FIG. 1

PROPOSED DOWNTOWN LOS ANGELES REGIONAL CONNECTOR ALIGNMENT – UNDERGROUND OPTION

◀ This map illustrates the identified 'districts' in downtown Los Angeles, providing a 'jumping-off point' for developing themes and treatments for the streetscape.

FIG. 2

PROPOSED DOWNTOWN LOS ANGELES REGIONAL CONNECTOR ALIGNMENT – AT-GRADE OPTION

◀ This map illustrates the identified 'districts' in downtown Los Angeles, providing a 'jumping-off point' for developing themes and treatments for the streetscape.

DESIGN GUIDELINES

4.0

◀ Application of CPTED principles along retail high streets and TOD centers.

2.0 DESIGN GUIDELINES

2.1 URBAN DESIGN

2.1.1 URBAN DESIGN PRINCIPLES

Great cities of the world are known not for their architecture alone but for the quality of their urban spaces – places where people willingly congregate to see and be seen. Urban design might, therefore, be defined as the art of forming connections between people and places, or between movement and urban form, within the Public Realm.

The underlying principles of good urban design focus on providing for the safety, convenience and comfort of the pedestrian in an environment that is lively and engaging, aesthetically pleasing, reflective of the local context, infused with meaning and historical relevance, economically viable and environmentally sustainable.

The Urban Design section of this Station Planning Toolkit sets forth a series of design principles and guidelines aimed at ensuring that the public spaces associated with stations deliver on their responsibility to contribute positively to the public realm. They are based upon best practices and / or industry standards from other similar projects, applied with careful consideration for the local context. At issue is the opportunity to use the advent of the Regional Connector as a catalyst to deliver quality urban spaces that contribute positively to a vibrant downtown.

Section 2.0 Design Guidelines deals both with Urban Design – a look at the broader context of the elements of urban placemaking and station design – with an understanding that their common ground is that the transit plaza surrounding each station entry can serve prominently as the center of neighborhood focus.

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2.1.1.1 WALKABILITY & PEDESTRIAN ACCESS TO PUBLIC TRANSIT

To make an interconnected network of streets and sidewalks work, careful consideration of the interface between the automobile and the pedestrian is needed. Above all, pedestrians must be given priority and ensured safety to encourage the level of pedestrian use that supports transit. In this revamped model of priority, the following hierarchy should be respected in all planning activities:

- (1) Pedestrians;
- (2) Cyclists;
- (3) Transit; and
- (4) Automobiles.

2.1.1.2 COMMUNITY PARTICIPATION

Through consultation with residents and stakeholders, station area planning should accommodate a wide range of supporting benefits for local communities. Physical improvements to the public realm are insufficient on their own to create a truly lively, healthy urban environment. In addition, it is critical that the community be actively engaged by providing opportunities for public events and celebrations. The City of Los Angeles is exemplary in providing such opportunities, as evidence by the list of events contained in the Appendix.

"A city is not buildings alone.
It is the spaces between that matter most."

–Prof. Jan Gehl, Life Between Buildings

To make an interconnected network of streets and sidewalks work, careful consideration of the interface between the automobile and the pedestrian is needed.

◀ Conventional Street

◀ Traffic Calmed Street

◀ Pedestrian-Oriented Intersection

2.1.1.3 SAFETY

Designing for safety is particularly important in transit areas where citizens are occasionally required to wait for extended periods, particularly in evening hours. The solution is to design the environment to optimize natural surveillance. The greater the pedestrian activity on the street, the safer the street is likely to be.

2.1.2 URBAN DESIGN COMPONENTS

2.1.2.1 BLOCKS

A grid-based street network is the fundamental building block of the urban environment and allows for a diversity of different street types and flexible lot patterns. At the heart of the grid is the block.

▶GUIDELINES

- Human scale blocks with shorter lengths are ideal to accommodate pedestrian travel.
- Provide a continuous network of pedestrian sidewalks and pathways throughout the station area connecting to surrounding neighborhoods and open spaces. This network comprises a variety of routes, enabling multiple user experiences and shorter travel distances.

2.1.2.2 STREETS & INTERSECTIONS

Streets are multi-functional spaces, designed for the safe, convenient and efficient mobility of all users – pedestrians, bicyclists, transit riders and motorists – in balance. Intersections must be safe and friendly to pedestrians and cyclists, but also allow for steady automobile travel.

The pedestrian, bicycle and vehicle realms should be clearly defined and separated to make negotiating intersections as safe and simple as possible.

▶PEDESTRIAN FEATURE GUIDELINES

- Reduce curb radii to the minimum possible to encourage lower turning speeds and to decrease the crossing distance for pedestrians.
- Extend high quality sidewalk finishes through the intersection, providing a strong cue to drivers that the crosswalk is part of the pedestrian realm.
- Locate pedestrian crossings at intersections, as close to natural 'desire' lines as possible to minimize jaywalking.
- Encourage mid-block crossings with curb extensions on blocks of more than 600' long.
- Maintain clear view corridors along streets connecting to the transit station and major civic landmarks.
- Allow signalization to favor transportation modes in the following order of priority: pedestrians, cyclists, automobiles.
- Orient street furniture, lighting, signage and landscaping towards the pedestrian.
- Avoid barriers as a means of controlling pedestrian flow as they create the feeling that the street belongs to cars first and pedestrians second. They reduce visibility for children and those in wheelchairs and give drivers a false sense of security.
- Street level pedestrian activities enhance the public realm and are the urban design priority for creating great streetscapes. In cases where pedestrian access requires grade separation with pedestrian bridges or underpass features, these facilities should be carefully designed to enhance pedestrian activity and safety and include pedestrian amenities such as joint uses, cafés and other retail amenities.

FIG. 3

TECHNICAL CONSIDERATIONS

▶TRAFFIC CALMING MEASURES

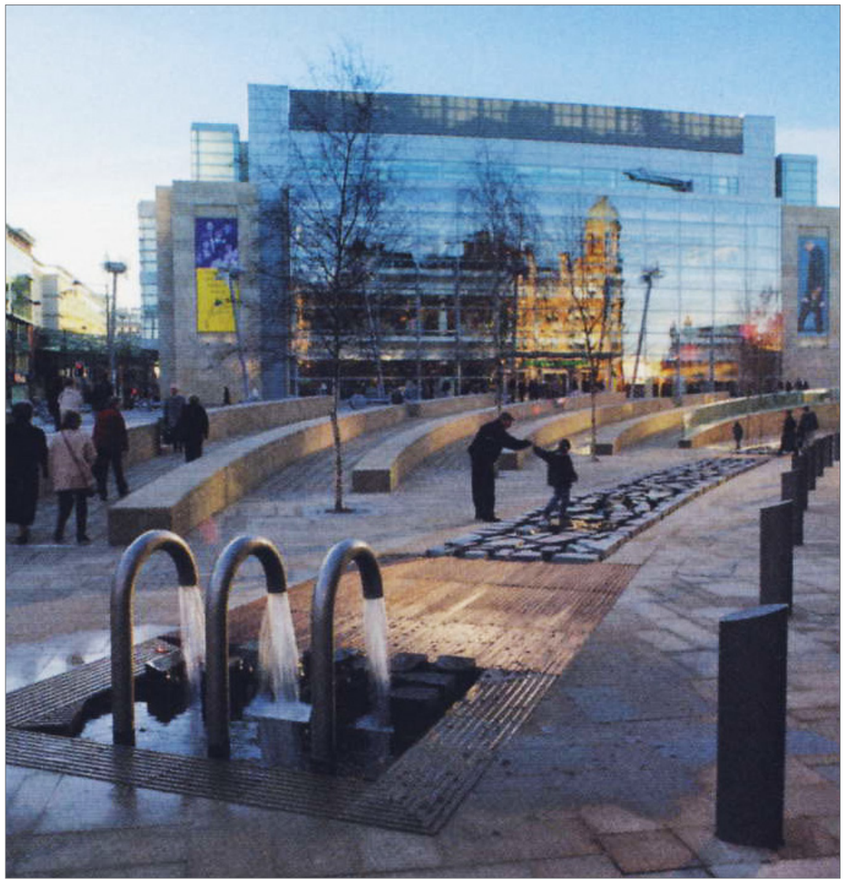
HORIZONTAL DEFLECTION

- Narrow Lanes (Less Than 12' in Width)
- Chicanes
- Mid-Block Extensions
- Traffic Circles
- Designated Bicycle Lanes

VISUAL CUES

- On-Street Parking
- Signage
- Regularly Spaced Trees
- Light Standards
- Banner Poles
- Medians

◀ Open spaces provide urban relaxation areas and places to interact.



◀ Architecture of adjacent building is oriented to the public plaza.

▶VEHICULAR FEATURE GUIDELINES

- Restrict traffic speeds to 30 miles per hour or less.
- Use on-street parking as a means to calm traffic. It provides a barrier between moving vehicles and the sidewalk and reduces the need for structured and at-grade private parking.
- Encourage further traffic calming through horizontal deflection methods and visual cues (see Fig.3 for details).
- Where possible, limit streets to a maximum of four lanes in width. Where the street is four lanes or greater, provide a center median with a pedestrian refuge.
- Create clear sight lines between driver and pedestrian. While it may seem counter-intuitive, reducing barriers and separations between cars and pedestrians, to a certain degree, actually forces drivers to be more cautious.

▶BICYCLE FEATURE GUIDELINES

- Connect local cycling routes to regional networks whenever possible. Bicycle lanes should be a minimum width of 5' and located along the outside edges of the street. Where designated bicycle lanes are not possible or desired, the vehicle lane closest to the curb should contain an additional 3' of width for cyclists.
- Locate bicycle stop lines slightly ahead of automobile stop lines at intersections to allow motorists to more easily acknowledge cyclists.

2.1.2.3 OPEN SPACES

A diversity of public places, including open spaces and civic uses, encourages social interaction and community participation.

▶GUIDELINES

- Place public parks, pocket parks and green spaces at intervals to situate downtown residents within a five-minute walking distance from inviting, usable open space.
- Comprise streetscapes of a variety of design elements – streets, sidewalks, building frontages, front yards. They create a pleasurable pedestrian experience and form the physical infrastructure of placemaking.

2.1.2.4 ARCHITECTURE

Architectural design of stations and related structures should be of high quality, carefully calibrated to respond to the local character of individual station areas and downtown neighborhoods. Individual architectural solutions are encouraged within the context of local character and compatible building massing.

Each station area should be developed as a unique environment, transforming a utilitarian transit node into a community gateway and a vibrant mixed-use hub of activity.

▶GUIDELINES

- Encourage properly conceived, strategically placed mixed-use development to combine disparate uses such as 'big box food stores and high-rise urban residential units' into single developments.
- Integrate transit stations with adjacent development where feasible.
- Where stations are in close proximity to, or integrated with, existing historic buildings, care should be taken to respect building character.

◀ Precedent – Underground Transit Station, Munich, Germany.

◀ Precedent – At-Grade Transit Station, Amsterdam, Holland.

◀ Station plaza's offer efficient pedestrian circulation and contribute to community life.

2.2 STATION DESIGN

2.2.1 STATION DESIGN PRINCIPLES

The principles described herein are to be applied in addition to Metro's existing design standards.

▶STATION IDENTITY

A station character that works in harmony with the local context will set the tone for future development. This character can be extracted by overall design, furnishings, signage and public art.

▶AMENITIES FOR PASSENGERS & NON-PASSENGERS ALIKE

Station areas should act as a community focal point for the station area, providing a meeting place whether or not the users arrived by public transit.

▶PATRON ORIENTATION

A system's smooth functioning relies on the ability of patrons to easily navigate a station both at regular times and in the case of an emergency. Unobstructed station access and thoughtful signage is crucial.

▶EFFICIENCY

Standardizing station components like electrical and mechanical systems and selecting materials designed to have a long life span promotes cost savings and environmental efficiency.

2.2.2 STATION DESIGN COMPONENTS

2.2.2.1 STATION PLAZAS

Transit stations should be designed not only for their primary function of travel to and from a community, but also as a center for community life. Station plazas are key components of the transit system, aiding in the development of a positive identity and providing a strong sense of place. They are key to providing good circulation and passenger flow in and out of the stations. Station plazas also facilitate wayfinding and orientation for users new to the system.

▶GUIDELINES

- Allow the station area to feature a generous, well-designed transit plaza to accommodate not only passengers, but also activities for the general public.
- Place transit stops near high-activity areas like high retail streets and public places.
- Encourage ancillary services, such as retail kiosks, in transit waiting areas to generate pedestrian activity.
- Facilitate the provision of public amenities and services, such as retail locations, information kiosks, seating areas, meeting places and event venues.

2.2.2.2 COMPLEMENTARY USES

Complementary uses are activities other than the transit facilities or their direct support facilities that provide additional services to patrons. They add security, amenity and identity to the station. These services can provide a profitable location for businesses and additional revenue for the transit system. They may include private facilities (convenience stores, day-cares, pharmacies, news stands, eateries) or public facilities (meeting halls, community centers, neighborhood parks).

▶GUIDELINES

- Conform complementary uses to all applicable and appropriate codes, local ordinances, regulations, standards and recommendations.
- Ensure that complementary uses are appropriate for the specific station location and provide needed services for the surrounding community.
- Design the façades of complementary uses to enhance the character of the site, to be compatible with the station architecture and to not interfere with the rail station's identity.
- Do not permit complementary uses to impinge on any station or site functions.