



Movement

A city of mobility - A large city like Los Angeles is in constant motion. You can see it, hear it, feel it and smell it. It surrounds you. It plays a major role in your life. Unfortunately, movement in our city is usually rushed, oblivious and apathetic. As a result, destinations matter, but not the journey. What does that say - that these spaces are not important? The Urban Design Principles state that spaces are vital to the health and sustainability of our neighborhoods. Neighborhoods are where we meet; they keep us connected, they are what we love and dislike about our city and they make us Angelenos. We need the ability to move through and around our spaces. We need Los Angeles to be a city of mobility.

The Urban Design Principles aim to improve how we move in and around Los Angeles; to provide freedom of movement through connections, between and within neighborhoods, and through the city as a whole, through choices in modes of transportation, through safety and security and through the beauty of urban ecology. We want a Los Angeles that embraces the saying, "It's not where you go, but how you get there."

1

develop inviting + accessible transit areas

Develop transit areas that incorporate a variety of uses and activities including transit modes, pedestrian and bicyclist needs, open-space and public amenities. Strengthening the relationship between a variety of transportation modes and enhancing the immediate environment makes car-alternative transportation more attractive and feasible for the public. The use of mass transit is sustainable, revitalizes communities and provides economic benefits to its users.

“If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places.”

- Project for Public Spaces

The development of a successful mass transit system throughout Los Angeles makes car-alternative transportation more attractive and feasible for the public and provides environmental, economic and social benefits. Concentrating a variety of land uses near rail and bus stops increases opportunities for public transit riders and residents to easily access jobs, entertainment and amenities. The added activity enlivens the surrounding community. Increased linkages promote cultural diversity, housing choices and accessibility to jobs and open space.

Transit hubs are most successful when enabling effortless connections between transitions and connections to other modes of transit. Transit areas can support increased development and density, where appropriate, resulting in a more accessible and sustainable city. Mixed-use projects, combining residential and commercial uses, provide a balance that enlivens a transit area day and night.

Walking and biking are primary connectors for transit users. Design intervention encourages increased use and a comfortable and safe environment. Promoting pedestrian activity in these areas requires generous sidewalks and amenities such as pedestrian oriented streetlights and street furniture. Architectural treatment of buildings in those areas that incorporate continuous ground floor storefronts or individual residential access with transparent windows, entrances that are directly accessible from the sidewalk, articulated facades and human scaled elements encourage pedestrian activity. The bicycle, an intrinsic component of the circulation system, should be accommodated safely and appropriately with easily accessible way finding and secure parking.

what's out there

develop inviting + accessible transit areas



▶ The Santa Clara County Valley Transportation Authority turned an underutilized park-and-ride lot on San Jose's light rail into a development with low-income housing and community uses such as a computer center and childcare center. Not only does the development generate revenue for the transit system, it also provides much needed affordable housing for the area.



◀ Opened in early 2011, The W Hotel and LA Metro partnered to create a transit oriented development that connects seven Metro bus lines, including a rapid line and the Red Line of the subway. The development was made possible with Metro's Joint Development Program, uniting public and/or private sector developers on Metro property at/ or adjacent to transit stations. The project includes hotel, residential and commercial uses.



◀ The western terminus of the Purple Line is the Wilshire/Western station. The station itself boasts large scale murals. Above ground, a condominium development was completed in 2009, and two Los Angeles Landmarks, the Wilshire Theatre and the Pellissier Building sit across the street.

▶ The Metro Orange Line, a bus rapid transit line, extends 14 miles between Warner Center in Woodland Hills and the Metro Red Line subway stop in North Hollywood. Opened in Fall 2005, the Orange Line provides benefits for several modes of transit, including bicycle and jogging paths as well as car and bicycle parking.



2

ensure connections

The creation of simple connections within neighborhoods and throughout the city provides increased accessibility for pedestrians, bicyclists, transit riders and drivers. A well-integrated system of roads, paths and transit routes that encourages and allows for different modes of movement through Los Angeles creates a well-designed and efficient circulation system resulting in a vibrant and healthy city.

“Urbanism works when it creates a journey as desirable as the destination.”

- P. Goldberger

The physical circulation system of the city, consisting of sidewalks, paseos, streets, paths, urban trails, bicycle routes, alleys, bridges and highways should be legible and easy to navigate. The hierarchy must be clear, the connections simple. This allows residents and visitors to move about the city, community or neighborhood comfortably and efficiently.

Street signs should be easily understandable by all people, whether first time visitors or the visually impaired. Effective signage provides a visual linkage between areas and eases wayfinding to landmarks and transit. Wayfinding maps and information kiosks facilitate navigation, connect activity centers, direct flow, may demonstrate an area's history and ultimately, enhance the human experience.

When transitioning from the public realm to the private realm, maximize compatibility with edges of a development and the street

frontages, abutting and adjacent uses, create connections with surroundings and build upon the public commitments to movement and flow. Urban furnishings with similar styles can be used to visually accentuate circulation routes within or between districts and neighborhoods. Appropriate development standards and neighborhood guidelines for site amenities support connectivity. As Los Angeles is a hybrid of differing street and development patterns, successful linkages address this by connecting natural landscapes and urban cores in a transparent and accessible manner, celebrating the city's diversity as well as identity.

what's out there

ensure connections



▶ The City of Austin has over 50 miles of scenic paths covering all areas of the city. The trails vary from paved right of ways next to streets, trails designed for bicyclists and paths that follow bodies of water. The trails connect across rural and urban areas. The climate of Austin makes it possible for these parks to be used year-round. They are maintained by the City's Parks and Recreation Department.

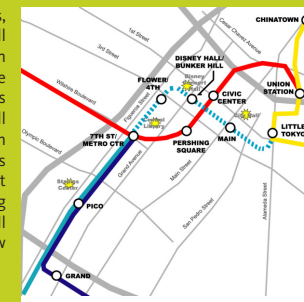


▶ Created by the Center City Business Improvement District, Walk!Philadelphia has the largest pedestrian sign system in America. Icons and colors distinguish neighborhoods from each other. The signage contains small maps that indicate a 10-minute walking radius as well as a “You Are Here” star that makes it easy to navigate landmarks and commercial areas throughout the city. The maps also show a 2 and 5 mile radius to ground the pedestrian. The signage connects the city on a pedestrian and mass-transit scale.



▶ Bikestation in Washington, D.C., houses over 100 bicycles and is located adjacent to Union Station, a commuting hub. It is operated by Mobis, a company that has created similar projects across the country. The facility includes bike parking, repair, sales and rental bikes, as well as a changing room and lockers. The station is strategically located in an area with the most intermodal transit options in the city.

▶ The Regional Connector in Los Angeles, scheduled to be completed in 2019, will create a light rail, transit link between the Metro's Blue/Expo Lines and the Gold Line. Located in Downtown Los Angeles, the Regional Connector will make it possible to travel between Azusa and Long Beach and East Los Angeles and Culver City Without changing trains. Besides minimizing the need for transfers, the project will provide access for over 16,000 new transit riders.



3

produce great,
green streets

Design streets to incorporate elements that enhance human scale, embrace neighborhood character, provide green infrastructure and balance needs for many modes of sustainable transit, including pedestrians, bicyclists, automobiles and transit. Our streets, which are more than conduits of movement, incorporate sustainable, green infrastructure, to provide open space and easy access to the outdoors and celebrated Los Angeles climate.

“A great street should be a most desirable place to be, to spend time, to live, to play, to work, at the same time that it markedly contributes to what a city should be.”

- Allan B. Jacobs

Streets and alleys serve many purposes, besides the singular and traditional purpose of simply moving vehicles. The enhancement of 6,500 miles of streets and 900 miles of alleys in the city of Los Angeles provides a significant opportunity to change the character of the urban environment. Functionality, sustainable features and amenities create great, green streets.

A combination of vertical elements (trees, palms, spires, towers and windows) and horizontal elements (linear boulevards, streetscapes, cornices, bands, building wings and perspectives) elements keeps pedestrians engaged and interested. Public art provides a character defining feature for our streets and raises awareness. The art may be innovative and experimental; and not limited to traditional sculpture or murals. Screening or enhancing street utilities transforms them into a positive element of the visual environment by camouflaging the necessary but unappealing elements.

Landscape is the primary contributor to the greening of streets. Street trees are the most important element of an enhanced streetscape, providing the foundation for further improvements. Landscape provides environmental benefits by creating shade, reducing heat island effect, filtering pollutants and assisting with stormwater management. It enhances the overall aesthetic quality of streets by adding visual interest and scale and beauty. Trees and planters contribute to safer sidewalks by buffering pedestrians and /or bicyclists from vehicular traffic allowing the streets to contribute to the open space of the city rather than merely a circulation element. Creating streets can work for all modes of transport all the time or can be special emphasis streets. Streets can be created to work for all modes of transport all of the time or they can be redesigned to emphasize a particular mode, such as a pedestrian street, goods movement street, or a bicycle street.

what's out there

produce great,
green streets

► Prior to 2008, Elmer Avenue in Sun Valley was a neighborhood street that lacked sidewalks, streetlights, curbs and storm drains. The Departments of Public Works at the City and the County worked with non-profit organizations and street residents to turn Elmer into a model for future green street projects. The street now has fundamental amenities, such as stormwater capture and filtration, for its residents.



► The City of Portland is pioneering a stormwater management program in order to increase urban green space and reduce the demand on the city's sewer system. Green streets in this city are pioneered by the Bureau of Environmental Services. Non-profits and other governmental offices provide support as well, and in some cases, design was done in concert with universities in the Portland area. The green street interventions vary from bioswales to rainwater gardens and stormwater planters.



▼ South Group, a development company, turned a parking lot on the corner of 11th and Grand in Downtown Los Angeles into a mixed-use building, certified LEED silver and gold. Part of this development included an improvement at this stretch of Grand that includes plantings for stormwater management as well as street furniture including benches and trash cans. The street furniture is complemented by active ground floor commercial uses, where visitors and residents take advantage of the street's design.



► Larchmont Boulevard, located near Hancock Park in the heart of Los Angeles, exists as a great green street. The buildings along the retail strip that extends from Beverly Boulevard to First Street are of pedestrian scale. Angled parking and short crosswalks makes it an easy street for someone to walk. Comfortable sidewalks and large trees provide shade. Amenities such as street lights and benches accommodate pedestrians. The Street is maintained by the Larchmont Boulevard Association.

