

Programs – Land Use

Programs respond to issues of access, connectivity and integration of transit in the future development of the City. They incorporate walkability standards and pedestrian improvements as an important part of ROW improvements and identify mixed use development around transit areas as an important model for new projects.

Driveway Access. Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.

Walkability Standard. Establish a walkability standard (e.g., a quarter- to half-mile) for residents' access to daily retail needs and nearest transit stops in high quality transit accessible areas.

Pedestrian Design Features in Parking Areas. Update zoning code to require the inclusion of pedestrian design features into all parking lots and provide safe, clear paths of travel from parking lots and/or structures to the associated buildings and/or uses. *Make parking lots more pedestrian friendly by using design features such as paved walkways, trees, signage, or lighting.*

Pedestrian Improvements for Parking Areas. Identify a priority list of pedestrian retrofits to improve pedestrian safety and mobility in and around parking lots, parking structures, and driveways.

Street Connectivity. Apply the Walkability Checklist and the Citywide Urban Design Guidelines to projects in order to enhance street connectivity. *Street connectivity refers to the ability of pedestrians or motorists to reach a destination using multiple routes; increasing the number of connections via intersections, side streets, pedestrian walkways, or alleys.*

Mixed-Use. Encourage mixed-use residential, employment and commercial serving uses where appropriate to facilitate increased utilization of walking, bicycling, and transit use.

Transit Neighborhood Plans. Create Transit Neighborhood Plans that enhance access to transit stations and set new zoning regulations to effectuate appropriate mixes and scales of uses as well as site design.

Transit Coordination. Work with Metro and various Construction Authorities on station location, portal siting, station access, support features and parking strategies that maximize ridership and transit revenue.

Union Station Master Plan. Continue to work with Metro to complete the Union Station Master Plan.

Unbundled Parking Options. Require all new multi-family developments to unbundle the cost of parking from rental or purchase contracts. *Give potential buyers/renters the option to pay for a parking space (or not).*

Truck Staging Facilities. Identify locations within the City where regional truck staging and service facilities are permitted.

For more information:

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