INDUSTRIAL
CITYWIDE DESIGN GUIDELINES
Heavy Industrial, Limited and Light Industrial,
Hybrid Industrial & Commercial Manufacturing
Checklist for Project Submittal

Submit a completed copy of this checklist with the Master Land Use Application if the project meets all of the following criteria:

A discretionary Planning Department application that:

1) Requires a building permit, and
2) The building or structure is visible from the public right-of-way, and
3) The project involves the construction of, addition to or exterior alteration of any building or structure.

Single-family homes are exempt. Small lot subdivisions will be exempt when the Small Lot Design Guidelines are issued.

Refer to the Industrial Citywide Design Guidelines when filling out this checklist. The Industrial Citywide Design Guidelines are available on www.cityplanning.lacity.org or at www.UrbanDesignLA.com . It is important to remember they are performance goals, not zoning regulations or development standards and therefore do not supersede regulations in the municipal code.

Complete this checklist with respect to the proposed project. ***For any "No" or "N/A" marks, applicant must supply a written justification at the end of the checklist or as an attachment. Applications that do not meet specific guidelines applicable to the project should provide rationale for the design and explain how the project will meet the overall intent of the objective.***

If an adopted and required community-specific guideline such as the Community Plan Urban Design chapter, specific plan, or Downtown Design Guideline varies from the Citywide Design Guidelines, then the community-specific guideline shall prevail.

See the Notes section at the end of the checklist for applicability and compliance.

Case Number: _____

OBJECTIVE 1: Consider Neighborhood Context and Compatible Design of Uses

Indicate which (if any) of the following methodologies you applied in your project.

1.1 Site Planning:

YES	NO	N/A		STAFF REVIEW
◉	○	○	Create a strong street wall by locating building frontages at the front property line or at the minimum required setback. Where additional setback is necessary, activate the area with a courtyard or "outdoor room" adjacent to the street by incorporating outdoor dining, seating, or water features, for example.	☐
◉	○	○	Provide direct paths of travel for pedestrian destinations within large developments. Especially near transit lines, create primary entrances for pedestrians that are safe, easily accessible, and a short distance from transit stops.	☐
○	○	◉	Maintain existing alleys for access. Avoid vacating alleys or streets to address project-specific design challenges.	☐
◉	○	○	Place buildings around a central common open space to promote safety and the use of shared outdoor areas. In mid- and high-rise buildings, podiums between buildings and rooftop decks can be used as common areas.	☐
◉	○	○	Provide bicycle lockers and/or racks near building entrances. Disperse bicycle parking facilities throughout larger sites and locate them in convenient and visible areas in close proximity to primary building entrances.	☐
○	○	◉	Provide adequate safeguards to control impacts resulting from toxic substances and release of airborne particles on adjacent residential uses.	☐

1.2 Building Orientation

YES	NO	N/A		STAFF REVIEW
◉	○	○	Situate buildings on the site so they are oriented to maximize daylighting opportunities and harvest natural light within interior work spaces. Also utilize opportunities to provide operable clerestory windows to allow for ventilation and indirect lighting.	☐
◉	○	○	Large industrial buildings with multiple tenants should provide multiple numerous entries at multiple street frontages to improve site design flexibility and options for building location.	☐

1.3 Entrances

YES	NO	N/A		STAFF REVIEW
◉	○	○	Provide a logical sequence of entry and arrival as part of the site's design. Special entry treatments such as stamped or colored concrete and special planting and signage can be used to enhance entries and guide pedestrians.	☐
◉	○	○	Entries should be designed according to simple and harmonious proportions in relationship to the overall size and scale of the building. Ensure that pedestrian entries are properly sized to provide shelter year-round.	☐
◉	○	○	Ensure that the main entrance and entry approach can accommodate persons of all mobility levels.	☐
◉	○	○	Promote pedestrian activity by placing entrances at grade level or slightly above, and unobstructed from view from the public right-of-way. Avoid sunken entryways below street level.	☐

1.4 Relationship to Adjacent Buildings

YES	NO	N/A		STAFF REVIEW
◉	○	○	Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding neighborhood. In older neighborhoods, new developments should likewise respect the character of existing buildings with regards to height, scale, style, and architectural materials.	☐
◉	○	○	Create height and visual transitions between industrial districts and adjacent commercial and residential neighborhoods. Stepping back upper floors of industrial structures to match those of adjacent commercial or residential structures, and plant trees, shrubs, and vines to screen outdoor storage and odor or noise-generating functions of industrial uses.	☐

Does the project meet the overall intent of Objective 1:
Consider Neighborhood Context and Compatible Design of Uses?

YES	NO		STAFF INTIALS
○	○	(See page 14 for explanation)	_____

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

Indicate which (if any) of the following methodologies you applied in your project.

2.1 Pedestrian Scale:

YES	NO	N/A		STAFF REVIEW
◉	○	○	Maintain a human scale rather than a monolithic or monumental scale.	☐
◉	○	○	At entrances and openings, include overhead architectural features, such as awnings, canopies, trellises or cornice treatments that provide shade and reduce daytime heat gain, especially on south-facing facades.	☐
◉	○	○	Differentiate the ground floor from upper floors. Changes in massing and architectural relief add visual interest and help to diminish the perceived height of buildings. In non-heavy industrial areas, incorporate windows on ground floors facing pedestrian paths of travel to improve the pedestrian experience.	☐
◉	○	○	Utilize landscaping to add texture and visual interest at the street level. Landscaping should not create a barrier between pedestrians and the building frontage or views into buildings at the ground floor.	☐

2.2 Building Façade and Form:

YES	NO	N/A		STAFF REVIEW
◉	○	○	Vary and articulate the building façade to add scale and avoid large monotonous walls.	☐
◉	○	○	Architectural elements such as entries, porticoes, cornices, and awnings should be compatible in scale with the building massing and should not be exaggerated or made to appear as a caricature of an historic architectural style.	☐
◉	○	○	Where the building mass cannot be broken up due to unique use constraints, i.e. manufacturing or warehouse space, building walls should be articulated through the use of texture, color, material changes, shadow lines, and other façade treatments.	☐
○	○	◉	Architecturally integrate exposed industrial systems and equipment as a design \option where practical.	☐
◉	○	○	Organize massing to emphasize certain parts of the building such as entries, corners, and the organization of showroom or office spaces.	☐

◉	○	○	Incorporate and alternate different textures, colors, materials, and distinctive architectural treatments that add visual interest while avoiding dull and repetitive façades.	☐
◉	○	○	Incorporate windows and doors with well-designed trims and details as character-defining features to reflect an architectural style or theme consistent with other façade elements.	☐
◉	○	○	Treat all façades of the building with equal architectural rigor, level of detail, and articulation.	☐
◉	○	○	Integrate varied roof lines through the use of sloping roofs, modulated building heights, stepbacks, or innovative architectural solutions.	☐
◉	○	○	Reinforce existing facade rhythm along the street where it exists by using architectural elements such as trim, material changes, bays, clerestory windows, and other design treatments consistent with surrounding buildings.	☐

2.3 Building Materials

YES	NO	N/A		STAFF REVIEW
◉	○	○	Approach stylistic details in a manner that is true to a style of architecture or common theme.	☐
◉	○	○	Apply trim, metal and woodwork, lighting, and other details in a harmonious manner, consistent with the proportions and scale of the building(s).	☐
◉	○	○	Select building materials, such as trim and finishes that convey a sense of permanence. Quality materials should be used, regardless of architectural style.	☐
◉	○	○	Apply changes in material purposefully and in a manner corresponding to variations in building mass.	☐
◉	○	○	Avoid the use of highly reflective building materials and finishes that direct heat and glare onto nearby buildings.	☐
◉	○	○	Climbing vegetation and green walls are encouraged as a method to provide articulation and visual interest to building facades.	☐
◉	○	○	Use white or reflective paint on rooftops and light paving materials or “green roofs” to reflect heat away from buildings and reduce the need for mechanical cooling.	☐
◉	○	○	Use exterior surface materials that will reduce the incidence and appearance of graffiti.	☐

2.4 Walls and Fences

YES	NO	N/A		STAFF REVIEW
○	○	○	Long walls and fences should be broken up by landscaping, pilasters, offsets in the alignment of the wall or fence, and/or changes in material, color, or texture.	☐
◉	○	○	Use decorative gates and fences in combination with landscaping to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk or building wall.	☐
◉	○	○	Design fences and walls to provide protection and screening without the use of harsh or unwelcoming elements such as barbs or pickets.	☐
◉	○	○	For all uses in industrial zones, materials such as chain link or barbed wire (cyclone) fences are strongly discouraged.	☐

2.5 Walls and Fences for Heavy Industrial

YES	NO	N/A		STAFF REVIEW
◉	○	○	For large parcels located in heavy industrial areas, avoid uninterrupted walls and/or fences by providing a landscape buffer, which may be planted with shade trees, climbing vines, hedges, or similar living plant material.	☐
○	○	◉	Screen outdoor storage with building materials consistent with the architectural character of the main building. Avoid materials such as sheet metal and barbed wire.	☐

2.6 Special Design Considerations for Historic Properties

YES	NO	N/A		STAFF REVIEW
○	○	◉	Preserve original building materials and architectural features.	☐
○	○	◉	Repair deteriorated materials or features in place, if feasible.	☐
○	○	◉	Design building additions on historic buildings to be compatible with the massing, size, scale, and architectural features of an historic structure or site, while clearly reflecting the modern origin of the addition.	☐

Does the project meet the overall intent of Objective 2:
Employ Distinguishable and Attractive Building Design?

YES	NO		STAFF INTIALS
○	○	(See page 14 for explanation)	_____

OBJECTIVE 3: Create Active Pedestrian and Employee Amenities

Indicate which (if any) of the following methodologies you applied in your project.

3.1 Sidewalks:

YES	NO	N/A		STAFF REVIEW
◉	○	○	For major industrial projects where a sidewalk does not currently exist, establish a new sidewalk along the length of the public street frontage.	☐
◉	○	○	Create continuous and predominantly straight sidewalks and open space. Reconstruct abandoned driveways as sidewalks.	☐
○	○	◉	On Major and Secondary Highways, provide a comfortable sidewalk and parkway — at least 10 feet in width — that can accommodate pedestrian flow and activity, but wider if possible. Sidewalks and parkway widths on Local and Collector streets may be narrower, but generally not less than nine feet wide.	☐
◉	○	○	Plant parkways separating the curb from the sidewalk with ground cover, low-growing vegetation, or permeable materials that accommodate both pedestrian movement and car doors. Brick work, pavers, gravel, and wood chips are examples of suitable permeable materials.	☐
◉	○	○	Create a buffer zone between pedestrians, moving vehicles, and other transit modes by the use of landscaping and street furniture. Examples include street trees, benches, newspaper racks, pedestrian information kiosks, bicycle racks, bus shelters, and pedestrian lighting.	☐
◉	○	○	Plant street trees at the minimum spacing permitted by the Division of Urban Forestry, typically one tree for every 20 feet of street frontage, to create a consistent rhythm. Broad-leaf evergreen and deciduous trees should be used to maintain a continuous tree canopy. Shade producing street trees may be interspersed with an occasional non-shade tree.	☐

3.2 Crosswalks/Street Crossings for Large-Scale Developments

YES	NO	N/A		STAFF REVIEW
◉	○	○	Incorporate features such as white markings, signage, and lighting so that pedestrian crossings are visible to moving vehicles during the day and at night.	☐
◉	○	○	Improve visibility for pedestrians in crosswalks by eliminating on-street parking spaces adjacent to the crossing, and in non-heavy industrial areas, installing curb extensions/ bump outs and advance stop bars.	☐

◉	○	○	Emphasize pedestrian safety and comfort at crosswalks with devices such as pedestrian crossing signals, visible and accessible push buttons for pedestrian actuated signals, and dual sidewalk ramps that are directed to each crosswalk.	☐
◉	○	○	Create the shortest possible crossing distance at pedestrian crossings on wide streets. Devices that decrease the crossing distance may include a mid-street crossing island, an area of refuge between a right-turn lane and through lane, and in non-heavy industrial areas, a curb extension/bump out or a minimal curb radius.	☐

3.3 On-Street Parking:

YES	NO	N/A		STAFF REVIEW
◉	○	○	Locate curb cuts in a manner that does not reduce on-street parking and replace any unused curb cuts and driveways with sidewalks to maintain continuity for pedestrians.	☐
◉	○	○	Provide angled or parallel on-street parking to maximize the safety of bicyclists and other vehicular traffic.	☐

Does the project meet the overall intent of Objective 3:
Provide Pedestrian Connections Within and Around the Project?

YES	NO		STAFF INTIALS
○	○	(See page 14 for explanation)	_____

OBJECTIVE 4: Facilitate Safe Access for Loading Areas While Buffering Pedestrians and Non-Industrial Uses

Indicate which (if any) of the following methodologies you applied in your project.

4.1 Off-Street Parking and Driveways

YES	NO	N/A		STAFF REVIEW
◉	○	○	Place on-site parking to the side or rear of buildings so that parking does not dominate the streetscape. Adjoining properties should share access driveways to minimize the number of driveways along public streets.	☐
◉	○	○	Maintain continuity of the sidewalk by minimizing the number of curb cuts for driveways and utilizing alleys for access and egress. Where alleys do not exist, concentrate curb cuts at side streets or mid-block and ensure that they do not interfere with crosswalk locations.	☐

○	○	◉	Where alternatives to surface parking are not feasible, locate parking lots at the interior of the block, rather than at corner locations. Reserve corner locations for buildings.	☐
◉	○	○	When driveway placement on the primary frontage cannot be avoided, locate the driveway at the edge of the parcel rather than in the center. Minimize street-facing driveway width to 20 feet or less.	☐
◉	○	○	Blend parking structure facades with nearby buildings by incorporating architectural treatments such as arches, attractive entrances, varied building materials, decorative screening, or climbing vines to provide visual interest.	☐
◉	○	○	Illuminate all parking areas and pedestrian walkways to improve safety. Avoid unintended spillover impacts onto adjacent properties.	☐
◉	○	○	Where the parking lot abuts a public sidewalk, provide a visual screen or landscaped buffer between the sidewalk and the parking lot.	☐
◉	○	○	Mitigate the impact of parking visible to the street with the use of planting and landscaped walls tall enough to screen headlights.	☐

4.2 Loading

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

Does the project meet the overall intent of Objective 4:
Facilitate Safe Access for Loading Areas While Buffering Pedestrians and Non-Industrial Uses?

YES	NO		STAFF INTIALS
○	○	(See page 14 for explanation)	_____

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

Indicate which (if any) of the following methodologies you applied in your project.

5.1 On-Site Landscaping:

YES	NO	N/A		STAFF REVIEW
◉	○	○	Retain mature and healthy vegetation and trees when developing a site.	☐
◉	○	○	Design landscaping to be architecturally integrated with the building and suitable to the functions of the space while selecting plant materials that complement the architectural style and form of the building.	☐
◉	○	○	Design open areas to maintain a balance of landscaping and paved area.	☐
◉	○	○	Select drought tolerant, native landscaping to limit irrigation needs and conserve water. Mediterranean and other local climate-friendly plants may be used alongside native species.	☐
◉	○	○	Facilitate sustainable water use by using automated watering systems and drip irrigation to water landscaped areas.	☐
◉	○	○	Facilitate stormwater capture, retention, and infiltration, and prevent runoff by using permeable or porous paving materials in lieu of concrete or asphalt. Collect, store, and reuse stormwater for landscape irrigation.	☐
◉	○	○	In addition to street trees, provide canopy trees in planting areas for shade and energy efficiency, especially on south and southwest facing façades.	☐
◉	○	○	Use predominately deciduous trees adjacent to west, south, and southwest facing exposures to cool these elevations.	☐
◉	○	○	Use landscape features to screen any portion of a parking level or podium that is above grade. Trees, shrubbery, planter boxes, climbing plants, vines, green walls, or berms can be used to soften views from the public right-of-way.	☐

5.2 Open Space and Plazas in Industrial Campuses:

YES	NO	N/A		STAFF REVIEW
◉	○	○	Incorporate shaded open space, such as plazas, courtyards, pocket parks, and terraces, in new large-scale industrial developments. Design open areas to be easily accessible to employees and comfortable for a substantial part of the year.	☐

◉	○	○	Orient open spaces to the sun and views. Create a sense of enclosure while maintaining safety, so that open spaces and plazas feel like outdoor rooms.	☐
◉	○	○	Orient open spaces to the sun and views. Create a sense of enclosure while maintaining safety, so that open spaces and plazas feel like outdoor rooms.	☐
◉	○	○	Where employee amenities such as cafes or dining facilities are provided, ensure that they are oriented toward the street.	☐
◉	○	○	Landscape all open areas not used for buildings, driveways, parking, recreational facilities or pedestrian amenities. Landscaping may include any practicable combination of shrubs, trees, ground cover, minimal lawns, planter boxes, flowers, or fountains that reduce dust and other pollutants.	☐

Does the project meet the overall intent of Objective 5:
Include Open Space to Create Opportunities for Pedestrian and Employee Amenities?

YES	NO		STAFF INTIALS
○	○	(See page 14 for explanation)	_____

OBJECTIVE 6: Improve the Streetscape Experience by Reducing Visual Clutter

Indicate which (if any) of the following methodologies you applied in your project.

6.1 Building Signage:

YES	NO	N/A		STAFF REVIEW
◉	○	○	Locate signs where architectural features or details suggest a location, size, or shape for the sign. Place signs so they do not dominate or obscure the architectural elements of the building design.	☐
◉	○	○	Include signage at a height and of a size that is visible to pedestrians and facilitates access to the building entrance.	☐
◉	○	○	Limit the total number of colors used in any one sign. Small accents of several colors make a sign unique and attractive, but competition of many different colors reduces readability.	☐
◉	○	○	Select sign materials that are durable and compatible with the design of the façade on which they are placed.	☐
◉	○	○	Limit text on signs to convey the business name or logo. Eliminate words that do not contribute to the basic message of the sign.	☐

◉	○	○	Illuminate signs only to the minimum level required for nighttime readability.	☐
◉	○	○	At large industrial developments, provide maps and signs in public spaces showing connections, destinations, and locations of public facilities such as nearby transit stops.	☐

6.2 Lighting and Security:

YES	NO	N/A		STAFF REVIEW
◉	○	○	Use ornamental lighting to highlight pedestrian paths and entrances while providing security by including after-hours lighting at building entrances. Install lighting fixtures to accent and complement architectural details. Shielded wall sconces and angled uplighting can be used at night to establish a façade pattern and animate a building's architectural features.	☐
◉	○	○	Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage onto adjacent properties.	☐
◉	○	○	Integrate solar powered lighting to increase energy efficiency.	☐

6.3 Utilities:

YES	NO	N/A		STAFF REVIEW
◉	○	○	Place utilities out of the line-of-sight from crosswalks and sidewalks. Utilities such as power lines, transformers, and wireless facilities should be placed underground or on rooftops when appropriately screened by a parapet. Otherwise any mechanical or electrical equipment should be buffered with planting materials in a manner that contributes to the quality of the existing landscaping on the property and the public streetscape.	☐
◉	○	○	Screen any mechanical, electrical, or communications equipment, whether on the roof, side of building, or ground. Solar panels should be integrated wherever practicable.	☐
◉	○	○	Hide trash enclosures within parking garages so that they are not visible to passersby. Screen outdoor stand-alone trash enclosures using walls consistent with the architectural character of the main building, and locate them so that they are out of the line-of-sight from crosswalks or sidewalks.	☐
◉	○	○	Locate noise and odor-generating functions so as not to create a nuisance for nearby residents or adjacent neighbors.	☐

Does the project meet the overall intent of Objective 6:
Improve the Streetscape Experience by Reducing Visual Clutter?

YES	NO		STAFF INTIALS
○	○	(See page 14 for explanation)	_____

Notes

Many neighborhoods in Los Angeles have adopted guidelines as part of a Community Plan Urban Design chapter, or special zoning designations such as specific plans, community design overlay districts, designated historic properties and historic districts. This policy applies to all areas, but is particularly applicable to those areas within the City that do not currently have adopted design guidelines.

Proposed projects must substantially comply with the Citywide Design Guidelines through either the methods listed in the guidelines or through alternative methods that achieve the same objective. Applications that do not meet the specific guidelines applicable to that project should provide rationale for the design and explain how the project will meet the intent of the General Plan, the Municipal Code, and these Guidelines objectives.

In cases where site characteristics, existing improvements, or special circumstances make substantial adherence impractical, substantial compliance may not be possible. The Citywide Design Guidelines will be used to condition an approved project and not as the basis for decision makers to approve or deny it. Conditions imposed by the initial decision maker may be appealed.

WRITTEN JUSTIFICATION

STAFF REVIEW

Objective 1: Consider Neighborhood Context & Linkages in Building and Site Design

See APPENDIX 1

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Objective 2: Employ Distinguishable and Attractive Building Design

See APPENDIX 1

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Objective 3: Provide Pedestrian Connections Within and Around the Project

See APPENDIX 1

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Objective 4: Minimize the Appearance of Driveways and Parking Areas

See APPENDIX 1

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Objective 5: Utilize Open Areas and Landscaping Opportunities to their Full Potential

See APPENDIX 1

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Objective 6: Improve the Streetscape Experience by Reducing Visual Clutter

See APPENDIX 1

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INDUSTRIAL CITYWIDE DESIGN GUIDELINES

Checklist for Project Submittal

Case Number: ……

Consolidated Rental Car Facility – CONRAC,

Landside Access Modernization Program – LAMP

APPENDIX 1 – WRITTEN JUSTIFICATION

Objective 1: Consider Neighborhood Context & Linkages in Building and Site Design

Section 1.1 applies partially. The CONRAC would provide a centralized location for rental car agencies serving LAX. Existing streets would be vacated to address the specific design and construction challenges of the proposed project. In fact, this facility would be located on a portion of the site known as Manchester Square (See Description of the Proposed Project, LAX LAMP Draft EIR and CONRAC Existing Conditions, LAX LAMP Draft EIR, Figure 2-36).
The project would not require providing safeguards to control potential impacts resulting from toxic substances because it would not be located adjacent to residential uses.

Objective 2: Employ Distinguishable and Attractive Building Design

Section 2.2 applies partially. Chapter 2.0 of the LAX Design Guidelines recommends screening industrial systems and equipment instead of architecturally integrating them into the structure.
Section 2.5 applies partially. The CONRAC would not include outdoor storage; therefore, the second guideline in this section would not apply to the project (See CONRAC Conceptual Site Plan, LAX LAMP Draft EIR, Figure 2-38).
Section 2.6 does not apply. The CONRAC facility is not an historic property (See Historic Resources Group, Los Angeles International Airport, Preservation Plan, June 2016).

Objective 3: Provide Pedestrian Connections Within and Around the Project

Section 3.1 applies partially. The CONRAC would not be located on a Major and/or Secondary Highway; therefore, the third objective in this section would not apply to the project
(See LAX LAMP Overview, LAX LAMP Draft EIR, Figure 2-3).
This facility would not provide on-street parking so *Section 3.3* is not applicable (CONRAC Conceptual Site Plan, LAX LAMP Draft EIR, Figure 2-38).

Objective 4: Minimize the Appearance of Driveways and Parking Areas

Section 4.1 applies partially. The CONRAC facility would include whole structures dedicated to parking serving multiple car agencies (See Description of the Proposed Project, LAX LAMP, Draft EIR).
Section 4.2 applies partially. More than half of the CONRAC would be dedicated to vehicular purposes. It is expected that the CONRAC would eliminate over 3,200 shuttle trips a day to/from the Central Terminal Area – CTA. The main components of the CONRAC include the Customer Service Building (CSB), Rental Car Ready/Return Parking Area (RAC), Quick Turnaround Area (QTA), QTA Support and Additional Site Functions, and Idle Storage (See Description of the Proposed Project, LAX LAMP, Draft EIR).

Objective 5: Utilize Open Areas and Landscaping Opportunities to their Full Potential

Objective 6: Improve the Streetscape Experience by Reducing Visual Clutter