

INDUSTRIAL CITYWIDE DESIGN GUIDELINES

Heavy Industrial, Limited and Light Industrial,
Hybrid Industrial & Commercial Manufacturing
Objective 4: Facilitate Safe Access for Loading Areas While Buffering
Pedestrians and Non-Industrial Uses



Los Angeles
Department
of City Planning

OBJECTIVE 4:

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

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. Adjoining properties should share access driveways to minimize the number of driveways along public streets.
- 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 and ensure that they do not interfere with crosswalk locations.
- 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 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.

RECOMMENDED



On-site parking located at the side or rear of building

NOT RECOMMENDED



Vehicles located in the front setback dominate the streetscape

- 5 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.
- 6 Illuminate all parking areas and **pedestrian walkways** to improve safety. Avoid unintended spillover impacts onto adjacent properties.
- 7 Where the parking lot abuts a public sidewalk, provide a visual screen or landscaped buffer between the sidewalk and the parking lot.
- 8 Mitigate the impact of parking visible to the street with the use of planting and landscaped walls tall enough to screen headlights.

RECOMMENDED



✓ Climbing vegetation is an effective way to screen parking structures



✓ Landscape buffer between sidewalk and parking lot is tall enough to screen headlights

NOT RECOMMENDED



! No landscape buffer between sidewalk and parking

! Parking located at the corner of the lot dominates the streetscape

Loading

- 1 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.
- 2 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.
- 3 Dedicate no more than half of the site for vehicular purposes including parking areas, driveways, ramps, and loading areas.

RECOMMENDED



Public parking separated from loading area



Loading area located to the side and rear of the building, away from the entrance

NOT RECOMMENDED



Loading located at the front of a building, dominating the streetscape and interfering with the pedestrian path