

The purpose of this document is to standardize decision making about right of way dedication and improvement requirements for both by-right and discretionary development projects and reduce the need for applicants to use the Waiver of Dedication and/or Improvement (WDI) process to achieve good street design outcomes. The Bureau of Engineering (BOE) aims to provide a transparent and predictable process for making right-of-way determinations that appropriately apply City policies to specific local context.

Per CF 22-1476, the City Council aims to accomplish the following objectives:

1. Preserve consistent roadway widths and curb lines on each block (eliminate spot road widenings);
2. Prioritize consistent pedestrian experience with no or minimal sidewalk meandering, context-appropriate sidewalk and parkway width, and consistent interfaces with street-facing building entrances on each block face;
3. Prioritize pedestrian safety and visibility by minimizing crossing distance at intersections and other crosswalks; ensuring alignment between pedestrian paths of travel, crosswalks, and curb ramps; minimizing curb radii to the greatest extent feasible (including retaining historic curb radii); and promoting curb extensions where feasible and appropriate;
4. Protect existing trees and parkways and create opportunities for planting new and larger shade trees;
5. Incorporate green infrastructure elements where feasible and appropriate; and
6. Ensure accessibility for people with disabilities.

In furtherance of these objectives, BOE development review staff will apply the following process to all cases when establishing dedication and improvement requirements, unless the subject street segment has a “modified cross section” designation, in which case the modified cross section shall prevail. Standard street sections, [roadway widths](#), and curb radii shall be treated as maximums not to be exceeded by the following process, rather than objectives to be achieved via dedication and improvement requirements.

### **Dedications**

[No dedication shall be required where the existing right-of-way is equal to or greater than the street standard, even where the improved sidewalk does not meet the standard dimension. If the subject property is not fully dedicated, use the following procedure to determine required dedication:](#)

1. Establish a minimum acceptable half-roadway width for the subject property frontage. The minimum acceptable half-roadway width shall be calculated using the following values:
  - a. In cases where the subject property is less than half of the frontage of the subject block, the minimum acceptable half-roadway shall be the prevailing (i.e. median) half-roadway width at each property fronting the subject block. If there is no clear prevailing half-roadway width on the subject block, then the prevailing width determination may include consideration of adjacent blocks with the same classification.
  - b. In cases where the subject property comprises greater than half of the frontage of the subject block, the minimum acceptable half-roadway shall be the median half-roadway width of the subject street extending for two blocks in either direction of the subject block, unless the subject street changes classifications within a two block radius in which case the value shall only consider the block faces that match the subject segment’s classification.
  - c. In cases where the existing half-roadway width is greater than the minimum acceptable half-roadway width calculated above, the applicant may use the

- narrower width for the calculation of required dedication, provided that the applicant (re)constructs public right of way improvements using the minimum acceptable half-roadway width (i.e. voluntarily narrow the roadway).
- d. In cases where implementing the minimum acceptable half-roadway width would result in significant tree removal, the existing roadway width *may remain unchanged be used for the purposes of this dedication calculation*. Significant tree removal includes any of the following:
    - i. Three or more healthy trees of any size
    - ii. Any individual healthy tree greater than 12 inches in diameter at breast height (DBH)
    - iii. Any individual healthy tree planted and/or established using public funds in the past 10 years
  - e. In cases where implementing the minimum acceptable half-roadway width would result in disproportionate utility relocation costs affecting project feasibility, the existing roadway width *may remain-unchanged be used for the purposes of this dedication calculation*.
  - f. In no case shall the value determined via this method exceed the half-roadway width established by standard street sections for the subject street's classification (S-470).
2. Establish a standard border for the subject property frontage. The border shall include the sidewalk and parkway width as established by standard street sections for each street classification (S-470). The following exceptions apply to establishing a standard border:
    - a. In cases where a subject block has an established street wall of existing buildings fronting the sidewalk, the applicant may use the prevailing building frontage as the limits of any required dedication. This exception shall not apply in cases where a dedication is needed to achieve ADA compliance.
  3. The total dedication required shall be the sum of the minimum acceptable half-roadway width and the border, as calculated above.
  4. For applicants fronting multiple streets (e.g. corner parcels), the above process shall be applied for each street independently. Additional dedication at the corner shall be required when necessary to achieve ADA standards, such as curb ramps.

### Improvements

5. Improvements shall be provided when required by the LAMC (i.e. when a frontage is not currently fully improved) or other applicable codes. *In cases where the frontage has an established curb and gutter, required improvements should retain the curb and gutter in its present location*.
6. Within the required border, establish sidewalk dimensions and location. To the greatest extent feasible, any new sidewalk shall provide a straight-line path of travel for pedestrians traveling in front of adjacent properties. The applicant *may only* deviate from this straight-line path of travel if necessary to accommodate larger tree wells and/or stormwater capture elements within the parkway. The applicant may provide parkway amenities, such as trees and landscaping, on either side of the sidewalk within the required border, provided that doing so furthers the purpose of providing a straight-line path of travel for pedestrians. In all cases, sidewalks must be designed and constructed in compliance with ADA standards.
7. For applicants fronting multiple streets (e.g. corner parcels), the above process shall be applied for each street independently.
8. Additional improvement shall be required when necessary to achieve ADA standards (LAMC 91.106.4.7.1), such as curb ramps at the corner.
9. For applicants required to construct a new corner, improvements shall prioritize objectives, in the following order:

- a. Providing a direct path of travel, including placement of required curb ramps, that prolongs the straight-line path of travel from the sidewalk across the intersection with minimal deviation for pedestrians.
- b. Matching the predominant curb radii and/or other corner design features (e.g. curb extensions) at all existing corners of the intersection. This may result in smaller curb radii than current standards.
- c. Minimizing pedestrian crossing distance.