

Downtown Community Plan Implementation Overlay Appendix E

Downtown Street Standards

Downtown CPIO Ordinance per Section 1-8

Any Project within the CPIO Boundaries shall comply with all applicable standards as set forth in Appendix E. The provisions of the Downtown Street Standards, previously adopted under Ordinance 181,557, remain in effect and are effectuated by this CPIO.

DOWNTOWN

STREET STANDARDS

CITY OF LOS ANGELES



Originally Adopted by City Council
April 24, 2009
Revised May 3, 2023

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HOW TO USE THIS DOCUMENT

The final street designation cross sections found in Part A of this document illustrate required right of way dimensions including minimum sidewalk widths and maximum roadway dimensions. Part A is adopted and illustrates requirements upon which required dedications will be based.

The street cross sections found in Part B of this document provide detailed recommendations for the treatment of specified street segments, including alternative options in some cases. Part B records the detailed recommendations of the Ad Hoc Downtown Street Standards Committee and includes existing (from that time) and proposed widths and lane striping which are recommendations to LADOT.

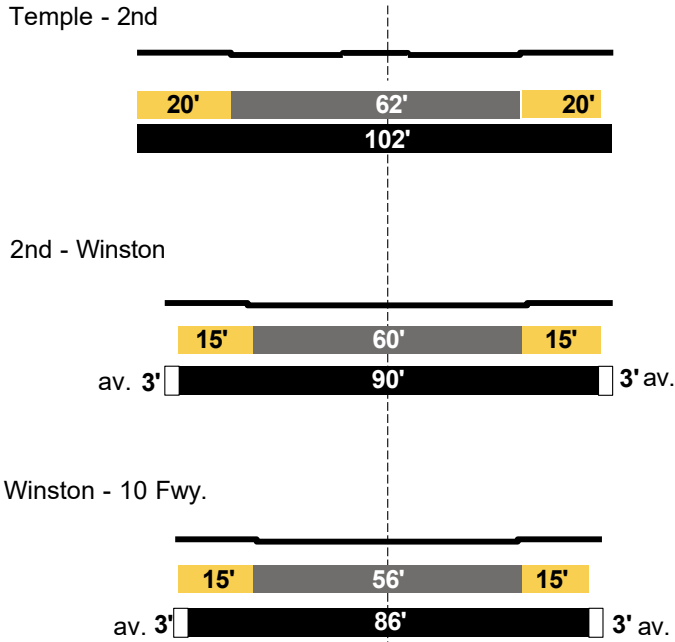
AMENDMENTS

The Downtown Street Standards include updates to incorporate the street classifications that were adopted by Mobility Plan 2035 in 2015 (CF 15-0719), amendments to street designations adopted through the Downtown Community Plan DTLA CPU (CF 22-0617). The living streets design concept was added in conjunction with the adoption of the Downtown Community Plan operative January 27, 2025.

DOWNTOWN STREET DESIGNATIONS: NORTH - SOUTH STREETS

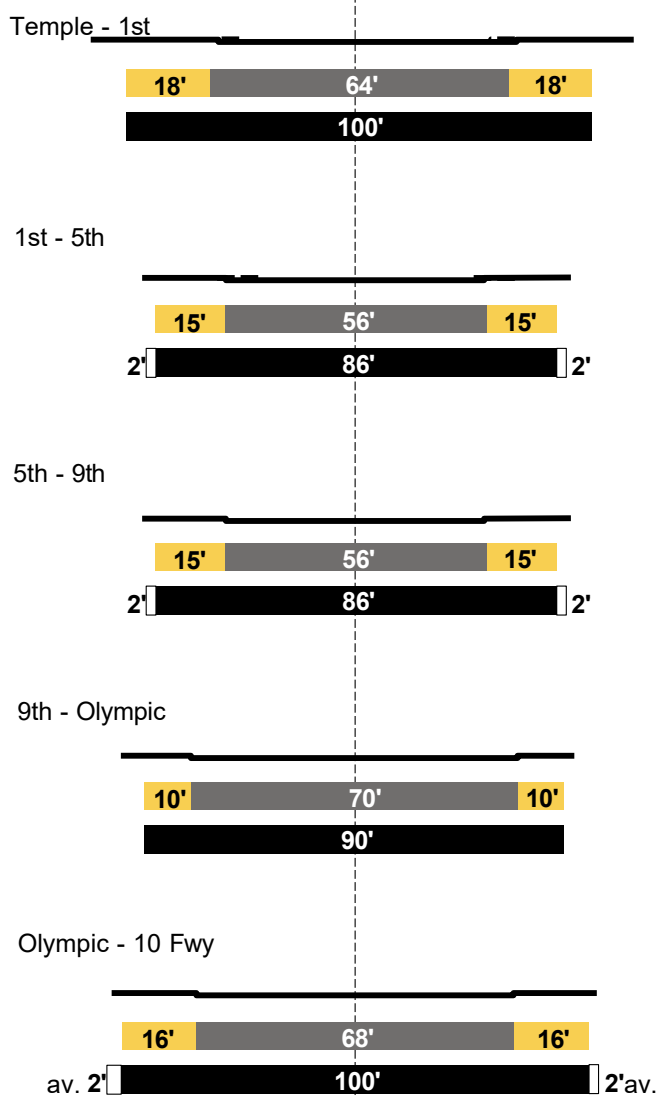
LOS ANGELES STREET

Modified Avenue I from Temple St - 2ND St
 Modified Avenue II from 2ND ST - Winston St
 Avenue II south of Winston St
 Looking north

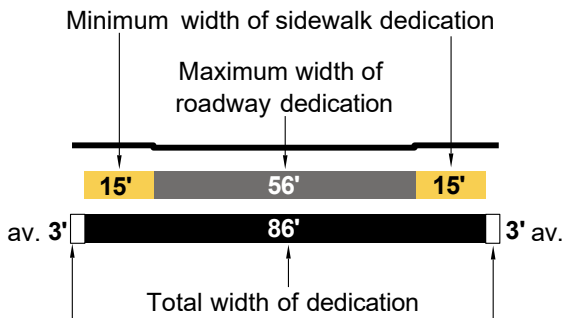


MAIN STREET

Modified Ave I from Temple St - 1ST St;
 9TH St to 10 FWY
 Avenue II south from 1ST St to 9TH St
 Looking north

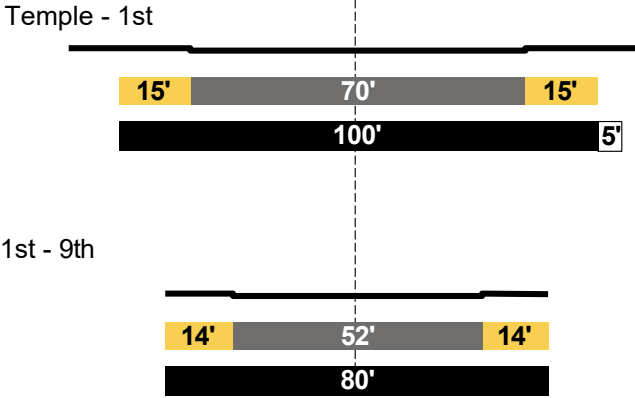


LEGEND - All Cross Sections

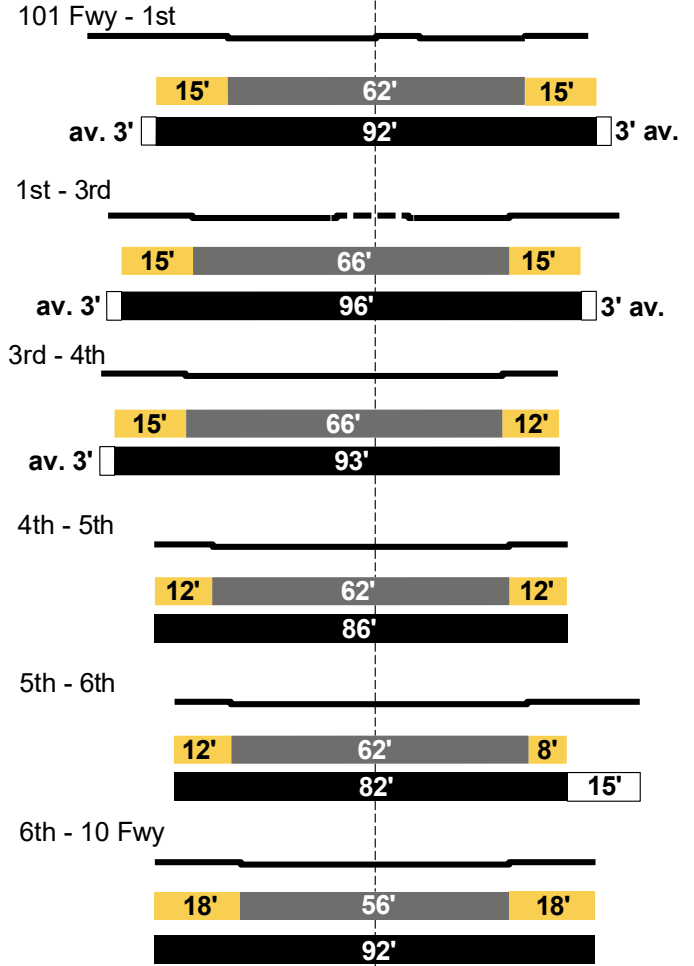


Width of required sidewalk easement
 av. = average easement, which may range from 0' to 3 times the average, provided that the total area of the easement divided by the linear frontage of the property equals the required average easement.

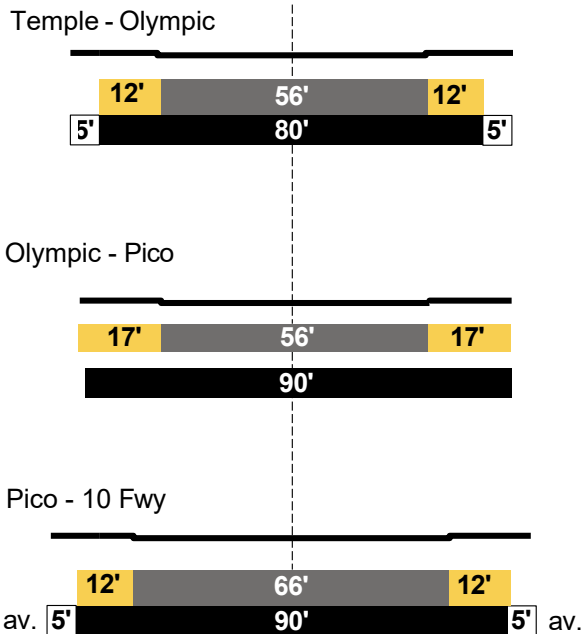
SPRING STREET
 Avenue I north of 1ST St
 Modified Avenue II from 1ST St to 9TH St
 Looking north



HILL STREET
 Modified Avenue II
 Looking north

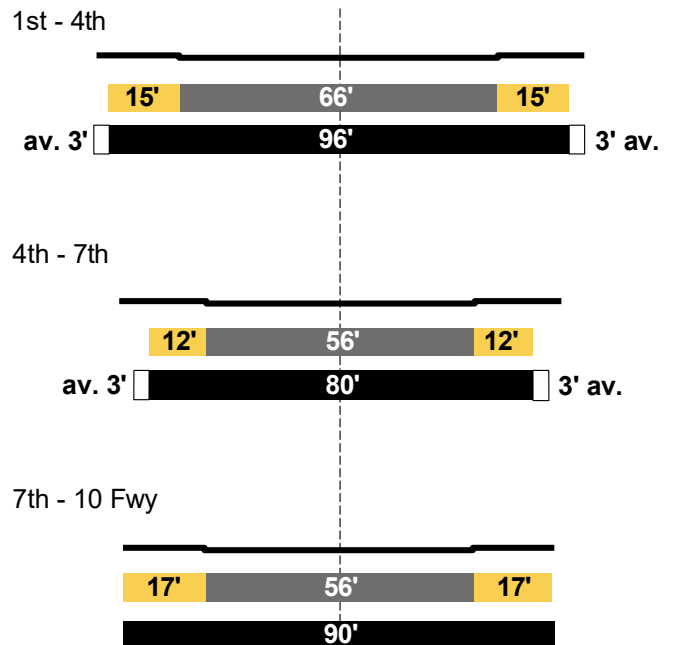


BROADWAY
 Avenue II north of Temple St
 Modified Avenue II south of Temple St
 Looking north



OLIVE STREET Modified Avenue II

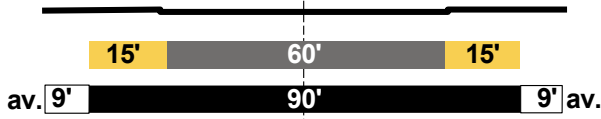
Looking north 2-way 1st -4th; 1-Way 4th - Venice



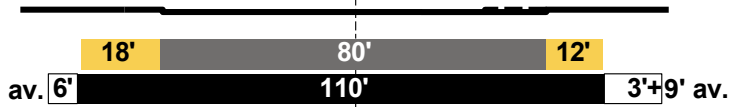
GRAND AVENUE

Modified Avenue II north of Temple St
 Modified Boulevard II from Temple St - 4TH St
 Modified Avenue II south of 4TH St
 Looking North 2 way 1st -5th; 1-Way 5th - Venice

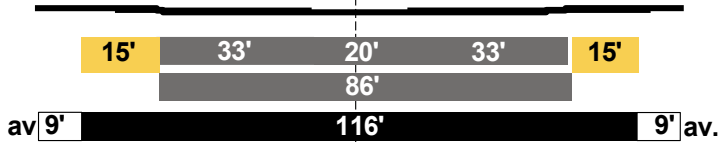
-101 Fwy - Temple



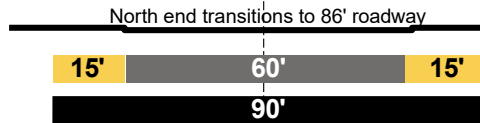
Temple - 2nd



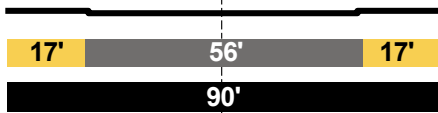
2nd - 4th



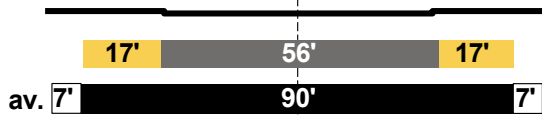
4th - 5th



5th - 7th



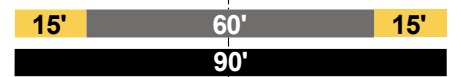
7th - 10 Fwy.



HOPE STREET

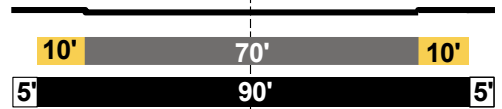
Modified Avenue II north of 1ST St; 6TH St to Olympic Blvd
 Modified Avenue I from 1ST St to 5TH St
 Avenue II south of Olympic Blvd
 Modified Avenue III from 5TH ST to 6TH ST
 Looking north

Temple - 1st

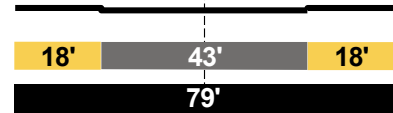


1st - GTK Way - varies - no change from existing

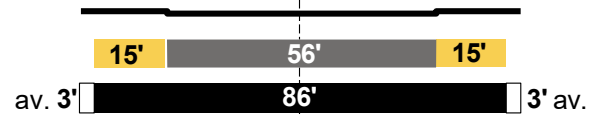
GTK Way - Hope Pl.



Library - 6th



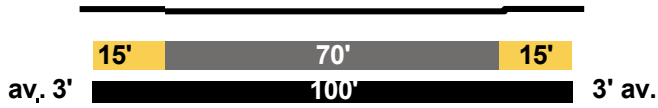
6th - Venice



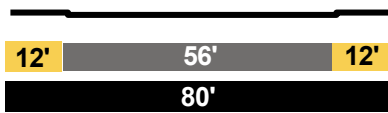
FLOWER STREET

Avenue II from 1ST St to 3RD St
 Avenue I from 3RD St to 6TH St
 Modified Avenue II from 6TH St to 11TH St
 Modified Avenue I south of 11TH St
 Looking north

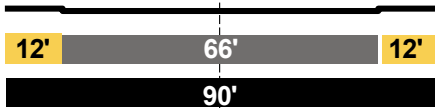
3rd - 6th



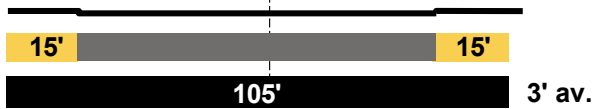
6th - 7th



7th - 11th



11th-10 Fwy

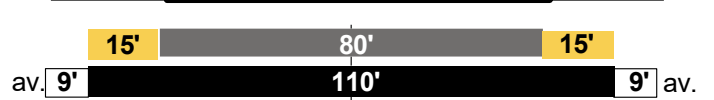


FIGUEROA STREET

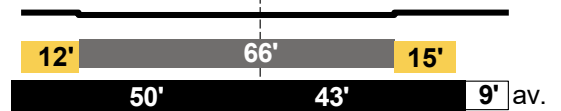
Boulevard II north of Wilshire
 Avenue I from Wilshire to Olympic Blvd
 Modified Boulevard II south of Olympic Blvd
 Looking north

2-Way north of 3rd
 2-Way south of Olympic
 1-Way 3rd-Olympic

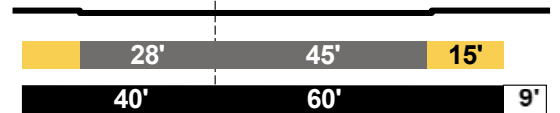
101 Fwy. - Olympic except Wilshire - 7th & at the Pantry
 (see below):



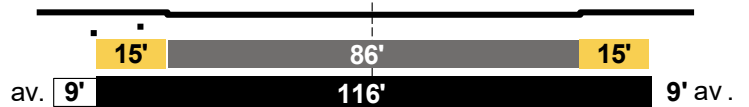
Wilshire - 7th:



9th - Olympic at the Pantry:



Olympic - 10 Fwy.

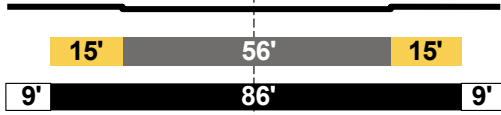


DOWNTOWN STREET DESIGNATIONS: EAST - WEST STREETS

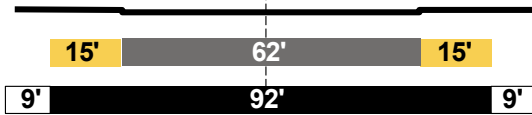
TEMPLE STREET

Avenue II west of Broadway
Modified Avenue II east of Broadway

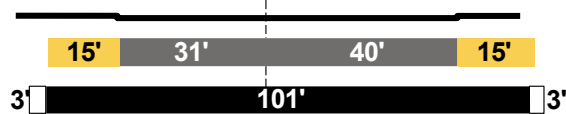
Figueroa - Broadway



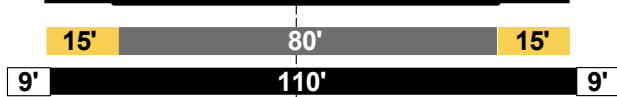
Broadway - San Pedro



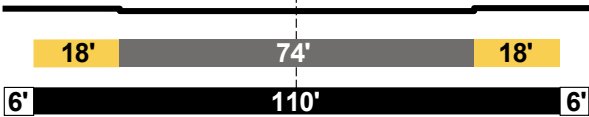
San Pedro - Alameda



Figueroa - Hill



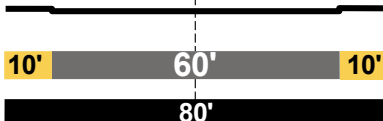
Hill - Main



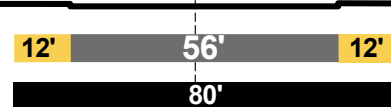
Main - San Pedro



San Pedro - Central



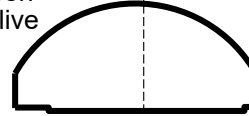
Central - Alameda



2ND STREET

Modified Avenue III from Figueroa to Judge John Aiso
Modified Collector Streets from Judge John Aiso to Alameda St
Looking west

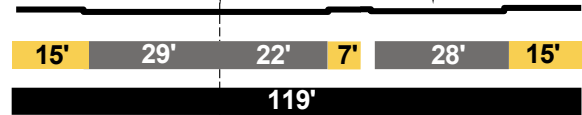
Tunnel between Figueroa & Olive



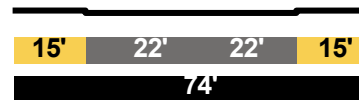
East end of tunnel - Hill

To/from tunnel

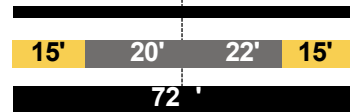
Upper 2nd St.



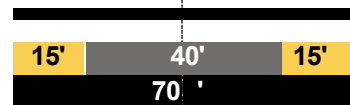
Hill - Los Angeles



Los Angeles - San Pedro



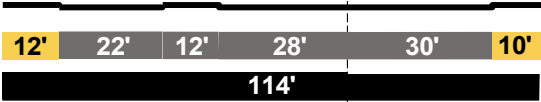
San Pedro - Alameda



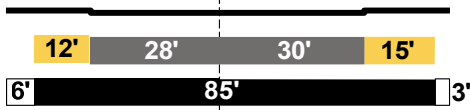
3RD STREET

Modified Boulevard II from Figueroa St to Flower St
 Modified Avenue II from Flower St to Hope St
 Modified Avenue III Hope St to Los Angeles St
 Avenue II from Los Angeles St to Alameda St
 Looking west

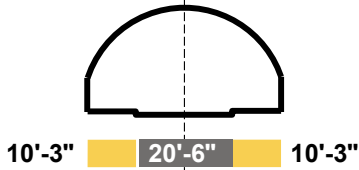
Figueroa - Flower



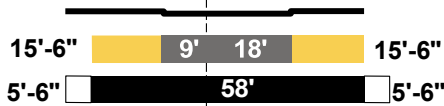
Flower - tunnel



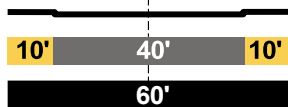
tunnel



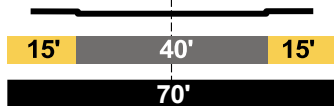
tunnel - Hill



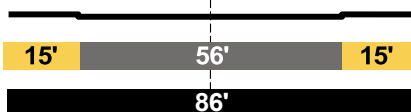
Hill - Spring



Spring - Los Angeles



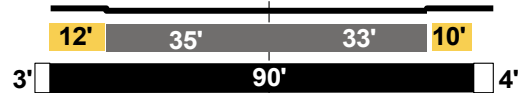
Los Angeles - Alameda



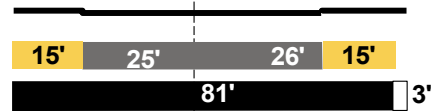
4TH STREET

Modified Boulevard II from Hope St to Grand Ave
 Modified Avenue I from Figueroa St to Hope St;
 Grand Ave to Olive St
 Modified Avenue II from Olive St to Hill St
 Modified Avenue III from Hill St to Los Angeles St
 Avenue III from Los Angeles St to Judge John Aiso
 Avenue II from Judge John Aiso to Alameda
 Looking west

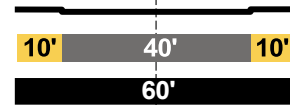
Grand - Olive



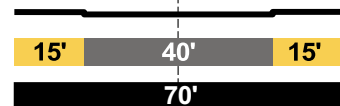
Olive - Hill



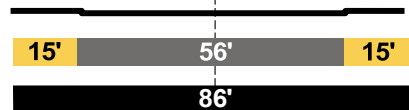
Hill - Main



Main - Los Angeles



Los Angeles - Central

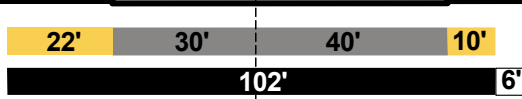


5TH STREET

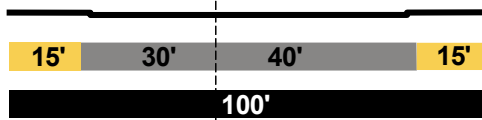
Modified Avenue I west of Figueroa St
 Avenue I from Figueroa St to Flower St
 Modified Avenue II from Flower St to Hill St
 Modified Avenue III from Hill St to Los Angeles St
 Avenue II from Los Angeles St to Central Ave

Looking west

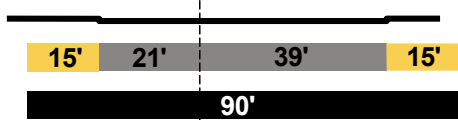
110 Fwy - Figueroa



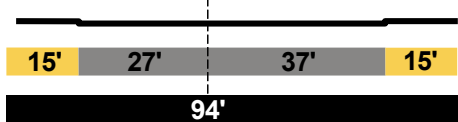
Figueroa - Flower



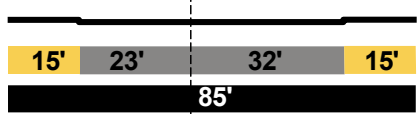
Flower - Grand



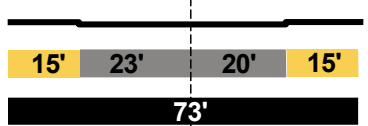
Grand - Olive



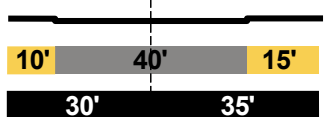
Olive - midblock Olive/Hill



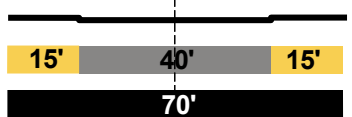
midblock Olive/Hill - Hill



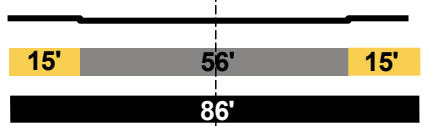
Hill - Main



Main - Los Angeles



Los Angeles - San Pedro



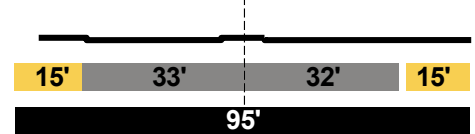
6TH STREET

Modified Avenue I 110 FWY to Flower St
 Modified Avenue III Flower St to Los Angeles St

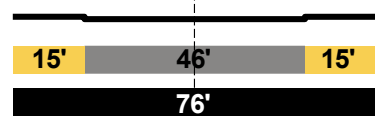
Avenue II east of Los Angeles St

Looking west

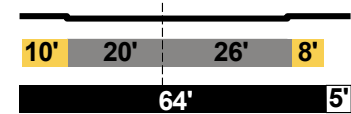
110 Fwy - Flower



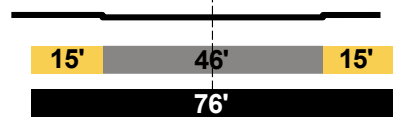
Flower - Olive



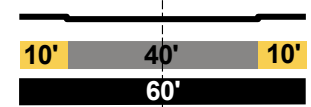
Olive - Hill



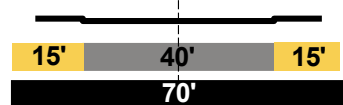
Hill - alley bet. Hill/Broadway



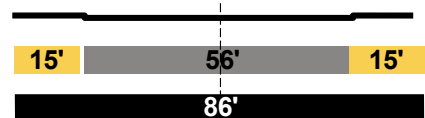
alley bet. Hill/Broadway - Main



Main - Los Angeles



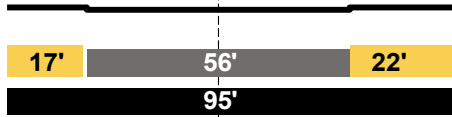
Los Angeles - San Pedro



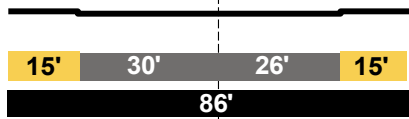
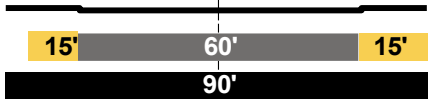
WILSHIRE BOULEVARD

Modified Avenue I west of Figueroa Modified Avenue II from Figueroa to Flower St Avenue II from Flower St to Grand Ave Looking west

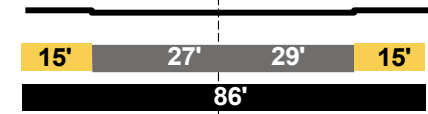
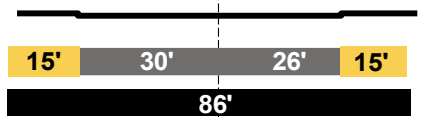
110 Fwy - Figueroa



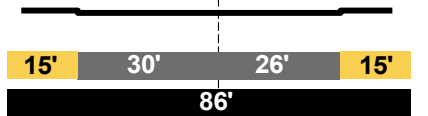
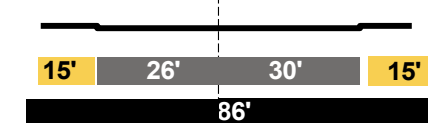
Figueroa - Flower



Flower - Hope



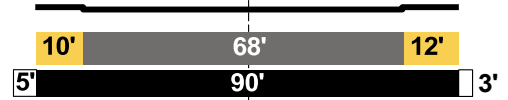
Hope - Grand



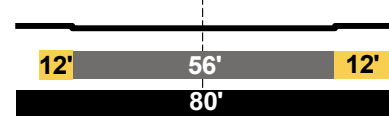
7TH STREET

Modified Avenue II west of Los Angeles St Avenue II east of Los Angeles St Looking west

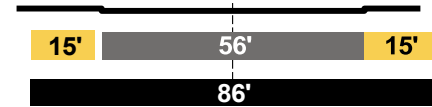
110 Fwy - Figueroa



Figueroa - 100' east of Los Angeles



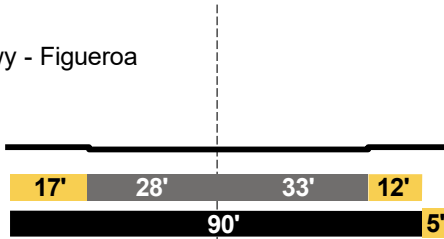
100' east of Los Angeles - San Pedro



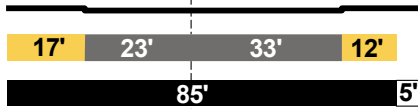
8TH STREET

Modified Avenue II west of Olive St
 Modified Avenue III from Olive St to Main St
 Avenue II east of Main St
 Looking west

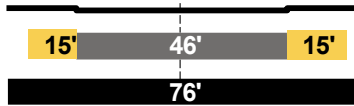
110 Fwy - Figueroa



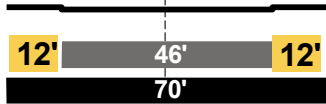
Figueroa - Olive



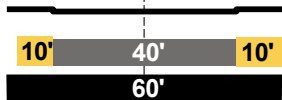
Olive - Hill



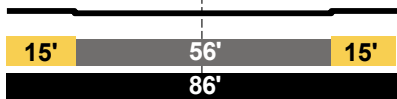
Hill - Broadway



Broadway - Main



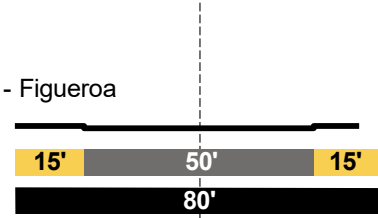
Main - San Pedro



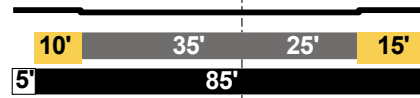
JAMES M. WOOD/ 9TH STREET

Modified Avenue II from 110 FWY to Olive St
 Modified Avenue III from Olive St to Spring St
 Avenue II from Main St to Judge John Aiso
 Avenue I east of Judge John Aiso
 Looking west

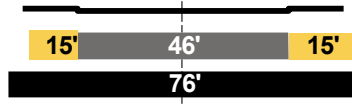
110 Fwy - Figueroa



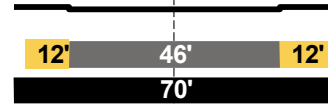
Figueroa - Olive



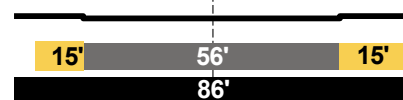
Olive - Hill



Hill - Main



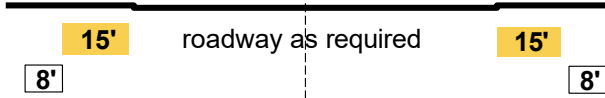
Main - San Pedro



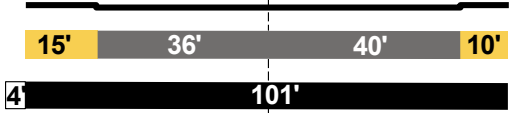
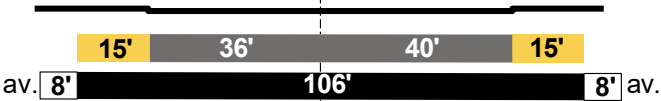
OLYMPIC BLVD.

Boulevard II east of Flower St; Broadway to Maple Ave
 Modified Boulevard II from Flower St to Hope St
 Modified Avenue I from Hope St to Broadway
 Modified Avenue III from Maple Ave to San Julian St
 Looking west

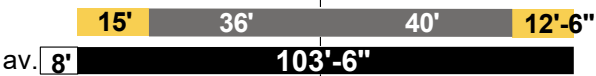
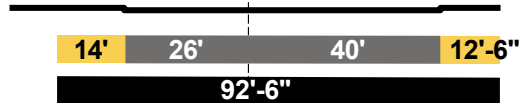
110 Fwy - Flower



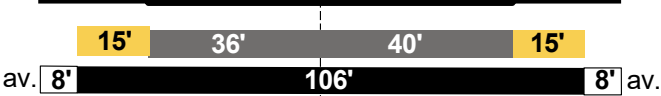
Flower - Hope



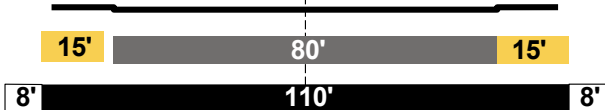
Hope - Grand



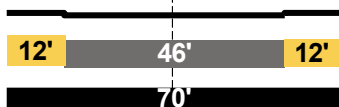
Grand - Broadway



Broadway - Maple



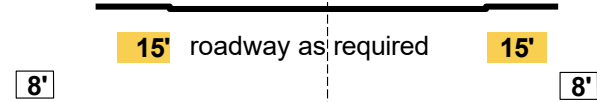
Maple - San Julian



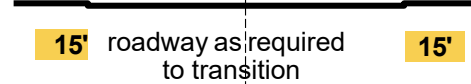
**CHICK HERN COURT/
 11TH STREET**

Modified Collector Street- 2-way west of Figueroa
 Looking west 1-way east of Figueroa

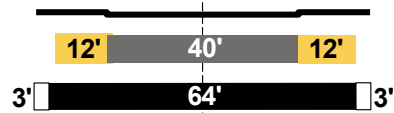
110 Fwy - Figueroa



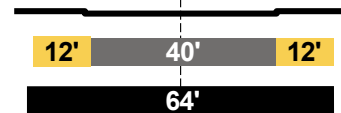
Figueroa - Flower



Flower - Hill



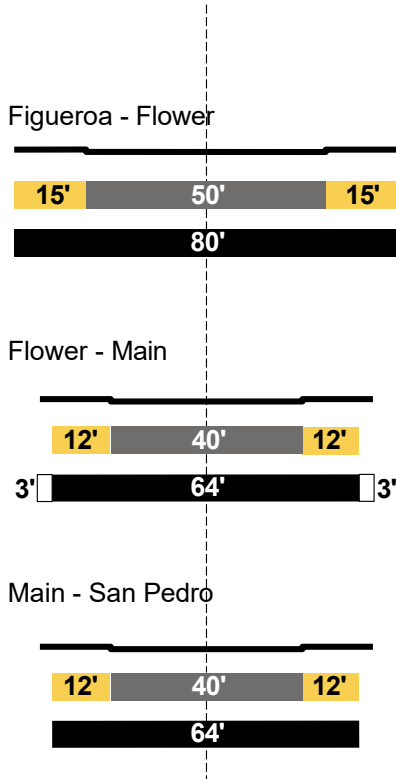
Hill - San Pedro



12TH STREET

1-way west of Wall 2-way east of Wall
Avenue II from Figueroa to Flower St Modified
Collector Street east of Flower St

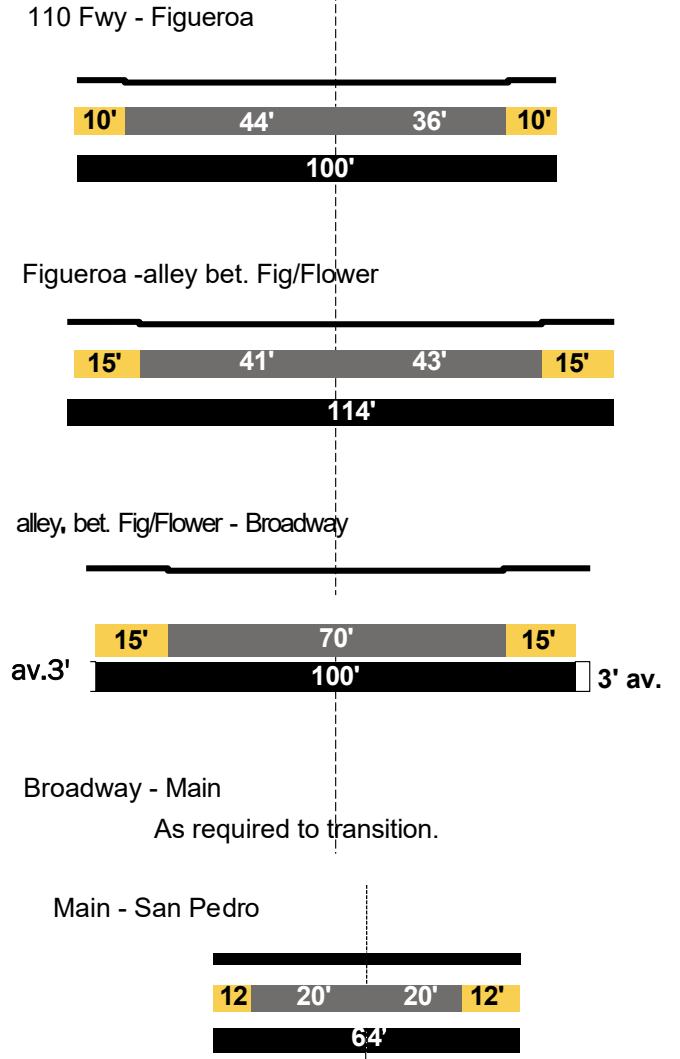
Looking west



PICO BOULEVARD

Modified Avenue II from 110 FWY to Figueroa
Modified Boulevard II from Figueroa to Flower St
Avenue I from Flower St to Broadway
Modified Avenue III from Broadway St to Main St
Modified Local Street - Standard from Main St to San Pedro St
Local Street - Standard from San Pedro St to Stanford Ave
Collector Street from Stanford Ave to Central Ave

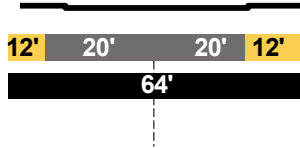
Looking west



14TH STREET
Modified Local Street - Standard
from Grand Ave to Maple St

Looking west

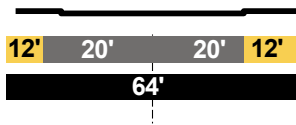
Grand - Maple



15TH STREET Modified 2-Way Collector

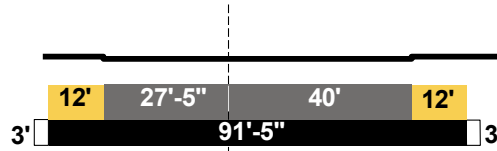
Looking west

Grand - Maple

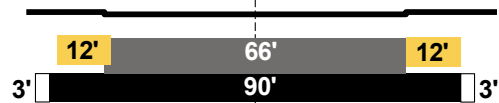


VENICE BOULEVARD / 16TH STREET
Modified Avenue II from 110 FWY to San Pedro
Avenue II from San Pedro to Hooper Ave
Local Street - Standard east of Hooper Ave
 Looking west

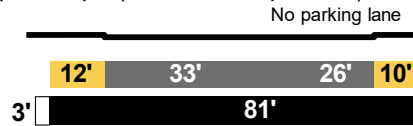
110 Fwy - Figueroa at the intersection w/Figueroa



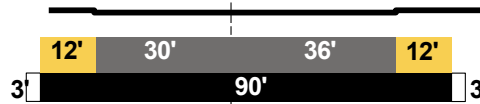
Figueroa - Hope except alley bet. Flower & Hope - Hope



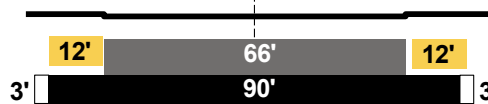
alley bet. Flower & Hope - Hope (at Venice Hope Park)



Hope - Grand



Grand - San Pedro



PART B DETAILED RECOMMENDATIONS

Ad Hoc Downtown Street Standards Committee

BACKGROUND

The Ad Hoc Downtown Streets Standards Committee was convened in response to a series of Council Motions (CF-05-1514 and CF-06-0547) which address the need and desire to revise the Downtown Street Standards. The Ad Hoc Street Standards Committee initially met on July 13, 2006 and, in the ensuing months, developed the street cross sections found in this document's detailed recommendations section. The following agencies are included in the Downtown Ad Hoc Street Standards Committee: the Departments of Transportation, City Planning and Public Works; the Community Redevelopment Agency of Los Angeles (CRA/LA); the Los Angeles Metropolitan Transportation Authority (Metro) and staff of Council Districts 9 and 14.

Alongside with the Downtown Community Plan with the operative date of January 27, 2025, the living streets design concept was added to this document on pages 60 to 62.

PURPOSE

The Downtown Street Standards are a companion to the Downtown Community Plan street designations, providing a comprehensive street hierarchy that balances traffic flow with other equally important functions of the street, including: pedestrian needs, public transit routes and stops, bicycle routes, historic districts with fixed building street walls, the public face and transitional “front yard” of businesses, pedestrian environments and linear open space considerations.

The new Downtown Street Standards establish definitive future curb lines and property lines for all Downtown streets, and, in some locations, additional required average sidewalk easements. The Downtown Street Standards also provide certainty for developers and their architects as to the building street wall location and required roadway improvements. They also provide certainty for building, business and homeowners that the character of their street on which their investments are located will not be diminished by unanticipated future sidewalk narrowing.

The Downtown Street Standards consist of a series of street cross sections which are specific to each street or street segment, including one-way pair standards, rather than a single cross section for all street designations.

ASSUMPTIONS

Lane Capacity. Lane capacity assumptions for planning purposes are as follows:

850/lane	one-way
750/lane	two-way with continuous center turn lane or left turns/median & parking
700/lane	two-way with left turns at intersections (from parking) & parking

Buses. All streets need to be bus ready, that is, with adequate sidewalk width for pedestrians, typically 15 feet minimum and more where there are higher concentrations of pedestrians.

Bicycles. Bicyclists may legally ride on all streets (CVC 21200) whether there is dedicated bicycle infrastructure or not. These "detailed recommendations" reflect the initial work of the Ad Hoc Downtown Street Standards Committee to identify street segments that should accommodate bicycle infrastructure, and may not necessarily be consistent with the more recently adopted policies and designations found in the City's Mobility Plan 2035.

CRITERIA

Note: these are general rules and there are always exceptions to general rules.

1. Consistent roadway width / striping by street segment (typically by district), i.e., Civic Center / Bunker Hill / Historic Core-Financial District (south of 1st except Bunker Hill) / South Park (south of Olympic), unless there is an overriding need, e.g, Figueroa St. to provide freeway access.
2. Striping to preserve on-street parking with left turns at the intersections, except where continuous turn lane is needed due to significant mid-block turn movements.
3. Accept slower speed (35 mph or less) lane widths as appropriate for most Downtown streets.

	<u>35 mph or less</u>	<u>More than 35 mph</u>	<u>Existing Minimums</u>
Curb Lanes	11'	12'	10'
Traffic Lanes	10'	11'	9-10'

5. Sidewalk widths vary based on street width and traffic adjacency as well as land use. Minimum sidewalks from ROW should be as follows.

	<u>Secondary</u>	<u>Major</u>	<u>Existing Mins.</u>
Curbside parking 24/7:			
Curb extensions			
(Corner & midblock)	12'	15'	NA
No curb extensions	15'	18'	10'
Curbside traffic lane	17'	20'	10'*

* Too narrow if buses in curb lane.

5. Standards works both ways, e.g., if new street standard is one-way secondary and roadway is currently wider than the standard, roadway narrowing should be triggered by the same actions that trigger roadway widenings, e.g., discretionary approvals, or roadway should be narrowed by a capital improvement project.
6. Curb extensions at all mid-block crossing where there are parking-only curb lanes.

7. Curb extensions at all corners on streets with parking-only curb lanes where: 1) no turn is permitted, e.g., against flow on one-way streets or 2) turn volumes are low.
8. Curb radii – There is no standard curb radius to apply in Downtown. Curb radii should be determined in detailed design per the provisions of the City of Los Angeles Supplemental Street Design Guide (May 2020). Smaller corner radii can improve pedestrian safety by shortening crossing distances (reducing exposure), increasing pedestrian visibility, and decreasing vehicle turning speed. Smaller corner radii also provide better geometry for installing directional curb ramps at each corner, resulting in a straight direction of travel for pedestrians. Smaller curb radii are especially beneficial at intersections with pedestrian and bicyclist activity and intersections where crashes result from motorist failure to yield due to higher right turning speeds.
9. Maximize curb-side parking – convert red curb to parking where appropriate.
10. Allow peak-period curbside parking where curb lane is at least 18' wide.
11. Bus stop curb extensions on far-side, transit-priority streets with parking-only curb lanes.
12. No bus pull-outs.
13. Preserve adequate lot depths to accommodate quality development – in some locations dedications have resulted in parcels that are too shallow to accommodate well-designed development projects.

RECOMMENDED STANDARDS AS ILLUSTRATED BY CROSS SECTIONS

The recommended Downtown Street Standards are modifications of the existing street designations and apply to the Downtown street segments illustrated in the attached cross sections.

The primary distinction among the primary types of street designations that occur Downtown is in number of traffic lanes:

Boulevard	4 full-time traffic lanes (2 in each direction for a two-way street; 4 in one direction for a one-way street) and 2 additional peak-period traffic lanes that displace off-peak parking.
Avenue	4 full-time traffic lanes (2 in each direction for a two-way street; 4 in one direction for a one-way street) and full-time parking lanes.
Collector and Local	2 full-time traffic lanes (1 in each direction for a two-way street; 2 in one direction for a one-way street) and full-time parking lanes.

The Downtown Street Standards are illustrated by a series of cross sections. The cross sections show the typical midblock conditions. Intersections are not shown. This version of the cross sections shows lane striping, so that the traffic impacts of the recommended street standards can be evaluated. The Downtown Street Standards that are ultimately adopted will not show lane striping, since lane striping is not a part of the Street Standards. However, the striping shown represents the Ad Hoc Committee's recommendation to LADOT with respect to the provision of full-time and non-peak hour parking.

For each street, the existing street designation and existing cross sections by segment are shown in the left column. The proposed cross sections for those same segments are shown in the right column. The legend on the following page identifies each element in the cross section diagrams.

The proposed Downtown Street Standard for each street segment includes:

- Width of right-of-way (ROW).
- Width of roadway (curb to curb),
- Width of sidewalk within ROW, The sidewalk width cannot be reduced, that is, the roadway cannot be widened at the expense of the sidewalk.
- Average width of sidewalk easement. In addition to the sidewalk in the ROW, on most street segments an additional sidewalk easement is required. This easement is to be treated as an extension of the sidewalk in the ROW. 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.

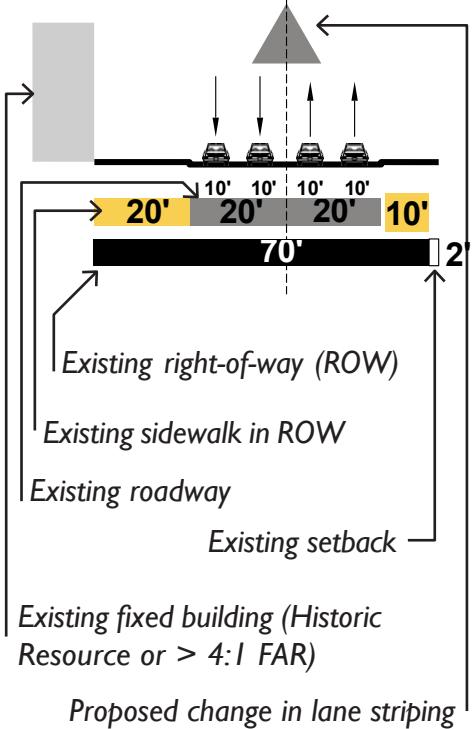
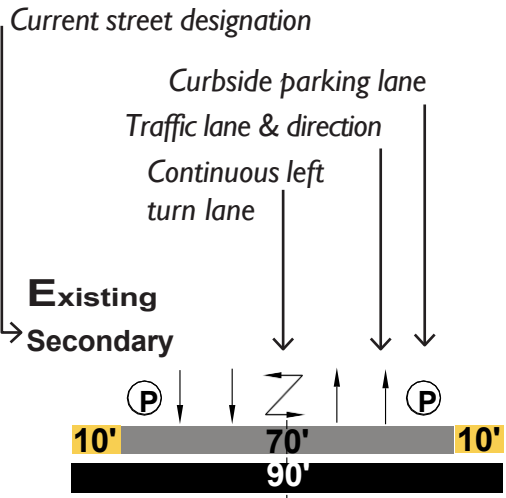
These standards will be accompanied by recommended sidewalk improvements, found in Appendix E of the Downtown Community Plan Implementation Overlay: Public Realm Best Practices, including:

- Pedestrian-scale street lights.
- Continuous landscaped parkway.
- Large tree well (minimum 100 square feet).
- Small tree well (40 to 100 square feet) with structural soil under entire sidewalk.
- Tree planting in parkway or large tree well
- Tree planting in small tree well.
- Irrigation of parkways and tree wells.

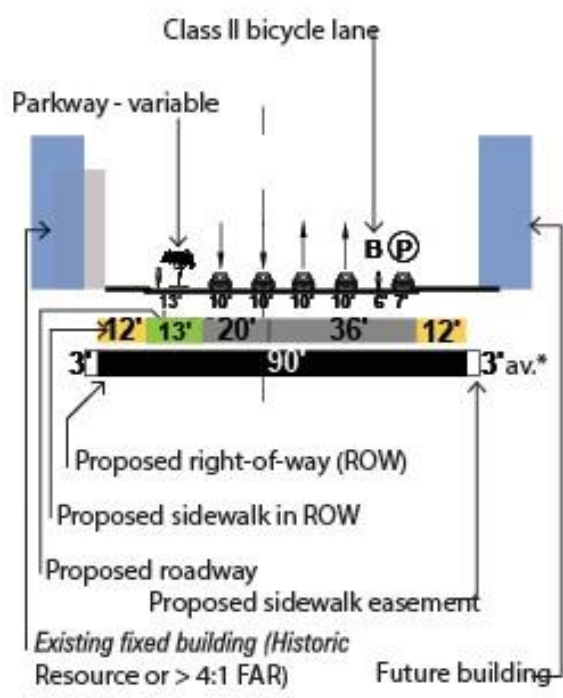
Appendix E specifies locations or conditions in which small tree wells with structural soil may be appropriate. In all other locations continuous landscaped parkways or large trees are required and are to be designed to collect stormwater runoff from the paved walkway.

Property owners are required to maintain all improvements on the adjacent sidewalk and sidewalk easement and may be required to maintain medians and other improvements in the public ROW as a condition of project approval.

CROSS SECTION LEGEND



Proposed Modified Secondary - Two Way



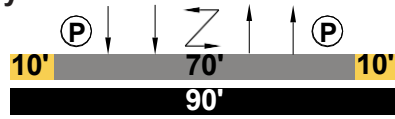
* av. = average; easement may range from 0' to 3 times the average, provided that the total area of the easement divided by the linear frontage of the property equals the required average easement.

NORTH - SOUTH STREETS

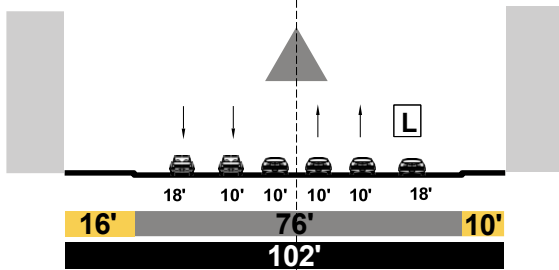
Los Angeles Street looking north

Existing

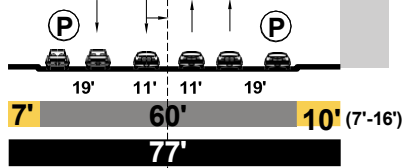
Secondary



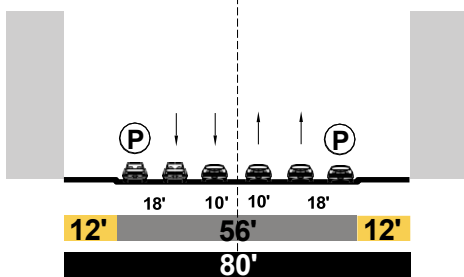
Temple - 2nd



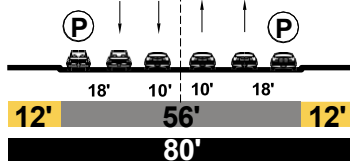
2nd - Winston



Winston - Olympic



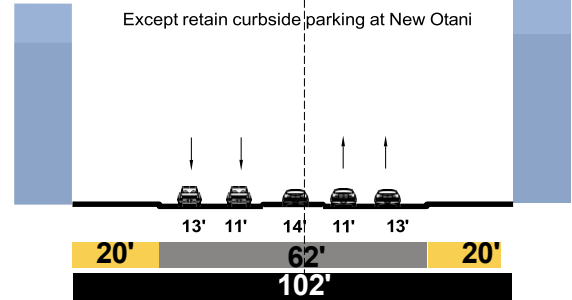
Olympic - 10 Fwy



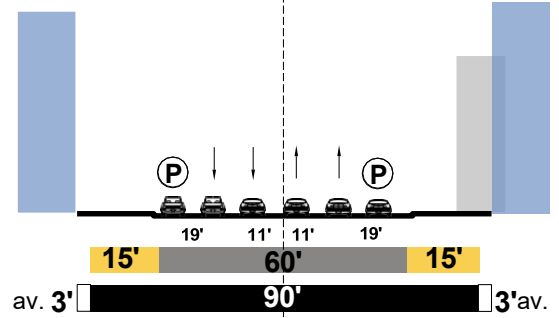
Proposed

Modified Avenue I from Temple St - 2ND St
 Modified Avenue II from 2ND ST - Winston St
 Avenue II south of Winston St

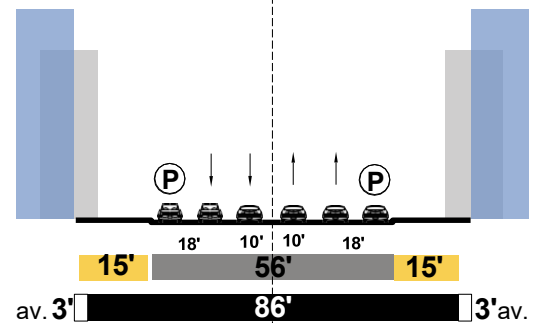
Temple - 2nd



2nd - Winston

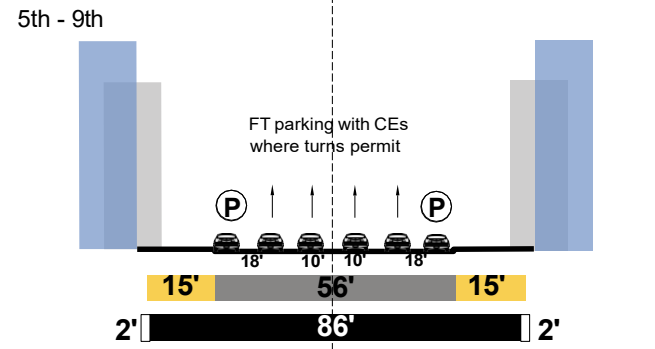
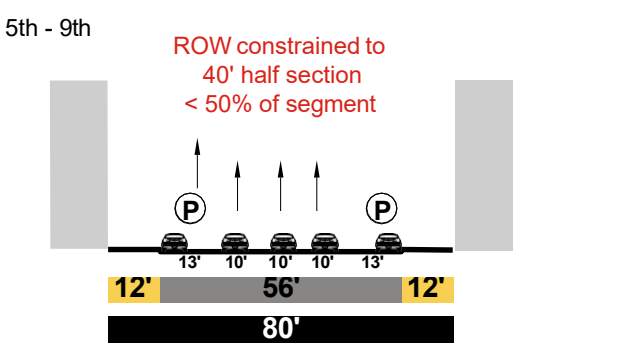
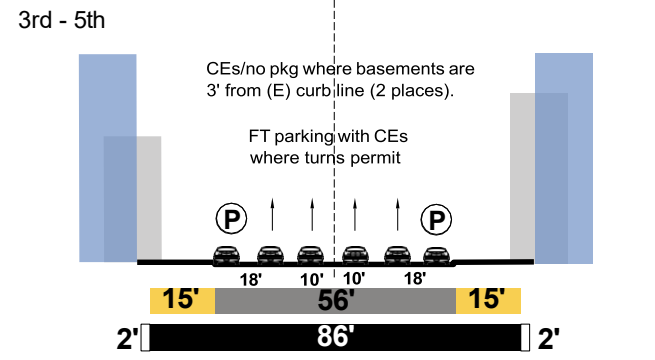
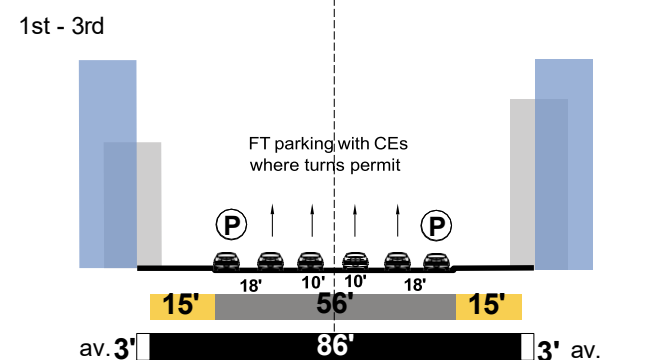
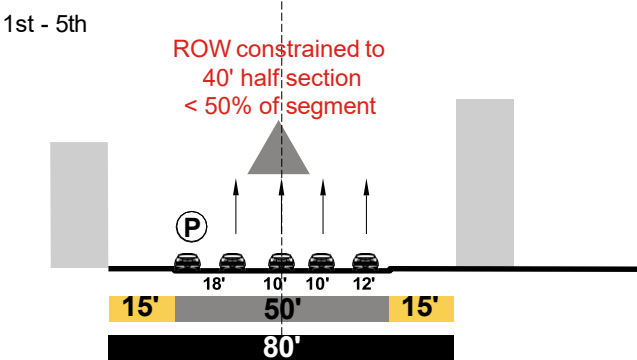
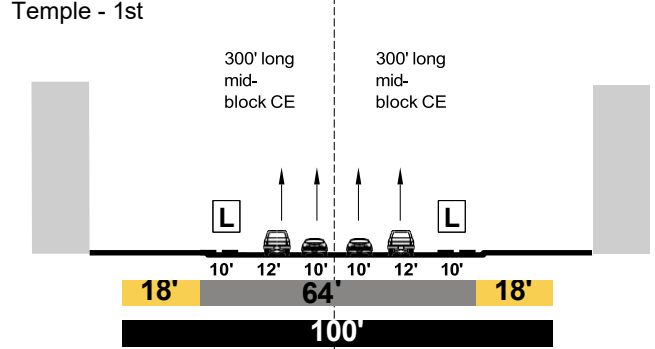
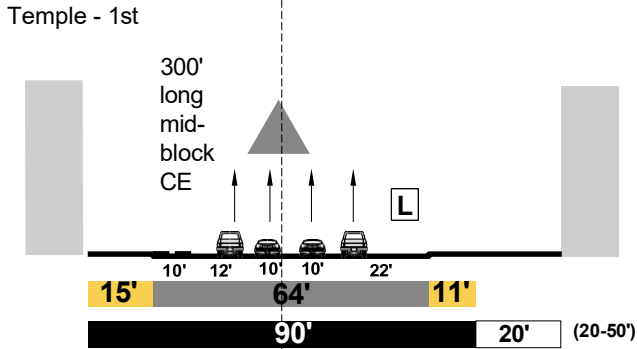
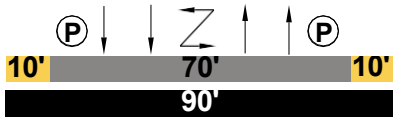


Winston - 10 Fwy.



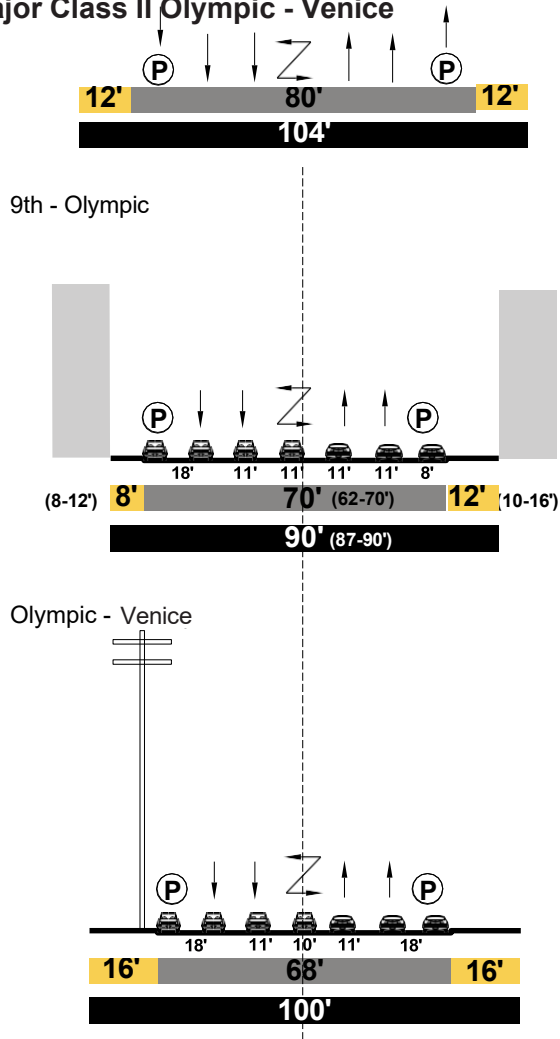
Main Street North of 9th Street looking north
Existing
 Secondary

Proposed
Modified Avenue I from Temple St - 1ST St
Avenue II south from 1ST St to 9TH St

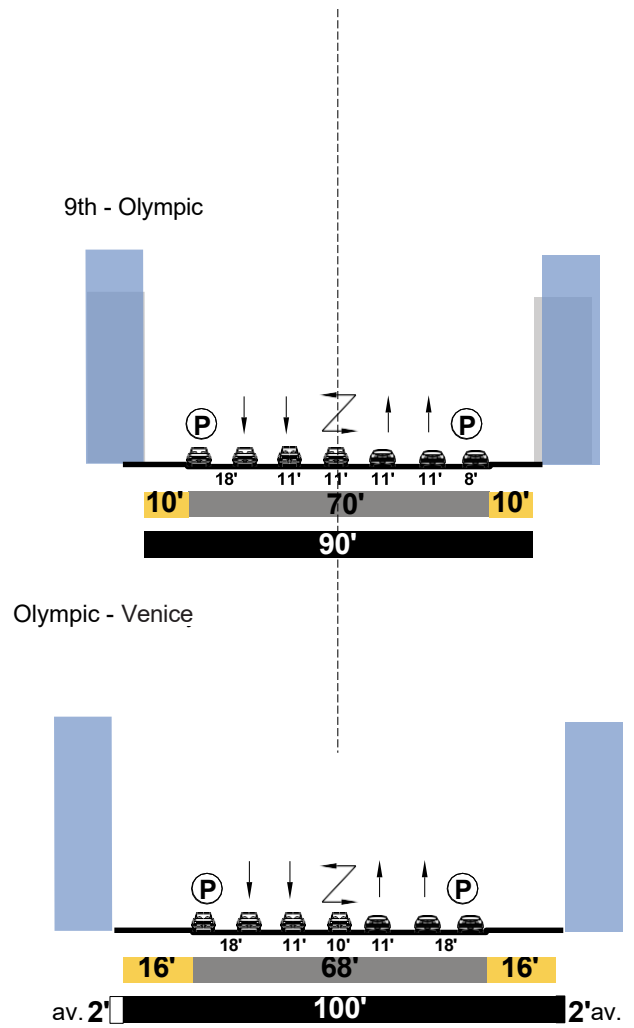


Main Street South of 9th Street looking north
Existing

Secondary 9th - Olympic
 Major Class II Olympic - Venice

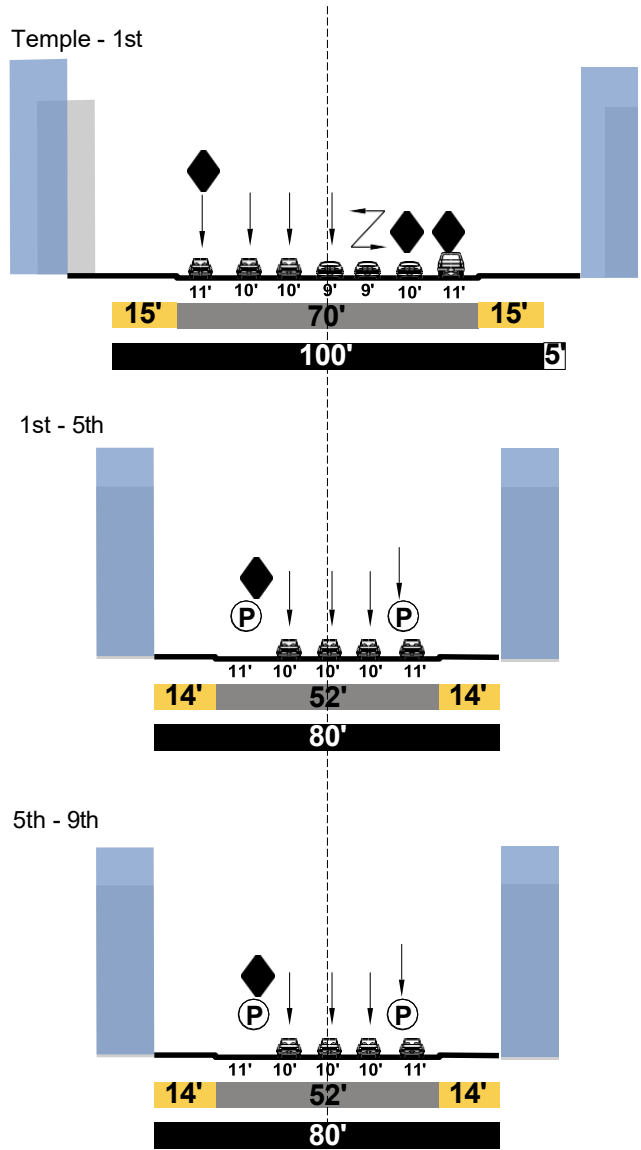
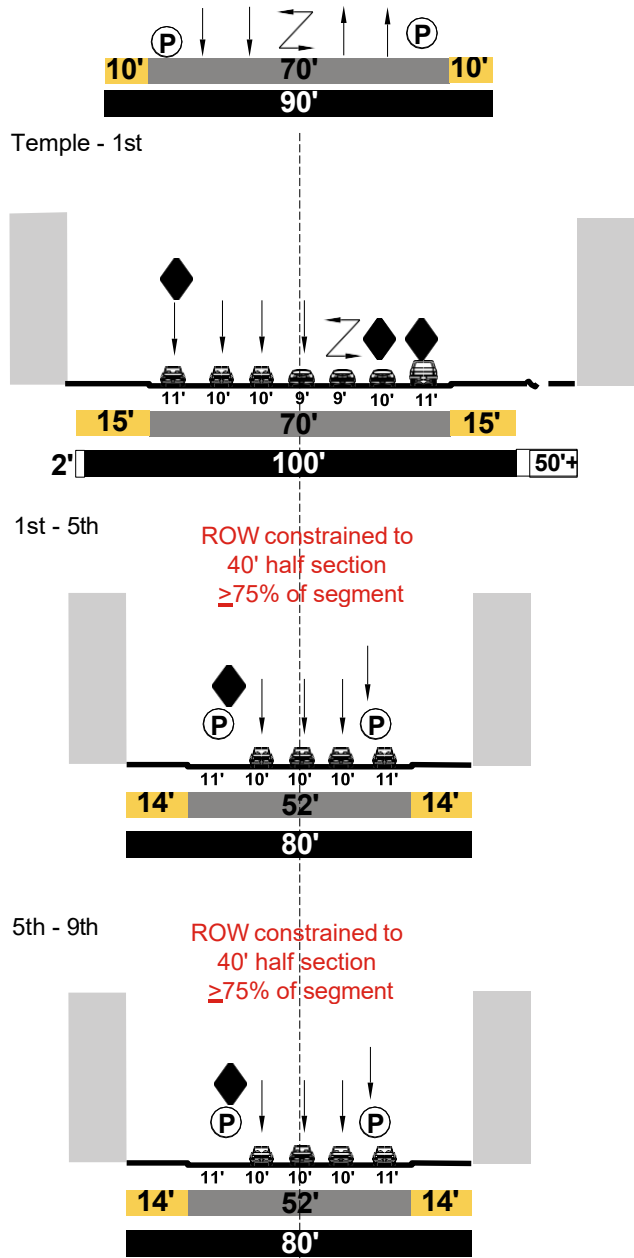


Proposed
Modified Avenue I from south of 9TH St

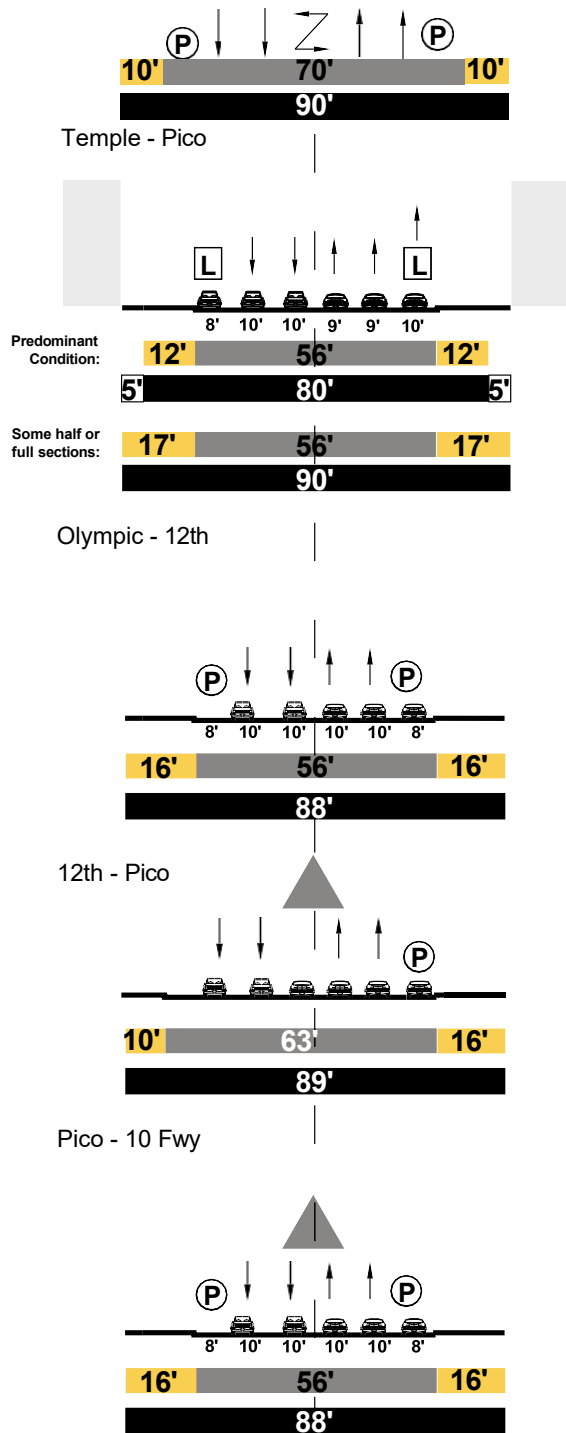


Spring Street looking north
Existing
Secondary

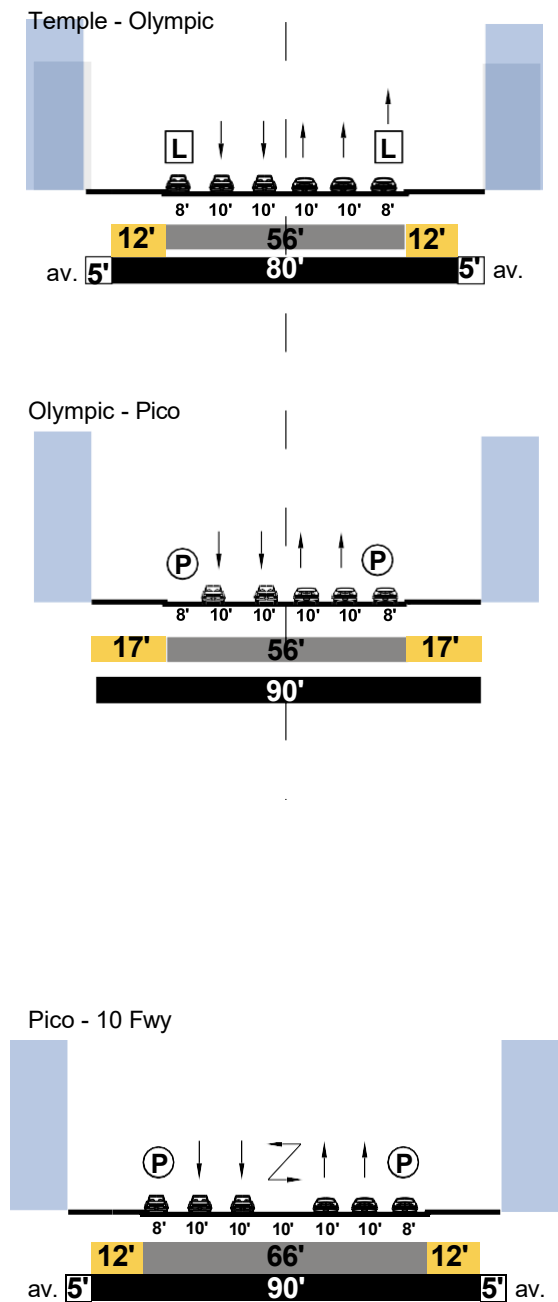
Proposed
Avenue I north of 1ST St
Modified Avenue II from 1ST St to 9TH St



Broadway looking north
Existing
Secondary



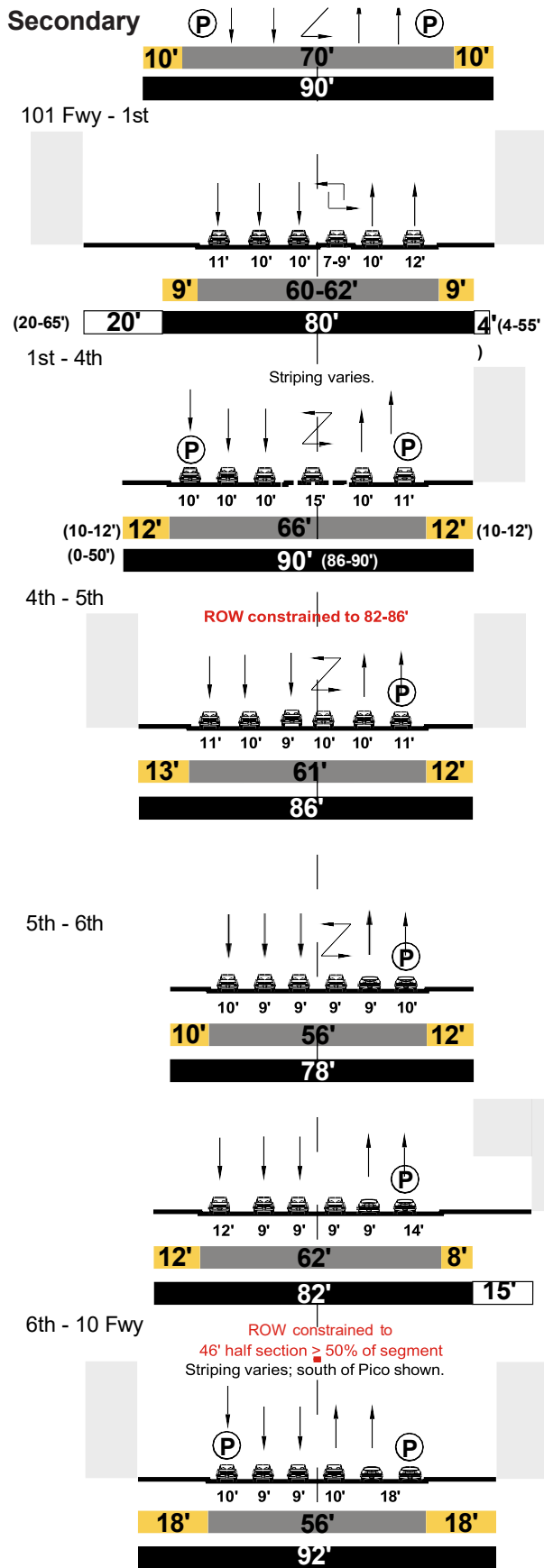
Proposed
Avenue II north of Temple St
Modified Avenue II south of Temple St



Hill Street looking north

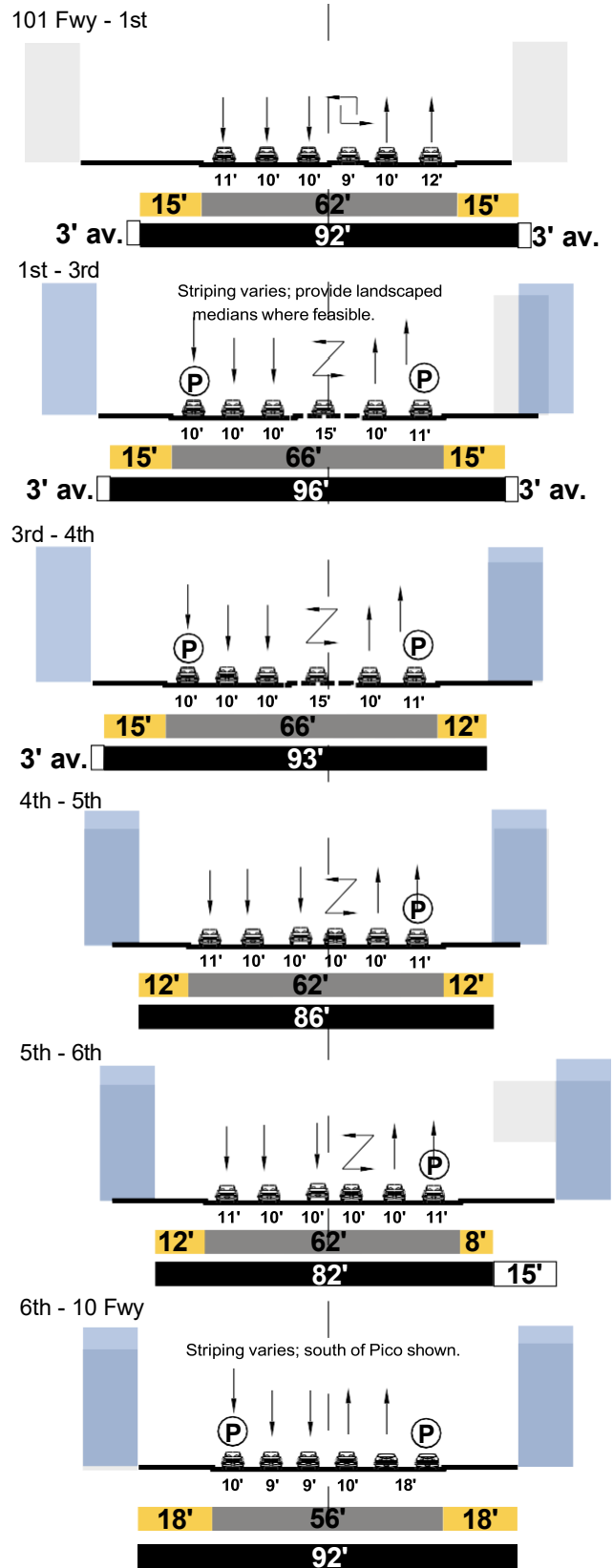
Existing

Secondary



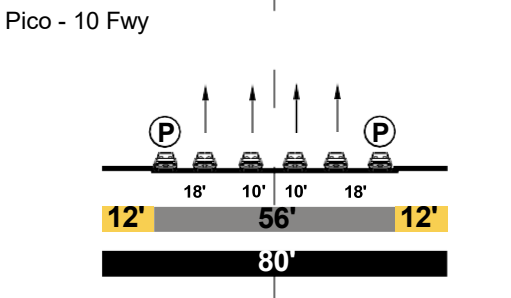
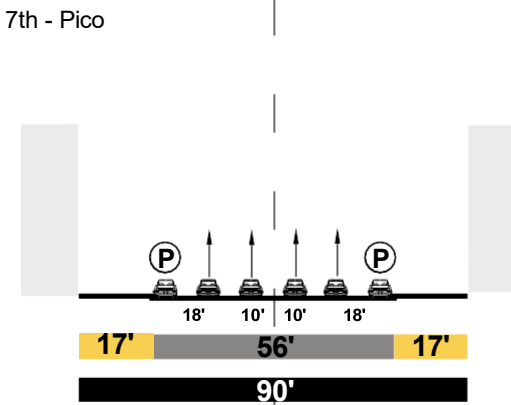
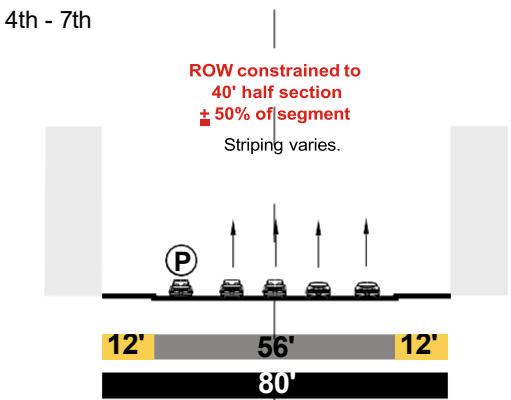
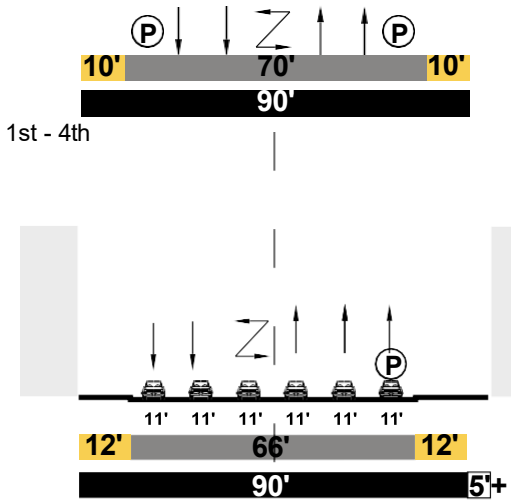
Proposed

Modified Avenue II

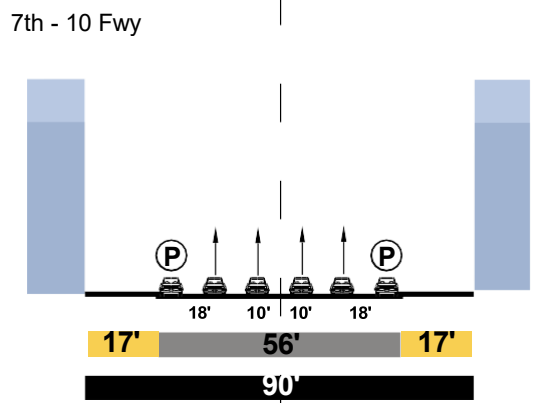
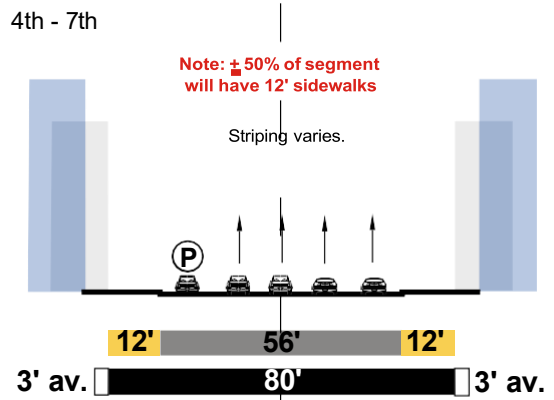
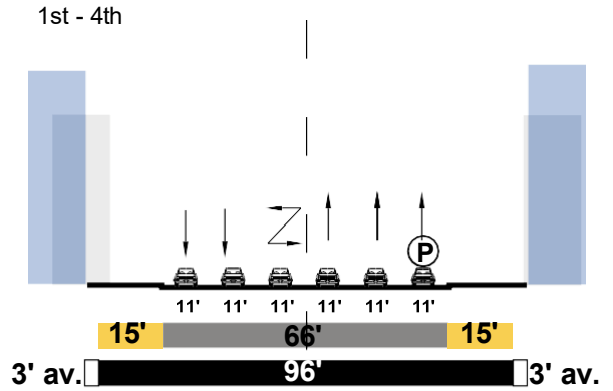


Olive Street looking north

Existing Secondary



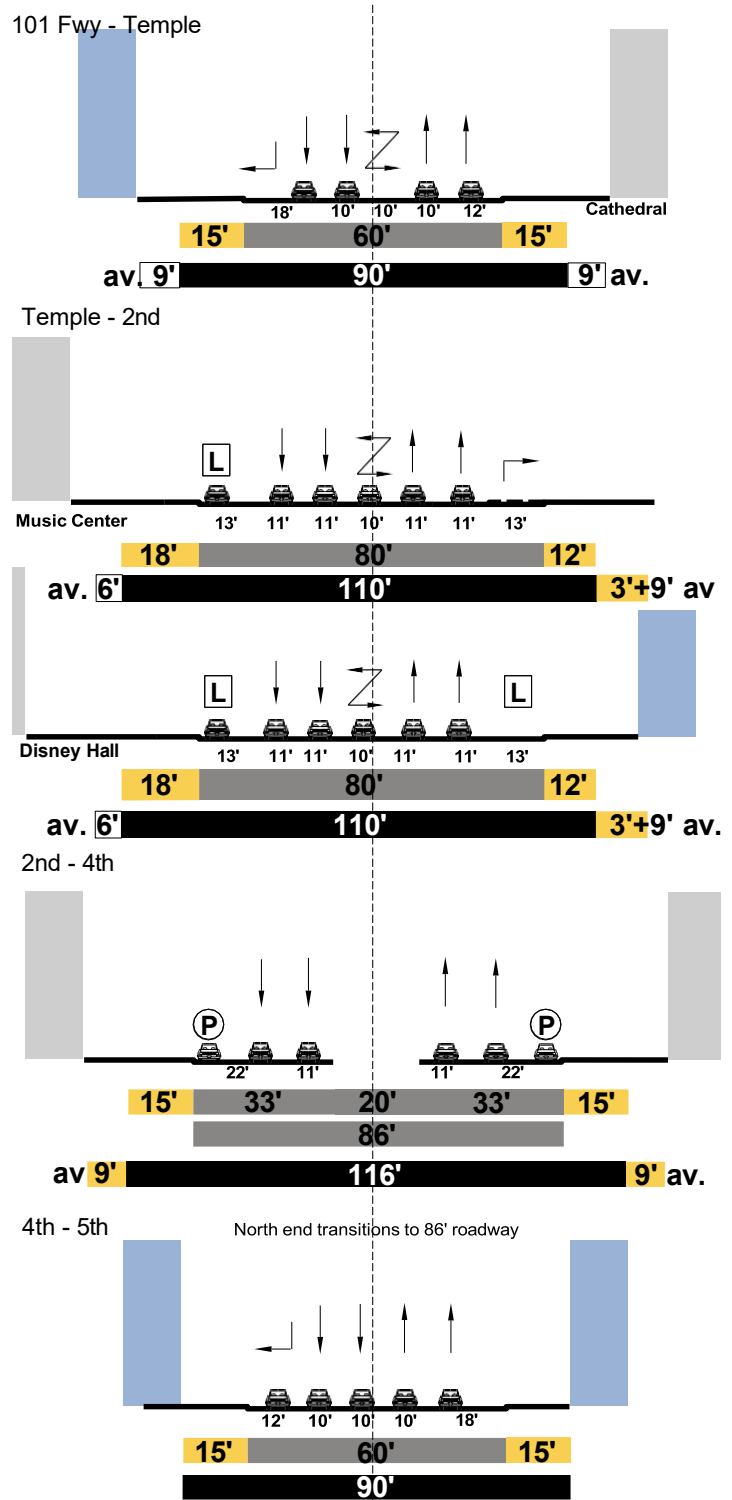
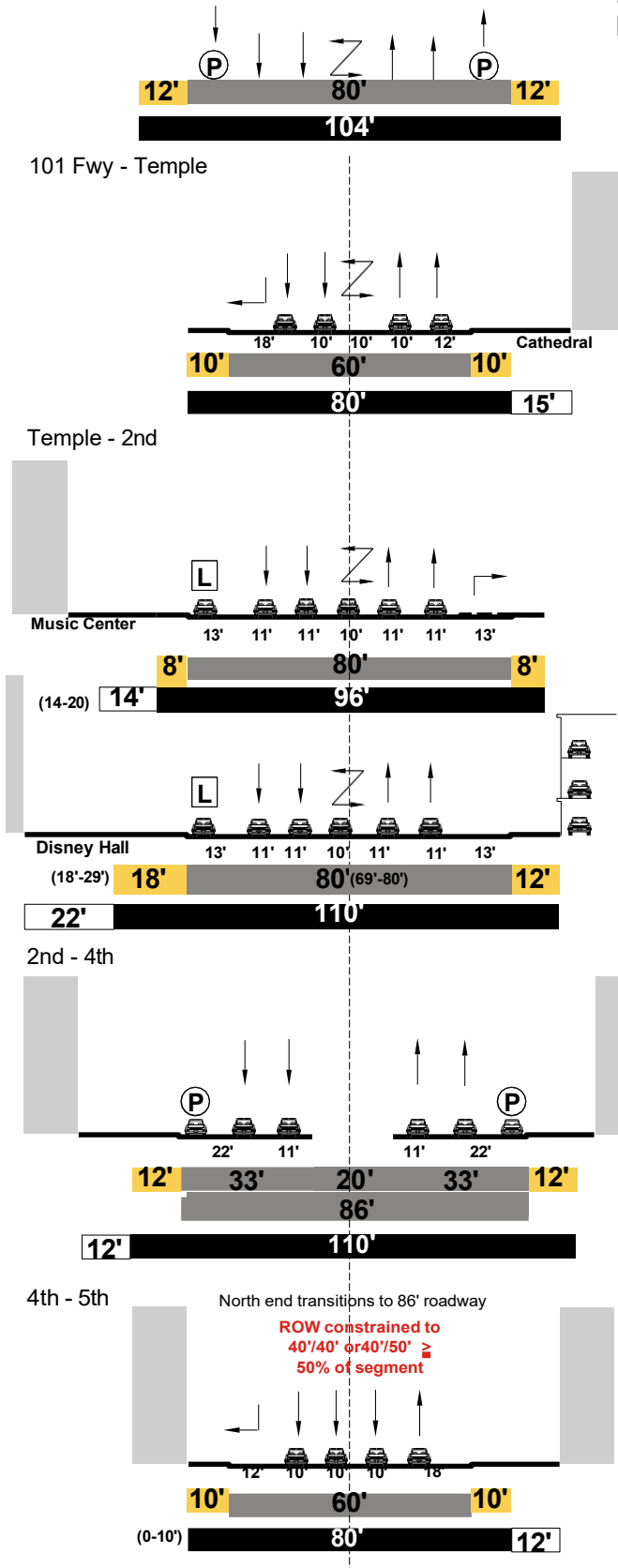
Proposed Modified Avenue II



Grand Avenue looking north

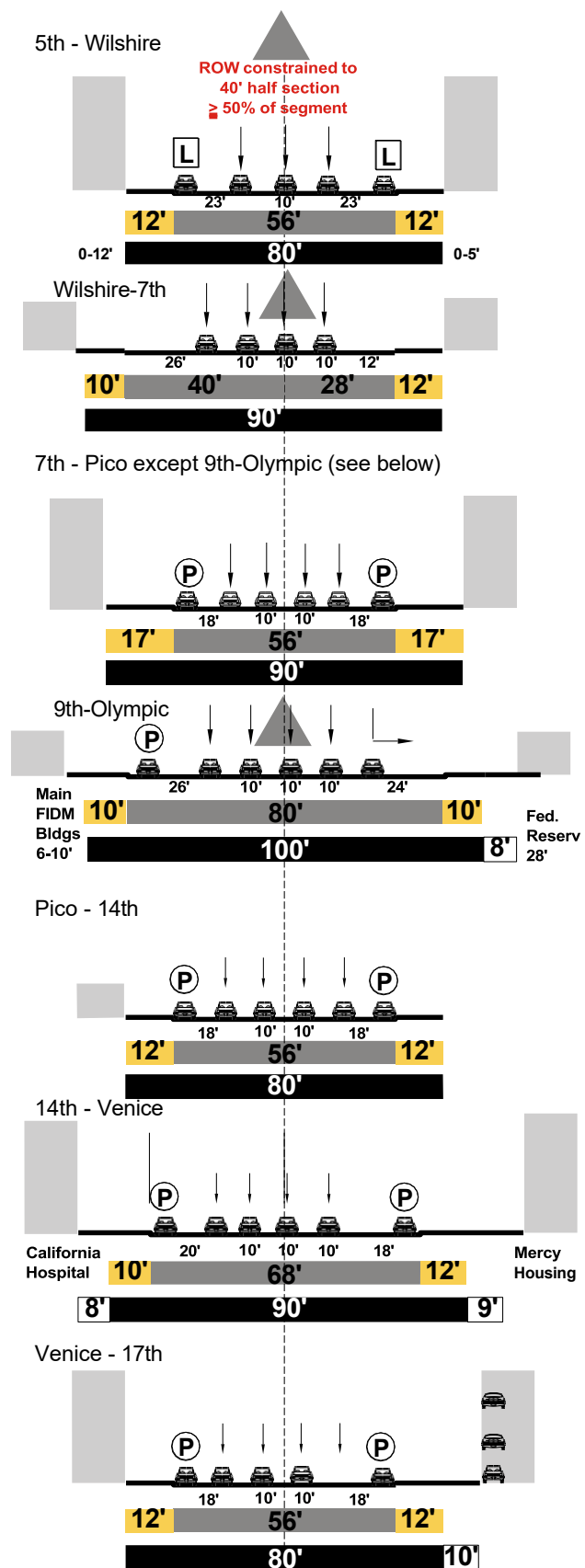
Existing
Major Class II

Proposed
Modified Avenue II north of Temple St
Modified Boulevard II from Temple St - 4TH St
Modified Avenue II south of 4TH St

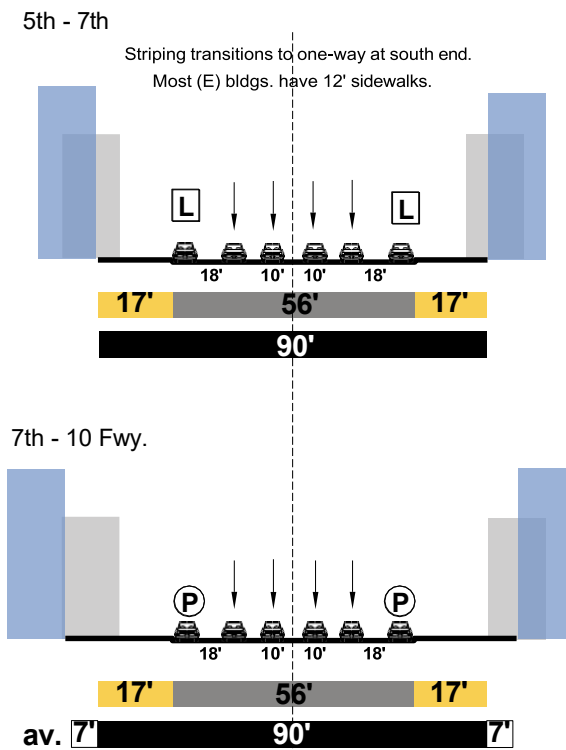


Grand Avenue looking north (continued)

Existing

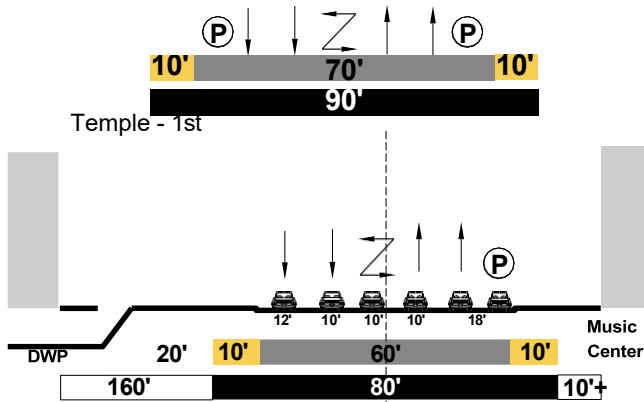


Proposed



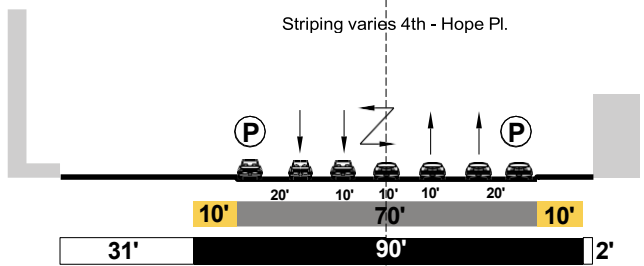
Hope Street looking north

Existing
Secondary



1st - GTK Way - varies

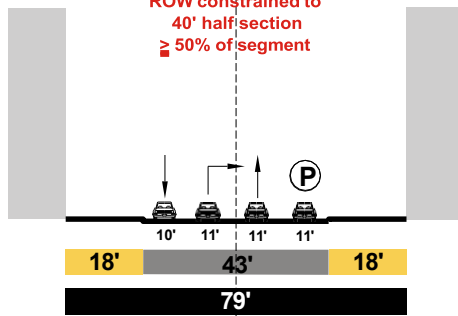
GTK Way - Hope Pl.



Striping varies 4th - Hope Pl.

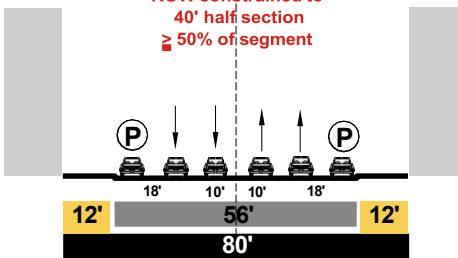
Library - 6th

ROW constrained to
40' half section
≥ 50% of segment



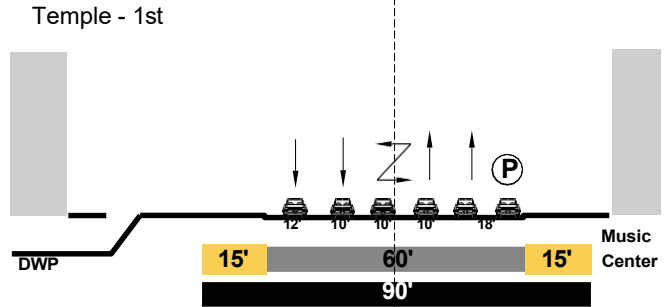
6th - 9th

ROW constrained to
40' half section
≥ 50% of segment



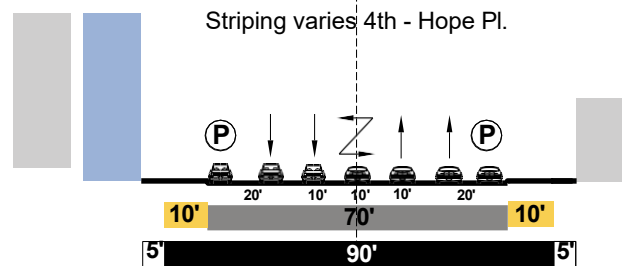
Proposed

Modified Avenue II north of 1ST St; 5TH St to Olympic Blvd
Modified Avenue I from 1ST St to 5TH St
Avenue II south of Olympic Blvd



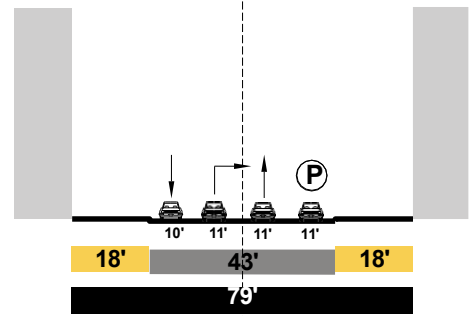
1st - GTK Way - varies - no change from existing

GTK Way - Hope Pl.

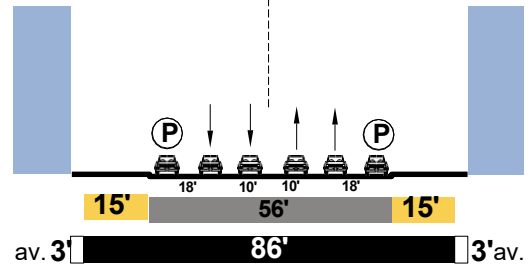


Striping varies 4th - Hope Pl.

Library - 6th



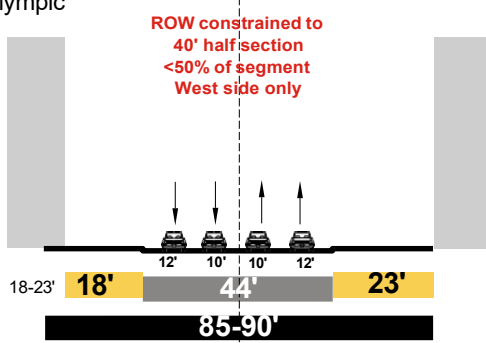
6th - Olympic (including 9th - Olympic)



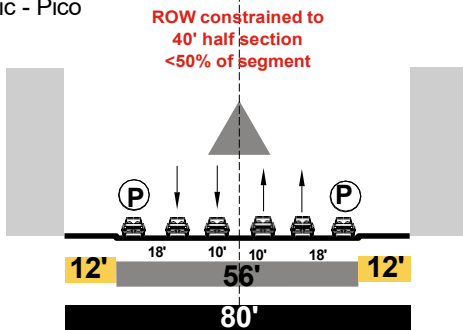
Hope Street looking north (continued)

Existing

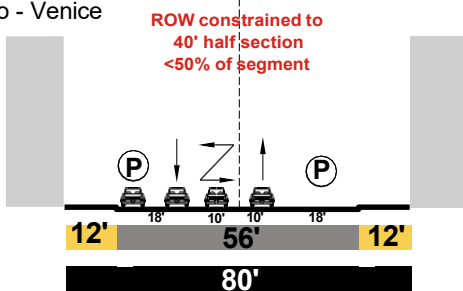
9th - Olympic



Olympic - Pico

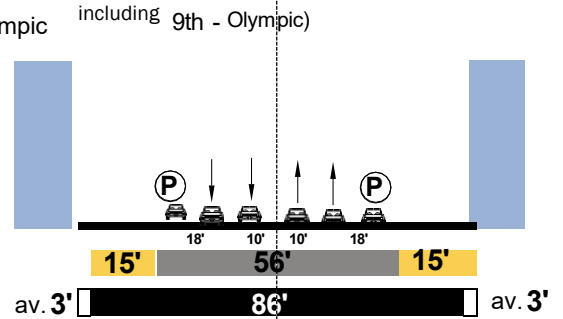


Pico - Venice

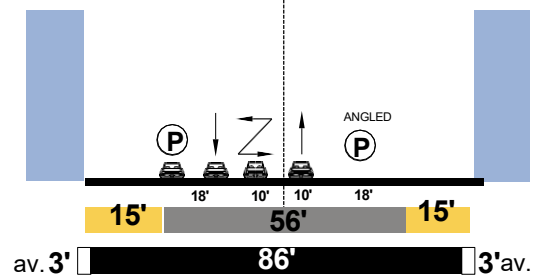


Proposed

6th - Olympic including 9th - Olympic)



Olympic - Venice

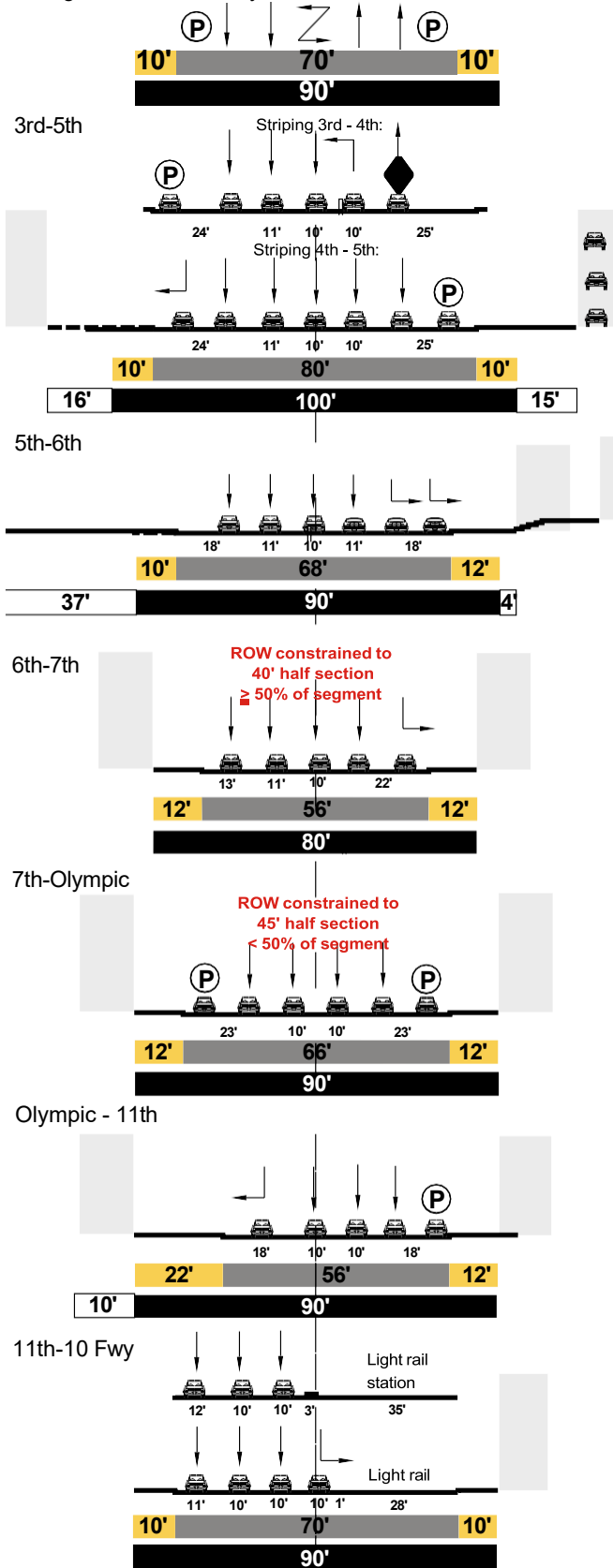


Flower Street looking north

Existing

Local 2nd - 3rd; Secondary south of 3rd

Designation: Secondary



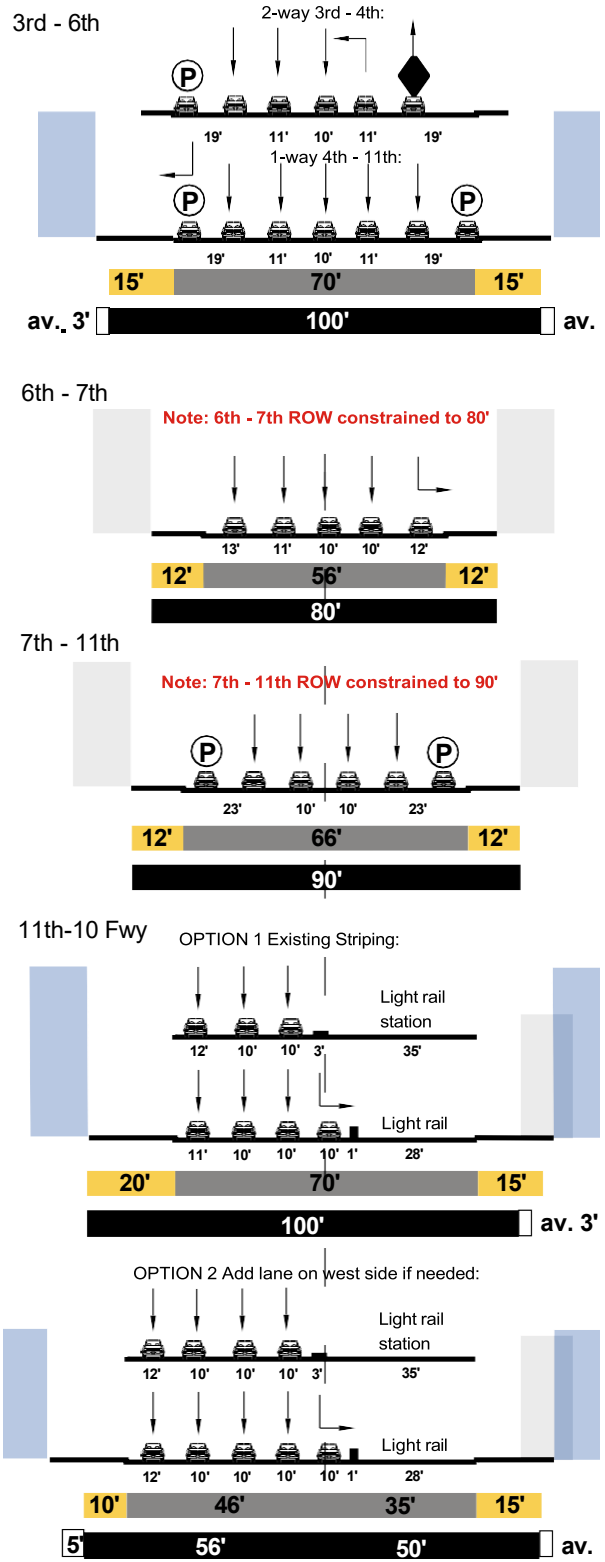
Proposed without Bicycle Lanes

Avenue II from 1ST St to 3RD St

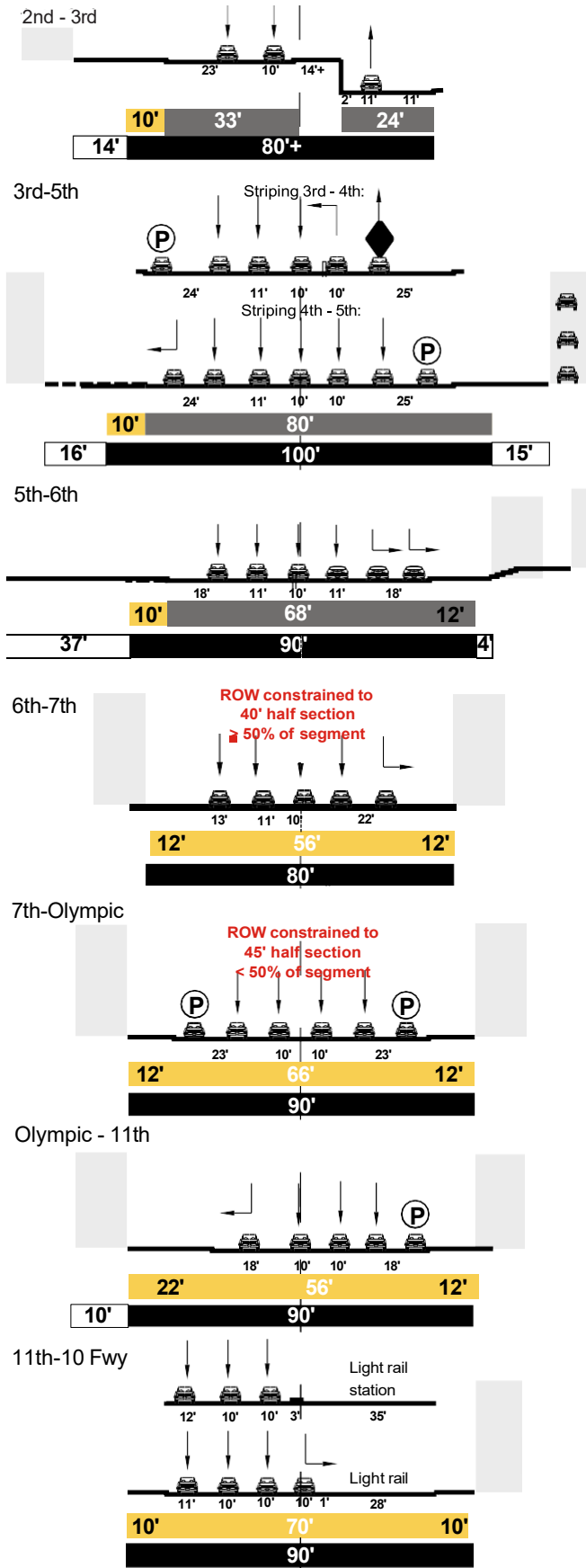
Avenue I from 3RD St to 6TH St

Modified Avenue II from 6TH St to 11TH St

Modified Avenue I south of 11TH St

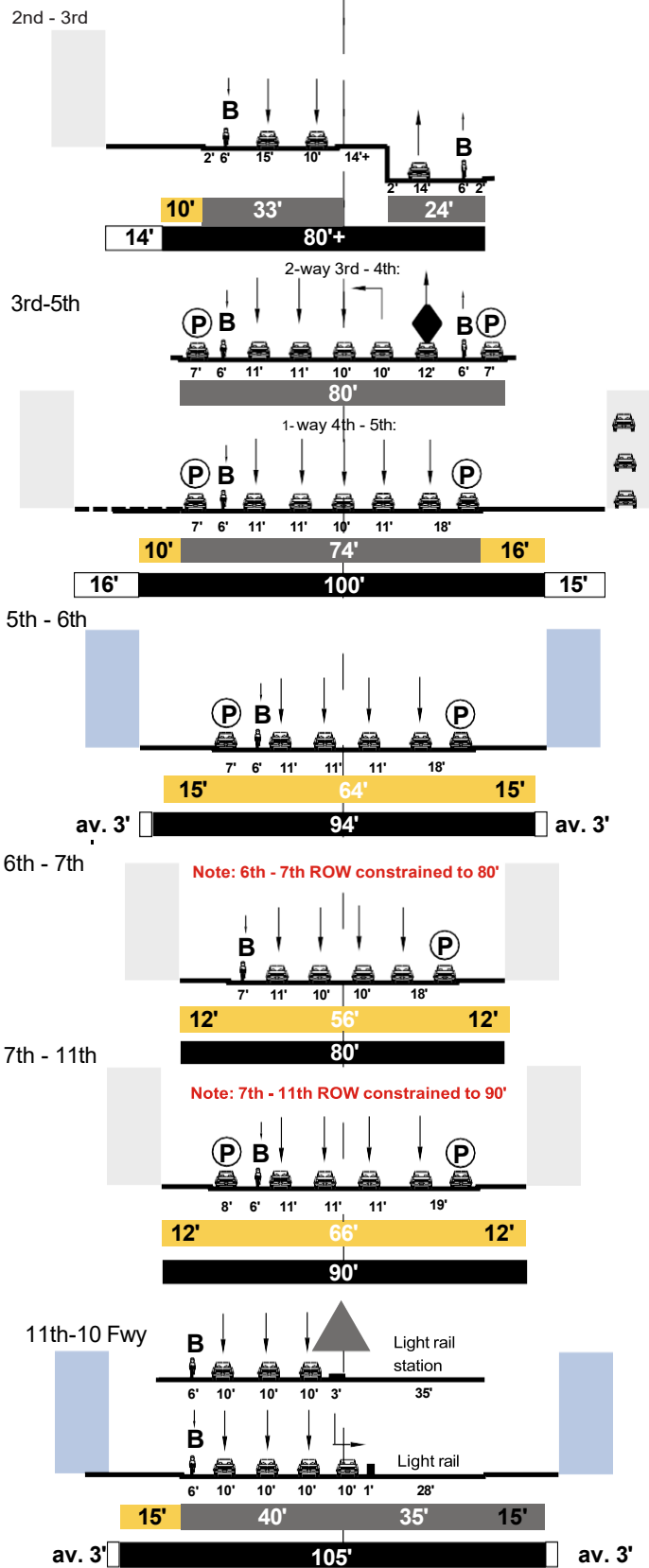


Flower Street looking north (continued) Existing

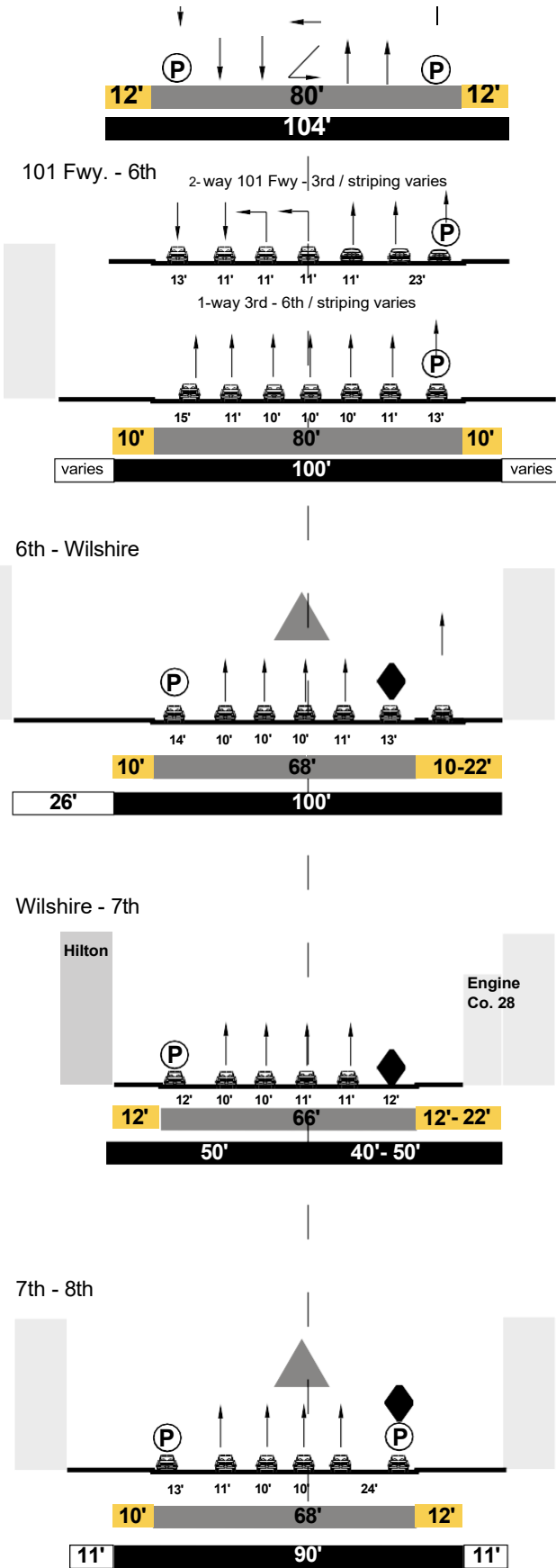


Proposed with Bicycle Lanes - Preferred

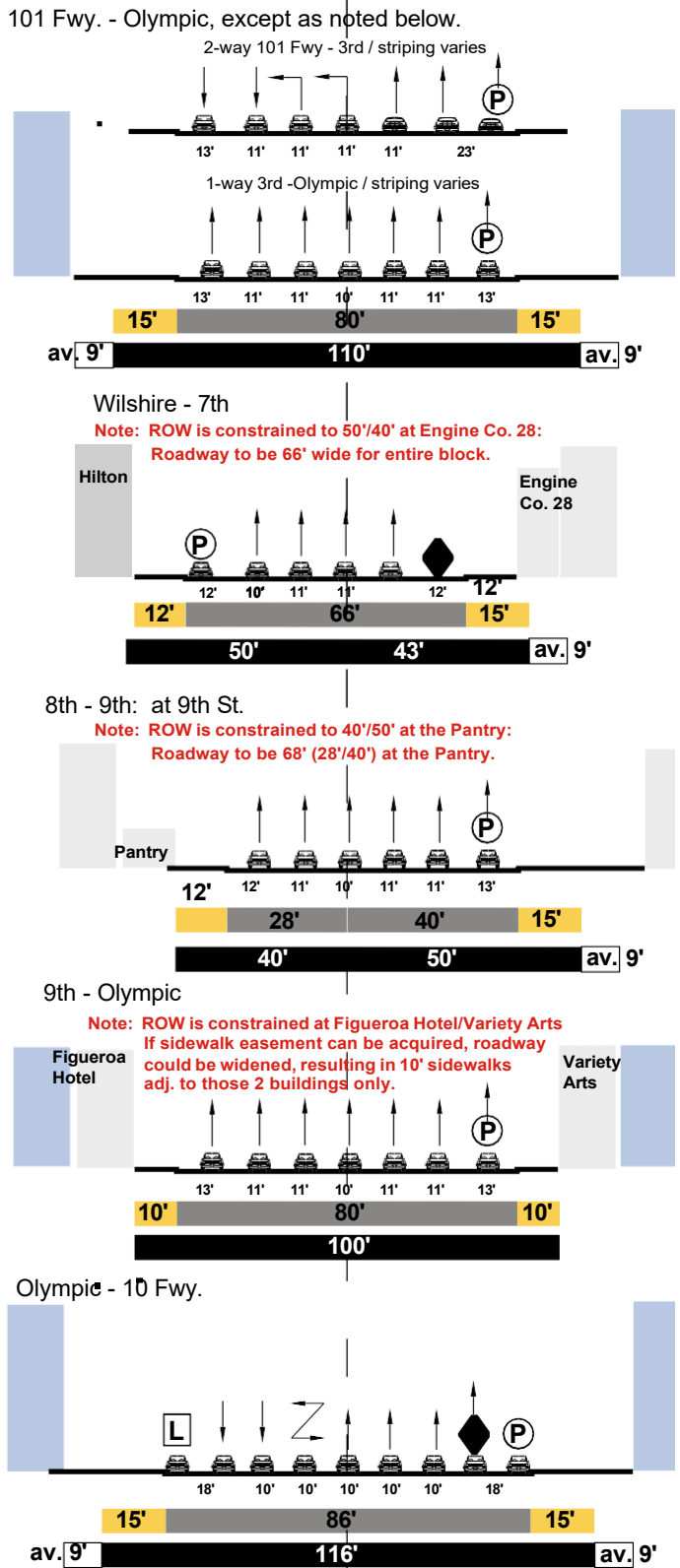
Avenue II from 1ST St to 3RD St
Avenue I from 3RD St to 6TH St
Modified Avenue II from 6TH St to 11TH St
Modified Avenue I south of 11th St



Figueroa Street looking north
Major Class II



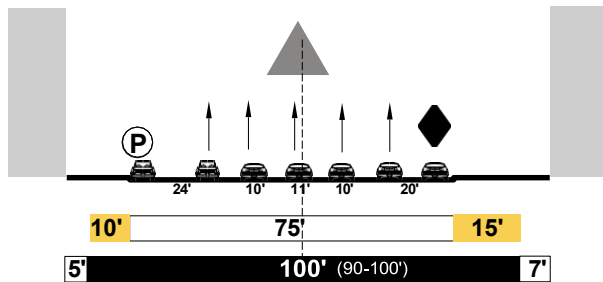
Proposed - Without Bike Lane
Boulevard II north of Wilshire
Avenue I from Wilshire to Olympic Blvd
Modified Boulevard II south of Olympic Blvd



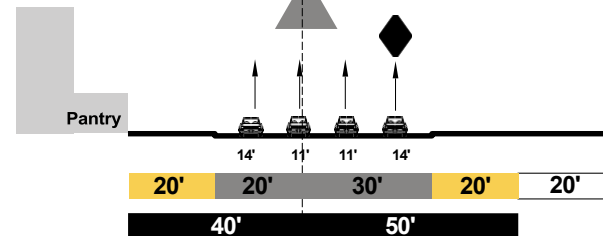
Figueroa Street looking north (continued)

Existing

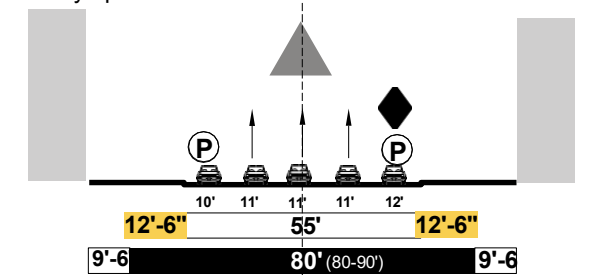
8th - 9th: midblock



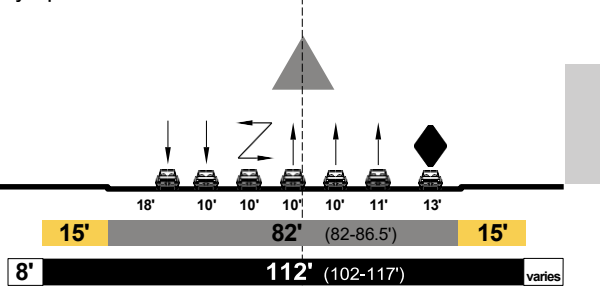
8th - 9th: at 9th St.



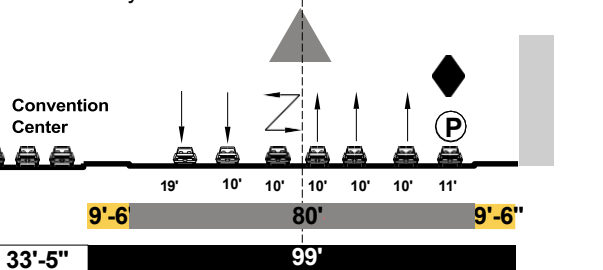
9th - Olympic



Olympic - Pico



Pico - 10 Fwy.



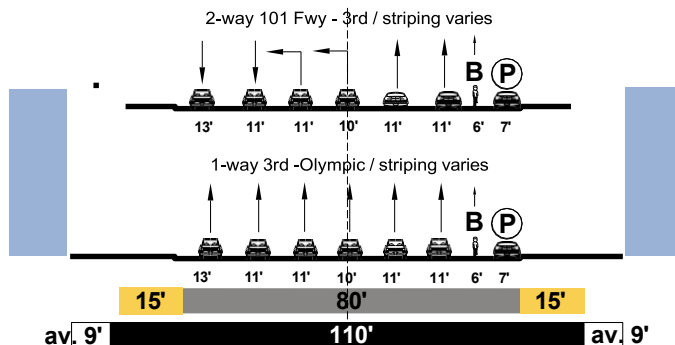
Proposed - with Bike Lane - Preferred

Boulevard II north of Wilshire

Avenue I from Wilshire to Olympic Blvd

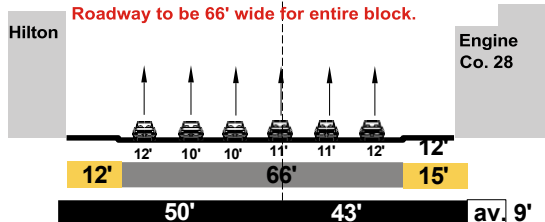
Modified Boulevard II south of Olympic Blvd

101 Fwy. - Olympic



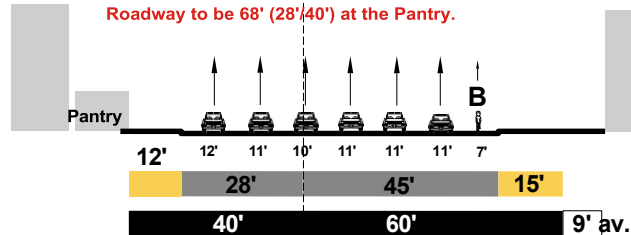
Wilshire - 7th

Note: ROW is constrained to 50'/40' at Engine Co. 28:
Roadway to be 66' wide for entire block.



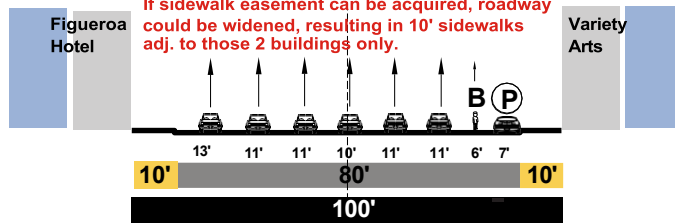
8th - 9th: at the Pantry

Note: ROW is constrained to 40'/50' at the Pantry:
Roadway to be 68' (28'/40') at the Pantry.

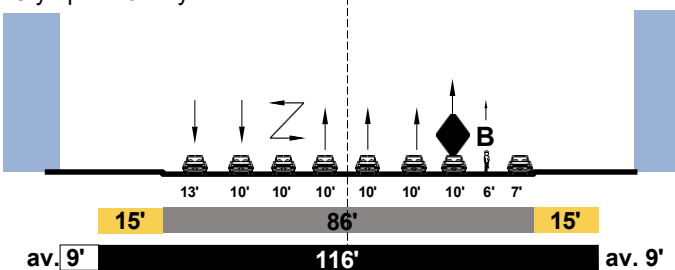


9th - Olympic at Figueroa Hotel & Variety Arts

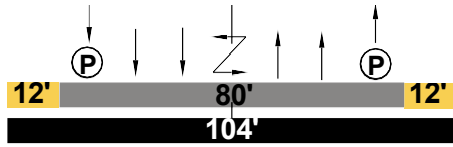
Note: ROW is constrained at Figueroa Hotel/Variety Arts
If sidewalk easement can be acquired, roadway
could be widened, resulting in 10' sidewalks
adj. to those 2 buildings only.



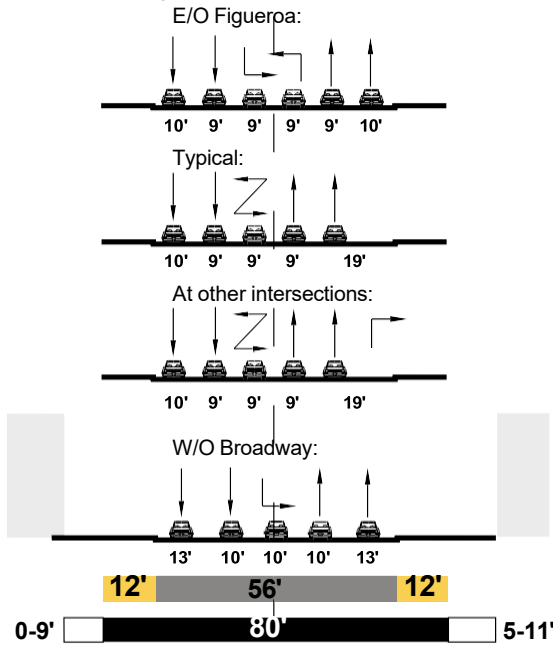
Olympic - 10 Fwy.



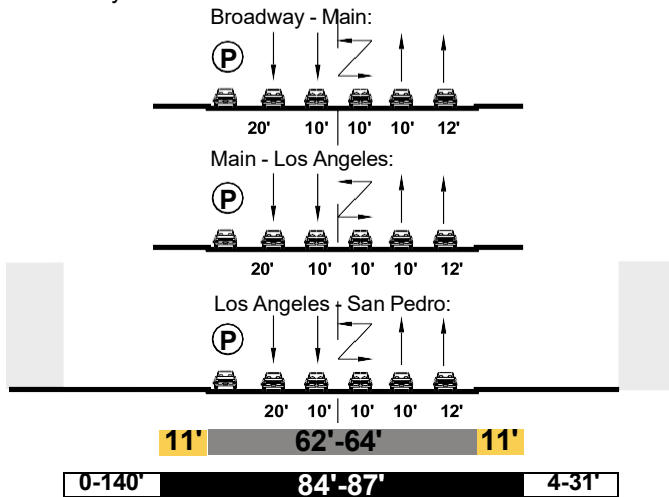
EAST - WEST STREETS
Temple Street looking west
Major Class II



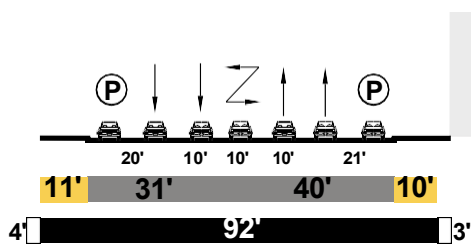
Figueroa - Broadway



Broadway - San Pedro

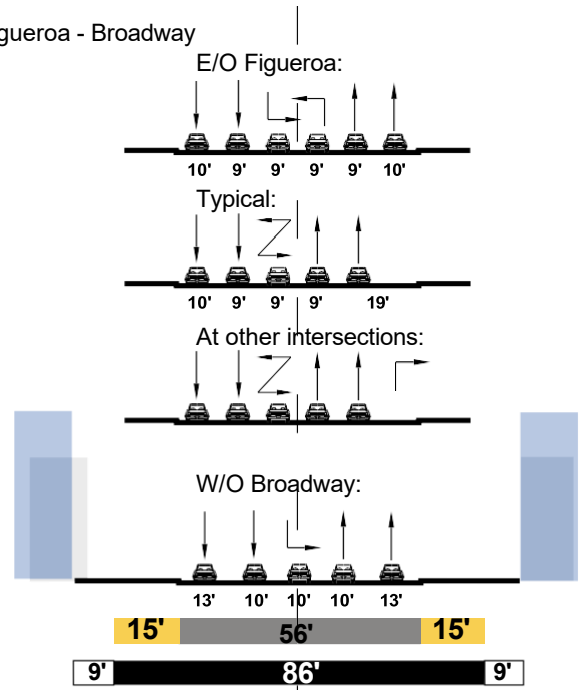


San Pedro - Alameda

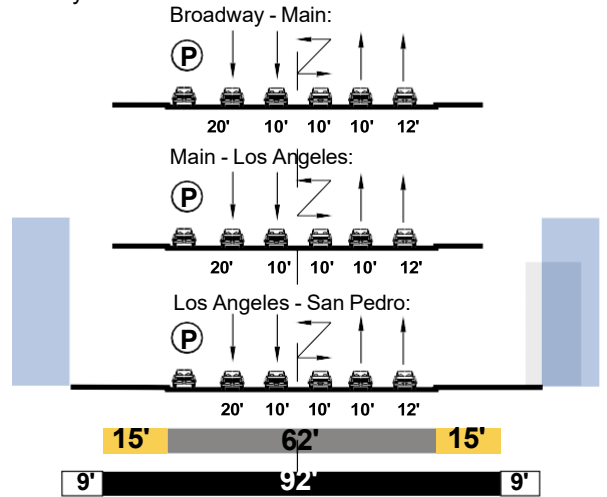


Proposed
Avenue II west of Broadway
Modified Avenue II east of Broadway

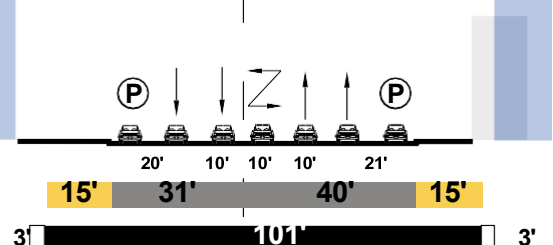
Figueroa - Broadway



Broadway - San Pedro



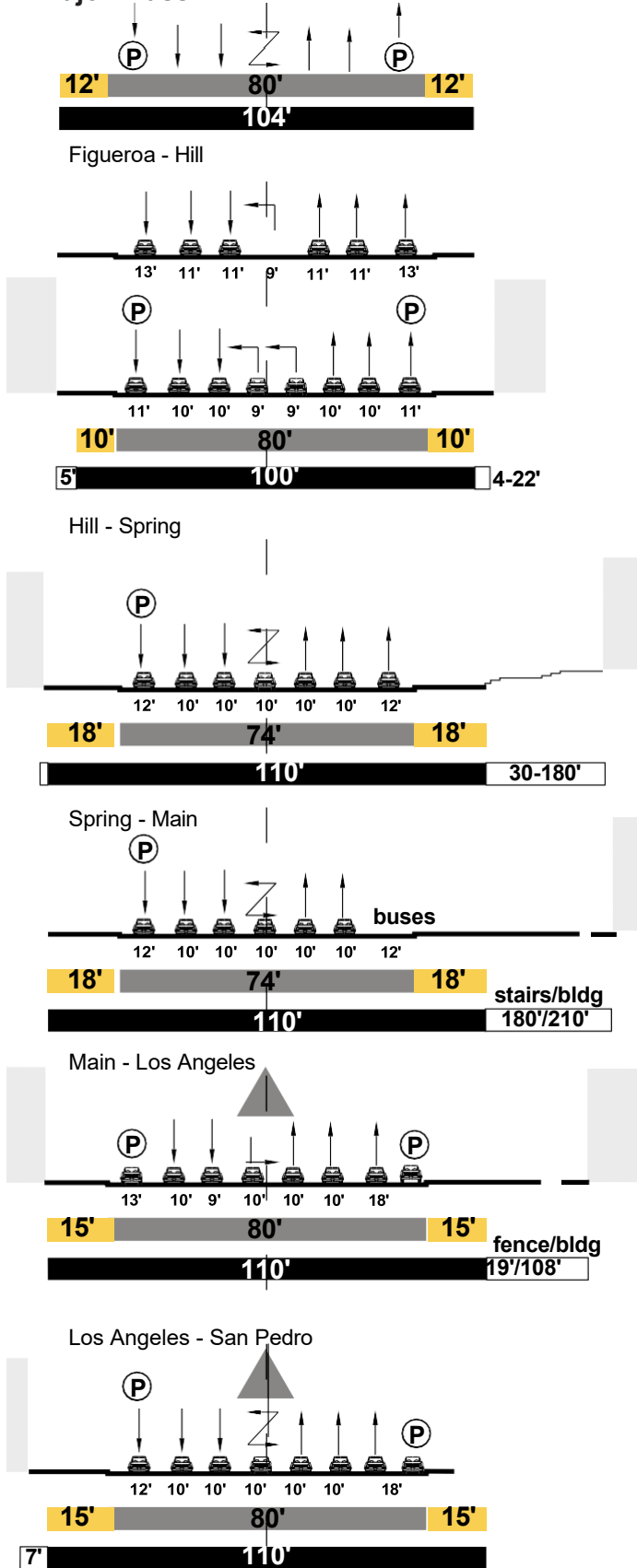
San Pedro - Alameda



1st Street looking west

EXISTING

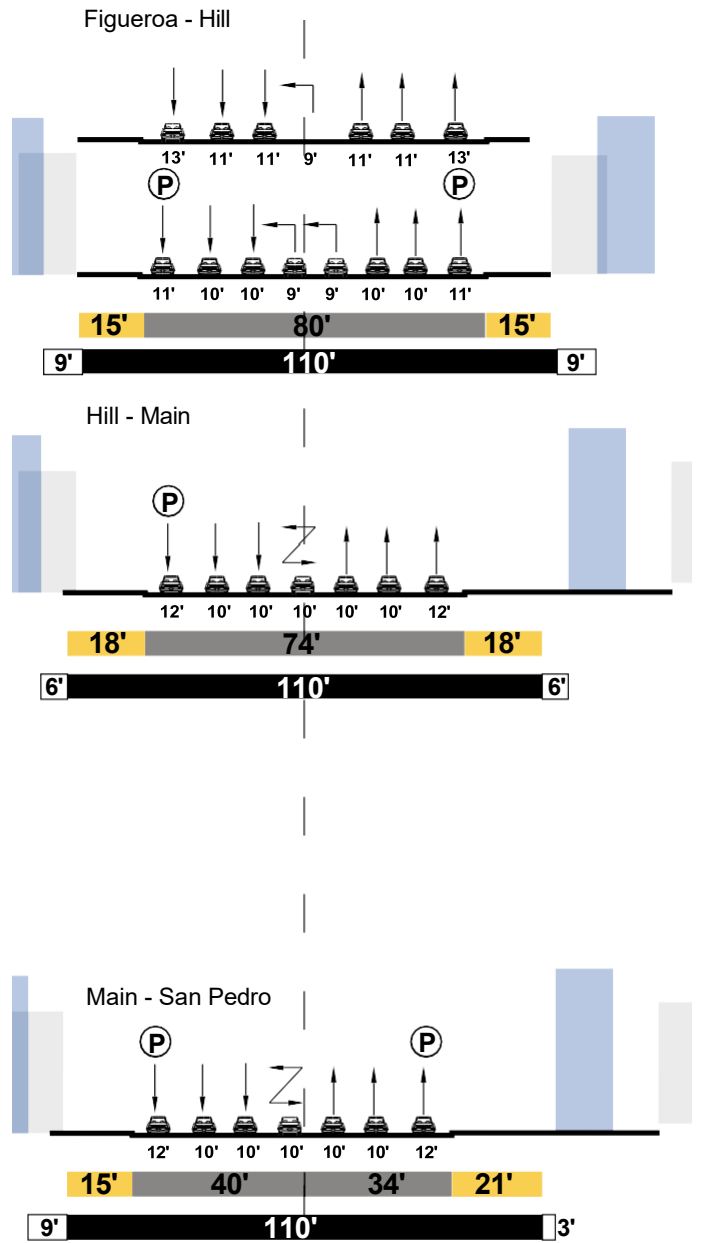
Major Class III



Proposed

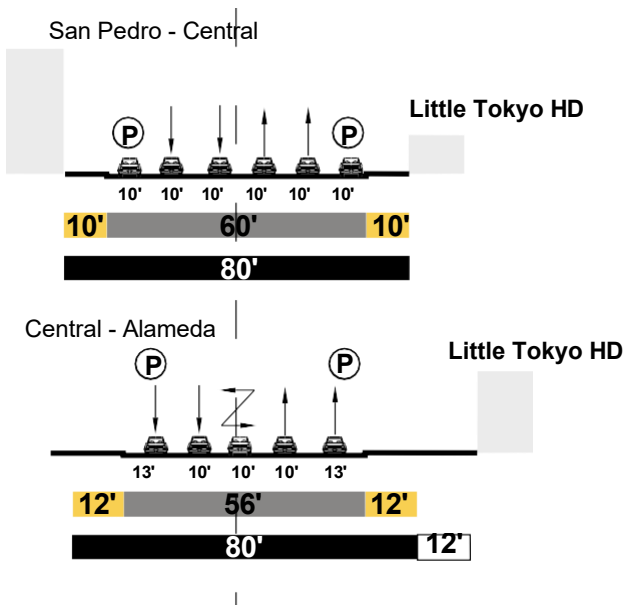
Boulevard II west of Hill St

Modified Boulevard II from Hill St to Judge John Aiso Modified Avenue II from Judge John Aiso to Alameda St

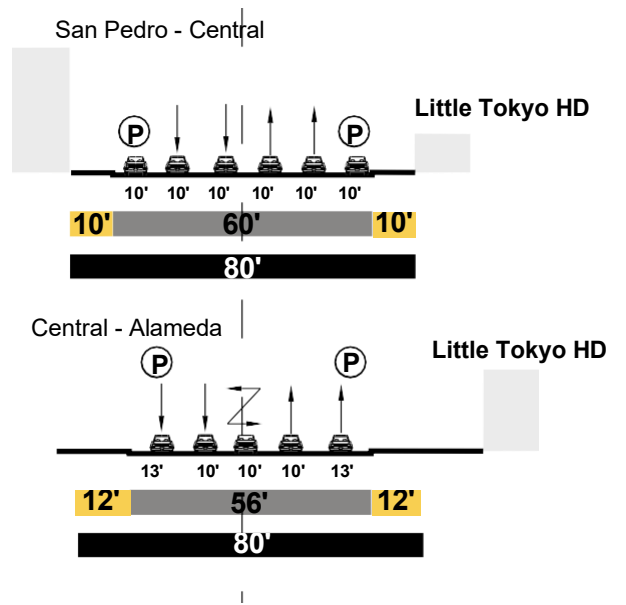


1st Street looking west (continued)

Existing



Proposed

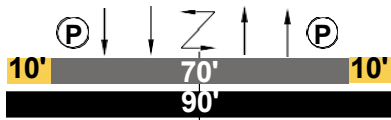


2ND Street looking west

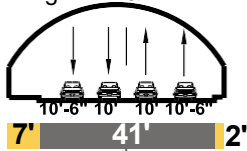
Existing

Secondary west of Los Angeles; Collector east

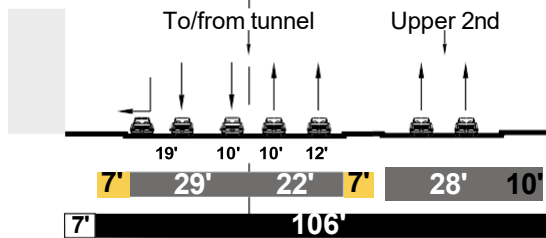
Designation: Secondary - Figueroa to Los Angeles



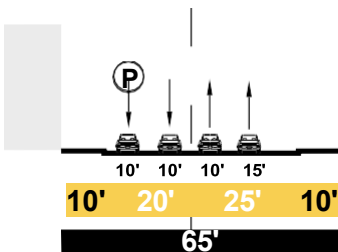
Tunnel between Figueroa & Hill



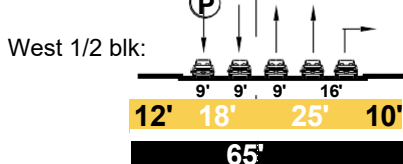
East end of tunnel - Hill



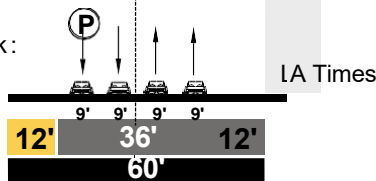
Hill - Broadway



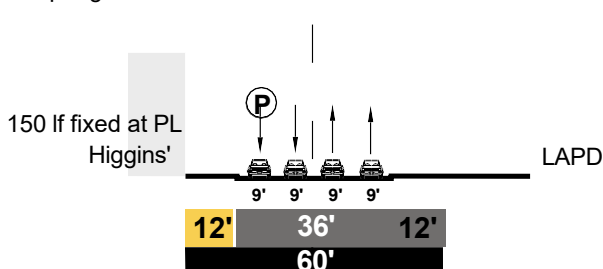
Broadway - Spring



East 1/2 blk:



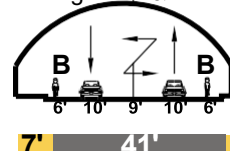
Spring - Main



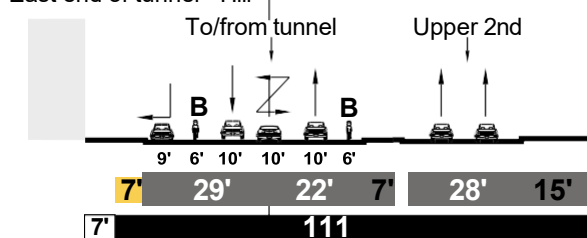
Proposed with Bicycle Lanes

Modified Avenue III from Figueroa to Judge John Aiso
Modified Collector Streets from Judge John Aiso to Alameda St

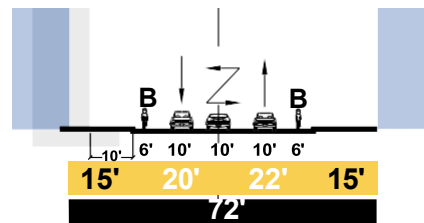
Tunnel between Figueroa & Hill



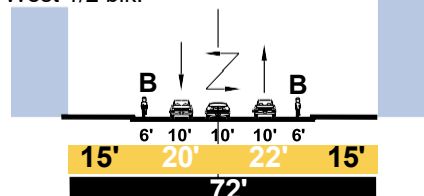
East end of tunnel - Hill



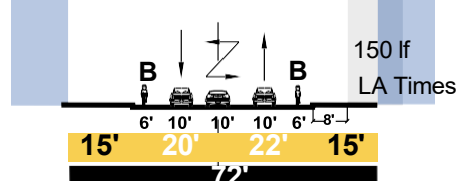
Hill - Broadway



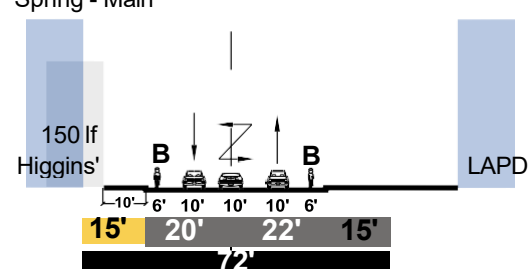
Broadway - Spring
West 1/2 blk:



East 1/2 blk:

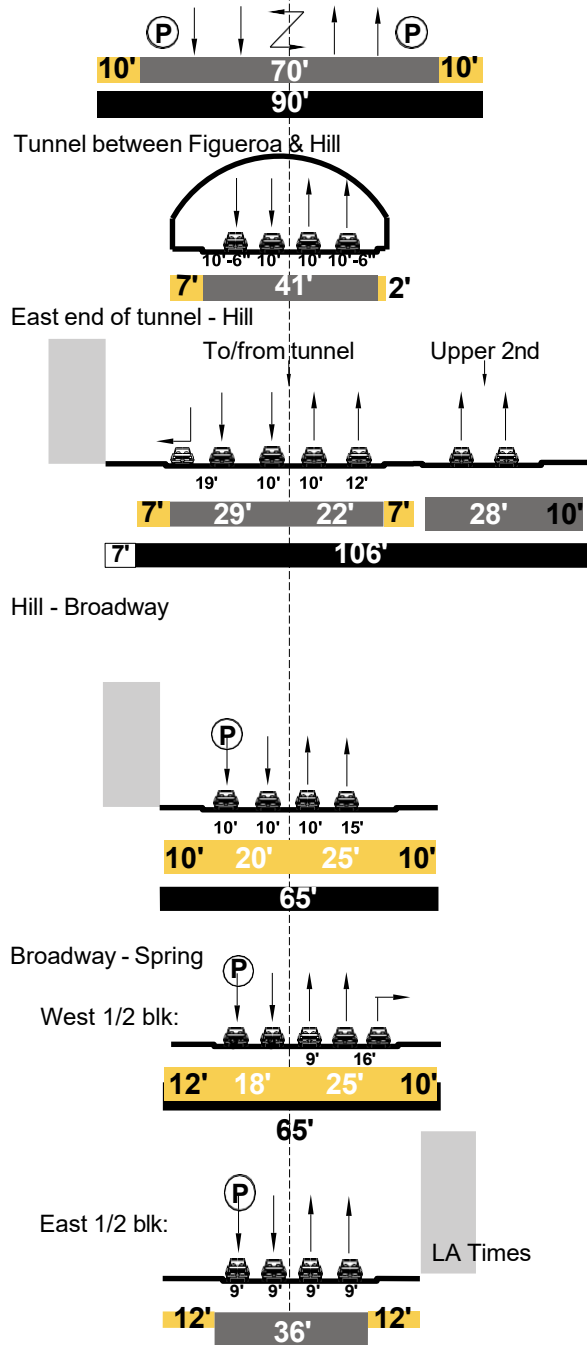


Spring - Main

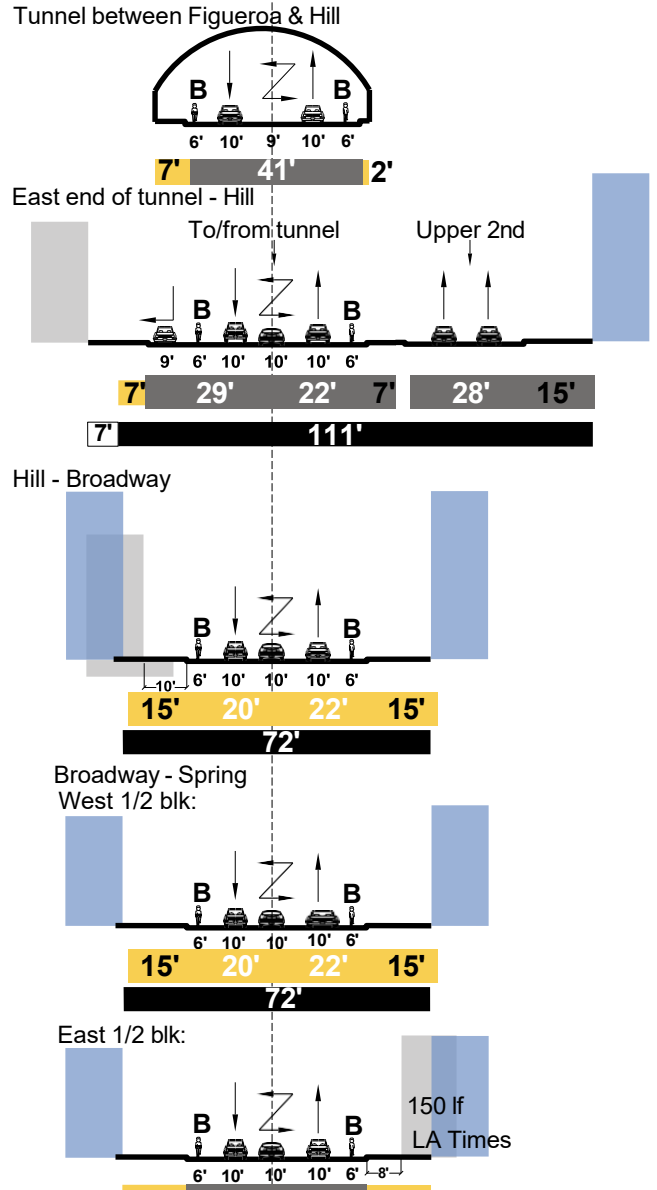


2nd Street looking west (continued) Existing

Designation: Secondary - Figueroa to Los Angeles



Proposed with Bicycle Lanes

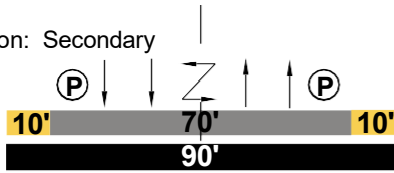


3rd Street looking west

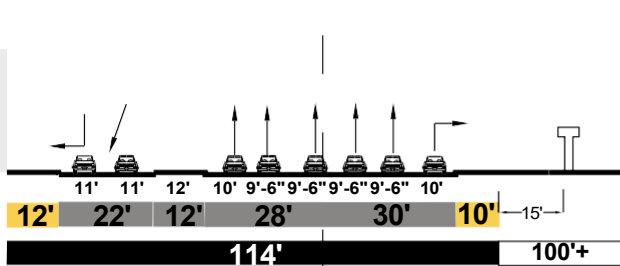
Existing

Secondary

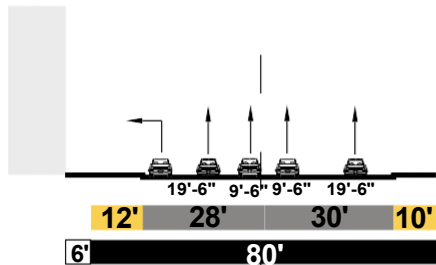
Designation: Secondary



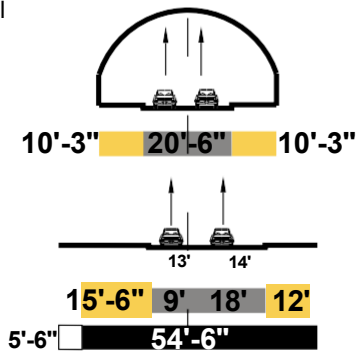
Figueroa - Flower



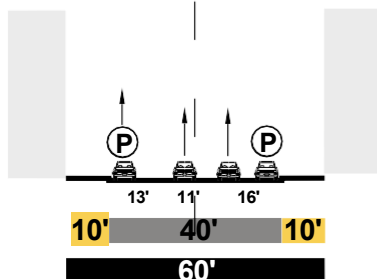
Flower - tunnel (Hope)



Hope - Hill



Hill - Spring



Proposed

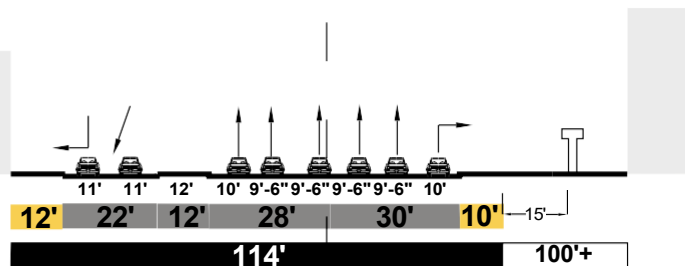
Modified Boulevard II from Figueroa St to Flower St

Modified Avenue II from Flower St to Hope St

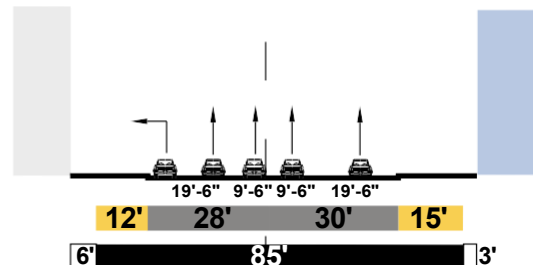
Modified Avenue III Hope St to Los Angeles St

Avenue II from Los Angeles St to Alameda St

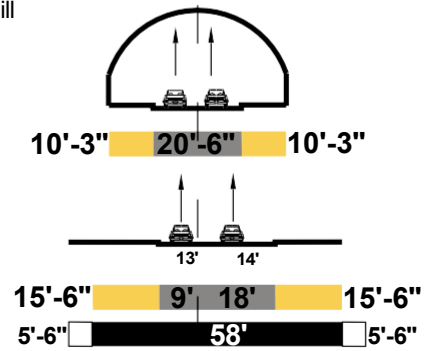
Figueroa - Flower



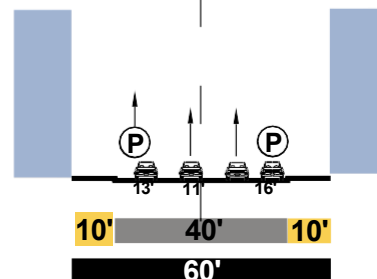
Flower - tunnel (Hope)



Hope - Hill

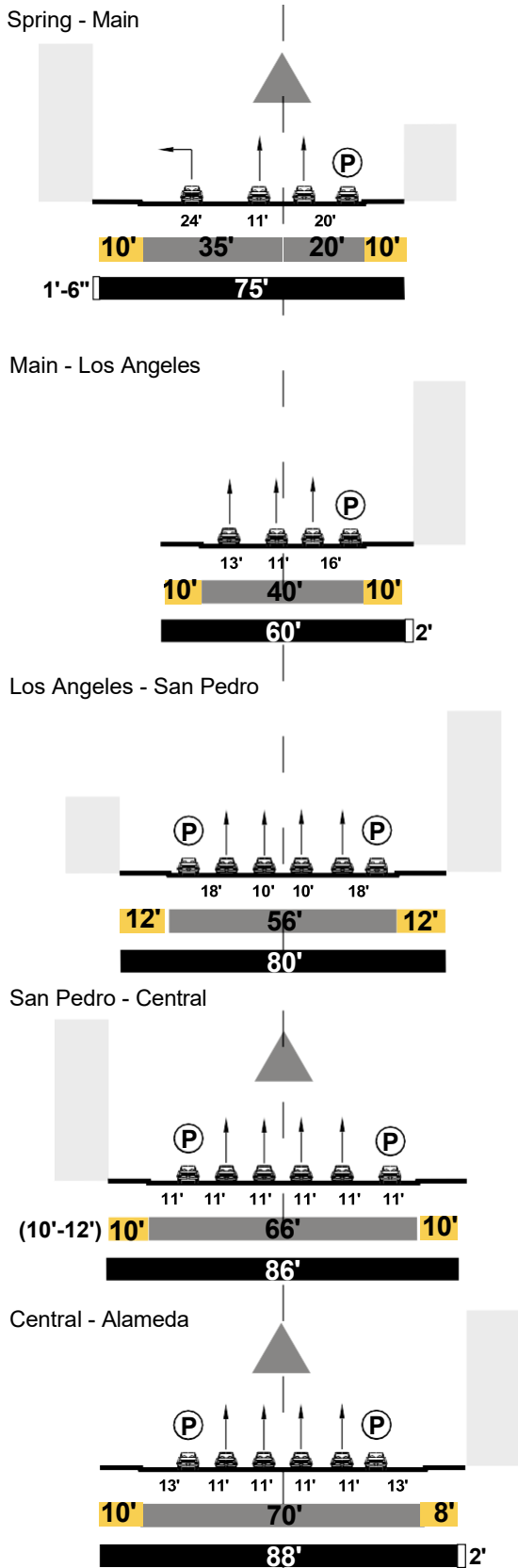


Hill - Spring

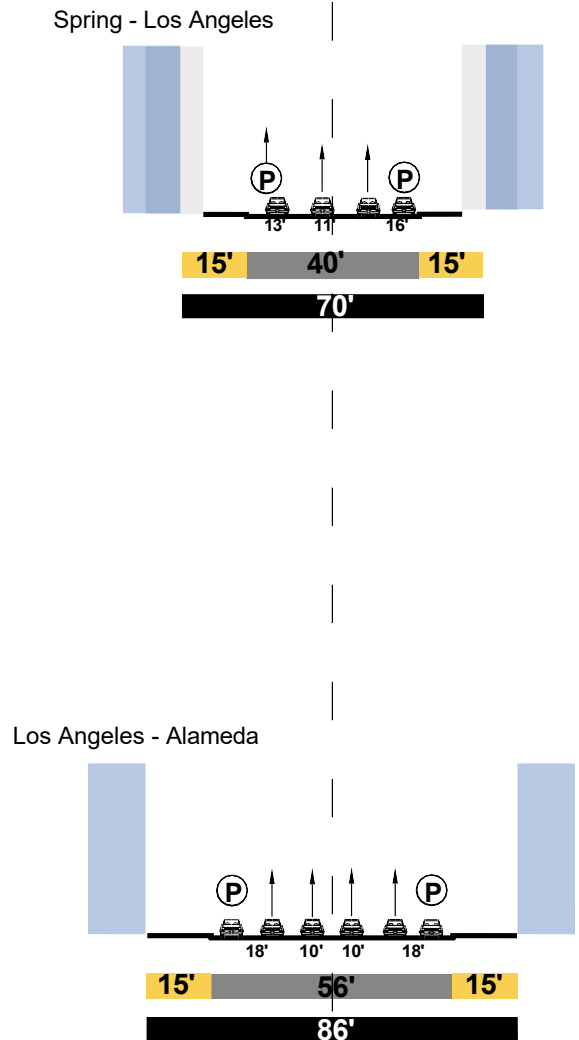


3rd Street looking west (continued)

Existing



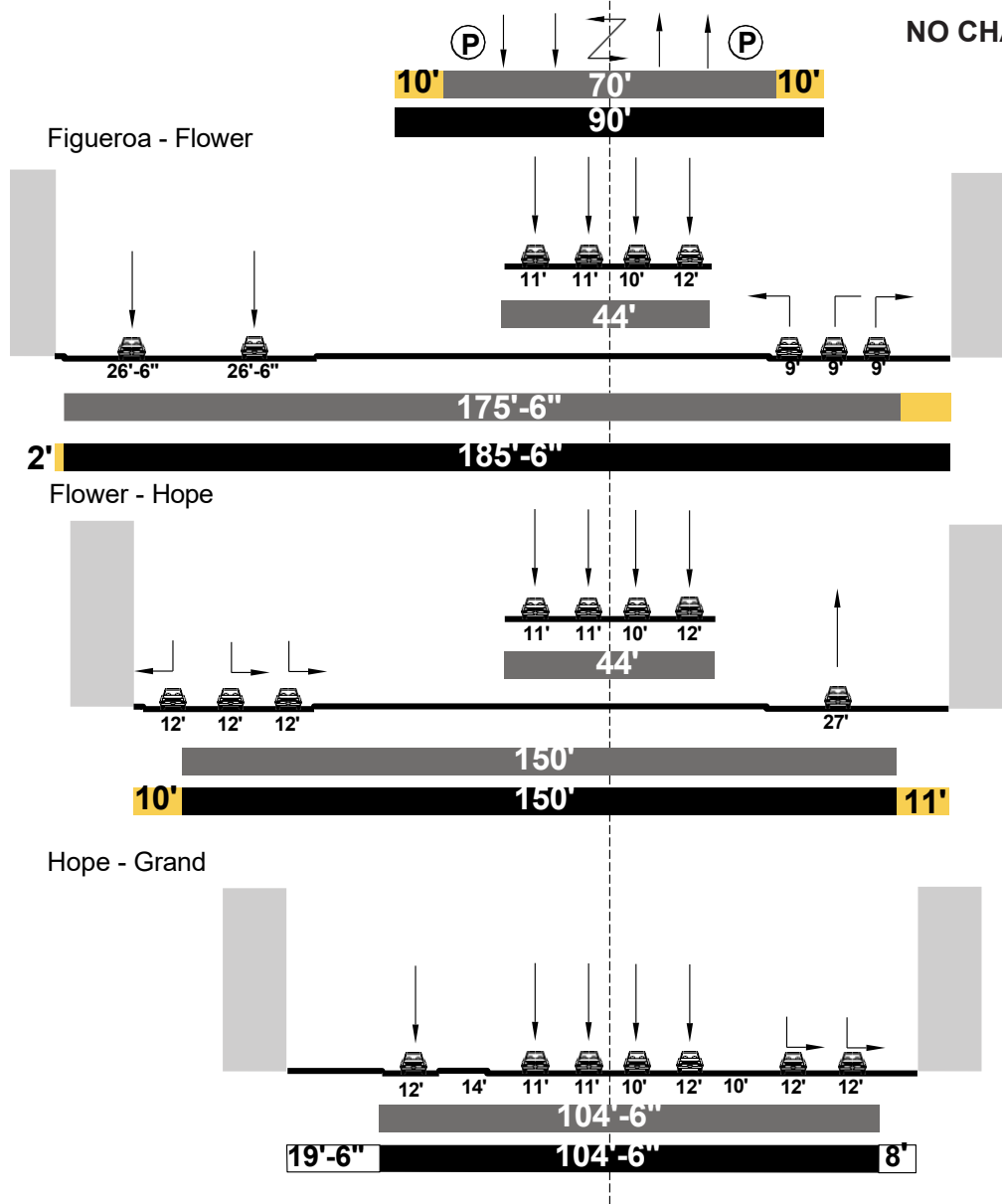
Proposed



4th Street looking west
Existing
 Boulevard II
 Secondary

Proposed
 Modified Boulevard II from Hope St to Grand Ave
 Modified Avenue I from Figueroa St to Hope St; Grand Ave to Olive St
 Modified Avenue II from Olive St to Hill St
 Modified Avenue III from Hill St to Los Angeles St
 Avenue III from Los Angeles St to Judge John Aiso
 Avenue II from Judge John Aiso to Alameda

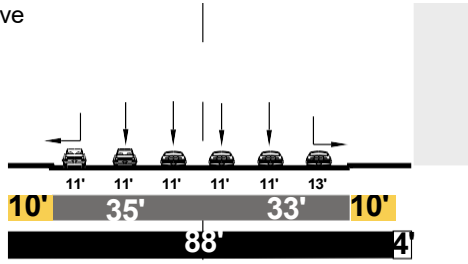
NO CHANGE FROM EXISTING



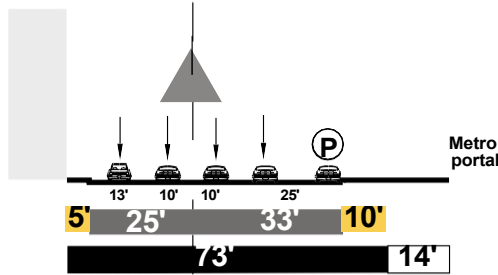
4th Street looking west (continued)

Existing

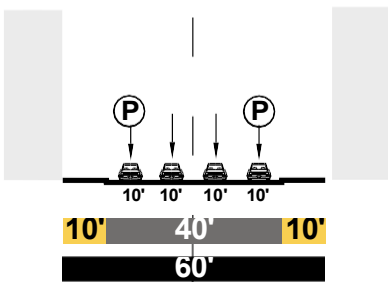
Grand - Olive



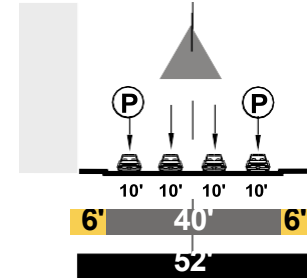
Olive - midblock Hill/Broadway



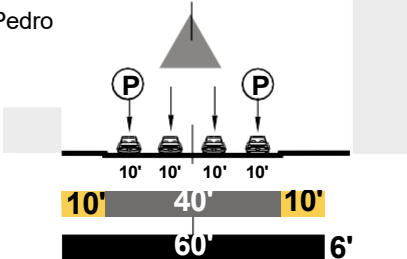
midblock Hill/Broadway - Main



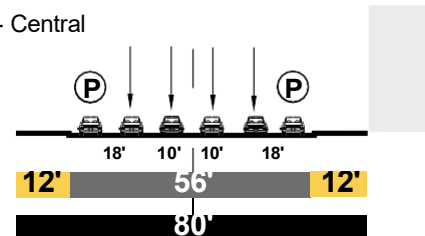
Main - Wall



Wall - San Pedro

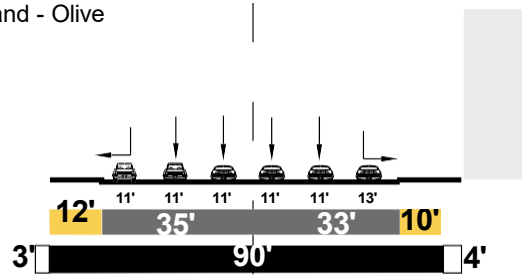


San Pedro - Central

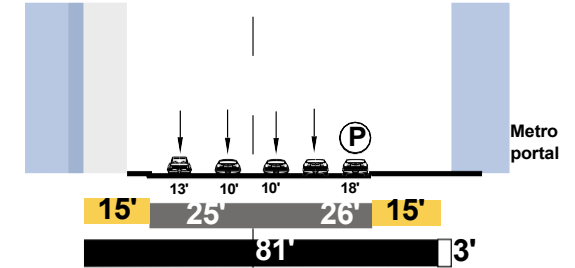


Proposed

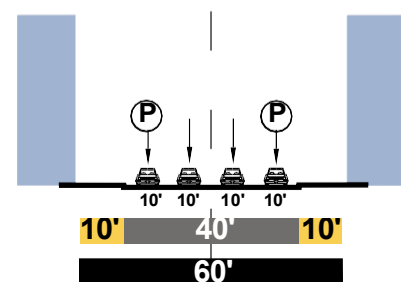
Grand - Olive



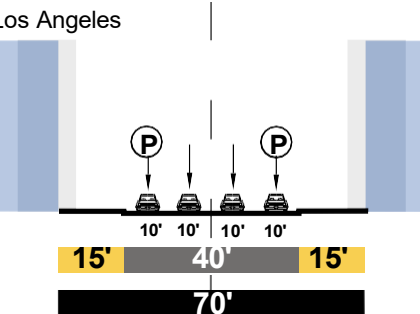
Olive - Hill



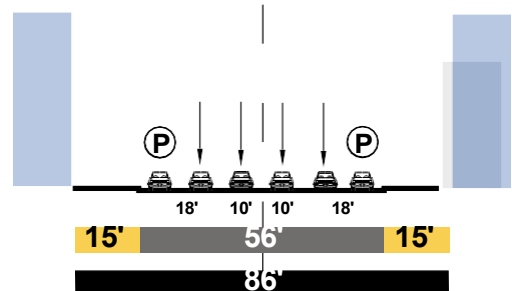
Hill - Main



Main - Los Angeles



Los Angeles - Central



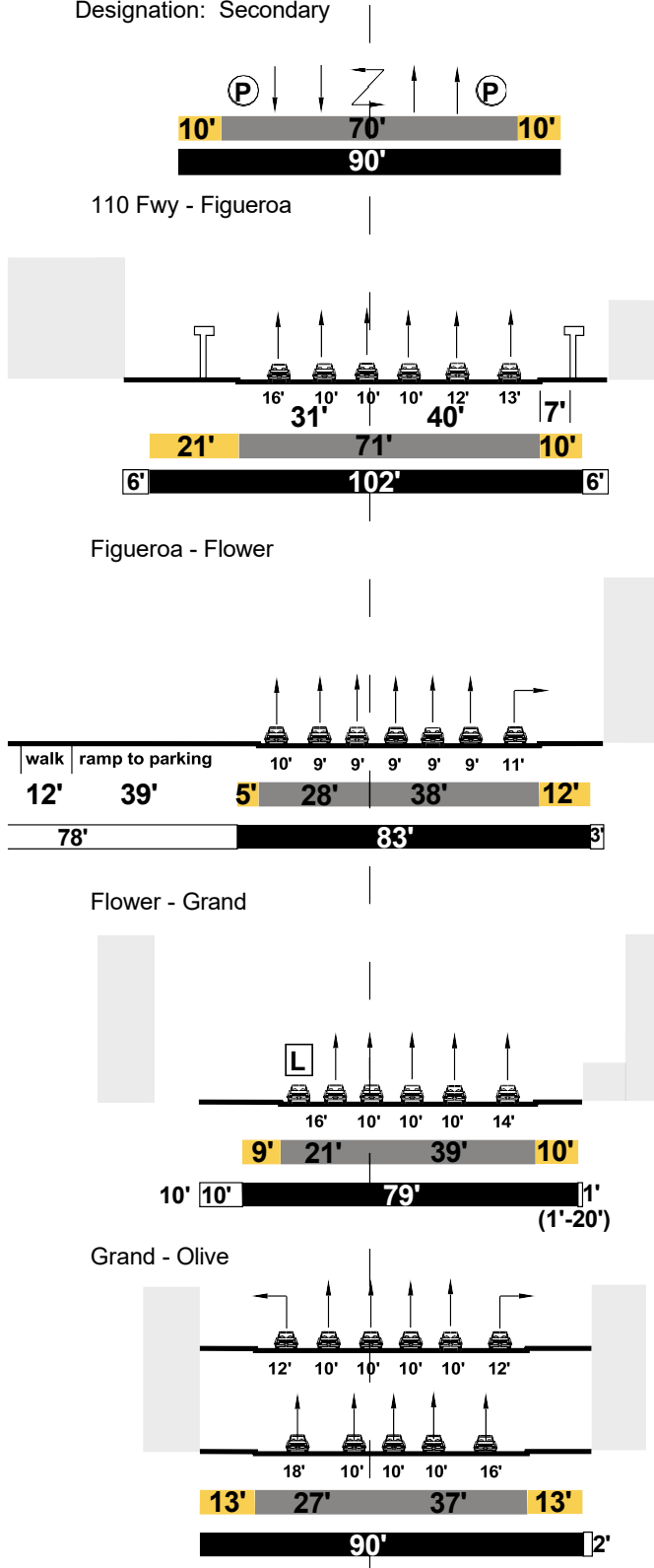
5th Street looking west

Existing

Secondary

5TH STREET looking west EXISTING

Designation: Secondary



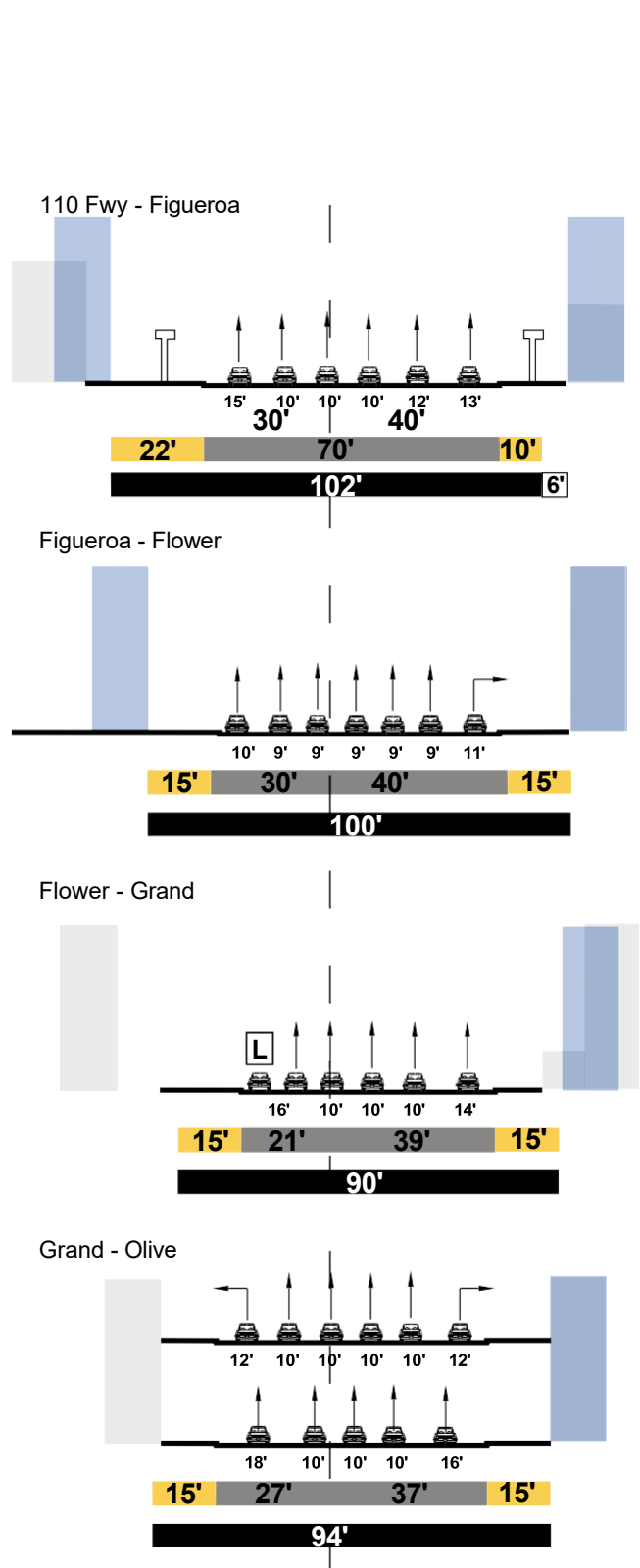
Proposed

Avenue I from Figueroa St to Flower St

Modified Avenue II from Flower St to Hill St

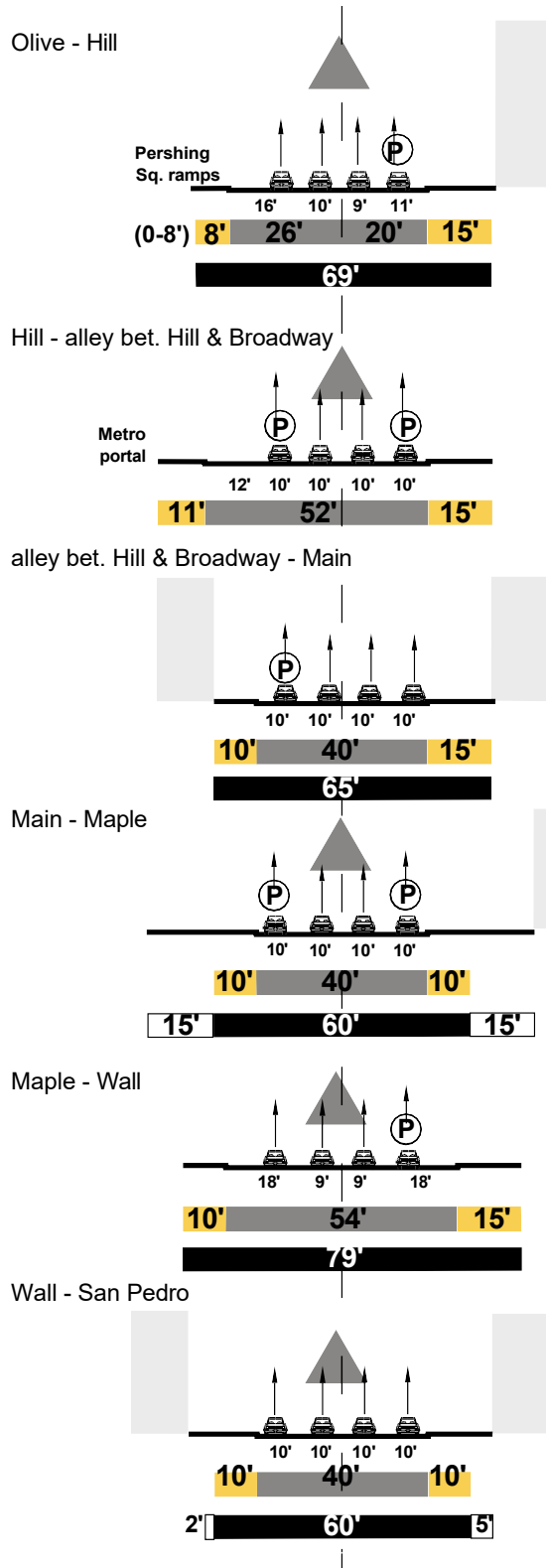
Modified Avenue III from Hill St to Los Angeles St

Avenue II from Los Angeles St to Central Ave

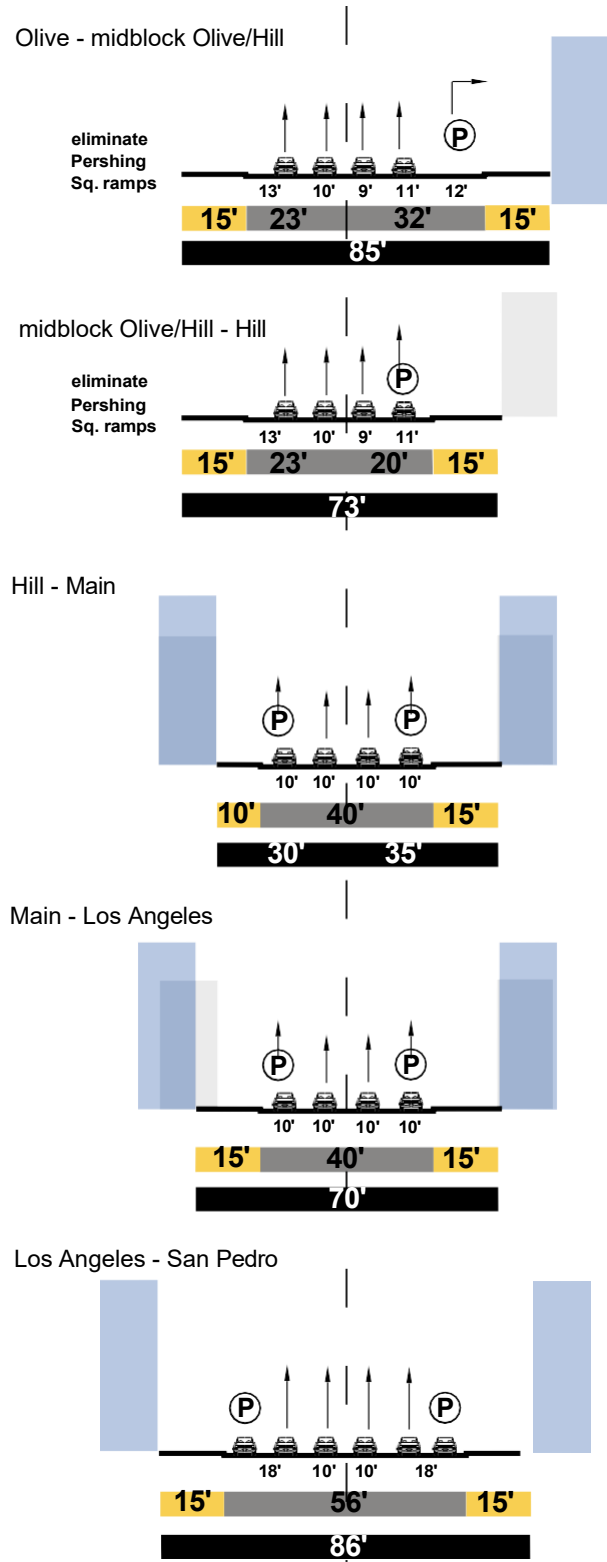


5th Street looking west (continued)

Existing

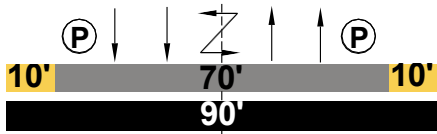


Proposed

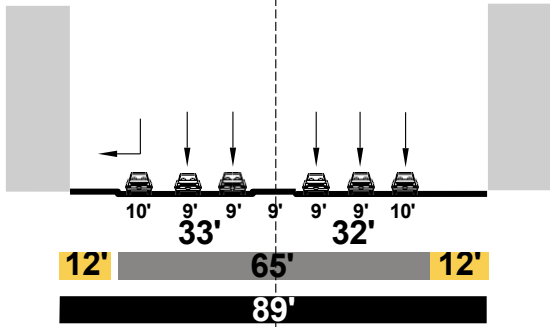


6th Street looking west

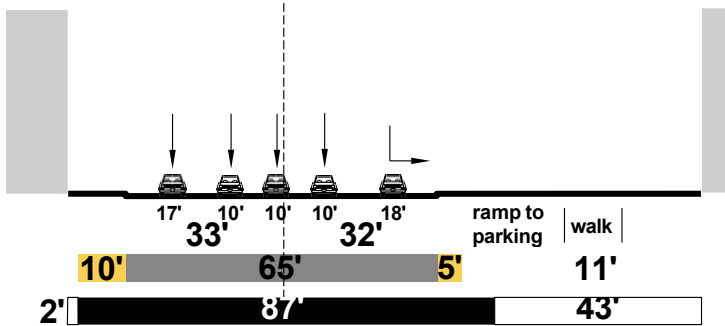
Existing
Secondary



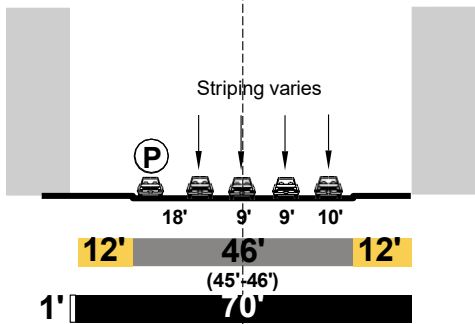
110 Fwy - Figueroa



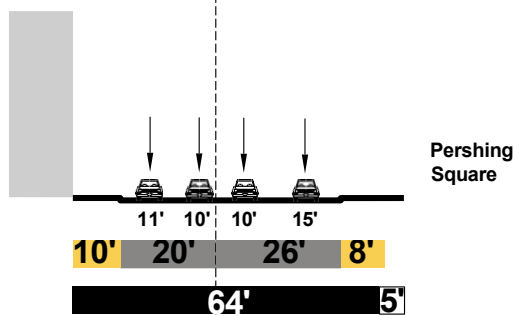
Figueroa - Flower



Flower - Olive



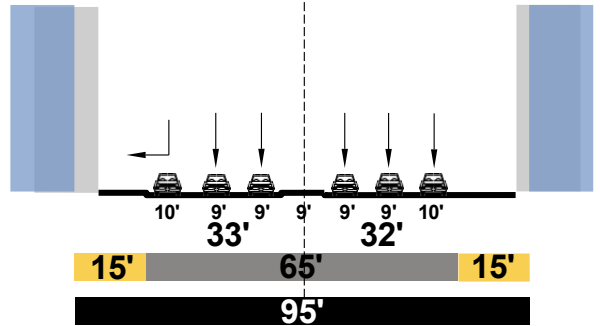
Olive - Hill



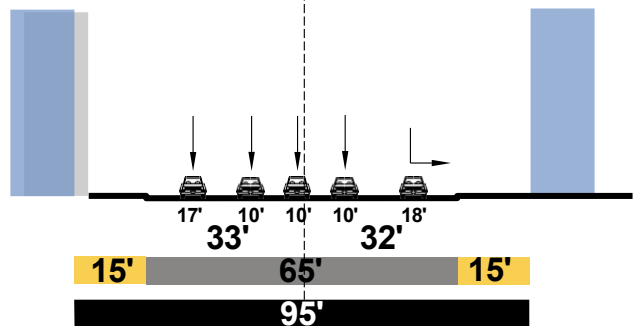
Proposed

Modified Avenue I 110 FWY to Flower St
Modified Avenue III Flower St to Los Angeles St
Avenue II east of Los Angeles St

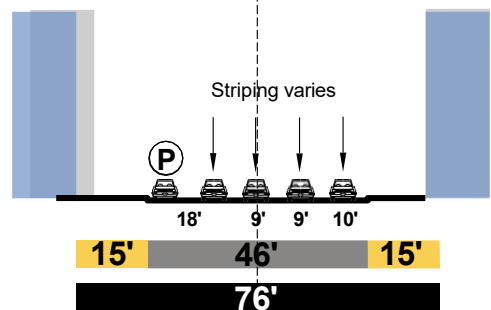
110 Fwy - Figueroa



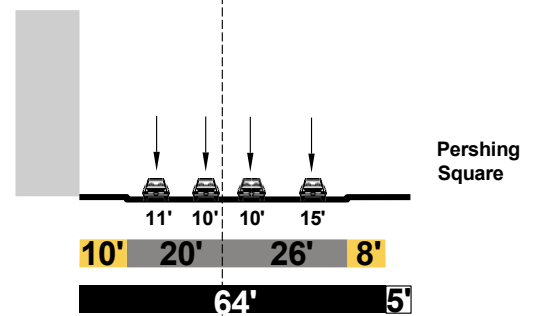
Figueroa - Flower



Flower - Olive



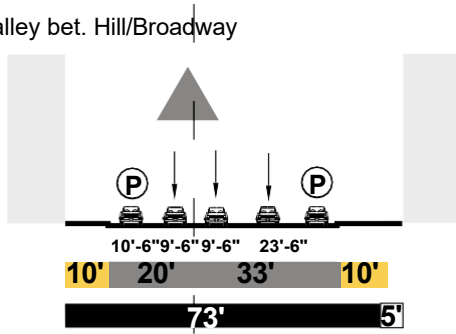
Olive - Hill



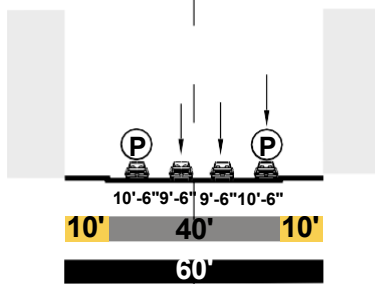
6th Street looking west (continued)

Existing

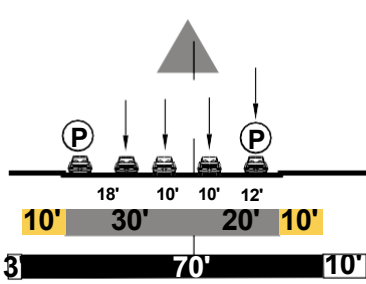
Hill - alley bet. Hill/Broadway



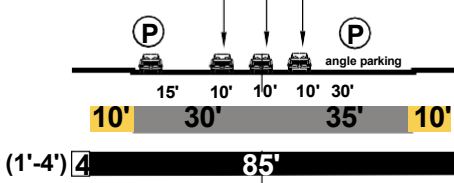
alley bet. Hill/Broadway - Los Angeles



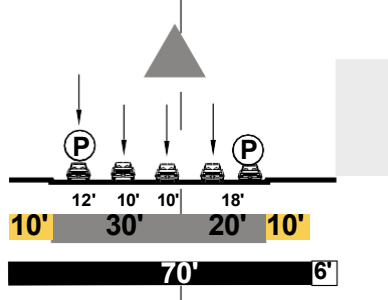
Los Angeles - Maple



Maple - Wall

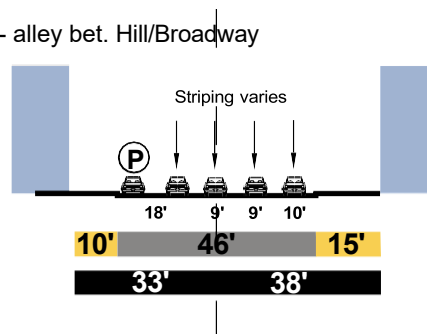


Wall - San Pedro

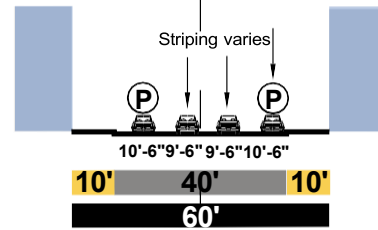


Proposed

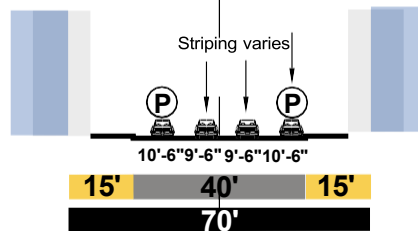
Hill - alley bet. Hill/Broadway



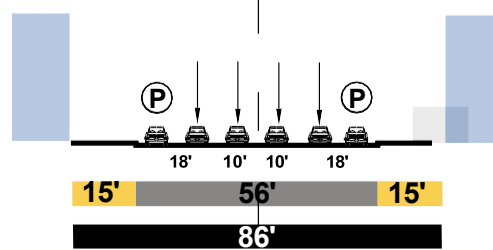
alley bet. Hill/Broadway - Main



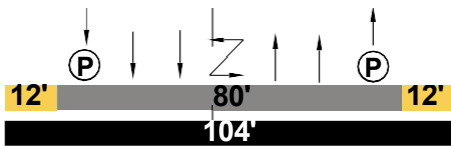
Main - Los Angeles



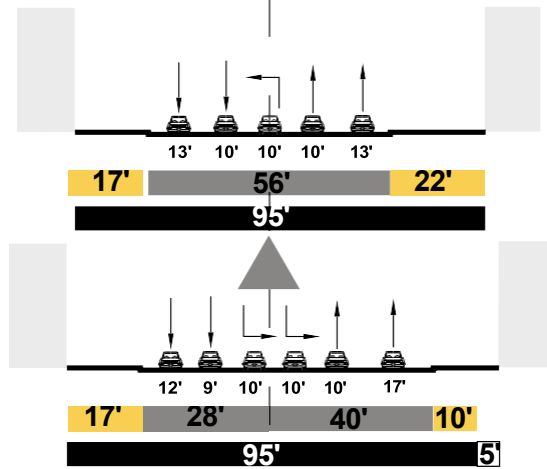
Los Angeles - San Pedro



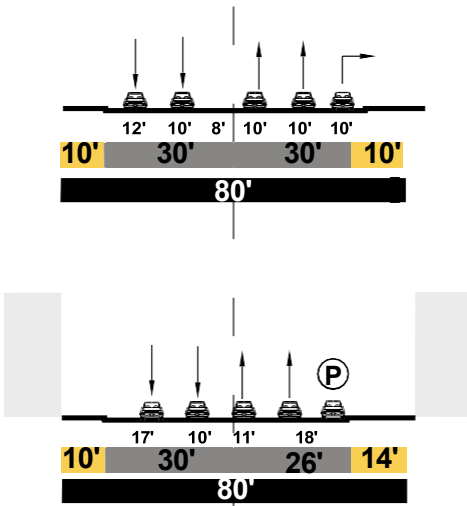
Wilshire Boulevard looking west
Existing
 Major Class II west of Figueroa
 Secondary east of Figueroa



110 Fwy - Figueroa

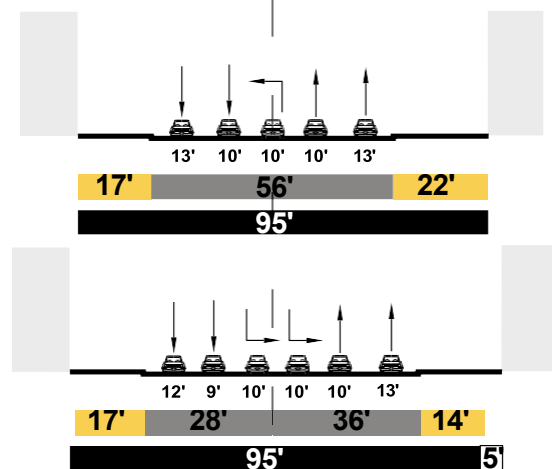


Figueroa - Flower

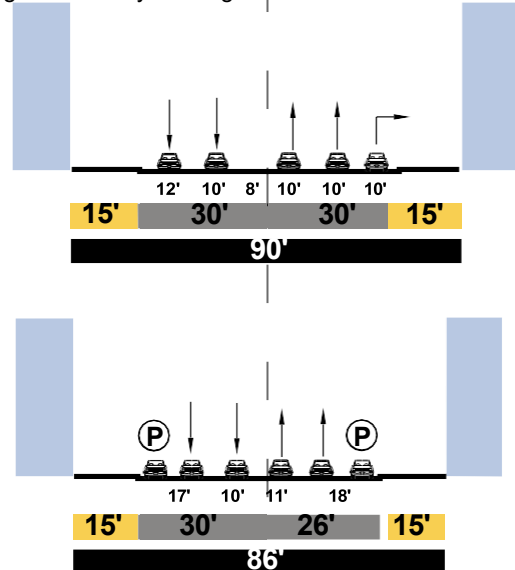


Proposed
 Modified Avenue I east of Figueroa
 Modified Avenue II from Figueroa to Flower St
 Avenue II from Flower St to Grand Ave

110 Fwy - Figueroa



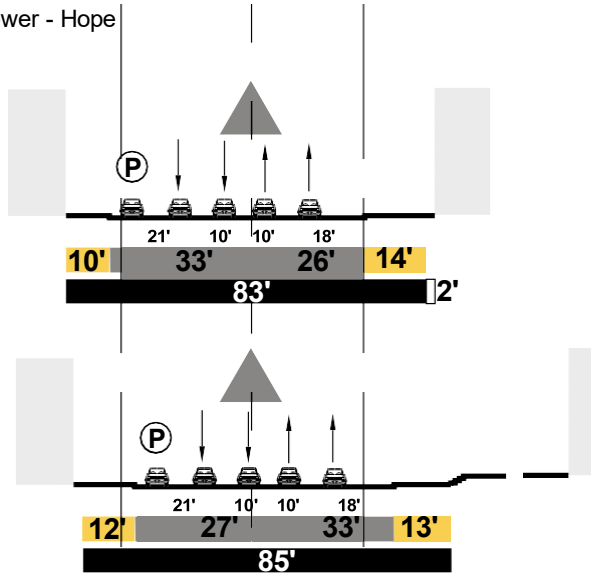
Figueroa - alley bet. Fig/Flower



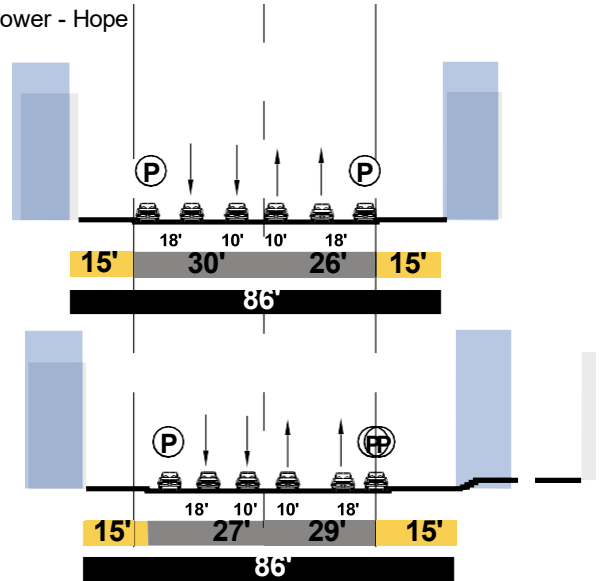
Wilshire Boulevard looking west (continued)
Existing

Proposed

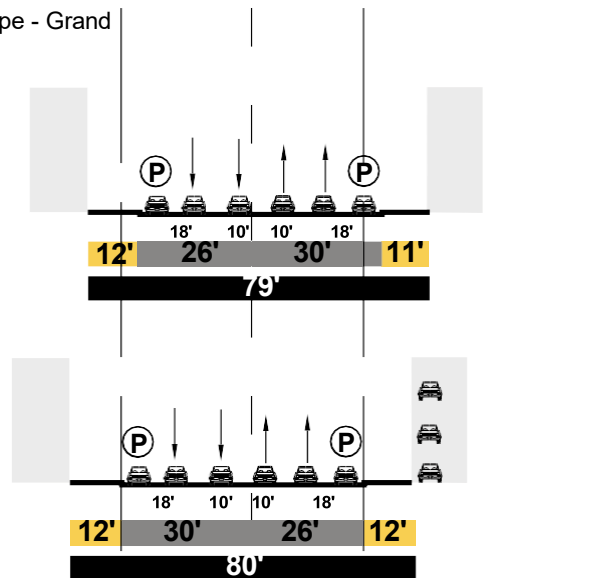
Flower - Hope



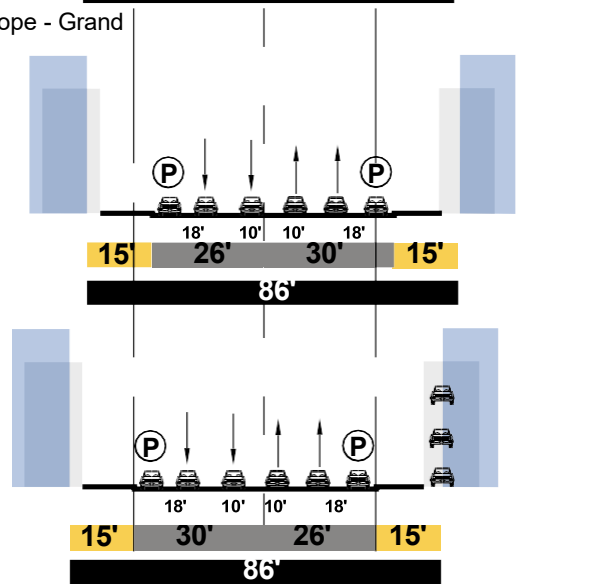
Flower - Hope



Hope - Grand

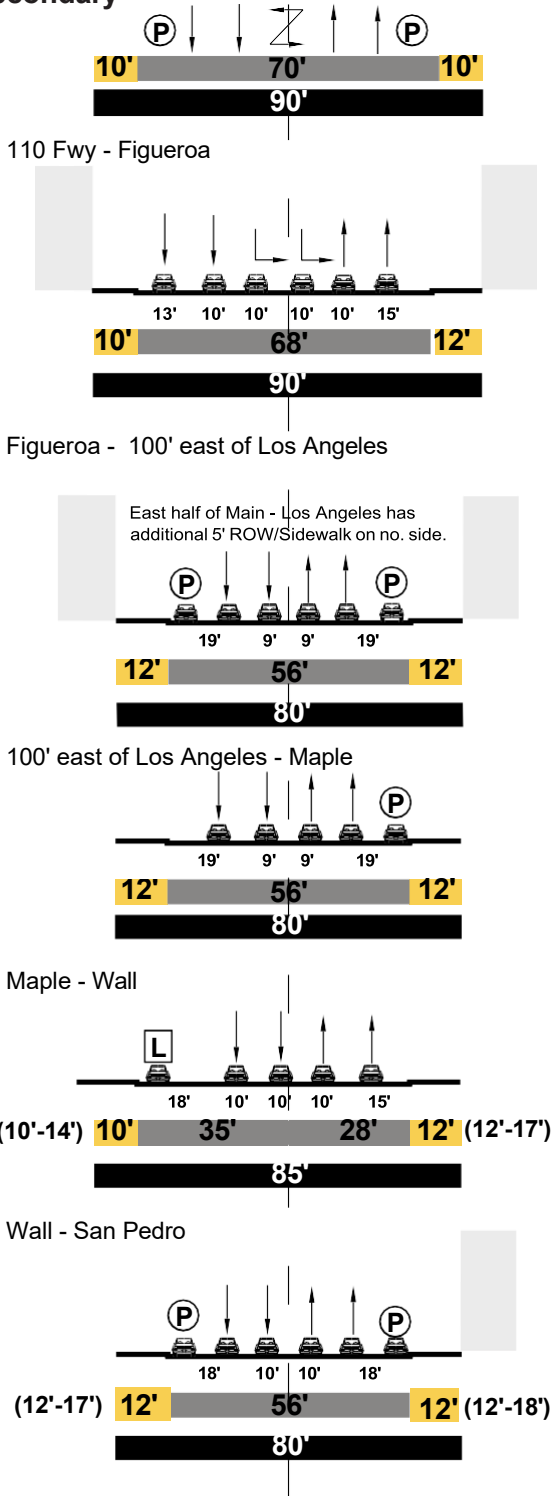


Hope - Grand



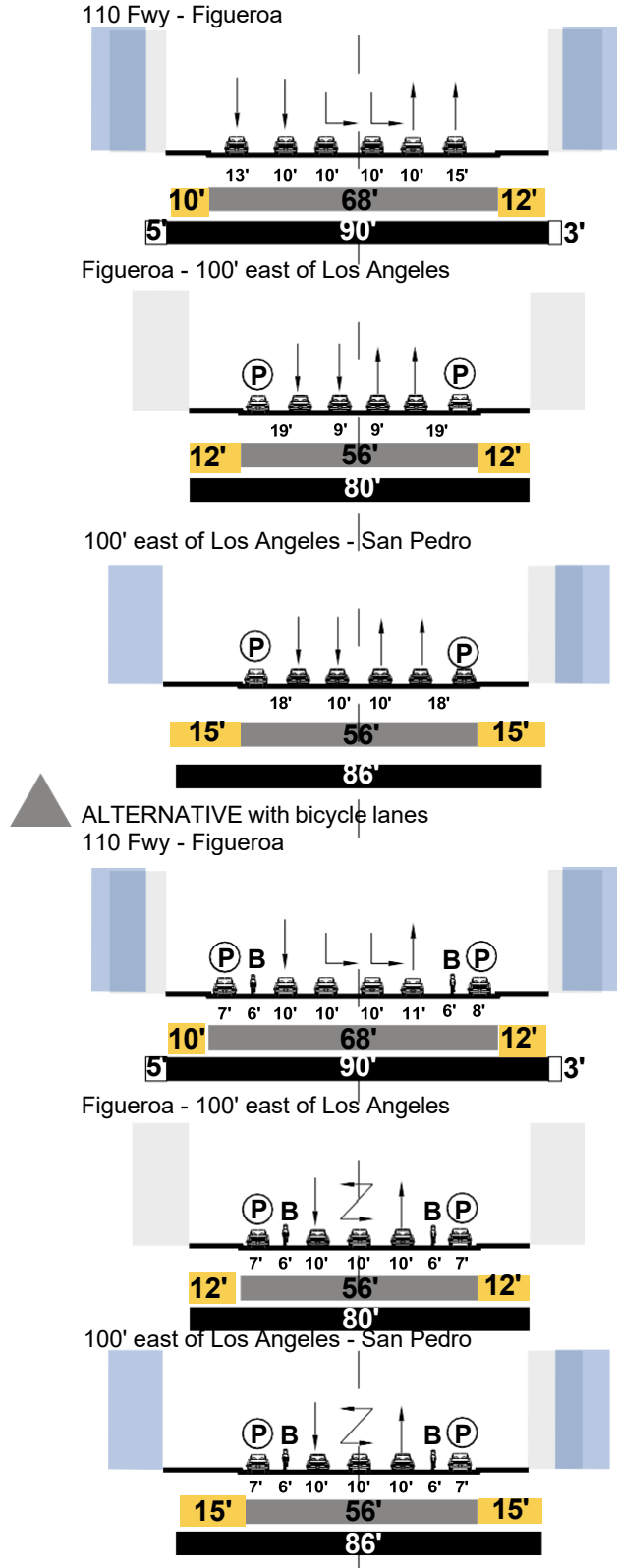
7th Street looking west

Existing
Secondary



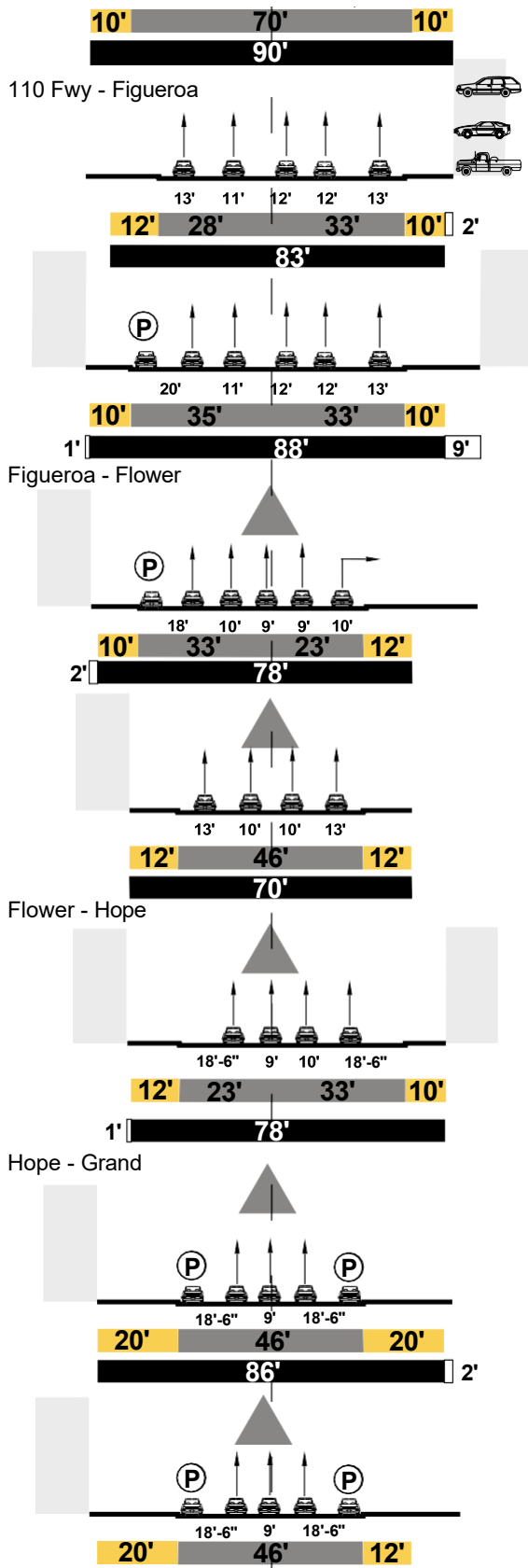
Proposed

Modified Avenue II west of Los Angeles St
 Avenue II east of Los Angeles St



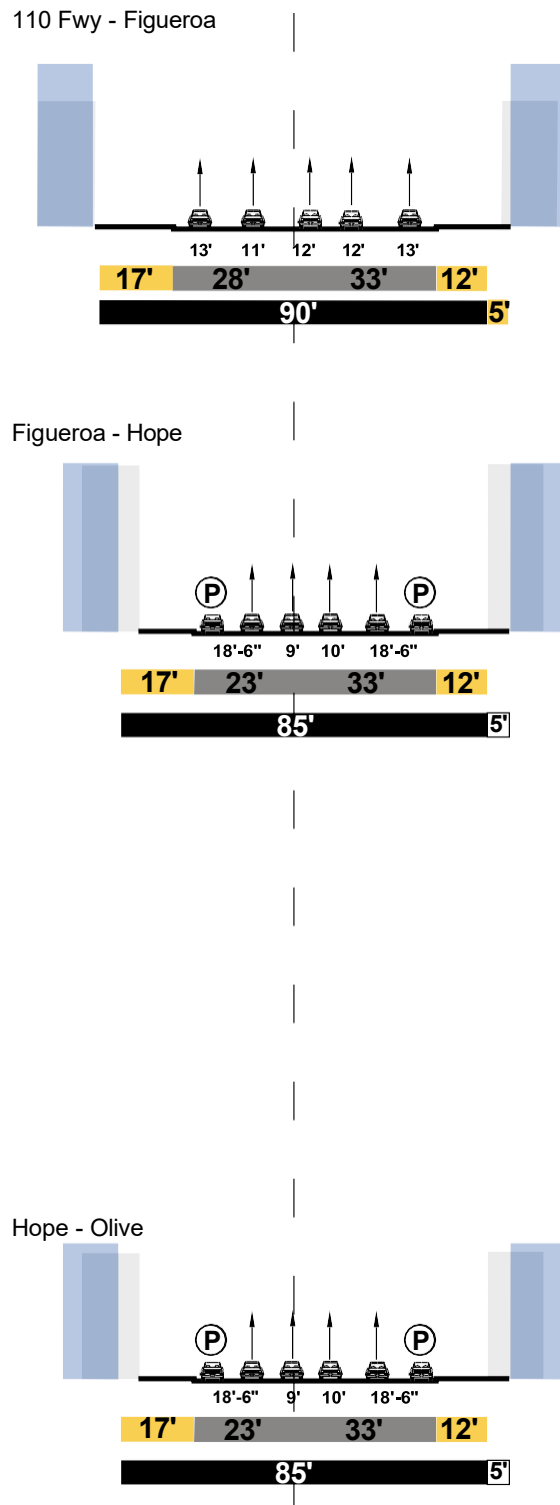
8th Street looking west

Existing
Secondary



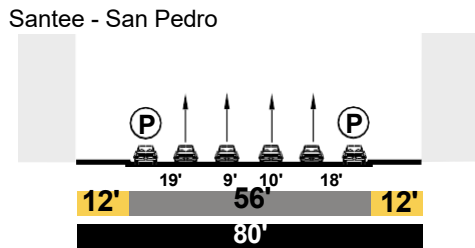
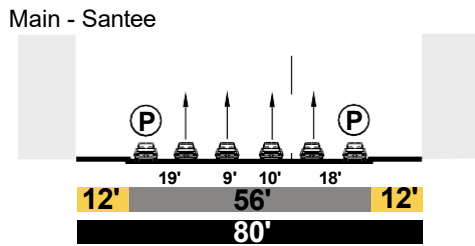
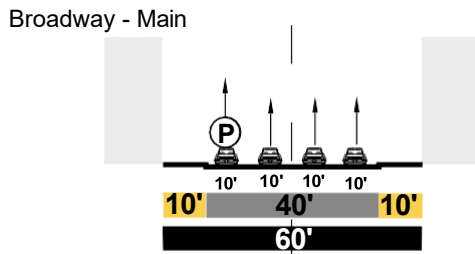
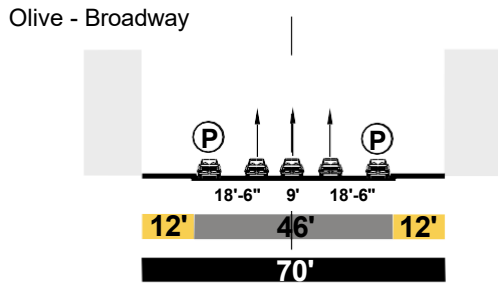
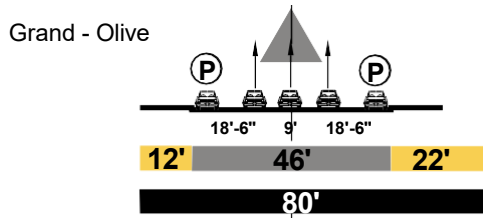
Proposed

Modified Avenue II west of Olive St
Modified Avenue III from Olive St to Main St
Avenue II east of Main St

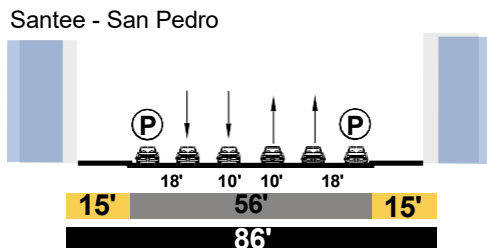
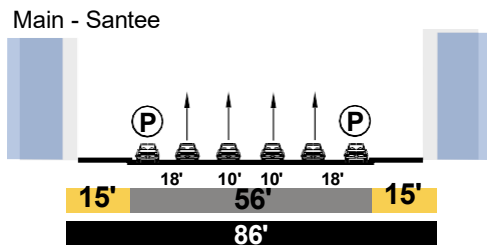
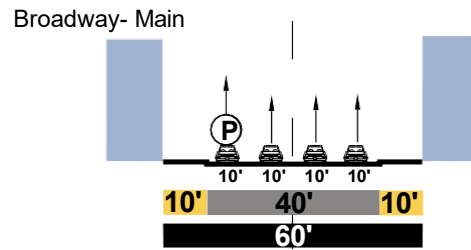
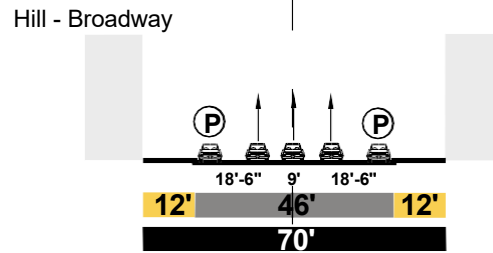
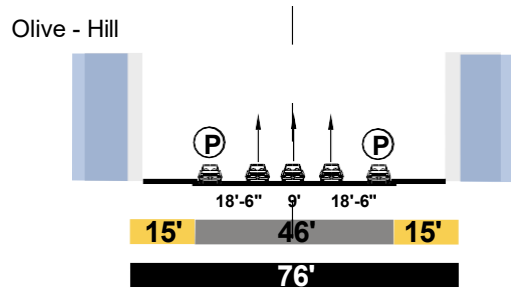


8th Street looking west (continued)

Existing

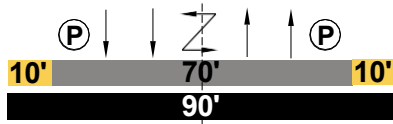


Proposed

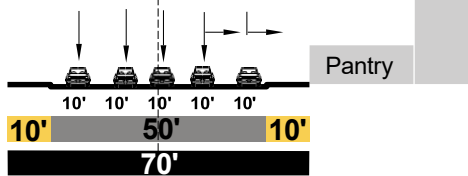
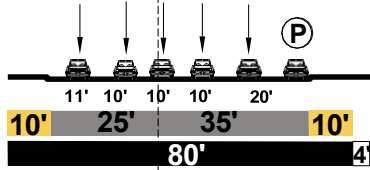


JAMEs Wood/9th Street looking west

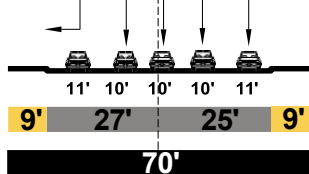
Existing
Secondary



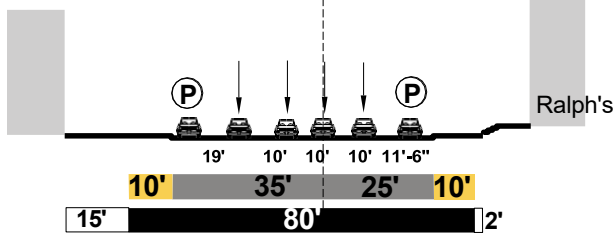
110 Fwy - Figueroa



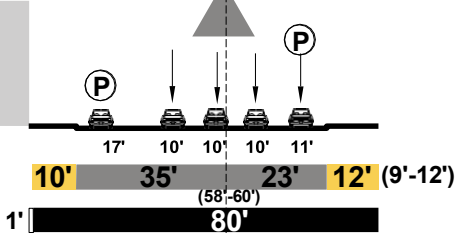
Figueroa - Flower



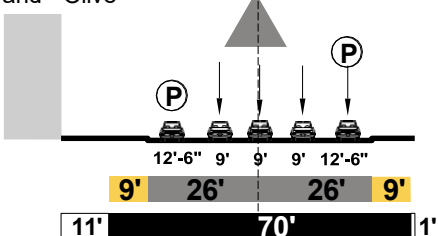
Flower - Hope



Hope - Grand



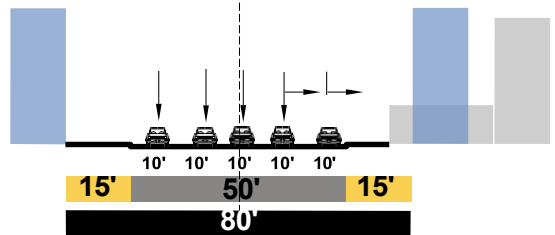
Grand - Olive



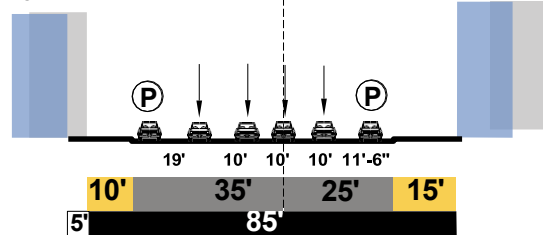
Proposed

Modified Avenue II from 110 Fwy to Olive St
Modified Avenue III from Olive St to Spring St
Avenue II from Main St to Judge John Aiso
Avenue I east of Judge John Aiso

110 Fwy - Figueroa



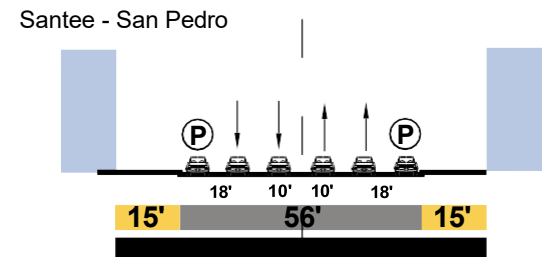
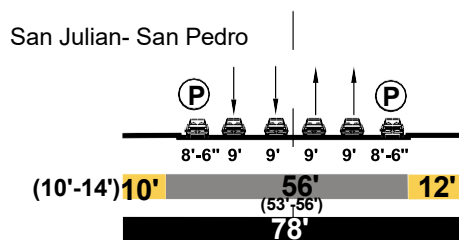
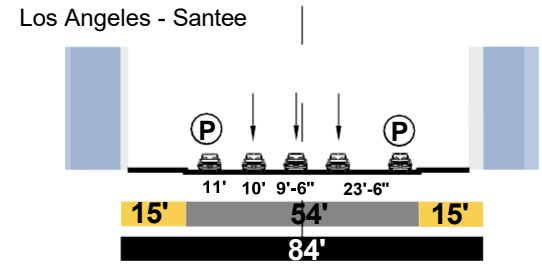
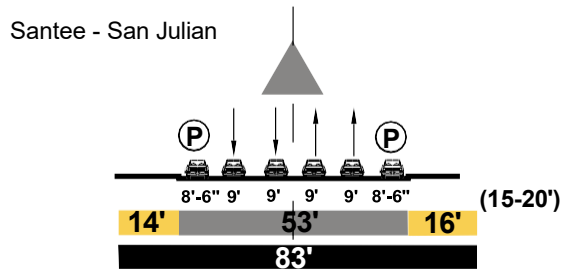
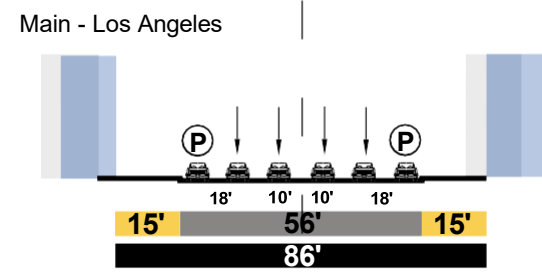
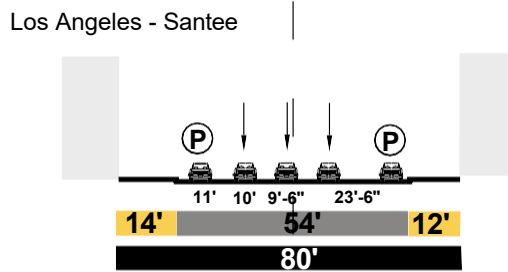
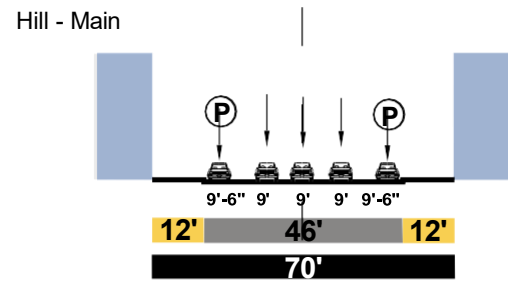
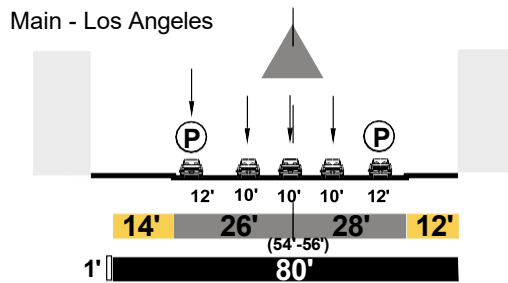
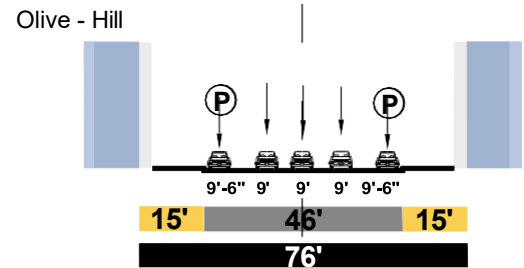
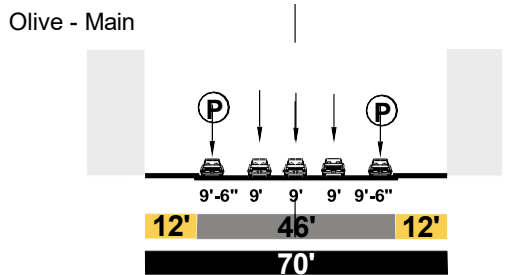
Figueroa - Olive



9th Street looking west (continued)

Existing

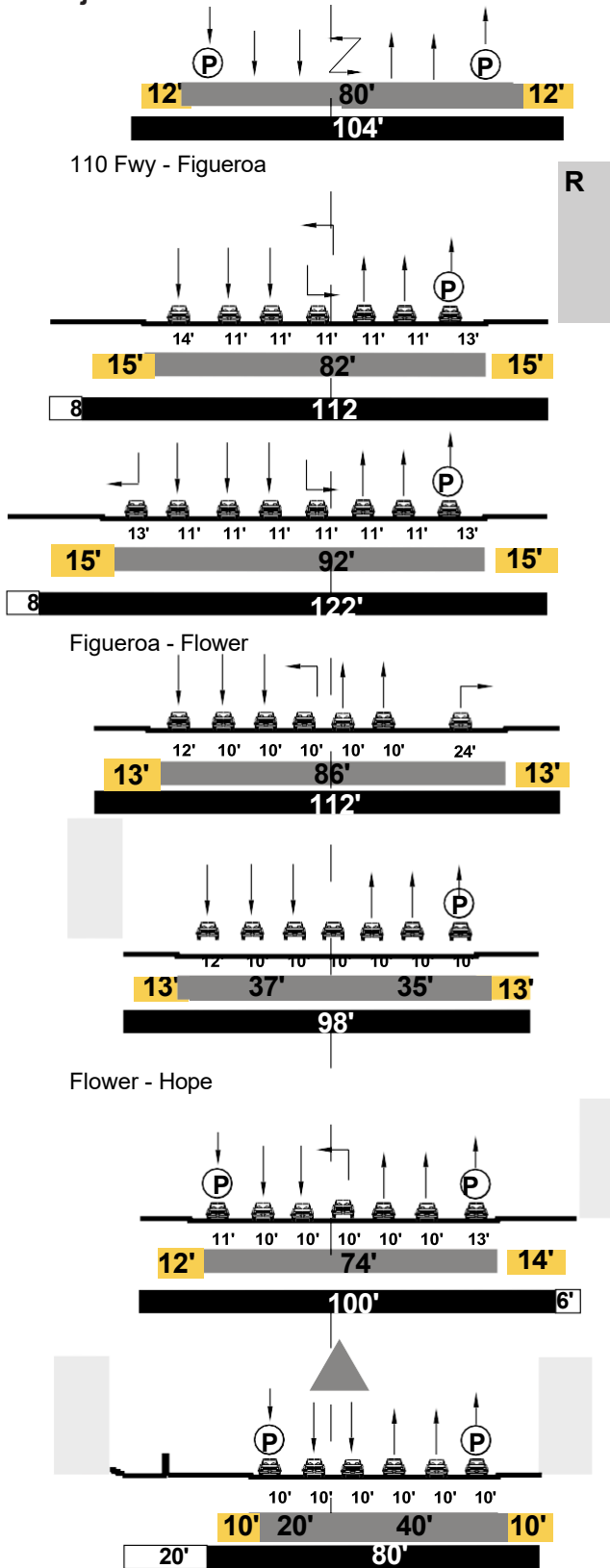
Proposed



Olympic Boulevard looking west

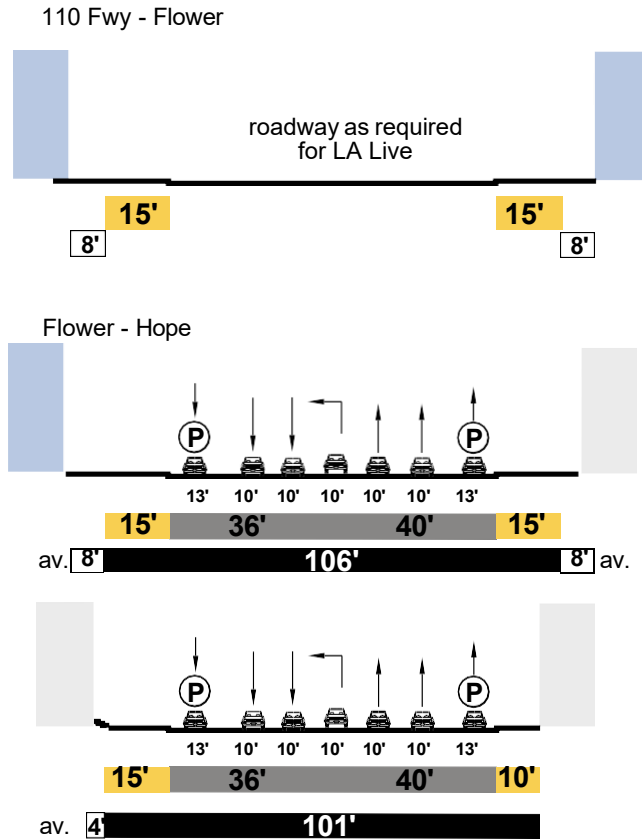
Existing

Major Class II



Proposed

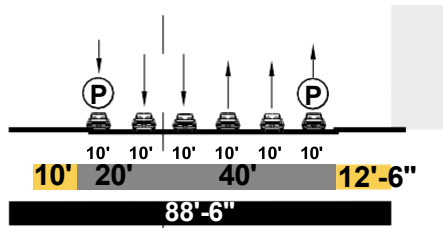
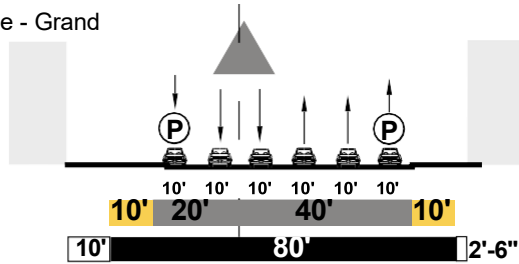
Boulevard II east of Flower St; Broadway to Maple Ave
 Modified Boulevard II from Flower St to Hope St
 Modified Avenue I from Hope St to Broadway
 Modified Avenue III from Maple Ave to San Julian St



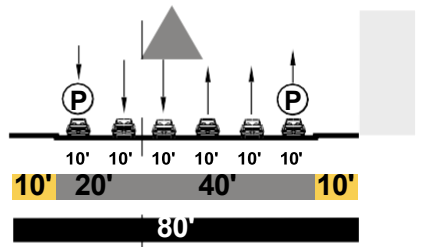
Olympic Boulevard looking west (continued)
Existing

Proposed

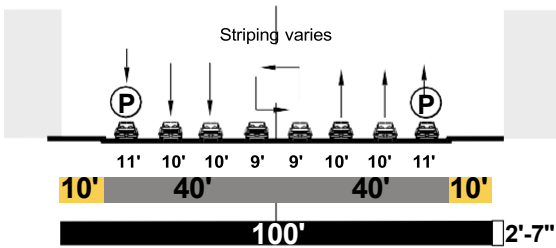
Hope - Grand



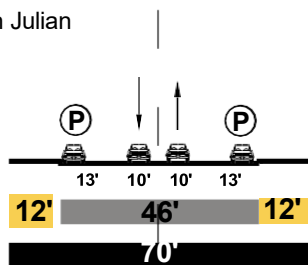
Grand - Broadway



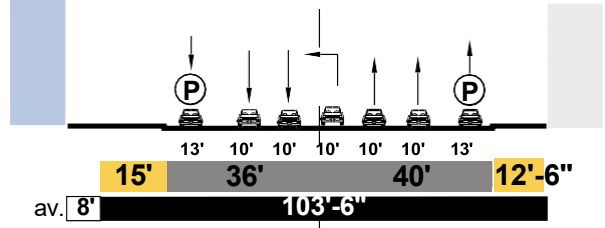
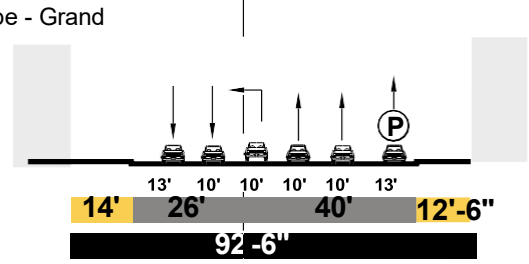
Broadway - Maple



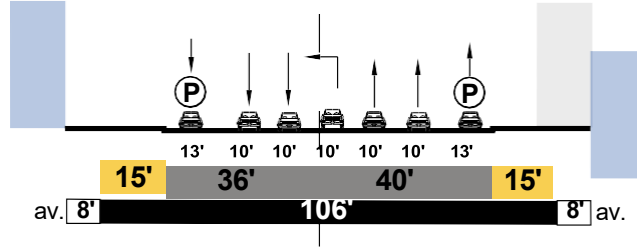
Maple - San Julian



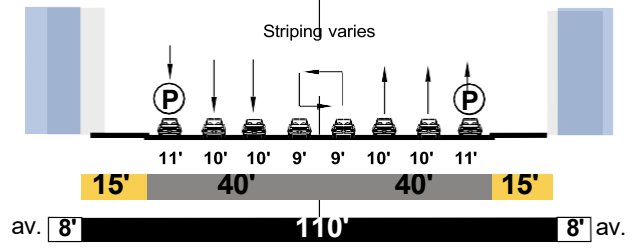
Hope - Grand



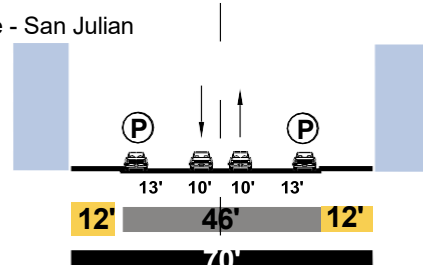
Grand - Broadway



Broadway - Maple

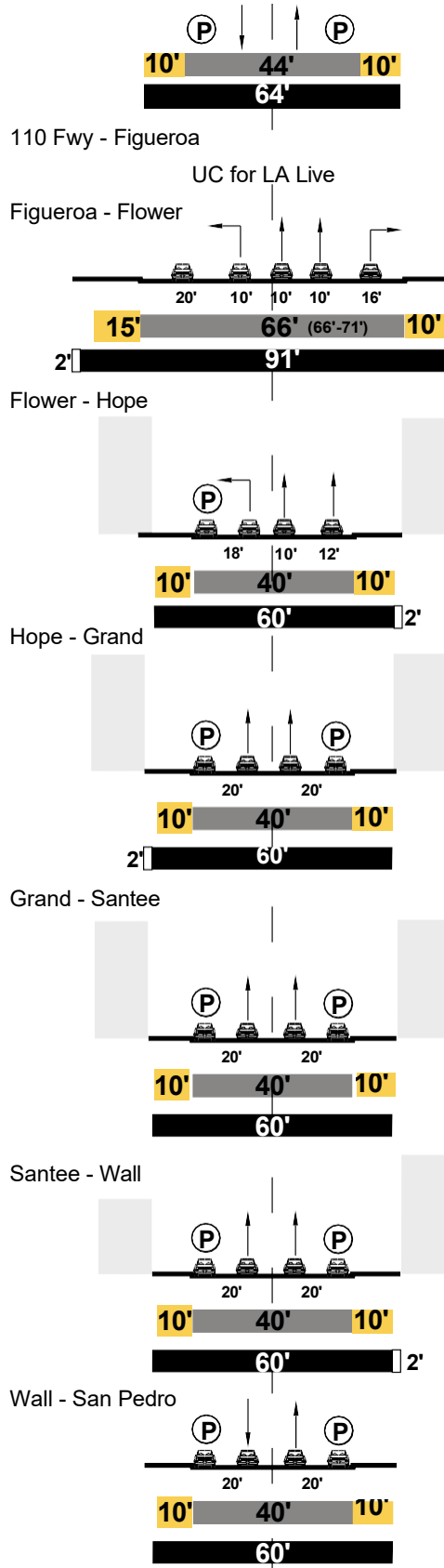


Maple - San Julian

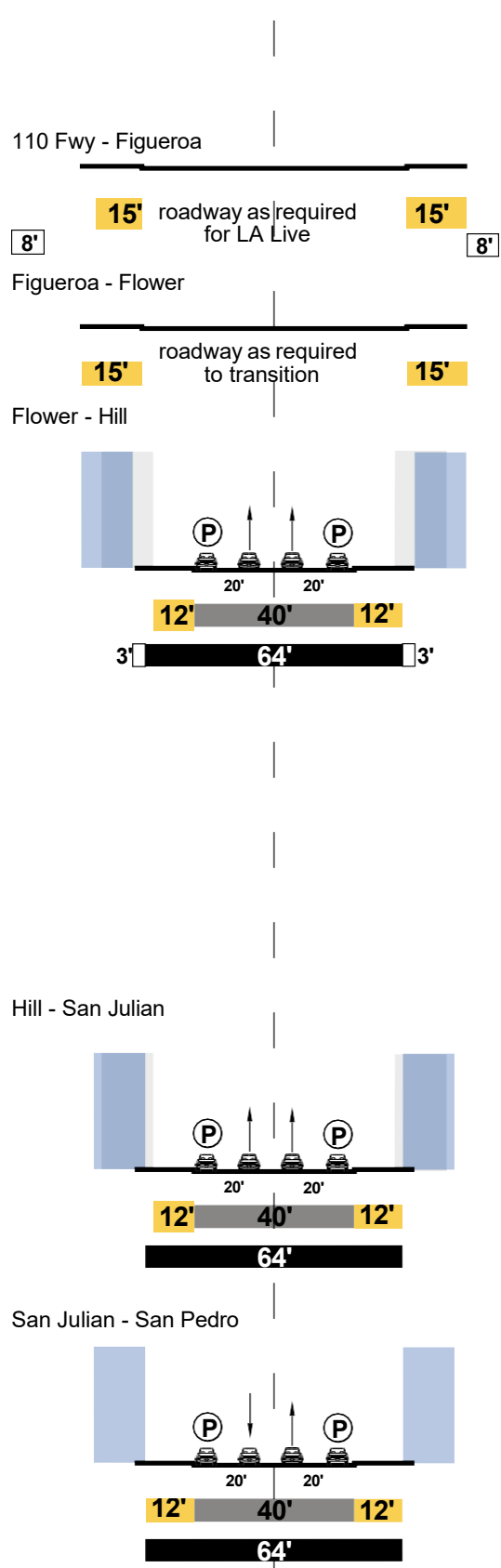


Chick Hern Court/11th Street looking west

Existing Collector

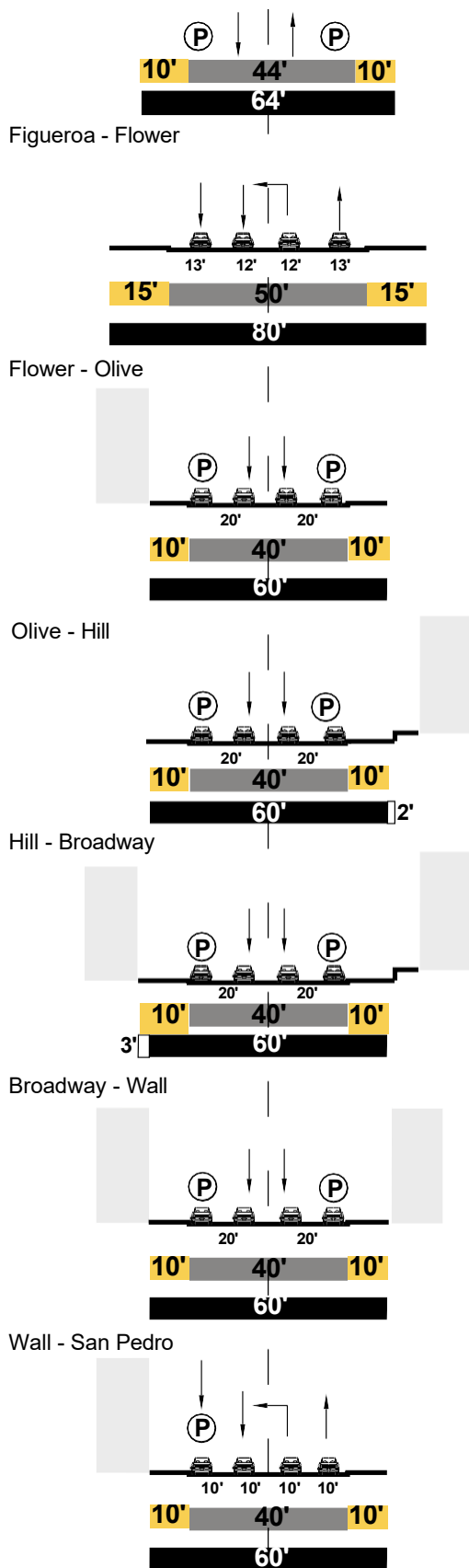


Proposed Modified Collector Street



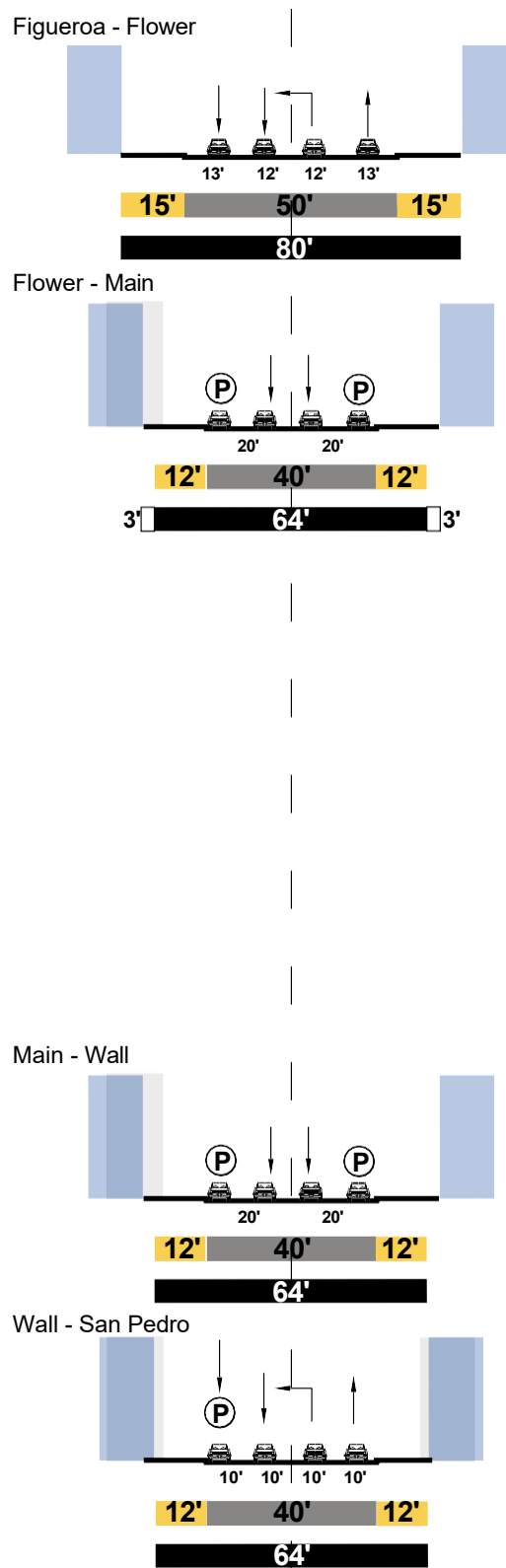
12th Street looking west

Existing Collector



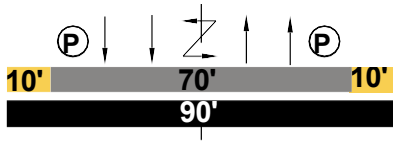
Proposed

Avenue II from Figueroa to Flower St Modified Collector Street east of Flower St

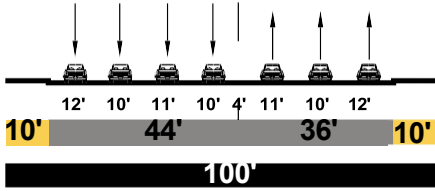


Pico Boulevard looking west

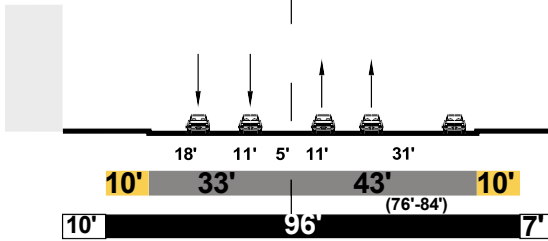
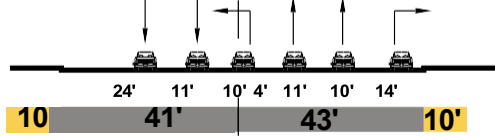
Existing
Secondary



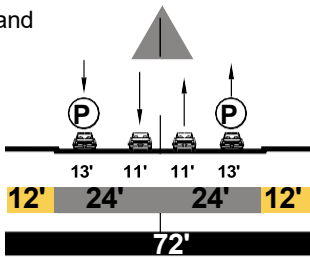
110 Fwy - Figueroa



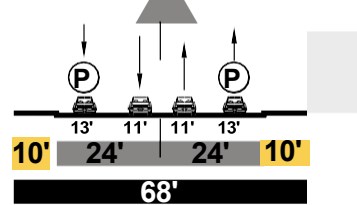
Figueroa - Flower



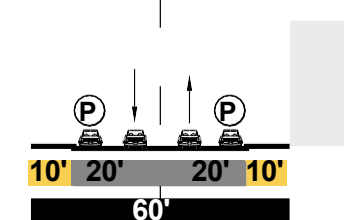
Flower - Grand



Grand - Main



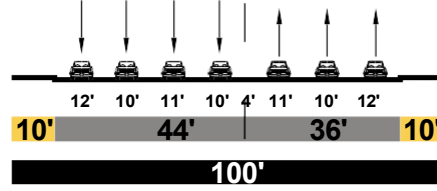
Main - San Pedro



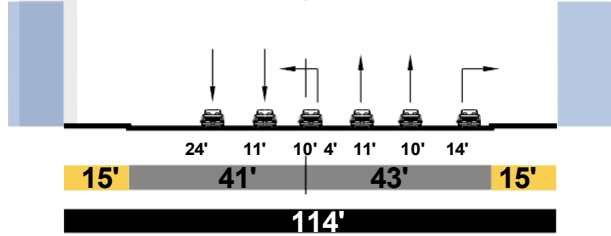
Proposed

Modified Avenue II from 110 Fwy to Figueroa
Modified Boulevard II from Figueroa to Flower St
Avenue I from Flower St to Broadway
Modified Avenue III from Broadway St to Main St
Modified Local Street - Standard from Main St to San Pedro St
Local Street - Standard from San Pedro St to Stanford Ave
Collector Street from Stanford Ave to Central Ave

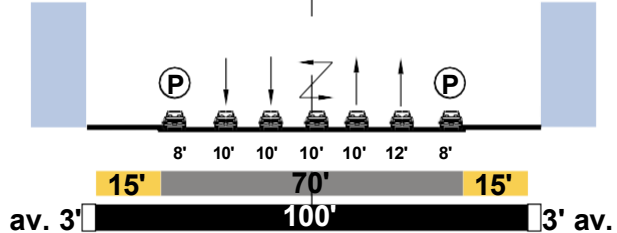
110 Fwy - Figueroa



Figueroa - alley bet. Fig/Flower



alley bet. Fig/Flower - Broadway



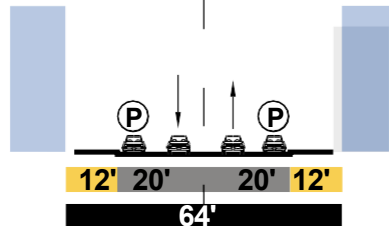
Flower - Grand



Broadway - Main

As required to transition.

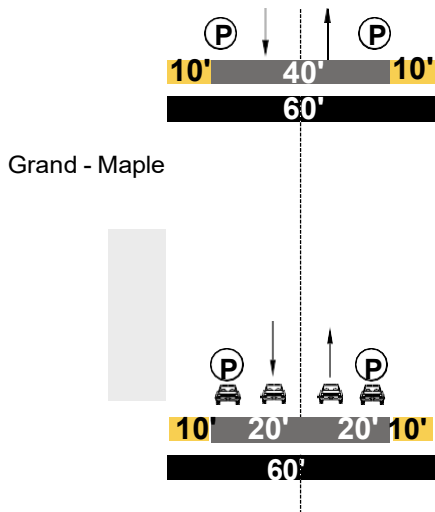
Main - San Pedro



14th Street looking west

Existing

Local

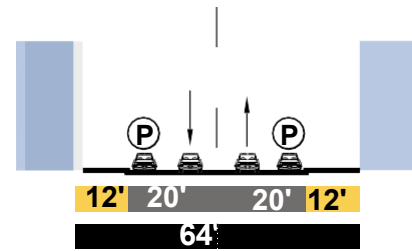


Proposed

Modified Local Street - Standard from Grand Ave to Maple St

Avenue III from San Pedro St to Central Ave

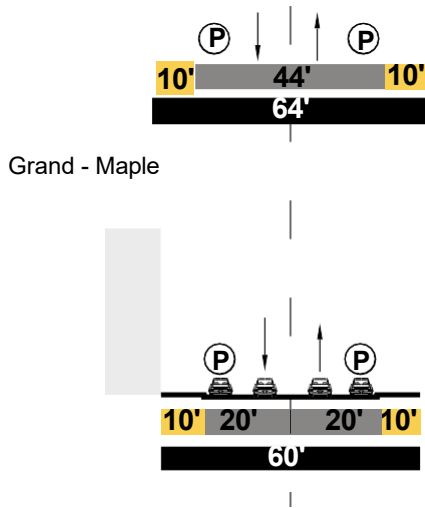
Grand - Maple



15th Street looking west

Existing

Collector



Proposed

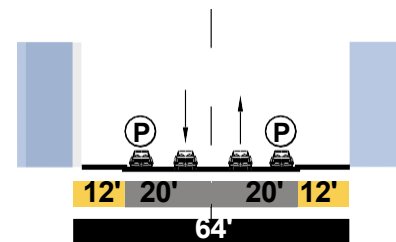
Modified Local Street from Grand Ave to Maple Ave

Collector from Maple Ave to San Pedro St

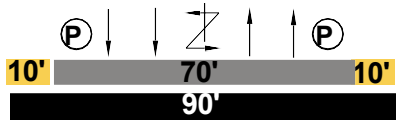
Local Street - Standard from San Pedro St to Hooper Ave

Avenue II from Hooper Ave to Alameda St

Grand - Maple

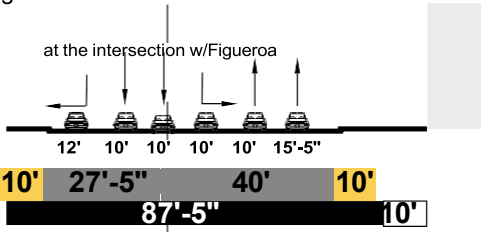


Venice Boulevard looking west
Existing
 Secondary

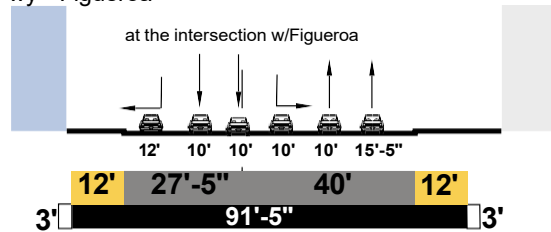


Proposed with Bicycle Lanes
 Modified Avenue II from 110 Fwy to San Pedro
 Avenue II from San Pedro to Hooper Ave
 Local Street - Standard east of Hooper Ave

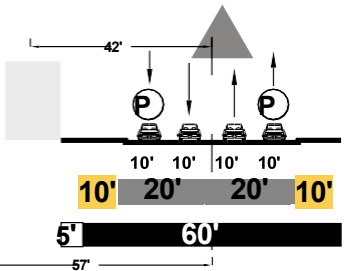
110 Fwy - Figueroa



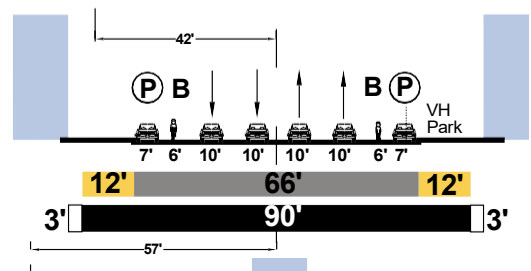
110 Fwy - Figueroa



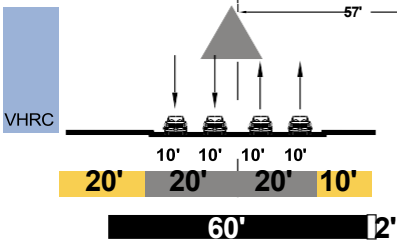
Figueroa - Hope



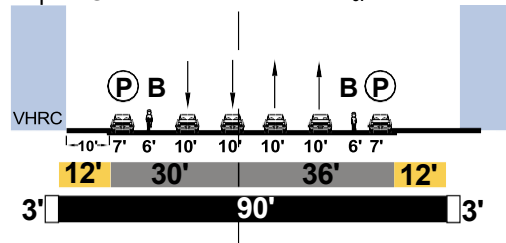
Figueroa - Hope



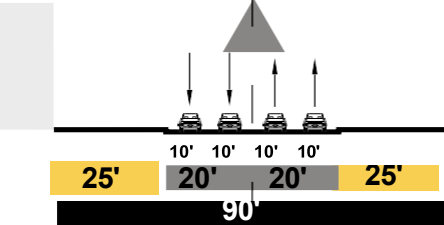
Hope - Grand



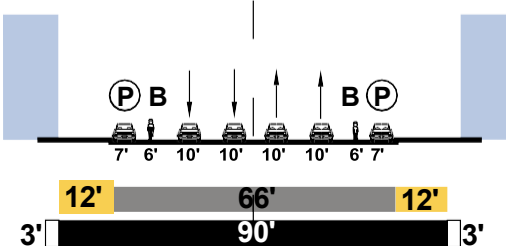
Hope - Grand



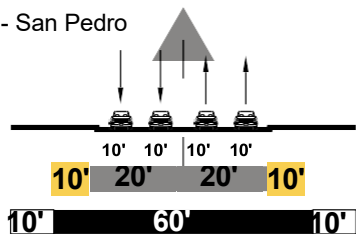
Grand - Olive



Grand - San Pedro



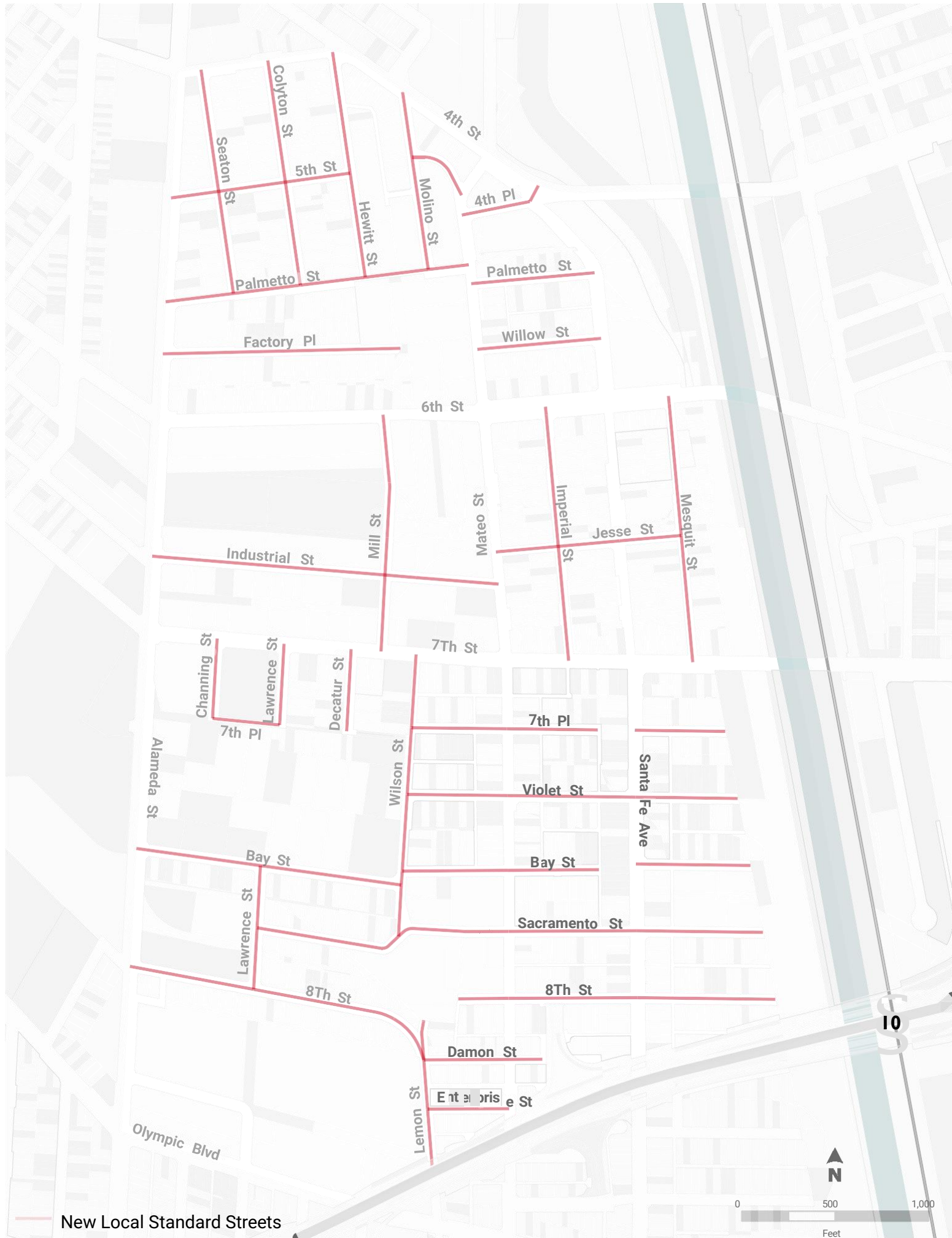
Olive - San Pedro



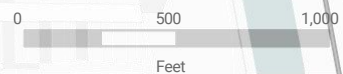
LOCAL STANDARD STREETS LIVING STREETS

The following streets, as shown in the table and the map below, have been re-designated from collectors to local standard streets. Improvements to these streets should conform to the standards for local streets or to the "Living Streets" design concept as illustrated on the following page. The living street option may be appropriate for these streets - whole block development or comprehensive street design project.

Street Name	From	To
Seaton St.	4th St.	Palmetto St.
Colyton St.	4th St.	Palmetto St.
Hewitt St.	4th St.	Palmetto St.
Molino St.	4th St.	Palmetto St.
4th Pl.	Molino St.	4th St.
Palmetto St.	Alameda St.	Santa Fe Ave.
Factory Pl.	Alameda St.	Mateo St.
Willow St.	Mateo St.	Santa Fe Ave.
Mill St.	6th St.	7th St.
Imperial St.	6th St.	7th St.
Mesquit St.	6th St.	7th St.
Industrial St.	Alameda St.	Mateo St.
Jesse St.	Mateo St.	Mesquit St.
Channing St.	7th St.	7th Pl.
Lawrence St.	7th St.	7th Pl.
Lawrence St.	Bay St.	8th St.
Decatur St.	7th St.	7th Pl.
Wilson St.	7th St.	Sacramento St.
Lemon St.	8th St.	E. Olympic Blvd
7th Pl.	Wilson St.	East of Santa Fe Ave.
Violet St.	Wilson St.	East of Santa Fe Ave.
Bay St.	Wilson St.	East of Santa Fe Ave.
Sacramento St.	Lawrence St.	East of Santa Fe Ave.
8th St.	Alameda St.	Lemon St.
8th St.	West of Mateo St.	East of Santa Fe Ave.
Damon St.	Lemon St.	Mateo St.
Enterprise St.	Lemon St.	Mateo St.



— New Local Standard Streets



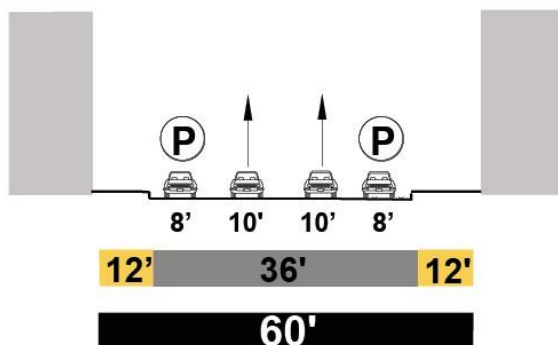
10

**LOCAL STANDARD STREETS:
RECOMMENDED DESIGN OPTIONS**

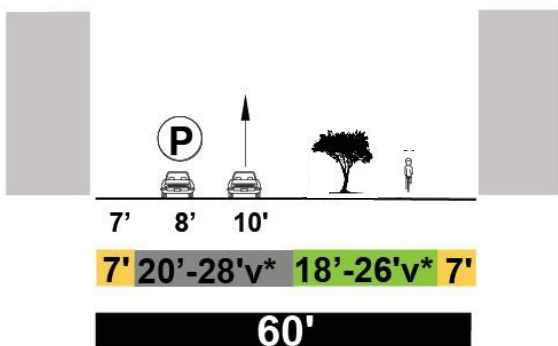
The following cross sections and design concepts represent recommended options for local standard streets shown in the table and map on the previous page. Living Street design may be appropriate for when whole block developments or comprehensive street design projects occur.

Living Streets offer a new street configuration that lays out suggested dimensions and design strategies that can be incorporated for streets that are approximately 60' wide and typically extend for only a short number of blocks. Projects that are interested in pursuing a similar design strategy should contact City Planning's Urban Design Studio for a consultation.

Proposed Local Standard Street



Proposed Local Standard Living Street



* travel lane and parkway width varies

LIVING STREETS

Plan view and cross sections are illustrative, final design to be decided at the individual project level.

Roadway: Vehicular travel lanes are 10' wide to promote slower speeds and caution. Marked sharrows are the typical bicycle facility.

Accessibility: New concrete curbs have a 1/4" high vertical face to provide a detectable edge for the visually impaired and sidewalks are 7' min. wide.

Back-of-curb: Generous, 7'-25' wide spaces may be programmed for seating, cafe tables, etc. Plain concrete is typical, porous pavers optional.

Water management: 10' or wider raingardens provide the space needed for larger shade trees and capture run-off from downspouts and walks.

Living Street Conceptual Plan View

