

# 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 following 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 sidewalk 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

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