COMMERCIAL
CITYWIDE DESIGN GUIDELINES

Pedestrian-Oriented/Commercial & Mixed-Use Projects

Objective 3: Augment the Streetscape Environment with Pedestrian Amenities

Los Angeles Department of City Planning

citywide design guidelines

OBJECTIVE 3:
Augment the Streetscape Environment with Pedestrian Amenities

Sidewalks

1 Where a sidewalk does not currently exist, establish a new predominantly straight sidewalk along the length of the public street frontage. Create continuous and predominantly straight sidewalks and linear open space. Reconstruct abandoned driveways as sidewalks.

2 On Major and Secondary Highways, provide a comfortable sidewalk and parkway; at least 10 feet in width to 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.

3 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.

4 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.

RECOMMENDED

✓ New wide sidewalk with attractive plants and street furniture buffering pedestrians from cars

NOT RECOMMENDED

⚠ Narrow sidewalk with no buffer zone between pedestrians and transit

5 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. Broadleaf 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.

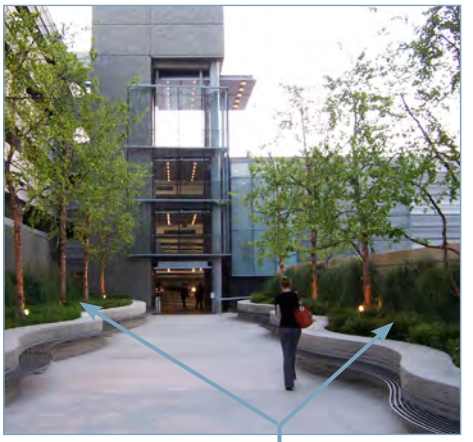
6 In high pedestrian use areas, install tree guards to protect tree trunks from damage.

7 Ensure that new developments adjacent to transit stops invest in pedestrian amenities such as trash receptacles and sheltered benches or seating areas for pedestrians that do not intrude into the accessible route.

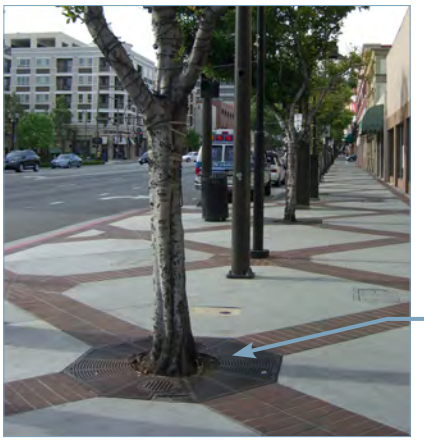
8 Provide path lighting on sidewalks to encourage and extend safe pedestrian activities into the evening.

RECOMMENDED

✓ Continuous tree canopy and consistent rhythm of tree planting



✓ Ornamental light highlighting pedestrian path



✓ Installation of tree guards protects tree trunks

Crosswalks/Street Crossings for Large-Scale Developments

1 Incorporate features such as white markings, signage, and lighting so that pedestrian crossings are visible to moving vehicles during the day and at night.

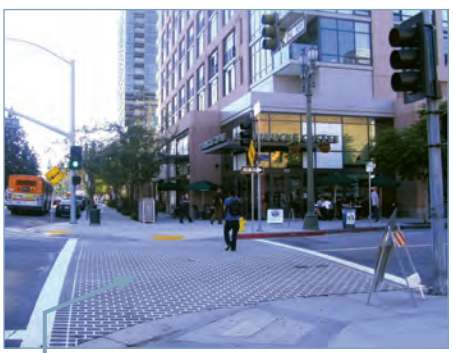
2 Improve visibility for pedestrians in crosswalks by installing curb extensions/bump outs.

3 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.

4 On wide streets, employ devices that decrease the crossing distance for pedestrians. Examples include a mid-street crossing island, an area of refuge between a right-turn lane and through lane, a curb extension/bump out, or a minimal curb radius.

RECOMMENDED

✓ Pedestrian crossing and curb extension



✓ White markings increase pedestrian visibility

✓ Landscaped pedestrian crossing island and noticeable white markings

✓ Create shortest possible crossing distance by providing diagonal crossing

On-Street Parking

1 Locate curb cuts in a manner that does not reduce on-street parking.

2 Provide angled or parallel on-street parking to maximize the safety of bicyclists and other vehicular traffic.

RECOMMENDED

✓ Angled parking

NOT RECOMMENDED

⚠ Unused curb cut in front of business creates missed opportunity for on-street parking