what the D development limitation allows are being recommended for administrative efficiency and consistency. Any changes to increase the D limitation would require a Project to conform to the new Hollywood Community Plan Update policies and require that the Project is approved by the Zoning Administrator as applicable, and the City Planning Commission or the City Council on appeal.