City of Los Angeles Department of City Planning

WALKABILITY CHECKLIST

Guidance for Entitlement Review

November 2008

"Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs."

Objective 5.1, Chapter 5: Urban Form and Neighborhood Design,
Framework Element of the General Plan

The purpose of the Walkability Checklist for Entitlement Review is to guide City of Los Angeles Department of City Planning staff as well as developers, architects, engineers, and all community members in creating enhanced pedestrian movement, access, comfort, and safety– contributing to the walkability of the City.

This Walkability Checklist encourages pursuit of high quality City form, including urban, suburban and rural areas. It informs stakeholders about the tools and techniques that improve curb appeal, beauty, and usability through a location-specific approach. Placemaking - the act of designing buildings to make them more attractive to and compatible with the people who use them, is the primary design principle in creating walkable neighborhoods.

The Walkability Checklist provides a list of recommended strategies that projects should employ to improve the pedestrian environment in the public right-of-way and on private property. Each of the implementation strategies on the Checklist should be considered in a proposed project, although not all will be appropriate in every proposed project. Each project will require a unique approach. While the checklist is neither a requirement nor part of the zoning code, it provides a guide for consistency relating with the policies contained in the General Plan Framework. Incorporating these guidelines into a project's design will encourage pedestrian activity, more appropriate forms, and placemaking. A project that is walkable is good for business and the environment.

The Checklist is organized by main topics (i.e., Building Orientation). Each topic includes a statement of objectives and goals followed by a list of implementation strategies to be considered for incorporation into a proposed project. The topics begin with public sidewalks, crosswalks and on-street parking; then move to building orientation, on-site parking, and landscaping and finally focus on detailed building features such as lighting and signage. The Appendix contains relevant policies from the General Plan Framework.

The Planning Department staff will use the Checklist in evaluating entitlement applications. In making a finding of conformance with the policies and objectives of the General Plan, the staff will weigh the project's walkability against the adopted objectives listed in the Appendix and any additional objectives and policies contained in the Community Plan.

Generally, the Checklist will apply to all discretionary approvals of new construction rather than rehabilitation.

TABLE OF CONTENTS

SIDEWALKS

OBJECTIVE

Support ease of pedestrian movement and enrich the quality of the public realm by providing appropriate connections and street furnishings in the public right of way.

SIDEWALKS GOALS

1
Delineate the pedestrian corridor.

2
Provide for pedestrian safety and comfort.

3
Encourage pedestrian travel.

4
Create active environments by supporting a variety of pedestrian activities.

5
Create, preserve, and enhance neighborhood identity and “placemaking.”

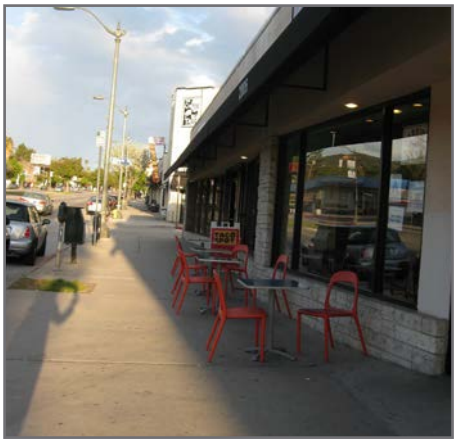
6
Comply with governmental regulations for all improvements in the public right of way.

SIDEWALKS IMPLEMENTATION STRATEGY CHECKLIST

		Commercial	Industrial	Public Spaces	Open Spaces	Residential
1	Create a continuous and predominantly straight sidewalk and open space.	☐	☐	☐	☐	☐
2	Create a buffer between pedestrians and moving vehicles by the use of landscape and street furniture (benches, newspaper racks, pedestrian information kiosks, bicycle racks, bus shelters, and pedestrian lighting).	☐	☐	☐	☐	☐
3	Provide adequate sidewalk width that accommodates pedestrian flow and activity yet is not wider than necessary.	☐	☐	☐	☐	☐
4	Utilize street furnishings to create a consistent rhythm (i.e., consistent height of light poles or consistent shade pattern of trees).	☐	☐	☐	☐	☐
5	Incorporate closely planted shade-producing street trees. They may be interspersed with existing or proposed palms.	☐	☐	☐	☐	☐
6	Plant parkways with ground cover, low-growing vegetation or permeable materials that accommodate both pedestrian movement and car doors.	☐	☐	☐	☐	☐

SIDEWALKS

1 Create a continuous and predominantly straight sidewalk and open space.



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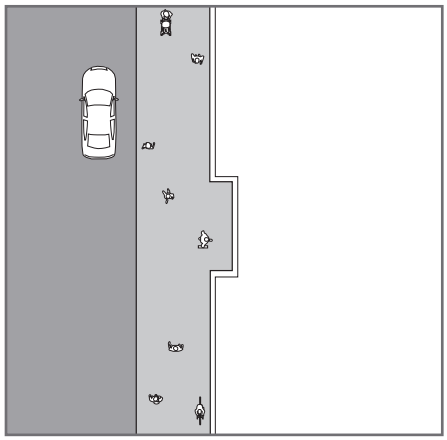

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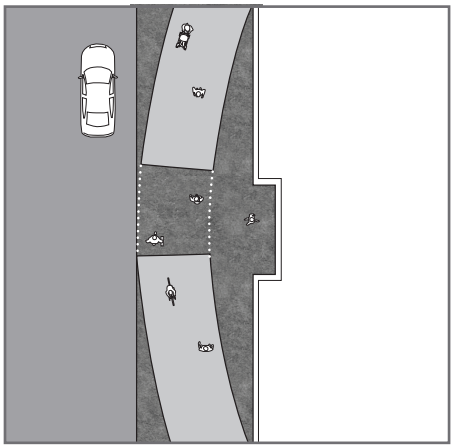
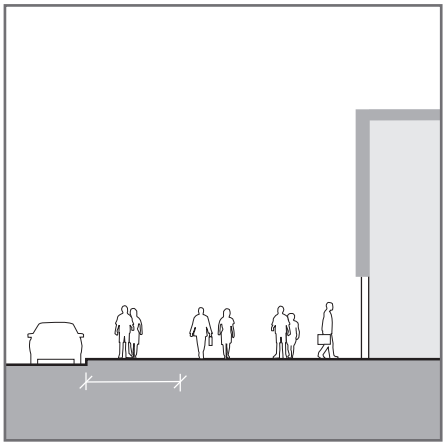


2 Create a buffer between pedestrians and moving vehicles by the use of landscape and street furniture (benches, newspaper racks, pedestrian information kiosks, bicycle

Recommended

Not Recommended



SIDEWALKS

3 Provide adequate sidewalk width that accommodates pedestrian flow and activity yet is not wider than necessary.

Recommended

Not Recommended

4 Utilize street furnishings to create a consistent rhythm (i.e., consistent height of light poles or consistent shade pattern of trees).

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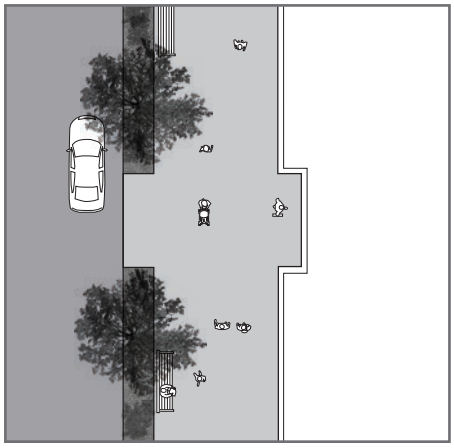

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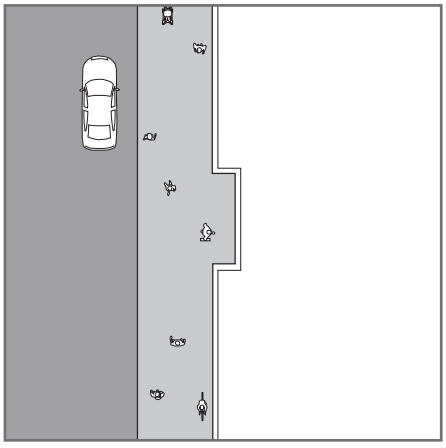
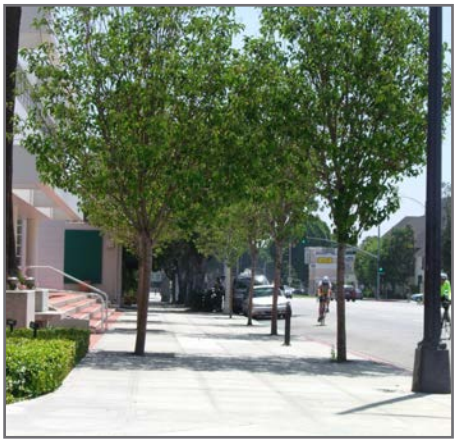


SIDEWALKS

5 Incorporate closely planted shade-producing street trees. They may be interspersed with existing or proposed palms.



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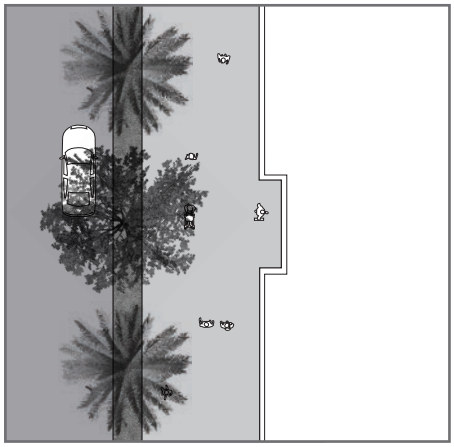

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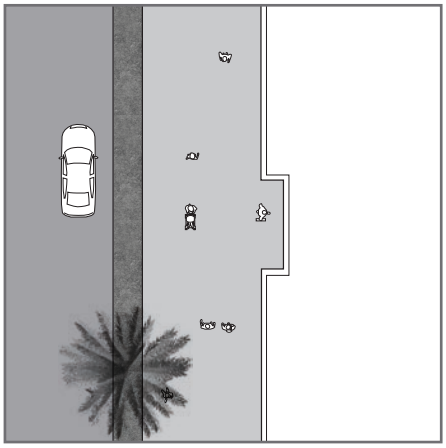

6 Plant parkways with ground cover, low-growing vegetation or permeable materials that accommodate both pedestrian movement and car doors.

CROSSWALKS / STREET CROSSINGS

OBJECTIVE

Pedestrian safety is the primary concern in designing and managing street crossings. Crossings that are safe, easy to use and well-marked support active, pedestrian-friendly environments and link both sides of the street physically and visually.

CROSSWALKS / STREET CROSSINGS GOALS

1

Appropriately locate street crossings in response to the anticipated traffic flow and convenience of the pedestrian.

2

Provide for pedestrian safety and comfort.

3

Increase the level of caution of pedestrians and motorists.

4

Create a link between the two sides of the street or mark a block's mid-point or end-point.

5

Ensure crosswalks are in compliance with Departments of Transportation and Public Works regulations.

CROSSWALKS / STREET CROSSINGS IMPLEMENTATION STRATEGY CHECKLIST

		Commercial	Industrial	Public Spaces	Open Spaces	Residential
1	Incorporate such features as white markings, signage, and lighting so that pedestrian crossings are visible to moving vehicles during the day and night.	☐	☐	☐	☐	☐
2	Improve visibility for pedestrians in crosswalks by installing curb extensions/bump outs and advance stop bars, and eliminating on-street parking spaces adjacent to the crossing.	☐	☐	☐	☐	☐
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, a curb extension/bump out and a minimal curb radius.	☐	☐	☐	☐	☐

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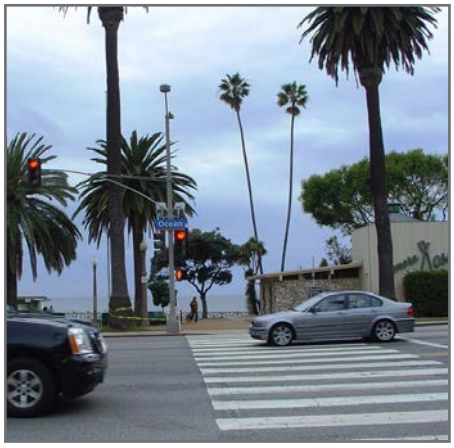

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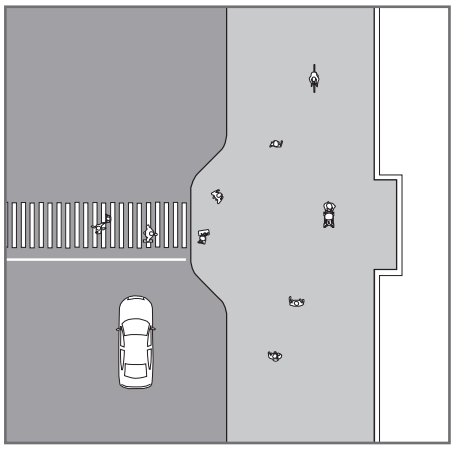

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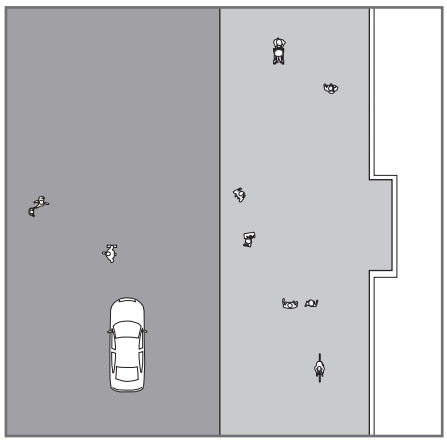

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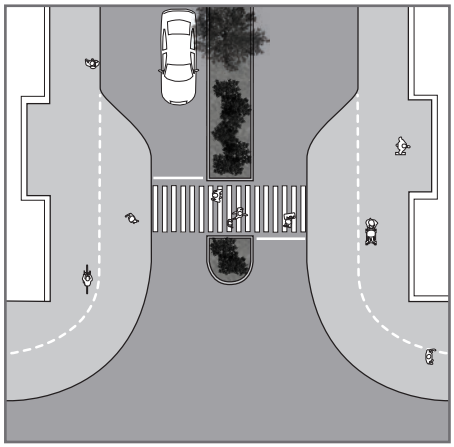

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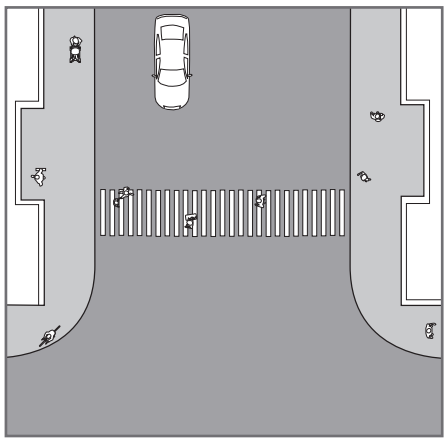


ON-STREET PARKING

OBJECTIVE

On-street parking is often desired in residential and commercial areas for its convenient access to street front entrances. Residents, shoppers, and businesses are amenable to limited slowing of traffic as a trade-off for the economic benefits of on-street parking.

ON-STREET PARKING GOALS

1

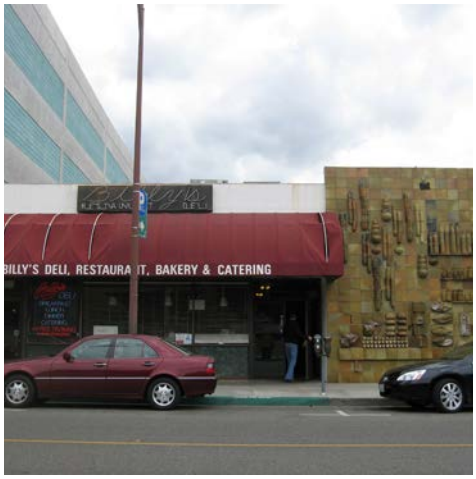
Maximize on-street parking.

2

Directly serve adjacent street front entrances with on-street parking.

3

Create a buffer between pedestrians and the roadway.



4

Comply with applicable governmental regulations for all parking in the public right of way.

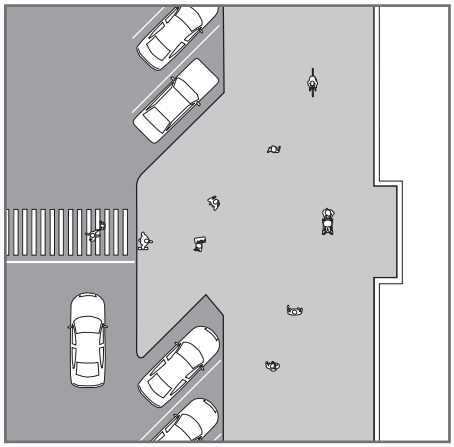
ON-STREET PARKING IMPLEMENTATION STRATEGY CHECKLIST

		Commercial	Industrial	Public Spaces	Open Spaces	Residential
1	Provide angled or parallel on-street parking wherever possible.	■	■	■	■	■
2	Eliminate street parking within pedestrian crossings.	■	■	■	■	■

ON-STREET PARKING

1 Provide angled or parallel on-street parking wherever possible.

Recommended



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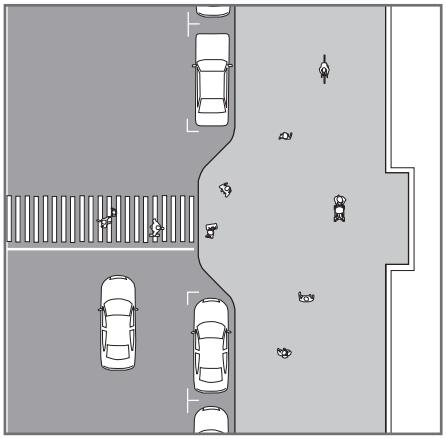

2 Eliminate street parking adjacent to pedestrian crossings.

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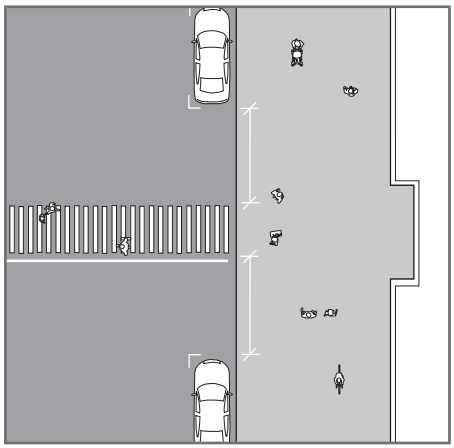

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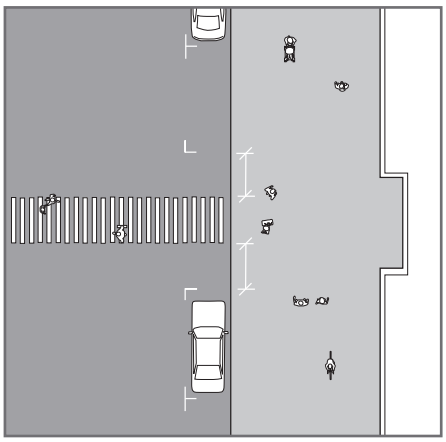


UTILITIES

OBJECTIVE

The disruption of views and visual pollution created by utility lines and equipment should be minimized.

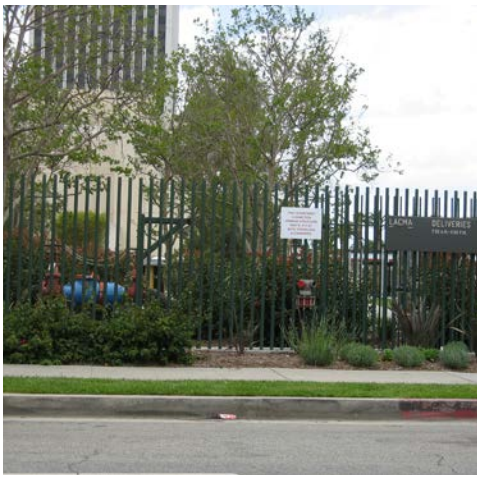
UTILITIES GOALS

1

Locate utilities in areas that preserve the character of the street and neighborhood.

2

Minimize the impact of utilities on the visual environment.



3

Minimize the impact of utilities on the pedestrian path of travel.

4

Ensure the location of utilities in the public right of way complies with governmental and utility regulations.

UTILITIES IMPLEMENTATION STRATEGY CHECKLIST

1	Place utilities underground whenever possible.	☐	☐	☐	☐	☐
2	Place utilities in the landscape areas and away from crosswalks or sidewalks.	☐	☐	☐	☐	☐
3.	Buffer equipment with planting in a manner that contributes to the quality of the public streetscape.	☐	☐	☐	☐	☐
4.	Eliminate conflicts between utilities and access to building entrances.	☐	☐	☐	☐	☐

UTILITIES

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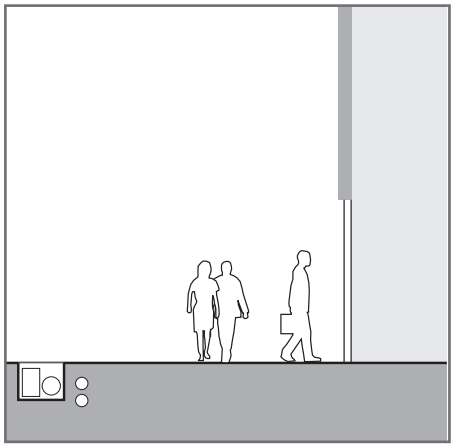
Recommended



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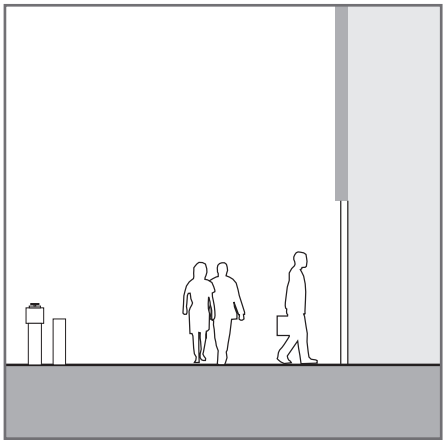

2 Place utilities in the landscape areas and away from crosswalks or sidewalks.

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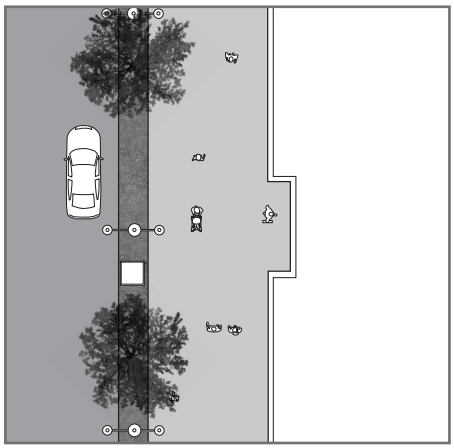

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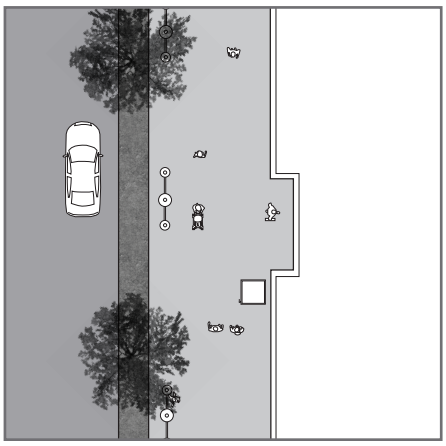

UTILITIES

3 Buffer equipment with planting in a manner that contributes to the quality of the public streetscape.

Recommended

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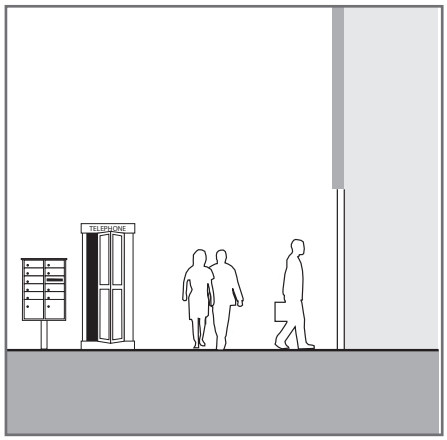

4 Eliminate conflicts between utilities and access to building entrances.

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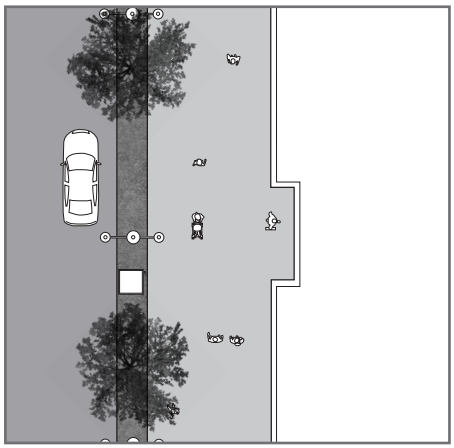

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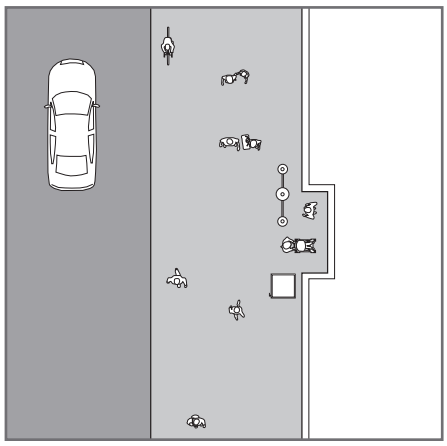

BUILDING ORIENTATION

OBJECTIVE

Use the relationship between building and street to improve neighborhood character and the pedestrian environment.

BUILDING ORIENTATION GOALS

1

Enliven the public realm by siting buildings, so they interact with the sidewalk and the street.

2

Contribute to a sense of human scale.

3

Support ease of accessibility to buildings.

BUILDING ORIENTATION IMPLEMENTATION STRATEGY CHECKLIST

		Commercial	Industrial	Public Spaces	Open Spaces	Residential
1	Design grade level entrances from the public right-of-way for pedestrians.	■		■	■	■
2	Create primary entrances for pedestrians that are easily accessible from transit stops, with as direct a path as possible to the transit stop.	■		■	■	■
3	Make primary entrances to buildings visible from the street and sidewalk.		■			
4	Maintain at least one entrance from the public way at retail establishments with doors unlocked during regular business hours.	■		■	■	■
5	Incorporate transitions from the sidewalk to the front door such as grade separation, landscaping, and/or porches at individual entrances to residences. These methods should not negatively impact the overall street wall.	■		■	■	■
6	Comply with Americans with Disabilities Act (ADA) guidelines at primary pedestrian entrances. Alternate approaches for persons with mobility limitations (such as a ramp next to the main path to the primary entry) should not be necessary.	■		■	■	■
7	Incorporate passageways or paseos into mid-block developments, particularly on long blocks, that facilitate pedestrian movement through the depth of the block to the front of the next parallel block. Pedestrians need not walk the circumference of a block in order to access the middle of the next parallel block or alley or parking behind the block.	■		■	■	■
8	Activate mid-block passageways or paseos so that they are visually interesting and safe spaces.	■		■	■	■
9	Provide direct access to building entrances from sidewalks and streets.		■			
10	Locate buildings at the front property line or at the required setback to create a strong street wall. Where additional setback is necessary, that area can be used to create an “outdoor room” adjacent to the street, incorporating seating or water features for example.	■		■	■	■
11	Use architectural features to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk and building wall.	■		■	■	■

BUILDING ORIENTATION

1 Design grade level entrances from the public right-of-way for pedestrians.

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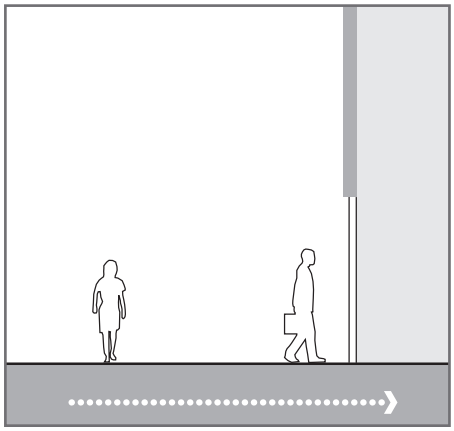

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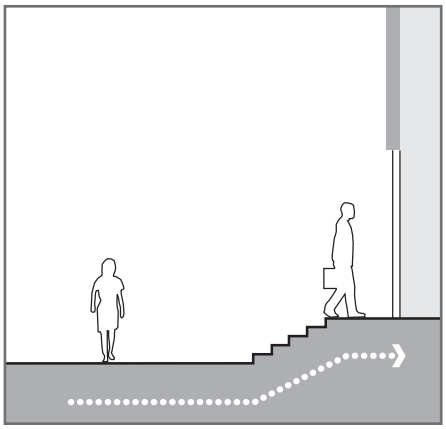

2 Create primary entrances for pedestrians that are easily accessible from transit stops, with as direct a path as possible to the transit stop.

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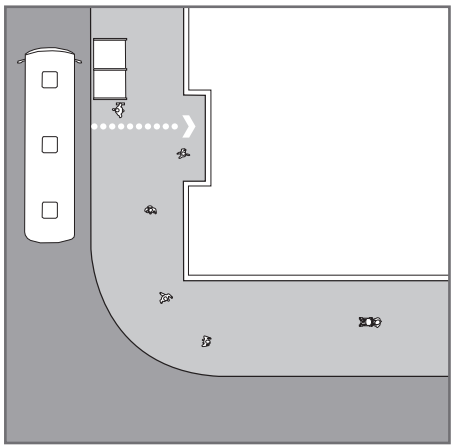

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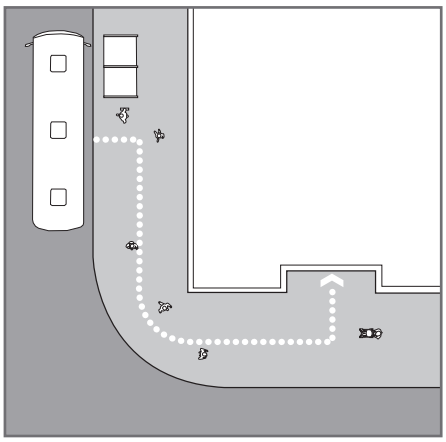
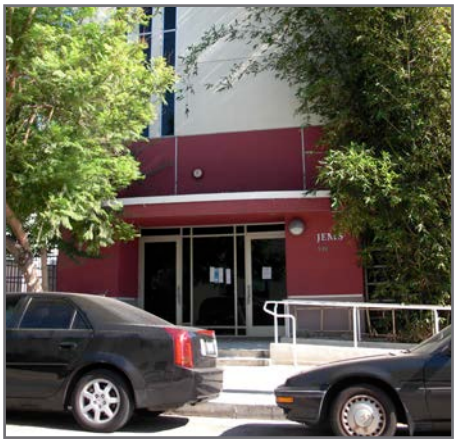


BUILDING ORIENTATION

3 Make primary entrances to buildings visible from the street and sidewalk.



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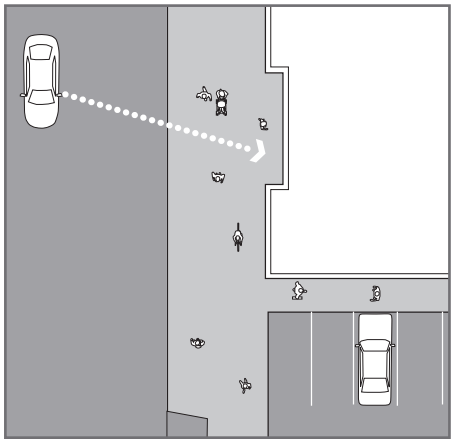

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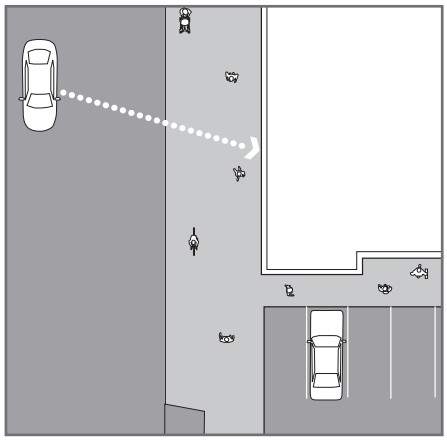

4 Maintain at least one entrance from the public way at retail establishments with doors unlocked during regular business hours.

Not Recommended

BUILDING ORIENTATION

5 Incorporate transitions from the sidewalk to the front door such as grade separation, landscaping, and/or porches at individual entrances to residences. These methods should not negatively impact the overall street wall.

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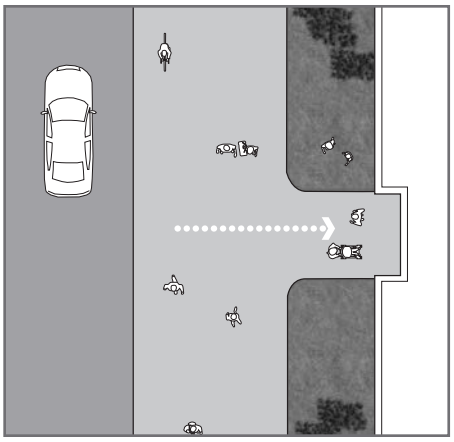

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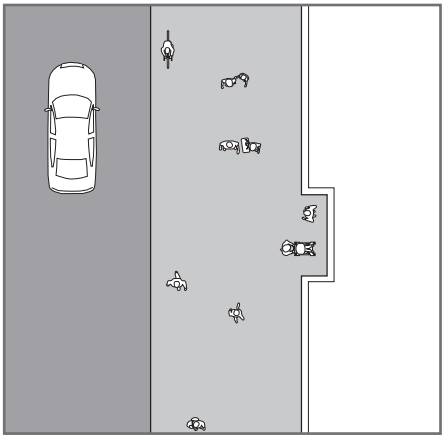

6 Comply with Americans with Disabilities Act (ADA) guidelines at primary pedestrian entrances. Alternate approaches for persons with mobility limitations (such as a ramp next to the main path to the primary entry) should not be necessary.

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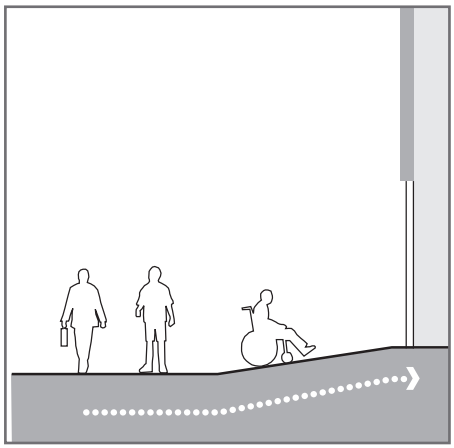
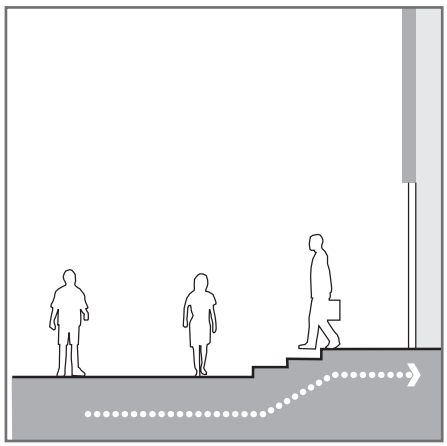


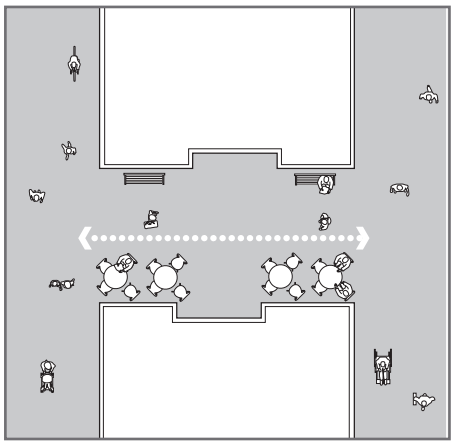
Not Recommended



BUILDING ORIENTATION

7 Incorporate passageways or paseos into mid-block developments, particularly on long blocks, that facilitate pedestrian movement through the depth of the block to the front of the next parallel block. Pedestrians need not walk the circumference of a block in order to access the middle of the next parallel block or alley or parking behind the block.

Recommended



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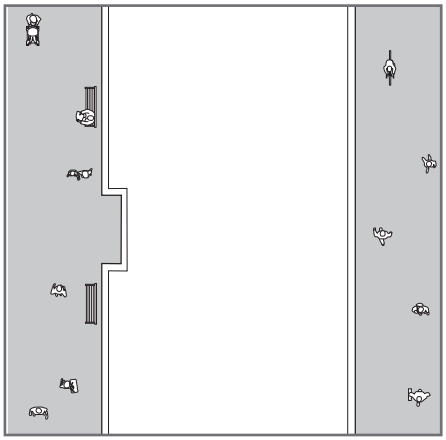
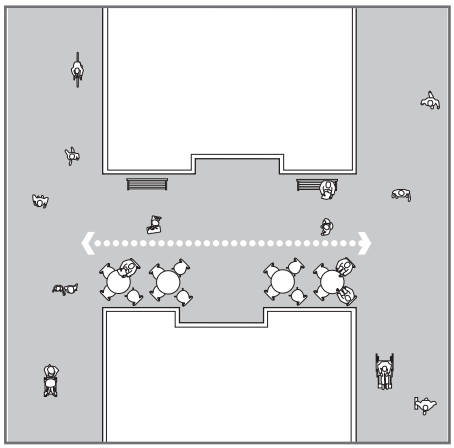


8 Activate mid-block passageways or paseos so that they are visually interesting and safe spaces.

Recommended



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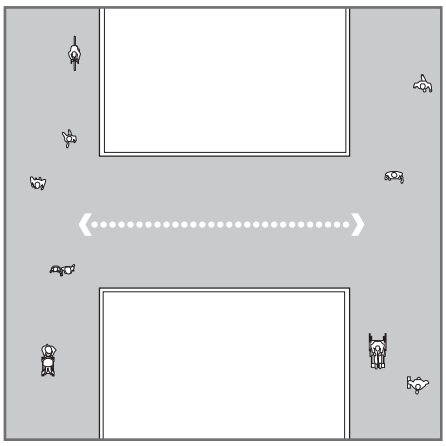
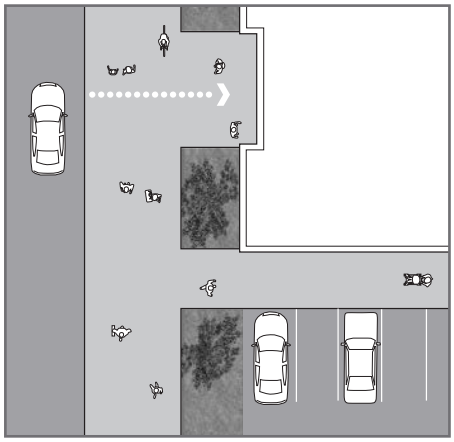


BUILDING ORIENTATION

9 Provide direct access to building entrances from sidewalks and streets.

Recommended



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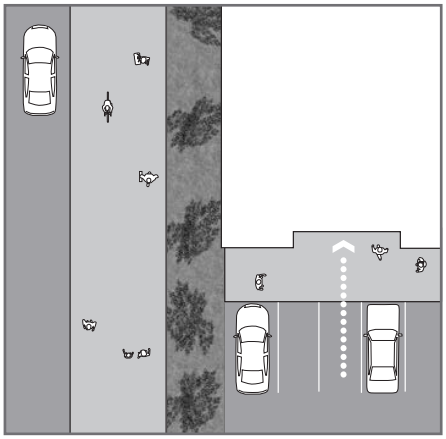
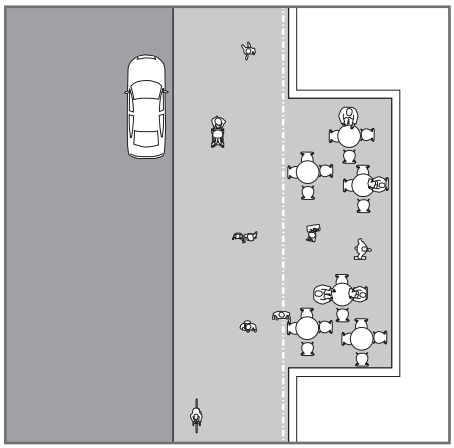


10 Locate buildings at the front property line or at the required setback to create a strong street wall. Where additional setback is necessary, that area can be used to create an “outdoor room” adjacent to the street, incorporating seating or water features for example.

Recommended



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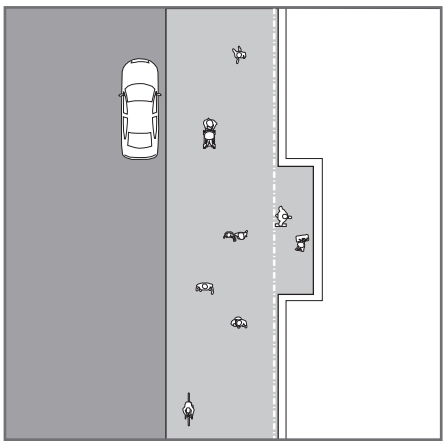


BUILDING ORIENTATION

11 Use architectural features to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk and building wall.

OFF-STREET PARKING AND DRIVEWAYS

OBJECTIVE

The safety of the pedestrian is primary in an environment that must accommodate pedestrians and vehicles.

OFF-STREET PARKING AND DRIVEWAYS GOALS

1

Ensure that clear and convenient access for pedestrians is not minimized by vehicular needs.

2

Eliminate auto-pedestrian conflicts.

3

Increase awareness between pedestrians and motorists.

4

Maintain the character of a pedestrian friendly street.

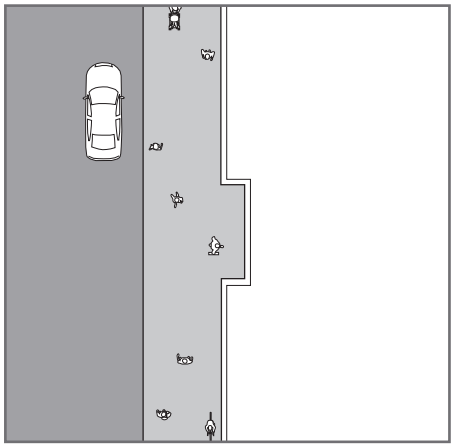
OFF-STREET PARKING AND DRIVEWAYS IMPLEMENTATION STRATEGY CHECKLIST

		Commercial	Industrial	Public Spaces	Open Spaces	Residential
1	Maintain continuity of the sidewalk.	■	■	■	■	■
2	Locate parking behind buildings rather than directly exposed to the adjacent major street.	■	■	■	■	
3	Use alleys to access the parking behind the building. If no alley is available, create access to parking from a side street, wherever possible.	■	■	■	■	
4	Accommodate vehicle access to and from the site with as few driveways as possible.	■	■	■	■	
5	Limit the width of each driveway to the minimum required.	■	■	■	■	
6	Incorporate architectural features on parking structure facades that respond to the neighborhood context and that contribute to "placemaking".	■	■	■	■	■
7	Limit parking in the front setback of the building to within allowed driveways.	■	■	■	■	■
8	Mitigate the impact of parking visible to the street with the use of planting and landscape walls tall enough to screen headlights.	■	■	■	■	■
9	Illuminate all parking areas and pedestrian walkways.	■	■	■	■	■
10	Reconstruct abandoned driveways as sidewalks.	■	■	■	■	■
11	Reconstruct sub-standard driveways to meet current ADA requirements.	■	■	■	■	■
12	Use architectural features to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk and building wall.	■	■			■

OFF-STREET PARKING AND DRIVEWAYS

1 Maintain continuity of the sidewalk.

Recommended



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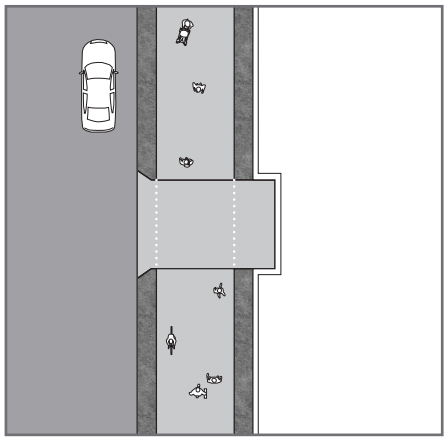
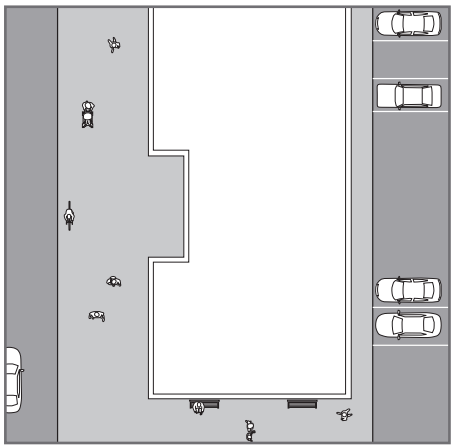


2 Locate parking behind buildings rather than directly exposed to the adjacent major street.

Recommended



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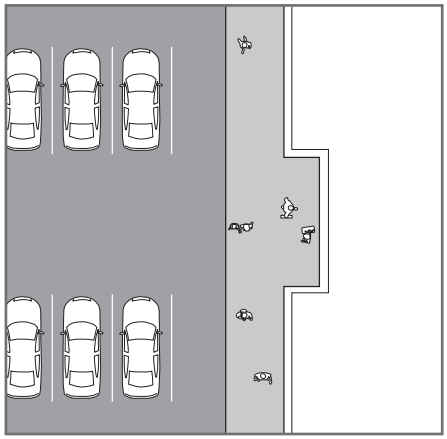
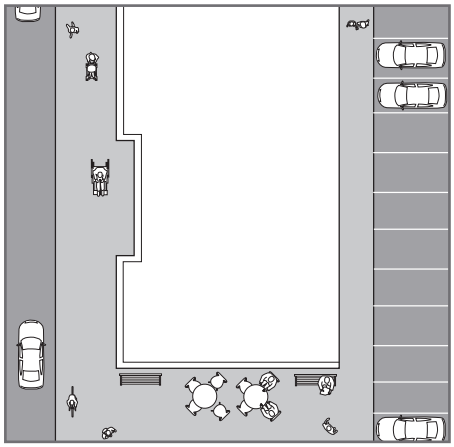


OFF-STREET PARKING AND DRIVEWAYS

3 Use alleys to access the parking behind the building. If no alley is available, create access to parking from a side street, wherever possible.

Recommended



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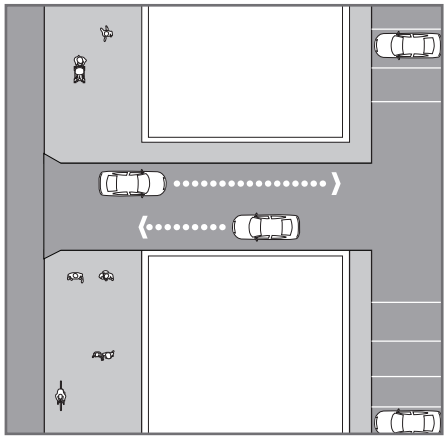
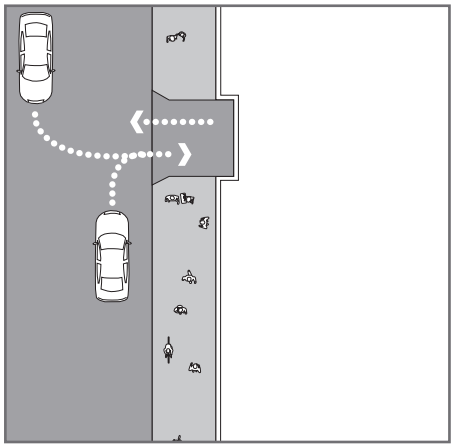


4 Accommodate vehicle access to and from the site with as few driveways as possible.

Recommended



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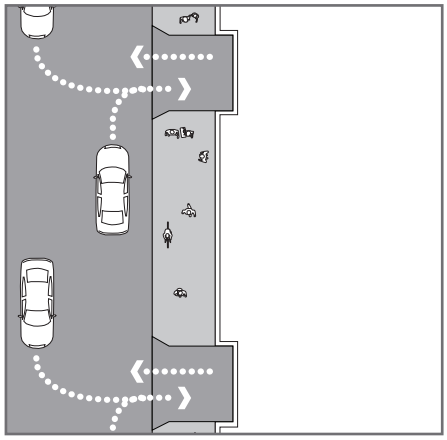
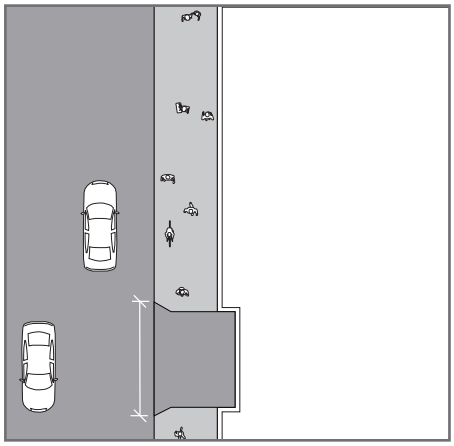


OFF-STREET PARKING AND DRIVEWAYS

5 Limit the width of each driveway to the minimum required.

Recommended



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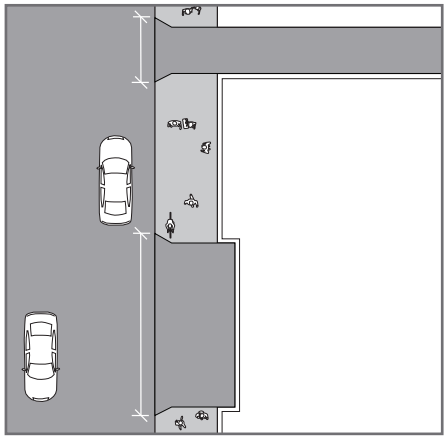
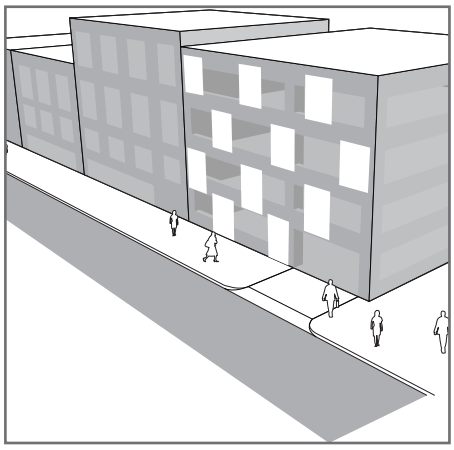


6 Incorporate architectural features on parking structure facades that respond to the neighborhood context and that contribute to “placemaking”.

Recommended



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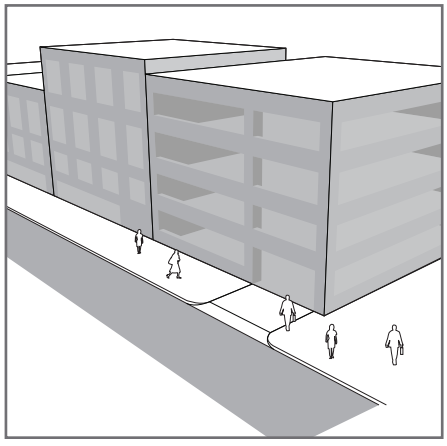
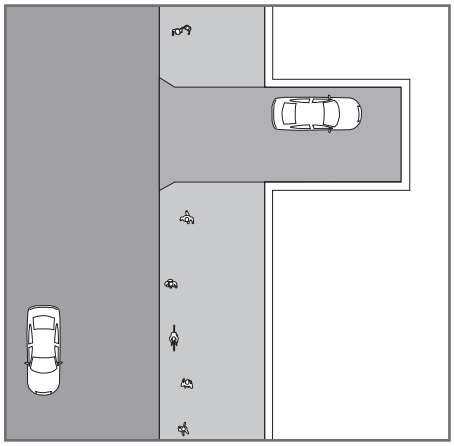


OFF-STREET PARKING AND DRIVEWAYS

7 Limit parking in the front setback of the building to within allowed driveways.

Recommended



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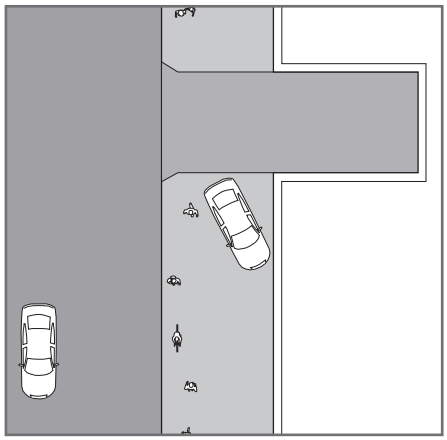
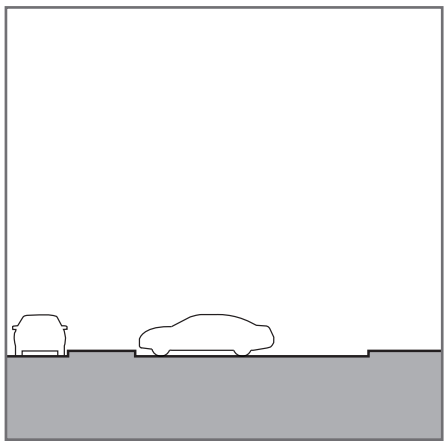


8 Mitigate the impact of parking visible to the street with the use of planting and landscape walls tall enough to screen headlights.

Recommended

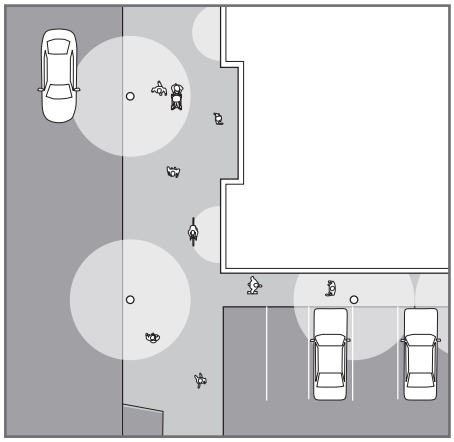
Not Recommended



OFF-STREET PARKING AND DRIVEWAYS

9 Illuminate all parking areas and pedestrian walkways.

Recommended



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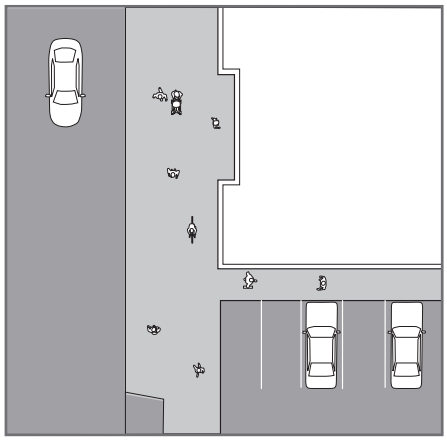
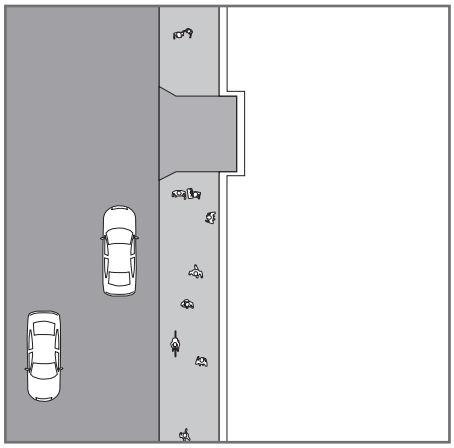


10 Reconstruct abandoned driveways as sidewalks.

Recommended



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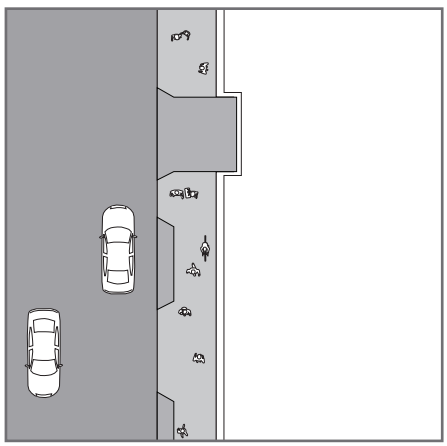
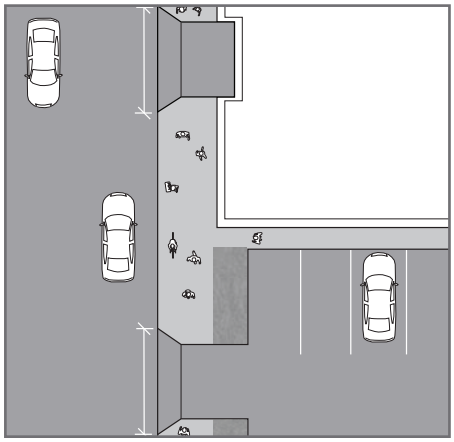


OFF-STREET PARKING AND DRIVEWAYS

11 Reconstruct sub-standard driveways to meet current ADA requirements.

Recommended



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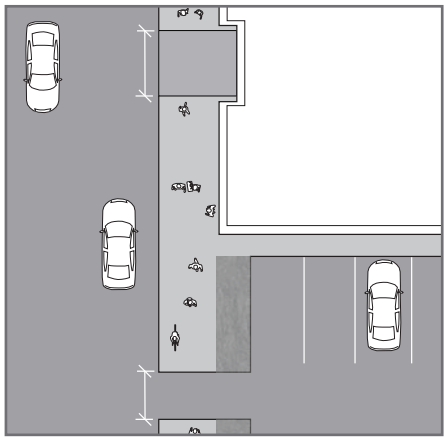


12 Use architectural features to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk and building wall.

ON-SITE LANDSCAPING

OBJECTIVE

Contribute to the environment, add beauty, increase pedestrian comfort, add visual relief to the street, and extend the sense of the public right-of-way.

ON-SITE LANDSCAPING GOALS

1

Add visual interest.

2

Differentiate the public pedestrian zone from the private zone.

3

Enhance pedestrian comfort.

4

Create a neighborhood identity and contribute to “placemaking”.

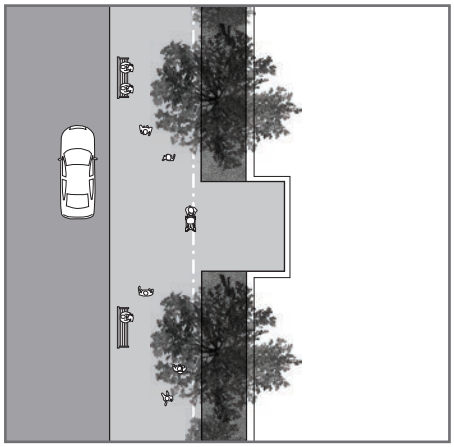
ON-SITE LANDSCAPING IMPLEMENTATION STRATEGY CHECKLIST

1	Provide canopy trees in planting areas in addition to the street trees.	☐	☐	☐	☐	☐
2	Provide planting that complements pedestrian movement or views.	☐	☐	☐	☐	☐
3	Provide planting that complements the character of the built environment.	☐	☐	☐	☐	☐

ON-SITE LANDSCAPING

1 Provide canopy trees in planting areas in addition to the street trees.

Recommended



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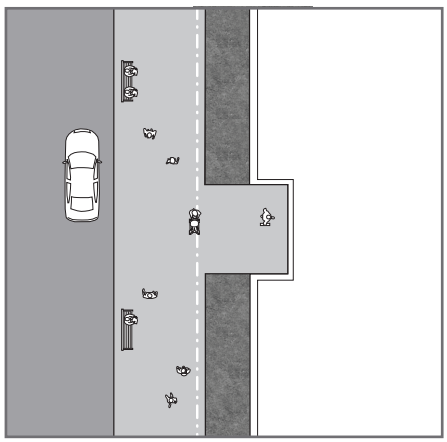
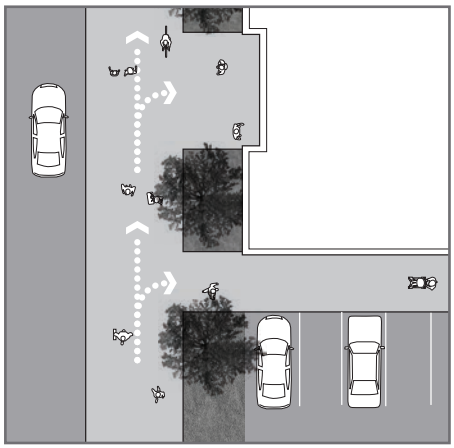


2 Provide planting that complements pedestrian movement or views.

Recommended



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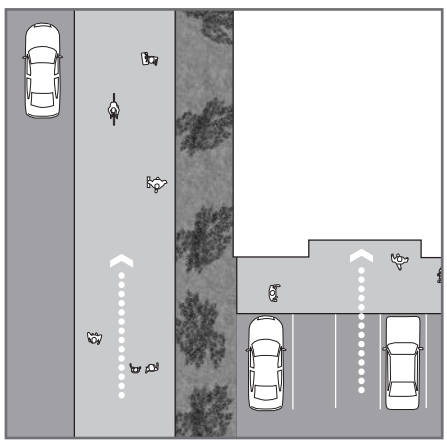
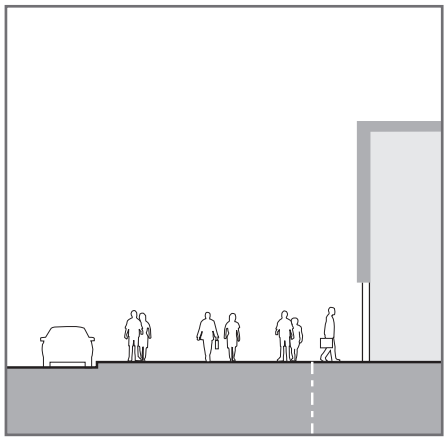


ON-SITE LANDSCAPING

3 Provide planting that complements the character of the built environment.

Recommended

Not Recommended



BUILDING FACADE

OBJECTIVE

Use the design of visible building facades to create/reinforce neighborhood identity and a richer pedestrian environment.

BUILDING FACADE GOALS

1

Incorporate features on the building facade that add visual interest to the environment.

2

Create compatibility between buildings, street, and neighborhood through architectural elements that add scale and character.

3

Provide views beyond the street wall to enhance the public's visual environment.

4

Use building elements to enhance comfort and security of pedestrians.

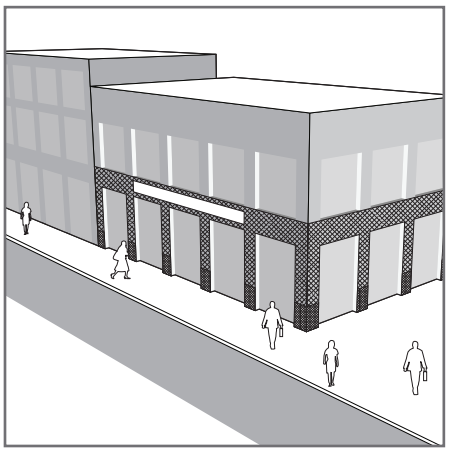
BUILDING FACADE IMPLEMENTATION STRATEGY CHECKLIST

		Commercial	Industrial	Public Spaces	Open Spaces	Residential
1	Incorporate different textures, colors, materials, and distinctive architectural features that add visual interest.	■		■	■	■
2	Add scale and interest to the building facade by articulated massing.	■		■	■	■
3	Reinforce the existing facade rhythm along the street with architectural elements.	■		■	■	■
4	Discourage blank walls. Architectural features, enhanced materials, fenestration, planting, lighting, and signage may contribute to a more pedestrian friendly streetscape.		■			
5	Include overhead architectural features, such as awnings, canopies, trellises or cornice treatments that provide shade and reduce heat gain.	■		■	■	■
6	Contribute to neighborhood safety by providing windows at the street that act as “eyes on the street”.	■	■	■	■	■
7	Devote 75% of facades for ground floor retail uses to pedestrian entrances and pedestrian-level display windows.	■				
8	Utilize the building wall for security between the structure and the street, eliminating the need for fences at the street.		■			

BUILDING FACADE

1 Incorporate different textures, colors, materials, and distinctive architectural features that add visual interest.

Recommended



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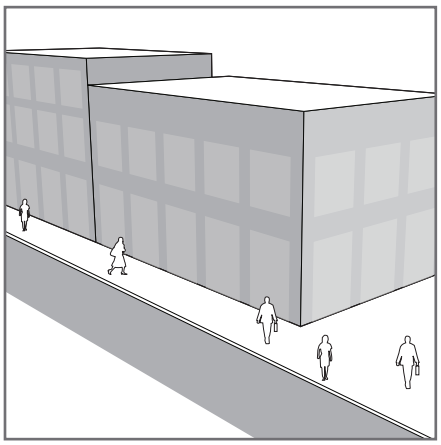
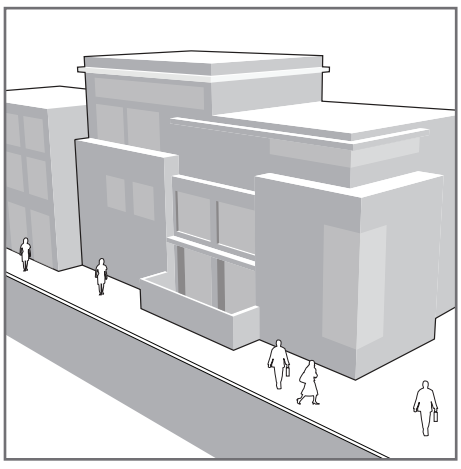


2 Add scale and interest to the building facade by articulated massing.

Recommended



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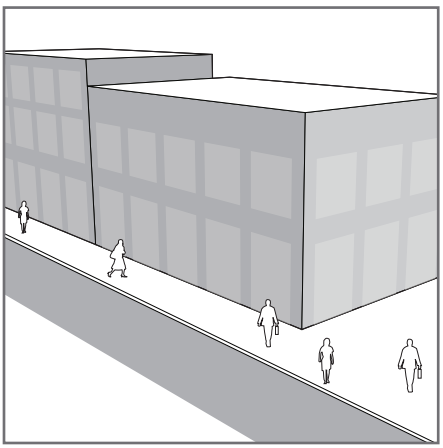
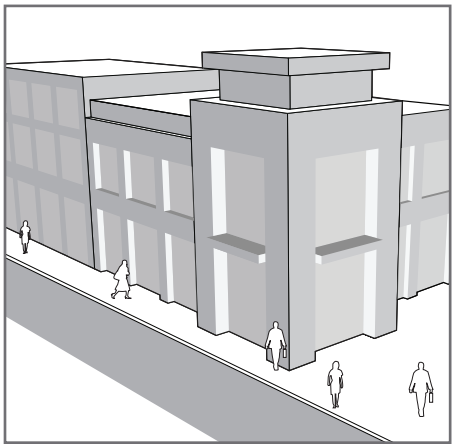


BUILDING FACADE

3 Reinforce the existing facade rhythm along the street with architectural elements.

Recommended



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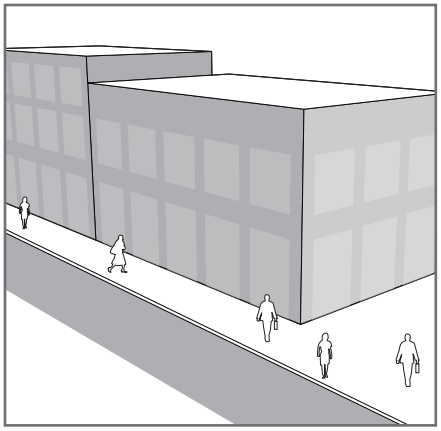
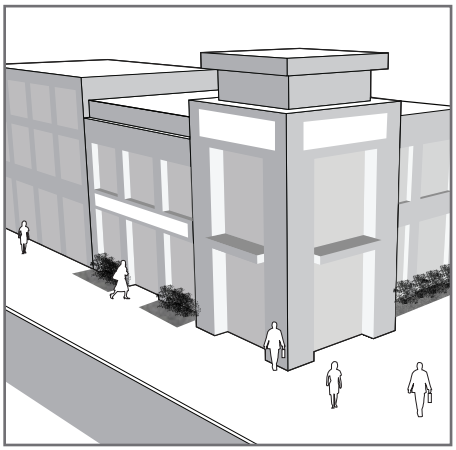


4 Discourage blank walls. Architectural features, enhanced materials, fenestration, planting, lighting, and signage may contribute to a more pedestrian friendly streetscape.

Recommended



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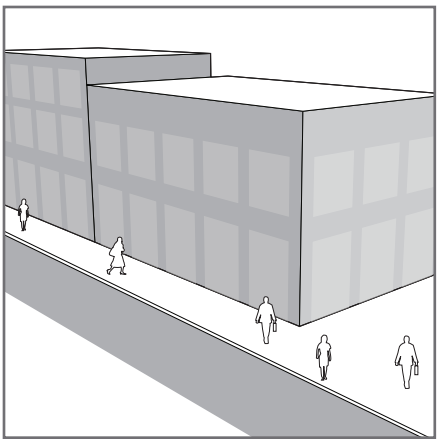
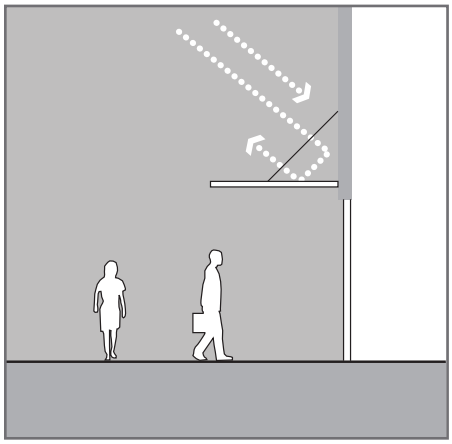


BUILDING FACADE

5 Include overhead architectural features, such as awnings, canopies, trellises or cornice treatments that provide shade and reduce heat gain.

Recommended



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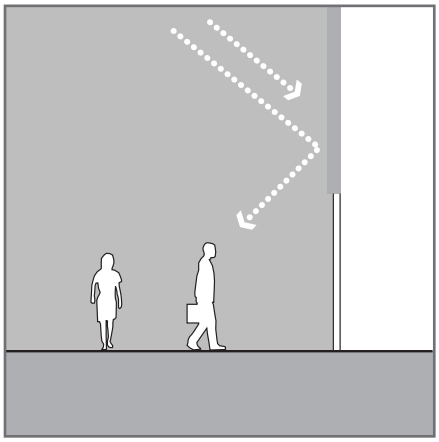
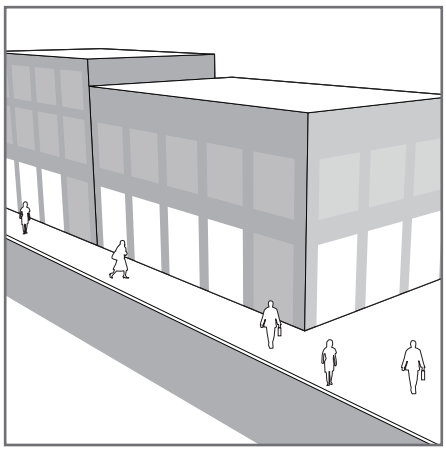


6 Contribute to neighborhood safety by providing windows at the street that act as “eyes on the street”.

Recommended



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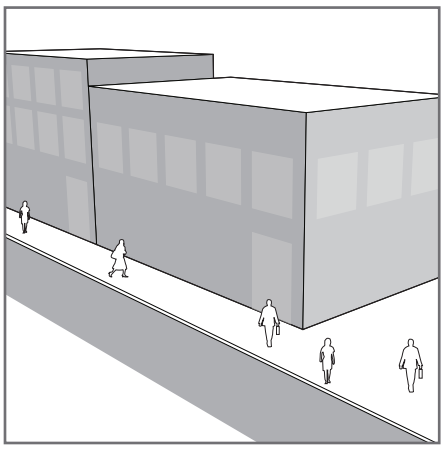
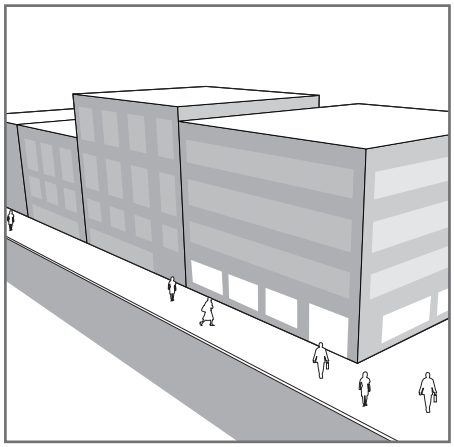


BUILDING FACADE

7 Devote 75% of facades for ground floor retail uses to pedestrian entrances and pedestrian-level display windows.

Recommended



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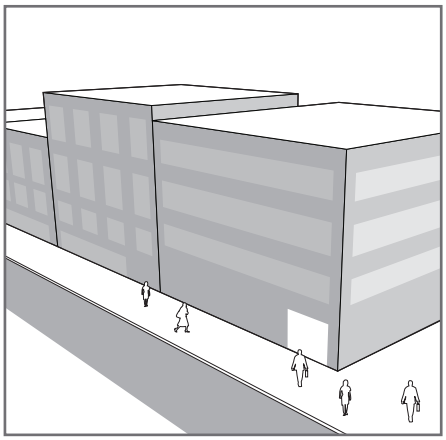
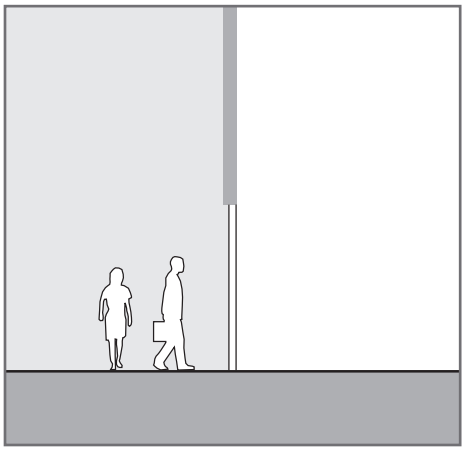


8 Utilize the building wall for security between the structure and the street, eliminating the need for fences at the street.

Recommended



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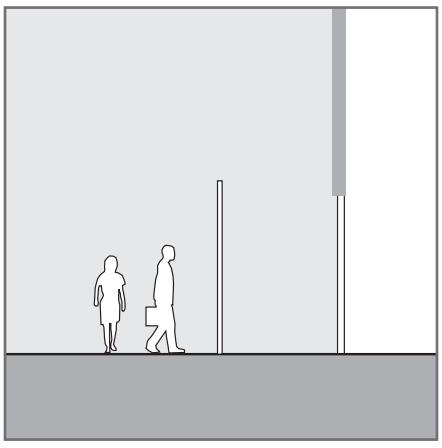


BUILDING SIGNAGE AND LIGHTING

OBJECTIVE

Strengthen the pedestrian experience, neighborhood identity and visual coherence with the use of building signage and lighting.

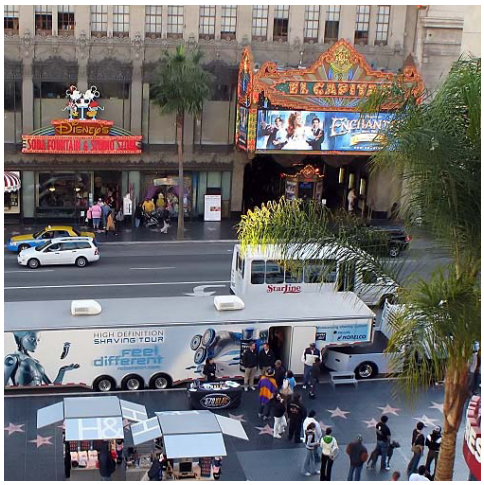
BUILDING SIGNAGE AND LIGHTING GOALS

1

Create visual cues for pedestrians.

2

Complement the character of nearby buildings and the street.



3

Add human scale to the environment.

4

Enhance pedestrian safety and comfort.

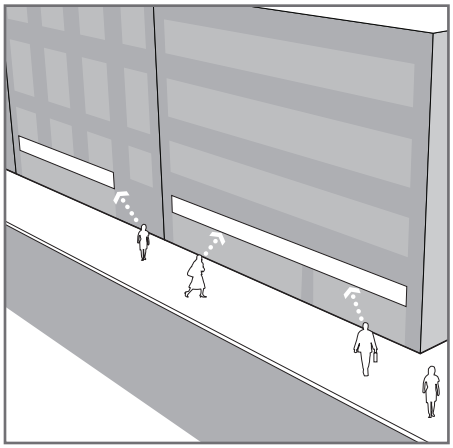
BUILDING SIGNAGE AND LIGHTING IMPLEMENTATION STRATEGY CHECKLIST

		Commercial	Industrial	Public Spaces	Open Spaces	Residential
1	Include signage at a height and of a size that is visible to pedestrians, assists in identifying the structure and its use, and facilitates access to the building entrance.	■		■	■	■
2	Provide adequate lighting levels to safely light the pedestrian path.	■	■	■	■	■
3	Utilize adequate, uniform, and glare-free lighting to avoid uneven light distribution, harsh shadows, and light spillage.	■	■	■	■	■
4	Use fixtures that are “dark sky” compliant.	■	■	■	■	■

BUILDING SIGNAGE AND LIGHTING

1 Include signage at a height and of a size that is visible to pedestrians, assists in identifying the structure and its use, and facilitates access to the building entrance.

Recommended



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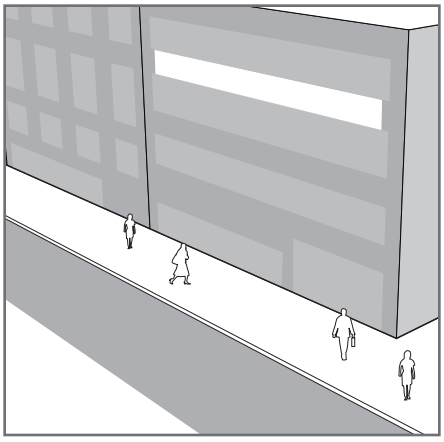
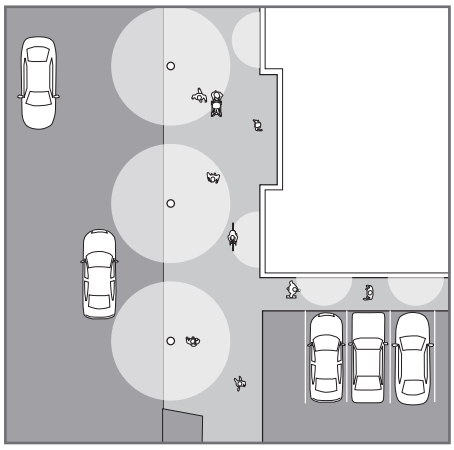


2 Provide adequate lighting levels to safely light the pedestrian path.

Recommended



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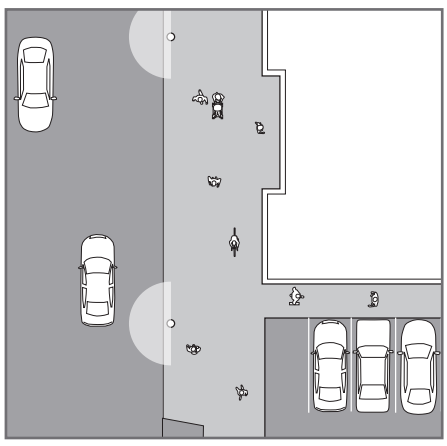
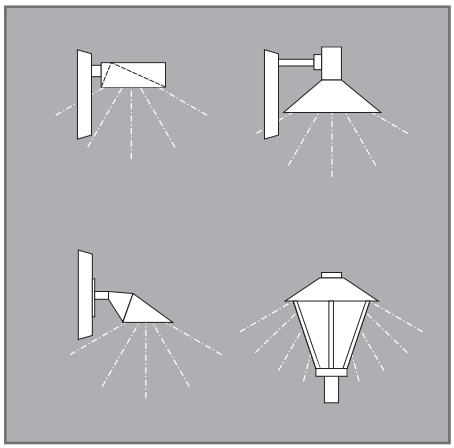


BUILDING SIGNAGE AND LIGHTING

3 Utilize adequate, uniform, and glare-free lighting to avoid uneven light distribution, harsh shadows, and light spillage.

4 Use fixtures that are “dark sky” compliant.

Recommended



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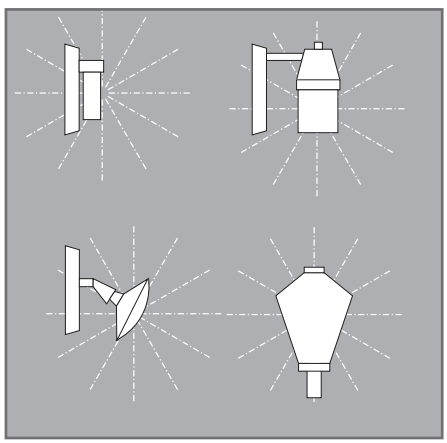

APPENDIX

NOTES

Special Note on terminology:
The area containing the sidewalk is often described in terms of 3 “zones.” The landscape/furniture zone plus curb is the area between the curb face and the front edge of the walkway. The pedestrian zone is the area of the sidewalk corridor that is specifically reserved for pedestrian travel. The frontage zone is the area between the pedestrian zone and the private property line, while not including any private property area. Every location may not have all three zones.

APPENDIX

The policies below should be applied to required findings made by decision-makers or Hearing Officers, in particular the finding which requires conformance with the General Plan. Because the General Plan finding includes the Framework and the Community Plans, developments also should be evaluated in light of adopted policies for individual projects found in the Urban Design Chapters of each community plan.

Framework Chapter: Land Use

3.9.7 Provide for the development of public streetscape improvements, where appropriate.

3.9.8 Support the development of public and private recreation and small parks by incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.

3.16.2 Locate parking in pedestrian districts to the rear, above, or below the street-fronting uses.

3.16.3 Require that the ground floor of parking structures located along primary street frontages in pedestrian-oriented districts be designed to promote pedestrian activity and, where appropriate, incorporate retail uses.

Framework Chapter: Urban Form and Neighborhood Design

5.1 Translate the Framework Element’s intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood’s attributes, emphasize quality of development, and provide or advocate ‘proactive’ implementation programs.

Streets: Streets serve multiple functions (movement of vehicles, bicycles and pedestrians, shopping, recreational strolling) and multiple users (pedestrians, transit, automobiles and trucks). They must therefore be designed to accommodate these functions and users.

5.3.1 Establish the following highway segment hierarchy based on function and user priority:

a. Pedestrian-priority segments, where designated in community centers, neighborhood districts, and mixed-use corridor nodes, are places where pedestrians are of paramount importance and where the streets can serve as open space both in daytime and nighttime. Generally these streets shall have the follow ing characteristics (as defined through the Street Standards Committee and designated by amendments to the community plans to address local conditions):

(1) Buildings should have ground floor retail and service uses that are oriented to pedestrians along the side walk with parking behind.

(2) Sidewalks should be wide and lined with open canopy street trees, pedestrian scale street lights provided to recognized standards commensurate with planned night time uses and other pedestrian amenities.

b. Transit-priority segments, where designated, should give priority to pedestrians at transit stops and will consist of major bus or rail routes along which transit vehicles have priority over other vehicles. They may also include exclusive transit lanes.

5.5.6 Identify building and site design elements for commercial or mixed-use streets in centers that may include: the height above which buildings must step back; the location of the building base horizontal articulation; and other design elements.

5.5.7 Promote the under grounding of utilities throughout the city's neighborhoods, districts and centers.

5.8.1 Buildings in pedestrian oriented districts and centers should have the following general characteristics:

a. An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk;

b. A building wall more or less continuous along the street frontage;

c. Ground floor building frontages designed to accommodate commercial uses, community facilities and display cases;

d. Shops with entrances directly accessible from the sidewalk and located at frequent intervals;

e. Well lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended night time use, when appropriate;

f. Ground floor building walls devoted to display windows or display cases;

g. Parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible;

h. Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use and

i. The area within 15 feet of the sidewalk may be an arcade that is substantially open to the sidewalk to accommodate outdoor dining or other activities.

5.8.2 The primary commercial streets within pedestrian-oriented districts and centers should have the following characteristics:

a. Sidewalks: 15-17 feet wide.

b. Mid-block medians (between intersections): landscape where feasible.

c. Shade trees, pruned above business signs, to provide a continuous canopy along sidewalk and/or palm trees to provide visibility from a distance.

d. Pedestrian amenities (e.g., benches, pedestrian scale lighting, special paving, window boxes and planters).

5.9.1 Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barriers, secure storage areas, good visual connections between residential, commercial or public environments and grouping activity functions such as child care or recreation areas.

Framework Chapter: Open Space and Conservation

6.4.9 Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with Transit stations and as areas of public access in private joint development at transit station locations.

Community Plan:

Review the Urban Design Chapter

Citywide Planning Commission Policy. Walkability is the first of 14 Points adopted by the Commission

“DEMAND a walkable city. The answer to one question, more than any other, will tell us whether a project has it right: Does the proposal actively welcome its own users, its neighbors, its passersby? The planning history of Los Angeles exposes our failure to analyze buildings in context. Smitten by the automobile, we trivialized our daily role as pedestrian, our need for inviting storefronts, broad sidewalks, plentiful niches, graceful lighting. We must prioritize the human scale of our built structures and street environments.

“We must insist that each new project visibly knit people together.”

WALKABILITY CHECKLIST PREPARATION AND IMPLEMENTATION

Walkability Checklist Preparation and Implementation

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