

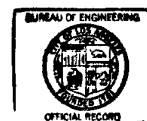
PREPARED IN COOPERATION WITH THE DEPARTMENTS OF TRANSPORTATION AND CITY PLANNING

BUREAU OF ENGINEERING	DEPARTMENT OF PUBLIC WORKS	CITY OF LOS ANGELES
<b>STANDARD STREET DIMENSIONS</b>		<b>STANDARD PLAN S-470-0</b>
SUBMITTED <i>March 25, 1999</i> <i>Clark W. Roberts</i> ENGINEER OF DESIGN <i>Robert J. ...</i> DEPUTY ENGINEER APPROVED <i>Mark H. ...</i> 1999 CITY ENGINEER		APPROVED <i>James ...</i> 4.6.99 GENERAL MANAGER, DEPT. OF TRANSPORTATION DATE <i>Constance ...</i> 4/6/99 DIRECTOR OF PLANNING DATE ADOPTED MAY 13, 1999 CITY PLANNING COMMISSION DATE
DESIGNED BY _____ DRAWN BY _____ CHECKED BY _____ M.F.G., G.L.F., J.E.F. R. TANABE L. GANAJA A.D.R.		SUPERSEDES REFERENCES D-22549 VAULT INDEX NUMBER B-4428 SHEET 1 OF 2 SHEETS

THIS STANDARD PLAN BECOMES EFFECTIVE ON NOVEMBER 10, 1999

## STANDARD STREET CONDITIONS

1. City Council may, by ordinance, adopt specific standards for individual streets which differ from these official standard street dimensions. Community Plans should be reviewed for designation of Pedestrian Priority Street Segments of arterial streets which would require wider sidewalks than those indicated on this Standard Plan.
2. Sidewalk widths for non-arterial streets shall be the minimum shown hereon. Greater widths, up to full width between curb and property line, with tree wells, shall be required where commercial and multiple residential frontage, schools, areas of heavy pedestrian traffic or other special circumstances indicate the need.
3. Except for special conditions or as otherwise provided, sidewalk shall be placed as close to the property line as possible.
4. Where sidewalk is constructed adjacent to the curb it shall have a minimum width of 10 feet inclusive of curb thickness except for hillside streets, noncontinuous local streets and industrial streets.
5. Where sidewalk is constructed on the fill or low side of a hillside street, a berm may be required on private property.
6. Easements may be required in addition to the widths shown hereon, where necessary for the installation of public utilities or for widened sidewalks (minimum 15-foot width) adjacent to transit stations.
7. Fifty-foot curb radii (instead of the standard 35' curb radii) shall be provided for cul-de-sacs in industrial areas.
8. Private street development should conform to the standard public street dimensions shown on this sheet, where appropriate. Variations may be approved on a case-by-case basis.
9. For intersections of streets the following dedications shall apply:
  - a. Intersections of arterial streets with any other street: 15'x15' cut corner OR 20' curved corner radius.
  - b. Intersections of non-arterial and/or hillside streets: 10'x10' cut corner OR 15' curved corner radius.
10. Hillside Collector Streets. In hillside areas where topography or other environmental considerations, documented to the satisfaction of the City Engineer, would render full street improvements infeasible, the roadway width of the hillside collector street may be reduced to no less than 32 feet, provided that parking is limited to one side only.



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