

INDUSTRIAL CITYWIDE DESIGN GUIDELINES

Heavy Industrial, Limited and Light Industrial,
Hybrid Industrial & Commercial Manufacturing
Objective 3: Create Active Pedestrian and Employee Amenities



Los Angeles
Department
of City Planning

OBJECTIVE 3:

Create Active Pedestrian and Employee Amenities

Sidewalks

- 1 For major industrial projects where a sidewalk does not currently exist, establish a new sidewalk along the length of the public **street frontage**.
- 2 Create continuous and predominantly straight sidewalks and open space. Reconstruct abandoned driveways as sidewalks.

RECOMMENDED



New sidewalk
along public
street frontage

NOT RECOMMENDED



Sidewalk blocked



Poor separation
from street traffic

Sidewalks (cont.)

- 3 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.
- 4 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.

RECOMMENDED



Canopy trees provide buffer and shade



New sidewalk

NOT RECOMMENDED



Sidewalk in very bad condition



No street trees or pedestrian amenities

Objective 3: Create Active Pedestrian and Employee Amenities

- 5 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.
- 6 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.

RECOMMENDED



Tree guard protects tree from auto and foot traffic

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 eliminating on-street parking spaces adjacent to the crossing, and in non-heavy industrial areas, installing [curb extensions/bump outs](#) and advance stop bars.
- 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 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](#).

RECOMMENDED



✓ White crosswalk markings



✓ Push-button signal

NOT RECOMMENDED



No curb cut, signal, or signage



No crosswalk or markings for pedestrians

On-Street Parking

- 1 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.
- 2 Provide angled or parallel on-street parking, to maximize the safety of bicyclists and other vehicular traffic.

RECOMMENDED



✓
Angled,
on-street
parking

NOT RECOMMENDED



!
Parking located in
front of building
creates excessive
curb cuts and a missed
opportunity for addi-
tional street parking