

Downtown Community Plan Implementation Overlay Appendix D

Public Realm Best Practices

Downtown CPIO Ordinance per Section 1-9

The Best Practices in Appendices B, C, and D of this CPIO are not mandatory and shall not be used to approve, deny, or condition any Project, including those requiring an administrative review, CPIO Director's Determination, CPIO Adjustment, or CPIO Exception, or any other discretionary application filed for a Project in the Downtown CPIO District boundaries. The Best Practice Appendices B, C, and D, provide resources that encourage livable and sustainable development in Downtown Los Angeles.

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SECTION 1

INTRODUCTION

Downtown Los Angeles is developing as a more livable and resilient community. To sustain this growth, good choices must be made at all levels of planning and design - from land use and development decisions to building massing and materials choices - with an emphasis on walkability and the making of great streets, districts, and neighborhoods.

This document supplements the provisions of the Los Angeles Municipal Code as well as the Urban Design and Neighborhood Character chapters of the General Plan Framework and Downtown landscape, open space, and public space. It also stipulates that future development respect and complement those distinct physical characteristics present throughout Downtown's neighborhoods. These best practices also emphasize designing for pedestrian orientation and multi-modal development. To this end, the document has been created to carry out the common design objectives that maintain neighborhood livability while promoting design excellence, and creative and sustainable infill development solutions.

The content outlined in this document builds upon the goals of the City's General Plan, the Downtown Community Plan, and augments the zoning code regulations, and helps to shape the relationship between built form, land use, and the public realm. It also supports sustainable development practices and innovations, including the utilization of solar power and electric vehicle charging capabilities, particularly as technology supporting such uses improves over time.

SECTION 2

GOALS FOR A LIVABLE AND SUSTAINABLE DOWNTOWN

To promote a more livable Downtown, projects must address a mix of housing, employment, retail, and entertainment opportunities supplemented by a rich network of transit options, gathering spaces, and recreation areas, and address sustainability at multiple levels. The design of the street, buildings, and landscape must work in tandem to achieve the most effective results.

This begins with the design of the built environment, which guides the way that pedestrians and users experience their communities. Individual projects should be recognized as the building blocks of great streets and neighborhoods; this requires particular attention to the way the buildings meet the sidewalk. New development must engage the public realm to ensure that the built environment can support a dynamic and safe urban street life in Downtown.

As a counterpart to the Downtown Community Plan policies and zoning regulations for each site, this Best Practice Document provides direction for building design to achieve this vision.

BUILDING DESIGN PRINCIPLES

The following Building Design Principles are intended to help shape public and private development, and promote sustainable design, connectivity, and placemaking.

1. **Pedestrian First.** As the most intense and dense part of the City, Downtown's greatest assets are its streets and public spaces. Buildings are designed to contribute to a safe, inviting, and human-scaled public realm that prioritizes walkability.
2. **Transit Oriented and Accessible.** Downtown is at the center of a regional serving transportation system with investment planned for future additional infrastructure. The built environment signals this asset with buildings and streets that support a broad range of transit riders, including commuters, the disabled, youth, and elderly populations, to easily access the system.
3. **A Place Where All Spaces Matter.** Every new development is an opportunity to contribute to a more dynamic and inviting place. As such, all spaces matter. Whether facing a street, alley, river, freeway, or in a historic setting, all building elements, including placement, massing, and facade, are thoughtfully designed.
4. **Adaptable.** The built environment should be sustainable and adaptable over time. New development exhibits effective and creative solutions to move toward zero-carbon buildings, utilizing renewable materials, alternative energy sources, and stormwater management strategies.
5. **Identifiable Neighborhoods.** There are a range of distinct neighborhoods and districts that are identifiable because of a distinct built environment, mix of land use, or historic legacy. New buildings and thoughtfully adapted structures are welcomed into an existing built environment in a manner that respects local development patterns.
6. **Healthy Urban Environment.** As the area grows and development intensifies, it is increasingly important to maintain a balance between the urban environment and wellbeing. All development, including buildings, streets, landscaping, and infrastructure is designed to promote health and comfort for all individuals.
7. **Comfortable Spaces to Move Through and Stay In.** Streets and open spaces, such as plazas, parks, and roof decks, are integrated into the built environment so that they function as one seamless network for individuals to move through and stay in.
8. **Dynamic and Recognizable Skyline.** Downtown is located in the heart of the City, and framed by two significant topographic features; the Los Angeles River and the San Gabriel Mountains. Downtown's skyline continues to evolve and coalesce into a rhythm that builds upon its surrounding topography and is recognizable from any vantage point.

SECTION 3 SIDEWALKS

A. SIDEWALKS

In accordance with the Complete Streets Design Guide of the Mobility Plan 2035, the Sidewalk Zone is divided into two primary zones:

- The Walkway Zone, which is located adjacent to the property line and provides a clear path of travel for pedestrians and may accommodate outdoor dining and other commercial activity if there is adequate width.
- The Parkway Zone, which is located between the Walkway Zone and the face of curb, and may include the parkway, convenience strip, and the curb itself.

The Downtown Street Standards establish required sidewalk widths for all Downtown streets. On many streets, the required sidewalk width is a combination of public right-of-way (dedication) and easement for sidewalk purposes.

Design sidewalks that are walkable and accommodate a variety of uses in the Walkway Zone.

1. Provide the sidewalk width required by the Downtown Street Standards through sidewalk easements.

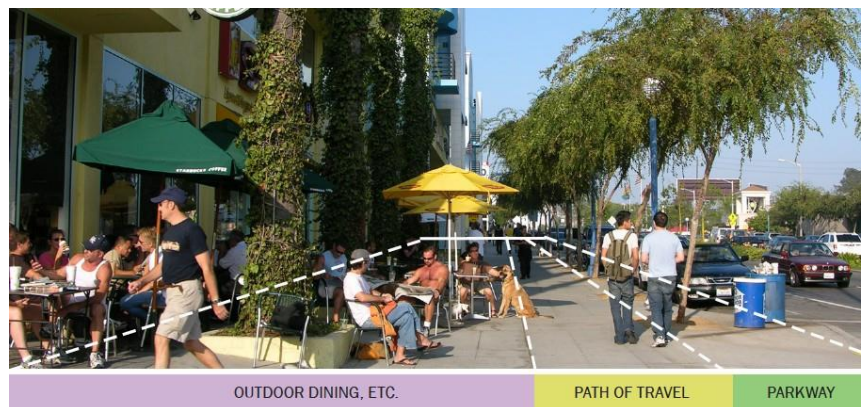
To provide flexibility in building design and at the same time provide space for sidewalk activity, the required sidewalk easement may be averaged. The easement provided on any section of the project frontage may range from zero feet to 3 times the required easement width, provided that the total area of the easement divided by the length of the property frontage equals the required average. The area of an easement beyond 3 times the required easement width may not be counted towards the required square footage of the average easement area.

2. A building may project horizontally up to a maximum of 5 feet over the required sidewalk easement at a minimum vertical height of 40 feet above the sidewalk to accommodate street trees. Projections, which are permitted in the public right-of-way (ROW) by the LAMC (Section 91.3202), such as signs, canopies and awnings, are permitted over the required easement, subject to the same approvals. In areas with taller tree canopies, portions of the building may only project above a height of 100 feet. See IMAGE A below.
3. Provide a Walkway Zone with a 4foot wide continuous path of travel pursuant to California Code of Regulations, Title 24, for compliance with Americans with Disabilities Act (ADA) accessibility requirements. See IMAGE B below.
4. Outdoor dining may occur on any portion of the paved sidewalk provided it does not obstruct the minimum required continuous path of travel. Any dining within the right-of-way will require approval of a revocable permit from the Bureau of Engineering. See IMAGE B below.

IMAGE A: Example of building overhang that does not interfere with street tree growth.



IMAGE B: Example showing the parkway along the curb, the clear path of travel and use of the remaining sidewalk for outdoor dining.



Design sidewalks that incorporate green elements and collect stormwater through the Parkway Zone.

5. Sidewalks should provide both minimum Walkway Zone and Parkway Zone widths as listed in Table 3-1.

Table 3-1. SIDEWALK WIDTH REQUIREMENTS (in feet)		
SIDEWALK WIDTH	WALKWAY ZONE (minimum)	PARKWAY ZONE* (minimum, includes curb)
8	4	4
9	5	4
10	6	4
11	6	5
12	6	5
13	6	5
14	6	7
15 or wider	6	7

*Parkway Zones may contain tree wells or parkways. As defined by DPW, a tree well is 12 feet or less in length, and a parkway is any landscaping longer than 12 feet in length. Parkways must be planted, and tree wells must be either planted or include a walkable surface.

6. Directly adjacent to curbside parking, provide an 18-inch wide convenience strip with a walkable surface next to the 6-inch curb. Walkable surfaces include, but are not limited to, decomposed granite, permeable pavers, and plants that can withstand pedestrian traffic (see Section 9.H.7. for example plants). If no curbside parking or loading is provided, the convenience strip is not required. The convenience strip is not required to wrap around parkways or tree wells, but must be provided through driveways and should end at the edge of the “detectable warning dome” mat in the ADA ramp area.

Design continuous parkways to accommodate and support large street trees and to collect stormwater, where feasible.

7. Provide continuous landscaped parkways, except in locations determined to be inappropriate for parkways, such as in the Historic Downtown or adjacent to bus stops. The continuous landscaped parkways should be designed to collect and retain or treat runoff from, at a minimum, the sidewalk and, if approved by BOE, adjacent on-site, ground level open space in accordance with Low Impact Development (LID) Ordinance requirements. See IMAGE A below.
8. Where there is curbside parking, provide one 3-foot wide walkway or walkable surface for every two parking spaces. The walkway should provide pedestrian access from the sidewalk through the parkway to curbside parking.
9. Parkways should be sloped downward to the center of the parkway to form a shallow swale to collect sidewalk stormwater. Alternative means of storing runoff, such as gravel sumps within the parkway, may be provided. A vertical drop of 4 inches or greater is not permitted.
10. The roots of trees planted in the parkway should not be restricted by concrete curbs, root barriers or other means within the parkway, so that roots may extend throughout the parkway and support a large, healthy tree canopy. As such, street light conduit, meter boxes, and other subsurface utilities should be located either 1) in the walkway zone, or 2) adjacent to back of curb within the parkway.
11. All plantings should be installed per BOE standards. If parkways are designed to collect stormwater from the street as well as from the sidewalk, they should be designed according to the BOE Green Streets guidelines or standards.

See IMAGE B below.

IMAGE A: All continuous landscaped parkways should collect stormwater runoff from the sidewalk.



IMAGE B: Parkway can be designed to filter stormwater runoff from the street. If there is a raised curb around the parkway as in this example, the convenience strip next to the curb must be wider than 18 inches.



Where continuous parkways are not feasible, provide large street tree wells with gap-graded soil beneath the sidewalk.

12. If trees are not planted in continuous landscaped parkways, they should be planted in large tree wells and either planted or covered in decomposed granite. The tree well should meet the minimum size requirements from the BSS Urban Forestry Division (UFD), with minimum Parkway Zone widths provided as listed in Table 3-1 and at least 10 feet in length.
13. For each tree well having less than 100 square feet of surface area, gap-graded or other means of uncompacted soil should be provided within 20 feet of any street tree under the entire sidewalk from back of curb to the property line to allow for tree root growth. See IMAGE A below.
14. Where average 24-foot wide sidewalks are required by the Downtown Street Standards, at least 50% of a project's frontage should have sidewalks at least 22 feet wide and a second row of street trees should be provided. The interior row of trees should generally be in large tree wells, and each tree should be spaced 20 feet from any tree in the Parkway Zone. See IMAGE B below.
15. Where tree wells and parkways would conflict with existing basements, underground vaults, historic paving materials, or other existing features that cannot be easily relocated, the tree well and parkway design should be modified to eliminate such conflicts. See IMAGE C below. Parking meters and signs are examples of existing features that can be easily relocated. Digital copies of maps showing existing basements in the public ROW are available from BOE.
16. Slope tree wells downward to the center as specified in BOE Standard Plan S-450.

IMAGE A: Tree with large tree well surrounded by permeable paving with gap graded soil to store and infiltrate stormwater beneath.



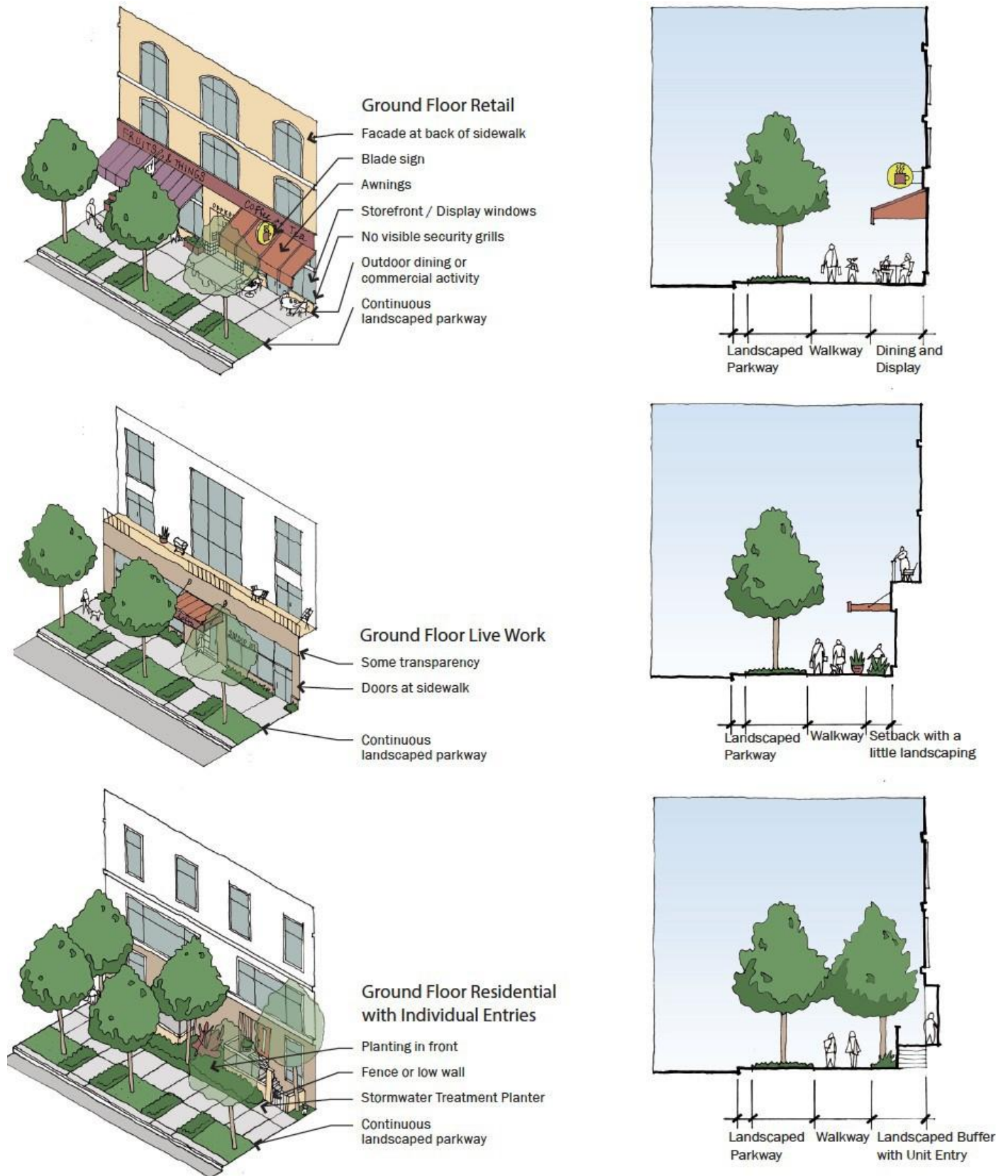
IMAGE B: Where average 24-foot wide sidewalks are required, as on Grand Avenue in South Park, a double row of trees is also encouraged



IMAGE C: Where narrow sidewalks or basements prohibit in-ground trees, planters may be used.



Figure 3-1 Sidewalk treatment varies with ground floor treatment. Images are for illustrative purposes only to show relationship between sidewalk treatment and elements.



SECTION 4

ALLEYS

A. ALLEYS AND BUILDING WALLS FACING ALLEYS

Maintain and enhance alleys.

1. All alleys should be open to the public at all times. To maintain public access and activity, Downtown alleys should not be gated. Existing gates should be removed where feasible. Alley vacations should be avoided unless:
 - Vehicular access to the project is provided only at the former intersection of the alley with the street;
 - Vacating the alley will not result in the need for additional curb cuts for other parcels on the same block;
 - An easement is provided along the alley width that allows for an enhanced alley improved and maintained by the Applicant.

Use alleys primarily for vehicular access, loading and service. See IMAGE A on the following page.

2. Where an alley exists or can be provided, primary access to parking should be from that alley, with minimal curb cuts from the street frontage.

Where appropriate and in accordance with City Low Impact Development (LID) requirements, projects should enhance existing alleys with green elements in mind to assist in stormwater capture, retention, and infiltration.

3. Alleys should be surfaced with high-albedo paving or surface treatments, recycled and/or locally manufactured “green” paving surfaces in lieu of asphalt to reduce the heat island effect.
4. To eliminate standing water and infiltrate stormwater, projects should install permeable paving surfaces along the centerline of the alley, or along the perimeters of the alley (depending on existing water flow). See IMAGE B on the following page.
5. For stormwater capture and infiltration, projects should incorporate one drywell minimum with a grease interceptor downstream at the lowest point of the alley. Additional drywells are recommended for every 100 linear feet of upstream drainage area, and may be interspersed along the central drainage swale of the alley.
6. To treat stormwater, incorporate a biofiltration system such as bioswales into the alley design.

Where appropriate, enhance existing alleys with pedestrian orientation in mind. Alleys can be enhanced as “shared” alleys for both pedestrian and vehicular use, or as “pedestrian-priority” alleys for pedestrian-only use. See IMAGES C and D on the following page.

7. Provide enhanced smooth-surface paving treatments within pedestrian pathways along shared alleys to create pedestrian-friendly scale.
8. Where enhanced alleys intersect the sidewalk, provide a combination of raised, above-ground, or at-grade planters on either side of alley entrance to soften the alley entrance from vehicular traffic and sound.
9. Provide a combination of permeable pavers or raised planters to define the entrance of any residences, businesses, or other active uses along the alley.
10. Provide ornamental or pedestrian lighting in the form of pole-mounted lighting fixtures or building-affixed sconces to illuminate the alley walkway, focal features, building entrances, and other amenities and add security.
11. Provide enhanced articulation, building entrances, and primary internal circulation cores along facades facing the alley.
12. Where alleys are intended as “pedestrian-priority” alleys, they should be enhanced further with pedestrian

orientation in mind, such as:

- ADA-compliant walkways with the required minimum path of travel and delineated with smooth-surface permeable pavers;
- Connection to at least one gathering space or focal point; and
- Clear line of sight to the back of the alley, gathering space, or focal point.

13. Provide pedestrian furniture or placemaking elements including but not limited to murals, art installations, gardens, green space, and other enhancements to improve the functionality of the alley.

Provide access to utilities and mechanical equipment from alleys.

14. Electrical transformers should be located to be accessible from an alley where one exists or can be provided. If located adjacent to a sidewalk, they should be screened and incorporated into the building to read as a storefront or office.

Design building walls that face alleys to be attractive.

15. Building walls that face alleys should be visually attractive with well-maintained articulated facades and durable building materials. Stucco should be avoided on the ground level of abutting walls.

16. Residential units should not be located on the ground floor adjacent to alleys except along shared or pedestrian-priority alleys in order to reduce light, glare, and noise concerns from the use of alleys for parking access, service, and loading.

IMAGE A: A typical Downtown alley is primarily used for vehicular access and loading.



IMAGE B: Typical alley with permeable paving along the center flowline to infiltrate runoff and eliminate standing water.



IMAGE C: Santee Alley is a pedestrian-priority alley.



IMAGE D: Shared alley that is primarily pedestrian with resident/delivery vehicular access.



SECTION 5

ON-SITE OPEN SPACE AND LANDSCAPING

Downtown's open space network is comprised of a series of smaller interconnected open spaces distinguished by design and function to create a connected pedestrian realm. These open spaces range from public and private uses, including public amenity spaces, common open spaces, and private open spaces, and are collectively conducive to both active and passive uses. Determinations of open space and floor area should be implemented in a manner that maximizes opportunities for resident and public-serving open space, such as on rooftops, balconies, and building cutout areas, taking into account limitations on developable space that constrain many downtown development projects.

A. OPEN SPACE NETWORK

1. Establish a clear hierarchy of open spaces which may include the following typologies:

- **Streets.** Streets, pedestrian-oriented alleys, and enhanced driveways are the most public of all open spaces. When enhanced for multi-modal connections and designed as livable spaces, they communicate the quality of the public environment and the care a city has for its residents.
- **Paseos.** Paseos are extensions of the street grid located on private property. As outdoor passages devoted exclusively to pedestrians, they establish clear connections among streets, plazas and courtyards, building entrances, parking and transit facilities.
- **Entry forecourts.** Entry forecourts announce the function and importance of primary building entrances. They should provide a clear, comfortable transition between exterior and interior space.
- **Courtyards.** Courtyards are common open space areas of a scale and enclosure that is conducive to social interaction at a smaller scale.
- **Plazas.** Plazas are common open space areas typically amenable to larger public gatherings. They are readily accessible from the street, as well as active building uses.
- **Corner Plazas.** Corner plazas should be an appropriate in scale (intimate for residential, larger for commercial) and be programmed with specific uses (to provide outdoor dining for an adjacent restaurant, or small neighborhood gathering place featuring a public amenity). Unprogrammed or over-scaled corner plazas are discouraged.
- **Roof and Podium Terraces.** Roof terraces and gardens can augment open space and are especially encouraged in conjunction with hotels or residential uses.
- **Atriums.** Atriums are central open spaces in the interior of larger buildings, generally covered or enclosed by glass and used for passive recreation and social interaction.
- **Arcades.** Arcades and through-building paseos should be an appropriate scale (at minimum with double height ceilings) and be partially open to the sky or transparent.
- **Building cut-outs.** Often used to create sky gardens, cut-outs and openings should be designed to create visual interest in the building massing and provide a comfortable, usable open space.

2. Design flexible public amenity spaces that can support a range of uses including seating, lounging, conversing, window-shopping and dining, playing, or special events programming such as farmers markets and art exhibits.

B. GUIDELINES FOR ALL OPEN SPACES

3. All open spaces should provide ADA-compliant walkways to ensure ease of access for all users.
4. All open spaces should include or connect to at least one gathering space or focal element. Additional gathering spaces and focal elements are encouraged for larger open spaces or open spaces with meandering walkways.
5. Non-movable or fixed seating should be placed with consideration to noontime sun and shade; deciduous trees should be planted as the most effective means of providing comfortable access to sun and shade.
6. On above-grade open spaces including roof or podium terraces, building cut-outs, or residential courtyards, incorporate trees and other plantings in permanent and temporary planters that will shade, reduce reflective glare, and add interest to the space.
7. Landscape elements should support an easy transition between indoor and outdoor space through such means as well-sited and comfortable steps, shading devices and/or planters that mark building entrances, etc.
8. Landscape elements should establish scale and reinforce continuity between indoor and outdoor space. Mature canopy trees should be provided within open spaces, especially along streets and required setbacks.
9. Landscape elements should provide scale, texture and color. A rich, coordinated palette of landscape elements that enhances the Development Site's identity is encouraged.
10. Landscaping should be used to screen or break up the mass of blank walls. For example, trees and shrubs may be planted in front of a blank wall where there is room or vines may be trained on the wall where space is limited.
11. Open spaces should be designed with the character of outdoor rooms contained by buildings by providing architectural features on any adjacent building walls.

IMAGE: On-site open space should be designed to serve a building's residents.



IMAGE: Projects that provide publicly accessible open space at-grade may receive a reduction in the on-site open space requirement.



IMAGE: Good example of a commercial corner plaza.



IMAGE: Good example of a roof terrace.



IMAGE: Seating is an essential element in most open spaces.



IMAGES: Landscaping can take a variety of forms.



IMAGE: Open space and streets should be designed to accommodate a variety of activities and events.



SECTION 6

STREETSCAPE IMPROVEMENTS

Streets are a defining feature of the public realm, serving a suite of benefits that allow for travel, commercial activity, and social interaction. As the City continues to expand and invest in its infrastructure, city agencies must coordinate with Applicants and property owners to enhance the streetscape realm, create attractive environments for walking, biking, and transit, and ultimately foster a vibrant public realm in Downtown Los Angeles.

A. RESPONSIBILITIES OF THE CITY AND OTHER PUBLIC AGENCIES

- Recognize the shared use of streets not just for moving traffic, but equally as 1) the front door to businesses that are the economic and fiscal foundation of the City and 2) outdoor open space for residents and workers in a city that is severely lacking in public open space. That is, recognize that all streets on which residential or commercial development is located are “pedestrian-oriented streets” and design and improve them accordingly.
- Implement the standards and guidelines in this document that pertain to improvements within street rights-of-way, including sidewalk configuration and streetscape improvements.
- For improvement projects undertaken by public agencies, comply with the Downtown Street Standards and all standards and guidelines in this document, including sidewalk width, sidewalk configuration and streetscape improvements. In the case of sidewalk width, acquisition of rights-of-way or easements from adjacent property may be required.
- Do not unreasonably burden property owners, developers and business owners with complicated regulations and protracted processes.

B. RESPONSIBILITIES OF THE APPLICANT

- Provide sidewalks, parkways and walkways as specified in Section 3.
- Install and maintain the improvements specified in this section. Street trees should be provided in conjunction with each project.
- Execute a Maintenance Agreement per Revocable Permit process requirements with the City by which the Applicant agrees to maintain the streetscape improvements and accepts liability for them. For improvements abutting other properties other than the project site, consent from the abutting property owner may be required by DPW.
- If providing pedestrian lighting, install the pedestrian lighting as specified in Section 6 and agree to an on-going assessment by the City to maintain and operate the lights.

C. IMPROVEMENT TYPES AND GUIDING DOCUMENTS

There are several policy documents that propose streetscape and public realm improvements for the Downtown area including the Broadway Streetscape Master Plan, Little Tokyo Community Design Overlay, and the Los Angeles Sports and Entertainment District. Another such document is the ConnectUS Action Plan. The ConnectUS Action Plan is a conceptual policy document prepared by the Los Angeles County Metropolitan Transportation Authority, in partnership with Downtown communities, which identifies types of potential streetscape improvements with the goals of improving access and mobility between districts, enhancing pedestrian and cyclist safety, and better connecting Union Station to surrounding areas.

The ConnectUS document serves as a guide for improving the public right-of-way, including the sidewalk and roadway, in these areas. Streetscape projects and/or private development projects in this area should refer to the plan for public realm improvement ideas for incorporation into changes in the public realm. The plan identifies three types of

improved streets for the area, mapped in IMAGE A below. These improvement types are: esplanades, walk bike streets, and walk streets and include different pedestrian and bicycle improvements.

1. Esplanades are comprised of a buffered path at sidewalk level with physical separation of pedestrians, bikes, and cars.
2. Walk Bike Streets provide a physical barrier between a bicyclist and moving vehicles as well as enhanced pedestrian features.
3. Walk Streets consist of enhancements mainly for safety and comfort of pedestrians.

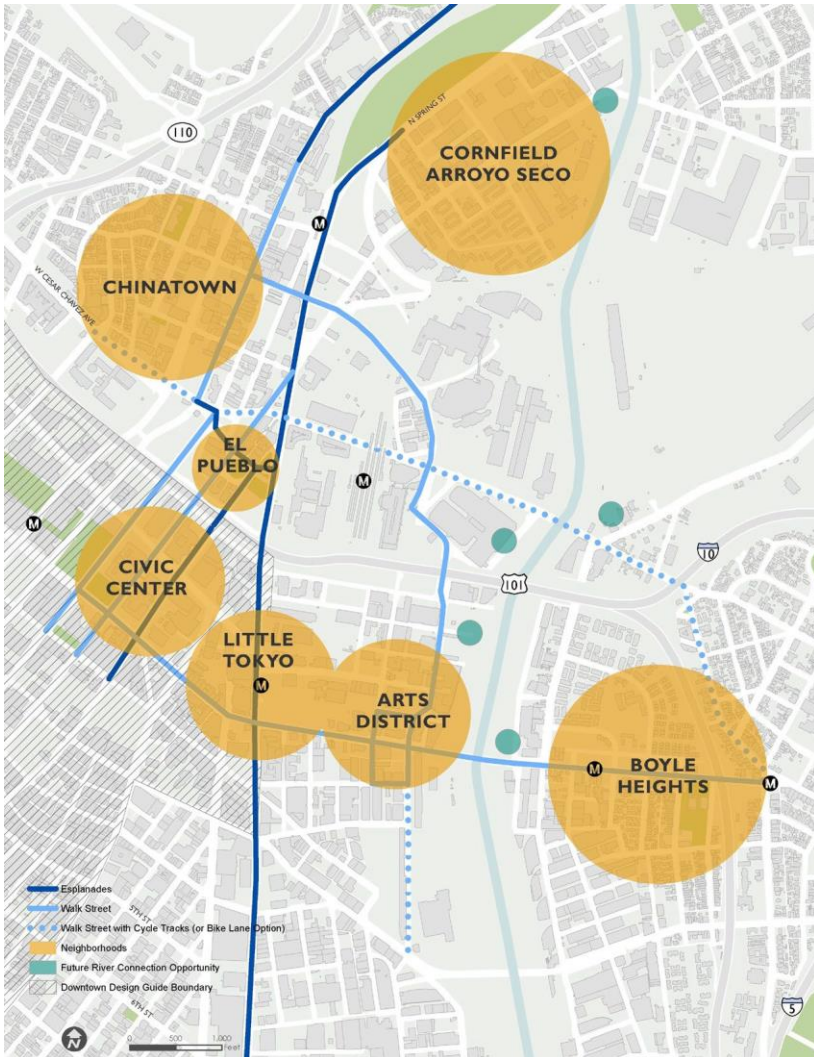


IMAGE A: ConnectUS within the Downtown Community Plan area.

D. STREETScape PROJECT APPROVAL AND PERMITS

Streetscape project approval results in the issuance of a permit by the Department of Public Works. Three different types of permits are issued for streetscape projects, each with varying levels of review. Projects are reviewed for consistency with general City standards and specifications for projects in the public right-of-way. The following is a description of the types of permits required for Streetscape projects.

- **A-permit.** The A-Permit is the first level of street improvement permits and is issued over the counter with no project plans. Items typically permitted through this type of review are new or improved driveways and sidewalks. A nominal fee may be charged for plan check, filing, and inspection.

- **Revocable Permit.** Revocable Permits are the second or mid-level of street improvement permits. Projects requiring approval through the Revocable Permit process include improvements within the public right-of-way that do not change the configuration of the street. Revocable permit applications require the submittal of professionally prepared drawings on standard City (Bureau of Engineering) drawing sheets and are reviewed by the various Bureaus within the Department of Public Works for safety and liability issues. Improvements approved through the Revocable Permit process are maintained by the permittee. Failure by the permittee to keep the improvement in a safe and maintained condition allows the City to revoke the permitting rights at which point a permittee is requested to restore the street to its original condition. A moderate fee is assessed for plan check, administrative filing, and inspection and the Applicant is typically required to provide proof of liability insurance.
- **B-Permit.** The B-Permit is reserved for streetscape projects requiring the highest level of review. A B-Permit is usually issued for improvements that change the configuration of the street, traffic patterns, or other substantial permanent changes to the streetscape. Approval through the B-Permit process is required for projects that are permanent in nature and developed to a level that allows the City to maintain the improvement permanently. Projects subject to the B-Permit review process require professionally prepared drawings submitted on standard City (Bureau of Engineering) drawing sheets and are reviewed by all public agencies affected by the improvements. A fee commensurate with development is assessed for plan check, administration, and inspection. Construction bonding is required to ensure that the improvements are installed, and various levels of insurance are required.

E. CONSISTENCY BETWEEN OLD ENTITLEMENTS AND CURRENT STANDARDS

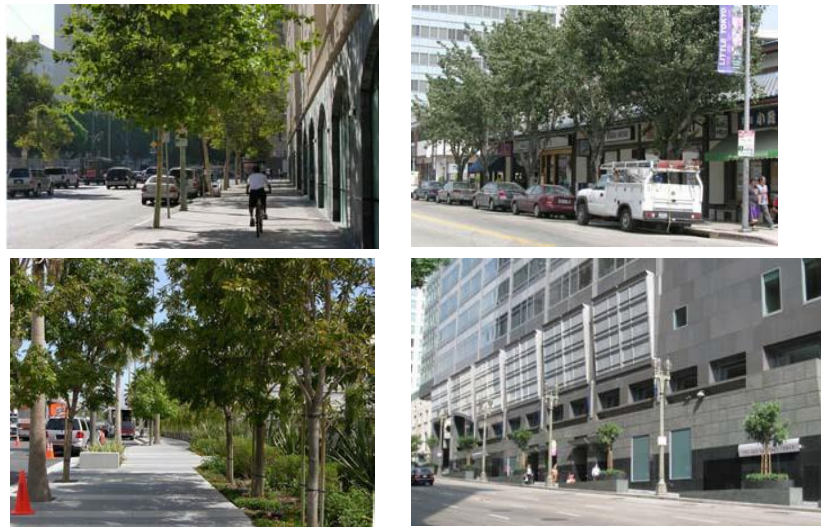
1. Where previous entitlements differ from current Streetscape standards, compliance with current standards should be flexible but meet the overall intent. When applying this guideline, the City shall take into account the existence of any vested rights pursuant to vested entitlements, such as a vesting tentative tract map and/or a development agreement.
2. Required sidewalk widths must be provided by sidewalk easements, which must be designed as needed to match the improvements on the remaining sidewalk.

F. STREET TREES

Tree Species and Spacing

1. Street tree species should be selected per the Master Street Tree List in Appendix A unless otherwise approved by UFD.
2. Street trees should be spaced not more than an average of 30 feet on center to provide a more-or-less continuous canopy along the sidewalk.
3. Spacing from other elements should be as specified by the UFD.
4. Interspace varied street tree species along the sidewalk to ensure net benefits of continuous canopy and shade, aesthetics, and environmental benefits. Required street trees should be shade trees. Palms may be planted between or in addition to required shade trees.
5. Trees should achieve a mature height, given site conditions, of at least 40 feet on Boulevards and Avenues and 30 feet on other streets with a mature canopy that can be pruned up to a height of 14 feet. Typically, street trees will achieve about two-thirds of the mature height specified in Sunset Garden Book.

IMAGES: Streetscape improvements will vary by district and project. While street trees are sufficient for some areas (top 2 images), more substantial landscaping in the form of parkways along cultural institutions (bottom left) or planter barriers along public facilities (bottom right) is appropriate.



Planting Standards

6. Plant minimum 36-inch box trees within parkways or tree wells as specified in Section 3. Smaller-sized trees such as 24-inch box trees may be planted along Parkway Zones that are less than 4 feet wide, or as required by UFD.
7. Parkway should be planted with drought-tolerant plants. Drought-tolerant plants that qualify as walkable surfaces include, but are not limited to, Achille millefolium (Yarrow), Buchloe dactyloides UC Verde (UC Verde Buffalo Grass), Carex praegracilis (California Field Sedge), Carex pansa (California Dune Sedge), and Dymondia margaetae (Dymondia) as listed in BOE Residential Parkway Landscaping Guidelines. Drought-tolerant plants may not be more than 2 feet tall. The areas within 2 feet of tree trunks or adjacent to curbside parking or loading should be free of low-level planting as specified in Section 3. Tree wells may be planted with drought-tolerant walkable plants as listed in 9.H.7. Tree wells that are not planted with low-level plants should be covered with decomposed granite per Standard Plan S-450.
9. Where gap-graded (structural) soil is encouraged by Section 3, it should be installed to a depth of at least 30 inches below the required miscellaneous base material under the concrete sidewalk within 20 feet of any tree trunk centerline and for the entire length and width of the sidewalk adjacent to the project, except: 1) gap-graded soil is not required under driveways and 2) adjacent to existing buildings, the existing soil should be excavated at a 2:1 slope away from the building wall or as required by the Department of Building and Safety to avoid shoring of the building footing.
10. Irrigate the trees and landscaped parkways with an automatic irrigation system. In-line drip irrigation is preferred. Spray heads or bubblers installed per DPW standards may also be used provided they do not directly spray the tree trunks.
11. Maintain and prune street trees as specified by the Urban Forestry Division, including: obtain a permit prior to pruning and adhere to International Society of Arboriculture (ISA) Tree Pruning Guidelines and American National Standards Institute (ANSI) A300 standards. “Topping” and “heading” of street trees are prohibited.

IMAGES: Topping and heading is discouraged.



I. STREET LIGHTS

There are two types of street lights in the Downtown: roadway lights (“street lights”) and pedestrian-scale lights (“pedestrian lights”). See IMAGES A and B below. Street lights provide illumination of both the roadways and sidewalks to the levels required by the BSL for safety and security. Pedestrian lights are ornamental and do not contribute to the required illumination level, but they may supplement it. Pedestrian lights contribute to the pedestrian scale of the street and add a warm glow of yellow light on the sidewalk.

1. On streets having an established historic street light, continue the predominant street light pattern, modified as required by BSL to meet current illumination standards, using replicas of the historic street lights as specified by BSL. If a project includes roadway widening, refurbish and relocate the historic street lights with supplemental replicas as required by BSL.
2. In other locations, pedestrian street lights, as approved by BSL, should be attached to each existing roadway light and a matching pedestrian light on a pole approved by the BSL should be installed approximately equidistant between the roadway lights. Pedestrian light spacing must be carefully coordinated with street tree planting in order to meet BSL spacing requirements and maintain the required tree spacing. An alternative street lighting pattern may be approved by BSL.
3. Pedestrian street lights may be set back from the curb on wide sidewalks installed on private property as follows:
 - Where sidewalks are at least 24 feet wide, the pedestrian lights may be set back between the clear path of travel and the commercial activity zone adjacent to the building.
 - Where the building is set back from the sidewalk, the pedestrian street lights may be installed on poles directly adjacent to the back of sidewalk.
 - All light sources should provide a warm (yellow, not blue) light of metal halide or high-pressure sodium or, preferably, LED lights that produce a similar quality of light.
 - All optic systems should be cut-off.
 - Street light conduit should be placed directly at back of curb to avoid conflict with root balls.



IMAGES A: Street lights.



IMAGES B: Pedestrian lights.

J. OTHER UTILITIES

1. When required, install parking meters and traffic signs 20 inches on center from the curb face.

SECTION 7

PUBLIC ART

Historically, cities embrace the arts of their time, and the character, personality and spirit of the city is often conveyed most vividly through its arts and culture. Downtown stakeholders have a proven commitment to the arts, for they play a significant role in cultivating livable neighborhoods. As a result, Downtown is a popular destination to experience public art, art galleries, museums, and theater and to celebrate cultural traditions in enhanced urban settings. For these reasons, public art in Downtown should aspire to meet the following goals and guidelines:

A. GOALS

Integrate public art in the overall vision of the project's architecture, landscape and open space design by incorporating the artist into the design team early in the process. See IMAGES A, B, and C below. The goals are as follows:

- **Artistic excellence.** Aim for the highest aesthetic standards by enabling artists to create original and sustainable artwork, with attention to design, materials, construction, and location, and in keeping with the best practices in maintenance and conservation.
- **Image.** Generate visual interest by creating focal points, meeting places, modifiers or definers that will enhance Downtown's image locally, regionally, nationally and internationally.
- **Authentic sense of place.** Enliven and enhance the unique quality of Downtown's diverse visual and cultural environments. Provide meaningful opportunities for communities to participate in cultural planning, and a means for citizens to identify with each other through arts and culture in common areas.
- **Cultural heritage.** Foster common currency for social and economic exchange between residents, and attract visitors by ensuring that they have access to visual 'clues' that will help them navigate and embrace a potentially unfamiliar environment. This can be achieved through promotional materials and tours as well as artwork.
- **Responsiveness.** Without formally injecting art into the early stages of the planning process for each new development, it will either be left out, or appear out of sync with the overall growth of the built environment.



IMAGE A: Icons and emblems. Large-scale signature sculptural statements and gateway markers can create a dramatic first impression of a neighborhood.



IMAGE B: Civic Buildings. Public facilities require public art that can embody the agency's mission while providing a more human and welcoming face to visitors.



IMAGE C: Plazas. Plazas should be activated with more prominent, enigmatic artwork such as large sculptures, arbors, lighting or water features which include adequate space for people to gather and amenities to make it inviting.

B. GENERAL BEST PRACTICES

1. All artwork erected in or placed upon City property should be approved by the Department of Cultural Affairs, and in some cases, may require a special maintenance agreement with the appropriate BID or similar community organization.
2. Artwork in privately owned developments should be fully integrated into the development's design, in the most accessible and visible locations. Enclosed lobbies and roof top gardens are considered appropriate locations.
3. Artwork in retail streets and developments will need to be viewed in relation to existing signage and shop frontage.
4. Attention must be paid to how the artwork will appear amidst mature landscape.
5. Special care should be made to avoid locations where artworks may be damaged, such as the vehicular right-of-way.

C. CONTRIBUTING TO AN URBAN TRAIL

Ideally, each Downtown neighborhood would develop an aesthetic "heart" with unique characteristics. It could be represented by a neighborhood boundary, main boulevard, business core or cultural corridor. The art that defines the heart can also branch out to offer connections that form an "Urban Trail." This trail could provide physical and visible connections using elements such as:

- Icons and emblems;
- Civic buildings;
- Street furnishings;
- Plazas;
- Parks, paseos and courtyards;
- Façades; or
- Transit hubs.

IMAGE A: Parks, Paseos and Courtyards. These spaces allow for closer, quieter contemplation of art, and can provide playful sequential elements.



IMAGE B: Façades. An artist's sculpted or surface treatment can become a visual showcase that complements the architecture.



IMAGE C: Transit Hubs. Strategically located artworks can serve as beacons to attract people to transit, and to make a commuter's wait more interesting.



DEFINITIONS

Whenever the following terms are used in the document, they should be construed as follows.

Convenience Strip. An 18-inch wide strip with a walkable surface, located behind the 6-inch curb to provide access to curbside parking where there is a non-walkable planted parkway or tree well.

LEED®. The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings. See the official website www.usgbc.org for more information.

Parkway. The unpaved portion of a Sidewalk (Border) between the face of curb and walkway (per Mobility Plan 2035). Includes convenience strip, if provided.

Parkway Zone. Sidewalk zone reserved for streets, other landscaping and access to parked cars.

Pedestrian-Priority Alley. Alleys enhanced with pedestrian-oriented design, including pedestrian pavers, street furniture, pedestrian lighting, and landscaping.

Primary Entrance. Entrance which provides the most direct access to a building's main lobby and is kept unlocked during business hours.

Public Amenity Space. Publicly-accessible open spaces that are generally located at grade, containing seating, landscaping, and focal element or gathering spaces that are open to the general public.

Sidewalk. The portion of the ROW between the face of curb and property line, including the Walkway Zone and Parkway Zone (per Mobility Plan 2035). (Not as defined by BOE "the portion of the roadway primarily for the use of pedestrians.")

Street Standards Committee. The Street Standards Committee consists of representatives from the Department of City Planning, Department of Transportation and Bureau of Engineering and is tasked with the responsibility of establishing street standards and applying them to streets within the city.

Walkable Surfaces. Surface treatments that include, but are not limited to, decomposed granite, permeable pavers, and plants that can withstand pedestrian traffic. Drought-tolerant plants that qualify as walkable surfaces include, but are not limited to, Achille millefolium (Yarrow), Buchloe dactyloides UC Verde (UC Verde Buffalo Grass), Carex praegracilis (California Field Sedge), Carex pansa (California Dune Sedge), and Dymondia margaetae (Dymondia), as listed in BOE Residential Parkway Landscaping Guidelines.

Walkway. The paved surface of the sidewalk located in the Walkway Zone.

Walkway Zone. The portion of the Sidewalk ("Border") containing a continuous path of travel used primarily for walking and, where there are no bicycle lanes, for bicycling. May also accommodate outdoor dining and commercial activity if there is adequate width.

Zoning Code. The planning and zoning provisions of the Los Angeles Municipal Code (LAMC), Chapter 1 as amended.

APPENDICES

APPENDIX A

Master Tree List

APPENDIX B

Alley Enhancements

APPENDIX A

MASTER STREET TREE LIST

A. OVERVIEW

A lush urban canopy is essential to a vibrant, sustainable, and livable Downtown. Street trees are a vital part of Downtown's infrastructure, providing environmental, ecological, social, as well as aesthetic benefits. Trees are key players in the storm water capture and filtration system and also aid in reducing the heat island effect by providing shade along sidewalks and streets. Street trees are also essential in fostering neighborhood character and pedestrian activity. Canopy trees are ideal in Downtown as they provide shade along city sidewalks to facilitate pedestrian activity and also mitigate air pollution along major roadways.

B. LIST OF APPROVED STREET TREES

The following street tree species have been selected from the Urban Forestry Street Tree Selection Guide in coordination with landscape architects and the South Park Business Improvement District, and are deemed most suitable for the Downtown Los Angeles urban canopy. The intent is to foster coherent and sustainable tree plantings that add to neighborhood character, maximize stormwater capture, and facilitate pedestrian activity.

Street trees that are suitable for planting within the public right-of-way in Downtown may include, but are not limited to, the following trees. Other tree species are allowed as permitted upon consultation with the Urban Forestry Division. In the event that a street tree species identified in this document is affected by a disease, insect, or environmental change, the Urban Forestry Division may consider an alternative tree species that is substantially similar to one of the trees identified in the Master Street Tree List.

	SCIENTIFIC NAME	TYPE	TREE WELL	HEIGHT	CROWN SPREAD	SPACING	DROUGHT TOLERANT
African Fern Pine	<i>Podocarpus gracilior</i>	Evergreen	4 x 8	40+	20-40	30-35	
African Sumac	<i>Rhus lancea</i>	Evergreen	4 x 6	20-40	20-40	30-35	Yes
Aristocratic Pear	<i>Pyrus calleryana</i> 'Aristocrat'	Deciduous	4 x 6	20-40	-20	30-35	
Australian Willow	<i>Geijera parviflora</i>	Evergreen	4 x 8	20-40	20-40	30-35	Yes
Black Locust	<i>Robinia pseudoacacia</i>	Deciduous	4 x 8	20-40	20-40	30-35	Yes
Brisbane Box	<i>Tristania conferta</i>	Evergreen	4 x 8	20-40	20-40	30-35	Yes
Bronze Loquat	<i>Eriobotrya deflexa</i>	Evergreen	4 x 6	-20	-20	25-30	
Callery/Ornamental Pear	<i>Pyrus calleryana</i>	Deciduous	4 x 6	20-40	-20	30-35	
Canary Island Pine	<i>Pinus canariensis</i>	Coniferous	4 x 8	40+	20-40	35-40	Yes
Chinese Flame Tree	<i>Koelruteria bipinnata</i>	Deciduous	4 x 8	20-40	20-40	30-35	
Crape Myrtle	<i>Lagerstroemia Indica</i>	Deciduous	4 x 6	-20	-20	25-30	Yes
Eastern Redbud	<i>Cercis canadensis</i>	Deciduous	4 x 6	-20	-20	25-30	
Evergreen Pear	<i>Pyrus kawakamii</i>	Evergreen	4 x 6	20-40	20-40	30-35	
Green Gem Fig	<i>Ficus microcarpa nitida</i> "Green Gem"	Evergreen	5 x 10	40-60	60-100	40+	Yes
Maidenhair Tree	<i>Ginkgo Biloba</i>	Deciduous	4 x 8	40+	20-40	30-35	
Golden Rain	<i>Koelruteria paniculata</i>	Deciduous	4 x 8	20-40	20-40	30-35	Yes
Honey Locust	<i>Gleditsia triacanthos inermis</i>	Deciduous	4 x 8	20-40	20-40	30-35	
Hong Kong Orchid	<i>Bauhinia blakeana</i>	Deciduous	4 x 6	20-40	-20	25-30	Yes
Jacaranda	<i>Jacarda mimosifolia</i>	Deciduous	4 x 8	20-40	20-40	35-40	

Lavender Trumpet Tree	Tabebuia avellanedae	Deciduous	4 x 6	20-40	20-40	30-35	
Magnolia Majestic Beauty	Magnolia grandiflora 'Majestic Beauty'	Evergreen	4 x 8	20-40	20-40	25-30	
Magnolia Saint Mary's	Magnolia grandiflora 'St.Mary'	Evergreen	4 x 6	-20	-20	25-30	
Maidenhair Tree	Ginkgo Biloba	Deciduous	4 x 8	40+	20-40	30-35	
New Zealand Christmas Tree	Metrosideros excelsa	Evergreen	4 x 6	-20	-20	25-30	Yes
Purple Orchid Tree	Bauhinia Purpurea	Deciduous	4 x 6	20-40	-20	25-30	Yes
Small-Leaf Tristania	Tristiana Laurina	Evergreen	4 x 6	20-40	20-40	30-35	Yes
Tipu Tree	Tipuana Tipu	Deciduous	5 x 10	40+	40+	35-40	
Western Redbud	Cercis occidentalis	Deciduous	4 x 6	-20	-20	25-30	Yes
White Orchid Tree	Bauhinia V. Candida	Deciduous	4 x 6	20-40	-20	25-30	Yes
Yew Pine	Podocarpus macrophyllus	Evergreen	4 x 6	20-40	-20	25-30	

C. MAINTENANCE OF STREET TREES

1. To accommodate tenant signs below the tree canopy, a street tree's lateral branches may be removed below a height of 14 feet above the sidewalk elevation, provided that: a) no removed branch has a diameter of more than 1/4 of the trunk diameter or 3", whichever is less, and b) the total tree height is 2.5 times the clear trunk height. For example, if the total tree height is 35 feet, the lateral branches along the trunk may be removed below 14 feet. If the total tree height is 25 feet, the lateral branches may be removed below 10 feet.
2. Trees may not be topped or headed back on the sides to expose signs. If a tree is topped or headed back to expose a sign, the tree should be replaced by the sign permit holder or sign owner with a tree equal in size to the topped or headed tree prior to topping or heading.

D. STREET TREE PHOTO GUIDE

African Fern Pine
Podocarpus gracilior



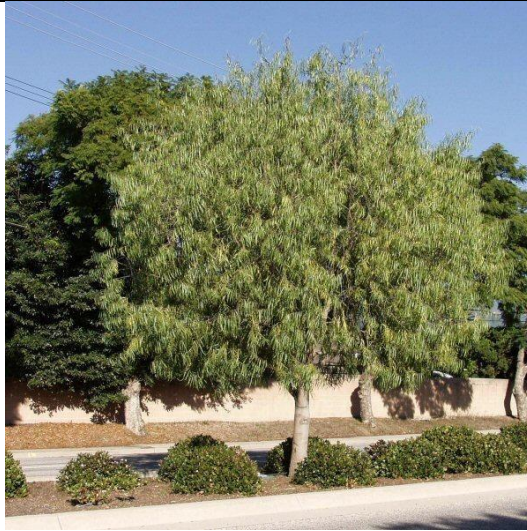
African Sumac
Rhus lancea



Aristocratic Pear
Pyrus calleryana
'Aristocrat'



Australian Willow
Geijera parviflora



Black Locust
Robinia pseudoacacia



Brisbane Box
Tristania conferta



Bronze Loquat
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Callery/Ornamental Pear
Pyrus calleryana



Canary Island Pine
Pinus canariensis



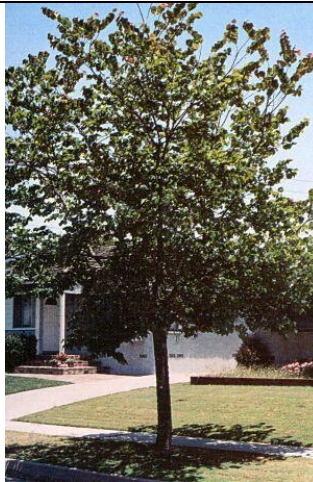
Chinese Flame
Koelruteria bipinnata



Crape Myrtle
Lagerstroemia Indica



Eastern Redbud
Cercis canadensis



Evergreen Pear
Pyrus kawakamii



Golden Rain
Koelruteria paniculata



Green Gem Fig
Ficus microcarpa nitida "Green Gem"



Honey Locust
Gleditsia triacanthos inermis



Hong Kong Orchid
Bauhinia blakeana



Jacaranda
Jacarda mimosifolia



Lavender Trumpet
Tabebuia avellanedae



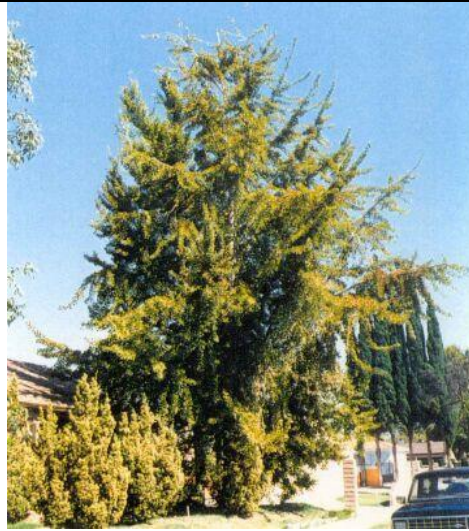
Magnolia Majestic beauty
Magnolia grandiflora 'Majestic Beauty'



Magnolia Saint Mary's
Magnolia grandiflora 'St.Mary'



Maidenhair Tree
Ginkgo biloba



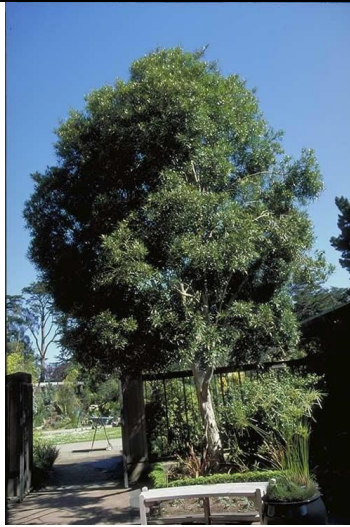
New Zealand Christmas Tree
Metrosideros excelsa



Purple Orchid Tree
Bauhinia purpurea



Small-Leaf Tristania
Tristania laurina



Tipu Tree
Tipuana tipu



Western Redbud
Cercis occidentalis



White Orchid Tree
Bauhinia V. candida



Yew Pine
Podocarpus macrophyllus



APPENDIX B

ALLEY ENHANCEMENTS

The City of Los Angeles is home to over 900 linear miles of alleys, ranging from 10 to 20 feet in width and providing back-of-house access to residential, commercial, and industrial blocks throughout the city.

Typically, alleys are used for back-of-house uses such as providing loading, service, and emergency access to neighboring uses. In the traditional sense, alleys serve important functions for neighboring commercial, industrial, and residential uses such as deliveries, loading, emergency access, parking access, waste collection, and public utilities. These are important functions in the day-to-day operations of a neighboring use.

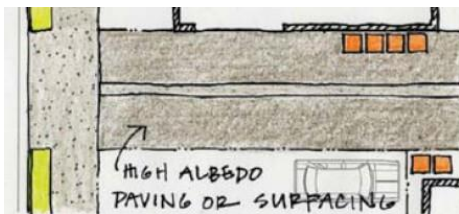
However, these alleys provide vital opportunities to integrate pedestrian, open space, and stormwater improvements. Especially in dense urban centers such as Downtown, when enhanced with green elements, pedestrian connections, and open space amenities, alleys can provide short cuts for pedestrians, serve as places for gathering and recreation, allow for outdoor dining, and urban greening. Overall, alleys are valuable as they can contribute greatly to the overall social, economic, and physical environment of Downtown. Alleys can serve as important public spaces and vital opportunities for improving pedestrian access, providing open space in park-poor areas, and implementing sustainability strategies.

This appendix also identifies best practices that can shape the improvement of these alleys. For further design guidance on alleys, please refer to the Mobility Element's Complete Streets Design Guide.

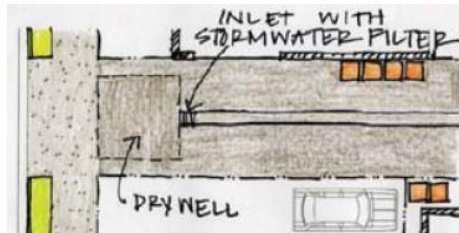
A. GREEN ALLEYS

Where appropriate, enhance existing alleys with green elements in mind to assist in stormwater capture, retention, and infiltration.

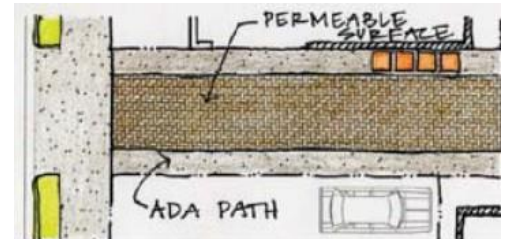
1. Alleys should be surfaced with high-albedo paving or surface treatments, recycled and/or locally manufactured “green” paving surfaces in lieu of asphalt to reduce the heat island effect.
2. For stormwater capture and infiltration, incorporate one drywell minimum with a grease interceptor downstream at the lowest point of the alley. Additional drywells are recommended for every 100 linear feet of upstream drainage area, and may be interspersed along the central drainage swale of the alley.
3. To eliminate standing water and infiltrate stormwater, install permeable paving surfaces along the centerline of the alley.
4. To treat stormwater, incorporate a biofiltration system such as bioswales into the alley design.



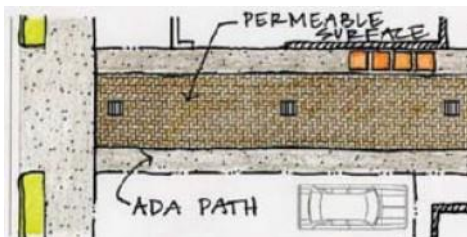
At minimum, where stormwater BMPs cannot be integrated, high-albedo paving or surface treatments or other “green” paving surfaces can reduce the heat island effect.



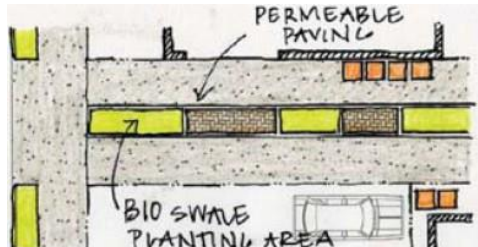
Drywells with grease interceptors should be incorporated for stormwater capture and infiltration



Permeable paving surfaces can be implemented to reduce stormwater runoff and increase infiltration rates



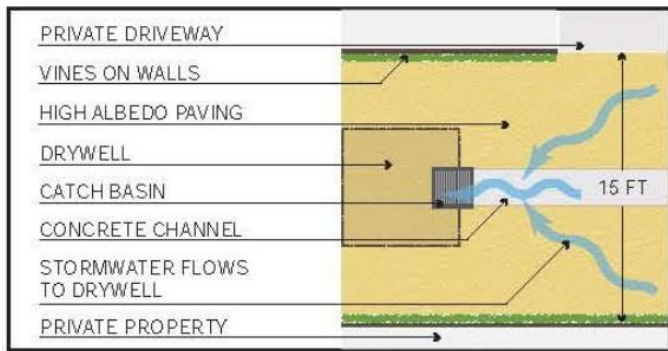
Combining drywells and permeable paving can maximize stormwater capture and infiltration rates



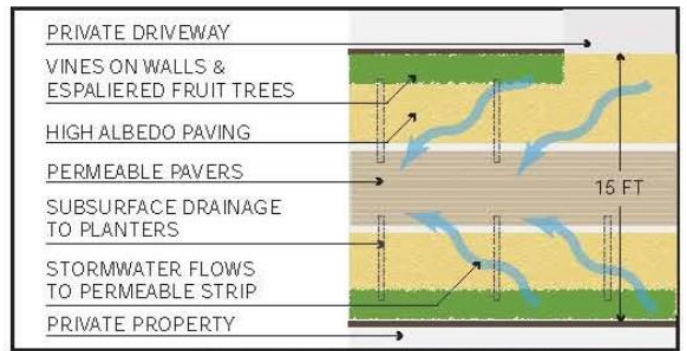
Incorporating a biofiltration system or bioswale can remove and oxidize organic gases

Illustrations (left/above) courtesy of LA Sanitation as part of the Rainwater Harvesting Program: Green Streets & Green Alleys Design Guidelines and Standards

Illustrations (below) courtesy of LA Sanitation and the Trust for Public Land as part of the Avalon Green Alley Network Retrofit Program



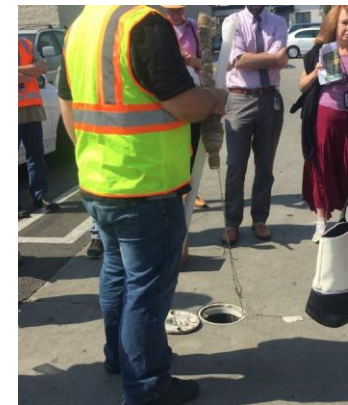
ALLEY DETAIL: DRYWELL



ALLEY DETAIL: PERMEABLE PAVERS

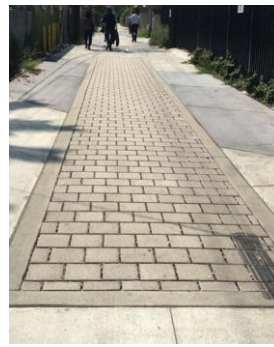


The Avalon Green Alley network in South Los Angeles is a demonstration project for Low-Impact Development (LID) implemented in joint partnership between LA Sanitation and the Trust for Public Land. Two alley segments were identified for full retrofits for stormwater interventions including permeable pavers, dry wells, and rainwater harvesting for plant irrigation.



The monitoring wells allow stormwater to collect and be tested for contamination.

A series of drywells, catch basin intercepts, and permeable surfaces were constructed to capture, infiltrate, and retain stormwater runoff from surrounding tributary areas.



The alleys were retrofitted with permeable paving along the alley centerline. The permeable paving sits on top of 2 levels of gravel to allow for adequate drainage and eliminate standing water.

The dry wells are signed as stormwater control measures.

B. SHARED OR PEDESTRIAN-PRIORITY ALLEYS

Where appropriate, enhance existing alleys with pedestrian orientation in mind. Alleys can be enhanced as “shared” alleys for both pedestrian and vehicular use, or as “pedestrian-priority” alleys for pedestrian-only use.

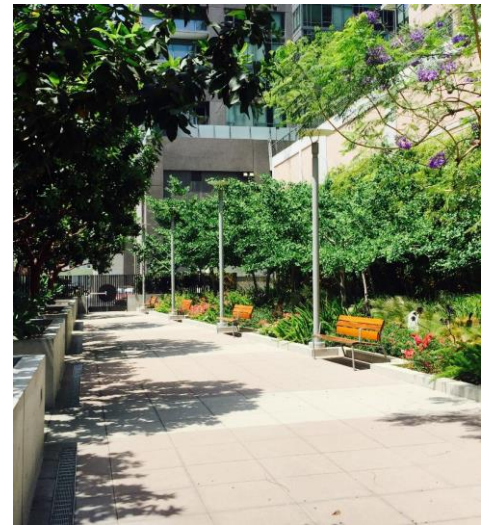
1. Provide enhanced smooth-surface paving treatments within pedestrian pathways along shared alleys to create pedestrian-friendly scale.
2. Where enhanced alleys intersect the sidewalk, provide a combination of raised, above-ground, or at-grade planters on either side of alley entrance to soften the alley entrance from vehicular traffic and sound.
3. Provide a combination of permeable pavers or raised planters to define the entrance of any residences, businesses, or other active uses along the alley.
4. Provide ornamental or pedestrian lighting in the form of pole-mounted lighting fixtures or building-affixed sconces to illuminate the alley walkway, focal features, building entrances, and other amenities and add security.
5. Provide enhanced articulation, building entrances, and primary internal circulation cores along facades facing the alley.
6. Where alleys are designated as “pedestrian-priority” alleys by DCP staff, consider making improvements with pedestrian orientation in mind, such as:
 - ADA-compliant walkways with the required minimum path of travel and delineated with smooth-surface permeable pavers
 - Lined with ground floor spaces designed for active uses along at least 50 percent of its frontage, including retail, restaurants, cultural uses, and/or ground-floor residential units with individual entries directly off of the alley
 - Connection to at least one gathering space or focal point
 - Clear line of sight to the back of the alley, gathering space, or focal point.
7. Provide pedestrian furniture or placemaking elements including but not limited to murals, art installations, gardens, green space, and other enhancements to improve the functionality of the alley.



The East Cahuenga (“EaCa”) Alley is enhanced with permeable paving, outdoor seating, and nighttime lighting.



The East Cahuenga (“EaCa”) Alley is enhanced public art and outdoor seating to create a sense of community identity.



A paseo connects an existing alley to Grand Avenue, and is enhanced with permeable paving, seating, and landscaping.



The Avalon Green Alley provides mini community gardens along the perimeter of the alley to allow for growing of fruit trees. The gardens are irrigated from the rainwater harvested along the alley.



The Avalon Green Alley is signed with the process, purpose, and team involved in the project.



Public art murals are installed along the Avalon Green Alley network to provide a sense of community identity and ownership along the alleys. The murals were created as part of a community engagement process in coordination with a local artist.

E. OTHER RESOURCES

There are several resources available for alley enhancements. Please refer to any of the following resources for further guidance on enhancing alleys.

- Complete Streets Design Guide
- Rainwater Harvesting Program: Green Streets & Green Alleys, Design Standards