

RESIDENTIAL CITYWIDE DESIGN GUIDELINES

Multi-Family Residential & Commercial Mixed-Use Projects
Objective 3: Provide Pedestrian Connection Within and Around Project



Los Angeles
Department
of City Planning

OBJECTIVE 3:

Provide Pedestrian Connections Within and Around the Project

Sidewalks

- 1 For new multi-family residential projects where a sidewalk does not currently exist, establish a new sidewalk along the length of the public **street frontage**.
- 2 On Major and Secondary Highways, provide a comfortable sidewalk and parkway; at least 10 feet in width to 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.
- 3 Create continuous and predominantly straight sidewalks and open space. Reconstruct abandoned driveways as sidewalks.

RECOMMENDED



New, straight sidewalks create an easy path of travel for pedestrians

NOT RECOMMENDED

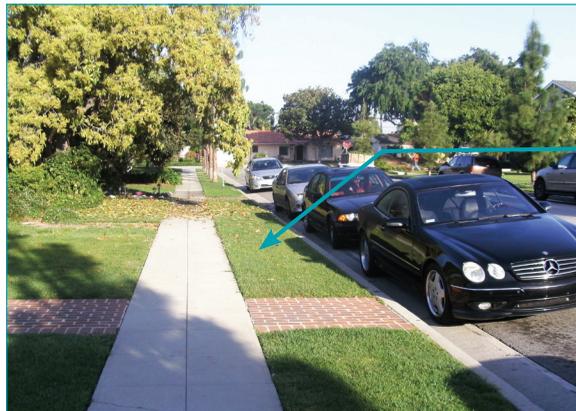


Sidewalk in disrepair due to overgrown tree roots creates a walking hazard for pedestrians

Objective 3: Provide Pedestrian Connections Within and Around the Project

- 4 Plant parkways separating the curb from the sidewalk with ground cover, low-growing vegetation or permeable materials that accommodate both pedestrian movement and the use of car doors. Brick work, pavers, gravel, and wood chips are examples of suitable permeable materials.
- 5 Create a buffer zone between pedestrians, moving vehicles, and other transit modes by the use of landscape and street furniture. Examples include street trees, benches, newspaper racks, pedestrian information kiosks, bicycle racks, bus shelters, and **pedestrian lighting**.

RECOMMENDED



A nice landscape buffer with special paving provides a soft transition between pedestrians and parked vehicles

NOT RECOMMENDED



No active buffer zone is provided between pedestrians and the street



Cropped or poorly maintained street trees make the walking experience unpleasant

Sidewalks (cont.)

- 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. In high pedestrian use areas, install tree guards to protect tree trunks from damage.
- 7 Provide lights on sidewalks to encourage and extend safe pedestrian activities into the evening.
- 8 Utilize **pedestrian lighting**, seating areas, special paving, or landscaping. Ensure that new developments adjacent to transit stops invest in pedestrian amenities such as trash receptacles and sheltered benches or seating areas for pedestrian that do not intrude into the accessible route.

RECOMMENDED



✓ Sidewalk accommodates pedestrians and car doors

✓ Drought-tolerant landscaping with permeable paving materials

✓ Low-growing vegetation

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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 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 activated 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, or a minimal **curb radius**.

RECOMMENDED



✓ Visible white markings and street lights to provide pedestrian safety

✓ Diagonal crosswalk provides shortest possible crossing distance

NOT RECOMMENDED

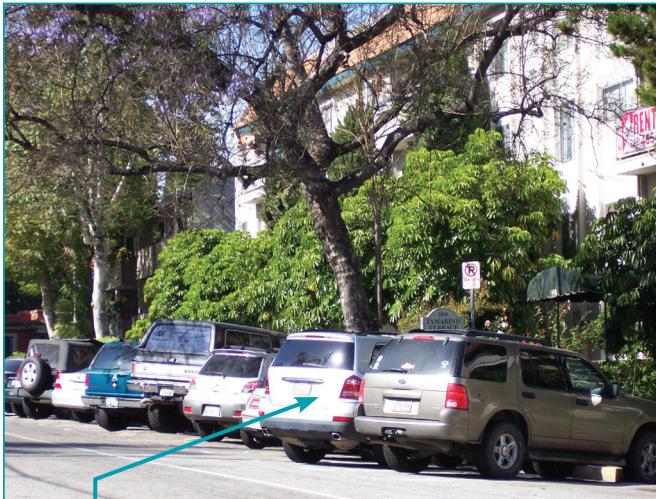


⚠ A very wide street intersection with no street lighting or pedestrian crossing provided

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



- ✓ Diagonal or angled parking creates a protective buffer for pedestrians and increases on-street parking opportunities