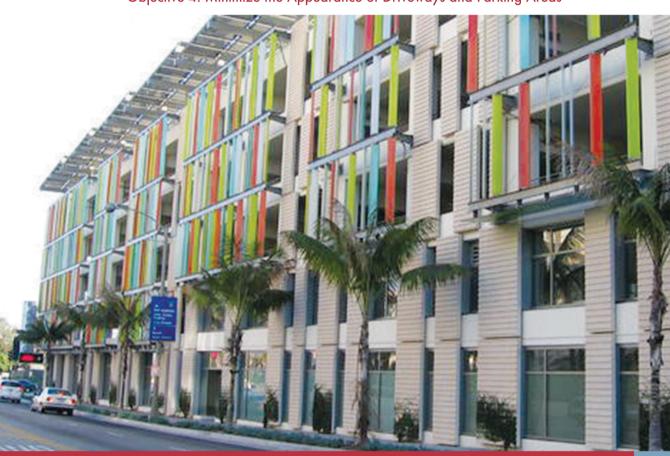# COMMERCIAL
CITYWIDE DESIGN GUIDELINES

Pedestrian-Oriented/Commercial & Mixed-Use Projects

Objective 4: Minimize the Appearance of Driveways and Parking Areas

CITY OF LOS ANGELES
FOUNDED 1781

Ldcp
Los Angeles
Department
of City Planning

OBJECTIVE 4:
Minimize the Appearance of Driveways and Parking Areas

Off-Street Parking and Driveways

1   Place on-site parking to the side or rear of buildings so that parking does not dominate the streetscape.

2   Maintain continuity of the sidewalk by minimizing the number of curb cuts for driveways and utilizing alleys for access and egress. Where alleys do not exist, concentrate curb cuts at side streets or mid-block.

3   Where alternatives to surface parking are not feasible, locate parking lots at the interior of the block, rather than at corner locations. Reserve corner locations for buildings.

4   Where the parking lot abuts a public sidewalk, provide a visual screen or landscaped buffer between the sidewalk and the parking lot.

NOT RECOMMENDED

⚠ Large swath of parking dominates streetscape

⚠ No visual screen provided to separate parking lot from sidewalk

Off-Street Parking and Driveways *(cont.)*

5   When driveway placement on a front façade cannot be avoided, locate the driveway at the edge of the parcel rather than in the center. Ensure that the street-facing driveway width is minimized to 20 feet or less.

6   Wrap parking structures with active uses such as retail spaces or housing units on the ground floor.

7   Blend parking structure facades with nearby buildings by incorporating architectural treatments such as arches or other architectural openings and varied building materials, decorative screening, climbing vines, or green walls to provide visual interest.

RECOMMENDED

✓ Upper level parking structure

✓ Office/Retail space on ground floor

✓ Climbing vines and landscaping soften an otherwise plain structure

NOT RECOMMENDED

⚠ Parking structure lacks architectural treatment and landscaping, creating a harsh environment for pedestrians

⚠ Unnecessarily wide mid-block driveway

8   Mitigate the impact of parking visible to the street with the use of planting and landscaped walls tall enough to screen headlights.

9   Illuminate all parking areas and pedestrian walkways to improve safety. Avoid unintended spillover impacts onto adjacent properties.

10 Use architectural features, such as 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.

RECOMMENDED

✓ Landscape wall provided to screen headlights

✓ Parking area adequately screened by landscaping

NOT RECOMMENDED

⚠ Poor interface between pedestrian and parking, lacking a landscape buffer between parking spaces and sidewalk