

## Section 6            Circulation

### 6.1    Vehicular Circulation

- DG-6.1.1      Vehicular access to parking facilities may be provided from West Century Boulevard, South Prairie Avenue and/or West 102nd Street, as shown for illustrative purposes in *Figure 6.1 Circulation*.
- DG-6.1.2      Vehicular access points to the Sports and Entertainment Complex should be designed to be clearly visible and accommodate event-related traffic management and security measures.
- DG-6.1.3      A pick-up and drop-off area for shuttles to bus and rail public transit shall be provided at a designated section of South Prairie Avenue adjacent to the Sports and Entertainment Complex.
- DG-6.1.4      Parking and vehicle circulation facilities shall be designed to provide access to and manage the circulation of private automobiles, rideshare or transportation network company and taxi vehicles, coach buses and mini-buses, microtransit vehicles, and paratransit vehicles.
- DG-6.1.5      Truck access to loading areas within the Sports and Entertainment Complex shall be provided from West Century Boulevard or West 102nd Street.
- DG-6.1.6      Emergency vehicle access and onsite wayfinding signage to the Sports and Entertainment Complex shall be provided as required and approved by the Los Angeles County Fire Department. Such access may be provided from West Century Boulevard, South Prairie Avenue and/or West 102nd Street.

### 6.2    Pedestrian Circulation

Pedestrian circulation is a critical network for creating an engaging experience that is safe and efficient for the movement of people to and through the Arena. Consider alignment of walkways, the visual approach to buildings, and the spatial sequence along pedestrian routes to create a connected pathway system.

- DG-6.2.1      The pedestrian circulation network and facilities should facilitate walkability and connection to publicly-accessible areas throughout the Sports and Entertainment Complex and adjacent development.

- DG-6.2.2 Pedestrian pathways within the Sports and Entertainment Complex should be designed to accommodate pedestrian traffic and access patterns and security features and operations during all event conditions, including paving or other forms of visible pathway delineation to create clear paths of travel.
- DG-6.2.3 The Sports and Entertainment Complex should include well-marked, clearly-visible entrances, and all publicly-accessible entrances should include architectural or graphic treatments compatible with the overall design.
- DG-6.2.4 Pedestrian routes should direct pedestrians to the main circulation areas within the Sports and Entertainment Complex and the Arena in the manner shown in Figure 6.1.
- DG-6.2.5 All publicly-accessible pedestrian routes, gathering spaces, and buildings within the Sports and Entertainment Complex shall comply with relevant requirements of the Americans with Disabilities Act (ADA) including clear path of travel widths.

### 6.3 Pedestrian Features

- DG-6.3.2 The overall site design should include pedestrian scale elements and incorporate pedestrian-scale lighting, signage and wayfinding features to promote an attractive and lively environment for walking.
- DG-6.3.1 Pedestrian features such as stairs, walkways, pedestrian bridges, sidewalks, and seating areas should be sensitive to the human scale and integrated into the overall site design and architecture.
- DG-6.3.3 Pedestrian circulation areas may be supplemented with elements that create ground-level interest such as shade structures, landscape, or water features, art, kiosks, seating, alternative paving materials, or other features.
- DG-6.3.4 The landscape design may incorporate pedestrian amenities such as benches or seating, lights, railings and shading elements, and ornamental features or lighting.

Illustrative examples of pedestrian features, concepts, and options compatible with these SEC Design Guidelines are provided in *Figure 6.3 Pedestrian Features*.

## 6.4 Pedestrian Grades and Ramps

- DG-6.4.1 In compliance with the Americans with Disabilities Act (ADA), any ramps in pedestrian walkways ~~should~~shall have a maximum slope of 1:12, shall have a minimum clear width of 36 inches and landing lengths of 60 inches.
- DG-6.4.2 Ramps in pedestrian walkways shall contain a detectable warning device, such as a raised dome surface and contrasting color.
- DG-6.4.3 Curb ramps shall be installed wherever a sidewalk crosses a curb such as at street intersections.