Appendix A – Part 2

Proposed Amendments to the Coastal Transportation Corridor Specific Plan and West Los Angeles Transportation Improvement and Mitigation Specific Plan: Appendix B – Livable Boulevards Streetscape Plan

LIVABLE BOULEVARDS

STREETSCAPE PLAN

Westside Mobility Plan
City of Los Angeles

DRAFT JANUARY 2016

Approved by the Cultural Affairs Commission on [date]

Approved by the Board of Public Works [or City Engineer] on [date]

Approved by the City Planning Commission [or Planning Director] on [date]

[or in place of all of the above, if Cultural Affairs is included in the Street Standards Committee, “Approved by the Street Standards Committee on [date]]

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A Part of the General Plan - City of Los Angeles
http://cityplanning.lacity.org (General Plan - Other Plans/Guidelines)

1.0 INTRODUCTION

This Streetscape Plan provides for streetscape improvements in the public rights-of-way of key boulevards in the West Los Angeles Transportation Improvement and Mitigation Specific Plan (West LA TIMP) and Coastal Transportation Corridor (CSC) Specific Plan areas with the goal of creating pedestrian friendly environments and enhancing the identity of the community in which each segment is located.

Improvements will be undertaken by:

- Neighborhood Councils, Business Improvement Districts or other community groups
- Private property owners, developers and business owners, in conjunction with development projects or as voluntary improvements
- The City in conjunction with street improvement projects

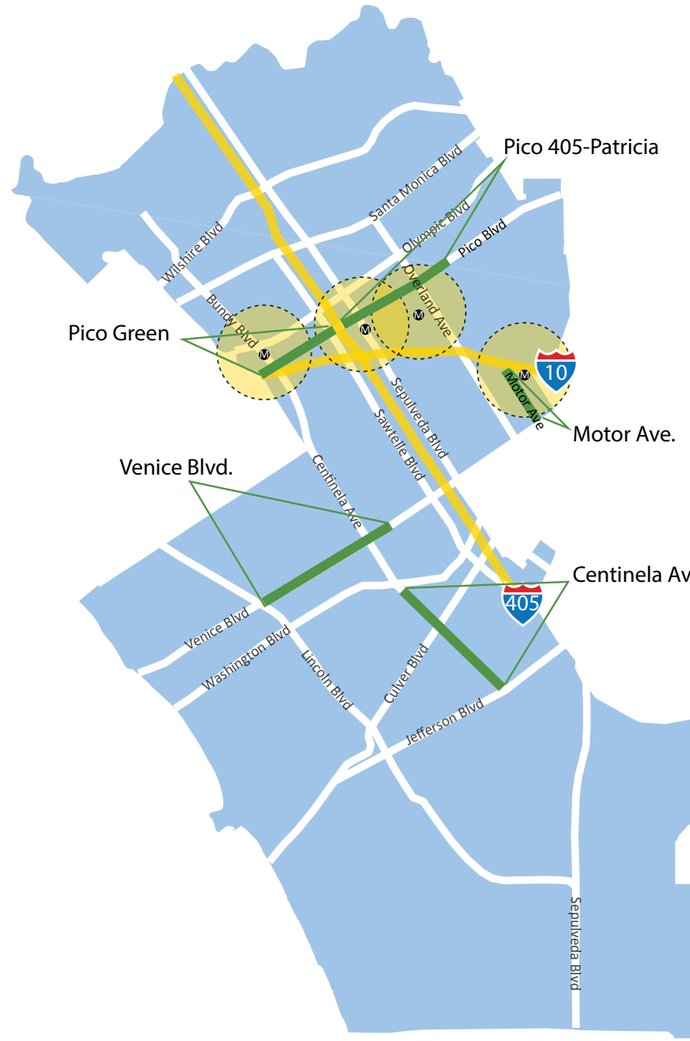
The Streetscape Plan does not supersede established standards by other City departments.

Figure 1 shows the street segments to which this Streetscape Plan currently applies:

- Pico Boulevard from Centinela Avenue to the I-405 Freeway
- Pico Boulevard from the 405 Freeway to Patricia Avenue
- Motor Avenue from the I-10 Freeway to Venice Boulevard
- Centinela Avenue from Washington Boulevard to Jefferson Boulevard
- Venice Boulevard from Lincoln Boulevard to Inglewood Boulevard

Additional segments may be added over time.

FIGURE 1-1 Streetscape Plan Segments
This Streetscape Plan applies to the public rights-of-way of the street segments shown in this diagram. The diagram also shows the proximity of the Expo Line Stations (M with one-half mile radius circle) to the northern three Streetscape Plan areas.



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2.0 GOALS & PRINCIPLES

Goals

The overarching goal of this Streetscape Plan is to create a safe, attractive, and pedestrian-friendly environment that promotes neighborhood identity, multimodal accessibility, and local commerce.

AESTHETICS & IDENTITY

- Improve the aesthetics of the street by implementing pedestrian amenities (benches, trash receptacles, street lighting) and landscaping (street trees, parkway plantings).
- Foster a cohesive identity for each neighborhood through unique placemaking elements (gateways, banners).

MULTIMODAL MOBILITY & ACCESSIBILITY

- Expand the function of the street to be more inclusive of active travel modes by providing bicycle and pedestrian-oriented streetscape amenities.
- Improve connections to nearby transit and local businesses by providing streetscape amenities, pedestrian infrastructure, and bicycle facilities.

SAFETY

- Reduce the likelihood of collisions between people and vehicles by providing bicycle and pedestrian-oriented facilities such as curb extensions, continental crosswalks, and bicycle lanes.
- Increase pedestrian activity by creating a safe and inviting environment for shopping, leisure, and community events.

ECONOMIC DEVELOPMENT

- Enhance commerce and business activity by improving the aesthetic quality, safety, and multimodal accessibility of the street.

SUSTAINABILITY

- Incorporate sustainable practices including, but not limited to stormwater management, drought-tolerant landscaping, and energy-efficient street lighting.

Principles

The following principles reflect the overall intent and theme of the Westside Mobility Streetscape Plan's goals:

CONSISTENCY

- Coordinated streetscape elements, including street trees, street lights, sidewalk paving, enhanced crosswalks and street furniture can improve the aesthetic quality and contribute to the economic vitality of neighborhoods.

BEAUTY

- A street that is pleasant and enjoyable to travel along, whether walking, on a bicycle, in a vehicle or on transit, is an asset to the businesses on it and to the community that it serves.

SIMPLICITY

- Streetscape elements should be clean and simple in their design and visual appearance and their placement should promote unobstructed views of storefronts and a clear path of travel on sidewalks to minimize visual distractions and enhance the appearance of the corridor.

COMFORT

- Streetscape elements should offer basic comforts to pedestrians and transit users, including shade, seating and shelters at transit stops and allow for gathering and social interaction.

MAINTENANCE

- Streetscape elements should be readily available for replacement or repair purposes and should be easily maintainable.

DURABILITY

- Streetscape components should be designed to serve the many pedestrians of the community. This includes the use of structurally sound and long lasting materials for each streetscape element.

A Streetscape Plan addresses these goals and principles by:

- Documenting the community's vision for how the street looks and functions
- Identifying a consistent palette of streetscape amenities such as street benches, trash receptacles, street lighting, trees and unique community identifiers
- Defining maintenance responsibilities for the city, businesses and community partners
- Providing a basis for pursuing related funding opportunities

Reinforce neighborhood or district identity




Bolster local businesses




Enhance walking, bicycling and transit experiences




Implement sustainable practices




Improve overall corridor aesthetics and livability




3.0 ADMINISTRATION

The standards in this Streetscape Plan apply to all public and private projects and improvements within the public right-of-way of the identified segments along Pico Boulevard, Motor Avenue, Centinela Avenue and Venice Boulevard, as shown in Figure 1-1. The public right-of-way is that area between property lines on each side of the street segments listed above.

Within these standards, the strongest level of design intent is specified by the use of terms such as "must" and "shall." Preferred streetscape design elements are expressed as being "encouraged," "preferred," or "recommended," or as ones that "should," or "may" be included as part of a project. Elements not found within this Streetscape Plan are not immediately precluded from future implementation as long as it can be demonstrated that they are in keeping with the overall design intent as expressed within this plan and are found to be consistent with the Goals and Principles (see Chapter 2.0) of this Streetscape Plan.

Project Definition

Public projects subject to the provisions of the Streetscape Plan include all improvements in the public right-of-way. Private projects subject to the provisions of the Streetscape Plan are those that require one or more of the following:

1. An A-Permit, B-Permit, E-Permit, U-Permit or Revocable Permit by the Department of Public Works. These permits are required for all street furniture, temporary and permanent signs, and any other physical improvement within the public right-of-way.
2. Issuance of a Building Permit by the Department of Building and Safety for new construction or a major exterior remodel, defined as a costing more than 50% of the assessed value of the existing improvement.
3. Discretionary approval by the Department of City Planning (i.e. approvals by the Zoning Administrator, City or Area Planning Commission, Director of Planning or Advisory Agency).
4. Issuance of a Building Permit or other required permits (such as a grading permit, change of use permit, parking permit, etc.) by the Department of Building and Safety for the rehabilitation of existing surface parking areas that are adjacent to or can be seen from a public street.

A project must be consistent with both the existing citywide streetscape standards and this Streetscape Plan as a condition of approval in the above instances. Table 3-1 provides examples of types of projects and the potential permits and departmental review they would require.

TABLE 3-1. Project Review and Permit Procedures

TYPE OF PROJECT	SUBJECT TO STREETSCAPE PLAN PROVISIONS?	PERMIT REQUIRED	DEPARTMENTAL REVIEW
Tenant Improvement/ or Interior Remodel	No	• Building Permit	• Building and Safety
Facade Improvement	No	• Building Permit	• Building and Safety
Change of Use	No	• Building Permit	• Building and Safety
Planting of street trees, tree wells, parkways, bioswales, medians and related irrigation	Yes	• A- or B-Permit or Revocable Permit (varies depending on the type of project)	• Public Works
Installation of benches, trash cans, transit shelters, street lights or any other street furniture of elements	Yes	• A- or B-Permit or Revocable Permit (varies depending on the type of project)	• Public Works
New Construction, Additions, or Major Exterior Remodel	Yes	• Building Permit • A- or B-Permit or Revocable Permit • Planning Approval Process (varies depending on the type of project)	• City Planning • Transportation • Public Works • Building and Safety
Projects requiring discretionary approval from Department of City Planning	Yes	• Planning Discretionary Process (varies depending on the type of project) • A- or B-Permit or Revocable Permit • Building Permit	• City Planning • Transportation • Public Works • Building and Safety
Rehabilitation of existing or addition of new surface parking areas that are adjacent to or can be seen from any public street	Yes	• Building Permit • A- or B-Permit or Revocable Permit	• City Planning • Building and Safety • Transportation (for new curb cuts) • Public Works

Project Approval and Permits

The implementation of streetscape improvements by private property owners must be approved by the City, typically by more than one department or bureau. City agencies can also assist in the implementation of streetscape projects by private property owners through providing design expertise, the permit approval process, qualified City-funded programs, and/or assistance with access to appropriate state and federal grant funds. Chapter 4 (Streetscape Elements) notes the City departments that must approve each streetscape component. Individual departments and bureaus should be contacted directly for more specific information regarding their respective approval procedures and requirements.

Department of Public Works Permits

Streetscape project approvals result in the issuance of permits by the Department of Public Works. By approving the Westside Livable Boulevards Streetscape Plan, the Board of Public Works has adopted the standards contained in the Plan as its own. This means that, in addition to existing citywide standards that apply to streetscape projects, projects will be reviewed for consistency with the Westside Livable Boulevards Streetscape Plan as a condition of approval, as part of the permitting process by the Department of Public Works. Different types of permits are issued for individual projects, with varying levels of review. Table 2 to the right summarizes the permits issued by the Bureau of Engineering (BOE). Additional permits may be required by other bureaus, including the Bureau of Street Services (BSS) and the Bureau of Street Lighting (BSL). See contact information to the right for more information.

Bureau of Contract Administration: Shop and Field Inspection

All projects in the public right-of-way are subject to Shop and Field Inspection by the Department of Public Works, Bureau of Contract Administration. This requirement applies to major and minor projects, including construction of bus shelters, benches, bike racks, gateway monuments, news racks and permanent signs in the public right-of-way. The purpose of this inspection is to assure quality in the construction and materials, which are fabricated in a shop away from the construction site. All streetscape project plan drawings should include a note with the following text:

> *"Shop Fabrication should be made only from approved shop drawings and under inspection by the Bureau of Contract Administration. To arrange for inspection, call (213) 580-1392 two (2) weeks in advance for items more than fifty (50) miles outside of the City of Los Angeles, and 24 hours in advance for others."*

TABLE 2. Department of Public Works Permits - Bureau of Engineering

PERMIT TYPE	TYPE OF WORK	PROCESS
A-Permit (LAMC 62.106.a)	Minor street construction. Common examples include: • Repair, construction, reconstruction of standard street elements (curbs, sidewalks, tree wells, driveway approaches, gutters, curb drains, etc.) that match existing grades • Project does not alter the established flow line of a gutter • Standard, City-approved materials must be used • Projects must comply with applicable City design specifications • A common example is repair of sidewalk damage caused by tree roots (Also requires a Street Tree Permit by Bureau of Street Services, Urban Forestry Division)	• Staff level review • Typically does not require a survey or engineered plans • Additional permits may also be required. • Any associated excavation must also obtain an excavation permit
B-Permit (LAMC 62.106.b)	Major street improvements. Common examples include: • Widening of streets and alleys • Changing existing street grade • Installation of street lighting and traffic signals	• Staff level review • Require professionally prepared construction plans • May be required for a series of improvements that would individually require an A-Permit or when done in conjunction with a development project • Issued for design and/or construction • Additional permits may also be required. • Any associated excavation must also obtain an excavation permit
E-Permit (Excavation) U-Permit (Utility)	Issued to allow construction, inspection, maintenance, repair or removal of facilities that require boring, trenching or excavation in the public right-of-way. Common examples include: • Relocation of utility boxes • Street lights • Drilling of monitoring wells • Test boring to locate substructures	• Staff level review • May be issued in conjunction with an A- or B-Permit • Ensures consistency with the City's design and material specifications and proper inspection of construction work
R-Permit (Revocable)	• Major street improvements or projects that encroach into the public right-of-way • Street improvements that include non-standard materials and/or elements and require repair and maintenance by the permittee • Grants conditional encroachment into the public right-of-way by private parties	• Staff level review • Applicant must keep improvements in a safe and maintained condition • Applicant typically must show proof of liability insurance. These are temporary permits which the City may revoke at any time, at which time permittee is required to restore the street to its original condition • Typically tied to A- or B-Permit and is not stand-alone

Contacts for Additional Permit Information

- For A-, B-, E-, U-, and R-Permits, see the Bureau of Engineering Permit and Procedure Manual: http://eng.lacity.org/techdocs/permits/
- For street tree permits, street use permits, and non-standard landscape improvements contact the Bureau of Street Services: http://bsspermits.lacity.org
- For information on street lighting, contact the Bureau of Street Lighting: http://bsl.lacity.org

Department of City Planning

Review of streetscape projects by the Department of City Planning is required when the proposed project includes any of the following elements:

- Raised landscaped medians
- Midblock crossings
- Crosswalks
- Curb extensions
- Paving treatments
- Transit stop locations
- Directional and informational signs[1]
- City-owned hardware (e.g. controller boxes) - colors and materials
- Street light fixtures
- Gateway monuments and/or neighborhood markers

Document Submittal Requirements:

Conceptual Plans

- Two sets of plans identifying the type and placement of the proposed streetscape elements. If streetscape elements already exist within the project boundaries, the set of plans should identify existing elements and those proposed to be removed.

Photographs (as applicable)

- Subject site
- Existing streetscape elements
- Proposed streetscape elements

Department of Transportation

Review by the Department of Transportation is required for the following elements:

- Medians
- Pedestrian refuge areas
- Crosswalks
- Midblock crossings
- Bus stop locations
- Loading and drop-off zones
- Directional and informational signs[1]
- LADOT hardware (e.g. controller boxes) - colors and materials
- Bicycle racks, lockers, bike corrals and other bicycle facilities
- All Metro projects (interagency coordination)
- Bicycle parking zones and approval locations
- Traffic control devices (signals, pavement markings, traffic signs) and on-street parking zone

Department of Cultural Affairs

Pursuant to Sec. 22.109 LAMC, the Board of Cultural Affairs Commissioners shall approve all works of art in the public right of-way. Public art projects may include, but are not limited to, the following streetscape elements:

- Decorative pavers
- Street light fixtures
- Artwork/sculptures
- Street furniture (bus shelters, benches, trash receptacles)
- Tree wells
- Bicycle racks
- Planters

Community input on public art is recommended prior to submitting an application to the Department of Public Affairs Cultural Affairs Commission.

[1] Directional and informational signs shall also be reviewed by BSS for content, and by BOE for structural issues.

Implementation

The Streetscape Plan itself does not specify the means of funding to build the required improvements. The Streetscape Plan will be implemented over time as new projects, both publicly and privately financed, are approved for the Plan area. Examples of public agency streetscape investments include improvements by the City of Los Angeles Department of Public Works, and other governmental agencies, such as the Los Angeles County Metropolitan Transportation Authority (Metro) or Neighborhood Councils. Examples of private streetscape investments include improvements made through private developers proposing projects in the area or local Business Improvement Districts. If eligible, implementation can also occur through approval of private projects consistent with the Exposition Corridor Transit Neighborhood Plan, including projects required to provide public benefits in return for increased development rights. Private projects consistent with other relevant plans and programs discussed in Section 1.3 of this Plan may also be required to implement portions of the Streetscape Plan, with the Department of City Planning imposing conditions on project approvals. Public improvement projects by non-profit community groups or individuals will also serve to implement the Streetscape Plan.

The Streetscape Plan will aid the City in securing grants from other sources. Specifically, the Streetscape Plan and the allocated monies in the West LA TIMP and Coastal Transportation Corridor Specific Plans should be used to leverage additional funds that help pay for more capital-intensive improvements such as curb extensions, bioswale medians, and potential utility relocation.

Maintenance

Successful implementation of this Streetscape Plan requires not only that improvements are constructed in accordance with the Plan, but that all approved projects are maintained. All proposed streetscape projects should include a maintenance plan. Such plans should be included in any project submittal to the Department of Public Works. Issues to be addressed include graffiti abatement, vandalism, irrigation repair and replacement (including water billing responsibility), maintenance of landscape, trash collection for receptacles not emptied by the City, and any other maintenance tasks identified by the Department of Public Works.

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4.0 STREETSCAPE ELEMENTS

Required Streetscape Elements

Table 4-1 lists streetscape elements applicable to each street segment.

Notes regarding column headings:

Standard Plan or Contact. BOE Standard Plan (download at eng.lacity.org/techdocs/stdplans/) or, where there is no standard plan, the City agency to contact for design, permit and maintenance requirements.

Review. The City agency or agencies responsible for reviewing and approving proposed improvements.

Typical Maintenance by Property Owner or Community Group. General description of required maintenance; specific requirements will be provided by reviewing agency.

Notes regarding improvements required as a condition of approval:

Sidewalk improvements listed in Table 1 and Section 5 are required as a condition of approval for all projects that require discretionary approval or site plan review. Roadway Improvements and Community Identity Elements may be required or provided.

Notes regarding maintenance/Revocable Permit requirements:

If an improvement is required as a condition of development approval, the property owner shall maintain the improvement in perpetuity. BOE will determine whether a Revocable Permit and Maintenance Agreement are required.

If an improvement is otherwise provided, for example, by a community group or voluntarily by a property owner, permit and maintenance requirements will vary as determined by BOE. While BOE will determine whether a Revocable Permit and Maintenance Agreement are required, in general:

- Hardscape (paving) improvements consisting of natural concrete installed per City standard plans will not typically require a Revocable Permit and Maintenance Agreement. Hardscape improvements listed as non-standard, such as colored concrete, natural concrete with finishes, scoring or other characteristics not shown on standard plans typically will require a Revocable Permit and Maintenance Agreement. However, non-standard hardscape installed by a community group may not require a Revocable Permit and Maintenance Agreement; but, if the improvement is replaced for any reason, it will be replaced by the standard version.
- Irrigation, planting and other improvements in medians and parkways, including movable planters, will require a Revocable Permit and Maintenance Agreement, unless those improvements are approved through the Department of Public Works (DPW) Office of Community Beautification's (OCB) Adopt a Median program and installed per City standards, in which case the applicant must sign a letter agreeing to maintain the improvements. If the improvements are not maintained, they may be removed by DPW.
- Street furniture requirements vary.
- BOE typically will require a Revocable Permit / Maintenance Agreement for any non-standard material or design. The permit holder is responsible for maintenance and repair.

The *Urban Street Design Guide* by the National Association of City Transportation Officials (NACTO) (2013) (online at nacto.org) provides a general overview of the purpose, design and application of some of these elements. This document provides additional guidance specific to the City of Los Angeles. Design standards and approval of specific projects in the City of Los Angeles is provided by the bureaus and divisions of the Department of Public Works (DPW) as noted in Table 1.

Table 1 is followed by an illustrated description of each streetscape element, which focuses on the benefits of that element and its potential contribution to a more livable street and to the community it serves. The descriptions do not repeat the required characteristics listed in Table 1.

Terminology Illustrated. Basic segments of a typical street cross section are shown below the illustration. Typical streetscape elements are numbered.

1. Raised landscaped median
2. Planted parkway or large tree wells
3. Street trees and street lights

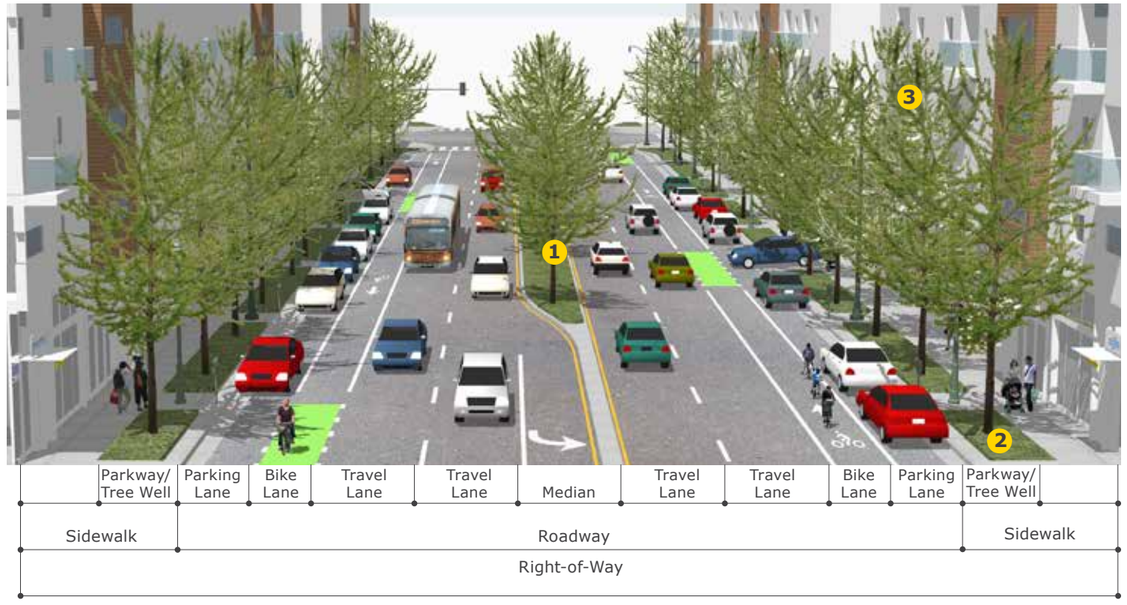


TABLE 1 Legend

DCP	Department of City Planning
DOT	Department of Transportation
DPW	Department of Public Works
DCA	Department of Cultural Affairs

The following are Bureaus and Divisions within DPW:

BOE	Bureau of Engineering
BOS	Bureau of Sanitation
BSS	Bureau of Street Services (Urban Forestry Division is in BSS)
BSL	Bureau of Street Lighting
OCB	Office of Community Beautification

TABLE 4-1 Required Streetscape Elements

Element	Street Segment	Key Characteristics	Standard Plan or Contact	Review	Typical Maintenance by Property Owner or Community Group
Street Trees					
Existing	All.	To remain until replaced following UFD/BPW approval.	BSS	BSS	Prune for clearance (permit required).
New	All.	36" box (preferred), 24" box (minimum) / average 30-40' on center. • Pico Blvd. Centinela Av. – 405 Fwy: *Platanus x hispanica* (*P. x acerifolia*) 'Columbia' (London Plane)* • Pico Blvd. 405 Fwy – Westwood Blvd: *Pyrus calleryana* 'Aristocrat' (Aristocrat Pear) • Pico Blvd. Westwood Blvd. – Patricia Av.: *Pyrus kawakamii* (Evergreen Pear) • Motor Ave: *Koelreuteria bipinnata* (Chinese Flame) • Centinela Av.: *Lyonothamnus floribundus* subsp. *asplenifolius* (Catalina Ironwood) • Venice Blvd.: *Plantanus racemosa* (California Sycamore) or *Platanus x hispanica* (*P. x acerifolia*) 'Columbia' (London Plane)* * Known reproductive host to Polyphagus Shot Hole Borer; use alternative species if pest is not controlled.	S-456	BOE, BSS	Regular irrigation per BSS; prune as needed to maintain clearance (permit required).
Low-Level Plants for Medians, Parkways, Tree Wells and Other Planting Areas					
Plant species or cultivars	All.	Plants listed in Section 5 and Appendix A.	BSS	BSS	
Irrigation for Trees and Other Planting					
Method if planting is a condition of development approval	All.	Automatic in-line drip or bubblers (preferred) or spray with no over-spray; Smart controller.	BSS	BOE, BSS	As directed by BSS, including check monthly/ repair, adjust schedule seasonally.
Alternative method	All.	Hand or truck watering.			As directed by BSS.
Stormwater/runoff infiltration/treatment in parkways or curb extensions					
BMPs for LID ordinance compliance	All.	Permitted where soil/groundwater/other conditions meet S-480 requirements; min. 5' wide parkway; 30 to 100' long by 4 to 6' wide curb extension; requires site survey, Soil Report by a Geotechnical Engineer, project plans, landscape/ irrigation operation/ maintenance plans stamped by Civil Engineer or Architect.	S-480-483	BOE, BSS	Detailed operation/ maintenance plan required.
Sidewalk Width and Paving					
Minimum width	All – see Key Characteristics.	• Pico Blvd.: maintain existing, i.e., 15' except 10' Prudue Av. - Sawtelle Av., Midvale Av. - Glendon Av., Shelby Av. - Manning Av. • Motor Av.: 12' • Centinela Av.: 10' • Venice Blvd.: maintain existing where 15' or wider; 15' where existing is less than 15'		DCP, DOT	--
Paving - standard	All except Pico 405 Fwy. – Patricia Av.	Concrete scored every 10'.	S-444	BOE	--
Paving – non-standard	Pico 405 Fwy. – Patricia Av.	Colored, scored concrete: walkway Davis Colors Baja Red; between street trees Davis Colors Palomino; for color/scoring pattern see Section 5.			Repair/replace as needed.

TABLE 4-1 Required Streetscape Elements - page 2

Element	Street Segment	Key Characteristics	Standard Plan or Contact	Review	Typical Maintenance by Property Owner or Community Group
Parkways					
Width (includes curb)	Parkways shall be provided on all street segments adjacent to residential or mixed uses except at bus stops and may be located adjacent to commercial uses, especially as a buffer where the curb lane is used as a peak-period travel lane.	• Pico Blvd.: 7’ on 15’ wide sidewalks; 5’ on 10’ wide sidewalks • Motor Av.: 6’ • Centinela Av.: 5’ • Venice Blvd.: sidewalk width minus 10’ walkway on 20’+ sidewalk , sidewalk width minus 8’ walkway on 15-19’ sidewalks; sidewalk width minus 6’ walkway on 10-14’ sidewalk.	DCP, BOE	DCP BOE	--
Surface treatment		Drought tolerant plants less than 24” high. Adjacent to marked on-street parking or loading spaces, a 5’-wide walkable surface across parkway every two on-street parking spaces and a walkable surface within 18” of back of curb (not required in other locations). Walkable surface = decomposed granite, permeable pavers, or plants that tolerate foot traffic.	BOE, BSS	BOE, BSS	Weed, remove litter, replace/prune plants.
Grade		Slope planted areas down at 1% from all edges toward center to collect sidewalk runoff.	S-450		Maintain grade.
Tree Wells					
Dimensions (includes curb)	All segments where parkways are not provided.	12’ long and same width as parkways.	S-450	BOE, BSS	Weed, remove litter, sweep/ replenish DG.
Surface - standard		Decomposed granite (DG).	S-450 S-455		
Surface - non-standard (optional)		• Drought tolerant plants less than 24” tall with a walkable surface within 18” of back of curb directly adjacent to marked on-street parking spaces. • Tree grates.			Weed, remove litter, replace/prune plants. Cut grates to expand opening as tree grows.
Landscaped Medians					
Trees	Initial candidate median locations (see plans in Section 5): • Pico Blvd.: Centinela Ave. – Gateway Blvd., Kelton Av. – Midvale Av., Pelham Av. – Manning Av., Overland Av. north of Pico Blvd. • Centinela Av.: Alberta Av. –Ballona Creek, Greene Av. – Short Av. • Venice Blvd. Beethoven St. – Inglewood Blvd. Additional medians may be added as curb cuts are eliminated or property owners agree to right-turn only access.	Trees spaced an average of 30’ on center except within 50’ of intersections. • Pico Blvd. Centinela Av. – 405 Fwy: *Quercus tomentella* (Island Oak) • Pico Blvd. 405 Fwy – Patricia Av.: *Jacaranda mimosifolia* (Jacaranda) • Centinela Av.: *Ginkgo biloba* (Ginkgo) • Venice Blvd.: *Hespercyparis macrocarpa* (Monterey Cypress) Beethoven St. – Centinela Av.; *Tipuana tipu* (Tipu) Centinela Av. – Inglewood Bl.	BSS	BOE, BSS	Prune trees for clearance (permit required).
Low-level planting		Drought tolerant plants less than 36” high, non-invasive, no thorns/spines –see Appendix A.			Weed, prune, fertilize, replace/prune plants.
Drainage		Slope to center to collect runoff; infiltration or treatment of street runoff where feasible.			--
Street Lighting					
Existing street lights	All	Existing poles and luminaires (typically ±30’ tall poles); unpainted galvanized steel poles.	BSL	BSL	--
Bus stop lights	All	In pairs at bus stops.			--
Pedestrian lights attached to street light poles and/or between street lights	• Pico Blvd. Centinela Av. – 405 Fwy. • Pico Blvd. 405 Fwy. – Patricia Av. • Motor Av. Venice Blvd. – 10 Fwy. • Centinela Av. Culver Blvd. – Short Av.; Stewart Av. – Washington Blvd. • Venice Blvd. Beethoven Ave. – Moore Ave.; Stewart Ave. (north side)/Wasatch Ave. (south side) – Inglewood Blvd.	• Pico Blvd. Centinela Av. – 405 Fwy.: STILL Citysite or similar • Pico Blvd. 405 Fwy. – Patricia Av.: King Luminaire Coachman • Motor Av.: Historic replica • Centinela Av.: Contemporary (modified historic or traditional) or historic replica • Venice Blvd.: Historic replica			By BSL funded by assessment.

TABLE 4-1 Required Streetscape Elements - page 3

Element	Street Segment	Key Characteristics	Standard Plan or Contact	Review	Typical Maintenance by Property Owner or Community Group
Bus Stop Furniture and Information Kiosks					
Bus shelters and benches	All.	Request through City Coordinated Street Furniture Program.	BSS	BSS	-- (by City contractor).
Trash receptacles	All.	Request through City Coordinated Street Furniture Program.	BSS	BSS	-- (by City contractor).
Information/advertising kiosks	As requested by BID or Neighborhood Council.	Request through City Coordinated Street Furniture Program.	BSS	BSS	-- (by City contractor).
Other Street Furniture – required adjacent to development projects; may be provided in other locations					
Trash receptacles	All.	Development requirement: 1/100' of property frontage in parkway zone. Style: • Pico Blvd.: Victor Stanley RB36 trash receptacle - Titanium. • Motor Av.: LandscapeForms Presidio • Centinela Av.: LandscapeForms Presidio	BOS	BOS	Empty as needed.
Seating	• Pico Blvd. Centinela Av. – Patricia Av. • Motor Av. Venice Blvd. – 10 Fwy. • Centinela Av. Culver Blvd. – Short Av.; Steward Av. – Washington Blvd. • Venice Blvd. - tbd	Development requirement: 1/100' of property frontage in parkway zone. Style: • Pico Blvd.: Victor Stanley RB28 bench with center arm rests - Titanium. • Motor Av.: LandscapeForms Presidio with back and center arm rests • Centinela Av.: LandscapeForms Presidio with back and center arm rests	BSS	BSS	Remove graffiti, clean, replace as needed.
Bike racks	All.	Development requirement: per Zoning Code; in parkway zone subject to approval. Other: propose locations/model to LADOT for approval. Style: City standard.	DOT	DOT, BOE	Remove graffiti, clean, replace as needed.
Planters	Pico Blvd. 405 Fwy. – Patricia Av.	Max. 36" high in parkway or between tree wells with internal watering system. Style: Architectural Pottery Legacy Series - Gunmetal	BSS	BSS	Water, weed, replace/ prune/fertilize plants.
Community Identity Elements					
Logo in crosswalk	As requested by BID or Neighborhood Council.	Skid-resistant, reflective thermoplastic (Trafficscapes DecoMark or equal) 24" square or diameter.	BSS	BSS	Replace as needed.
Banners on street light poles	As requested by BID or Neighborhood Council.	Max. 24 sq. ft. 14' above sidewalk with permit (bannerpermits.lacity.org); not where adjacent use is predominantly residential.	BSL	BSL	Per permit require-ments.
Gateway or other identity elements	As requested by BID or Neighborhood Council.	Monument or vertical element on median or vertical element in parkway zone, set back 18" from curbs.	BSS CA	BSS, CA	Remove graffiti, clean, replace as needed.
Wayfinding elements	As requested by BID or Neighborhood Council.	Signs or medallions attached to street or pedestrian light poles.	BSS CA	BSS, CA	Remove graffiti, clean, replace as needed.
Sidewalk Dining					
Allowed as follows	• Pico Blvd. Centinela Av. – Patricia Av. • Motor Av. Venice Blvd. – 10 Fwy. • Centinela Av. Culver Blvd. – Short Av.; Stewart Av. – Washington Blvd. • Venice Blvd. Beethoven St. – Moore St.; Stewart Av. (north side)/ Wasatch Av. (south side) – Inglewood Blvd.	With BSS permit where an ADA-compliant clear path of travel (currently 4' wide) is pro-vided. Note that path of travel does not have to be in a straight line.	BOE	BOE	Per permit require-ments.

TABLE 4-1 Required Streetscape Elements - page 4

Element	Street Segment	Key Characteristics	Standard Plan or Contact	Review	Typical Maintenance by Property Owner or Community Group
Bicycle Facilities					
Locations/type	Motor Av. and Venice Blvd.	Per the WLA TIMP and CTC Specific Plan, partial funding for the cycle tracks have been set aside separately from funding for streetscape improvements.	DOT	DOT, BOE	--
Uses in On-Street Parking Lane					
Parking/loading	All.	Full time parking/loading (no peak period restrictions) except Pico Blvd. 405 Fwy. – Patricia Av. and Centinela Av. Jefferson Blvd. – 90 Fwy. where curb lane is used as a peak-period travel lane.		DOT, BOE	--
Parklet or bicycle corral	Motor Av.; others may be added in the future.	Download manual at peoplest.lacity.org	DOT	DOT	Per People St.
Intermittent parkways with street trees	May be added in the future.	Primarily where sidewalks are less than 8’ wide to accommodate trees to provide shade trees and stormwater infiltration.	BSS	DOT	Per People St.
Re-purposed Roadway					
People St	Locations may be added in the future.	Download manual at peoplest.lacity.org.	DOT	DOT	Per People St.
Permanent pedestrian space	May be added in the future.	Raised to sidewalk level.	DOT	DOT, BOE	
Crosswalks					
Existing marked crosswalks	All.	Continental striping: yellow near schools, white elsewhere.	DOT	DOT, BOE	--
New marked crosswalks at unsignalized intersection or midblock locations	• Pico Blvd. at Amherst Av., Westgate Av., Tennessee Pl., Corinth Av. • Motor Av. midblock Venice Blvd – Regent St., Regent St. – Tabor St. • Centinela Av. at Hammack Av., Greene Av., Gilmore Av., Louise Av., Stewart Av. • Venice Blvd. at Meier St., Boise Av., Oceanview Av., Mountainviw Av.	Continental striping: yellow near schools, white elsewhere. Pedestrian signals, overhead flashers, curb extensions, refuge islands as determined to be appropriate by DOT.	DOT	DOT, BOE	--
Corners					
Radius	All – see Key Characteristics.	Maximum 15’ corner radius at intersections without curb extensions, maximum 20’ corner radius at corners with curb extensions unless Autoturn analysis shows a greater radius is required at non-perpendicular intersections or to accommodate LAFD trucks or WB-40 trucks.		BOE	--
Ramps	All.	Directional ramps where they can be accommodated.	S-442	BOE	--
Curb Extensions					
Dimensions	Candidate locations (see plans in Section 5): • Pico Blvd. at Amherst Av., Bundy Dr., Westgate Av., Granville Av., Barrington Av., Tennessee Av., Federal Av., Corinth Av., Sawtelle Blvd. • Motor Av. at Venice Blvd, Regent St., Tabor St., Palms Blvd., Woodbine St., National Blvd. • Centinela Av. at Allin St., Walsh Av., Greene Av., Gillman Av., Short Av., Louise Av., Stewart Av. • Venice Blvd. at bus stops in Option (3 lanes each way).	4 to 6’ wide, 25’ inside curb radius for street cleaning.	BOE	BOE	--
Utilities conflicts		May require relocation of storm drain inlets, fire hydrants, and, if pedestrian phase requires push button, new push button on post or elimination of push button.			
Surface treatment		Paved path of travel; remainder may be planted or paved.			If planted,weed,remove litter, replace/prune plants.
Driveways					
Location, number and width	All.	Only the minimum number and width needed to accommodate vehicular access; no driveways on arterial street where there is alley or non-arterial street access. Remove unused driveway approaches; reduce width and number of existing driveways.	DOT \ MPP- 321	DOT	--
Design of driveway approach	All.	Minimize the sloped portion and locate it entirely in the parkway zone where feasible without exceeding 10% slope, e.g., 6” curb requires 5.5’ long slope. Maximize the flat portion.	S-440	BOE	--

Street Trees

The goal of adding street trees is to increase the canopy cover of the street, not simply to increase the overall number of trees. Therefore, facilitating the growth of street trees to a mature size and protecting mature trees is critical. Healthy, mature trees:

- Shade streets so they are more pleasant places to walk and spend time.
- Shade adjacent buildings to lower temperatures and reduce energy use.
- Slow and capture rainwater, helping it soak into the ground to restore local hydrological functions and aquifers.
- Improve air quality by producing oxygen, cooling air, and absorbing and storing carbon in woody plant tissues.
- Make streets and adjacent land uses more attractive.
- Increase property values and sales revenues for residences and businesses along the streets.
- Enhance community identity through the use of a consistent palette of trees, the act of planting, and provision of sheltered spaces for social interaction.
- Enhance safety and personal security on a street by calming traffic and by fostering a more consistent human presence.
- Provide cover, food, and nesting sites for indigenous wildlife.

Typically, existing healthy street trees should be retained. However, they may be replaced on request of adjacent property owner or community group with approval of BSS and the Board of Public Works. Existing street trees are candidates for replacement when they are significantly damaged or in decline, causing damage to property (such as the raising of sidewalks or breaking of curbs) that cannot be corrected by simply enlarging the tree wells, or cannot be maintained in a safe and healthy condition.

The goal of this plan is to provide a relatively continuous canopy along the street in order to provide the above benefits and scale to the street.

Street Tree Palette. Section 5 lists the proposed street tree and, in some cases, an alternate for each street segment. Each proposed tree has a form appropriate to the street segment's conditions. In particular, trees with a single central leader (trunk) that can be pruned up above business signs are proposed in commercial districts and trees with a narrow canopy spread are proposed for narrow sidewalks.

Note that DPW provides final approval of street tree species/cultivars and acceptable selections may change over time as conditions change, for example, sidewalks may widen or a new pest or disease may appear. If the proposed street tree cannot be planted in the future, a tree with a similar form should be selected in its place.

Key DPW Requirements. The BSS UFD online information library (bss.lacity.org) provides the required spacing between trees for 150 common trees and palms. The predominant spacing is 30 to 35 feet, but some larger trees are listed at 40 feet and some smaller trees at 25 feet.

The following spacing from other elements is typically required:

Water and Gas Meters	6 feet
Underground Vaults	6 feet
Driveway Aprons and crosswalks	6 feet
Fire Hydrants	10 feet
Pedestrian lights	10 feet
Street Lights	20 feet
Electrical utility poles	20 feet
Alley Entrances:	20 feet
Street Intersections:	45 feet
Railroad Tracks/Crossings:	100 feet

Where street trees are required as a condition of development approval, automatic irrigation to parkways and tree wells is required. Watering by hand or watering truck may be substituted when no developer is responsible for the new planting.

Street trees in commercial districts that are pruned up above business signs and provide a relatively continuous canopy and shade along the sidewalk without blocking business signs and display windows.

Low-Level Planting

In addition to increasing permeable surface area and thereby reducing runoff and heat gain, planted areas with low-level planting provide visual interest, color, visual relief from the otherwise paved street environment, and community identity, all of which improve the experience of people on the street. In addition, low-level planting in tree wells and parkways provides an extra layer of visual separation between pedestrians and vehicles, while median landscaping provides another layer of texture for drivers to view, encouraging slower vehicle speeds. The plants themselves function as filters, reducing the amount of small particulate matter that is circulated by the motion of vehicles.

Medians and parkways are required to be planted with low-growing groundcover, perennials, shrubs or grasses. In addition, tree wells may be planted with such plants. In some Streetscape Plan areas, businesses and community groups may wish to provide plants in pots or other containers.

BSS requires that plants in the public rights-of-way comply with the following criteria:

1. Shall not be poisonous
2. Shall not have sharp edges,spiky or thorny points
3. Shall not be invasive
4. Shall not be taller than 36 inches at maturity
5. Shall not be taller than 24 inches within 45-foot visibility triangle of street intersection, within 20 feet visibility triangle of an alley, or within five feet of a driveway or walkway edge
6. Should be drought-tolerant, cold hardy and long lived

See the Westside Plant Palette in Appendix A for a list of low-growing grass, perennial, groundcover and shrub selections appropriate to the Livable Boulevards and Section 5 for the specific palette for each street segment. Most of these plants are drought tolerant and many are California natives.

Low-level planting require water and other maintenance, including weeding, pruning, fertilizing, mulching and replacing dead or damaged plants. Plants in containers typically requires additional care.

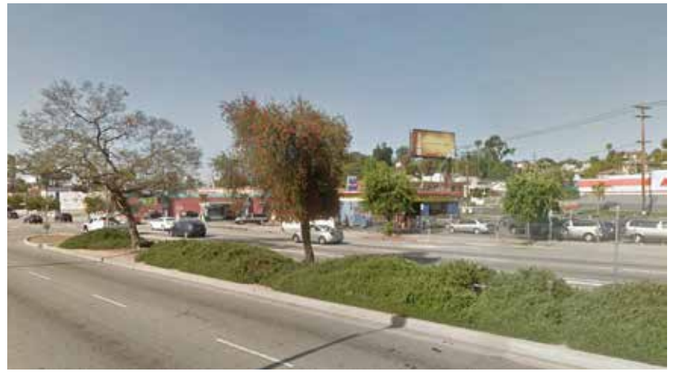
Drought-tolerant median planting.

Parkway planting can provide a buffer where there is no on-street parking.

Irrigation

Even though the proposed street trees and low-level plants are drought tolerant, they still require water, especially when they getting established, during hot summer and fall, and when rainfall is below average. DPW will specify the required watering schedule in conjunction with permit approval for planting.

If planting is provided in conjunction with a development project, an efficient irrigation system, for example, in-line drip or bubblers with a “smart” controller, which automatically adjusts the watering schedule based on local conditions, is required. If an irrigation system is not feasible for trees or other plants installed by a community group, they can be watered by hand or water truck.



Rosemary is one of the few groundcovers/shrubs that survives with no supplemental water as demonstrated by the median on Glendale Boulevard.

Stormwater Treatment

In the past, stormwater management moved water off-site and into storm drains as quickly as possible. Today it seeks to infiltrate or use water on-site. The storm drain system becomes an overflow support system rather than a primary conveyance system. The primary goals are to:

- Reduce impervious surface area that generates runoff
- Slow the flow of runoff
- Keep water on site and use it:
  - Store it for indoor or outdoor purposes, in particular, irrigation; or
  - Infiltrate it to irrigate plants and recharge the groundwater table where soil conditions permit infiltration.

New development is required to collect and infiltrate, use, or treat and release on-site stormwater, which reduces runoff into the public right-of-way. Within the public right-of-way, parkways and tree wells should, at a minimum, collect and infiltrate stormwater and other runoff from the sidewalk by creating a swale along the center of the parkways and tree wells. In addition, parkways, curb extensions and medians can be used to infiltrate runoff from the roadway where soil and other conditions permit.

Stormwater infiltration provides the following benefits:

- Reduced use of potable water for irrigation
- Reduced surface water pollution
- Support for the urban ecosystem and wildlife habitat
- Enhanced flood control
- Biological filtration and bio-remediation
- Groundwater recharge
- Reduced heat island effect
- Potential reductions in stormwater infrastructure and treatment costs
- Improved aesthetics and public space within neighborhoods.

Runoff can be collected in a variety of ways. Common examples include the following, which are illustrated below:

1. Parkways, long tree wells and curb extensions at sidewalk level with a swale or depression to collect sidewalk runoff.
2. Parkways, long tree wells and curb extensions at sidewalk level with depressed soil level to collect street runoff through breaks in the curb.
3. Parkways and curb extension at street level without curbs.
4. Parkways and curb extension at street level with curbs.
5. Medians at the top of the roadway crown (typical) with pipes from the curb inlets to collect street runoff.
6. Medians along the slope or at the low point of the crown with breaks in the curb to collect street runoff.

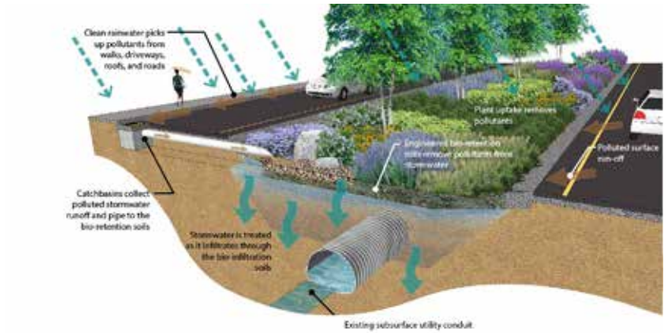
The goal of this plan is to provide parkways and large tree wells that can infiltrate sidewalk runoff and to encourage the collection and infiltration of roadway runoff in parkways, curb extensions and medians.

1. Parkways at sidewalk level with a swale or depression to collect and infiltrate sidewalk runoff. This example on Elmer Avenue in Sun Valley also infiltrates street runoff. *(photo source: Council for Watershed Health)*

2. Tree wells at sidewalk with depressed soil level and curb breaks to collect street runoff are connected to function as a continuous infiltration basin. Curbs are often required where the soil level is lower than the sidewalk, as shown here. Overflow is released back into the street at the end of the connected tree wells.*(photo source: Blue-Green Building.org)*

3. Curb extensions at street level without curbs. Street runoff flows directly into these curb extensions and is infiltrated or continues along the gutter to a storm drain system. *(photo source: SvR Design Company)*

4. Curb extensions at street level with curbs. In this example runoff flowing along the gutter is directed into the curb extension swale where it can be absorbed into an “infiltration gallery” beneath the surface; in a heavy rain, excess runoff flows back into the gutter and into the existing storm drain system. *(photo source: land8.com)*



5. Medians at the top of the roadway crown cannot collect runoff directly. These images show drainage systems in which runoff is piped to the median from catch basins along the curb. *(image sources: top two - AHBL; bottom - GoogleEarth)*

5. Medians along the slope of the roadway crown can collect runoff directly through breaks in the median curb. In this example on Woodman Avenue in Sun Valley, Los Angeles, the median divides the primary roadway (right side) from a residential frontage road (left side)and openings in the curb on the right side.

5. On Western Heritage Way between the Zoo and Autry Museum in Griffith Park, the median between the zoo parking lot, which is several feet higher than the roadway, collects runoff from the roadway through openings in the curb.

This street level parkway with a curb along the roadway on Rosemead Boulevard in Temple City separates the bike lane from traffic lanes. Street runoff flows from the street into the parkway through openings in the curb. Runoff that is not infiltrated flows across the bike lane into the gutter.

These curb extensions at street level with curbs collect and infiltrate street runoff. The excess runoff in the above right example flows into the storm drain system through a raised drain.

Sidewalk Width and Paving

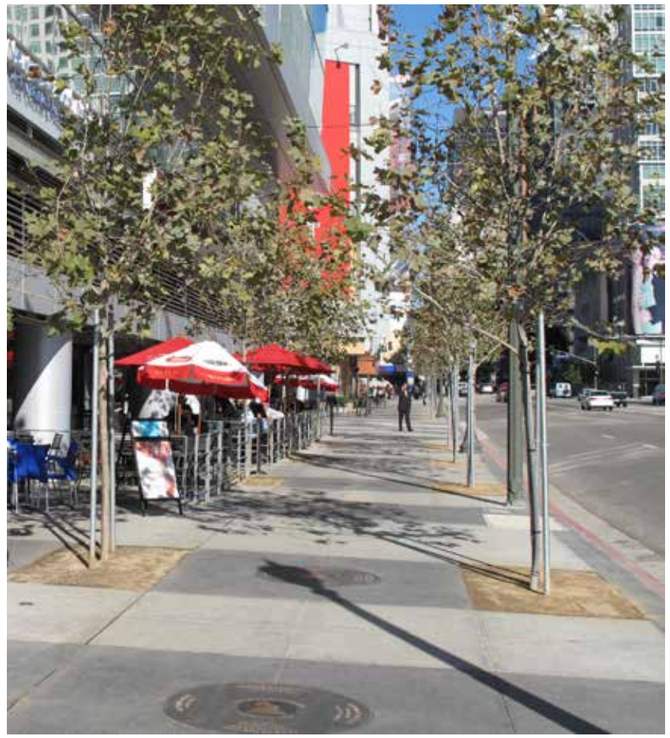
In general, it is City policy to provide minimum 15-foot wide sidewalks on Boulevards where feasible. However, in some circumstances, it may be appropriate to allow narrower sidewalks. For example, where the predominant land use is single-family residences with low pedestrian volumes and houses are setback 15 to 20 feet or where commercial lot depths are shallow and a five-foot dedication would make it difficult to develop, a 10 to 12-foot wide sidewalk may be acceptable. On the other hand, where higher pedestrian volumes are anticipated with future development and where sidewalk dining and other sidewalk activity is desirable, sidewalks wider than 15 feet are desirable.

Westside Livable Boulevards' existing and proposed sidewalk widths are as follows:

- Pico Boulevard has existing and proposed 15-foot wide sidewalks, except where they have been narrowed generally to 10 feet wide - between Purdue Avenue and Sawtelle Boulevard, Midvale Avenue and Glendon Avenue, and Sheby Avenue and Manning Avenue.
- Motor Avenue's existing sidewalks range in width from nine to 14 feet, that latter where right-of-way has been widened in conjunction with development. Proposed sidewalk width is 12 feet.
- Centinela Avenue's existing sidewalks range in width from eight to 15 feet. Proposed sidewalk width is 10 feet.
- Venice Boulevard's existing sidewalks range from eight to 26 feet wide. In locations where existing sidewalks are less than 15 feet wide, proposed sidewalk widths are 15 feet. In other locations, the existing widths will remain.

Standard sidewalk paving is natural concrete scored at the corners of tree wells and other openings in the paving and at least every 10 feet to reduce cracking.

Non-standard alternatives include colored concrete and concrete or stone pavers, including permeable pavers. For the Westside Livable Boulevards, if non-standard paving is proposed between tree wells, it should be Angelus Block Permeable Holland pavers, which are manufactured in a blend of gray, moss and charcoal, or equal in a Herringbone pattern.



Natural concrete is the standard paving for sidewalks. Colored concrete (dark gray bands in the above top image), permeable pavers (above bottom image), and other pavers (right image) are non-standard.

Parkways

In the City of Los Angeles, a tree well becomes a parkway when it is longer than 12 feet. Parkways provide more soil volume for trees and increase infiltration of stormwater and other runoff than tree wells, but also require more maintenance since they are larger and DPW requires that they be planted with low-growing plants as well as trees. In addition to irrigation, the low-level plants need to be pruned along the edges of the planting area, dead flowers and branches removed, and plants replaced when they die. The parkway surface should be covered with mulch in the planted area, except adjacent to on-street parking, as specified below. The mulch and DG should be swept off the walkway as needed.

On the Westside Livable Boulevards, parkways are preferred over tree wells, except at bus stops, since they provide greater environmental benefits.

Where a planted parkway is located adjacent to on-street parking, a walkable surface must be provided in the following locations:

- An 18-inch wide strip along the back of the curb
- A five-foot wide path across the parkway at a spacing of 40 to 50 feet (two parking spaces) to provide access from parking to the walkway

Walkable surfaces include decomposed granite; plants that tolerate foot traffic, such as California Sedge, Yarrow or Dymondia; and paving, including permeable pavers.

Path from curb to walkway every two parking spaces.

Examples of planted parkways with a walkable surface adjacent to on-street parking and between the curb and main walkway.

Tree Wells

Tree wells are defined by DPW as openings for trees that are not more than 12 feet long. The standard surface material for tree wells is currently non-stabilized decomposed granite (DG). Maintenance includes sweeping DG that migrates onto the pavement back into tree wells, replenishing it, and weeding. Tree wells may be planted with low-level plants, in which case the surface should be covered with at least three inches of mulch to reduce weed growth. Plants in tree wells must be maintained as described for parkways. Non-standard alternatives include cast iron tree grates. In addition to weeding the surface under the grates, tree grate openings must be enlarged over time as the tree trunk diameter increases. If they are not enlarged, the grates will cut off the flow of water and nutrients upward and sugars downward in the outer layers of the tree trunk just under the bark and kill the trees. Since grates are rarely maintained, they are discouraged.

While parkways are preferred, 12-foot long tree wells with either planting or DG may be provided. Tree wells with DG should be provided at high-volume bus stops since the surface is walkable.

Where a planted tree well is located adjacent to on-street parking, an 18-inch wide strip along the back of the curb must have a walkable surface as described under Parkways on the following page.

Tree well surfaces include:
Above: Low-level planting
Above right: Decomposed granite
Right: Cast iron grate.

Landscaped Medians

Landscaped medians:

- Enhance the pedestrian scale by reducing the apparent roadway width
- Moderate the rate of traffic flow
- Accommodate trees and other plants that collect stormwater, provide shade, generate oxygen, and improve the appearance of the street
- Collect and infiltrate stormwater
- Contribute to community identity with unique landscaping and gateway and other identity elements
- Provide a pedestrian refuge island at mid-block crosswalks or where there is no left-turn lane at an intersection
- Reduce “cut-through” traffic into adjacent neighborhoods

Landscaped medians can typically be provided on boulevards with at least two lanes in each direction and a two-way center turn lane in segments where the two-way left-turn lane is not needed, for example:

- Where there are no driveways
- Where there is a driveway but there is also another driveway that is accessed from a cross street or there is alley access
- Where U-turns can be made to access driveways

Section 5 shows proposed landscaped medians and plant palettes for each street segment. Additional medians may be added over time as driveway curb cuts are eliminated in conjunction with new development.

Low-Level Planting and Trees

Median planting should be simple, drought-tolerant, and low-maintenance, contributing to the identity of the street and community. Trees, in particular, can play a role in establishing community identity. While canopy trees and native species are preferred for their environmental benefits, palms may be planted in medians if the community feels strongly that they are important to community identity.

Design for Infiltration

Medians should be designed to collect and infiltrate stormwater and irrigation runoff within the median. For example, the surface can slope to the center to create a swale.

Top left: Narrow median on National Blvd., Culver City, along the Expo Line accommodates trees and improves the visual character of the street, reducing the expanse of asphalt.
Top right: On Orange Grove Avenue in South Pasadena, the median contributes to traffic calming and enhances community identity.
Middle row: The medians on Sepulveda Boulevard in Westchester contribute to community identity and provide a pedestrian refuge for a midblock crosswalk.
Bottom row: On Santa Monica Boulevard in West Hollywood, the medians include pedestrian refuges at staggered midblock crosswalks and locations for public art.

Street Lighting

Street lights, as well as signs and other vertical elements, should be consolidated onto as few poles as possible to avoid conflicts with street trees and maximize space for other sidewalk uses.

Existing Street Lights

Street lights are typically on poles about 30 feet tall and spaced to provide adequate lighting for both the roadway and sidewalk. Energy-efficient LED bulbs are the current City standard. Most street light poles on Westside boulevards are unpainted galvanized steel, which is more sustainable that painted poles, as it does not require painting. However, some communities may request painted poles, which will require additional maintenance.

Typical existing street light poles.

New Street Light Components

Street lights typically include three components: pole, arm and luminaire. One or more of these components may be replaced by a new ornamental version (to the extent the remaining existing components are compatible with the proposed new component. If poles are replaced, the concrete footing to which the pole is attached will typically have to be replaced as well.

Because property owners pay for the operation and maintenance of street lights through an assessment district, their approval is required to replace street light components and their assessment will increase. (The assessment ballot process is described under Pedestrian Lights.)

Bus Stop Lighting

One to three pedestrian lights can be installed at bus stops as "general benefit" lights, which do not require the approval or assessment of adjacent property owners.

Bus stop lighting should be requested from the Bureau of Street Lighting (BSL) for all bus stop locations that do not currently have it. The City's "default" bus stop light is the King Luminaire Coachman shown below. However, communities may request a different pedestrian light, particularly if they have pedestrian lighting of a different style.

Bus stop lights on Olympic Boulevard are compatible with the historic street lights and consistent with the pedestrian light for the entire district.

Pedestrian Lights

Pedestrian lighting provides illumination along sidewalks to supplement that provided by the street lights. Pedestrian lights are typically mounted at about half the height street lights, that is, 12 to 16 feet compared with 28 to 30 feet. In addition to providing more illumination and making sidewalks more welcoming, pedestrian lights can contribute to the identity of a district and the larger community in which it is located and, together with street lights and street trees, establish a pattern or rhythm on the street.

Property owners must pay for the maintenance and operation of the lights, other than bus stop lighting and other "general benefit" lighting, through an assessment. Therefore, regardless of how the capital cost is funded, installation of pedestrian lighting requires the approval of adjacent property owners. Ballots are sent to the owners of all properties that will benefit from the lighting. Only those ballots received are counted. Each ballot is weighted proportionally by the amount of the proposed assessment for the corresponding property. A simple majority (50%) is required to approve the assessment.

Community members who participated in the Westside Livable Boulevards workshops expressed their preference for one of the four general styles of energy-efficient LED pedestrian lights shown in the adjacent images for the commercial segments of each street:

- Historic replicas lights
- Modified historic lights
- Traditional lights (not historically based but using traditional forms and elements)
- Modern lights

In addition for some segments, community members selected a specific preferred pedestrian street light. Section 5 lists the preferred general style or specific fixture for each street segment.

Once a community group obtains a funding commitment, they can begin to work with BSL to obtain approval for a specific fixture and to initiate the assessment ballot process.

Historic replicas

Traditional

Modified historic

Modern

Bus Stop Furniture

Furnishings at bus stops, including shelters, benches and trash receptacles, as well as information/advertising kiosks, are provided and maintained by City contractors with funding from the advertising panels on the furnishings. The bus stop furniture is maintained by the vendor, including routine maintenance of a litter receptacle and removal of graffiti.

Bus Benches

Benches with advertising panels are installed at bus stops with moderate ridership and advertising potential. The current standard bus bench is shown below.

Standard bus bench.

Bus Shelters

Bus shelters with advertising panels are installed at bus stops where there is a combination of high ridership and advertising potential.
The standard City bus shelter is the Boulevard shelter shown below. The standard color is dark green, but communities may request a different color. In the future, there may be several other styles of shelters available through the City's Coordinated Street Furniture Program.

Standard Boulevard shelter.

Information Kiosks

The City's Coordinated Street Furniture Program can provide information kiosks in approved locations. These three-sided kiosks have two sides dedicated to advertising and one for community purposes. The community panel could have a map of the nearby businesses and other amenities, information concerning community events, and other community-approved information.

Standard advertising/information kiosk.

Other Street Furniture

Litter Receptacles

Through this Streetscape Plan, certain development projects are required to install and maintain one or more trash receptacles specified in Section 5 adjacent to their frontage. A Business Improvement District may install and maintain additional receptacles in other locations. Alternatively, the Bureau of Sanitation will provide and maintain a standard brown plastic trash receptacles that City trash trucks can empty.

Typically community members prefer separate trash and recycling bins and, in particular, the solar trash compactors (left) that can hold up to four times as much trash as a standard bin and have been tested in Echo Park. A BID or other community needs to maintain these receptacles.

Community members also like coordinated furnishings like the examples on the left, which require a property owner or BID to maintain them.
The Bureau of Sanitation will provide and maintain the receptacles on the right.

Seating

Through this Streetscape Plan, certain development projects are required to install and maintain one or more benches or seats specified in Section 5 adjacent to their frontage. A Business Improvement District may install and maintain additional receptacles in other locations. In addition, individual businesses may provide seating and sidewalk dining provided they obtain the required permits.

Examples of seating that could be provided by property owners, BIDs or other community groups with maintenance by them. All of these examples are bolted to the sidewalk.

Bicycle Racks

The current standard City bike rack is an inverted-U rack, designed to support two locked bicycles. Bike racks can be requested from LADOT who will install them in appropriate locations. Typically they will be installed in the “parkway zone” in line with tree wells or in parkways. An alternative to the inverted-U rack may be an artist designed bike rack. Maintenance funding would need to be provided and City’s Department of Transportation would have to approve design and installation.

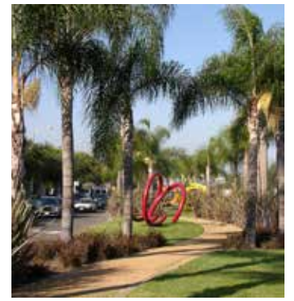
Standard City bike rack.

Bike racks can be located adjacent to large tree wells or in a parkway.

Community Identity Elements

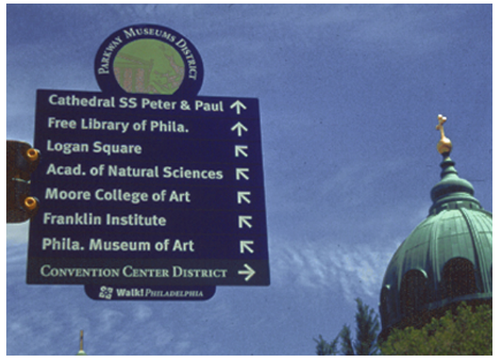
Gateway and Other Placemaking Elements–

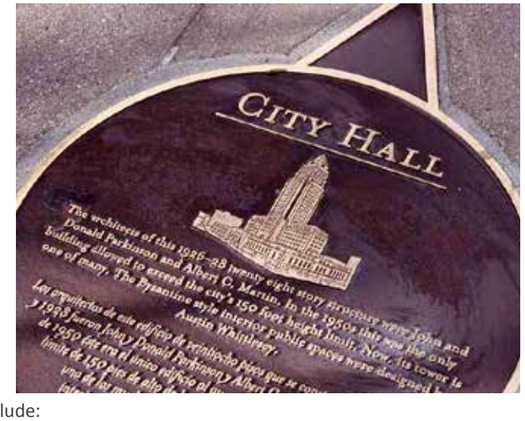
Design elements at gateways and at key locations along the street can contribute to the identity of the community and to a sense of place. Gateway elements can be placed in a variety of locations, including medians, in the parkway zone of the sidewalk, or on a bridge, guard rail or retaining wall. Other identity elements can be attached to street lights, street furniture, or be embedded in pavement.



Wayfinding Elements

Wayfinding elements, located in medians or on the sidewalk can be designed to be read by either motorists or pedestrians. Wayfinding for motorists typically provides directions to key destinations or parking. Wayfinding for pedestrians can provide more detailed information, including more destinations, businesses, history and other local information.





Wayfinding elements for pedestrians include:

Top row: directional signs typically mounted on street light poles

Middle row: maps, either mounted on street light poles or freestanding

Bottom row: interpretive signs pole-mounted upright, embedded in pavement or low-profile for easier reading by everyone.

Sidewalk Dining

Walkway width in excess of the required path of travel may be used for outdoor dining, provided required permits are obtained.

Just as sidewalk dining contributes to street life, the physical facilities associated with it should contribute to the quality of the street environment and the project. All dining facilities located on the sidewalk should be freestanding, that is, not be attached to the sidewalk.

Enclosures of sidewalk dining areas are required only where alcohol is served, but may be provided elsewhere to create a sense of security. Enclosures should not exceed 42 inches in height, should be fabricated of durable materials that are in the same family as or compatible with the project's architectural materials, and should be primarily transparent. The use of movable planters to define a sidewalk dining area is encouraged.

A simple railing enclosure separates dining.

No separation is required.

Seating and sidewalk dining combine with street trees and lights to create a complete pedestrian environment.

Sidewalk dining on both sides of the pedestrian path of travel.

Casual seating along a busy retail street.

Bicycle Facilities

Type

On Motor Avenue and Venice Boulevard, there are currently standard bicycle lanes, that is, a five to seven-foot wide striped lane between the parking lane and travel lane in each direction. In both cases, separated bike lanes (also known as cycle tracks) could be accommodated without losing any vehicular travel lanes. Separated bike lanes are located adjacent to the curb with a minimum three-foot wide physical separation between the bike lane and the parking lane. Community members have expressed strong support for conversion of the standard bicycle lanes to separated bike lanes on Motor Avenue and on Venice Boulevard. Design elements unique to separated bike lanes include the following.

Means of Separation

The separation between bicycle lane and parking lane can take a variety of forms, including, but not limited to, flexible posts, raised concrete buffers and landscaped buffers. Community members have expressed a preference for a separation on Motor Avenue that is 1) raised and, if feasible, 2) permeable to collect stormwater and 3) landscaped.

Design at Signalized Intersections

Where feasible, the physical separation between traffic and bicycles should extend to the intersection, in which case an additional traffic signal phase that allows people who are biking and walking to cross while people in motor vehicles are prohibited from making a right turn. As an alternative, the separation can be dropped approaching the intersection and the bike lane can be treated as a standard bike lane.

Design at Bus Stops

At bus stops, the raised buffer must be widened from a minimum of three feet to a minimum of six feet wide. Where the bus can stop in the travel lane, the bus stop can widen into the parking lane and the cycle track can continue in a straight line adjacent to the curb. Where the bus needs to stop in the parking lane, the cycle track can jog into the sidewalk. The separated bike lane can be at either street level with ADA access to the bus stop across it or sidewalk level.

Top: Bollards.

Middle: Raised curb with paved surface.

Bottom: Raised curb with permeable, planted surface infiltrates street runoff.

Top: On Reseda Blvd. the cycle track is dropped at intersections and bikes and cars share a "mixing zone." **Middle**: Alternatively, the cycle track could continue to the intersection,where protection is most critical, with the addition of a protected pedestrian/bike signal cycle as in Long Beach.

Bottom: The bike lane can jog at the bus stop maintain the separation.

Uses in On-Street Parking Lanes

Parking and Loading

Where there is an on-street parking lane, its primary uses are parking and loading for businesses. However, on Pico Boulevard between the I-405 Freeway and Patricia Avenue, where the on-street parking lanes are 10 feet wide, and on the east side of Centinela Avenue south of the 90 Freeway, LADOT has designated the on-street parking lanes as peak-period travel lanes. On all other Westside Boulevard street segments, full-time on-street parking, without restrictions during peak commute periods should be maintained as it benefits both businesses and residents and pedestrians by providing:

- A more vibrant environment with convenient access to storefronts
- Additional parking for businesses and residences, especially older buildings with limited on-site parking
- A buffer between pedestrians on the sidewalk and moving motor vehicles in the roadway
- Positive friction to calm traffic along the street, which is especially important in areas with high pedestrian volumes or on residential through streets

Bicycle Parking and Parklets

To provide better access to bicycle facilities, especially on streets with bike lanes or sharrows, and to prevent congestion on sidewalks, a few on-street parking spaces can be used for bicycle parking. When permanent curb extensions are not feasible, temporary spaces may be appropriate for pedestrian activities such as outdoor dining. Typically, narrower roadways and light/slow-moving traffic provide safer locations for these spaces. Currently, bicycle parking and parklets in the on-street parking lane can be provided through the LADOT People St program (www.peoplest.lacity.org).

Intermittent Parkways

Intermittent parkways with trees and other planting in the on-street parking lane are particularly beneficial where the sidewalks are less than 8 feet wide. In addition to providing room for canopy trees that can shade pedestrians on the sidewalk, parking lane parkways provide an enhanced buffer, an opportunity to infiltrate or collect/treat stormwater runoff, add community identity. Parking lane parkways should have raised curbs facing the adjacent travel lane and parking, but not in the gutter to avoid interrupting the flow line.

Top row: Bicycle parking in the on-street lane provides more bike parking, including bike share, and helps to prevent congestion and clutter on the sidewalk.

Middle row: Parklets provide more pedestrian space and support businesses, contributing to a more vibrant street.

Bottom row: Intermittent parkways between parking spaces can provide trees and pedestrian buffers on narrow sidewalks.

Repurposed Roadway

On many streets there are areas of roadway that are not being used, are underutilized, or are unsafe. In some cases, the roadway may have been widened in the past beyond its current designation and is simply wider than required. Another example is a “pork chop” island/slip lane that is unsafe for pedestrians and often for vehicles as well due to uncontrolled higher speed right turns. These areas may provide an opportunity for adding additional pedestrian space, either temporarily or permanently.

People St Plazas

A People St Plaza creates accessible public open space by closing a portion of street to vehicular traffic. Paint or other treatments are applied to the street surface, while large planters and other elements define the Plaza perimeter. The Community Partner maintains and operates the Plaza, providing movable tables and chairs, public programs, and ongoing neighborhood outreach. Providing expanded public spaces can increase safety for people who walk, bike, and take transit. It also encourages increased levels of walking and bicycling, while supporting economic vitality. New local gathering spaces can foster a greater sense of community and social cohesion. Plazas can also become centerpieces of neighborhoods, providing venues for events and celebrations. As more pedestrians come to spend time in neighborhoods, the increased activity may support the vibrancy of local businesses.

Top row and bottom left: New York City has created numerous temporary public spaces, many of which are now permanent with raised curbs.
Bottom middle and right: Sunset Junction Plaza is local example. *Photo credits top left NACTO; top right NYCstreets/Flickr; bottom middle RCH Studios.*

Permanent Pedestrian Space

A more permanent use of excess roadway is to move the curb and incorporate it into the pedestrian realm at sidewalk level. Typical opportunities for permanent pedestrian spaces include:

- Slip lanes that can be closed to create safer right-turn conditions for both pedestrians and vehicles
- A very short street segment, like the segment of Griffith Park Boulevard that was closed to create the Sunset Junction People St Plaza, and could be closed permanently so that landscaping and other permanent elements could be added

These changes will require the an application and approval from LADOT and Department of Public Works.

Where existing slip lanes are not appropriate, the corner can be redesigned as a corner plaza. Los Angeles examples include: completed Pico/Normandie (left) and proposed Santa Monica/Virgil (middle and right).

Crosswalks

According to the Motor Vehicle Code, every intersection is a crosswalk, except where posted otherwise. This includes T-intersections and intersections through which a continuous median runs, as on Venice Boulevard. Therefore, pedestrians can cross the boulevards and intersecting streets at unsignalized, unmarked intersections as well as signalized and marked crosswalks. In the City of Los Angeles, signalized intersections have marked crosswalks, while most unsignalized intersections do not.

Striping

In 2012, the City of Los Angeles adopted Continental striping as its standard crosswalk striping to be implemented at all crosswalks over time as funding becomes available, with priority to crosswalks near schools, transit stations, and at intersections with a high incidence of vehicle-pedestrian collisions It is widely considered to be the most visible crosswalk marking. Most jurisdictions in the area use Continental striping.

The goal of this plan is to convert all marked crosswalks with one-half mile of an Expo Station to Continental striping prior to operation of the Expo Line and other crosswalks as soon as is feasible.

Continental striping is the City's standard crosswalk striping - yellow near schools and white elsewhere.

Improvements at Unsignalized Intersections and Midblock Locations

At unsignalized intersections along street segments that are intended to be walkable, it is often desirable to add elements to facilitate pedestrian movement across the street. In addition, where blocks are 600 feet or longer, midblock crosswalks with similar elements may be appropriate. Elements to be considered include:

- Continental crosswalk marking (the City Standard)
- Pedestrian signal or overhead flashers
- Curb extensions to make pedestrians more visible to motorists and to reduce crossing distance
- Median refuge where crosswalk corresponds to a raised median or crosses a center turn lane where there is no turn movement
- Pedestrian access through an existing raised median

The goal of this plan is to provide appropriate elements to allow pedestrians to cross more safely every 300 to 400 feet in commercial, mixed-use and multi-family residential districts that are intended to be walkable.

This midblock crosswalk on Colorado Avenue in Santa Monica includes a median refuge and is clearly labelled.

Corners

Radius

According to the FHWA Pedestrian Safety Guide, "one of the common pedestrian crash types involves a pedestrian who is struck by a right-turning vehicle at an intersection. A wide curb radius typically results in high-speed turning movements by motorists. Reconstructing the turning radius to a tighter turn will reduce turning speeds, shorten the crossing distance for pedestrians, and also improve sight distance between pedestrians and motorists." On the other hand, if a curb radius is too small, large truck and buses may run over the curb.

To determine the appropriate typical curb radii for City of Los Angeles Boulevards and Avenues (as defined by the Mobility Element 2035 and also known as arterial streets), City of Los Angeles Fire Trucks and trucks with 40-foot wheel bases (WB-40), typical of semi-trucks (and which have as similar turning radius to 30-foot long single unit trucks, typical of common delivery trucks), were tested using AutoTURN software. The detailed results, along with key assumptions, are summarized in the adjacent table.

Because a fire truck or WB-40 truck is permitted to use all lanes in the direction it is traveling on Boulevards and Avenues and the entire roadway on Collector and Local streets, the following curb radii typically work as long as the Boulevard roadway is at least 56 feet wide:

- 15 feet without curb extensions
- 20 feet with five-foot wide curb extensions

Per the results of the AutoTURN analysis, both a fire truck and a WB40 trailer truck will have to cross over the center line on a Collector or Local street. For example, a Fire Truck will cross over the center line of a 36'-wide Collector or Local street approximately tree to five feet and WB-40 Truck approximately two to 10 feet depending on the presence of curb-extensions along the streets.

There is one exception: at the corner of two Boulevards or Avenues, where one or both roadways are less than 66 feet wide and there are curb extensions on both streets, a 25-foot curb radius may be needed to accommodate WB-40 trucks. Motor Avenue is the only street in this plan with a roadway less than 66 feet wide and curb extensions are not proposed on both streets at any of its intersections with arterial streets.

Minimum Curb Radii Required to Accommodate LAFD Fire Trucks and WB-40 Trailer Trucks on A Boulevard or Avenue with Minimum 56-Foot Wide Roadway Based on AutoTURN Analysis

	MINIMUM CURB RADIUS (FEET)	
	Boulevard/Avenue at Boulevard/Avenue	Boulevard /Avenue at Collector/Local
LAFD Fire Trucks		
No Curb Extension	15	15
Curb Extension on one Blvd./Ave.	20	20
Curb Extensions on both streets	20	20
WB-40 Trailer Trucks		
No Curb Extension	15	15
Curb Extension on one Blvd./Ave.	20	20
Curb Extensions on both streets	25	20

Assumptions

- Minimum arterial curb-to-curb roadway width is 56'.
- Curb extensions are 5' wide.
- Acceptable to cross over center line on Collector and Local Streets and to use all lanes in one direction (excludes left-turning lane or the 2-way left turn lane) on Boulevards and Avenues per California Motor Vehicle Code.

Plan view of directional ramps at a curb extension.

ADA Access Ramps

Every corner must have at least one ADA-compliant access ramp, unless crossing is explicitly prohibited. Where feasible, directional ramps, that is, one ramp aligned with each crosswalk, should be installed. Directional ramps direct pedestrians into the crosswalk rather than into the intersection as single corner ramps do. This is particularly beneficial for those who are visually impaired or in wheelchairs.

Directional ramps can almost always be installed where curb extensions are provided. With new development, which is required to provide a property corner cut, they can typically be accommodated on 15-foot wide sidewalks even without curb extensions.

The goal of this plan is to provide ADA-compliant ramps at all street crossings and directional ramps where they can be accommodated.

This corner has curb extensions, directional ramps and special paving for enhanced visibility and identity.

Curb Extensions

Curb extensions (also known as bulb-outs or bump-outs) serve multiple functions. At intersections or mid-block crosswalks, they reduce the crossing distance, make pedestrians more visible to motorists, and make it easier to provide directional ramps. They can provide additional sidewalk space at corners where pedestrian activity is concentrated or additional unpaved area for stormwater infiltration/treatment, trees and other landscaping or for seating, public art, wayfinding, or gateway elements. At bus stops, they provide space for bus patrons to wait and make it easier for buses to stop without merging in and out of the travel lane. They can also provide a "gateway" to a slower speed residential cross street.

Curb extensions can be costly if they require the relocation of utilities (storm drain inlets, fire hydrants, or pedestrian activated signal push buttons) or street reconstruction to maintain curbside drainage.

The goal of this plan is to provide curb extensions at crosswalks where appropriate, as shown in Section 5, except where the parking lane is required to accommodate high volumes of right turns or peak hour vehicle travel. Curb extensions should be considered at bus stops on streets in the Transit Enhanced Network, including Venice Boulevard, Pico Boulevard and Centinela Avenue.

Above top: Curb extension with directional ramps and landscaping;
Above bottom: Paved curb extensions accommodate pedestrian activity and bike parking and create a gateway.
Right top: Bus stop curb extension accommodates bus patrons and allows bus to move in and out of traffic more easily.
Right middle: Curb extension at a mid-block crossing can buffer pedestrians and collect stormwater runoff from the street.
Right bottom: Curb extension accommodates both planting and seating along a commercial street.

Driveways

Driveway location and design can either enhance or undermine the safety and livablity of streets. Driveways create conflicts between motor vehicles and bicycles, pedestrians, and other motor vehicles. They also create gaps in the street wall on active retail streets and reduce the available sidewalk space for all other uses, including pedestrian and business-related activity, bus stop access areas, shade trees, stormwater infiltration, bicycle parking, pedestrian lighting, and street furnishings.

Location, Number and Width

According to Section 321 of LADOT's Manual of Policies and Procedures (MPP): "The basic principle of driveway location planning is to minimize possible conflicts between users of the parking facility and users of the abutting street system....This calls for **the minimum number of driveways**, consistent with street and lot capacity, **located on streets with the least traffic volume**, when there is a choice." In particular, the MPP specifies that driveways should not be permitted along arterial highways where the proposed development is 1) residential and access is possible using an alley or non-arterial street or 2) commercial or industrial and access is possible along a non-arterial frontage. Access to commercial development may also be provided via an alley.

A driveway, including the "approach", which crosses the sidewalk, should be only as wide as necessary to provide safe access for the types of vehicles that will be using it. MPP 321 provides recommended widths.

These policies have not been implemented on many of the street segments addressed by this plan, resulting is sidewalks with frequent conflicts and reduced opportunities for active sidewalk uses.

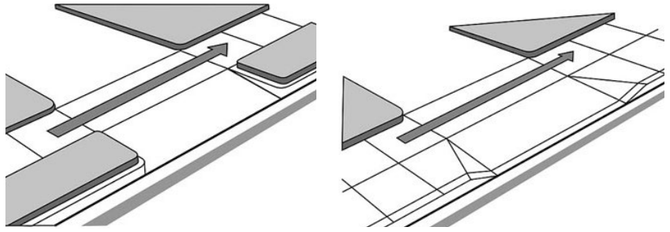
The goal of this plan is to minimize the sidewalk area devoted to driveways, consistent with MMP 321, in order to allow for other uses that contribute to the livability and vitality of the street.

Design of Driveway Approach

City Standard Plan 440 specifies a maximum slope of 10% and minimum four-foot wide flat area. Often, engineers and contractors use the minimum flat area width, resulting in a slope that extends beyond width of the parkway zone of the sidewalk into the walkway zone.

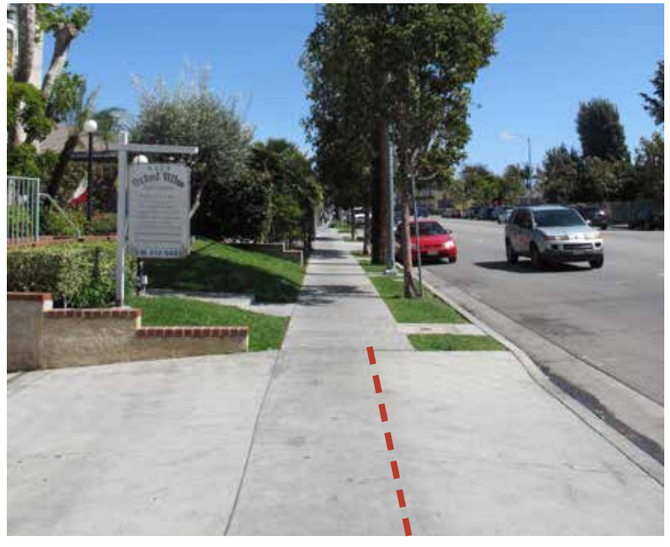
Instead, the objective should be to maximize the flat area and minimize the sloped area, in particularly, limiting it to the width of the parkway or tree well, so that it does not extend into the walkway.

Driveways create conflicts between vehicles and pedestrians, bicycles, and other vehicles. The goal of this plan is to minimize the number and width of driveways in order to reduce conflicts.



The goal of this plan is to maximize the level area of the driveway and to minimize the sloped area and align it with the parkway, unless the sidewalk is 10' wide or narrower. Image source: ITE *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* at ITE.com.

Where the sidewalk is at least 11' wide and the parkway is at least 5.5' wide, the sloped area of the driveway can align with the parkway. In this portion of Pico Blvd., the sidewalk is 15' wide and the parkway is wider than 5.5', so the slope of the driveway can be less than 10%..



Where the sidewalk is only 10' wide, as on recently widened portions of Centinela Avenue, the maximum slope allowed by S-440 (10%), will result in the sloped portion of the driveway approach encroaching into the walkway zone.

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5.0 IMPROVEMENTS BY STREET

This section includes the following for each street segment:

STREETSCAPE ELEMENTS specific to each street segment, including trees, low-level plants, street lighting and street furniture selected by each community.

ILLUSTRATIVE STREETSCAPE PLANS at 1" = 80' show the approximate location of proposed medians, continental crosswalk striping, curb extensions, street trees, tree wells, parkways, pedestrian-scale street lights, and bus stop improvements.

STREET CROSS SECTIONS at 1" = 10' illustrate typical existing conditions and proposed improvements.

ILLUSTRATIVE SKETCHES show existing conditions and proposed improvements at typical locations or proposed gathering places.

STREET SEGMENTS are presented in the following sequence:

5.1 PICO GREEN

The Mobility Plan 2035 redesignated Pico Boulevard between the I-405 Freeway and Centinela Avenue from Major Highway Class II (generally 104-foot right-of-way with an 80-foot wide roadway and 12-foot wide sidewalks and, where required at intersections, 114-foot right-of-way with a 90-foot wide roadway and 12-foot wide sidewalks) to an Avenue I designation with a 100-foot right-of-way with a 70-foot wide roadway and 15-foot wide sidewalks, consistent with the predominant existing condition. Since there is full-time on-street parking and a parallel off-street bicycle facility, there is no need to widen the roadway. Over time, existing 80-foot wide roadway segments should be restored to 70 feet with 15-foot wide sidewalks where feasible.

Proposed improvements are illustrated in the following subsections:

STREETSCAPE ELEMENTS describes the trees, low-level plants, street lighting and street furniture selected by the community for PIco Boulevard between the 405 Freeway and Centinela Avenue.

ILLUSTRATIVE STREETSCAPE PLAN shows the approximate location of proposed medians, continental crosswalk striping, curb extensions, street trees, tree wells, parkways, pedestrian-scale street lights, and bus stop improvements.

In addition to the specific elements shown on the Illustrative Streetscape Plan:

- Trash receptacles and seating shall be provided at the spacing specified in Table 1 in conjunction with a project or may be provided in other locations approved by DPW.
- Gateway and wayfinding elements may be provided in locations to be determined.
- Additional medians may be added as driveways are eliminated or property owners agree to allow medians that required U-turns to access their driveways.

STREET CROSS SECTIONS illustrate the typical existing condition and proposed future conditions at several typical locations:

- Midblock where there is a street tree.
- Midblock between street trees.
- At corner curb extensions.

ILLUSTRATIVE SKETCHES show:

- A typical view from a sidewalk of a proposed median.
- Two examples of permanent pedestrian space that could be created at the intersection of Pico Boulevard and Tennessee Avenue.

STREETSCAPE ELEMENTS

Preferred Street Tree
Platanus x *histanica* (*P. acerifolia*)
'Columbia'
Columbia London Plane*

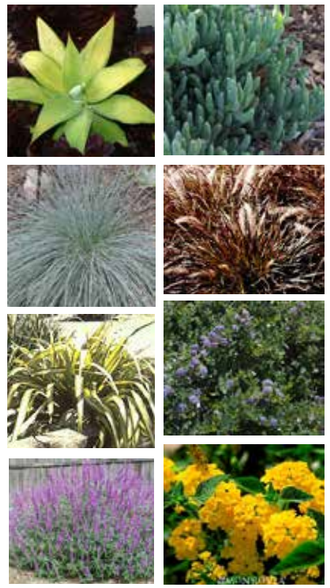
Type:	Deciduous
Origin:	California
Height:	40 to 50 feet
Spread:	20 to 30 feet
Form:	Columnar
Spacing:	30 feet
Flowers:	Inconspicuous
Water:	Relatively drought tolerant once established in big tree well (WUCOLS Moderate)
Growth rate:	Fast if adequate soil volume and water

Median Tree
Quercus tomentella
Island Oak

Type:	Evergreen
Origin:	California
Height:	30 to 40 feet
Spread:	20 to 30 feet
Form:	Columnar
Spacing:	30 feet
Flowers:	Inconspicuous
Water:	Drought tolerant (WUCOLS Low)
Growth rate:	Fast if adequate soil volume and water

Alternate Street Tree
Platanus racemosa
California Sycamore*

Type:	Deciduous
Origin:	California
Height:	40 to 50 feet
Spread:	20 to 30 feet
Form:	Columnar
Spacing:	30 feet
Flowers:	Inconspicuous
Water:	Relatively drought tolerant once established in big tree well (WUCOLS Moderate)
Growth rate:	Fast if adequate soil volume and water



Low-Level Plant Palette
All locations:
Festuca idahoensis
Rosmarinus officinalis 'Prostratus'
Senicio sepens
Ceanothus 'Centennial'

Medians only:
Muhlenbergia dubia
Pennisetum 'Eaton Canyon'
Agave attenuata 'Kara's Stripe'
Aloe maculata or *A. striata*
Phormium 'Cream Delight'
Ceanothus gloriosus 'Anchor Bay'
Lantana 'Gold Rush' or 'New Gold'
Salvia leucantha 'Santa Barbara'

* Known reproductive host of the Polyphagus Shot Hole Borer. If pest is not controlled, used alternative species.

Pedestrian Lights
An LED fixture similar in appearance to the STILL Citysite.

Trash Receptacles and Seating
Community members preferred a bench and trash receptacles such as the Victory Stanley Steelsites RB Series (RB28 bench and RB36 trash receptacle) in Titanium.

Bus Shelters
Boulevard shelter in silver.

PICO GREEN ILLUSTRATIVE STREETSCAPE PLAN

BASE MAP LEGEND

Base map is LADOT striping plan.
Key information from LADOT striping plans:

- Travel lane
- Two way left turn lane
- Left turn lane
- Signalized intersection
- Curb
- Driveway apron
- ADA ramp

Other base map information:

- Building footprint (approximate)

STREETSCAPE PLAN LEGEND

Existing Elements

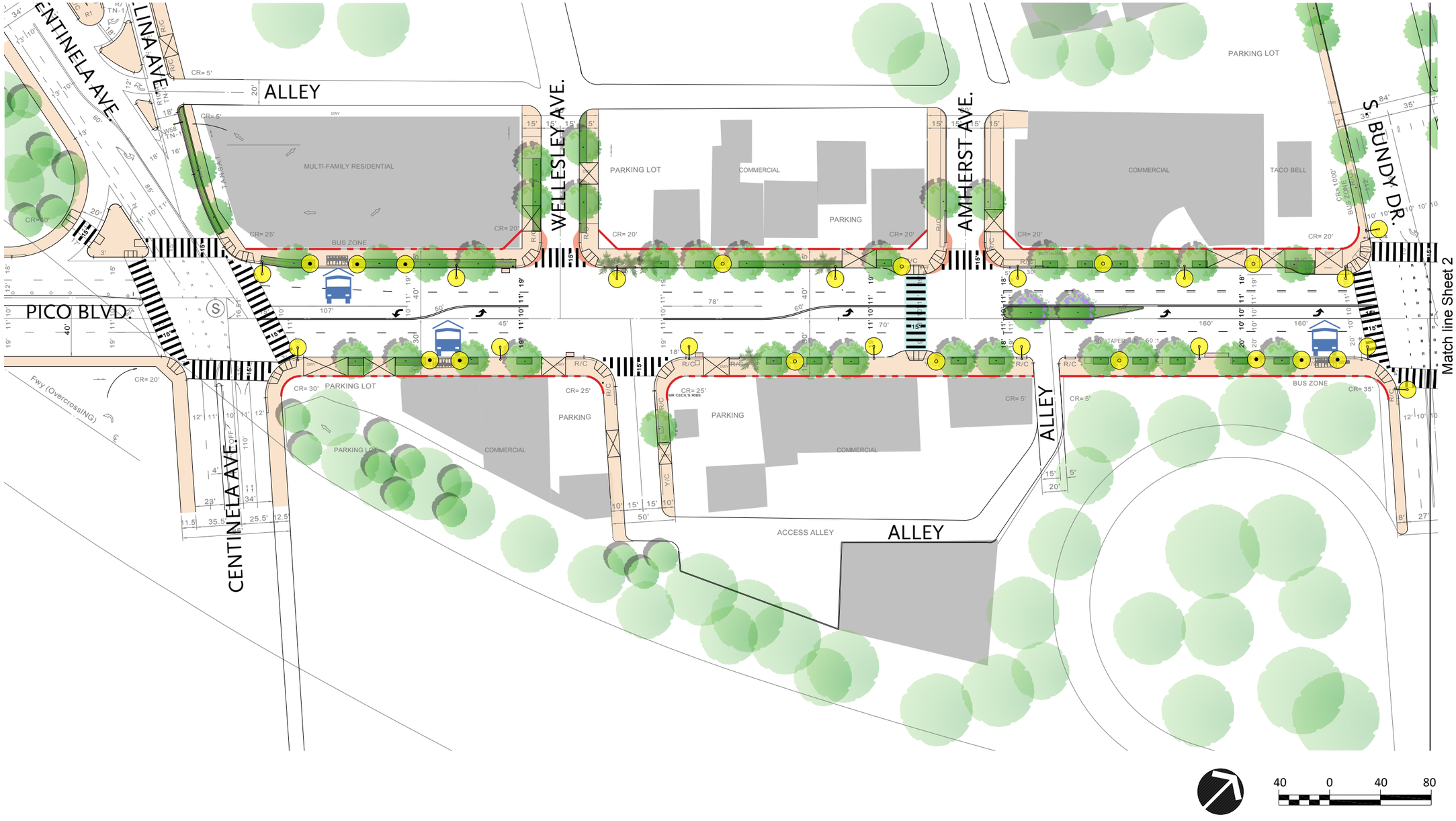
- Sidewalk
- Tree well: enlarge
- Parkway - typically grass: enlarge/replant
- Street trees:
  Platanus x *hispanica* (*P. acerifolia*) or *P. racemosa* (London Plane or California Sycamore)
- Other canopy tree / palm
- Street Light
- Utility pole
- Fire hydrant
- Storm drain inlet:
  to remain
  to be moved
- Bus stop with shelter
- Bus stop with bench(es)

Proposed Elements

- Tree well with low-level planting
- Parkway with low-level planting
- Raised landscaped median
- Infill street trees:
  Platanus x *hispanica* (*P. acerifolia*) or *P. racemosa* (London Plane or California Sycamore)*
  Quercus tomentella (Island Oak) on medians
- Bus stop pedestrian light
- Other pedestrian light
- Corner curb extension
- Midblock curb extension
- Side street curb extension under study by BOE
- Relocated storm drain inlet
- Continental striping at existing marked crosswalk
- New crosswalk with continental striping
- Future property line

* Reproductive host to Polyphagus Shot Hole Borer. Use alternative species if pest is not controlled.

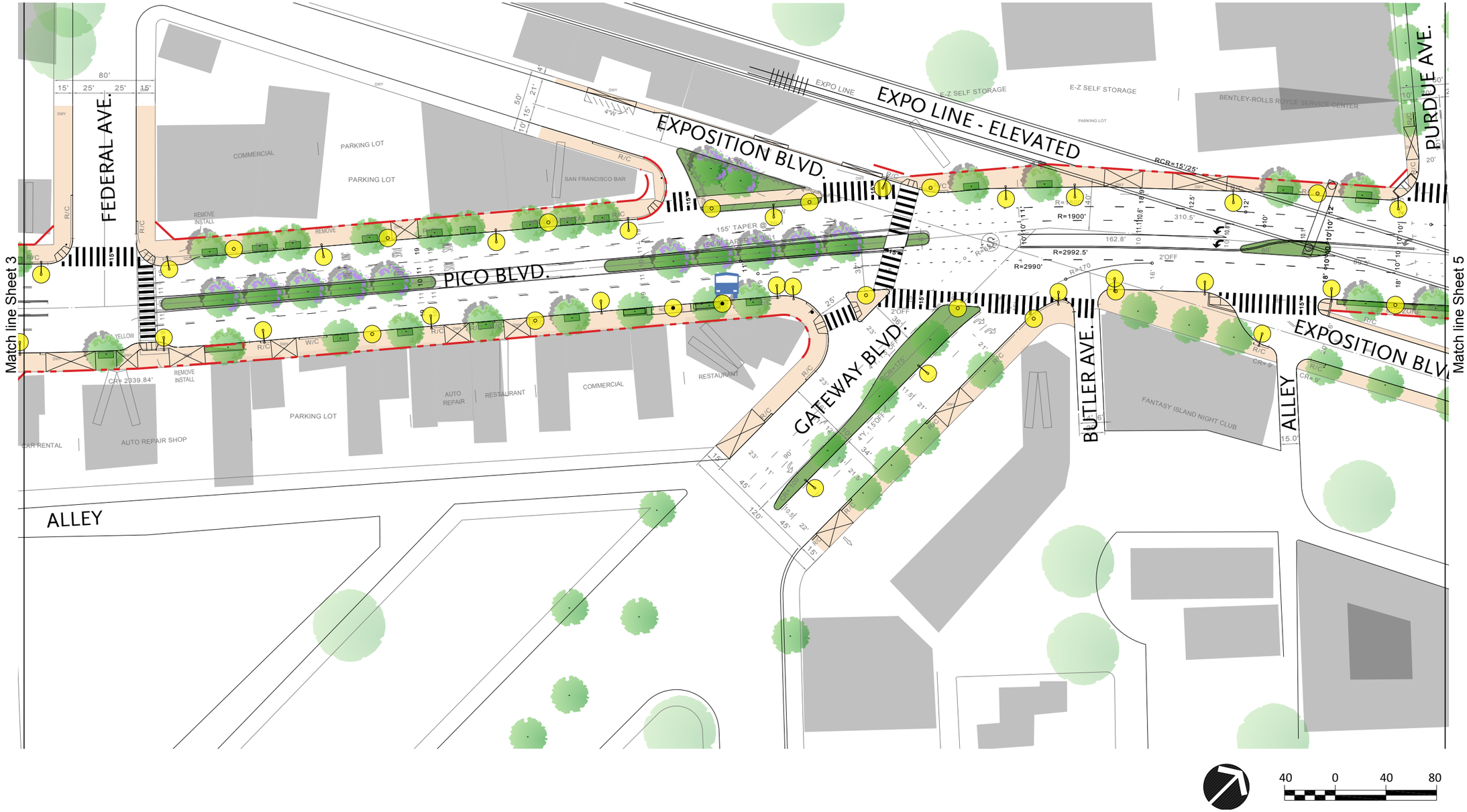
PICO GREEN ILLUSTRATIVE STREETSCAPE PLAN - Sheet 1



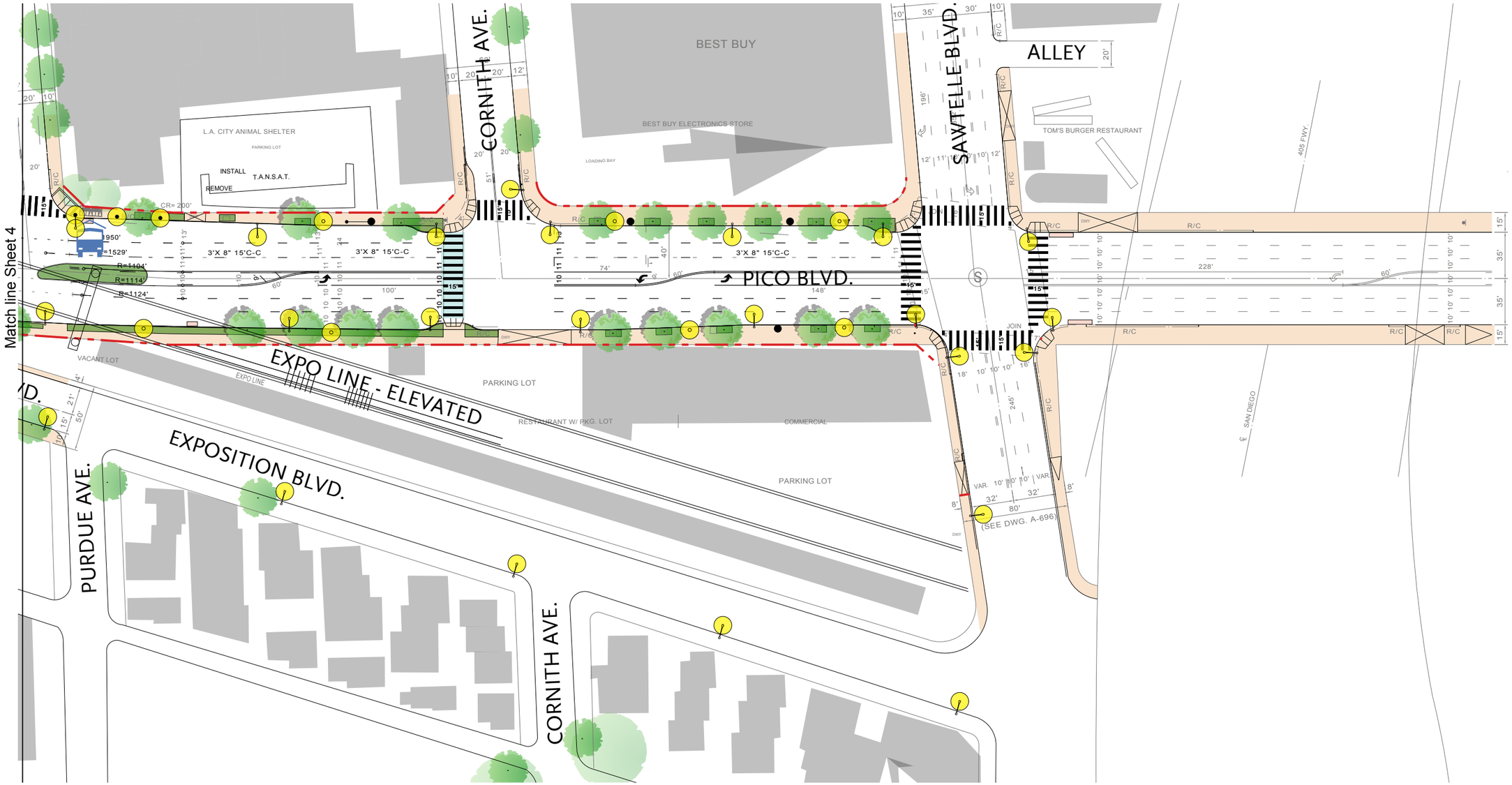
PICO GREEN ILLUSTRATIVE STREETSCAPE PLAN - Sheet 2

PICO GREEN ILLUSTRATIVE STREETSCAPE PLAN - Sheet 3

PICO GREEN ILLUSTRATIVE STREETSCAPE PLAN - Sheet 4

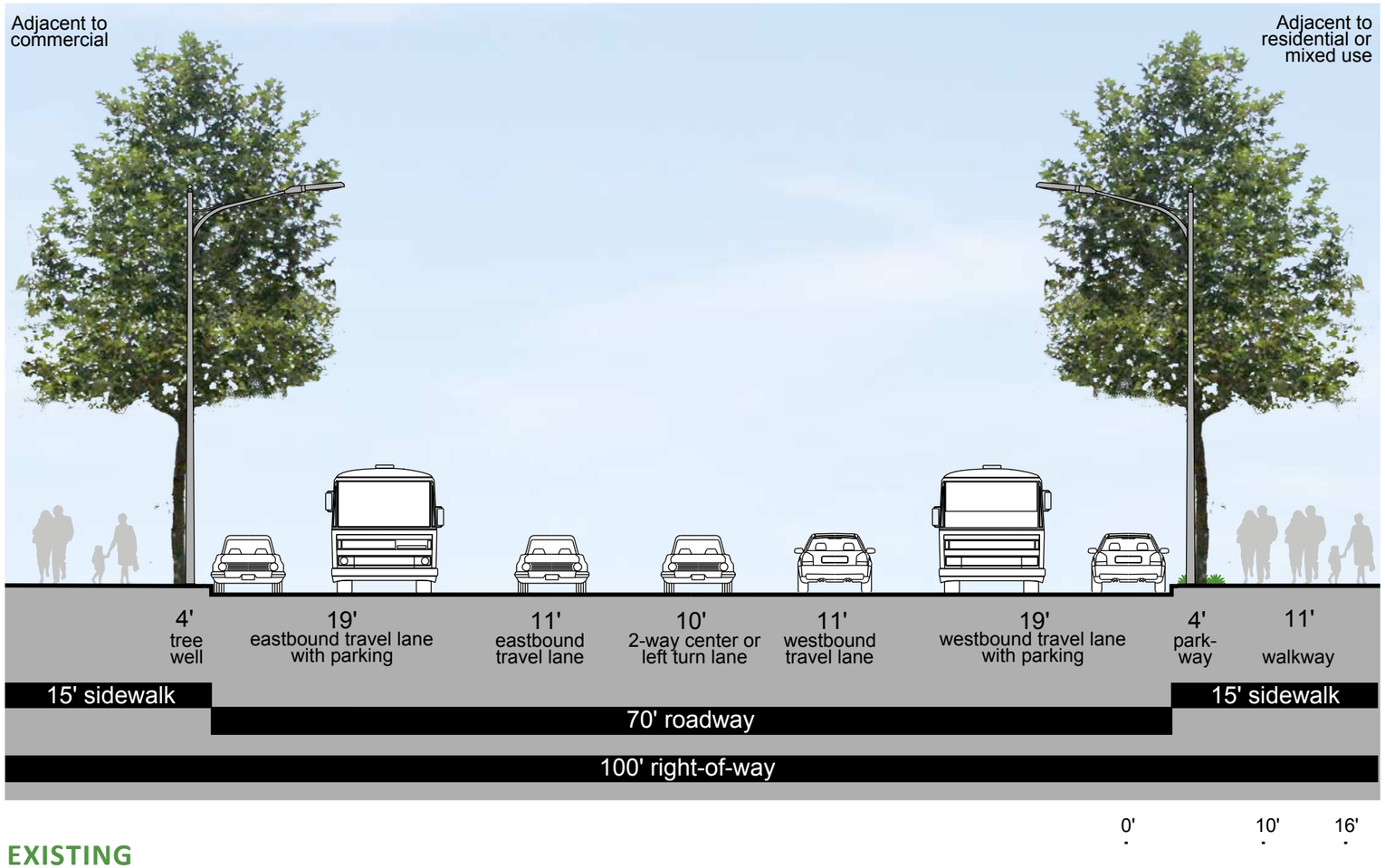


PICO GREEN ILLUSTRATIVE STREETSCAPE PLAN - Sheet 5



PICO GREEN STREET CROSS SECTIONS

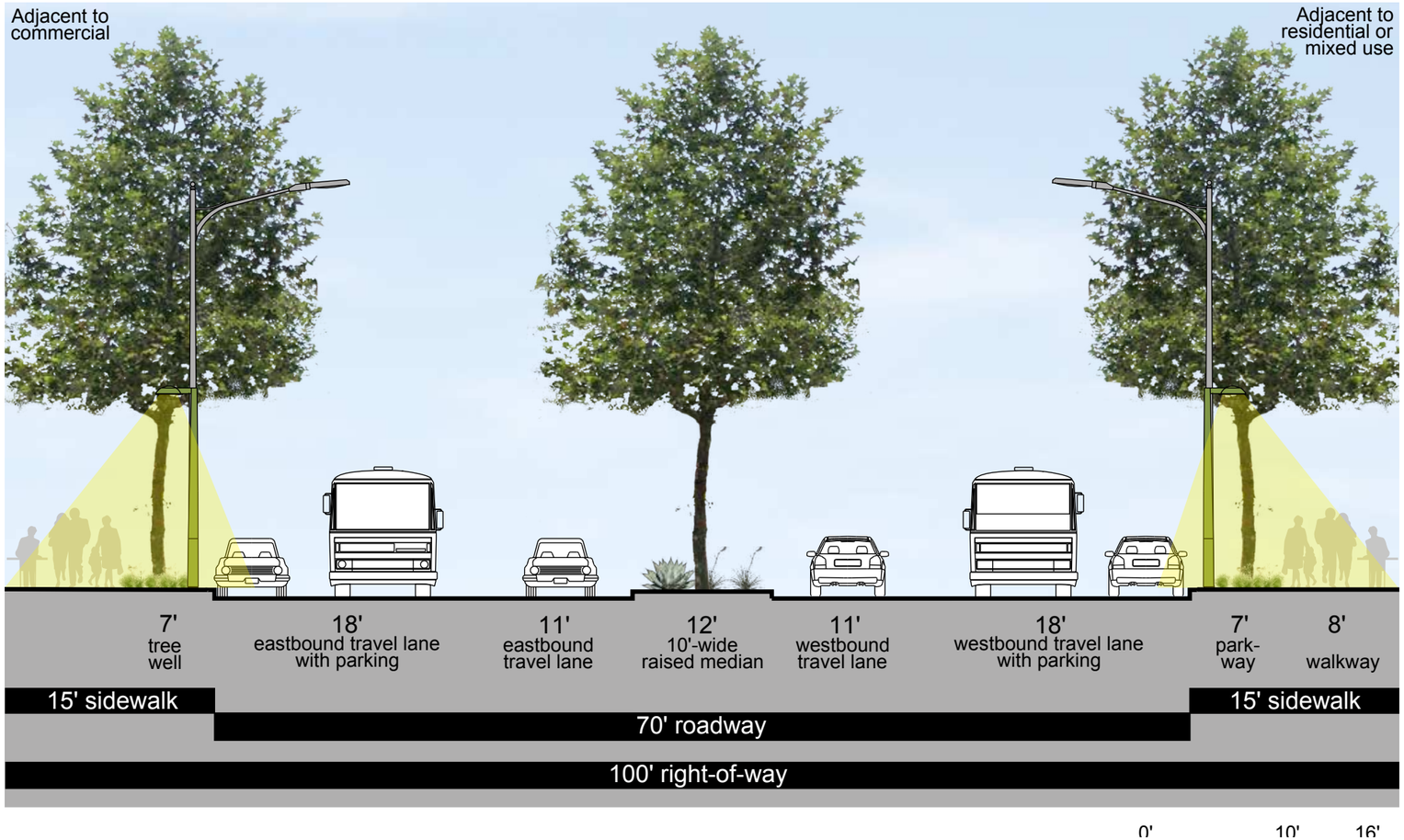
PICO GREEN CENTINELA AVE. - EXPOSITION BLVD. Typical Midblock Location



EXISTING

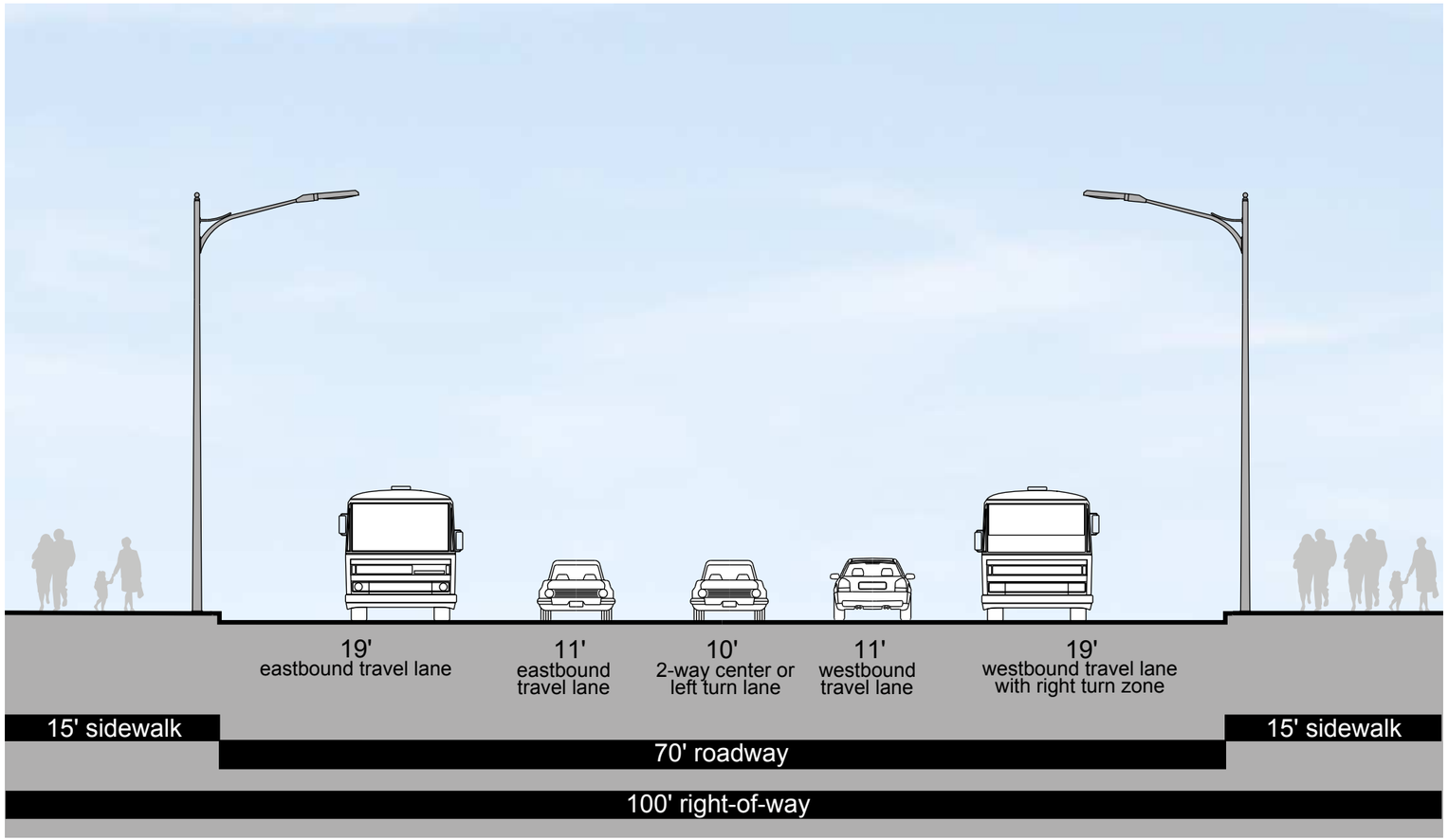
All Pico Boulevard cross sections are looking west.

PICO GREEN CENTINELA AVE. - EXPOSITION BLVD. Typical Midblock Location Where Median is Proposed



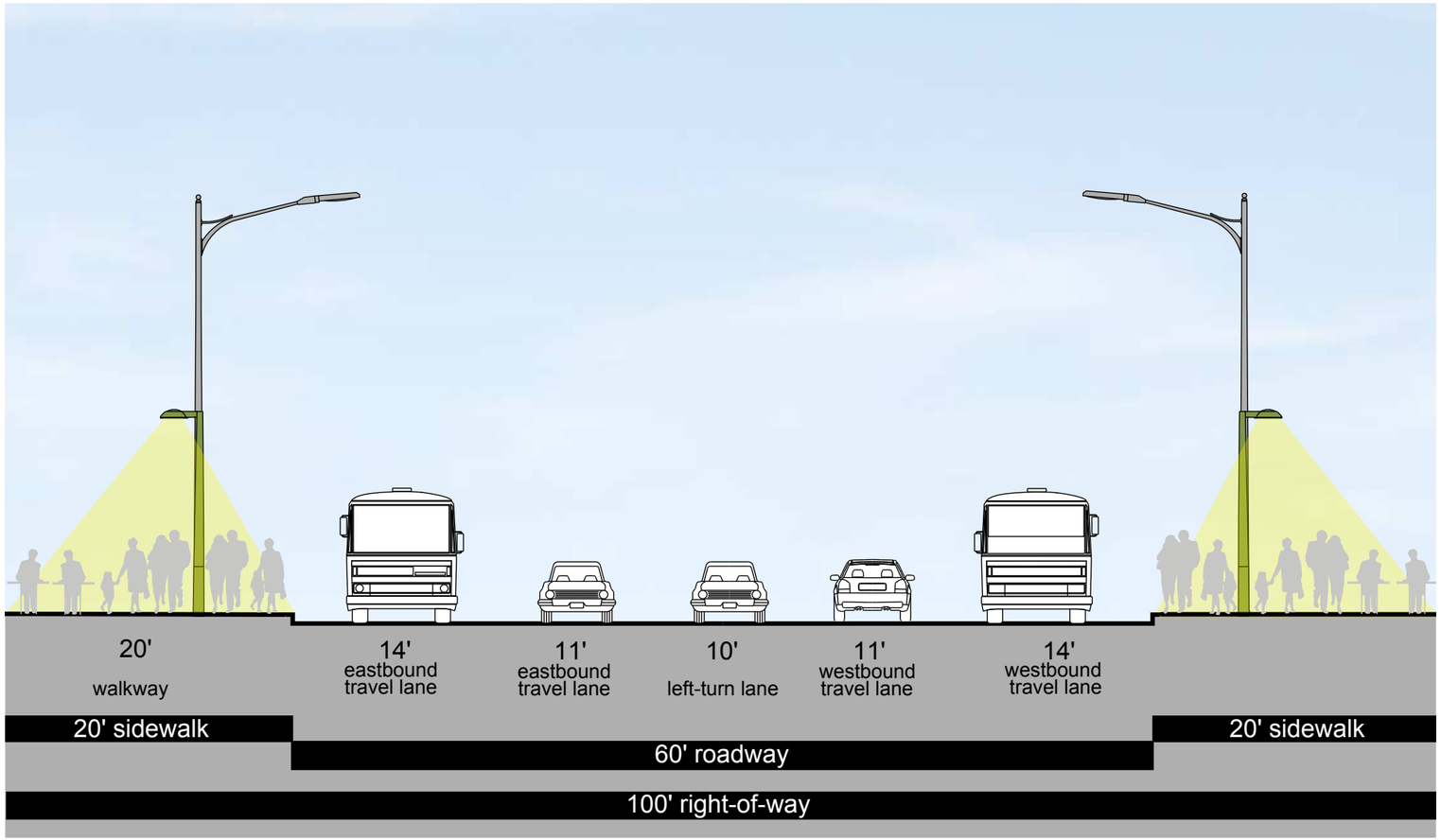
PROPOSED

PICO GREEN Centinela Ave. - Exposition Blvd. Typical Corner



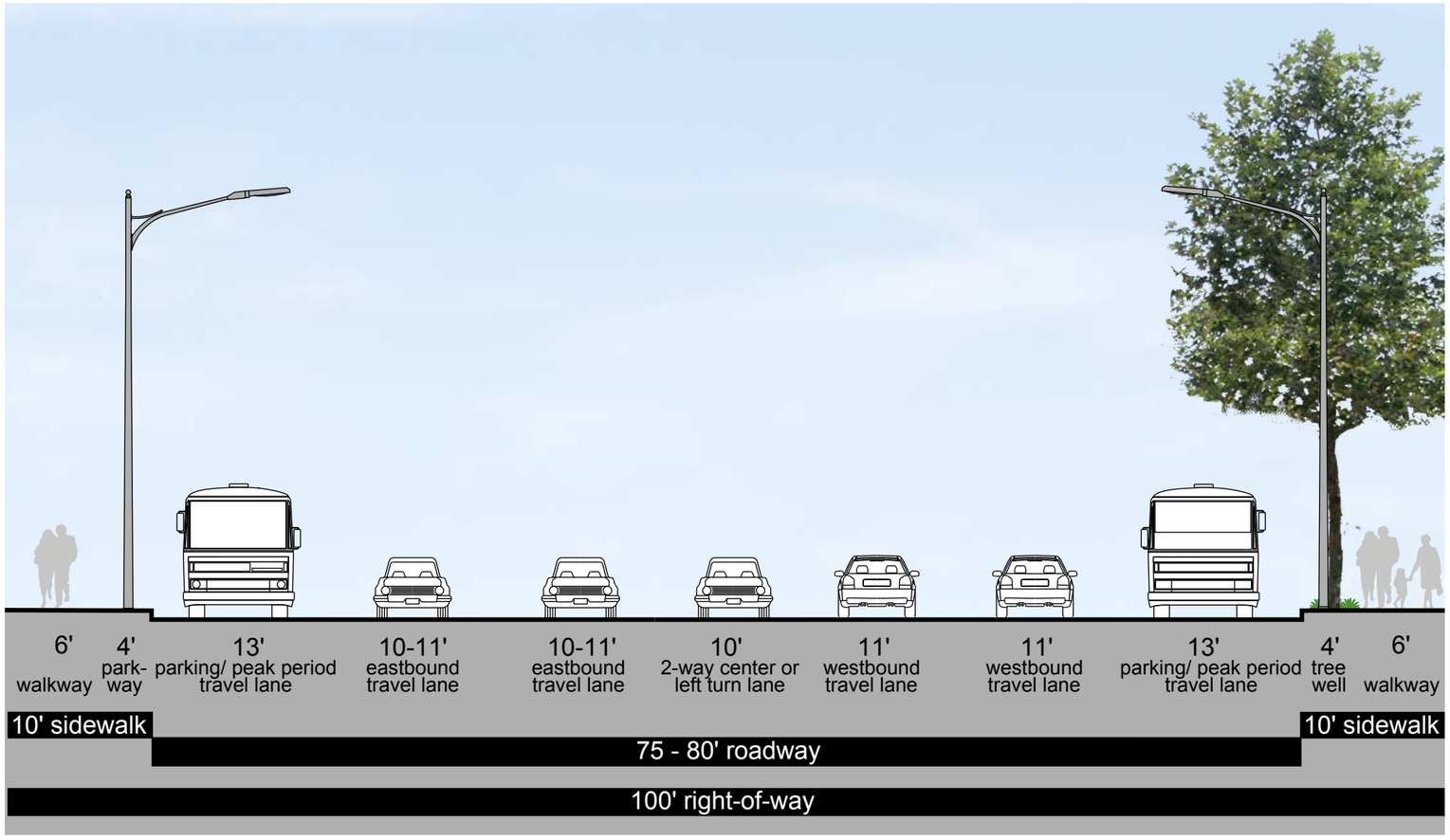
EXISTING

PICO GREEN Centinela Ave. - Exposition Blvd. Typical Corner Where Curb Extensions Are Proposed



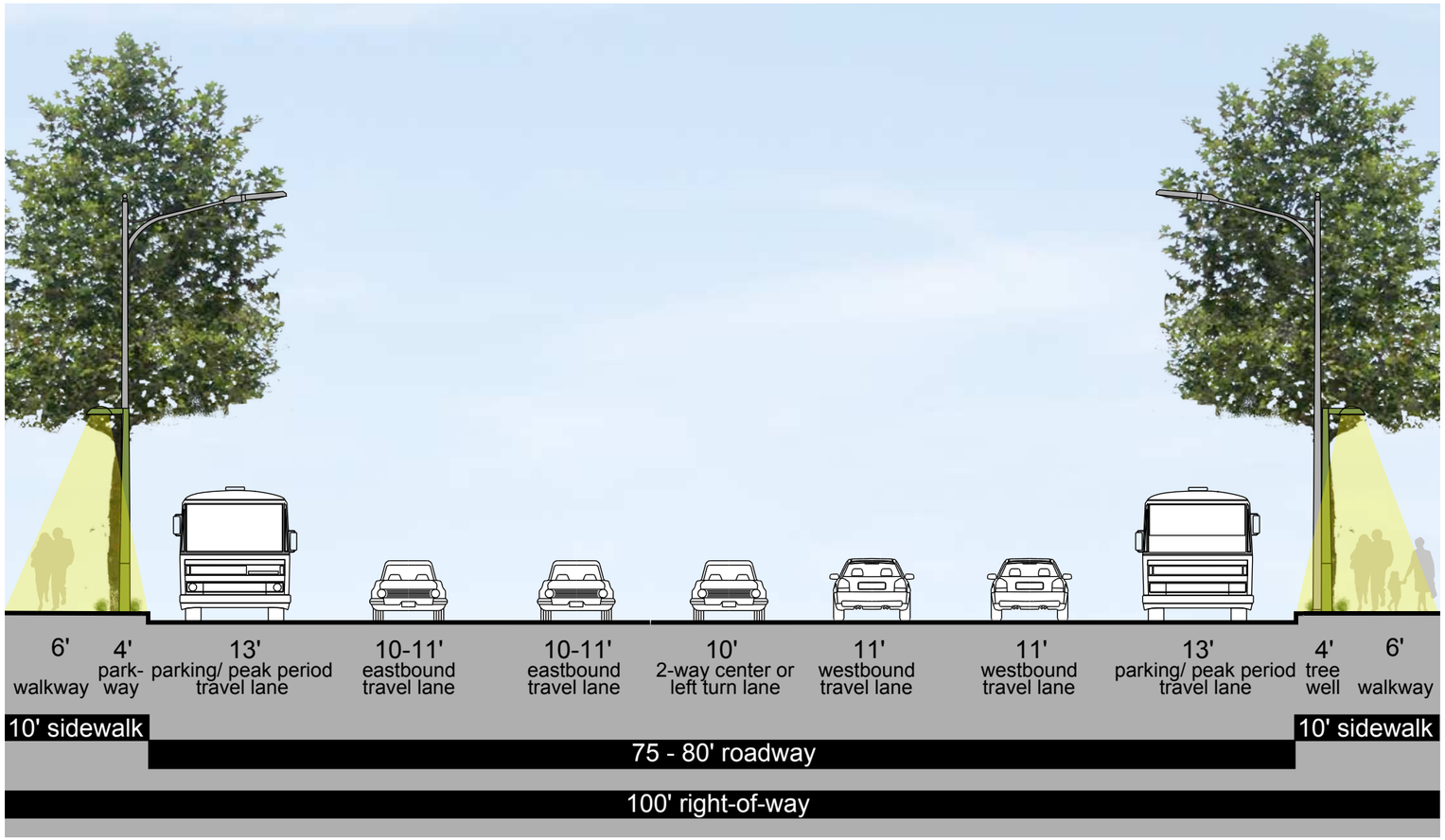
PROPOSED

PICO GREEN Exposition Blvd. - Sawtelle Blvd. Typical Midblock Location



EXISTING

PICO GREEN Exposition Blvd. - Sawtelle Blvd. Typical Midblock Location



PROPOSED

ILLUSTRATIVE SKETCHES

PICO GREEN Typical Midblock Location

Above: Existing roadway condition looking west.

Right: Image of proposed median planting to transform the street, making it appear narrower and providing shade and stormwater infiltration. Assumes left turns from southbound Tennessee Place to eastbound Pico Boulevard are eliminated.

PICO GREEN at Tennessee Place: Two Ideas

Above: Existing roadway condition looking north at Tennessee Place.

Right Top: Image of potential landscaped median on Tennessee Place to re-purpose excess roadway, with curb extensions on northeast and northwest corners.

Right Bottom: Image of alternative potential sidewalk widening to re-purpose excess roadway, with curb extensions on northeast and northwest corners.

5.2 PICO 405 TO PATRICIA

The Mobility Plan 2035 redesignated Pico Boulevard between the I-405 Freeway and Patricia Avenue from Major Highway Class II Major Highway Class II (generally 104-foot right-of-way with an 80-foot wide roadway and 12-foot wide sidewalks and, where required at intersections, 114-foot right-of-way with a 90-foot wide roadway and 12-foot wide sidewalks) to an Avenue I with a 100-foot right-of-way, a 70-foot wide roadway and 15-foot wide sidewalks, consistent with the existing condition along 75% of the street segment. The remaining 25%, which is in the vicinity of Westwood Boulevard and Overland Avenue, has an 80 to 90-foot wide roadway with 10-foot or narrower sidewalks. In these locations, the existing right-of-way will remain and a sidewalk easement should be required as a condition of project approval to provide 15-foot wide sidewalks. Currently the curb lanes are used as a peak-period travel lanes, making curb extensions infeasible.

Proposed improvements are illustrated in the following subsections:

STREETSCAPE ELEMENTS describes the trees, low-level plants, street lighting and street furniture selected by the community for PIco Boulevard between the 405 Freeway and Centinela Avenue.

ILLUSTRATIVE STREETSCAPE PLAN shows the approximate location of proposed medians, continental crosswalk striping, curb extensions, street trees, tree wells, parkways, pedestrian-scale street lights, and bus stop improvements.

In addition to the specific elements shown on the Illustrative Streetscape Plan:

- Trash receptacles and seating shall be provided at the spacing specified in Table 1 in conjunction with a project or may be provided in other locations approved by DPW.
- Gateway and wayfinding elements may be provided in locations to be determined.
- Additional medians may be added as driveways are eliminated or property owners agree to allow medians that required U-turns to access their driveways.

ILLUSTRATIVE SKETCHES show:

- View of a typical sidewalk.
- Potential median improvement on Overland Avenue north of Pico Boulevard.

STREET CROSS SECTIONS illustrate the typical existing condition and proposed future conditions at several typical locations:

- Midblock where the sidewalk is 15 feet wide.
- Midblock where the sidewalk is 10 feet wide.

STREETSCAPE ELEMENTS

Street Tree East of Westwood Blvd.
Pyrus kawakamii
Evergreen Pear

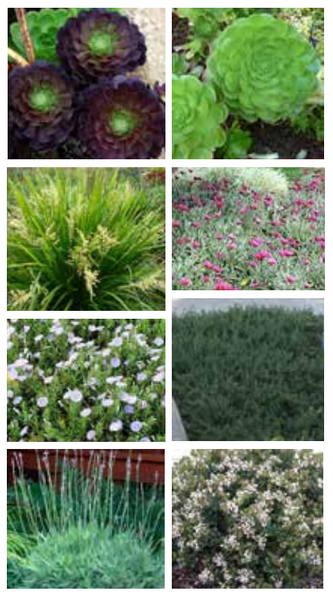
Type:	Semi-evergreen
Origin:	China
Height:	20 to 30 feet
Spread:	15 to 25 feet
Form:	Round headed
Spacing:	25 to 30 feet
Flowers:	White - early spring
Water:	Somewhat drought tolerant once established in big tree well (WUCOLS Moderate)
Growth rate:	Moderate

Street Tree West of Westwood Blvd.
Pyrus calleryana 'Aristocrat'
Aristocrat Ornamental Pear

Type:	Semievergreen
Origin:	China
Height:	20 to 30 feet
Spread:	20 to 30 feet
Form:	Pyramidal
Spacing:	25 to 30 feet
Flowers:	White - early spring
Water:	Somewhat drought tolerant once established in big tree well (WUCOLS Moderate)
Growth rate:	Moderate

Median Tree
Jacaranda mimosifolia
Jacaranda

Type:	Briefly Deciduous
Origin:	Brazil
Height:	30 to 40 feet
Spread:	30 to 40 feet
Form:	Round/spreading
Spacing:	30 feet
Flowers:	Lavender - late spring
Water:	Relatively drought tolerant once established in big tree well (WUCOLS Moderate)
Growth rate:	Moderate



Low-Level Plant Palette
All locations:
Aeonium canariense
Agapanthus orientalis 'Baby Pete', 'Tinkerbell'
Carex barbarae 'Santa Barbara'
Convolvulus sabatius
Rosmarinus 'Huntington Carpet'
Lantana 'White Lighting'
Lomondra 'Tropic Belle'
Phormium 'Tom Thumb'

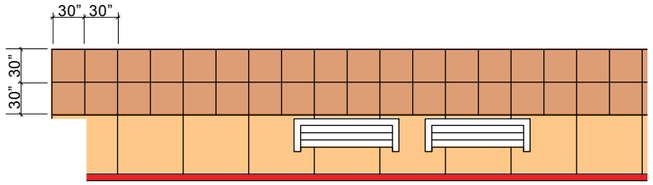
Medians only:
Arctois acaulis 'Magenta'
Lavendula minutolli
Rhaphiolepis 'Georgia Petite'

Planters only:
Aeonium arboreum 'Zwartkop'
Cupressus sempervirens 'Monshel'
Cordyline 'Jurred'
Kalanchoe luciae
Sedum rubrotinctum 'Aurora', Pork and Beans'

Pedestrian Lights
Traditional "Coachman King," placed in pairs at each bus stop and between existing street lights, per City's Bureau of Street Lighting standards. Preferred pole and fixture color is French gray to match the repainted street light poles.

Trash Receptacles and Seating
The Victory Stanley Steelsites RB Series (RB28 bench and RB36 trash receptacle) in Titanium.

Paving
A special paving pattern using colored concrete. The colors are Davis Color Baja Red (top left) for a five-foot wide walk zone and Davis Color Palomino (bottom left) between the walk zone and curb. The patterns and colors are shown in the plan diagram below.



Bus Shelters
Sunset in silver, selected because of its transparency and slim profile. As an alternative, the standard Boulevard shelter in silver (see Pico Green) may be used.

Planters
Architectural Pottery Legacy Series (714-895-3359) in Gunmetal.

Planters may be installed between back of curb and minimum 5 feet clear pedestrian path of travel. Placement requires approval by both City and adjacent property owner.

PICO 405 - PATRICIA ILLUSTRATIVE STREETSCAPE PLAN

BASE MAP LEGEND

Base map is composite of LADOT striping plans.
Key information from LADOT striping plans:

- Travel lane
- Two way left turn lane
- Left turn lane
- Signalized intersection
- Curb
- Driveway apron
- ADA ramp

Other base map information:

- Building footprint (approximate)

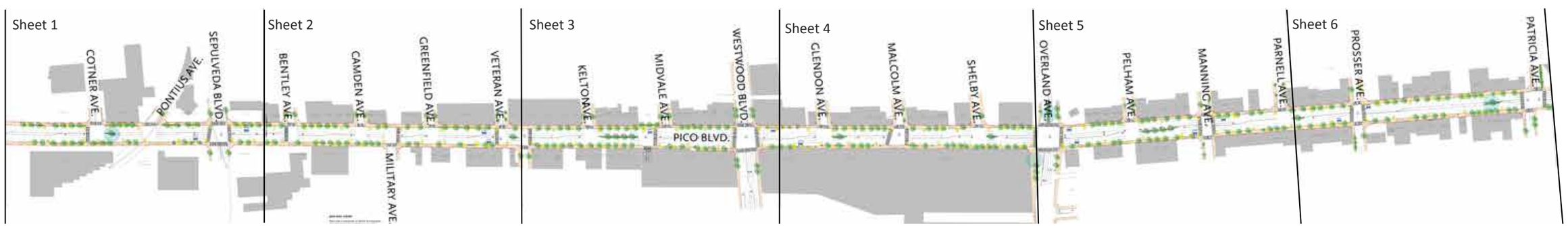
STREETSCAPE PLAN LEGEND

Existing Elements

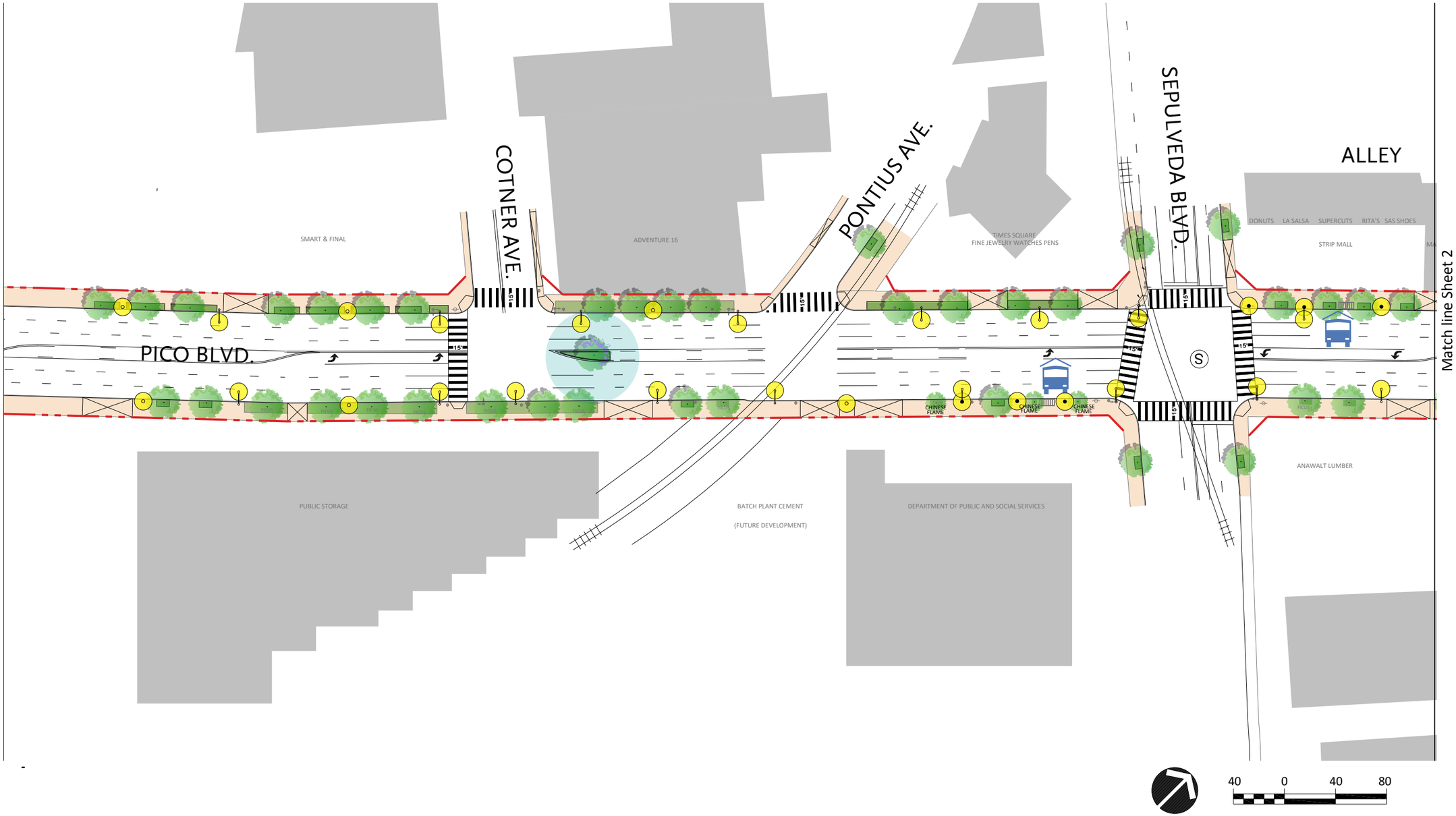
- Sidewalk
- Tree well - enlarge
- Parkway - modify to accommodate walkway
- Existing street tree:
  Pyrus kawakami (Evergreen Pear)
  east of Westwood Blvd.; *Pyrus calleryana*
  'Aristocrat' west of Westwood Blvd.
  unless otherwise noted
- Street light
- Utility pole
- Bus stop with shelter
- Bus stop with bench(es)

Proposed Elements

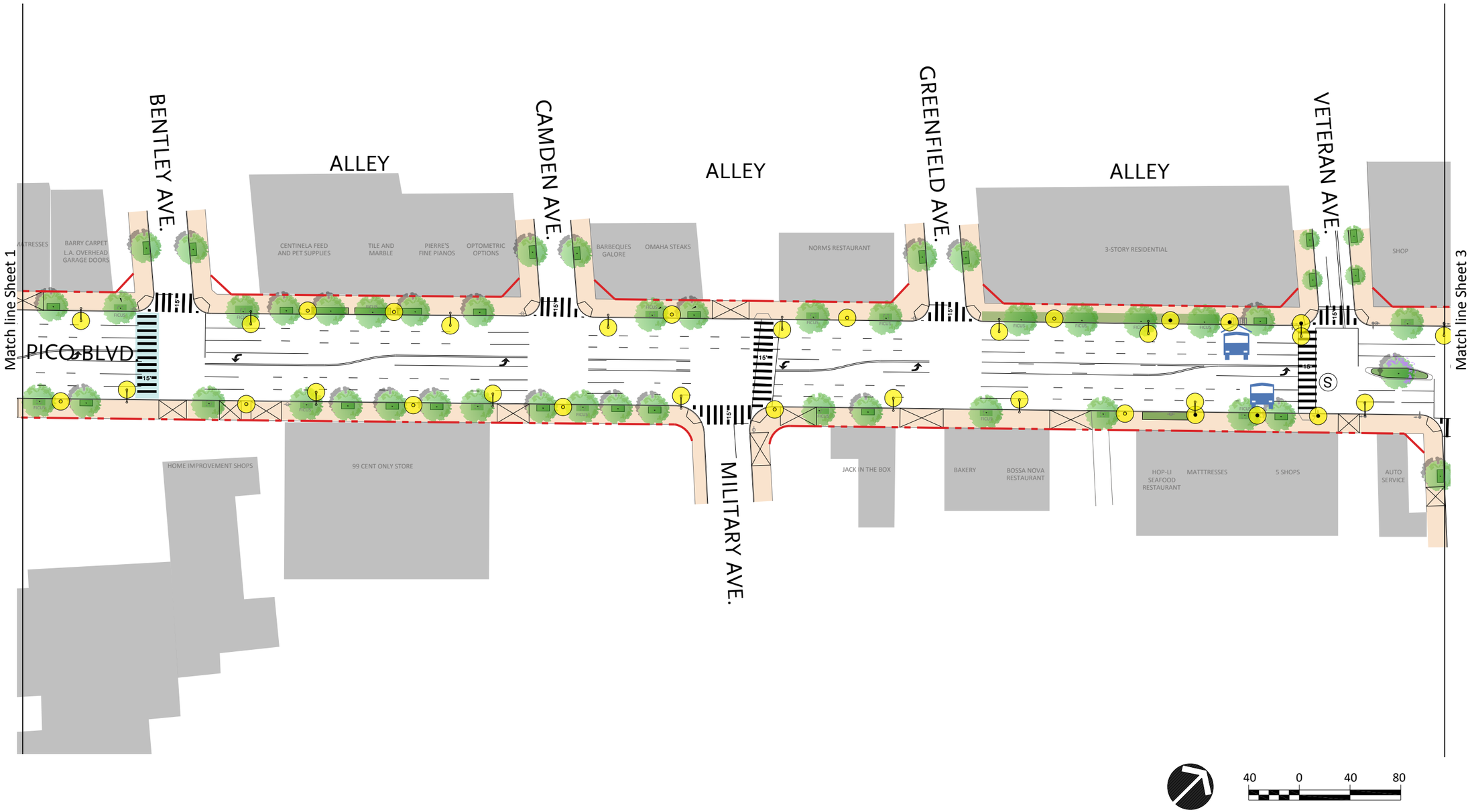
- Tree well
- Parkway with low-level planting
- Raised landscaped median
- Infill street trees:
  Pyrus kawakami (Evergreen Pear)
  east of Westwood Blvd.; *Pyrus calleryana*
  'Aristocrat' west of Westwood Blvd.
- *Jacaranda mimosifolia* (Jacaranda) on medians
- Bus stop pedestrian light
- Other pedestrian light
- Continential striping at existing marked crosswal
- New marked crosswalk with continental striping
- Future property line
- Potential location of gateway element



PICO 405 - PATRICIA ILLUSTRATIVE STREETSCAPE PLAN - Sheet 1

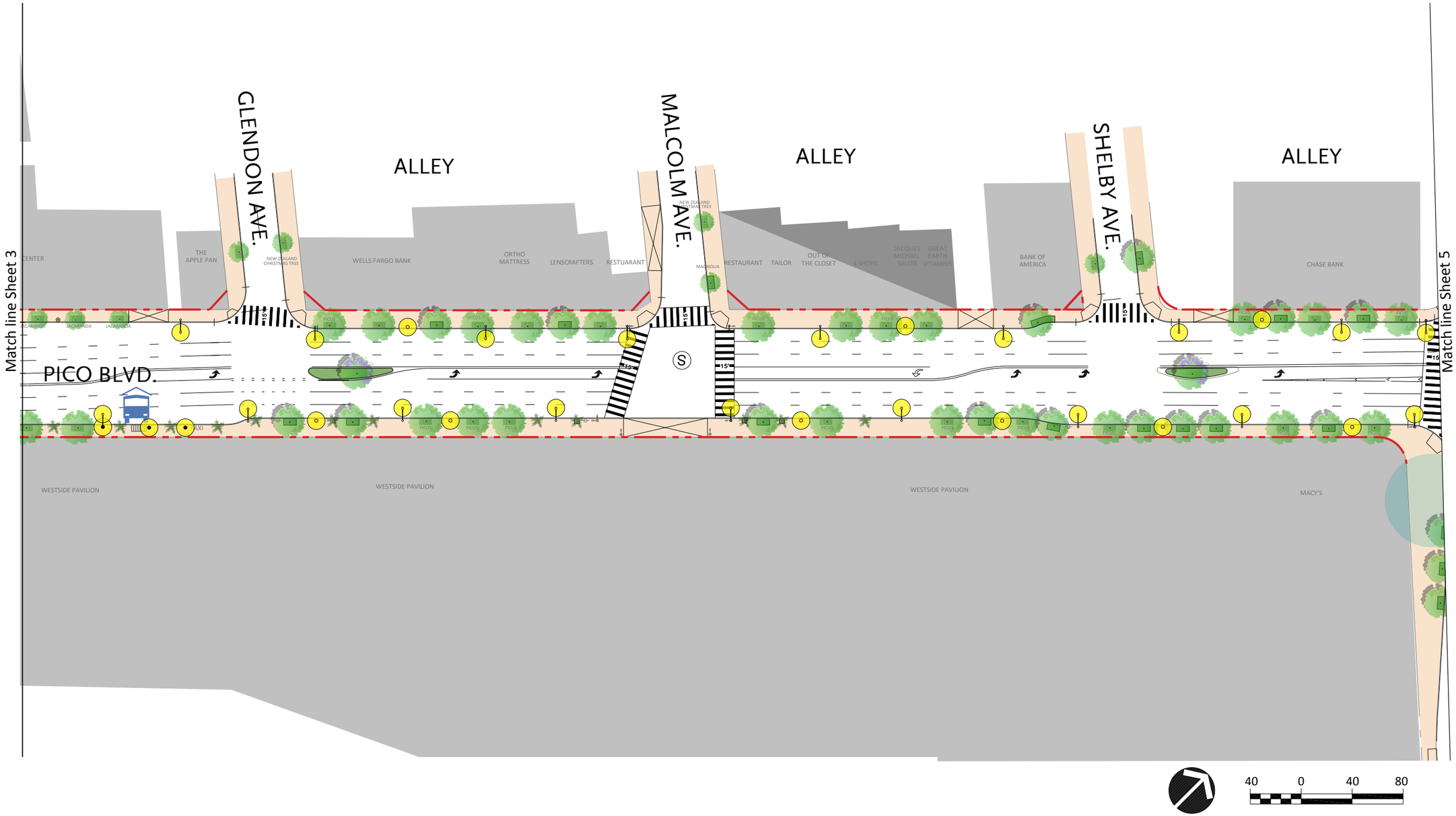


PICO 405 - PATRICIA ILLUSTRATIVE STREETSCAPE PLAN - Sheet 2

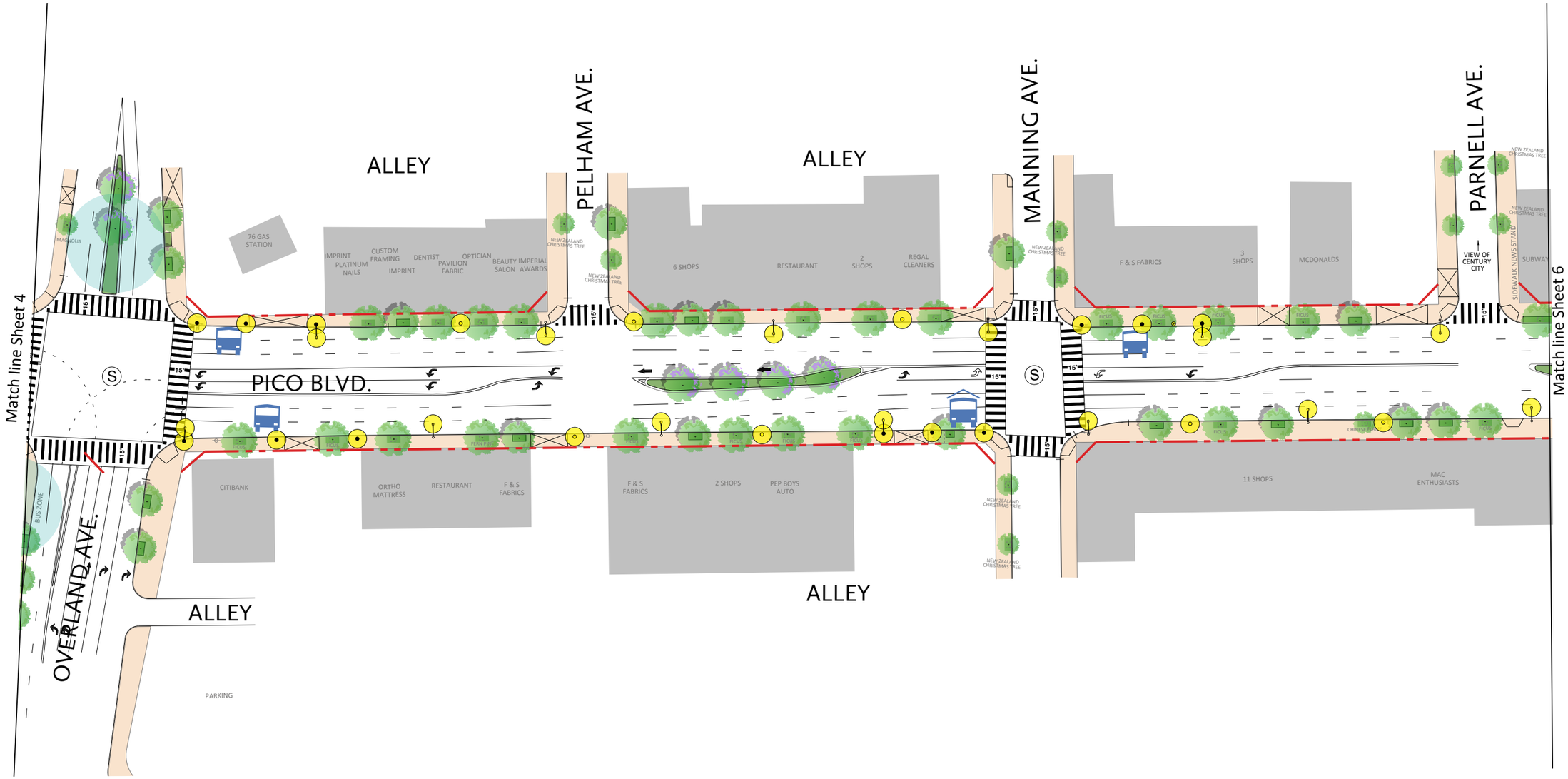


PICO 405 - PATRICIA ILLUSTRATIVE STREETSCAPE PLAN - Sheet 3

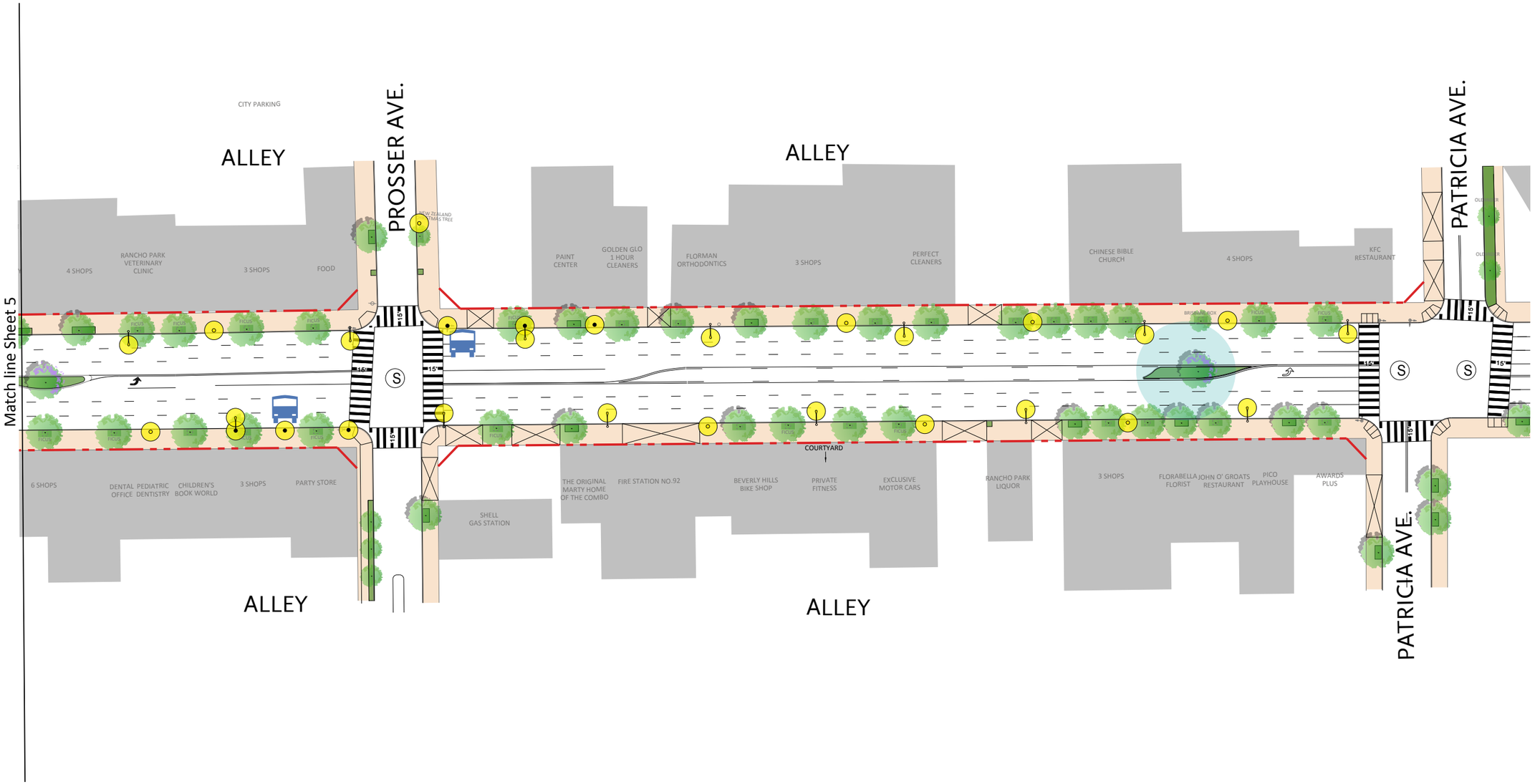
PICO 405 - PATRICIA ILLUSTRATIVE STREETSCAPE PLAN - Sheet 4



PICO 405 - PATRICIA ILLUSTRATIVE STREETSCAPE PLAN - Sheet 5



PICO 405 - PATRICIA ILLUSTRATIVE STREETSCAPE PLAN - Sheet 6



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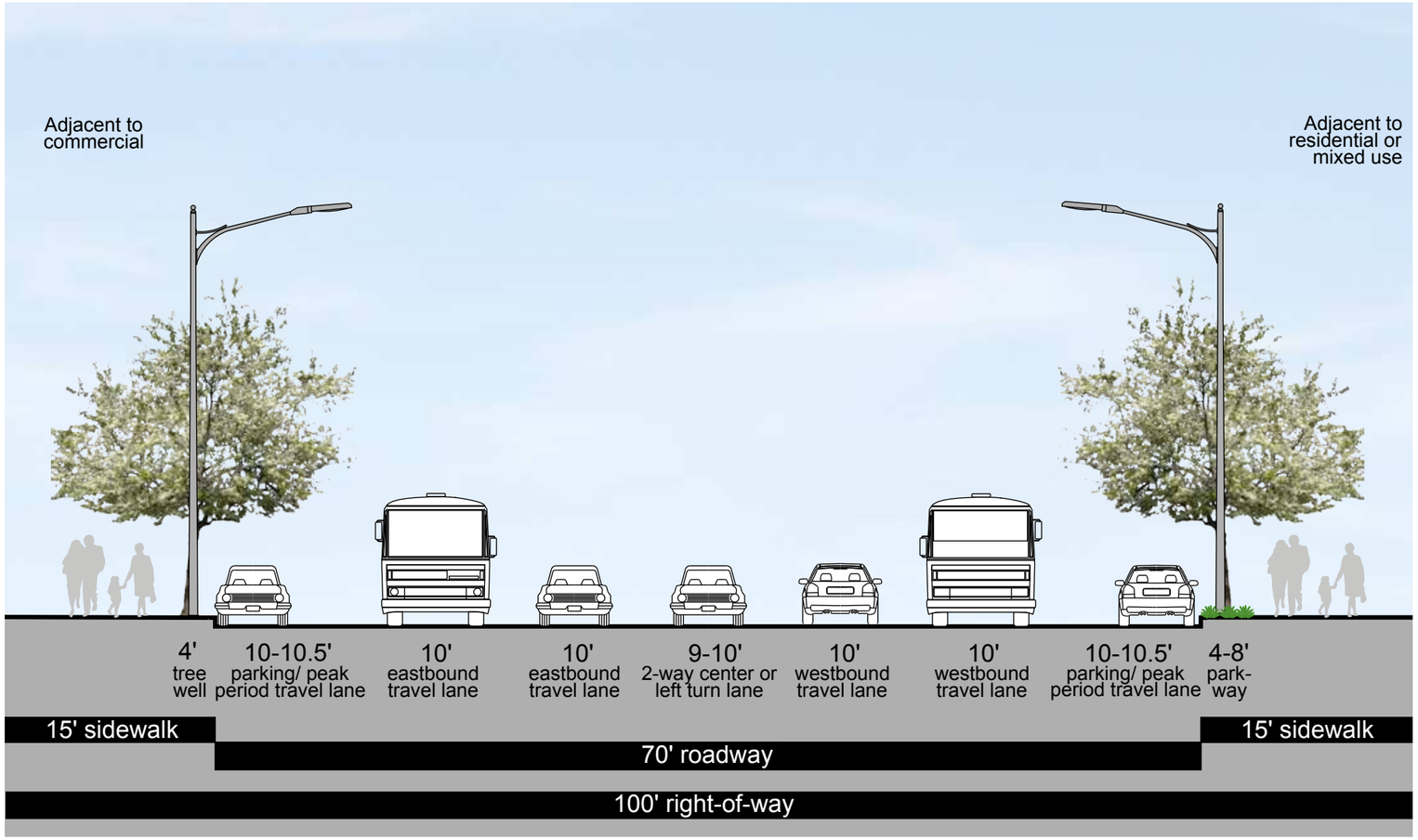
PICO 405 - PATRICIA STREET CROSS SECTIONS

PICO 405 - PATRICIA Typical Midblock Location Where Sidewalks are 15’ Wide*

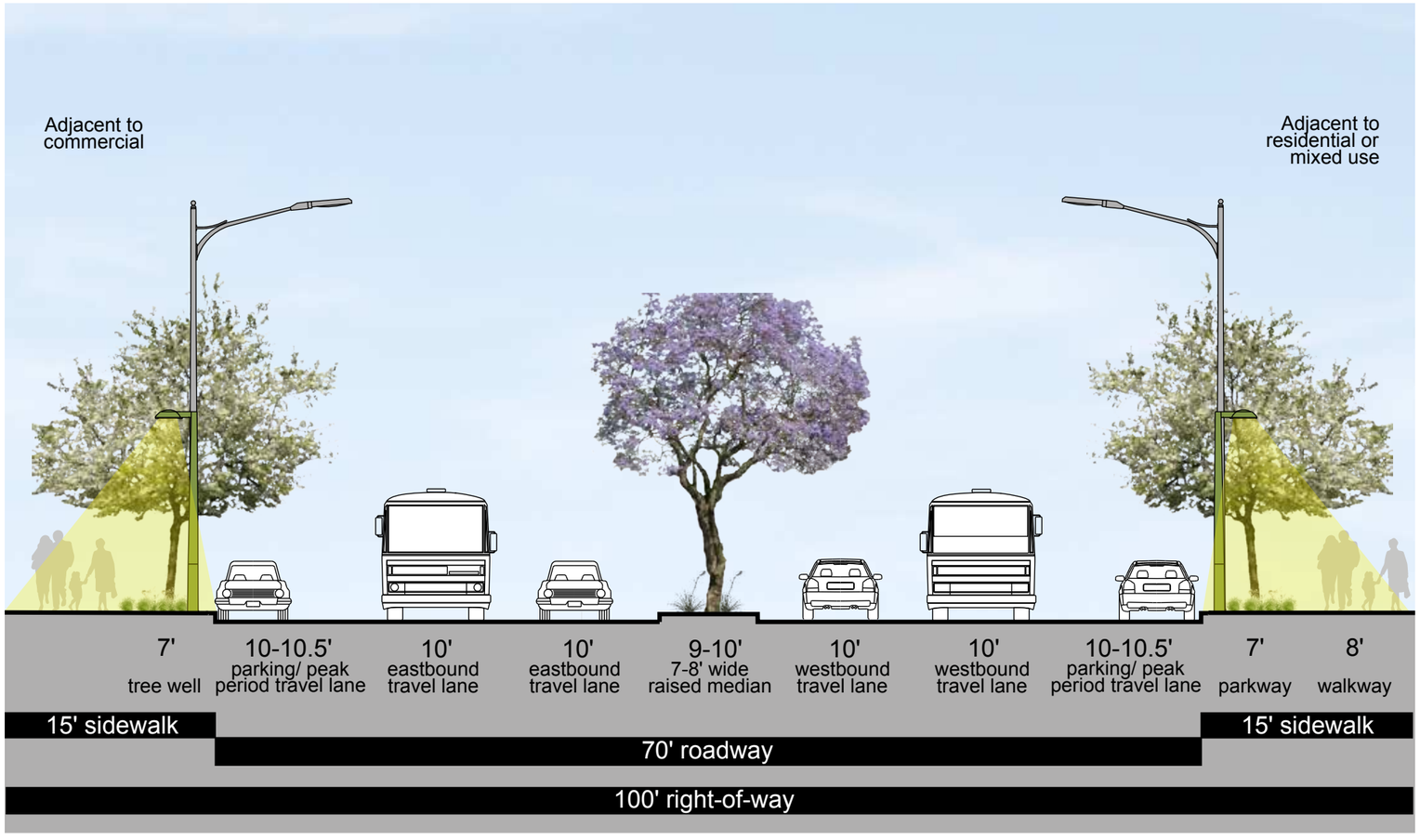


EXISTING

* Sidewalks are 15’ wide from the 405 Freeway to Midvale Ave., Glendon Ave. to Shebly Ave., and Manning Ave. to Patricia Ave.

All Pico Boulevard cross sections are looking west.

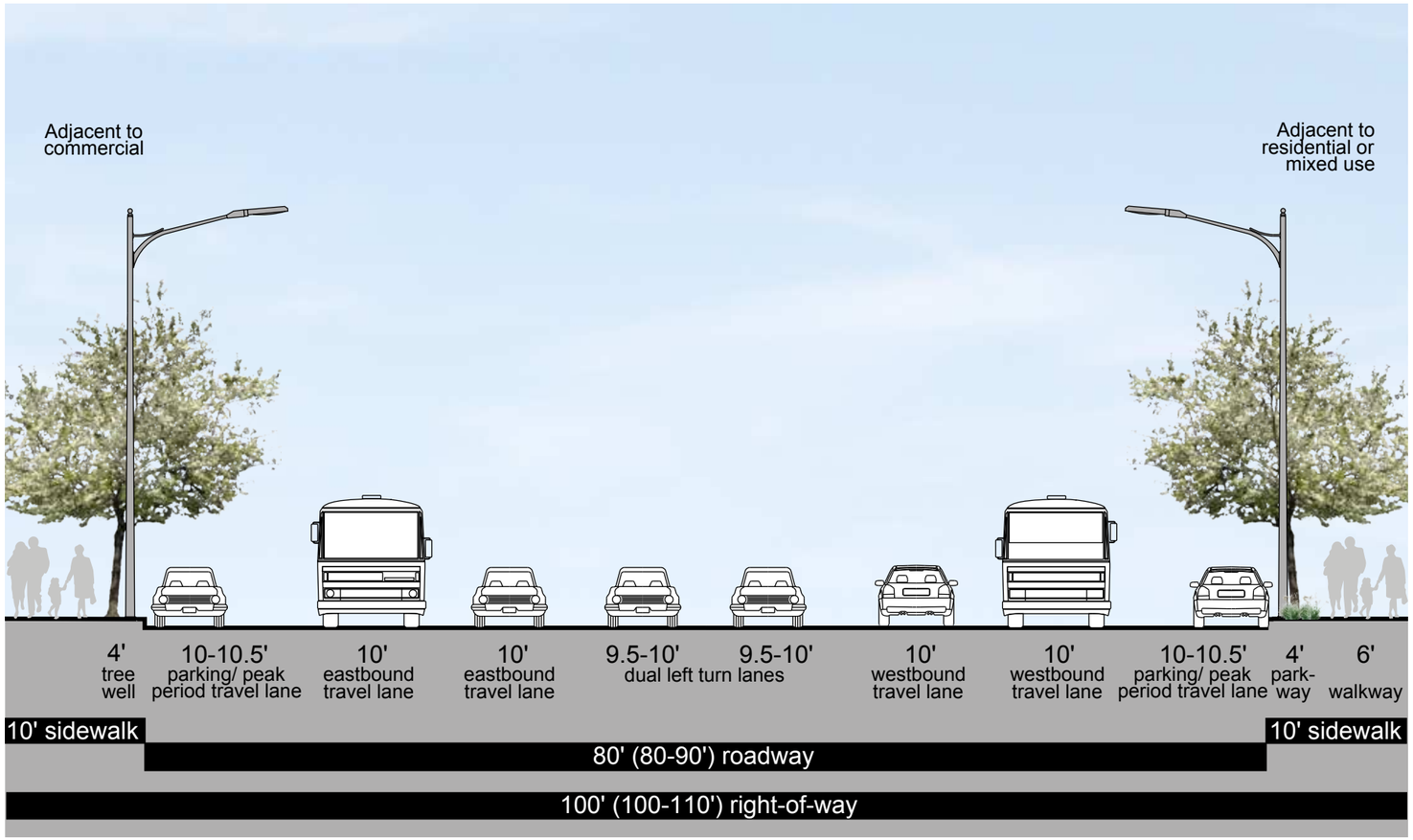
PICO 405 - PATRICIA Typical Midblock Where Sidewalks are 15’ Wide*



PROPOSED

* Sidewalks are 15’ wide from the 405 Freeway to Midvale Ave., Glendon Ave. to Shebly Ave., and Manning Ave. to Patricia Ave.

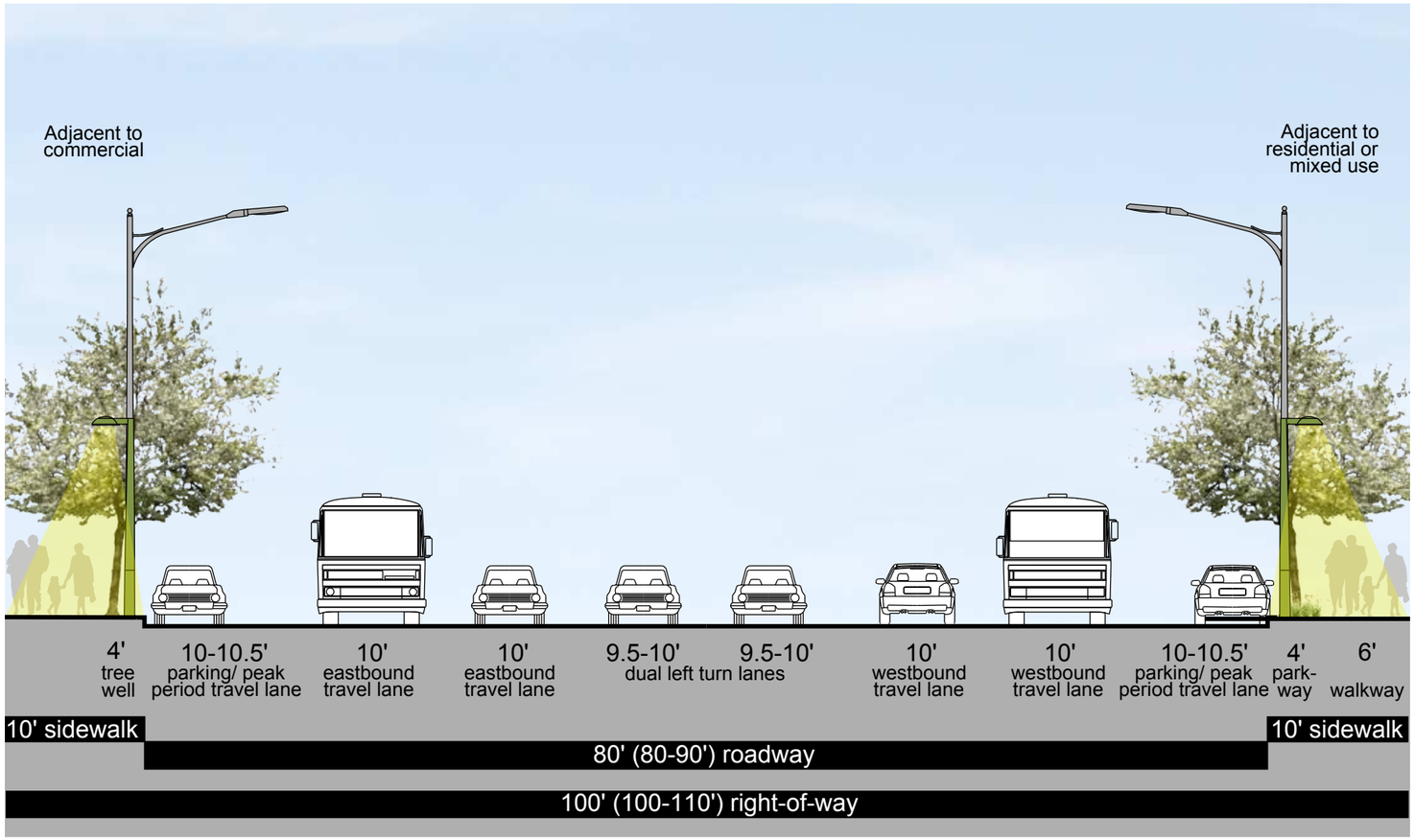
PICO 405 - PATRICIA Typical Midblock Location Where Sidewalks are 10’ Wide*



EXISTING

* Sidewalks are 10’ wide from the Midvale Ave. to Glendon Ave. and Shebly Ave. to Manning Ave.

PICO 405 - PATRICIA Typical Midblock Where Sidewalks are 10’ Wide*



PROPOSED

* Sidewalks are 10’ wide from the Midvale Ave. to Glendon Ave. and Shebly Ave. to Manning Ave.

ILLUSTRATIVE SKETCHES

PICO 405 - PATRICIA Typical Sidewalk

Above: Existing view.

Right: Proposed improvements including enhanced sidewalk paving, street trees with planted tree wells, pedestrian lights, benches, and planters.

PICO 405 - PATRICIA at Overland Avenue

Left: Existing view looking south at the intersection from Overland Avenue.

Below: Proposed median on Overland Avenue would create a gateway.

PICO 405 - PATRICIA - Proposed Median

Left: Existing view.

Below: Proposed median with low-level planting.

5.3 MOTOR AVENUE

The Mobility Plan 2035 redesignated Motor Avenue between Venice Boulevard and the 10 Freeway from the prior Secondary Highway (90-foot right-of-way with a 70-foot wide roadway and 12-foot wide sidewalks) to an Avenue II Modified with an 86 -foot wide right-of-way, 62-foot wide roadway and 12-foot wide sidewalks. The roadway width is consistent with the predominant existing condition. The sidewalk is wider than most existing 9-foot wide sidewalks, but narrower than some 14-foot wide sidewalks.

Proposed improvements are illustrated in the following subsections:

STREETSCAPE ELEMENTS describes the trees, low-level plants, street lighting and street furniture selected by the community.

ILLUSTRATIVE STREETSCAPE PLAN shows the approximate location of proposed separated bike lanes, continental crosswalk striping, curb extensions, street trees, tree wells, parkways, pedestrian-scale street lights, bus stop improvements, and potential gateway element locations.

In addition to the specific elements shown on the Illustrative plan, trash receptacles and seating shall be provided at the spacing specified in Table 1 in conjunction with a project or may be provided in other locations approved by DPW.

STREET CROSS SECTIONS illustrate the typical existing condition and proposed future conditions at several typical locations:

- Midblock in the short term.
- Midblock in the longer term following dedication of additional right-of-way and sidewalk widening in conjunction with future development.
- At bus stops in the short term.
- At bus stops in the longer term following dedication of additional right-of-way and sidewalk widening in conjunction with future development.

ILLUSTRATIVE SKETCHES show:

- A typical midblock view.
- A view of an intersection with bus stops.

STREETSCAPE ELEMENTS

Street Tree.
Koelreuteria bipinnata
Chinese Flame

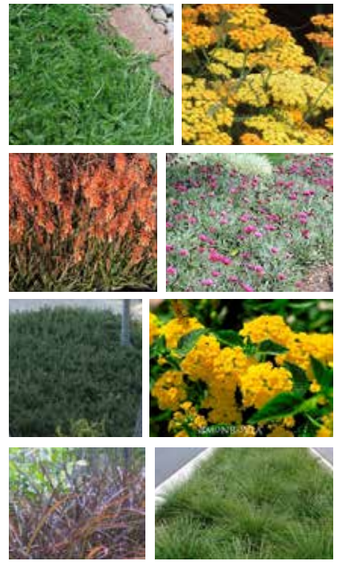
Type:	Deciduous
Origin:	China
Height:	30 to 40 feet
Spread:	30 to 40 feet
Form:	Round headed
Spacing:	25 to 35 feet
Flowers:	Yellow - summer
Fruits:	Showy orange capsules - fall
Water:	Relatively drought tolerant once established in big tree well (WUCOLS Moderate)
Growth rate:	Moderate

Street Tree on Key Cross Streets*
Lyonothamnus floribundus subsp. *asplenifolius*
Catalina Ironwood

Type:	Evergreen
Origin:	California
Height:	30 to 40 feet
Spread:	20 to 30 feet
Form:	Columnar
Spacing:	30 feet
Flowers:	Inconspicuous
Water:	Drought tolerant (WUCOLS Low)
Growth rate:	Moderate

* as determined by the Palms Neighborhood Council

Median Tree
Not applicable (no medians).



Low-Level Plant Palette
All locations:
Achillea millifolium
Aloe 'Grassy Lassie'
Arctotis 'Magenta', 'Pumpkin Pie'
Rosmarinus 'Huntington Carpet'
Lantana 'Gold Rush'
Lomondra 'Breeze'
Phormium 'Jack Spratt'

Pedestrian Lights
Historic replica street lights and poles with a single luminaire.

Trash Receptacles and Seating
A family of seating and trash receptacles such as the Landscape Forms Presidio in green. The BID or individual property owners would be required to maintain these furnishings.

Bus Shelters
Boulevard shelter in green.

Alternative Trash Receptacles
City-provided and maintained trash receptacles as a low-cost alternative.

MOTOR AVENUE ILLUSTRATIVE STREETSCAPE PLAN

BASE MAP LEGEND

Base map is LADOT striping plan aligned with City orthophoto aerial.
Key information from LADOT striping plans:

- Two way left turn lane
- Left turn lane
- Signalized intersection
- Curb
- Driveway apron
- ADA ramp

Other base map information:

- Building footprint (approximate)

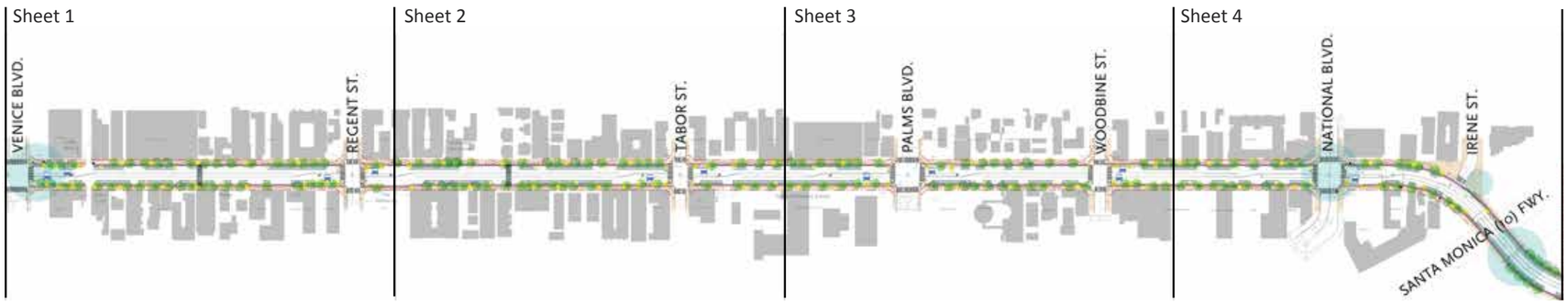
STREETSCAPE PLAN LEGEND

Existing Elements

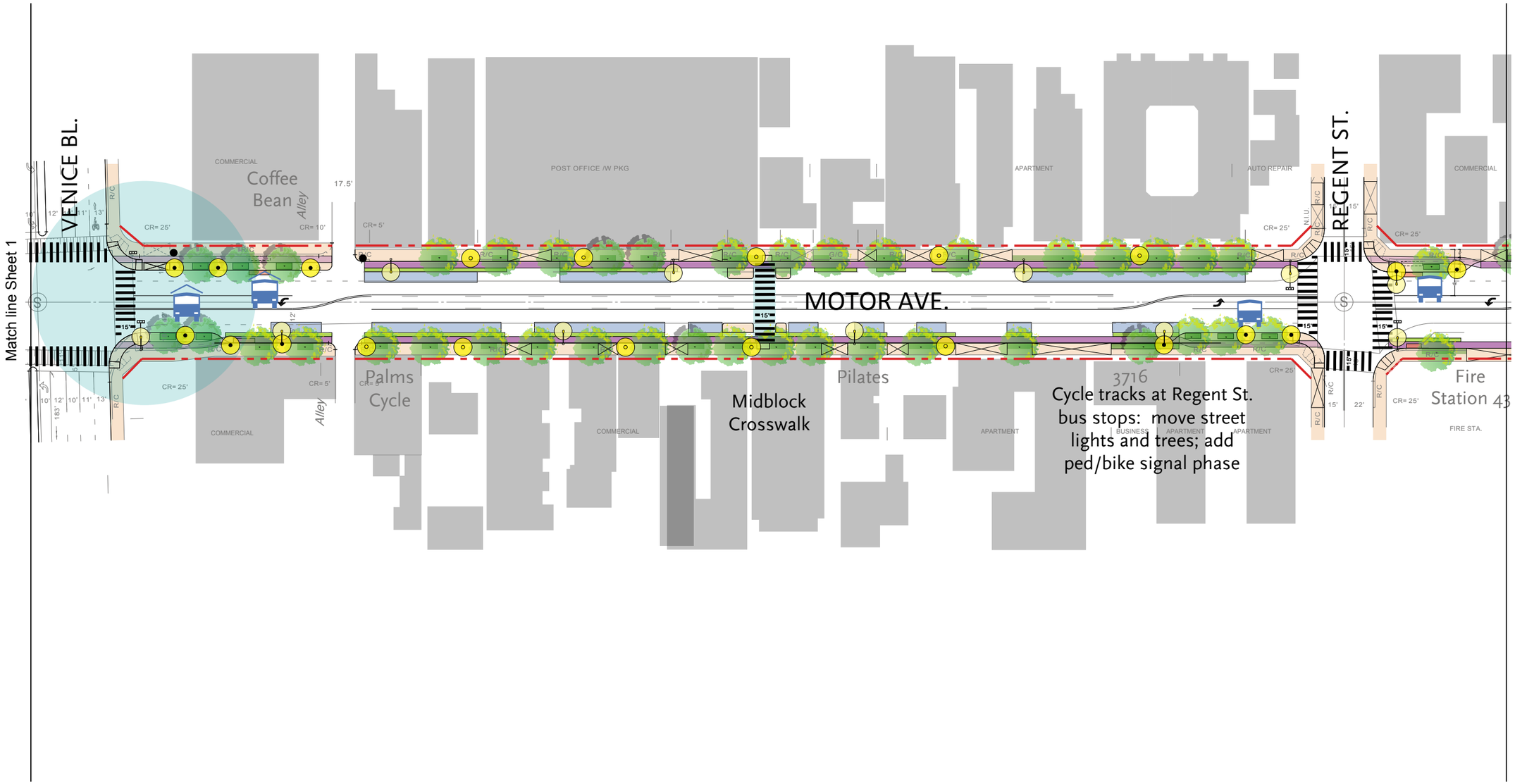
- Sidewalk
- Tree well - enlarge
- Parkway typically grass - enlarge/replant
- Street trees:
  Koelreuteria bipinnata (Chinese Flame Tree)
- Street light
- Traffic signal
- Utility pole
- Fire hydrant
- Storm drain inlet:
  to remain
  to be moved
- Driveway:
  to remain
  to be relocated
- Bus stop with shelter
- Bus stop with bench(es)

Proposed Elements

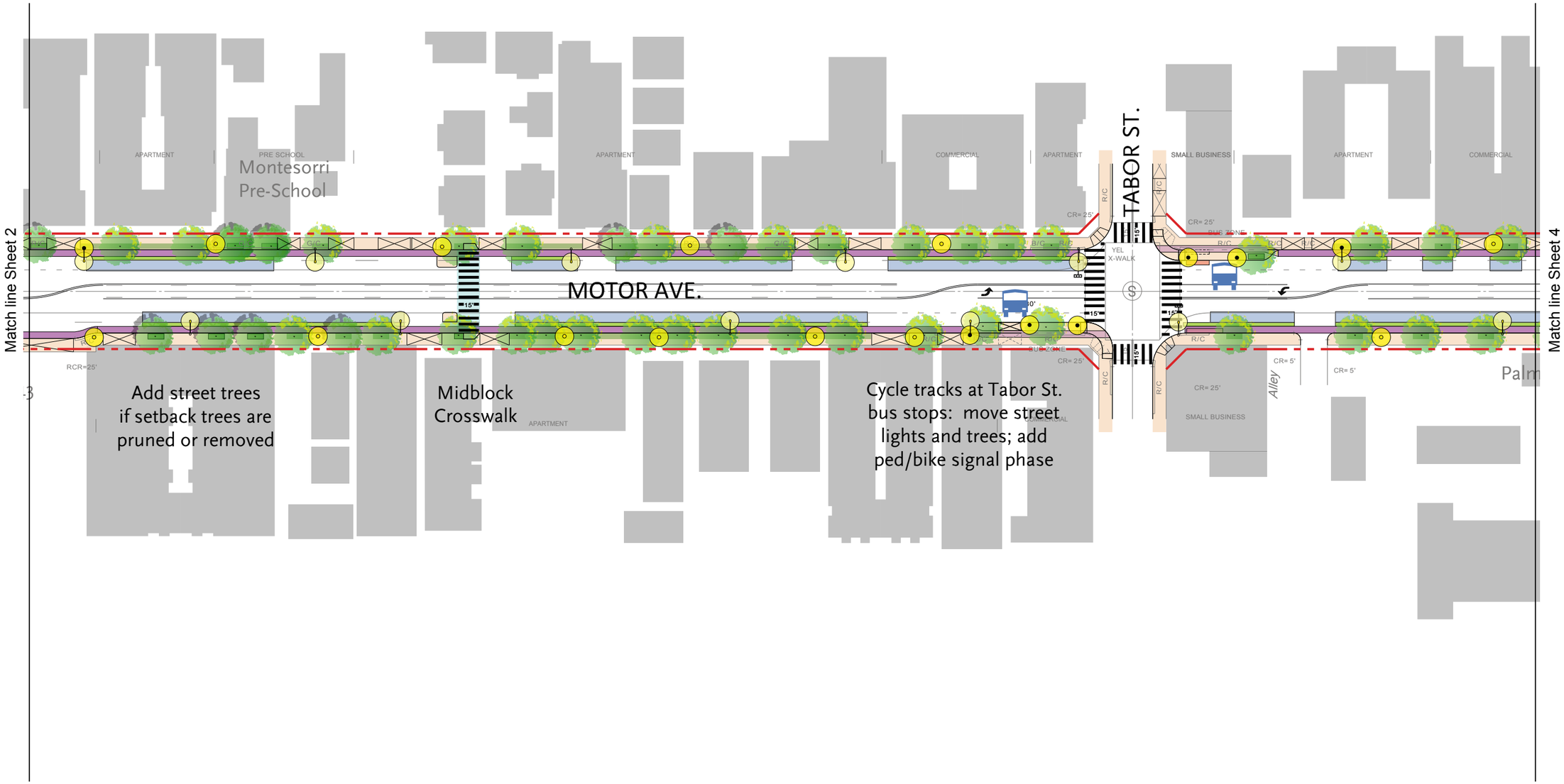
- Tree well
- Parkway with low-level planting
- Infill street tree - *Koelreuteria bipinnata* (Chinese Flame)
- Corner curb extension with ramp for pedestrians/bikes
- Midblock curb extension
- Relocated storm drain inlet
- Relocated driveway
- Bus stop pedestrian light
- Other pedestrian light
- Continental striping at existing marked crosswalk
- New crosswalk with continental striping
- Bicycle lane
- Bicycle lane with pedestrian crossing
- Buffer
- Curbside parking
- Future right-of-way line after dedication
- Potential location of gateway element or gathering place



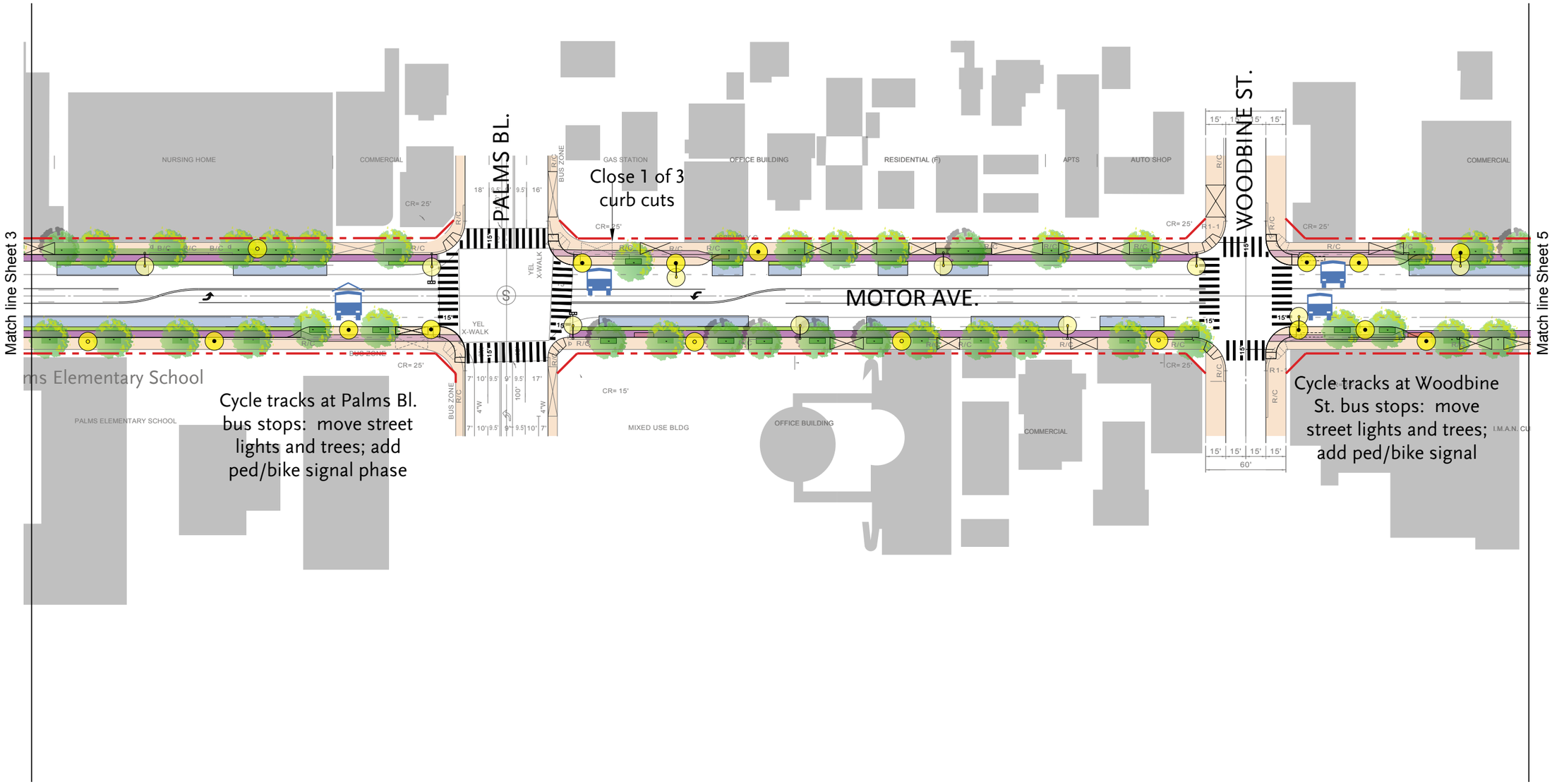
MOTOR AVENUE ILLUSTRATIVE STREETSCAPE PLAN - Sheet 1



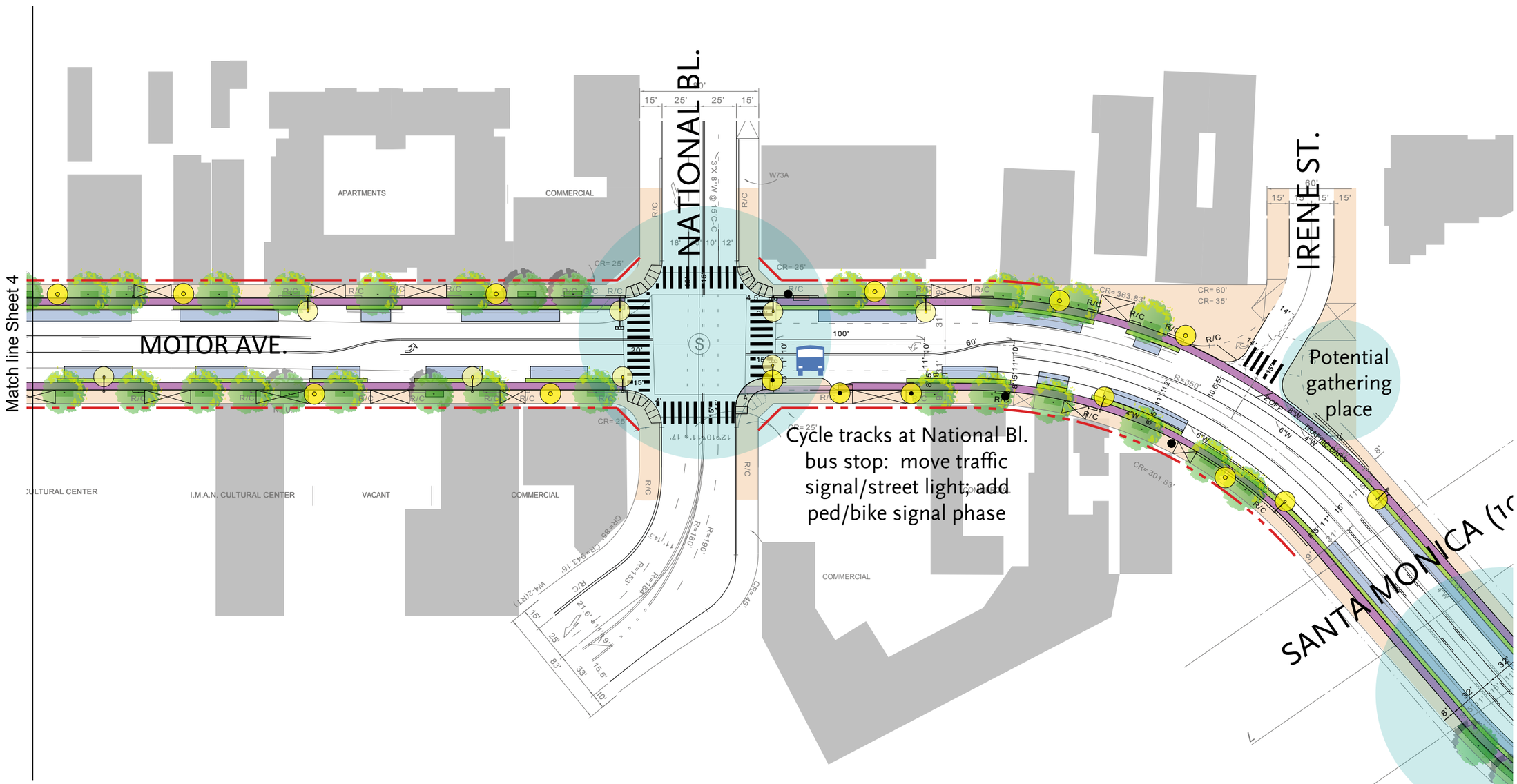
MOTOR AVENUE ILLUSTRATIVE STREETSCAPE PLAN - Sheet 2



MOTOR AVENUE ILLUSTRATIVE STREETSCAPE PLAN - Sheet 3

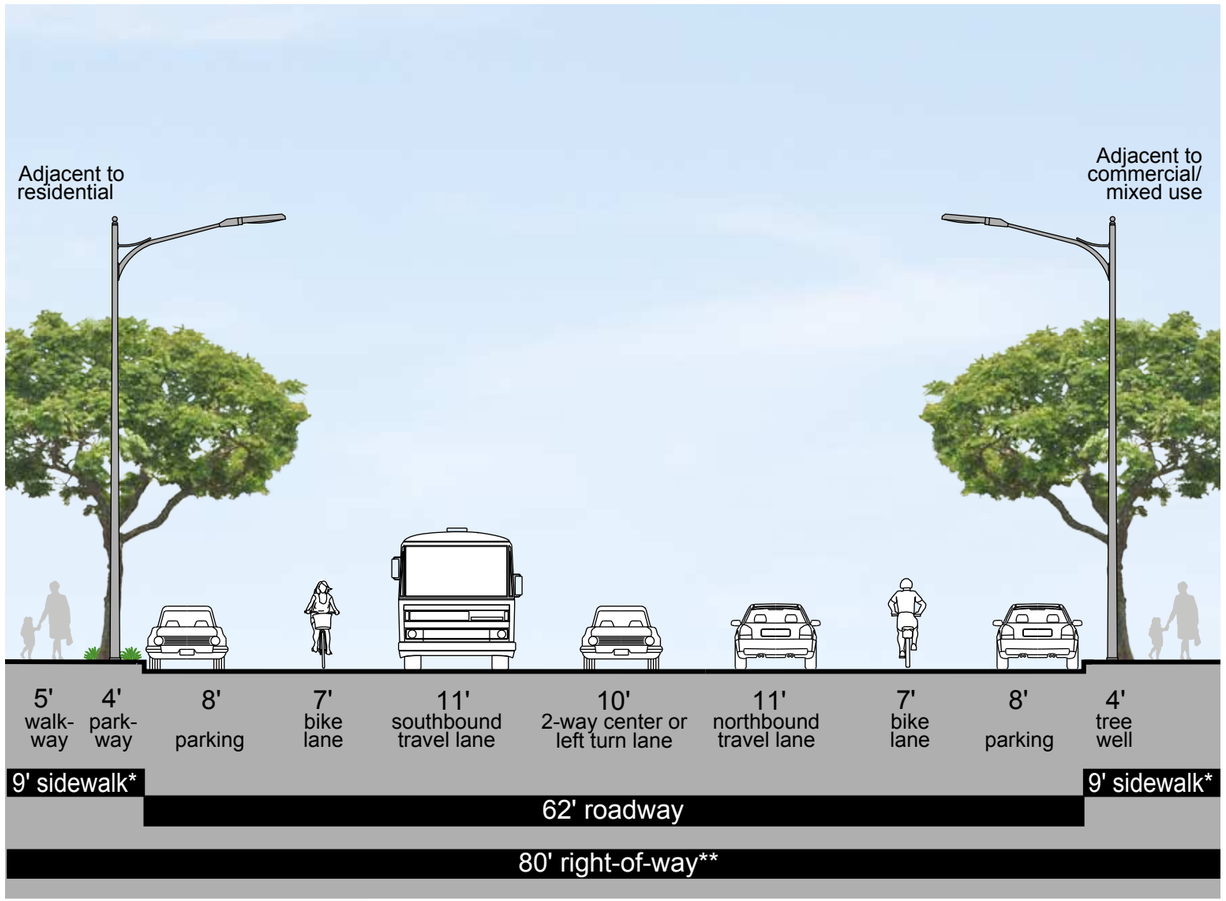


MOTOR AVENUE ILLUSTRATIVE STREETSCAPE PLAN - Sheet 4



MOTOR AVENUE STREET CROSS SECTIONS

MOTOR AVENUE Typical Midblock Location

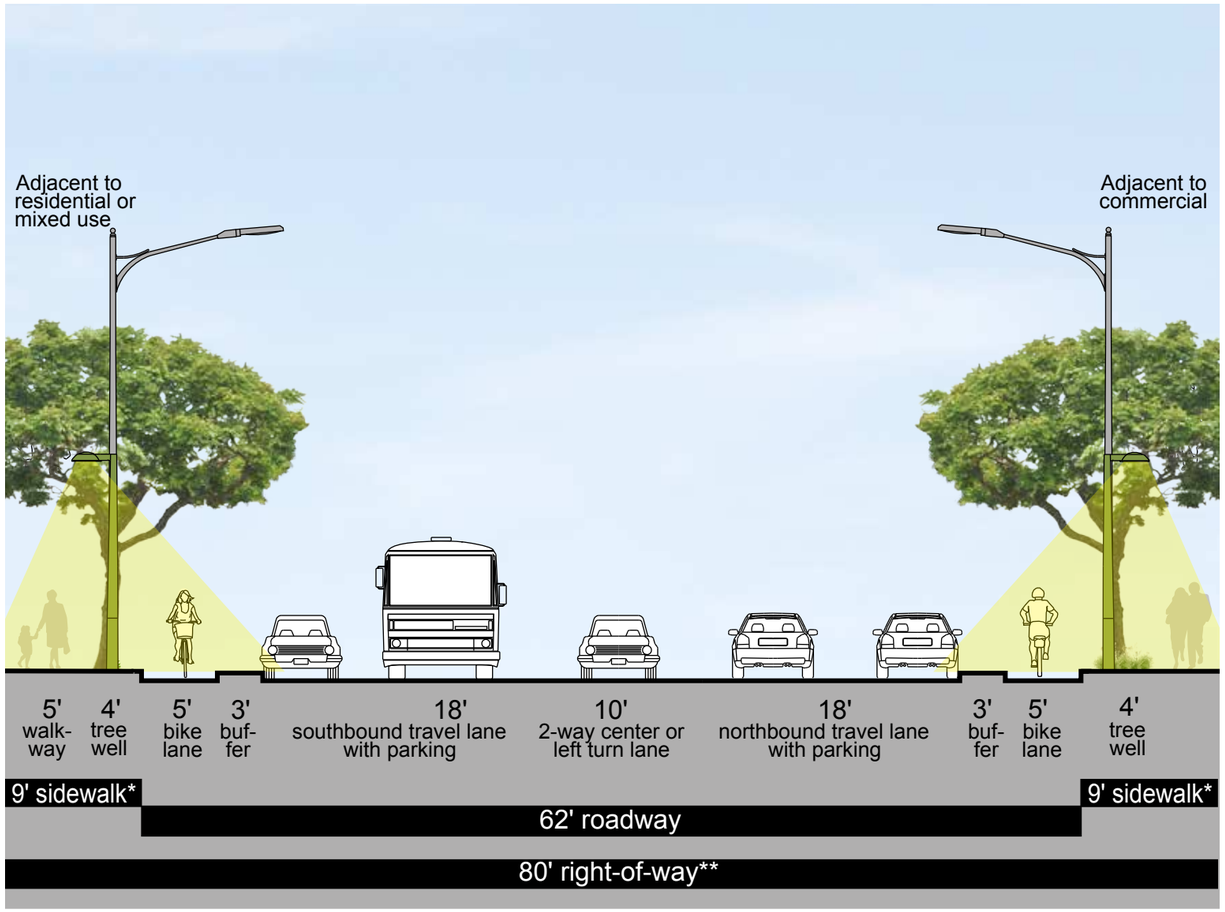


EXISTING

* Sidewalks are 14’ wide in some locations.
** Right-of-way is 85’ or 88’ in some locations.

All Motor Avenue cross sections are looking north.

MOTOR AVENUE Typical Midblock Location

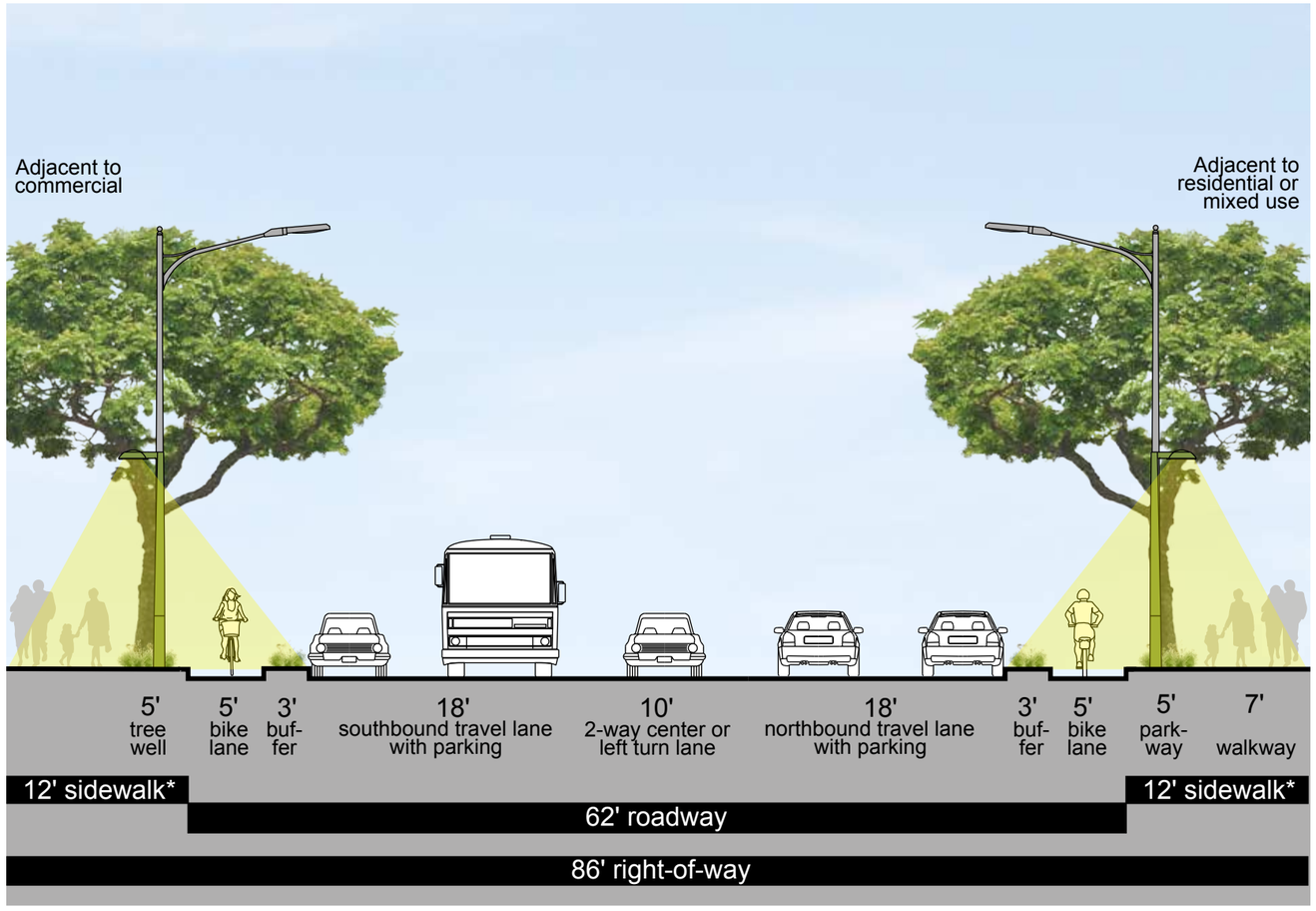


PROPOSED In the Short Term

* Sidewalks are 14’ wide in some locations.

** Right-of-way is 85’ or 88’ in some locations.

MOTOR AVENUE Typical Midblock Location



PROPOSED In the Long Term

* Street dedications from new development will provide at least 12’ wide sidewalks.
  Existing 14’ wide sidewalks with 6’ parkways and 8’ walkways in 85’ or 88’ rights-of-way will remain.

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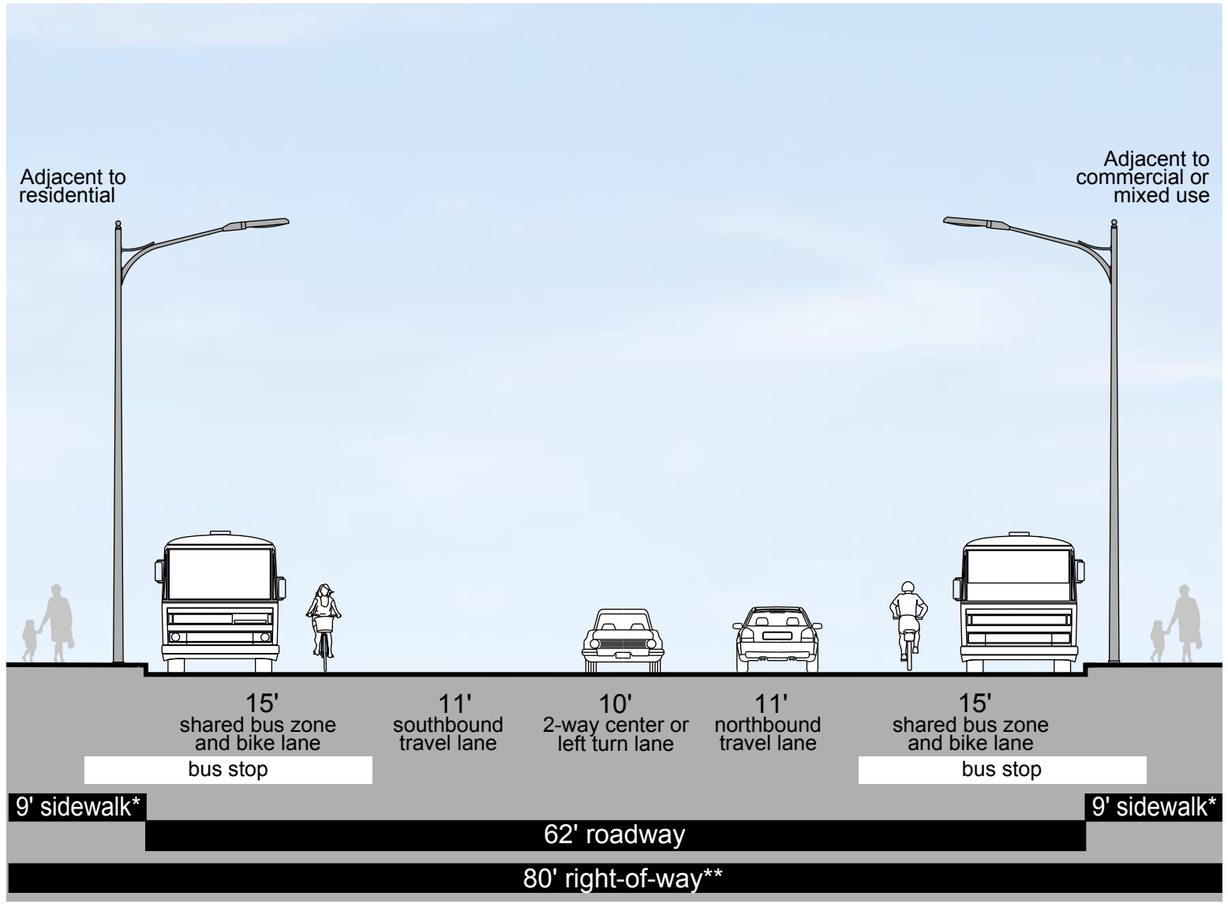
MOTOR AVENUE Typical Bus Stop Locations at Corners

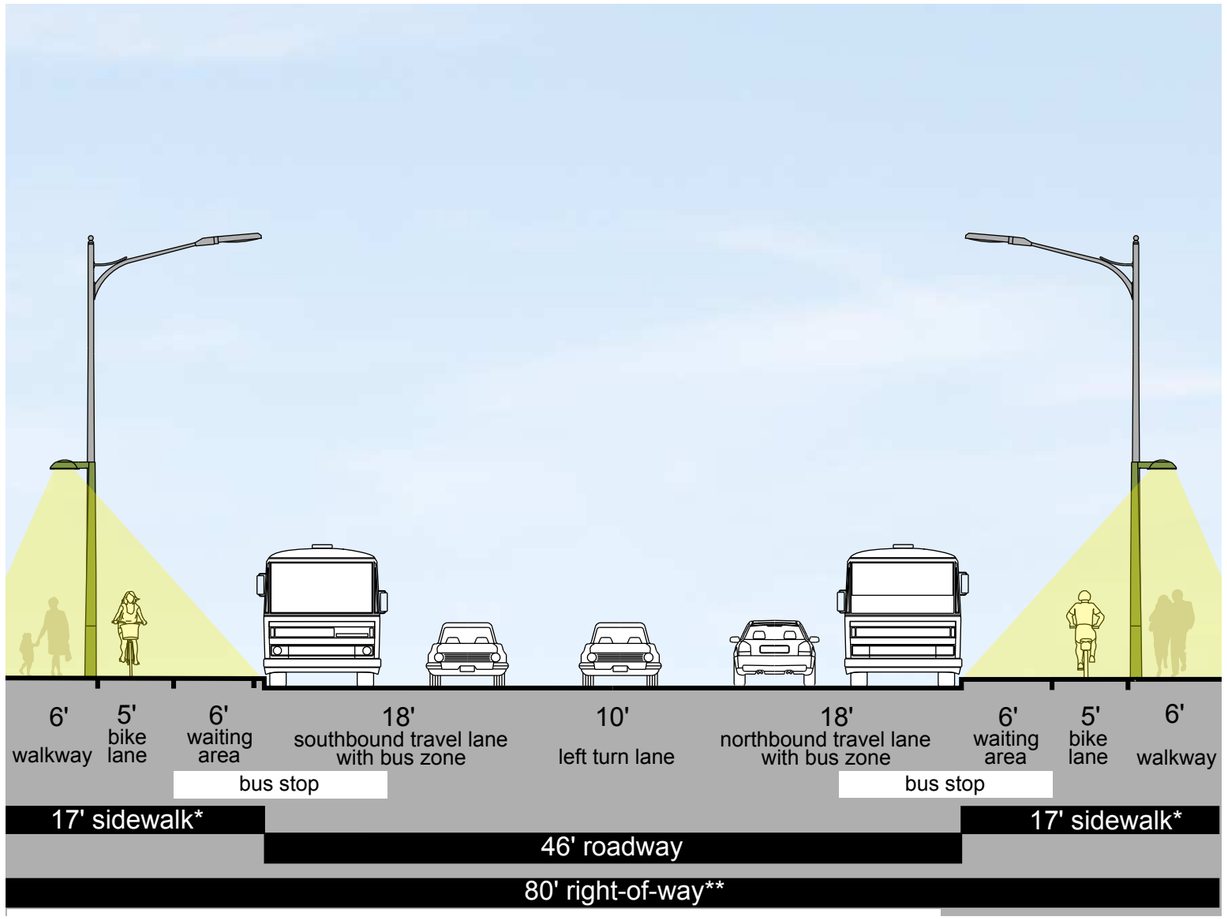


EXISTING

* Sidewalks are 14’ wide in some locations.

** Right-of-way is 85’ or 88’ in some locations.

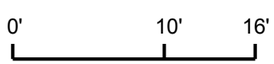
MOTOR AVENUE Typical Bus Stop Locations at Corners



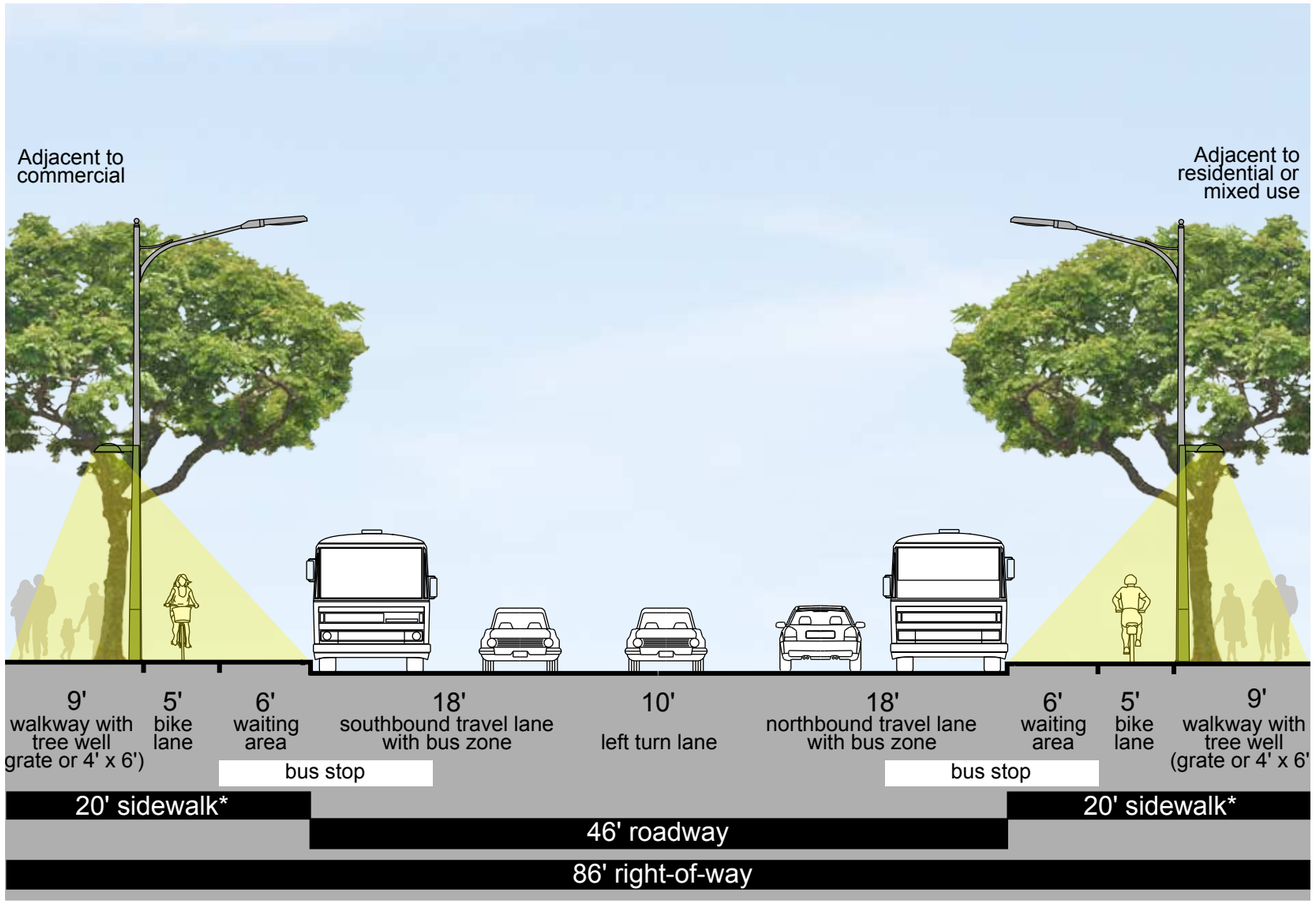
PROPOSED In the Short Term

* Sidewalks are 14’ wide in some locations.

** Right-of-way is 85’ or 88’ in some locations.



MOTOR AVENUE Typical Bus Stop Locations at Corners



PROPOSED In the Long Term

* 12’ typical sidewalk + 8’ curb extension = 20’ sidewalk at bus stops.
  Street dedications from new development will provide at least 12’ wide sidewalks.
  Existing 14’ wide sidewalks in 85’ or 88’ rights-of-way will remain, resulting in 22’ total sidewalks.

MOTOR AVENUE Typical Midblock

Left: Existing view of a typical midblock location looking north.

Below: Future view of the same location with separated bike lanes.

MOTOR AVENUE at Bus Stops

Left: Existing view of the intersection of Motor Avenue and Woodbine Street looking north. There are bus stops on both sides of the street north of the intersection.

Below: Future view of the same intersection with separated bike lanes.

MOTOR AVENUE

Left: Existing view in front of the post office looking north.

Below: Future view of the same location with a midblock cross-walk and pedestrian street lights.

MOTOR AVENUE Midblock Crossing

Left: Existing view just north of post office.

Below: Future view of the same location with a midblock cross-walk.

MOTOR AVENUE Tree Wells

Left: Existing view of sidewalk post office.

Below: Future view of the same location with longer tree wells that will allow trees to grow bigger and be healthier.

5.4 CENTINELA AVENUE

The Mobility Plan 2035 redesignated Centinela Avenue between Washington Boulevard and Jefferson Boulevard in Del Rey from Major Highway Class II (generally a 104-foot right-of-way with an 80-foot wide roadway and 12-foot wide sidewalks and, where required at intersections, 114-foot right-of-way with a 90-foot wide roadway and 12-foot wide sidewalks) to an Avenue II Modified with varying dimensions, including:

- 86-foot right-of-way with a 66-foot wide roadway and 10-foot wide sidewalks north of Walsh Avenue, which is consistent with the existing street condition north of Short Avenue;
- 86 to 100-foot right-of-way with 66 to 80-foot wide roadway and 10' wide sidewalks between Walsh Avenue and Wagner Street;
- 90-foot right-of-way with 66-foot wide roadway and 12-foot wide sidewalks generally between Wagner Street and Milton Street;
- 100 to 104-foot right-of-way with 74 to 84-foot wide roadway and eight to 13-foot wide sidewalks south of Milton Street.

Proposed improvements are illustrated in the following subsections:

STREETSCAPE ELEMENTS describes the trees, low-level plants, street lighting and street furniture selected by the community.

ILLUSTRATIVE STREETSCAPE PLAN shows the approximate location of proposed medians, continental crosswalk striping, curb extensions, street trees, tree wells, parkways, pedestrian-scale street lights, bus stop improvements and potential gateway element locations.

In addition to the specific elements shown on the illustrative plan, trash receptacles and seating shall be provided at the spacing specified in Table 1 in conjunction with a project or may be provided in other locations approved by DPW. Additional medians may be added as driveways are eliminated or property owners agree to allow medians that required U-turns to access their driveways.

STREET CROSS SECTIONS illustrate the typical existing condition and proposed future conditions in the following segments:

- Walsh Avenue to Short Avenue
- Short Avenue to Stewart Avenue
- 90 Freeway to Wagner Street.

ILLUSTRATIVE SKETCH shows improvements in the commercial district between Greene Avenue and Walsh Avenue, including medians, curb extensions to provide more sidewalk space, street trees and street lights.

STREETSCAPE ELEMENTS

Street Tree
Residential Areas
Lyonothamnus floribundus subsp. *asplenifolius*
Catalina Ironwood

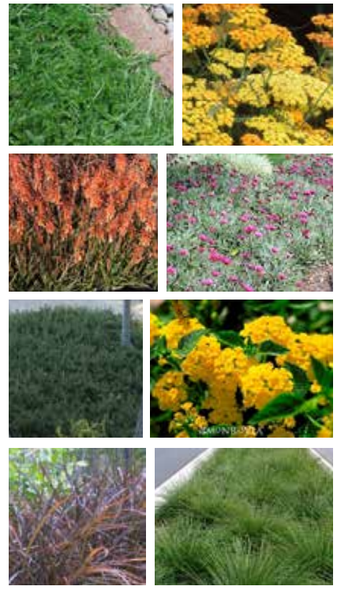
Type:	Evergreen
Origin:	California
Height:	30 to 40 feet
Spread:	20 to 30 feet
Form:	Columnar
Spacing:	30 feet
Flowers:	Inconspicuous
Water:	Drought tolerant (WUCOLS Low)
Growth rate:	Moderate

Street Tree
Commercial Areas
Koelreuteria paniculata
Goldenrain Tree

Type:	Deciduous
Origin:	China
Height:	25 to 35 feet
Spread:	20 to 30 feet
Form:	Round headed
Spacing:	25 to 35 feet
Flowers:	Yellow - summer
Fruits:	Showy orange capsules - fall
Water:	Drought tolerant (WUCOLS Low)
Growth rate:	Moderate

Median Tree
Calocedrus decurrens
Incense Cedar

Type:	Conifer
Origin:	California
Height:	40+ feet
Spread:	20-30 feet
Form:	Columnar
Spacing:	30 feet
Flowers:	None
Water:	Drought tolerant (WUCOLS Low)
Growth rate:	Slow at first, then moderate



Low-Level Plant Palette
All locations:
Achillea millifolium
Aloe 'Grassy Lassie'
Arctotis 'Magenta', 'Pumpkin Pie'
Rosmarinus 'Huntington Carpet'
Lantana 'Gold Rush'
Lomondra 'Breeze'
Phormium 'Jack Spratt'

Pedestrian Lights
To date there is no clear preference for pedestrian light style: one-third preferred historic replicas, half preferred contemporary styles (modified historic or traditional) styles, and the reminder preferred modern styles.

Trash Receptacles and Seating
A family of seating and trash receptacles such as the Landscape Forms Presidio in Bronze.

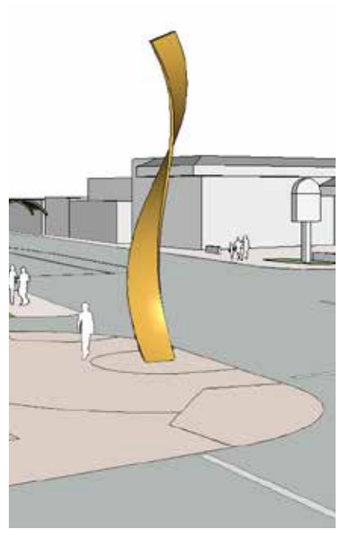
Alternate Street Tree north of Short Ave.
Losphostemon conferta
Brisbane Box

Type:	Evergreen
Origin:	Australia
Height:	30 to 40 feet
Spread:	20 to 30 feet
Form:	Columnar
Spacing:	30 feet
Flowers:	Inconspicuous
Water:	Relatively drought tolerant once established in big tree well (WUCOLS Moderate)
Growth rate:	Rapid

Brisbane Box trees were planted by DPW between Short Ave. and Washington Blvd.

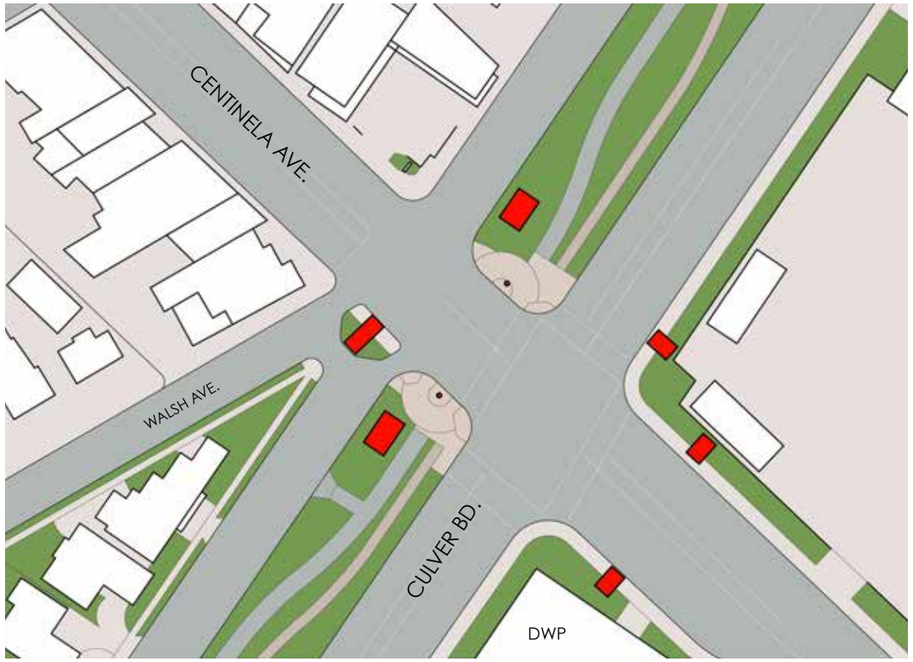
Bus Shelters
Boulevard shelter in bronze.

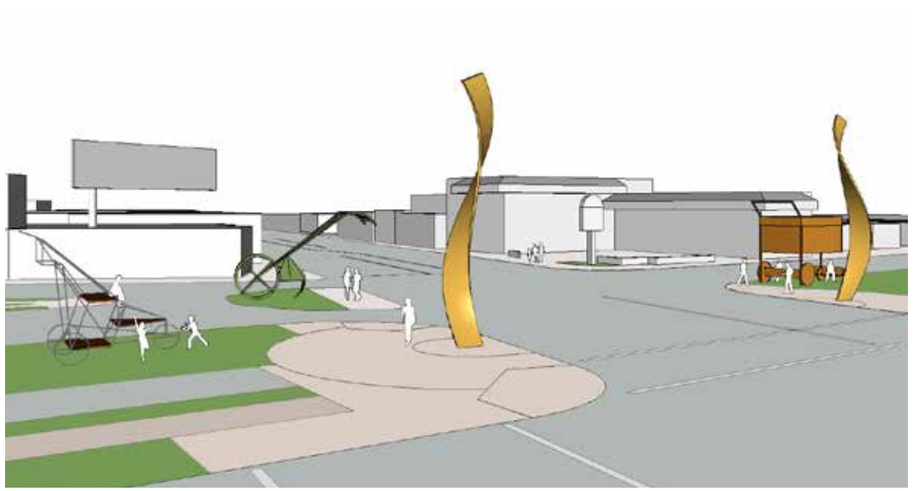
Alternative Trash Receptacles
City-provided and maintained trash receptacles as a low-cost alternative.



Gateway/Gathering Place at Centinela Ave. and Culver Blvd.
The following pages illustrate two concepts developed by local architecture firm Digbar to reinforce the sense of place at the heart of Del Rey.

1. Art elements based on vehicles that would have been seen historically and are present today along Centinela Ave.





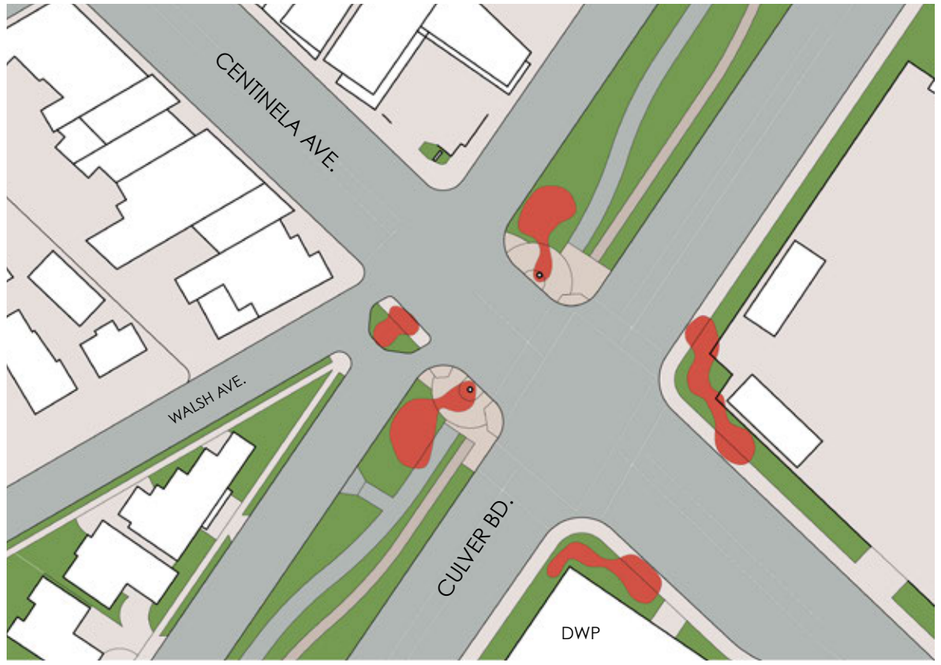
Centro Del Rey

Del Rey Fields

Del Rey Points

Ballona Del Rey

2. Shade strucctures based on the history of the area as a floodplain

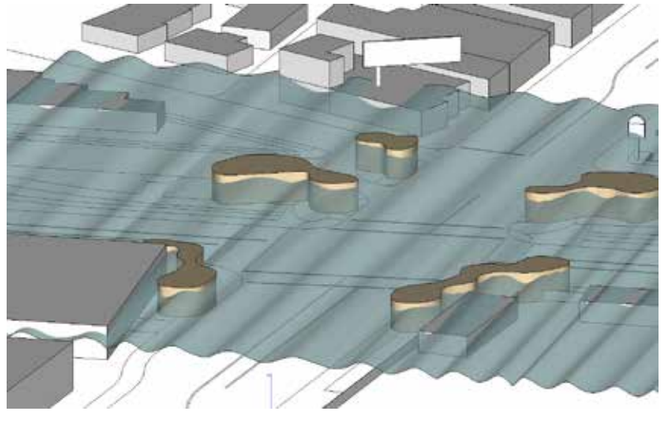


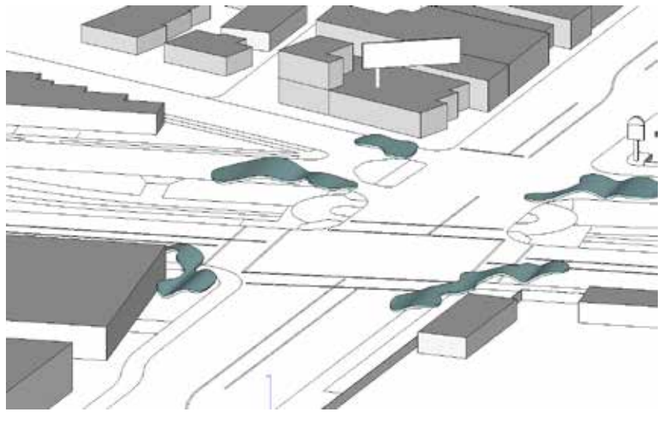
Del Rey Center-nela

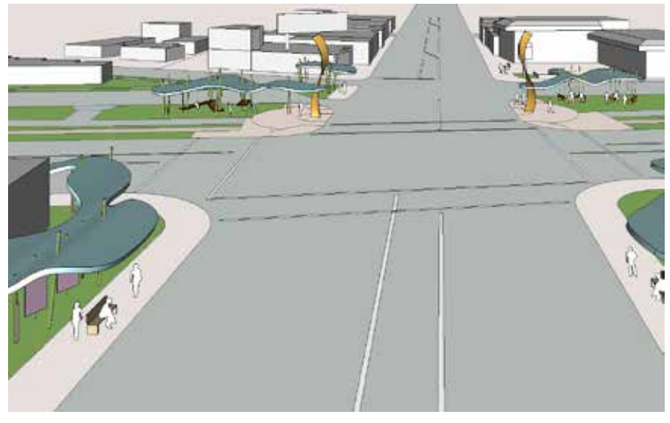
Ballona Del Rey

Del Rey Fields

DIGBAR
INTERIORS & ARCHITECTURE







CENTINELA AVENUE ILLUSTRATIVE STREETSCAPE PLAN

BASE MAP LEGEND

Base map is composite of LADOT striping plans.
Key information from LADOT striping plans:

- Travel lane
- Two way left turn lane
- Left turn lane
- Signalized intersection
- Curb
- Driveway apron
- ADA ramp

Other base map information:

- Building footprint (approximate)

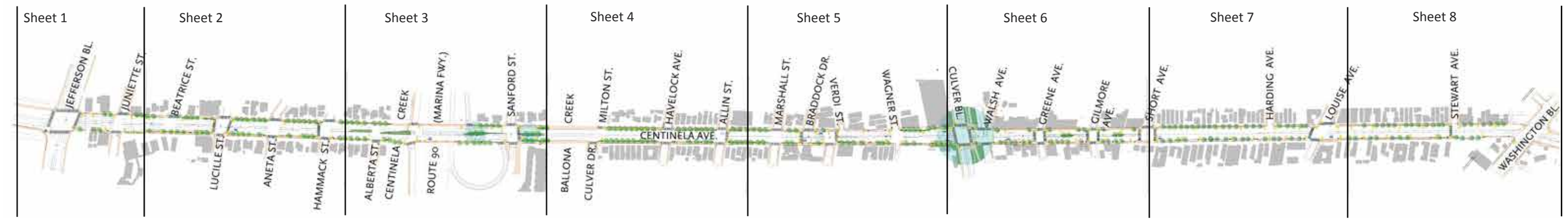
STREETSCAPE PLAN LEGEND

Existing Elements

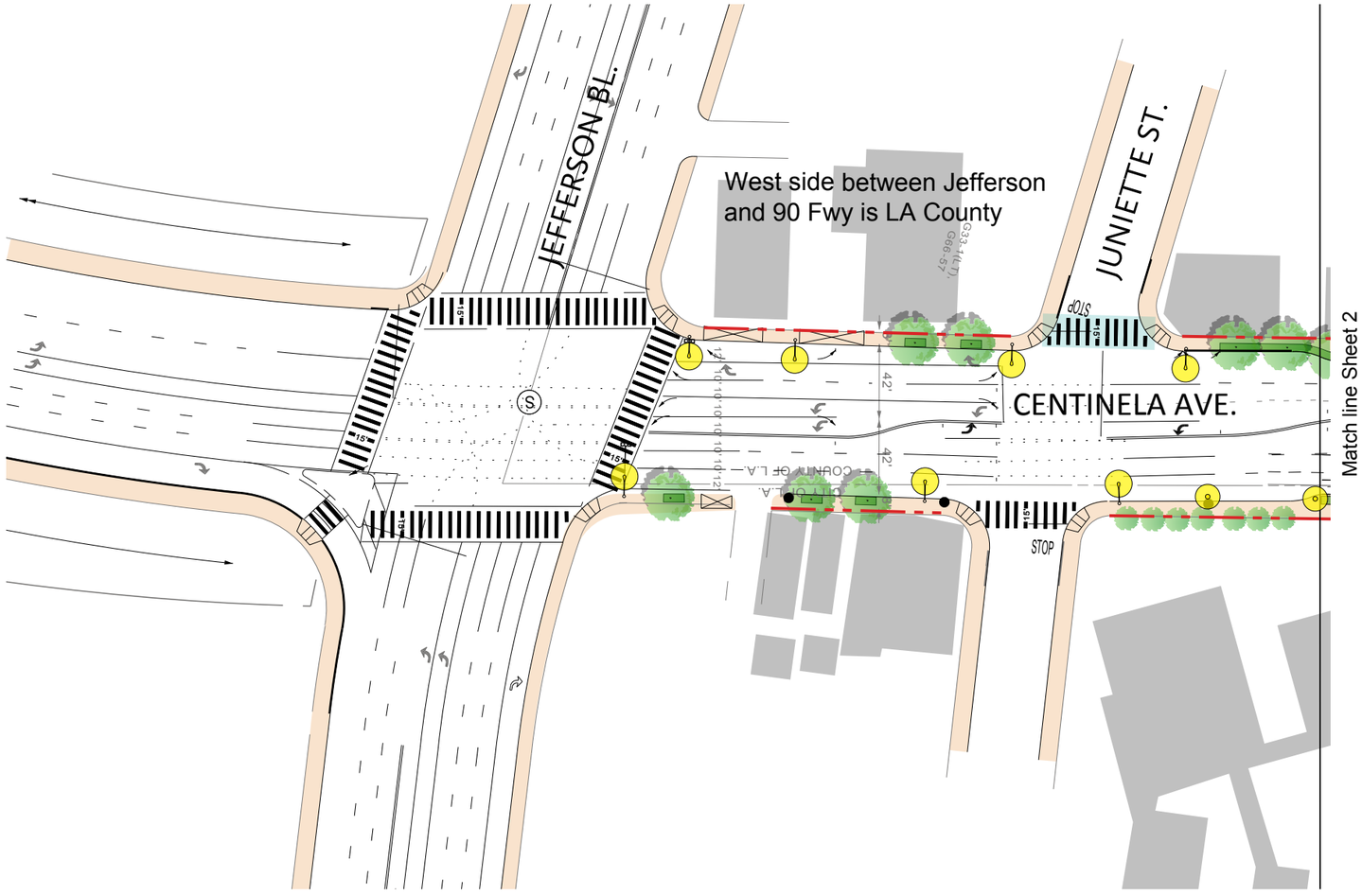
- Sidewalk
- Tree well - enlarge
- Parkway - modify to accommodate walkway
- Street trees:
  - *Lophostemon confertus* (Brisbane Box)
  - other (species listed)
- Street light
- Traffic signal
- Utility pole
- Storm drain inlet at proposed curb extension:
  - to remain
  - to be moved
- Bus stop

Proposed Elements

- Tree well
- Parkway with low-level planting
- Infill street trees:
  - *Lyonothamus floribundus* subsp. *asplendifolius* (Catalina Ironwood)
  - *Koelreuteria paniculata* (Goldenrain Tree)
  - *Calocedrus decurrens* (Incense Cedar) - medians
- Bus stop pedestrian light
- Other pedestrian light
- Corner curb extension
- Midblock curb extension
- Raised landscaped median
- Continental striping at existing marked crosswalk
- New marked crosswalk with continental striping
- Future property line
- Potential location of gateway element

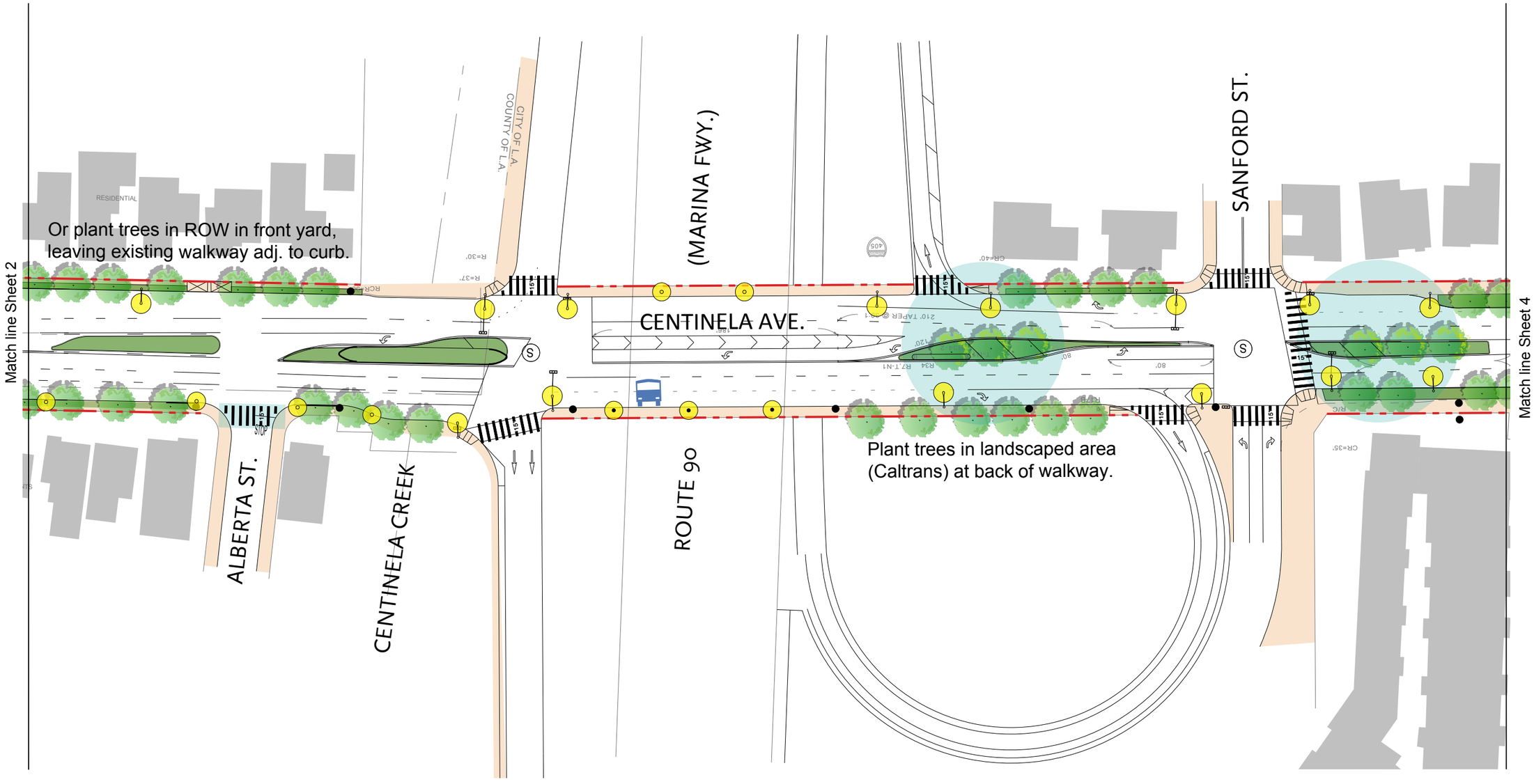


CENTINELA AVENUE ILLUSTRATIVE STREETSCAPE PLAN - Sheet 1



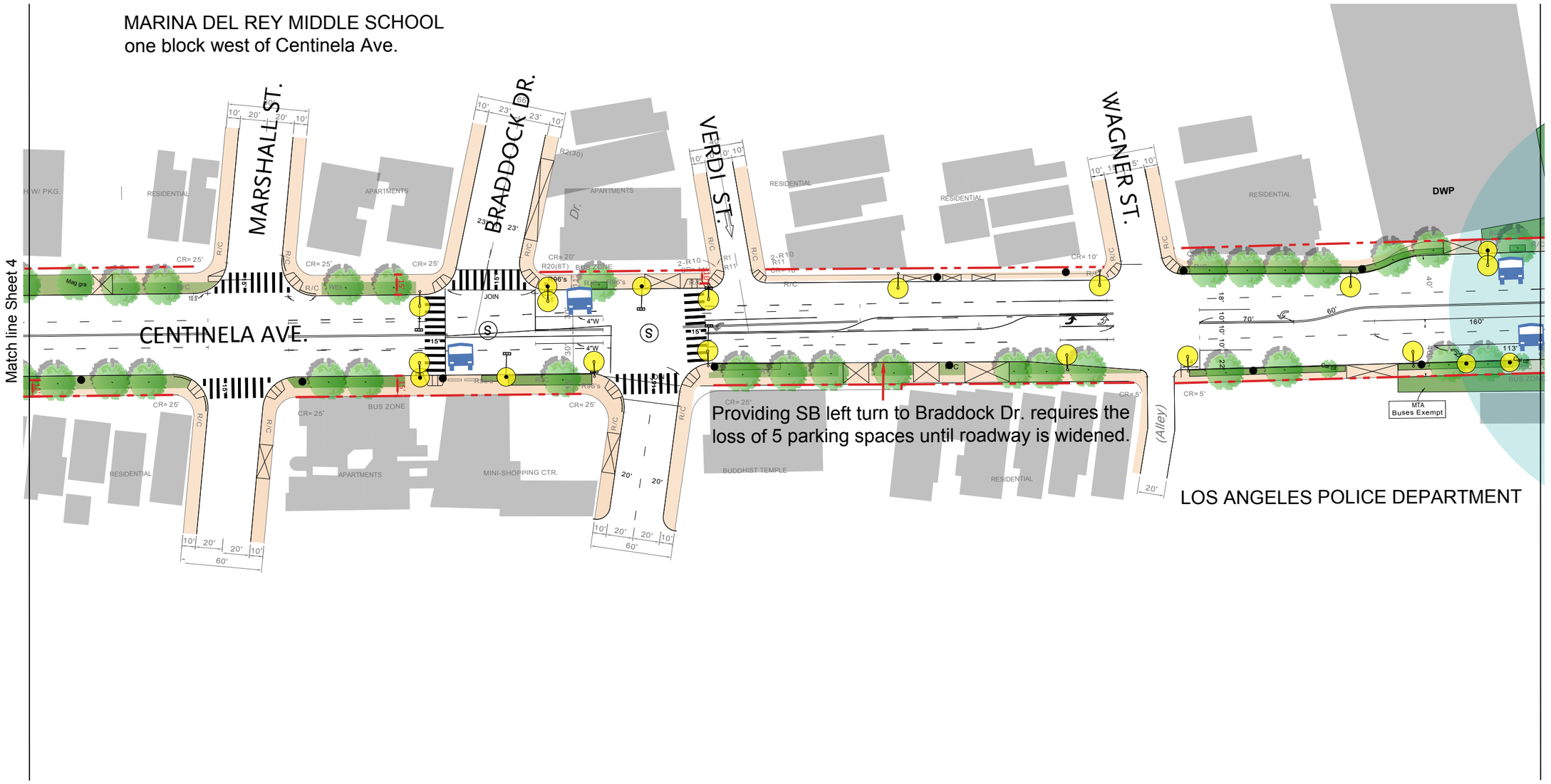
CENTINELA AVENUE ILLUSTRATIVE STREETSCAPE PLAN - Sheet 2

CENTINELA AVENUE ILLUSTRATIVE STREETSCAPE PLAN - Sheet 3

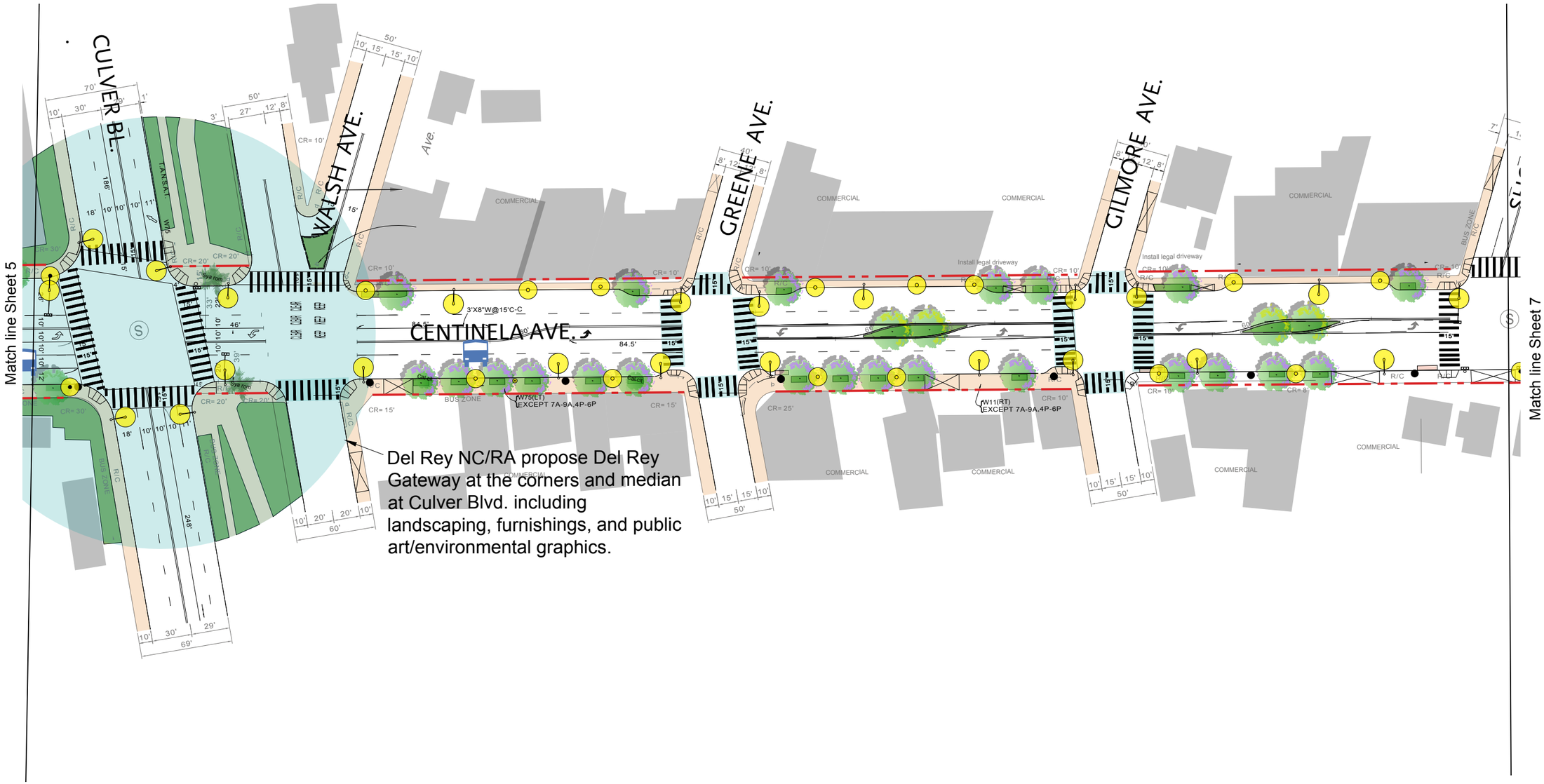


CENTINELA AVENUE ILLUSTRATIVE STREETSCAPE PLAN - Sheet 4

CENTINELA AVENUE ILLUSTRATIVE STREETSCAPE PLAN - Sheet 5



CENTINELA AVENUE ILLUSTRATIVE STREETSCAPE PLAN - Sheet 6



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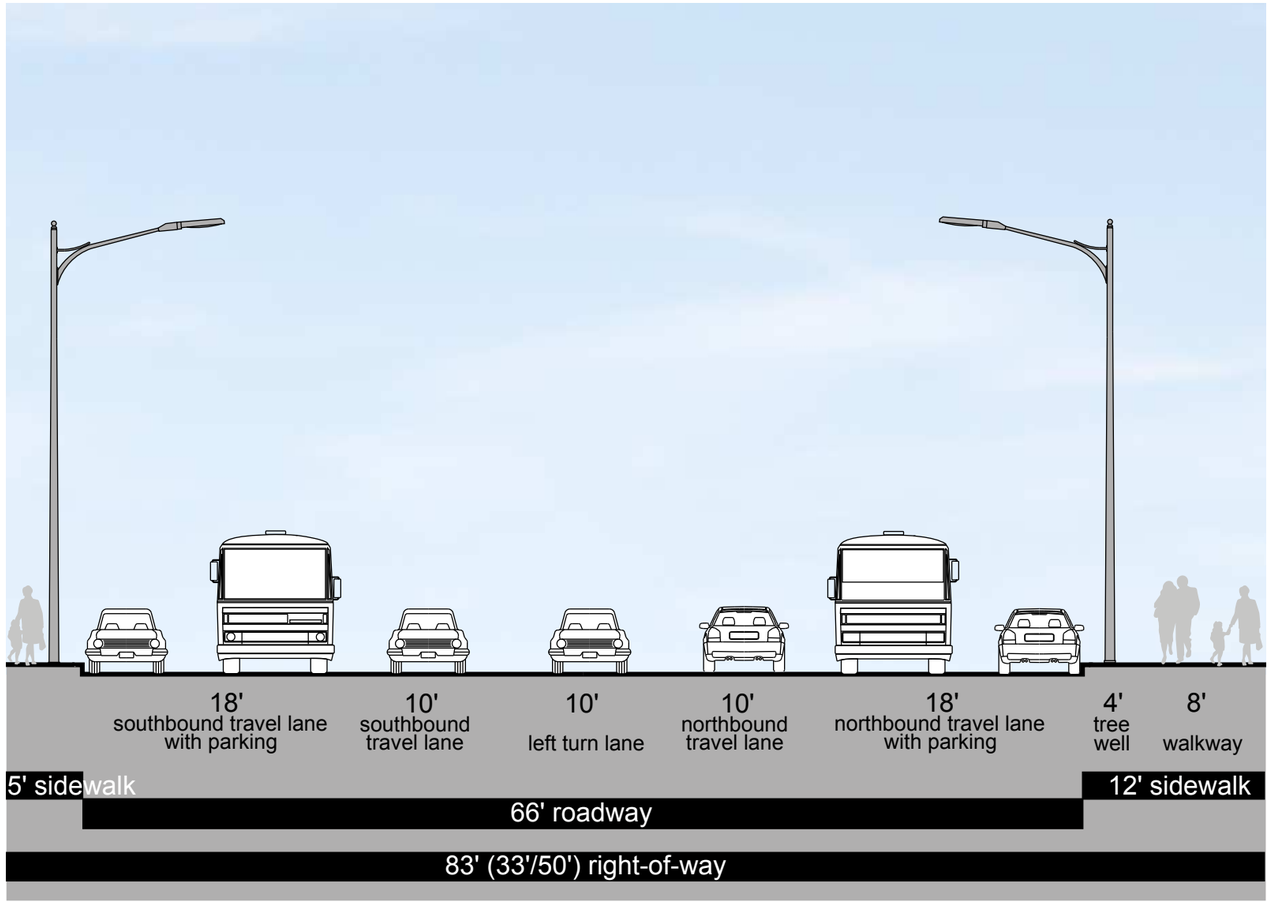
CENTINELA AVENUE ILLUSTRATIVE STREETSCAPE PLAN - Sheet 7

CENTINELA AVENUE ILLUSTRATIVE STREETSCAPE PLAN - Sheet 8

CENTINELA AVENUE STREET CROSS SECTIONS

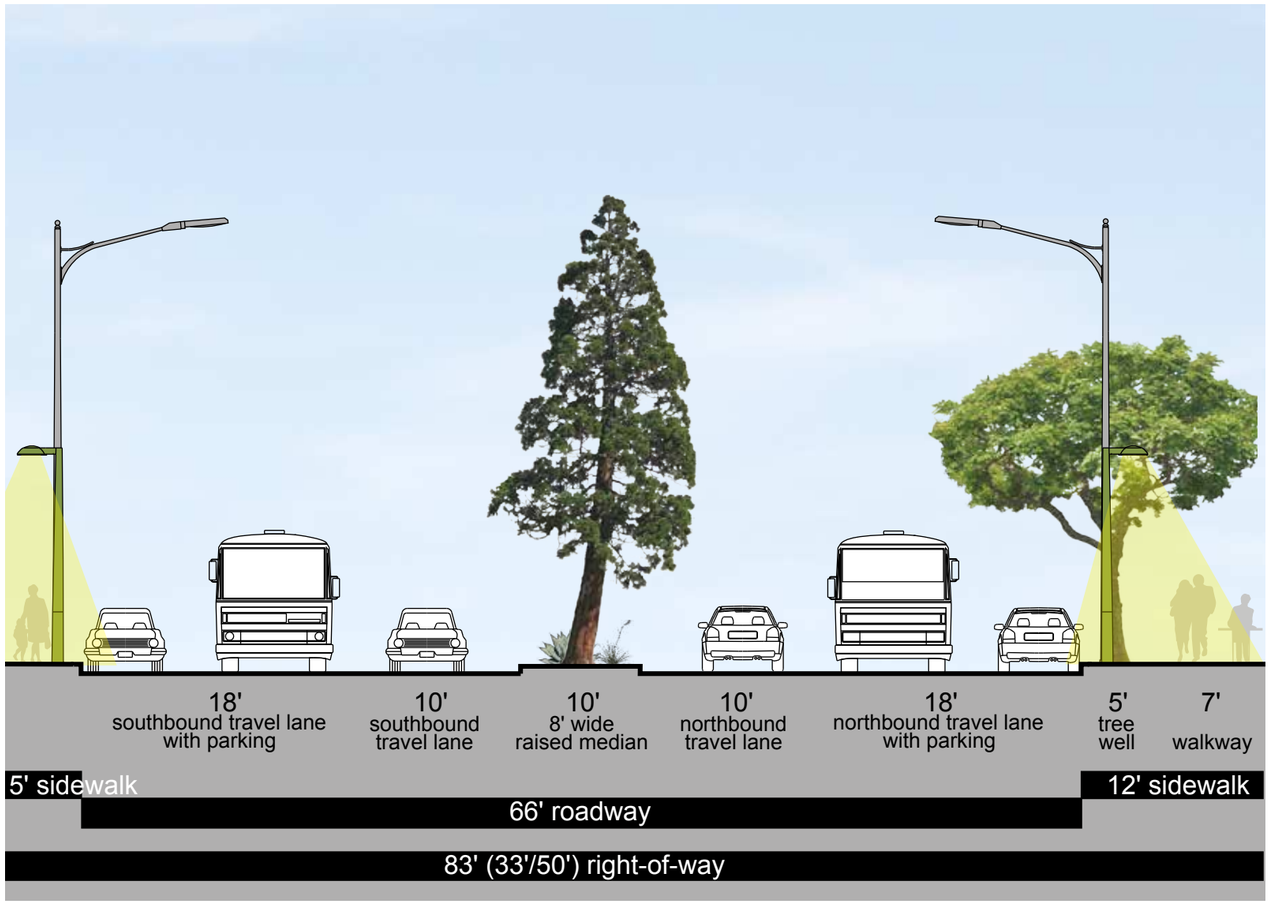
CENTINELA AVENUE Walsh Ave. to Short Ave. Typical Midblock Location



EXISTING

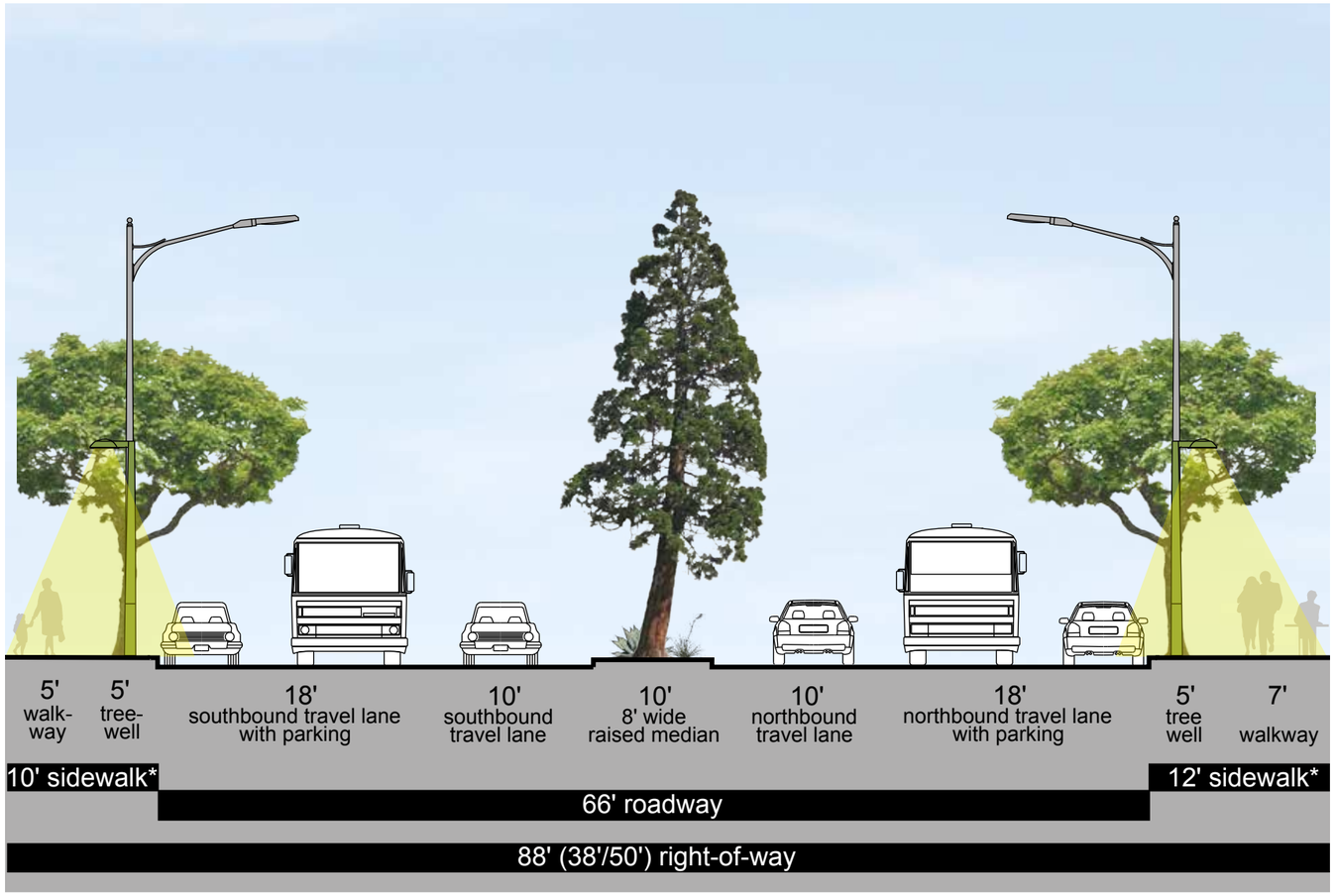
All Centinela Avenue cross sections are looking north.

CENTINELA AVENUE Walsh Ave. to Short Ave. Typical Midblock Location



PROPOSED in the Short Term

CENTINELA AVENUE Walsh Ave. to Short Ave. Typical Midblock Location



PROPOSED in the Long Term

* Street dedications from new development will provide at least 10’ wide sidewalks. Existing sidewalks that are wider than 10’ will remain.

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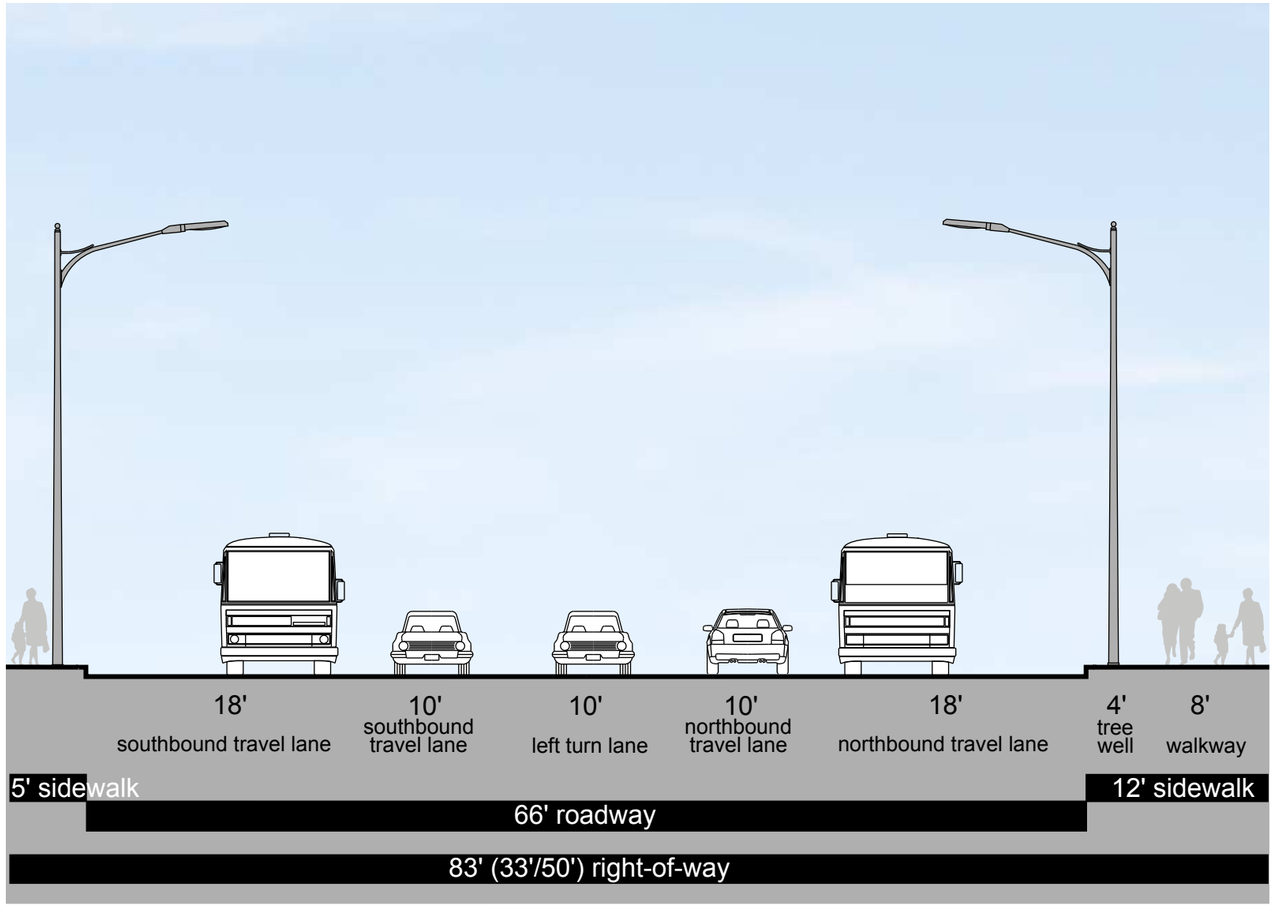
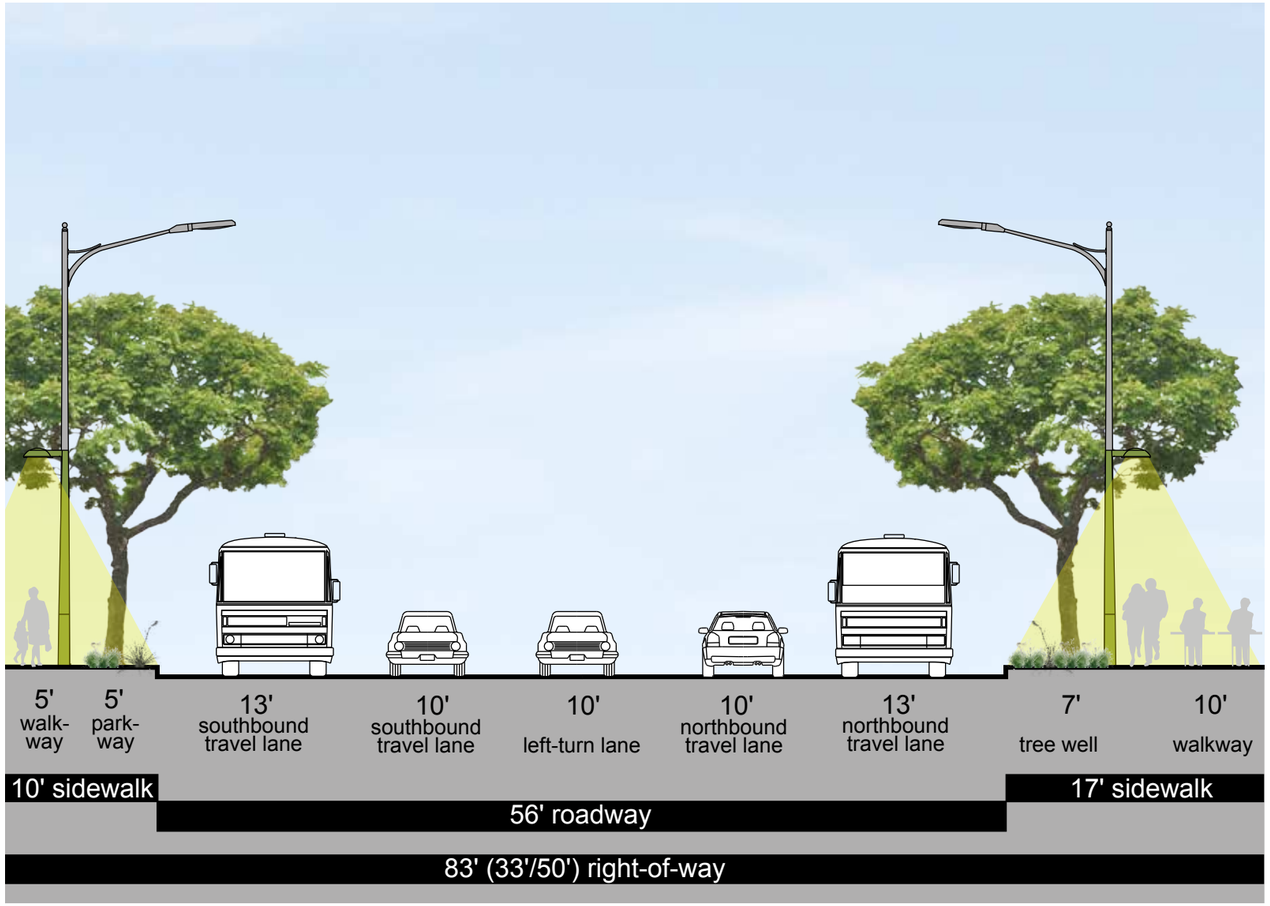
CENTINELA AVENUE Walsh Ave. to Short Ave. Typical Corner Location



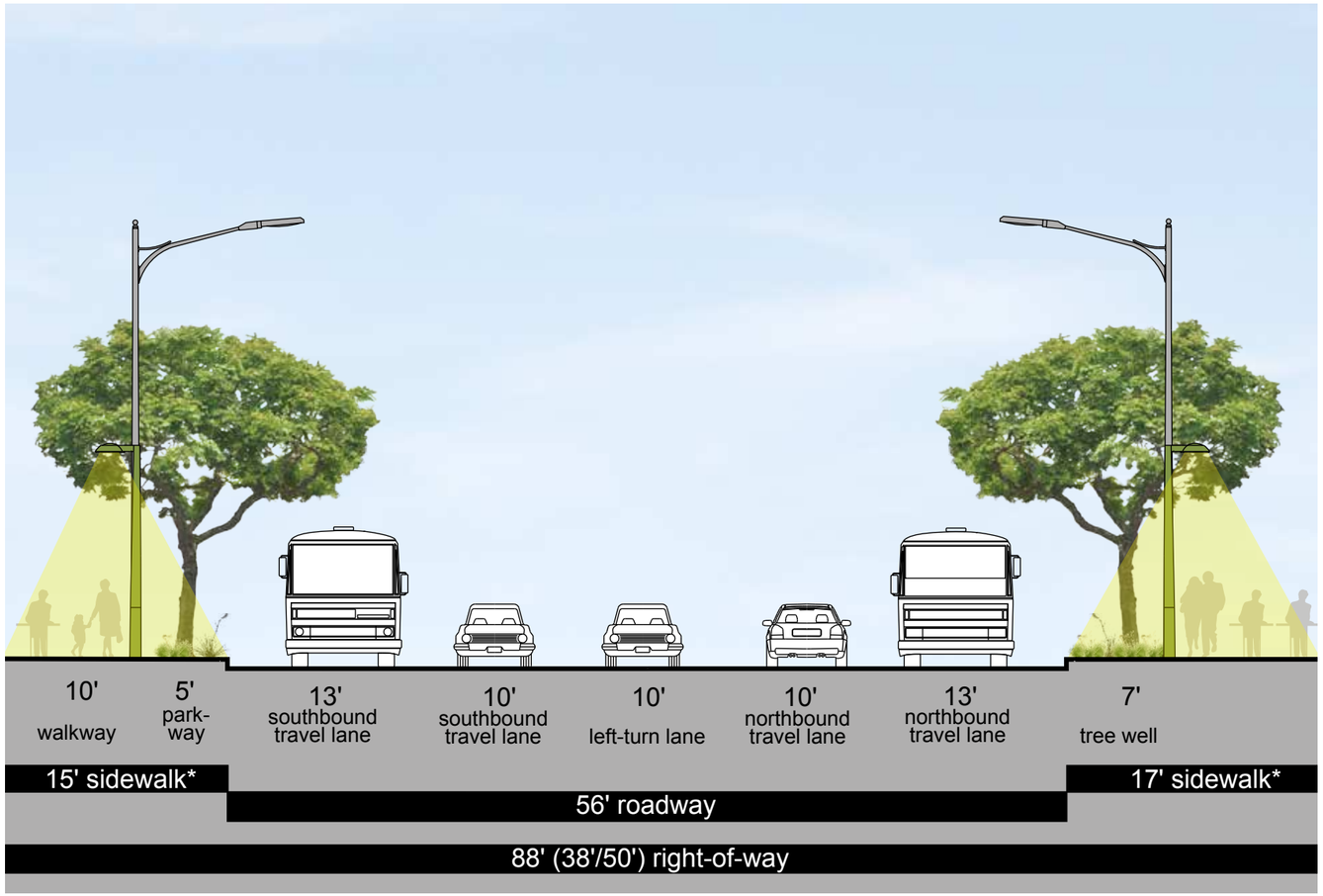
EXISTING

CENTINELA AVENUE Walsh Ave. to Short Ave. Typical Corner Location



PROPOSED in the Short Term Where Curb Extensions Are Shown on Streetscape Plan Sheet 6

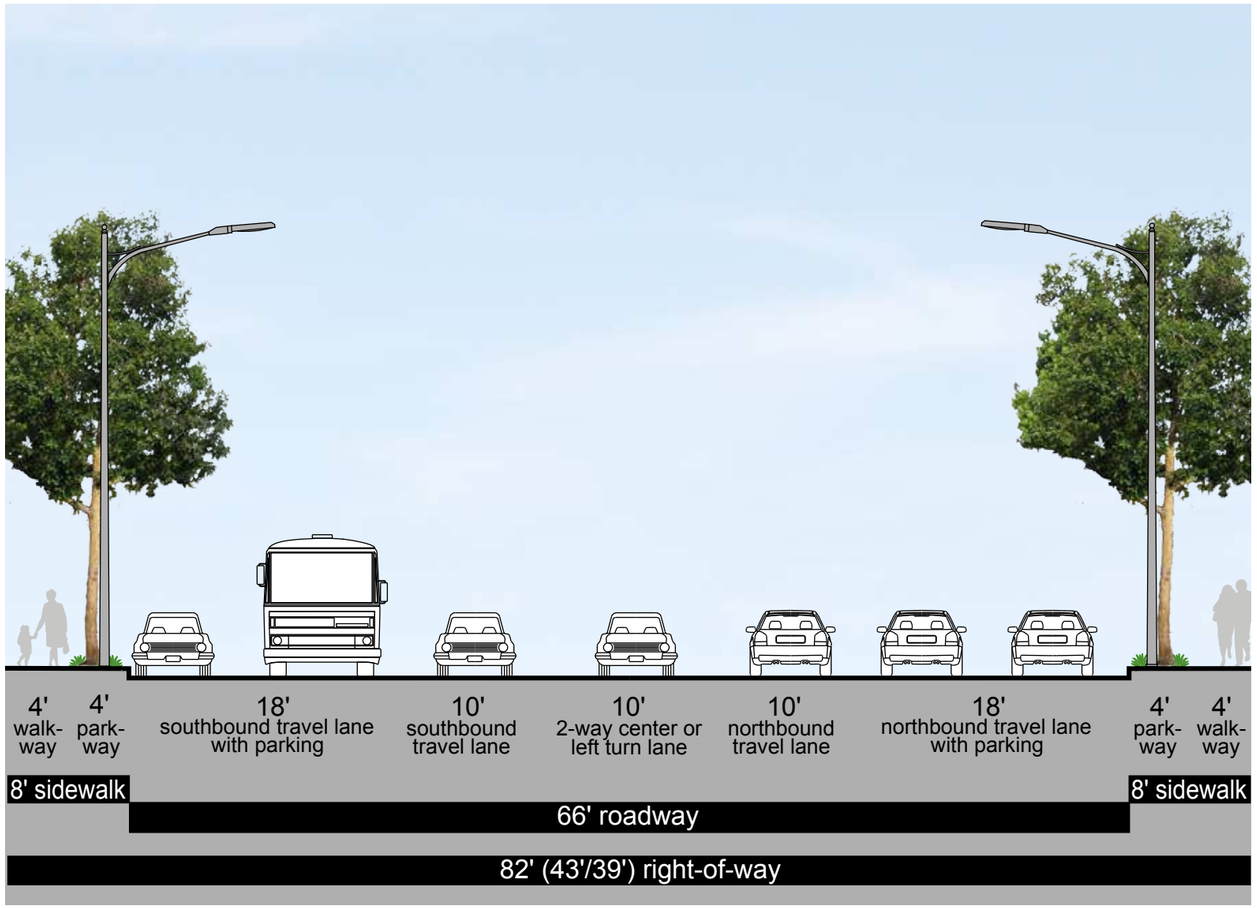
CENTINELA AVENUE Walsh Ave. to Short Ave. Typical Corner Location



PROPOSED in the Long Term Where Curb Extensions Are Shown on Streetscape Plan Sheet 6

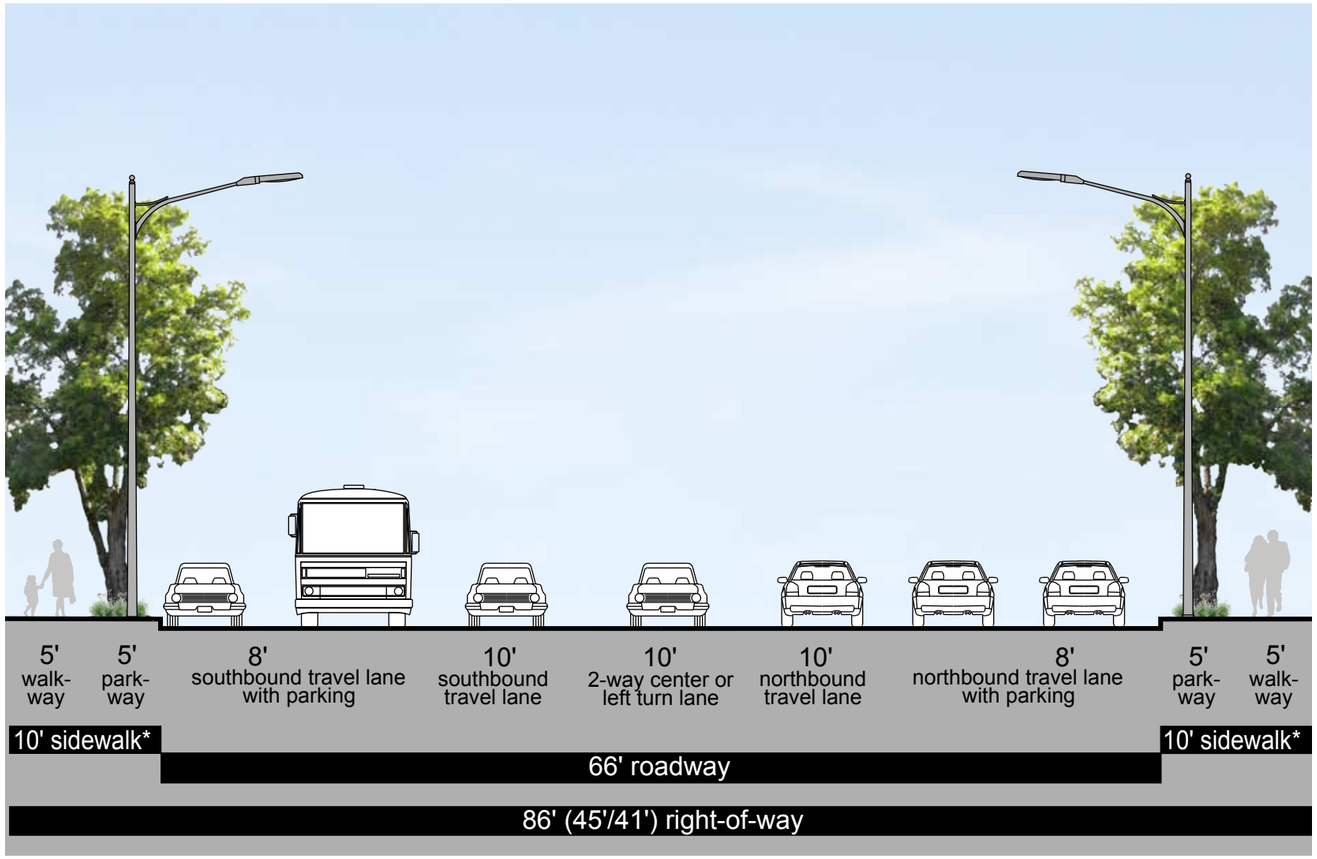
* 10’ typical sidewalk + 5’ curb extension = 15’ sidewalk at curb extension.
Street dedications from new development will provide at least 10’ wide sidewalks.
Existing sidewalks that are wider than 10’ will remain, resulting in sidewalks wider than 15’ at curb extensions, for example, the east side of the street shows a 12’ existing sidewalk + 5’ curb extension = 17’ curb extension.

CENTINELA AVENUE Short Ave. to Stewart St. Typical Midblock Location



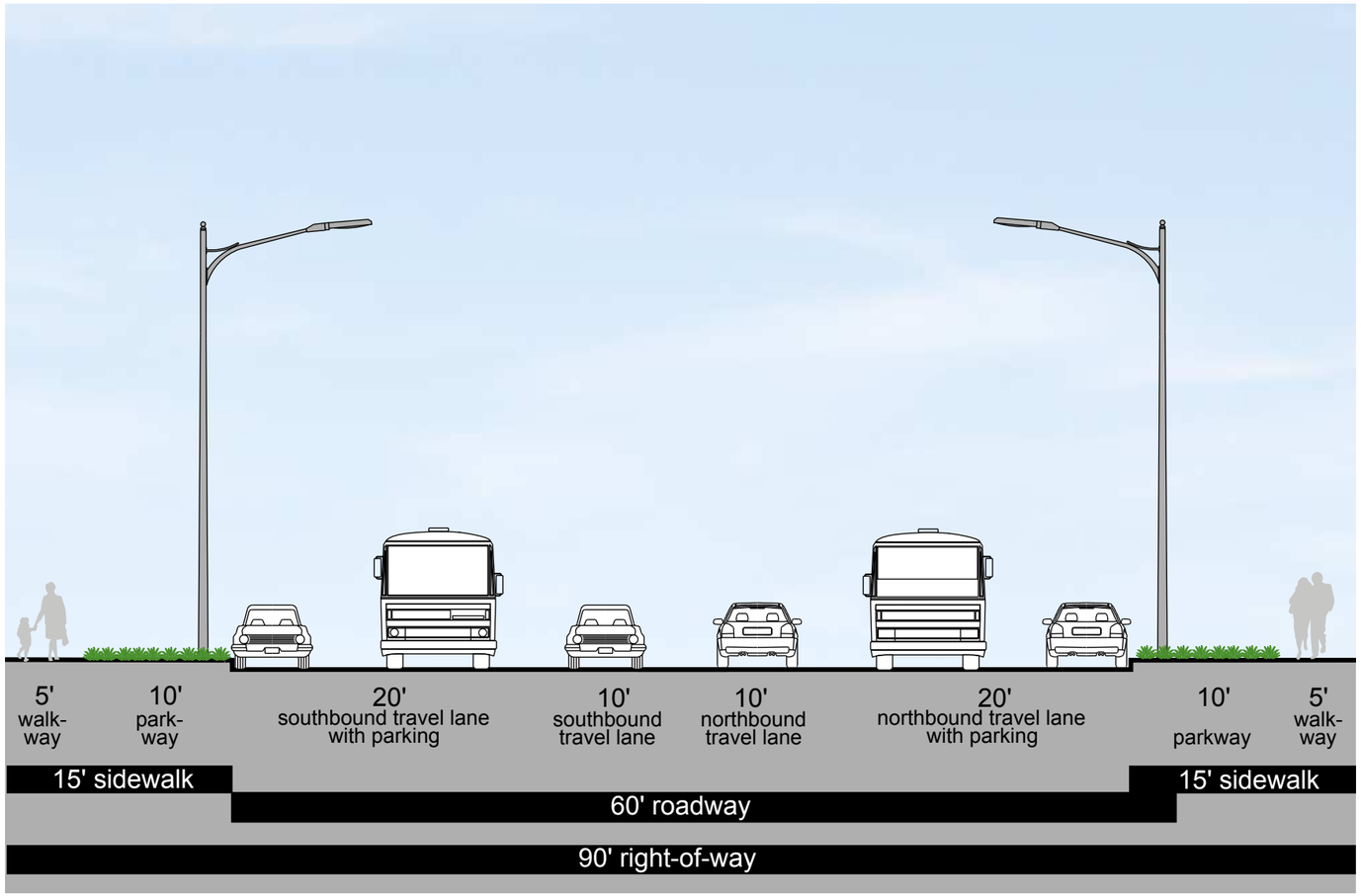
EXISTING

CENTINELA AVENUE Short Ave. to Stewart St. Typical Midblock Location



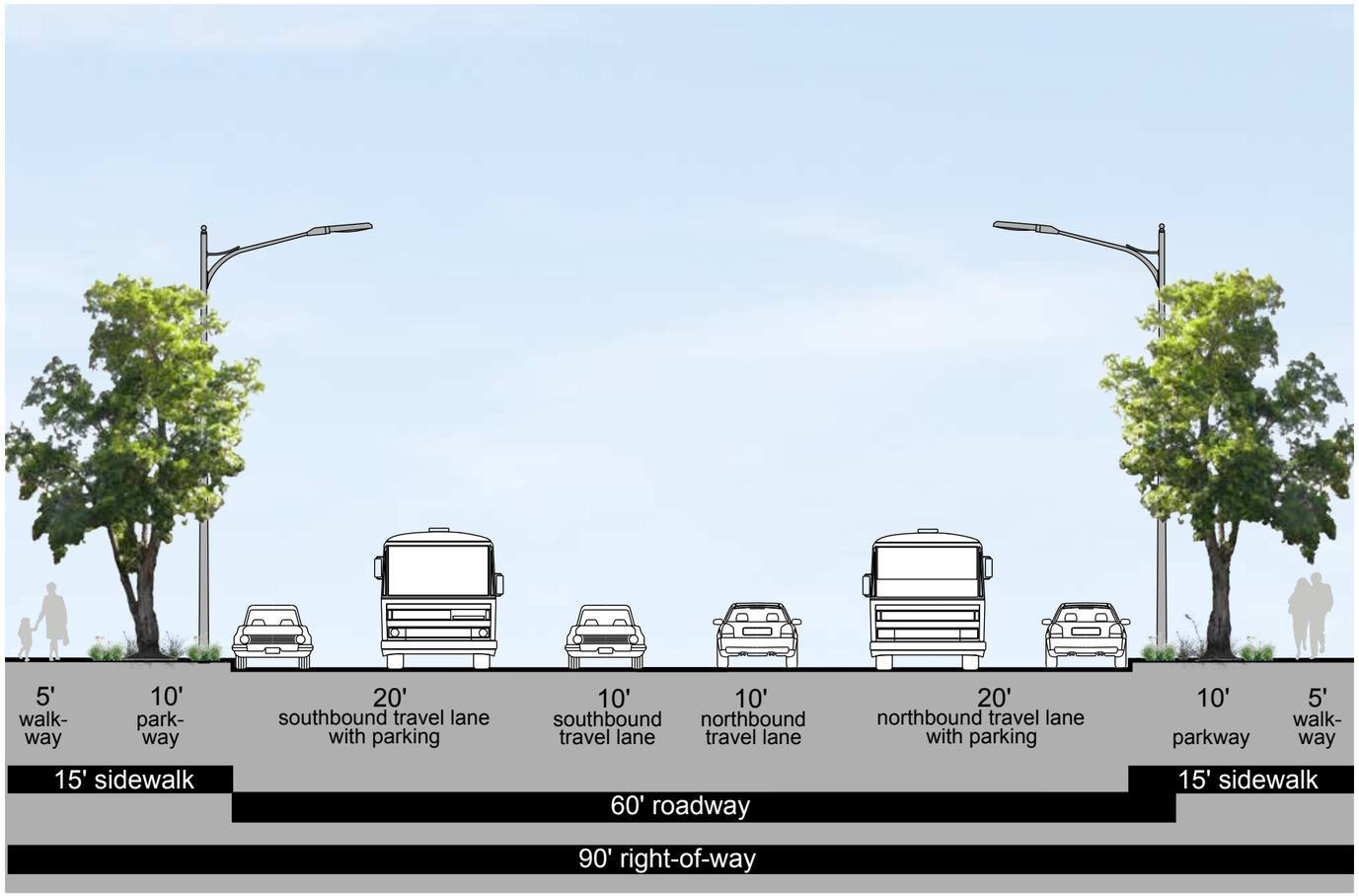
PROPOSED

* Street dedications from new development will provide at least 10’ wide sidewalks.



CENTINELA AVENUE 90 Freeway - Wagner St. Looking North Existing*

* Conditions vary; predominant condition is shown.



0' 10' 16'

CENTINELA AVENUE 90 Freeway - Wagner Ave. Looking North
Proposed with Current Roadway Width

Note: In the long term the roadway will be widened to add a center turn lane and sidewalks will be narrowed.

ILLUSTRATIVE SKETCHES

CENTINELA AVENUE
At Gilmore Avenue

Left: Existing view of southwest corner looking south.

Below: Future view of the same location with marked crosswalk, curb extension, a small gathering place, shade trees and pedestrian-scale lights.

CENTINELA AVENUE
Midblock in the Commercial Area

Left: Existing view of a midblock bus stop location looking north.

Below: Future view of the same location with shade trees and pedestrian-scale lights.

CENTINELA AVENUE at the 90 Freeway

Left: Existing view north of the 90 Freeway looking north.

Below: Future view of the same location with landscaped medians and street trees.

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5.5 VENICE BOULEVARD

The Mobility Plan 2035 redesignated Venice Boulevard between Lincoln Boulevard and Inglewood Boulevard from Scenic Major Highway Class I (generally a 104-foot right-of-way with an 80-foot wide roadway and 12-foot wide sidewalks and, where required at intersections, 114-foot right-of-way with a 90-foot wide roadway and 12-foot wide sidewalks) to a Boulevard II Divided Street that will maintain its existing dimensions.

Proposed improvements are illustrated in the following subsections:

STREETSCAPE ELEMENTS describes the trees, low-level plants, street lighting and street furniture selected by the community. The community's vision is of a sustainable street that evolves over time to serve the surrounding community. Existing street trees (*Afrocarpus gracilior* or Fern Pine) will remain until UFD determines that they need to be removed, at which time they will be replaced by the trees specified in this plan.

ILLUSTRATIVE STREETSCAPE PLANS show the approximate location of proposed medians, continental crosswalk striping, curb extensions, street trees, tree wells, parkways, pedestrian-scale street lights, bus stop improvements and potential gateway element locations for three options:

1. Reduce vehicle travel lanes from three to two in each direction to accommodate protected bike lanes as proposed by Great Streets
2. Narrow the center median by 2 feet on each side to maintain three travel lanes in each direction and accommodate protected bike lanes
3. Narrow the center median by 2 feet on each side to maintain three travel lanes in each direction, accommodate protected bike lanes, and provide a peak-period bus only lane.

In addition to the specific elements shown on the illustrative plans, trash receptacles and seating shall be provided at the spacing specified in Table 1 in conjunction with a project or may be provided in other locations approved by DPW.

STREET CROSS SECTIONS illustrate the typical existing condition and proposed future conditions in three segments:

- Lincoln Boulevard to Walgrove Avenue
- Walgrove Avenue to Centinela Avenue
- Centinela Avenue to Inglewood Boulevard.

ILLUSTRATIVE SKETCHES show:

- The options described above
- Medians designed to infiltrate stormwater west of Centinela Avenue
- Infill tree planting.

STREETSCAPE ELEMENTS

Preferred Street Tree
Platanus racemosa
California Sycamore*
California native consistent with street trees west of Lincoln Blvd.to unify the street.

Type:	Deciduous
Origin:	California
Height:	40 to 50 feet
Spread:	20 to 30 feet
Form:	Columnar
Spacing:	30 feet
Flowers:	Inconspicuous
Water:	Relatively drought tolerant once established in big tree wells (WUCOLS Moderate)
Growth rate:	Fast if adequate soil volume and water

Alternate Street Tree
Platanus x *histanica* (*P. acerifolia*) 'Columbia'
Columbia London Plane*

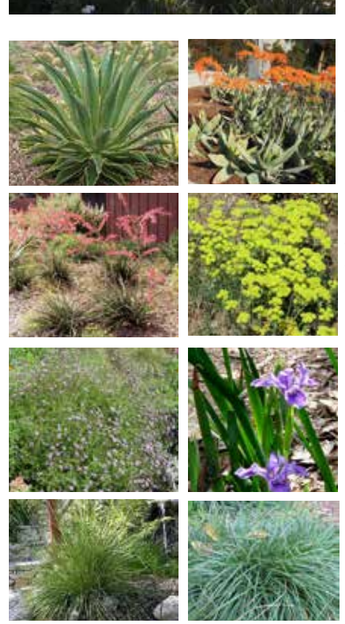
Type:	Deciduous
Origin:	California
Height:	40 to 50 feet
Spread:	20 to 30 feet
Form:	Columnar
Spacing:	30 feet
Flowers:	Inconspicuous
Water:	Relatively drought tolerant once established in big tree wells (WUCOLS Moderate)
Growth rate:	Fast if adequate soil volume and water

Median Trees
<u>Existing Centinela - Inglewood</u>
Tipuana tipu (Tipu)

<u>Beethoven - Centinela</u>
Hesperocyparis macropcarpa
Montery Cypress

Type:	Conifer
Origin:	California
Height:	40 to 50 feet
Spread:	20 to 30 feet
Form:	Columnar
Spacing:	30+ feet
Flowers:	Inconspicuous
Water:	Drought tolerant (WUCOLS Low)
Growth rate:	Moderate

* as determined by the Palms Neighborhood Council



Low-Level Plant Palette
Medians:
<u>Existing Centinela - Inglewood</u>
Lantana - yellow trailing
Rosmarinus - shrub form
Festuca glauca

<u>Beethoven - Centinela</u>
Agave desmetiana
Aloe striata
Hesperaloe parviflora
Eriogonum umbellatum
Verbena lilacina 'de la Mina'
Iris douglasiana
Festuca californica
Carex divulsa

* Known reproductive host of the Polyphagus Shot Hole Borer. If pest is not controlled, used alternative species.

Pedestrian Lights
Historic replica street lights and poles with a single luminaire and street lights powered by solar energy if feasible.

Basic Seating
Individual seats in casual groupings, either movable or fixed to the sidewalk.

Upgraded Seating
Artist-designed seating, which would entail a higher capital cost and a long-term maintenance commitment by a BID or Neighborhood Council. Mosaic tile, in particular, requires on-going maintenance and repair.

Bus Shelters
Boulevard shelter in green.

Trash/Recycling Receptacles
Trash/recycling stations with separate trash, recycled paper and recycled bottle receptacles and solar-powered compactors.

Also shown are the solar-powered trash/recycling stations installed by the City to date, which include a single receptacle for all recycling.

Storm Water Collection
Medians and parkways that collect and infiltrate or treat and release runoff from sidewalks and, to the extent feasible, from the street.

At a minimum parkways and medians can have a slight swale that collects and infiltrates runoff from the sidewalk, parkway and median to water trees and low-level planting. If soil, geologic and groundwater conditions allow for additional infiltration, runoff from the street can be infiltrated as well.

ILLUSTRATIVE STREETSCAPE PLAN VENICE BOULEVARD - OPTION 1 LANE REDUCTION

BASE MAP LEGEND

Base map is preliminary Caltrans survey.
Key information from preliminary survey:

- Travel lane
- Left turn lane
- Signalized intersection
- Curb
- Driveway apron
- ADA ramp

Other base map information:

- Building footprint (approximate)

STREETSCAPE PLAN LEGEND

Existing Elements

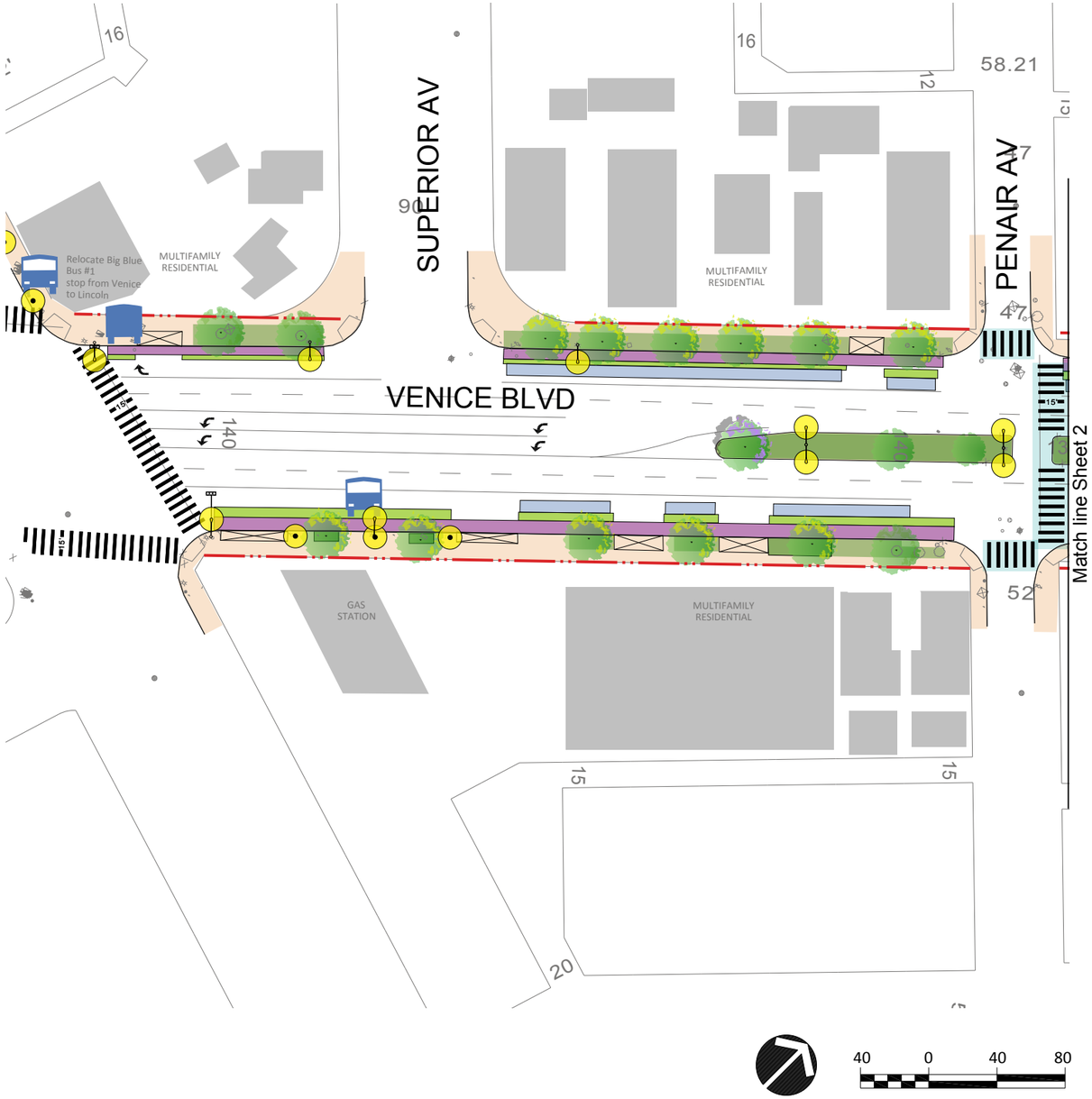
- Sidewalk
- Tree well - enlarge per standard
- Parkway - modify per standard
- Street trees:
  - *Afrocarpus gracilior* (Fern Pine)
  - other canopy trees / palms
  - *Tipuana Tipu* (Tipu) Centinela Av .- Inglewood Bl.
  - *Eucalyptus/Callistemon* sp. Beethoven Av.- Centinela Av. on medians
- Street light
- Traffic signal
- Driveway to be relocated
- Bus stop with shelter
- Bus stop with bench(es)

Proposed Elements

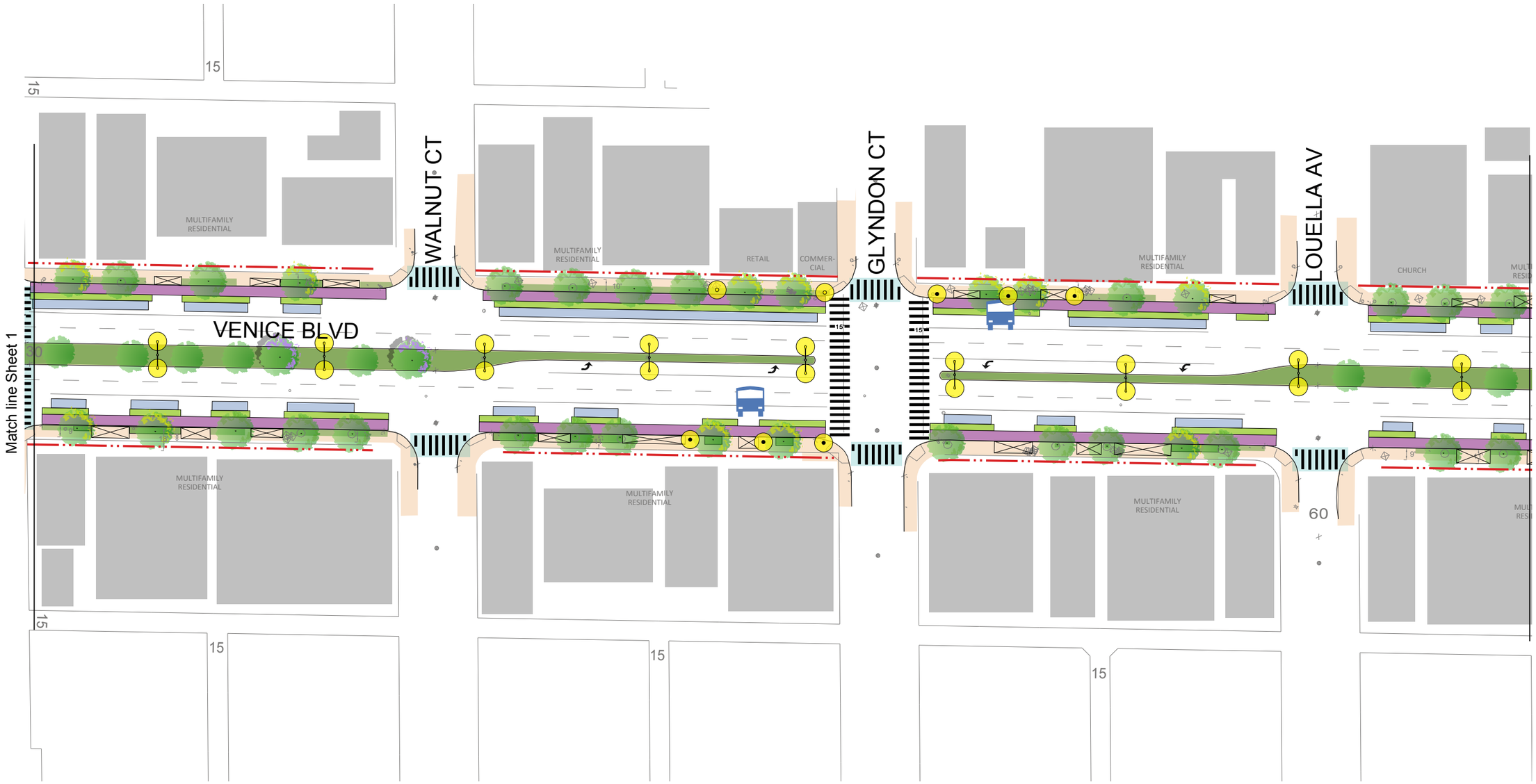
- Tree well
- Parkway with low-level planting
- Existing median redesigned to infiltrate street run-off if feasible
- Infill street tree:
  - *Plantanus racemosa* (California Sycamore)*
  - *Hespercyparis macrocarpa* (Monterey Cypress) on medians
- Bus stop pedestrian light
- Other pedestrian light
- Corner curb extension for pedestrians/bikes
- Relocated driveway
- Continental striping at existing marked crosswalk
- New crosswalk with continental striping
- Future property line
- Bicycle lane
- Buffer
- Curbside parking
- Potential location of gateway element

* Reproductive host to Polyphagus Shot Hole Borer. Use alternative species if pest is not controlled.

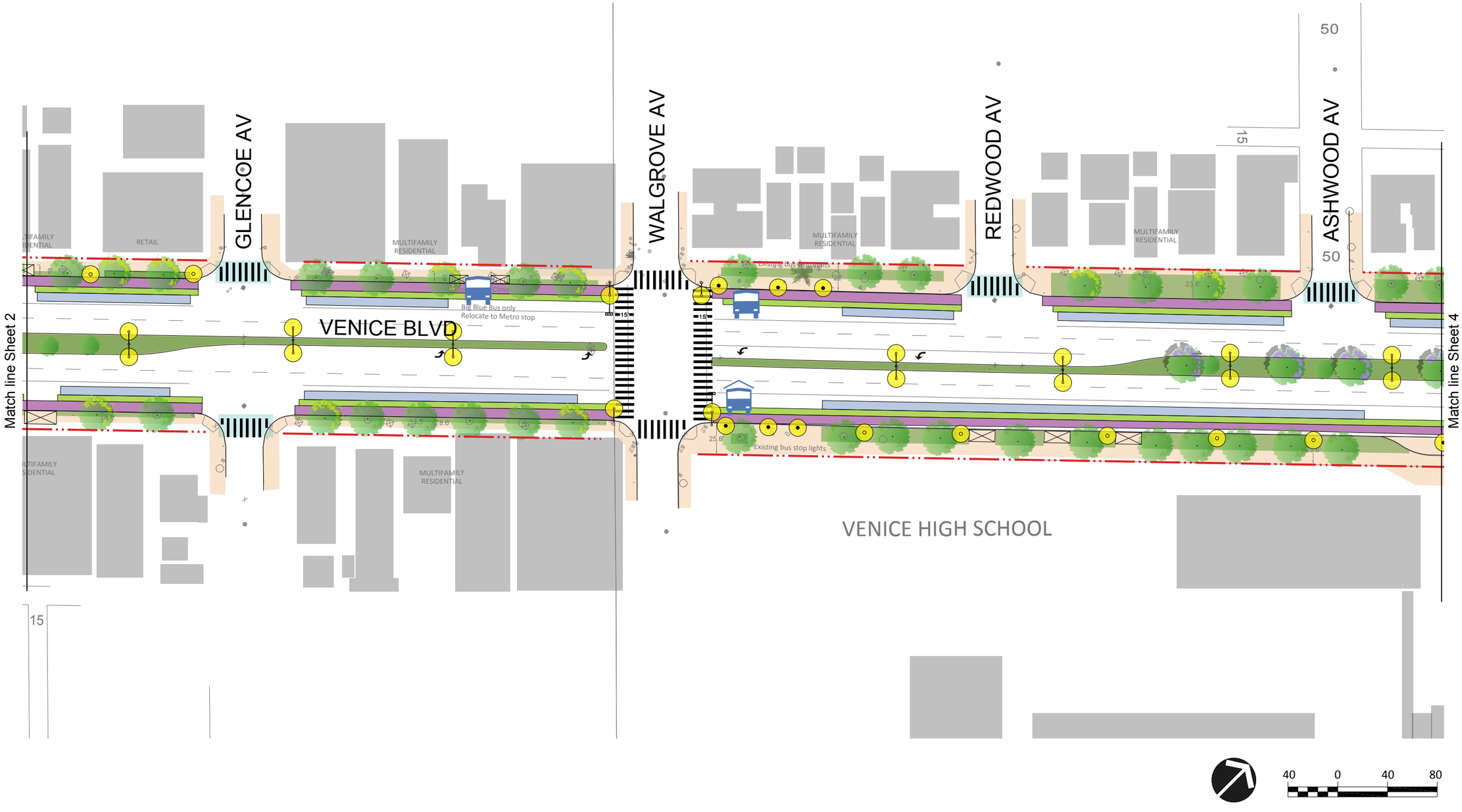
VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 1 LANE REDUCTION - Sheet 1



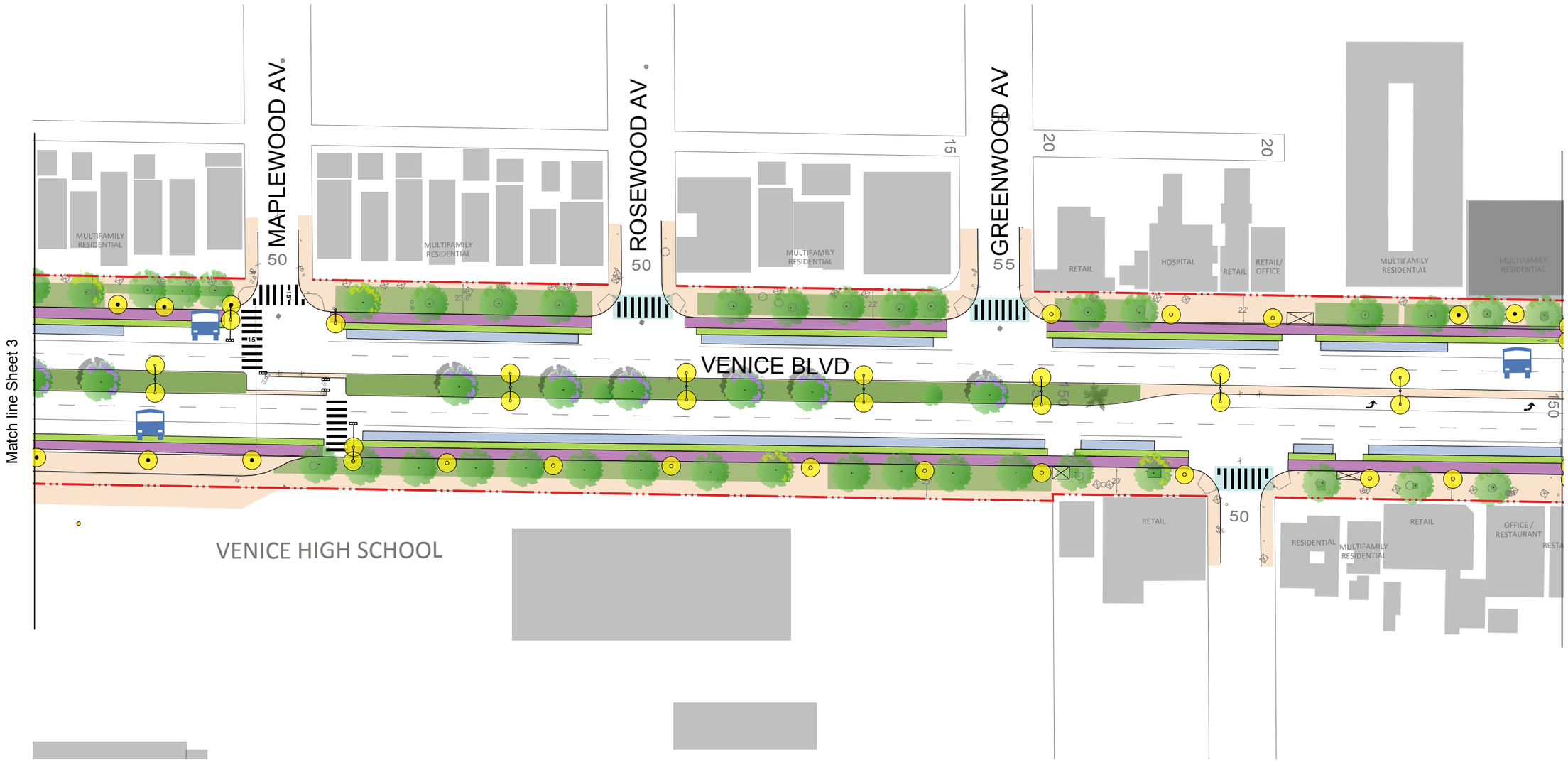
VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 1 LANE REDUCTION - Sheet 2



VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 1 LANE REDUCTION - Sheet 3

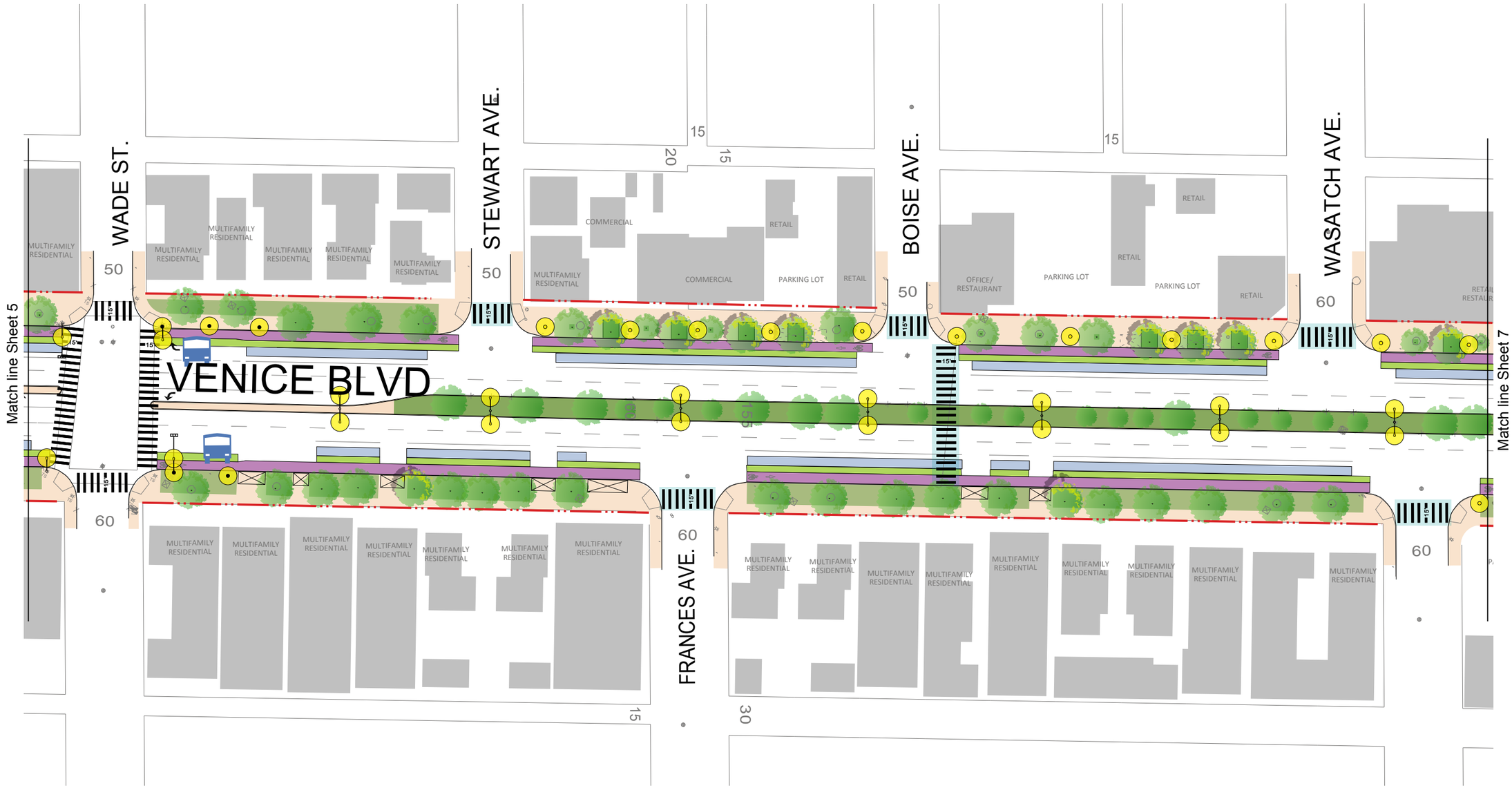


VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 1 LANE REDUCTION - Sheet 4

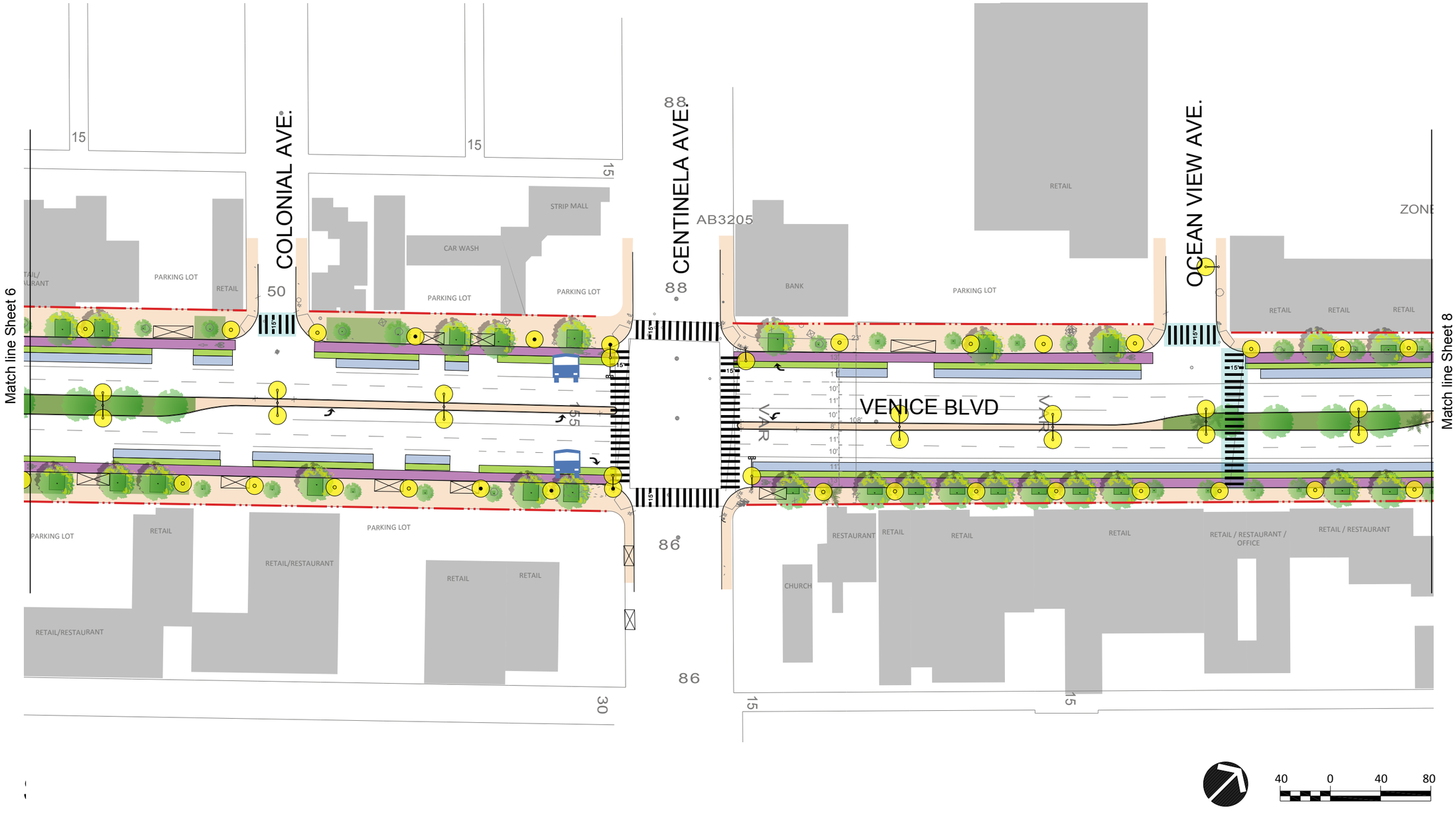


VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 1 LANE REDUCTION - Sheet 5

VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 1 LANE REDUCTION - Sheet 6



VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 1 LANE REDUCTION - Sheet 7



VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 1 LANE REDUCTION - Sheet 8

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ILLUSTRATIVE STREETSCAPE PLAN VENICE BOULEVARD - OPTION 2 NARROW MEDIAN TO KEEP 3 LANES EACH WAY

Note: the travel lane adjacent to curbside parking in this option could also function as a peak-period bus only/non-peak mixed flow lane.

BASE MAP LEGEND

Base map is preliminary Caltrans survey.
Key information from preliminary survey:

- Travel lane
- Left turn lane
- Signalized intersection
- Curb
- Driveway apron
- ADA ramp

Other base map information:

- Building footprint (approximate)

STREETSCAPE PLAN LEGEND

Existing Elements

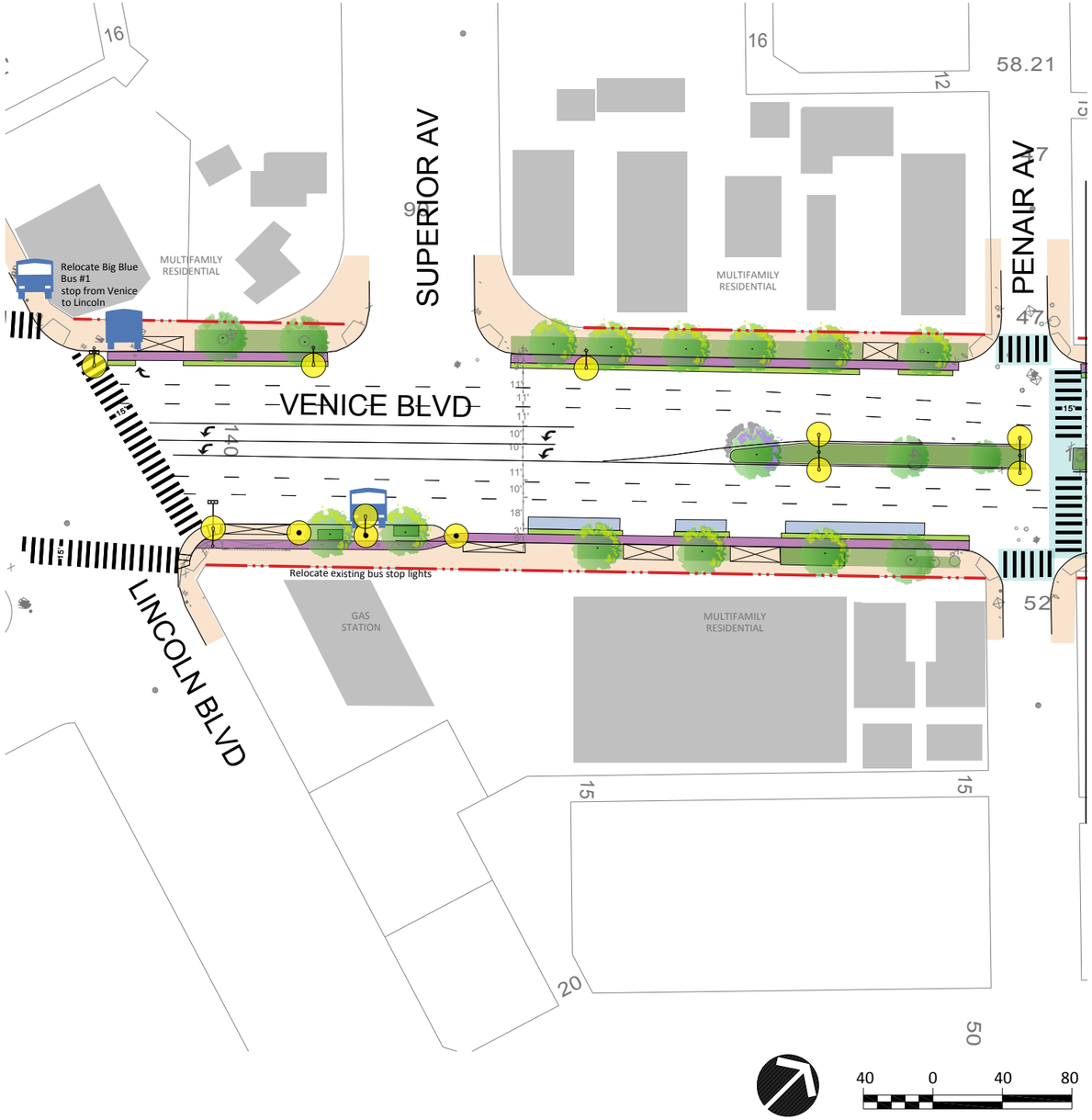
- Sidewalk
- Tree well - enlarge per standard
- Parkway - modify per standard
- Street trees:
  - *Afrocarpus gracilior* (Fern Pine)
  - other canopy trees / palms
  - *Tipuana Tipu* (Tipu) Centinela Av .- Inglewood Bl.
  - *Eucalyptus/Callistemon* sp. Beethoven Av.- Centinela Av. on medians
- Street light
- Traffic signal
- Storm drain inlet at proposed curb extension:
  - to remain
  - to be moved
- Driveway to be relocated
- Bus stop with shelter
- Bus stop with bench(es)

Proposed Elements

- Tree well
- Parkway with low-level planting
- Existing median narrowed by 2' on each side and, if feasible, redesigned to infiltrate street run-off
- Infill street tree:
  - *Plantanus racemosa* (California Sycamore)*
  - *Hespercyparis macrocarpa* (Monterey Cypress) on medians
- Bus stop pedestrian light
- Other pedestrian light
- Corner curb extension for pedestrians/bikes
- Relocated storm drain inlet
- Relocated driveway
- Continental striping at existing marked crosswalk
- New crosswalk with continental striping
- Future property line
- Bicycle lane
- Buffer
- Curbside parking
- Potential location of gateway element

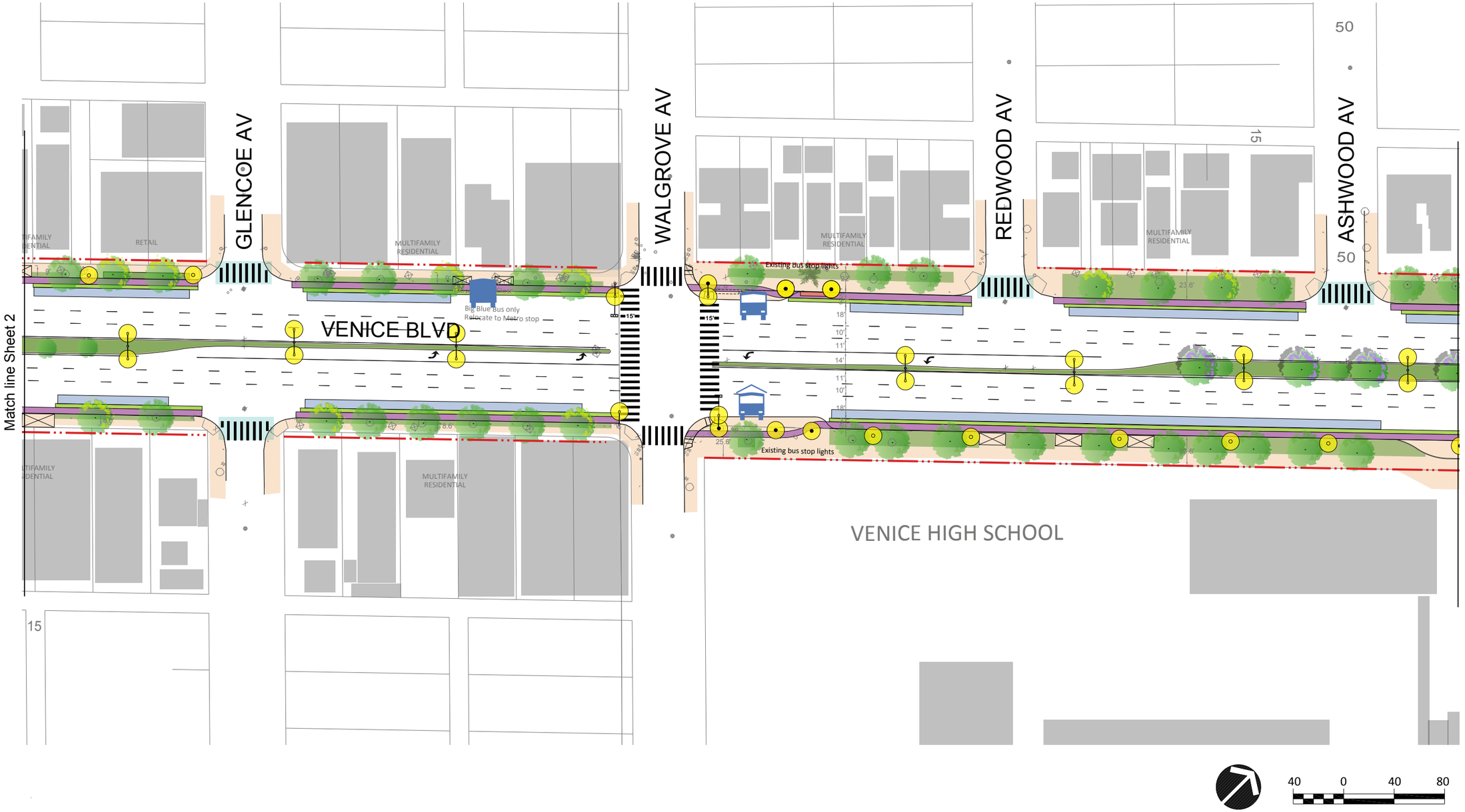
* Reproductive host to Polyphagus Shot Hole Borer. Use alternative species if pest is not controlled.

VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 2 NARROW MEDIAN TO KEEP 3 LANES EACH WAY - Sheet 1



VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 2 NARROW MEDIAN TO KEEP 3 LANES EACH WAY - Sheet 2

VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 2 NARROW MEDIAN TO KEEP 3 LANES EACH WAY - Sheet 3

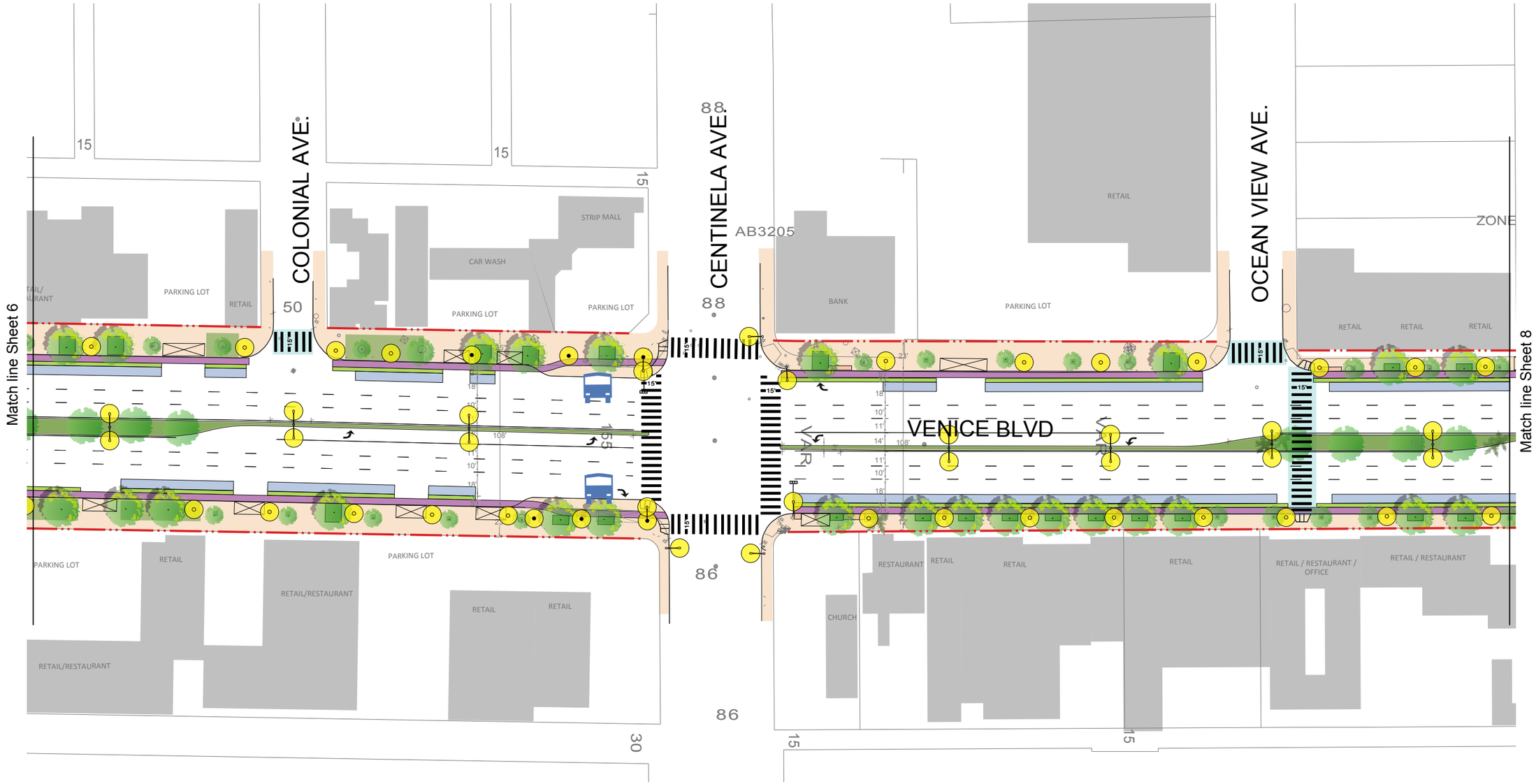


VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 2 NARROW MEDIAN TO KEEP 3 LANES EACH WAY - Sheet 4

VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 2 NARROW MEDIAN TO KEEP 3 LANES EACH WAY - Sheet 5

VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 2 NARROW MEDIAN TO KEEP 3 LANES EACH WAY - Sheet 6

VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 2 NARROW MEDIAN TO KEEP 3 LANES EACH WAY - Sheet 7



VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 2 NARROW MEDIAN TO KEEP 3 LANES EACH WAY - Sheet 8

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ILLUSTRATIVE STREETSCAPE PLAN VENICE BOULEVARD - OPTION 3 NARROW MEDIAN FOR 3 LANES EACH WAY INCLUDING PEAK-PERIOD BUS LANE

Note: the peak-period bus lane is located adjacent to curbside parking.

BASE MAP LEGEND

Base map is preliminary Caltrans survey.
Key information from preliminary survey:

- Travel lane
- Left turn lane
- Signalized intersection
- Curb
- Driveway apron
- ADA ramp

Other base map information:

- Building footprint (approximate)

STREETSCAPE PLAN LEGEND

Existing Elements

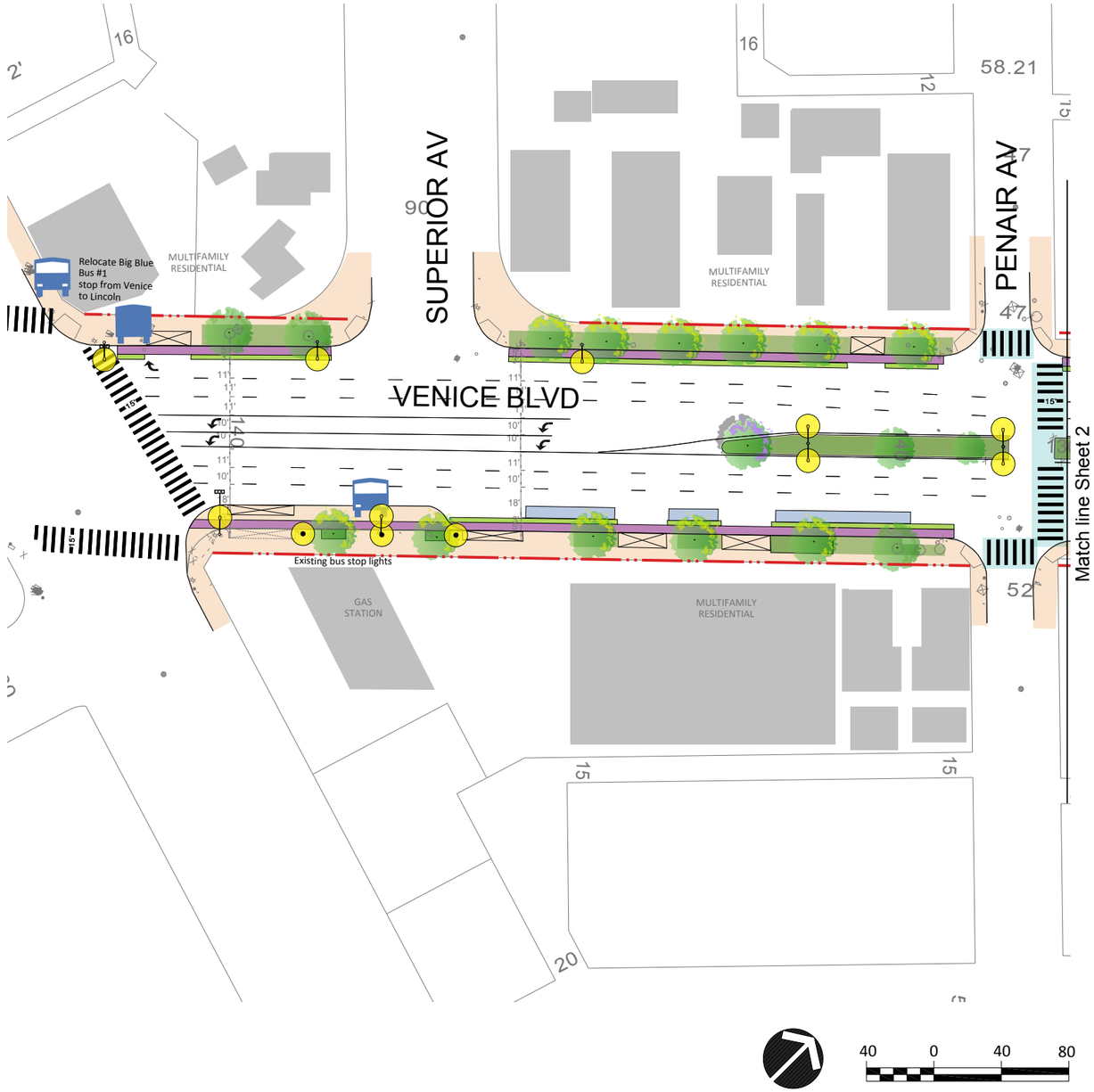
- Sidewalk
- Tree well - enlarge per standard
- Parkway - modify per standard
- Street trees:
  - *Afrocarpus gracilior* (Fern Pine)
  - other canopy trees / palms
  - *Tipuana Tipu* (Tipu) Centinela Av .- Inglewood Bl.
  - *Eucalyptus/Callistemon* sp. Beethoven Av.- Centinela Av. on medians
- Street light
- Traffic signal
- Storm drain inlet at proposed curb extension:
  - to remain
  - to be moved
- Driveway to be relocated
- Bus stop with shelter
- Bus stop with bench(es)

Proposed Elements

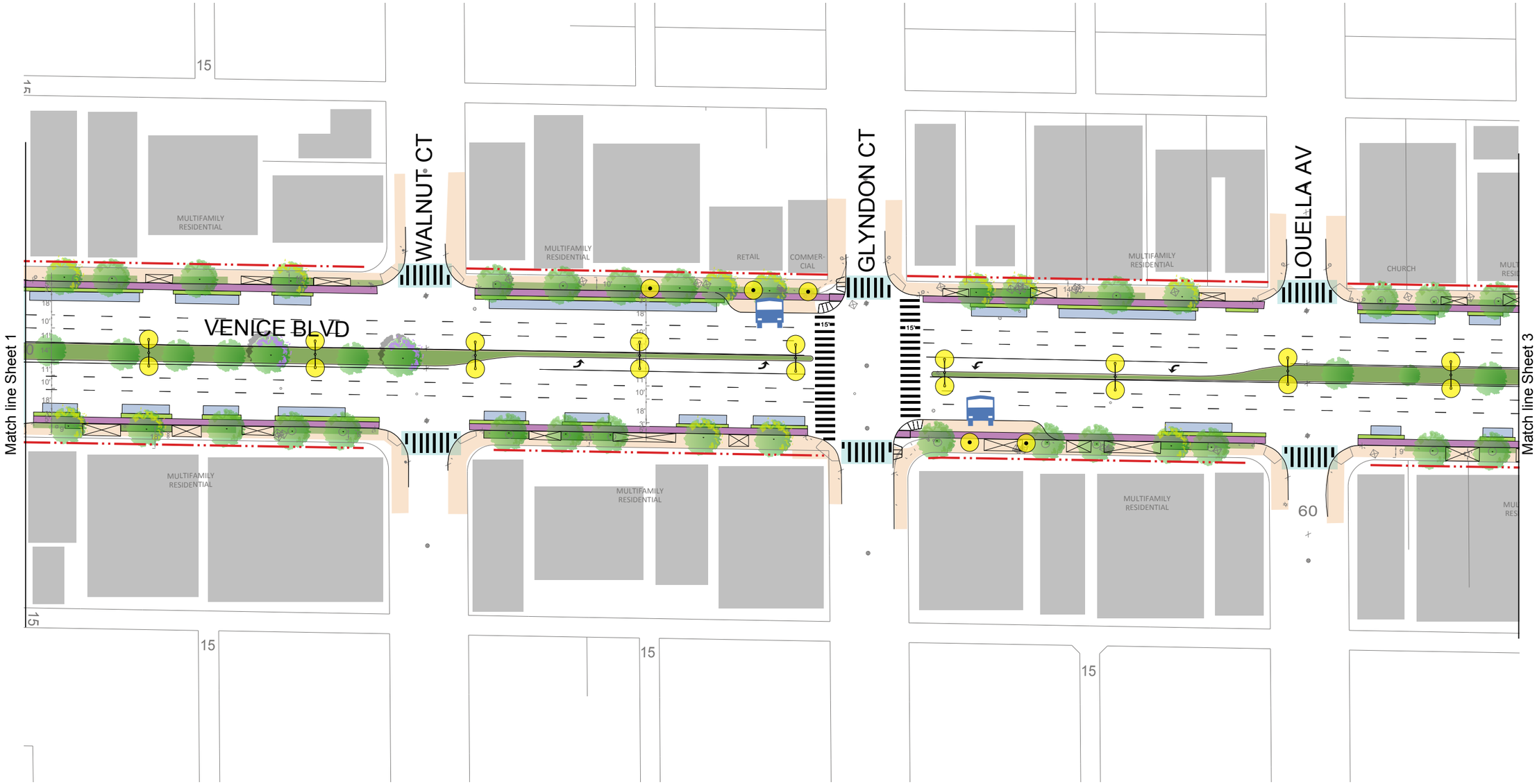
- Tree well
- Parkway with low-level planting
- Existing median narrowed by 2' on each side and, if feasible, redesigned to infiltrate street run-off
- Infill street tree:
  - *Plantanus racemosa* (California Sycamore)*
  - *Hespercyparis macrocarpa* (Monterey Cypress) on medians
- Bus stop pedestrian light
- Other pedestrian light
- Corner curb extension for pedestrians/bikes
- Relocated storm drain inlet
- Relocated driveway
- Continental striping at existing marked crosswalk
- New crosswalk with continental striping
- Future property line
- Bicycle lane
- Buffer
- Curbside parking
- Potential location of gateway element

* Reproductive host to Polyphagus Shot Hole Borer. Use alternative species if pest is not controlled.

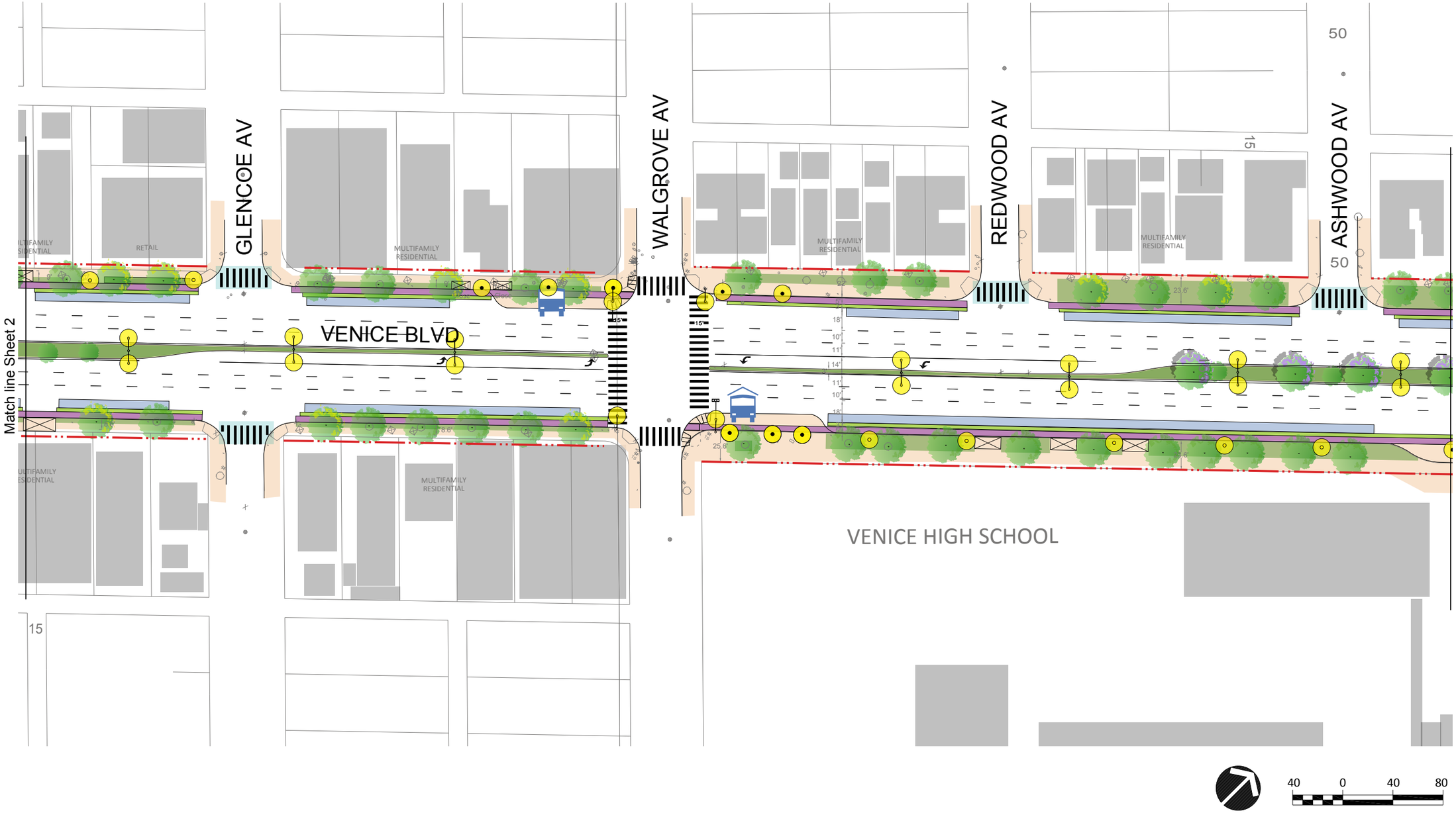
VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 3 NARROW MEDIAN FOR 3 LANES EACH WAY INCLUDING BUS LANE - Sheet 1



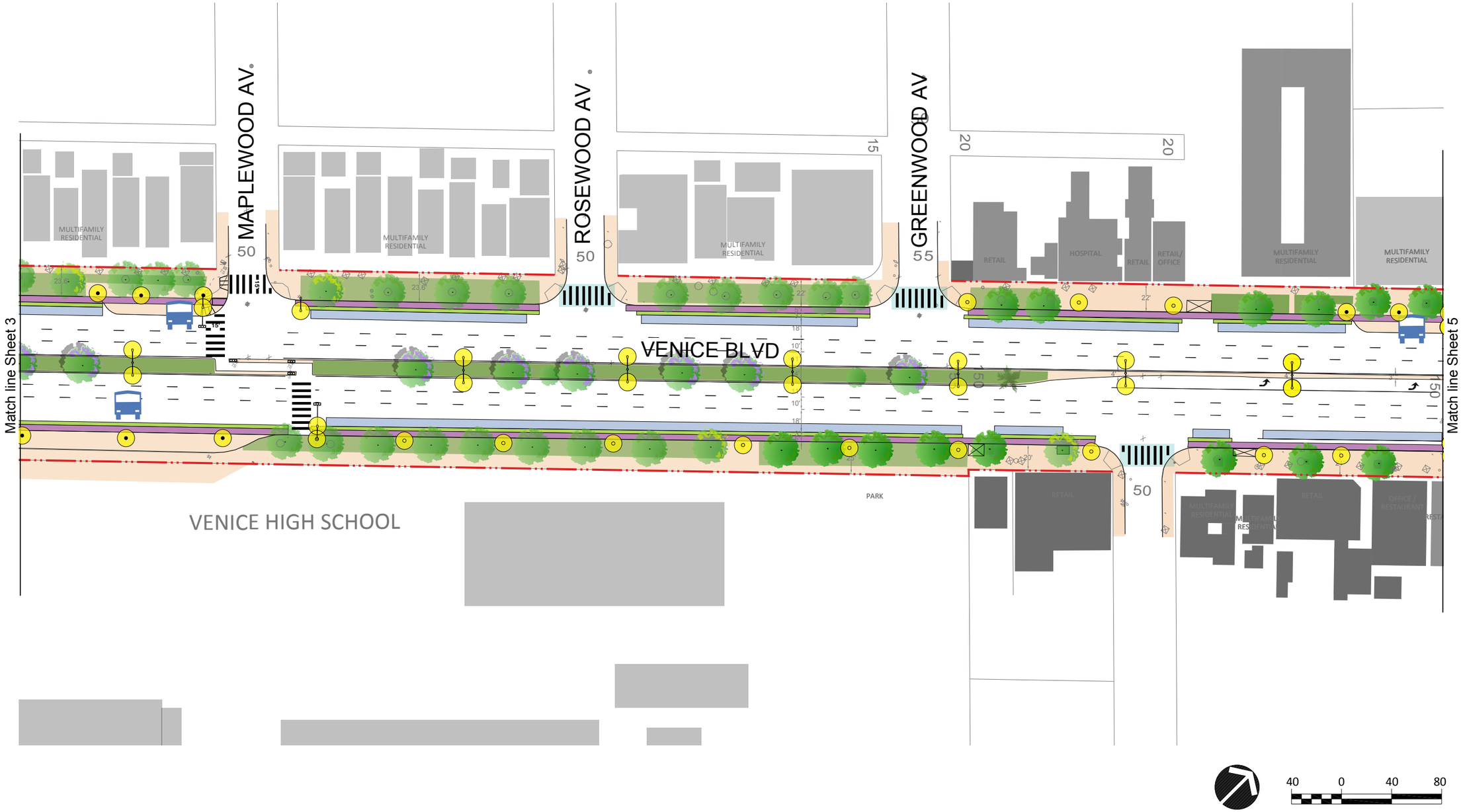
VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 3 NARROW MEDIAN FOR 3 LANES EACH WAY INCLUDING BUS LANE - Sheet 2



VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 3 NARROW MEDIAN FOR 3 LANES EACH WAY INCLUDING BUS LANE - Sheet 3



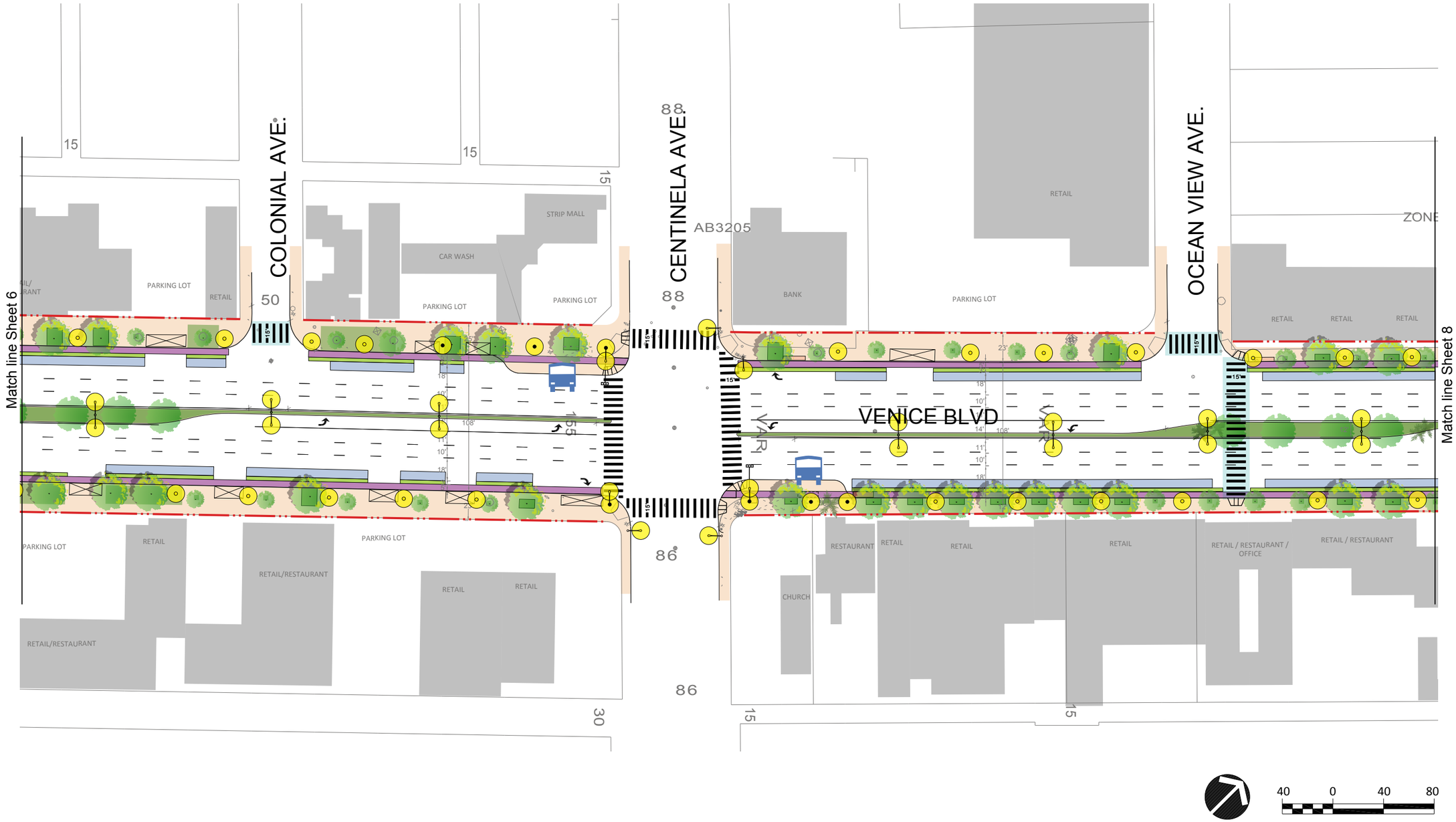
VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 3 NARROW MEDIAN FOR 3 LANES EACH WAY INCLUDING BUS LANE - Sheet 4



VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 3 NARROW MEDIAN FOR 3 LANES EACH WAY INCLUDING BUS LANE - Sheet 5

VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 3 NARROW MEDIAN FOR 3 LANES EACH WAY INCLUDING BUS LANE - Sheet 6

VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 3 NARROW MEDIAN FOR 3 LANES EACH WAY INCLUDING BUS LANE - Sheet 7



VENICE BOULEVARD ILLUSTRATIVE STREETSCAPE PLAN OPTION 3 NARROW MEDIAN FOR 3 LANES EACH WAY INCLUDING BUS LANE - Sheet 8

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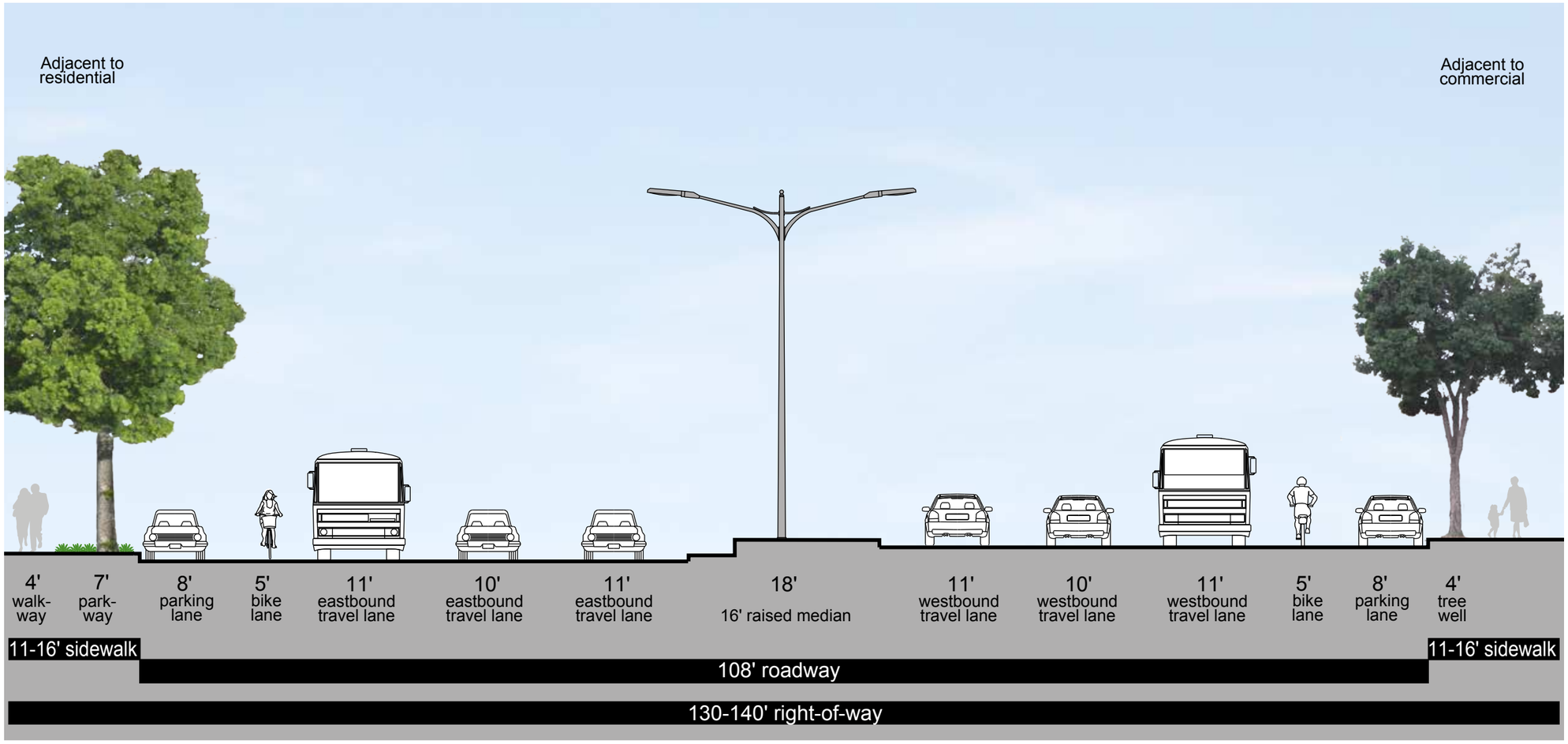
VENICE BOULEVARD STREET CROSS SECTIONS

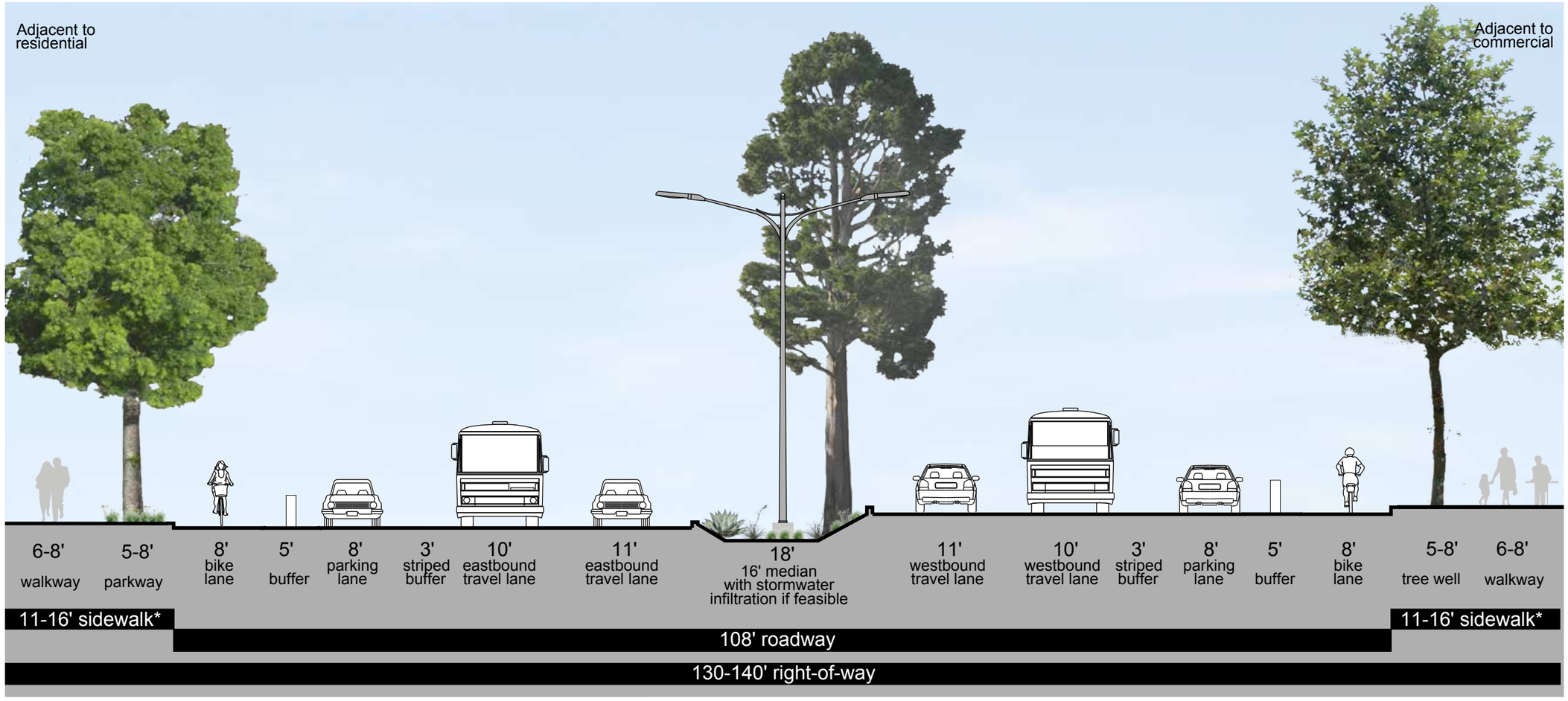
VENICE BOULEVARD Lincoln Blvd. to Walgrove Ave. Typical Midblock Location



EXISTING

All Venice Boulevard cross sections are looking west.

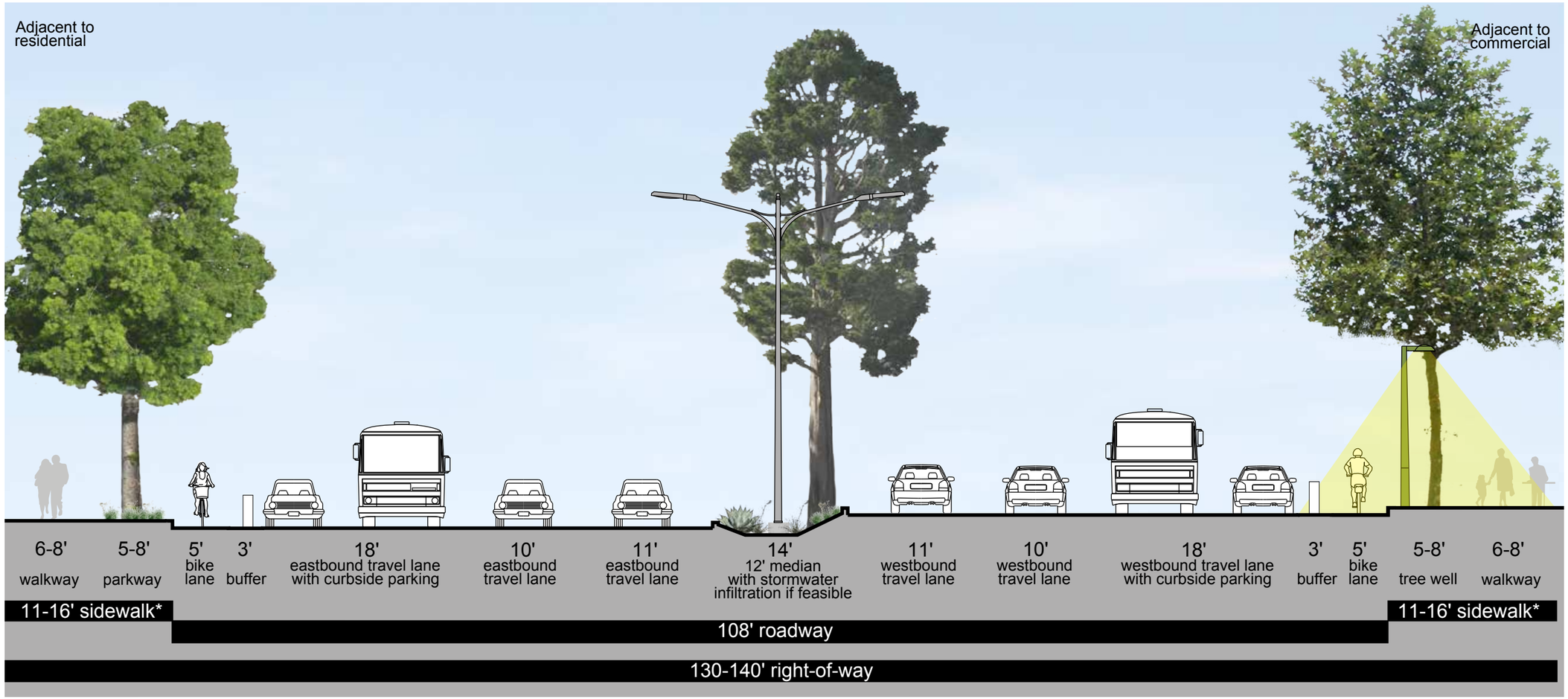
VENICE BOULEVARD Lincoln Blvd. to Walgrove Ave. Typical Midblock Location



PROPOSED - OPTION 1 LANE REDUCTION

* Street dedications from new development will provide at least 15’ wide sidewalks. Existing sidewalks that are wider than 15’ will remain.

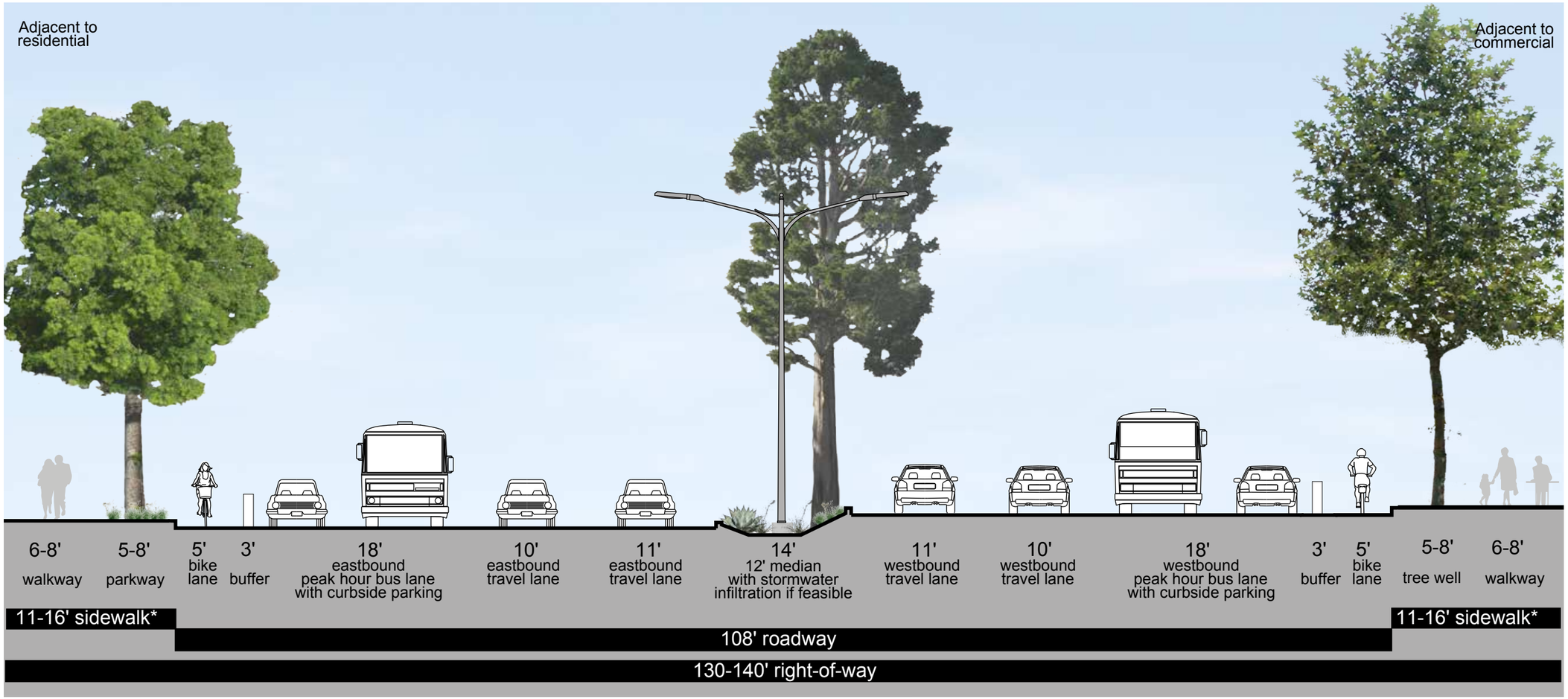
VENICE BOULEVARD Lincoln Blvd. to Walgrove Ave. Typical Midblock Location



PROPOSED - OPTION 2 NARROW MEDIAN TO KEEP 3 LANES EACH WAY

* Street dedications from new development will provide at least 15’ wide sidewalks.
Existing sidewalks that are wider than 15’ will remain.

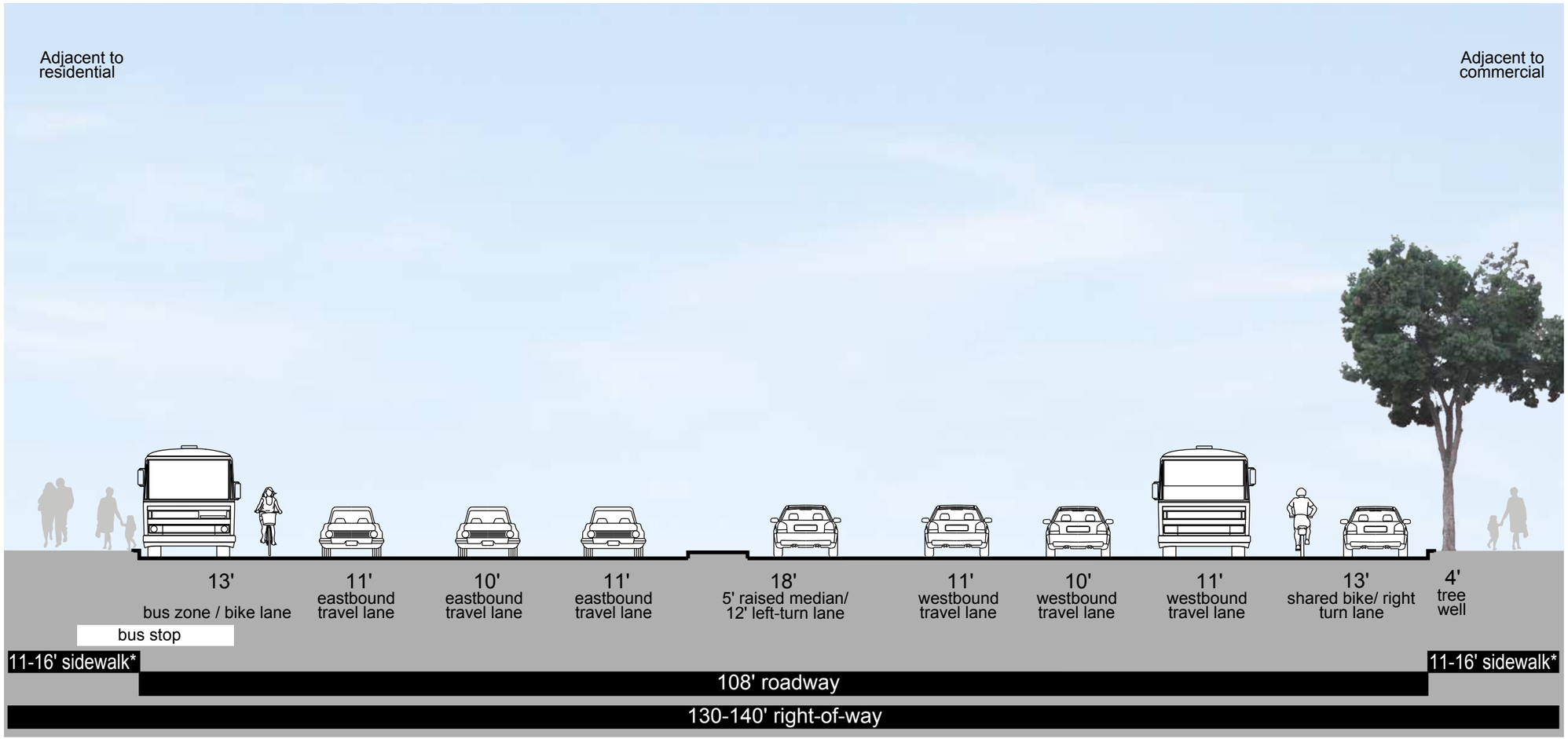
VENICE BOULEVARD Lincoln Blvd. to Walgrove Ave. Typical Midblock Location



PROPOSED - OPTION 3 NARROW MEDIAN FOR 3 LANES EACH WAY, INCLUDING PEAK-PERIOD BUS LANE

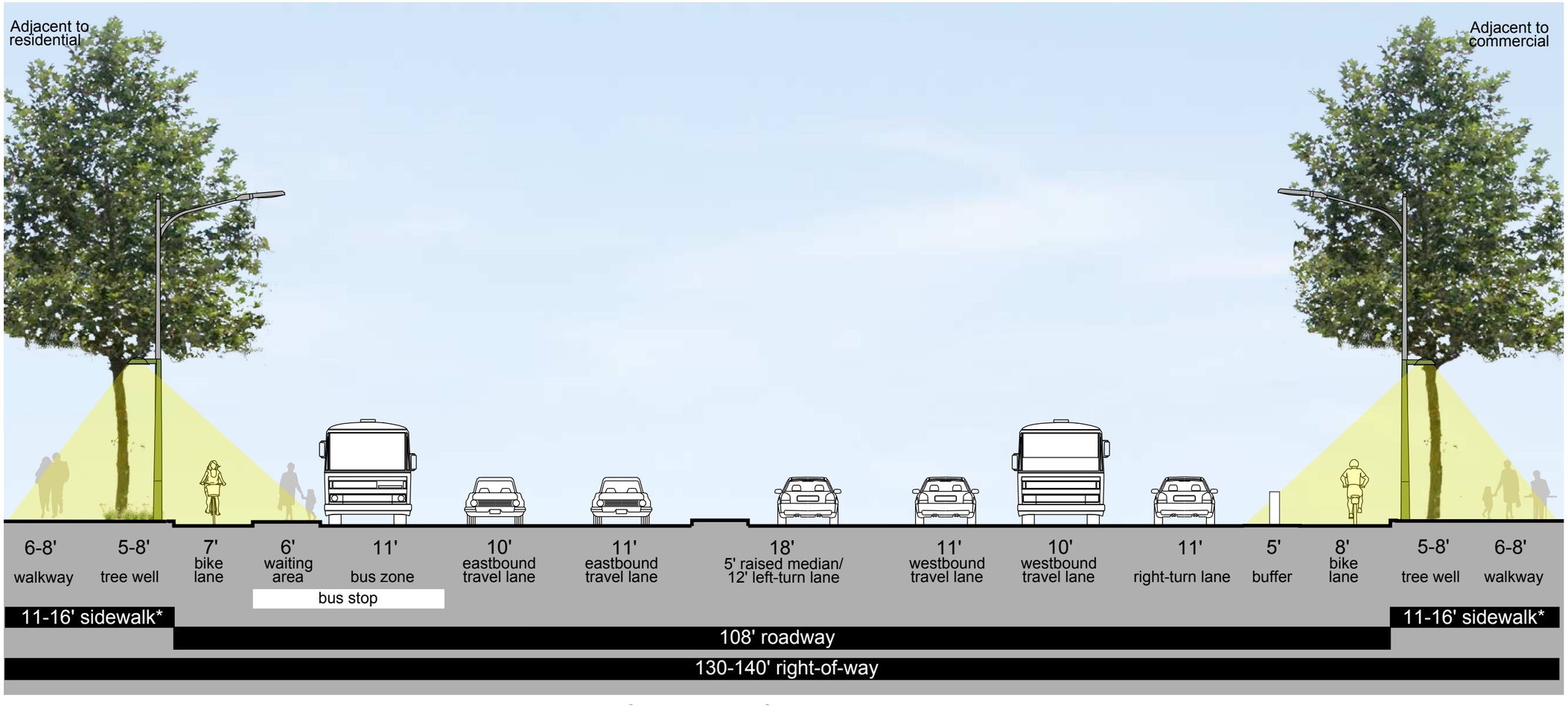
* Street dedications from new development will provide at least 15’ wide sidewalks.
Existing sidewalks that are wider than 15’ will remain..

VENICE BOULEVARD Lincoln Blvd. to Walgrove Ave. Typical Eastbound Farside Corner Bus Stop



EXISTING

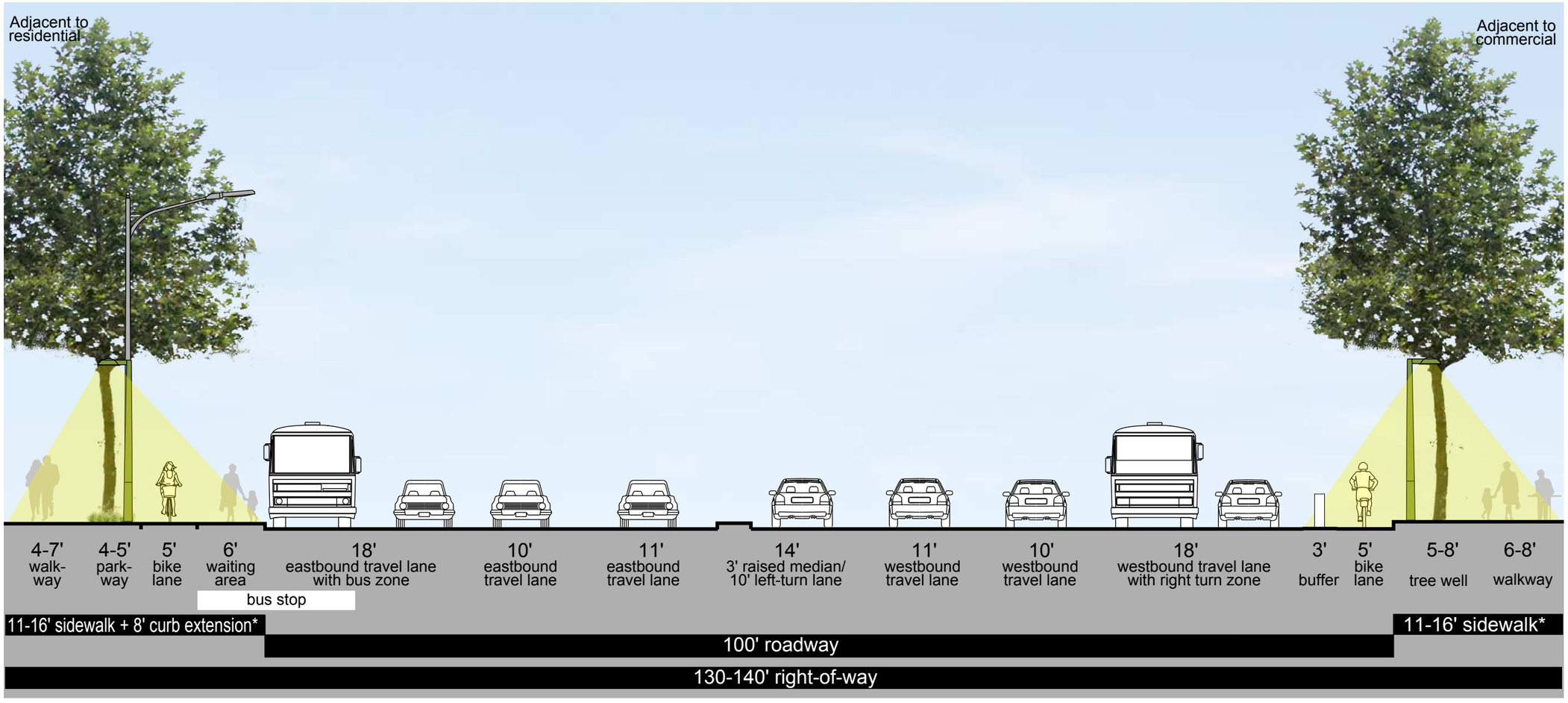
VENICE BOULEVARD Lincoln Blvd. to Walgrove Ave. Typical Eastbound Farside Corner Bus Stop



PROPOSED - OPTION 1 LANE REDUCTION

* Street dedications from new development will provide at least 15’ wide sidewalks. Existing sidewalks that are wider than 15’ will remain.

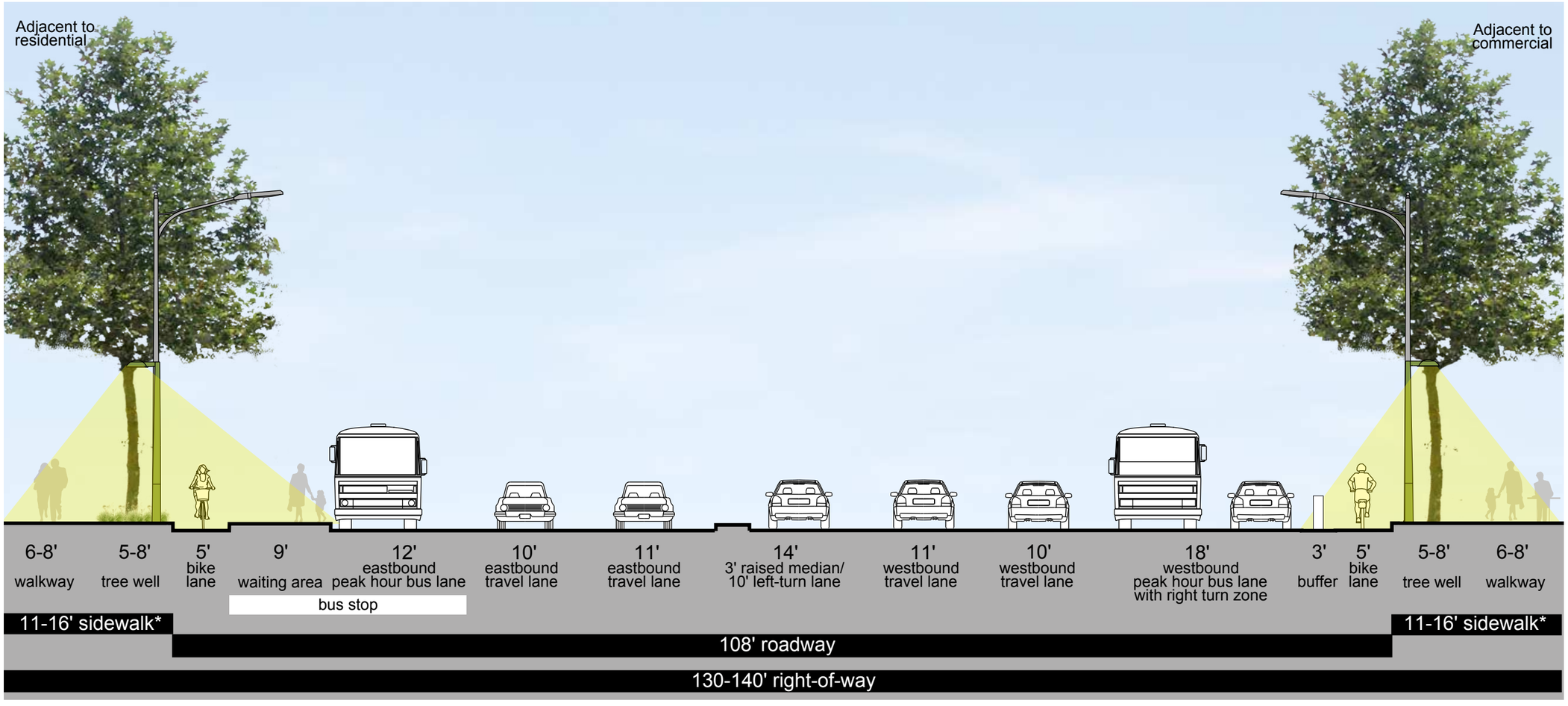
VENICE BOULEVARD LINCOLN BLVD. TO WALGROVE AVE. Typical Eastbound Farside Corner Bus Stop



PROPOSED - OPTION 2 NARROW MEDIAN TO KEEP 3 LANES EACH WAY

* Street dedications from new development will provide at least 15’ wide sidewalks.
  Existing sidewalks that are wider than 15’ will remain.

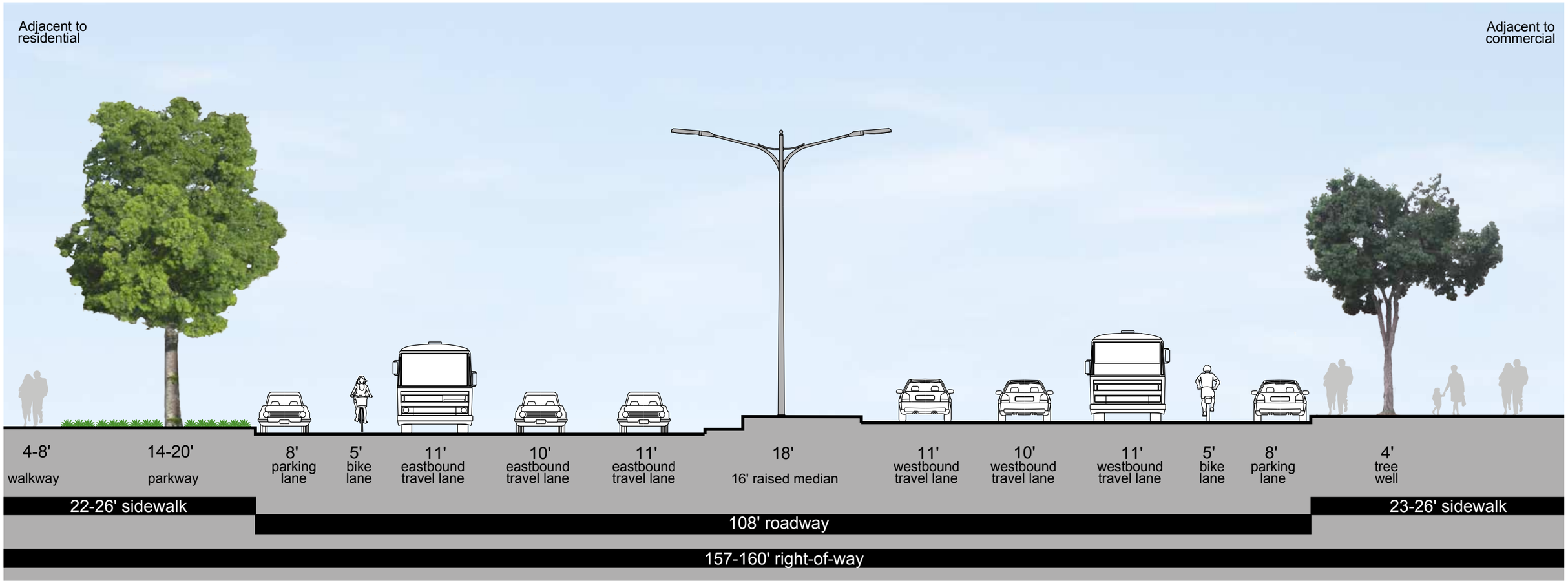
VENICE BOULEVARD Lincoln Blvd. to Walgrove Ave. Typical Eastbound Farside Corner Bus Stop



PROPOSED - OPTION 3 NARROW MEDIAN FOR 3 LANES EACH WAY, INCLUDING PEAK-PERIOD BUS LANE

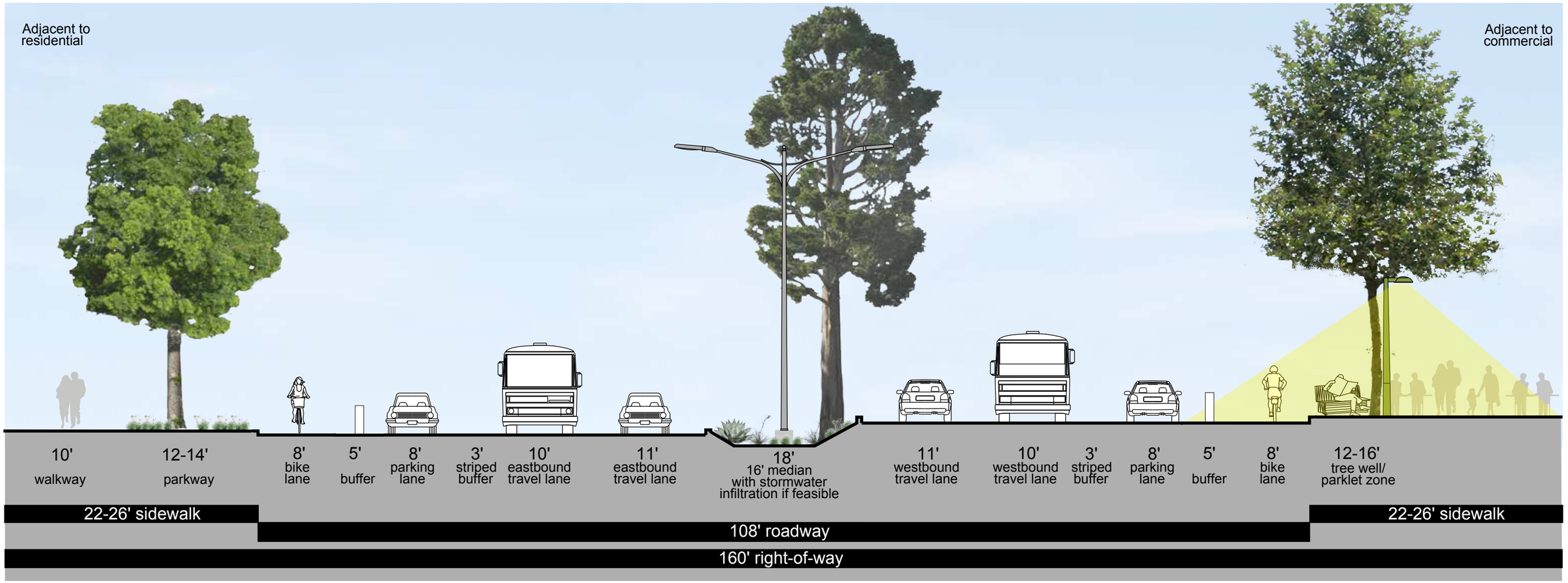
* Street dedications from new development will provide at least 15’ wide sidewalks.
  Existing sidewalks that are wider than 15’ will remain.

VENICE BOULEVARD WALGROVE AVE. TO CENTINELA AVE. Typical Midblock Location



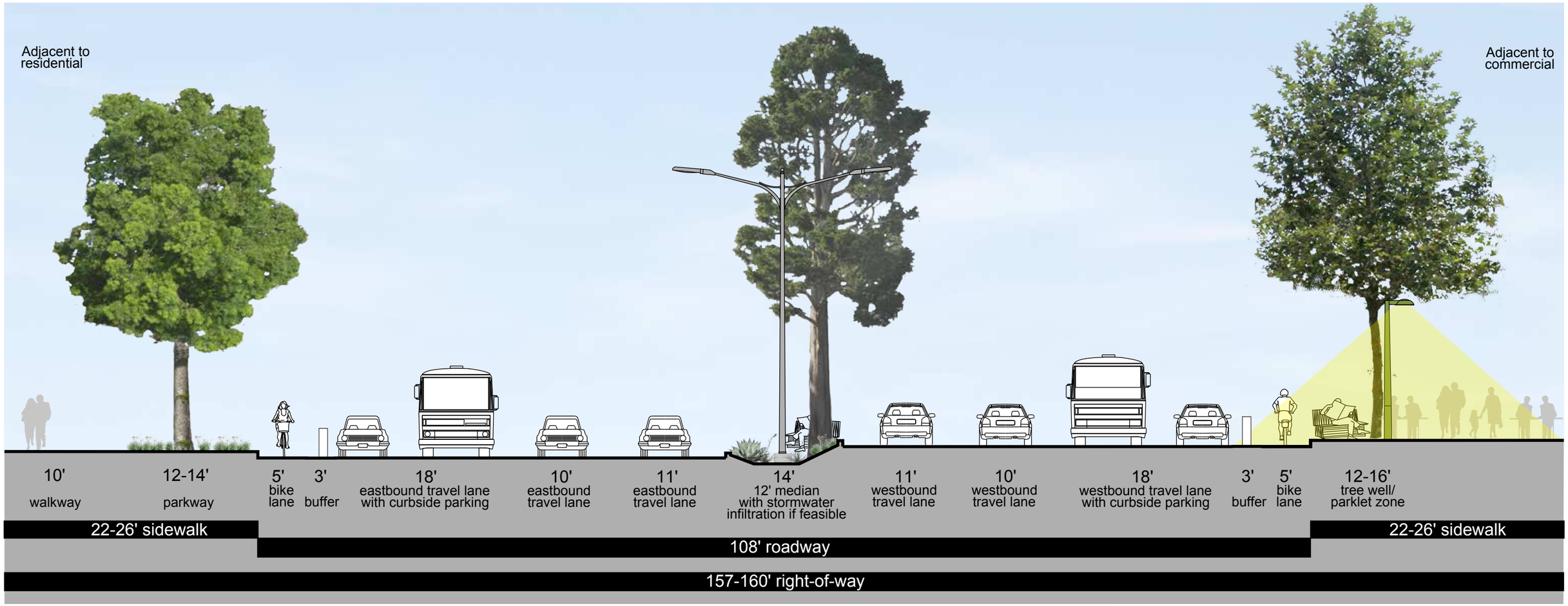
EXISTING

VENICE BOULEVARD Walgrove Ave. to Centinela Ave. Typical Midblock Location



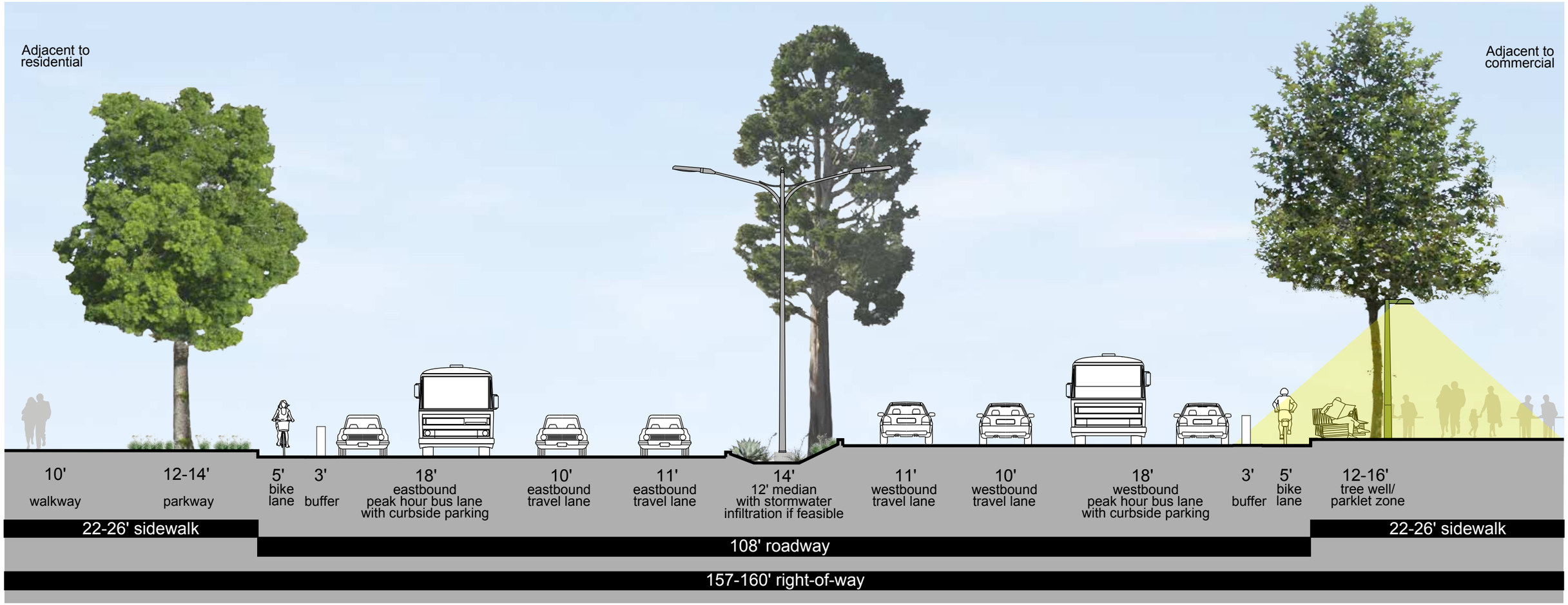
PROPOSED - OPTION 1 LANE REDUCTION

VENICE BOULEVARD Walgrove Ave. to Centinela Ave. Typical Midblock Location



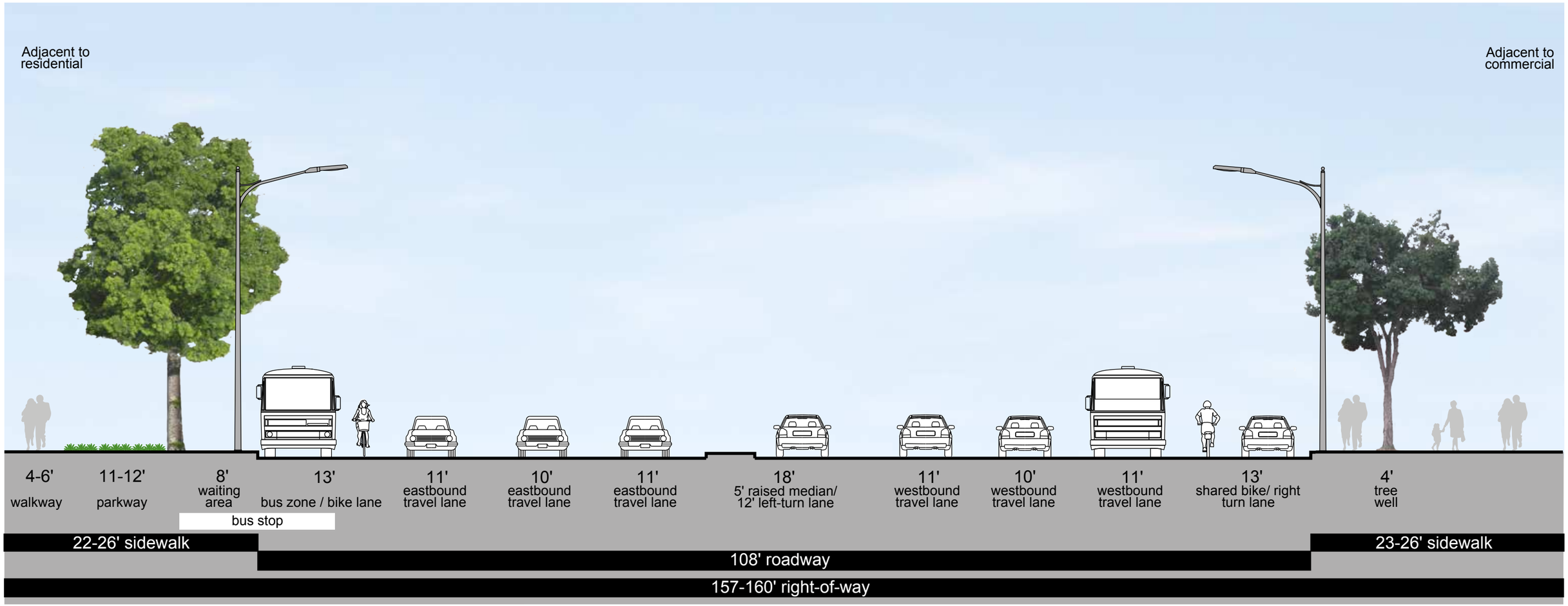
PROPOSED - OPTION 2 NARROW MEDIAN TO KEEP 3 LANES EACH WAY

VENICE BOULEVARD WALGROVE AVE. TO CENTINELA AVE. Typical Midblock Location



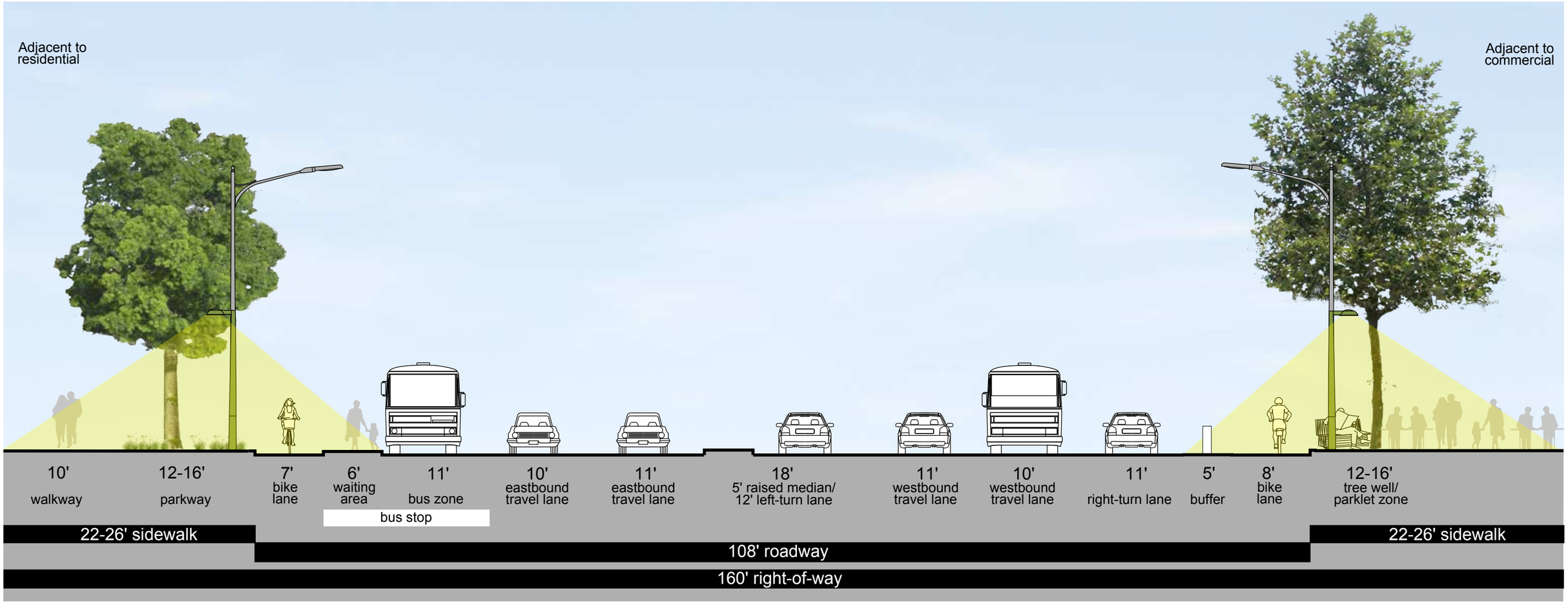
PROPOSED - OPTION 3 NARROW MEDIAN FOR 3 LANES EACH WAY, INCLUDING PEAK-PERIOD BUS LANE

VENICE BOULEVARD WALGROVE AVE. TO CENTINELA AVE. Typical Eastbound Farside Corner Bus Stop



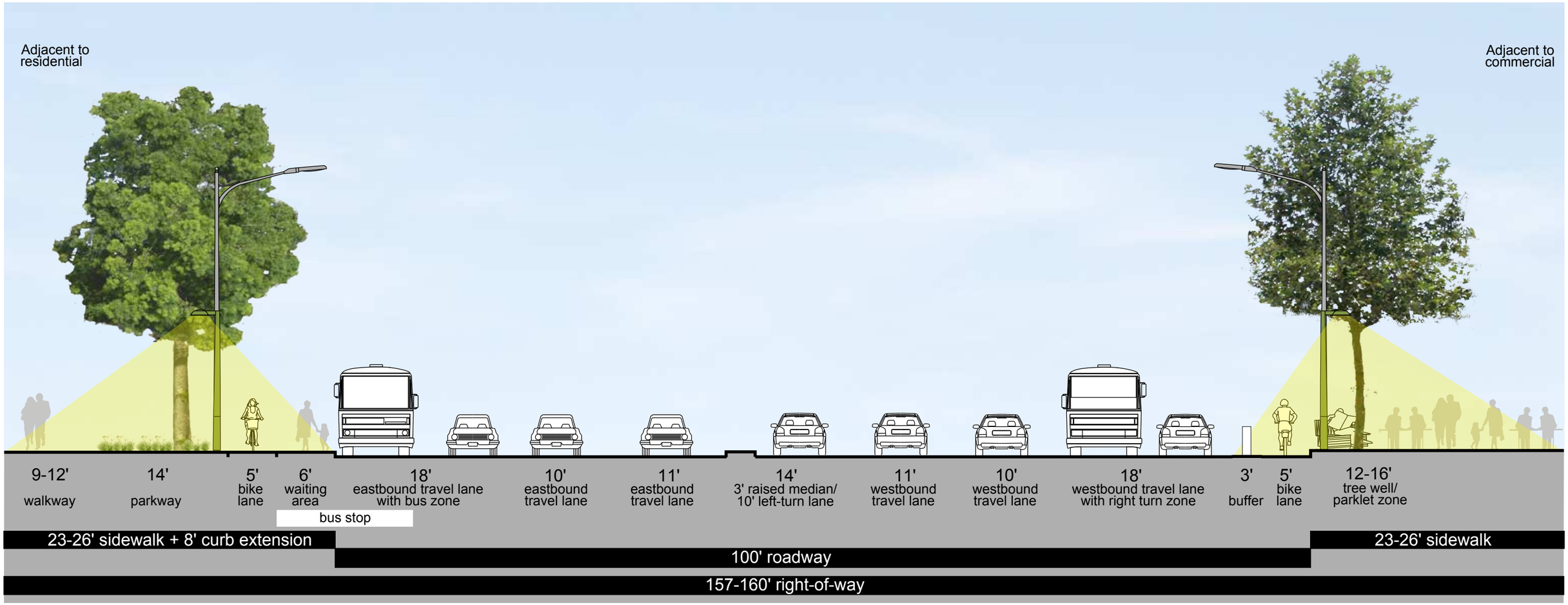
EXISTING

VENICE BOULEVARD WALGROVE AVE. TO CENTINELA AVE. Typical Eastbound Farside Corner Bus Stop



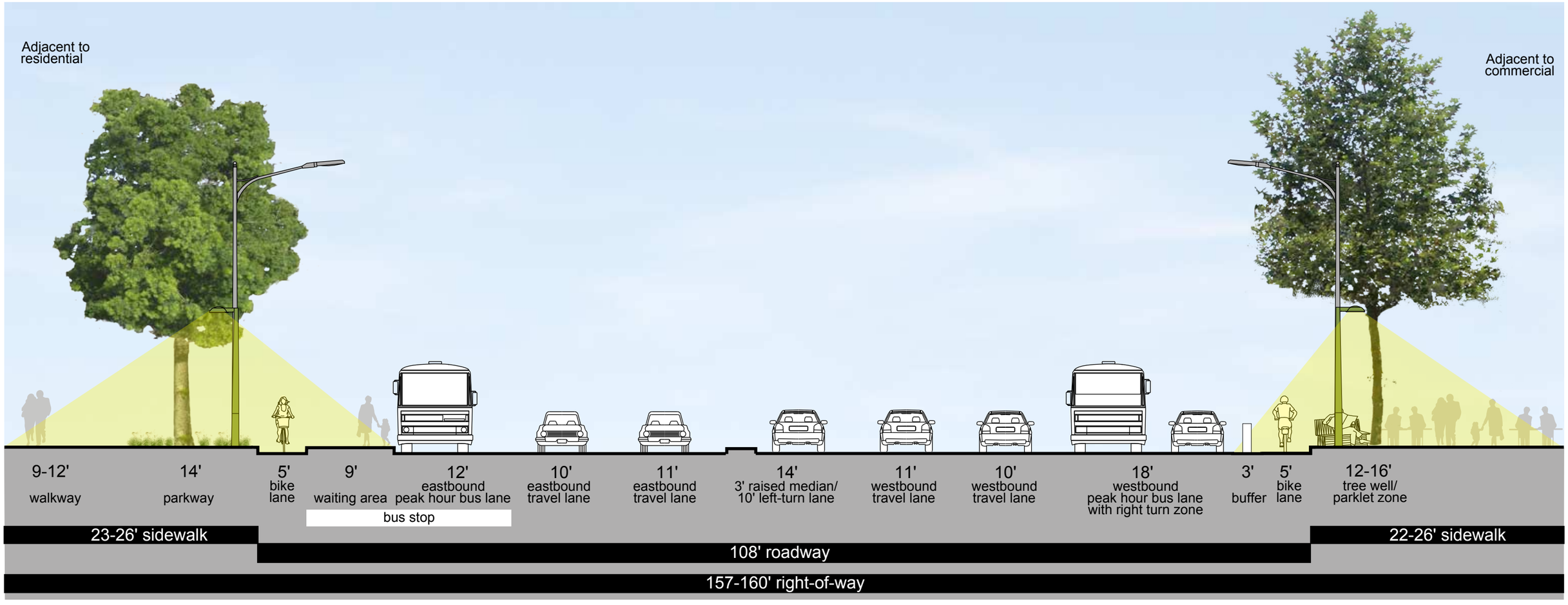
PROPOSED - OPTION 1 LANE REDUCTION

VENICE BOULEVARD WALGROVE AVE. TO CENTINELA AVE. Typical Eastbound Farside Corner Bus Stop



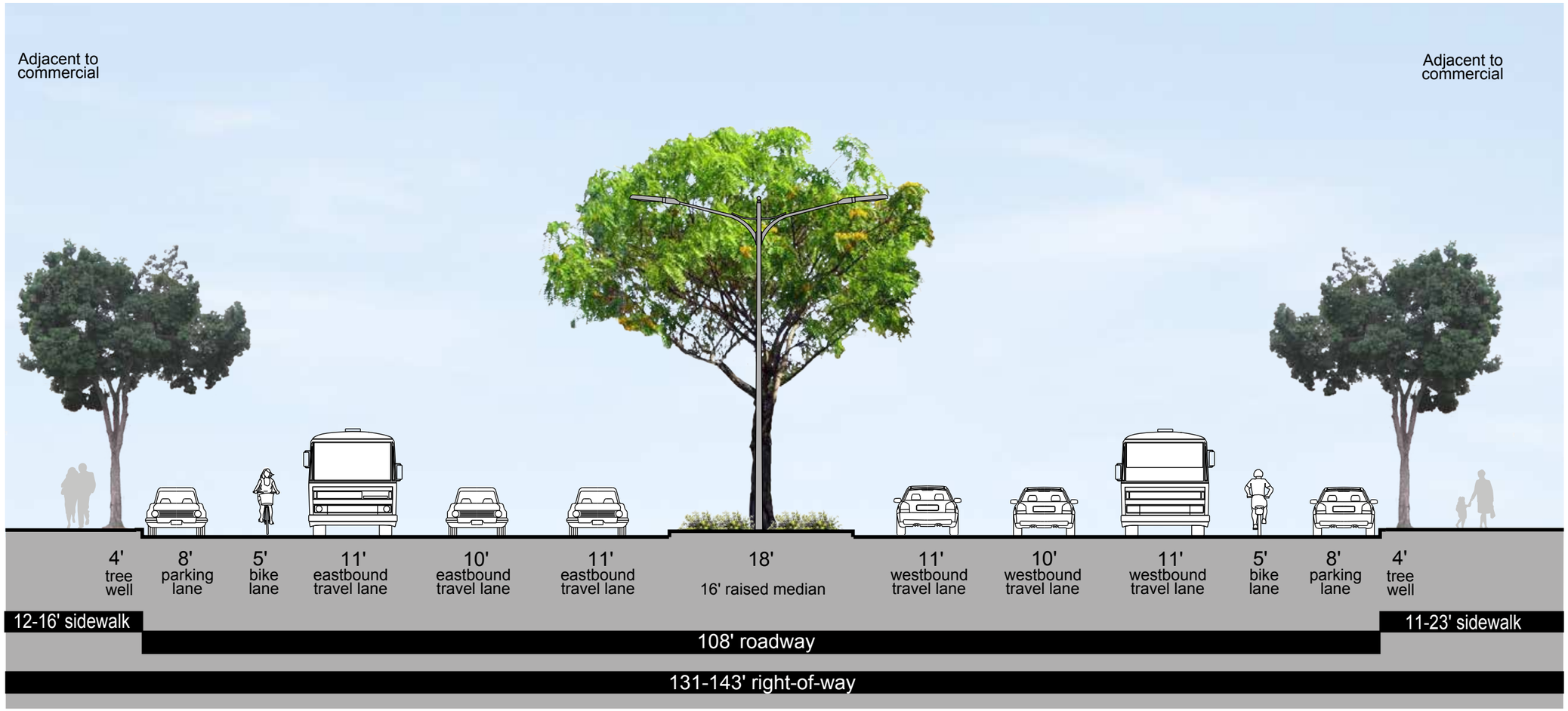
PROPOSED - OPTION 2 NARROW MEDIAN TO KEEP 3 LANES EACH WAY

VENICE BOULEVARD WALGROVE AVE. TO CENTINELA AVE. Typical Eastbound Farside Corner Bus Stop



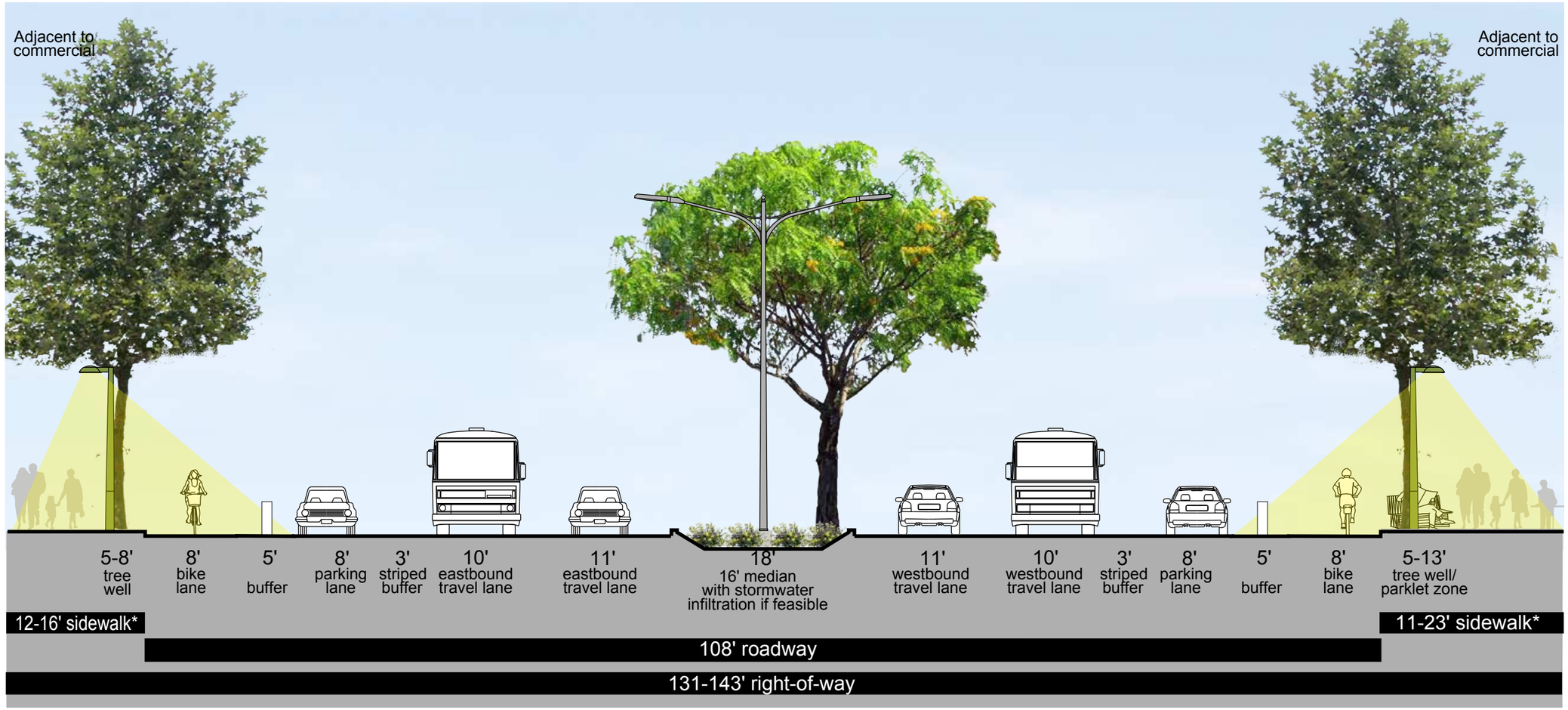
PROPOSED - OPTION 3 NARROW MEDIAN FOR 3 LANES EACH WAY, INCLUDING PEAK-PERIOD BUS LANE

VENICE BOULEVARD Centinela Ave. to Inglewood Blvd. Typical Midblock Location



EXISTING

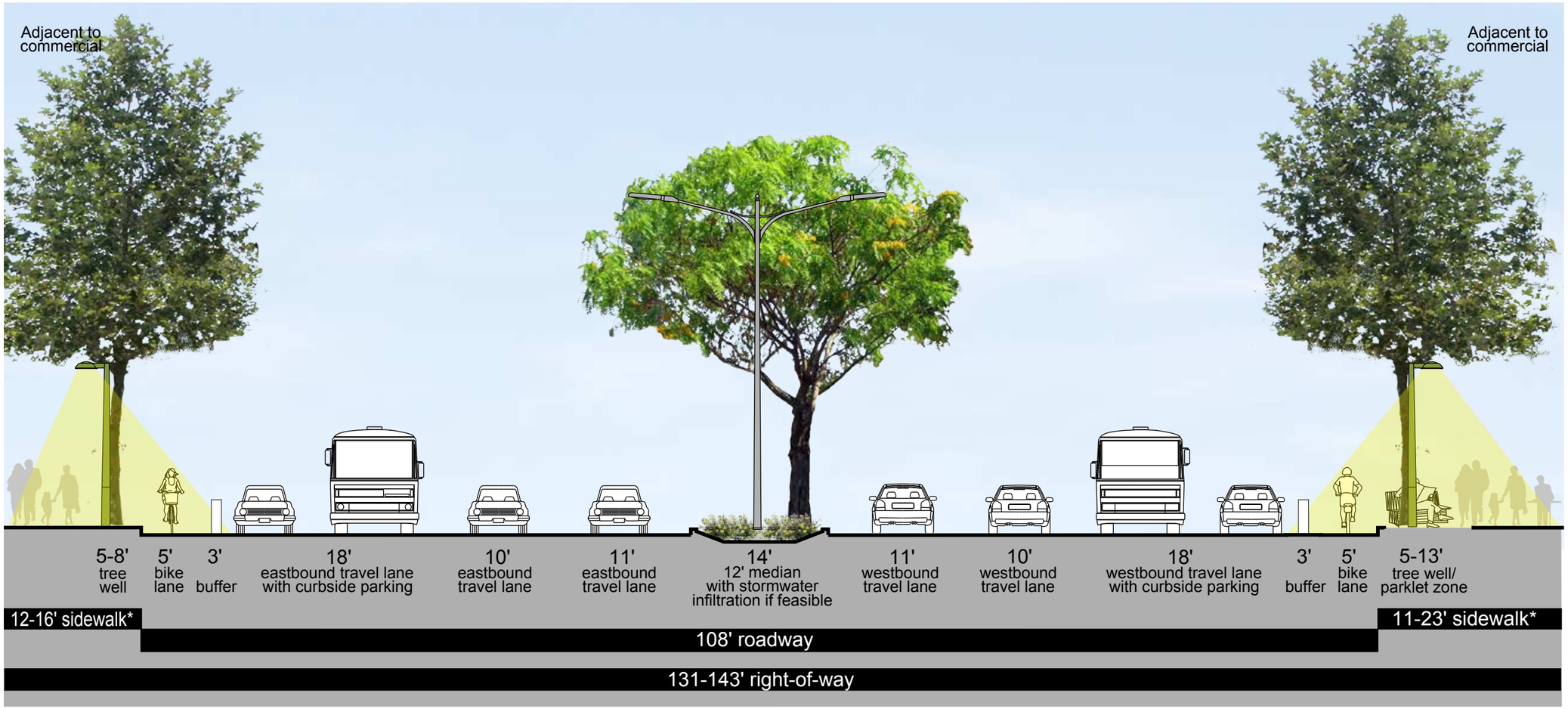
VENICE BOULEVARD Centinela Ave. to Inglewood Blvd. Typical Midblock Location



PROPOSED - OPTION 1 LANE REDUCTION

* Street dedications from new development will provide at least 15’ wide sidewalks. Existing sidewalks that are wider than 15’ will remain.

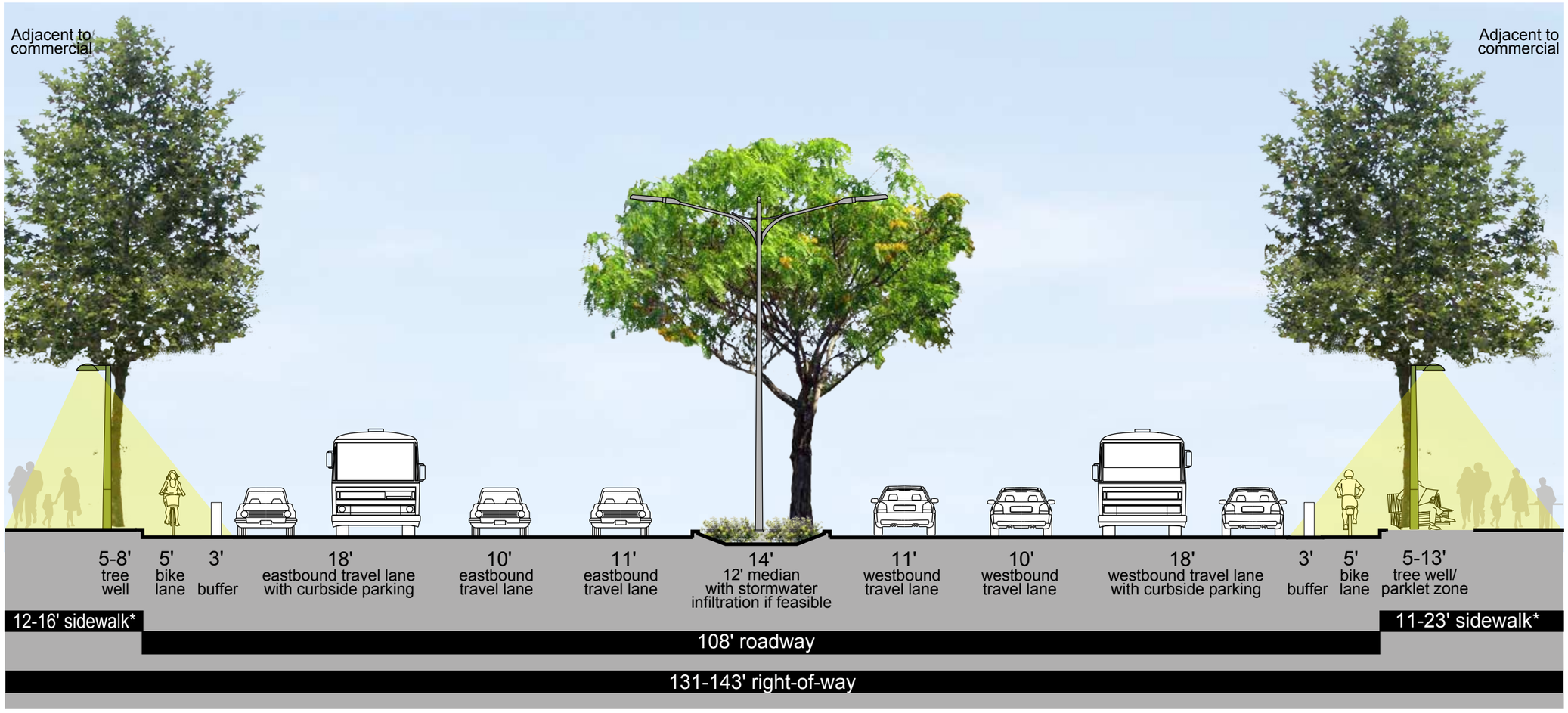
VENICE BOULEVARD Centinela Ave. to Inglewood Blvd. Typical Midblock Location



PROPOSED - OPTION 2 NARROW MEDIAN TO KEEP 3 LANES EACH WAY

* Street dedications from new development will provide at least 15’ wide sidewalks. Existing sidewalks that are wider than 15’ will remain.

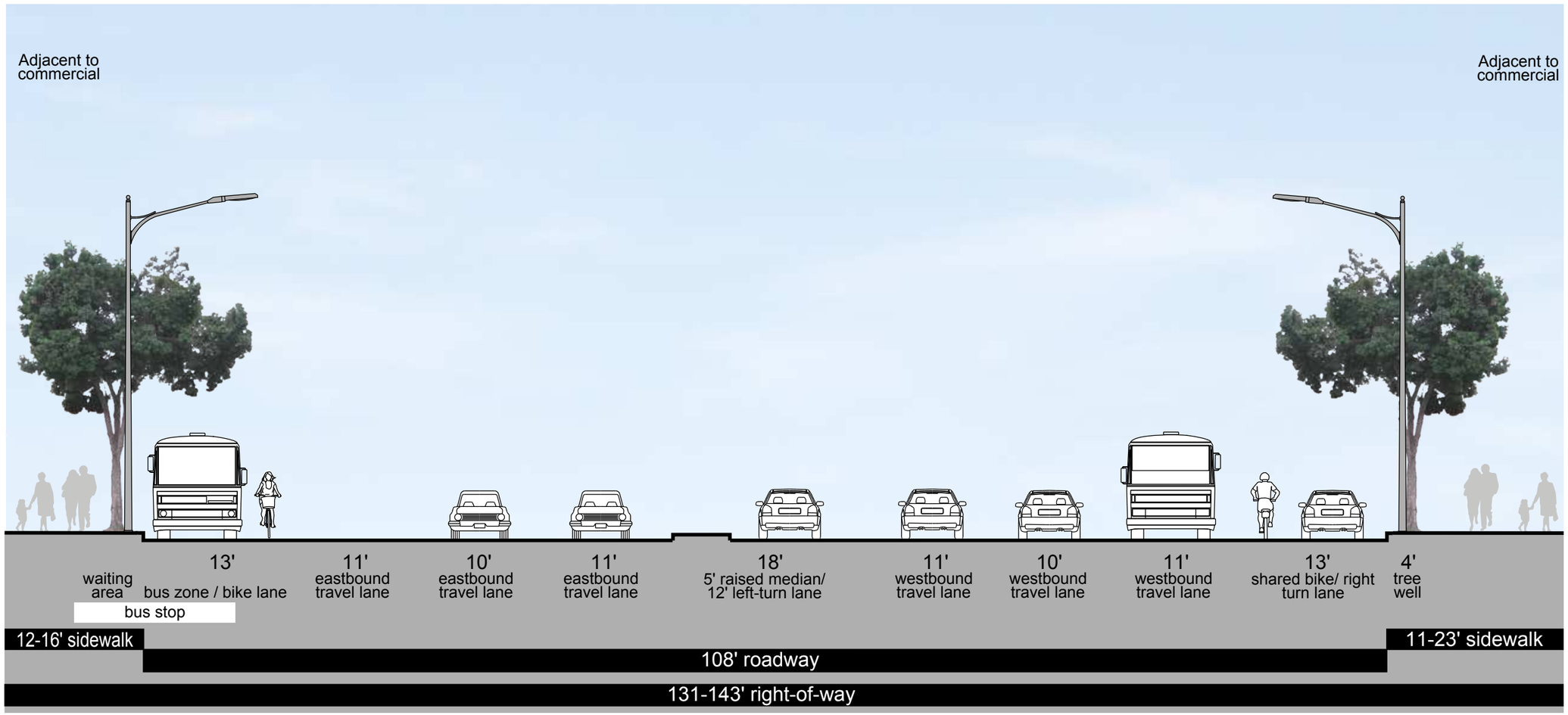
VENICE BOULEVARD Centinela Ave. to Inglewood Blvd. Typical Midblock Location



PROPOSED - OPTION 3 NARROW MEDIAN FOR 3 LANES EACH WAY, INCLUDING PEAK-PERIOD BUS LANE

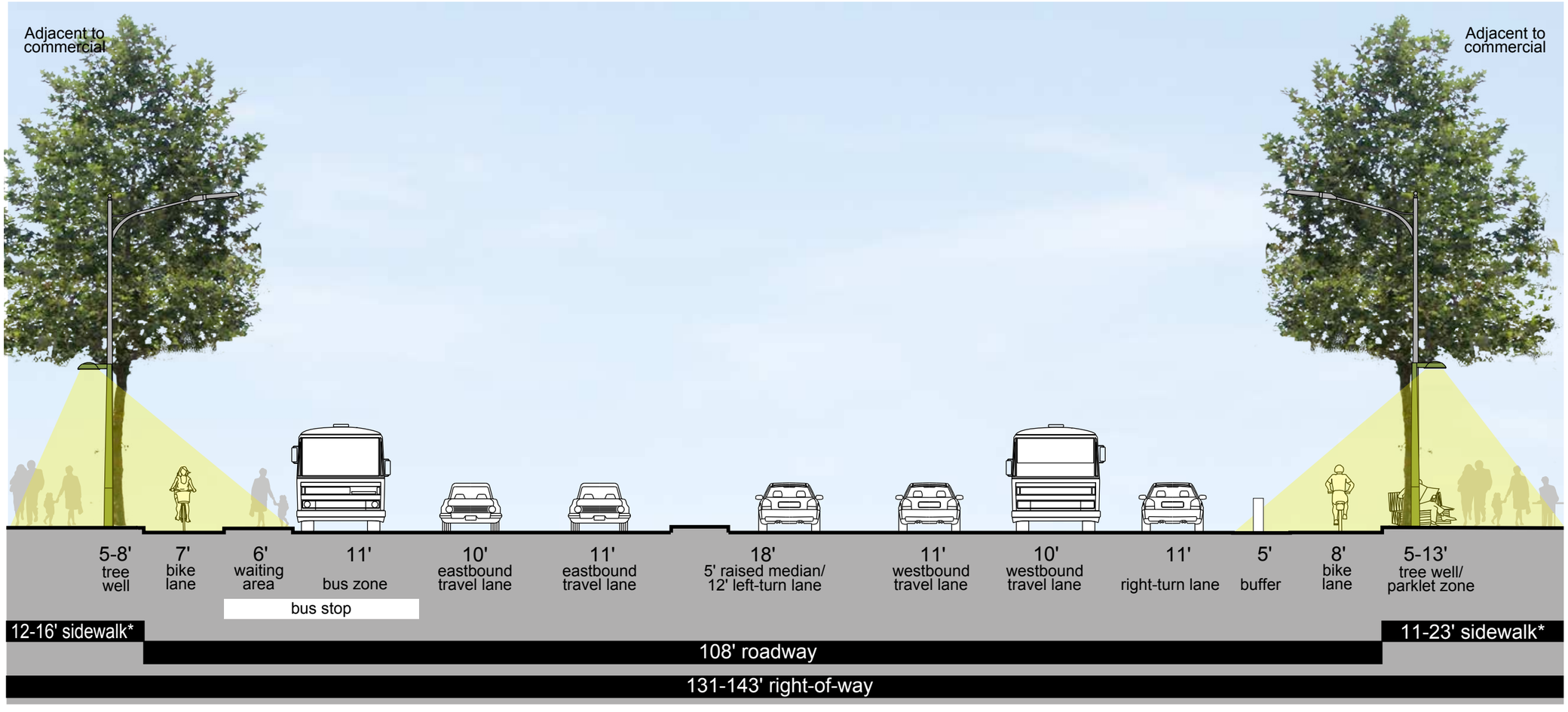
* Street dedications from new development will provide at least 15’ wide sidewalks.
  Existing sidewalks that are wider than 15’ will remain.

VENICE BOULEVARD CENTINELA AVE. TO INGLEWOOD BLVD. Typical Eastbound Farside Corner Bus Stop



EXISTING

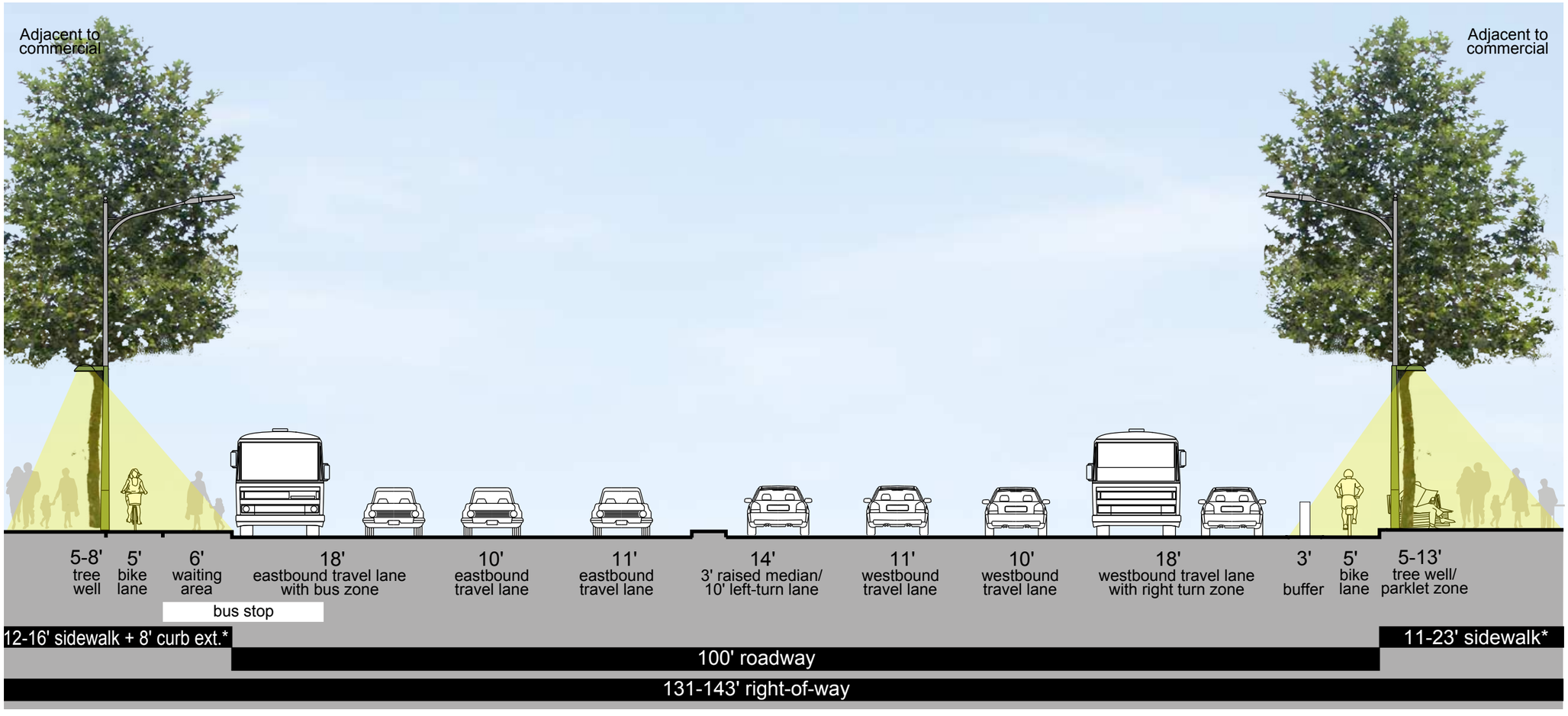
VENICE BOULEVARD CENTINELA AVE. TO INGLEWOOD BLVD. Typical Eastbound Farside Corner Bus Stop



PROPOSED - OPTION 1 LANE REDUCTION

* Street dedications from new development will provide at least 15’ wide sidewalks. Existing sidewalks that are wider than 15’ will remain.

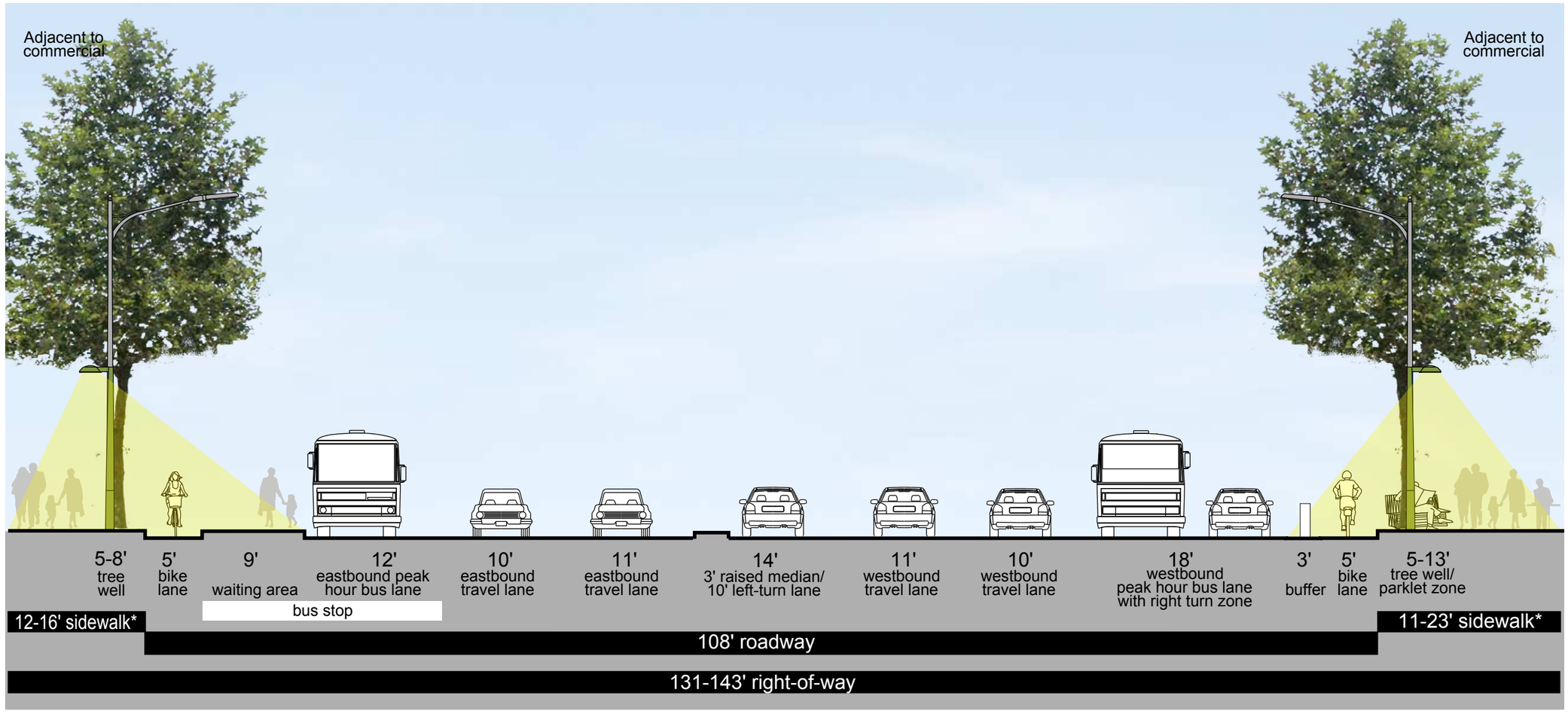
VENICE BOULEVARD Centinela Ave. to Inglewood Blvd. Typical Eastbound Farside Corner Bus Stop



PROPOSED - OPTION 2 NARROW MEDIAN TO KEEP 3 LANES EACH WAY

* Street dedications from new development will provide at least 15’ wide sidewalks. Existing sidewalks that are wider than 15’ will remain.

VENICE BOULEVARD CENTINELA AVE. TO INGLEWOOD BLVD. Typical Eastbound Farside Corner Bus Stop



PROPOSED - OPTION 3 NARROW MEDIAN FOR 3 LANES EACH WAY, INCLUDING PEAK-PERIOD BUS LANE

* Street dedications from new development will provide at least 15’ wide sidewalks.
Existing sidewalks that are wider than 15’ will remain.

ILLUSTRATIVE SKETCHES

VENICE BLVD. Beethoven St. - Centinela Ave.

`

Above: View of existing roadway looking east.

Right: Cycle track with lane reduction (Option 1) and striped buffer and bollards.

Next Page: Cycle track (same option) with a landscaped buffer. A stormwater infiltration buffer should be considered as a future option, provided that external funding is obtained to study the feasibility and fund implementation.

VENICE BLVD. Beethoven St. - Centinela Ave.

Above: View of existing roadway looking east.

Right: Cycle track with median narrowed two feet on each side (Options 2 and 3) and striped buffer and bollards.

Next Page: Cycle track (same option) with landscaped buffer. A stormwater infiltration buffer should be considered as a future option, provided that external funding is obtained to study the feasibility and fund implementation.

VENICE BLVD. Centinela Ave. - Inglewood Blvd.

`

Above: View of existing sidewalk and roadway looking west.

Right: Cycle track with lane reduction (Option 1) and striped buffer and bollards.

Next Page: Cycle track (same option) with raised buffer. A raised buffer buffer should be considered as a future option, provided that external funding is obtained to study the feasibility and fund implementation.


Sweet
Lucies
FFEE

VENICE BLVD. Centinela Ave. - Inglewood Blvd.

`

Above: View of existing sidewalk and roadway looking west.

Right: Cycle track with with median narrowed two feet on each side (Options 2 and 3))and striped buffer and bollards.

Next Page: Cycle track (same option) with raised buffer. A raised buffer buffer should be considered as a future option, provided that external funding is obtained to study the feasibility and fund implementation.


Sweet Lucie's
FFEE

VENICE BLVD. Beethoven St. - Centinela Ave.

Above: View of existing median looking west.

Right: Potential median with stormwater infiltration swale and native planting with no irrigation, using existing City of Los Angeles Western Heritage Way stormwater infiltration median as the model.

VENICE BLVD. Centinela Ave. - Inglewood Blvd.

Left: View of sidewalk and roadway looking west.

Right: Same view with the addition of several new street trees that can be pruned up above business signs.

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APPENDIX A WESTSIDE BOULEVARD PLANT PALETTE

The plants listed and illustrated in this Appendix provide a palette for medians, parkways and tree wells on Westside streets. Most have low or very low water use and some are native to California or the Southwest. All are less than 36 inches in height, including flowers. Any of the plant types may be used on medians. Typically parkways and tree wells should use Type 1 and 2 plants that are lower growing.

Each street in the Streetscape Plan has a "short list" of 10 to 12 plants, taken from this palette.

PLANT TYPES

Type 1 - Low-Maintenance, Walkable Plants

These plants require minimal maintenance and are walkable. Table 1 and Figure 1 lists and illustrate some examples. Most of the grasses listed do not require mowing. Sedge, Buffalo and Grama Grass can be mowed a few time a year to maintain a lawn-like appearance.

Type 2 - Low-Growing, Low-Maintenance Plants

The low-growing grasses and/or groundcover in Table 2 and Figure 2 are not walkable, but require minimal maintenance.

Type 3 - Taller Plants that Require More Maintenance

The plants in Table 3 and Figure 3 are reliable drought-tolerant plants - but still less than 3 feet tall - that can be mixed in with plants in Table 2.

On-Line and Print Resources

The following resources provide images and detailed descriptions of these plants and others:

bewaterwise.com
theodorepayne.org
laspilitas.com
elnativo.com
smggrowers.com
monrovia.com
sunset.com and *Sunset Garden Book*
California Native Plants for the Garden Bornstein et al.

PLANTING AND MAINTENANCE

Preparing the Parkway Soil

Soil preparation is essential to parkway success. Soil preparation saves money in the long run because it reduces the need to replace plants, lowers water use and reduces fertilizer applications. Typical soil preparation steps are:

- Remove all existing turf - let it die and dig it out.
- Remove enough soil to create a slope in the center so water drains to the center and then remove two to three inches more.
- Till the parkway soil to depth of one foot except where there are tree roots.
- Amend it with compost.

Do not plant within three or four feet of a street tree.

Watering A Drought-Tolerant Parkway

Too much water can kill drought-tolerant plants. The best approach is to water only when the soil is dry at a depth of 3" to 4". Or set irrigation at three times a week (30 minutes each time for drip; 9 minutes for spray) to establish the plants (first 3 months) and then once a week from October through March and twice a week from April through September.

Legend for Tables 1, 2 and 3

N = California or Southwest native or cultivar of same
L= Low water use
M = Moderate water use
o.c. = on center
Heights listed in tables include flowers which typically extend above the plants

Photo credits for Figure 1, 2, and 3:
San Marcos Growers
Las Pilitas Nursery
Monrovia Nursery
Mountain States Wholesale Nursery

TABLE A-1 Type 1 Plants - Less than 12 Inches and Walkable

Botanical Name	Common Name	Water Use	Height x Spacing	Notes
Low Water Use/Low or No Mow Turf or Grass-like Perennials				
Buchloe dactyloides UC Verde™	UC Verde™ Buffalo Grass	L	6" x 6"	N, winter dormant (brown)
Bouteloua gracilis 'Hachita'	'Hachita' Blue Grama Grass	L	6" x 6"	N
Carex praegracilis	California Field Sedge	M	6" x 9"+	N, grows in shade or sun
Carex pansa	California Dune Sedge	M	6" x 9"+	N, grows in shade or sun
Low-Growing Perennials (12 inches or less)				
Achillea millifollium and cultivars	Yarrow and cultivars	L	12" x 3'	N, mow 3-4x/year
Chamaemelum nobile	Chamomile	M	8" x 12"	
Dymondia margaretae	Dymondia	L	3" x 6"	slow growing

FIGURE A-1 Type 1 Plants - Less than 12 Inches and Walkable

Buchloe dactyloides UC Verde™

Bouteloua gracilis 'Hachita'

Carex pansa (*C. praegracilis*)

Achillea millifollium cultivar mowed

Chamomile

Dymondia margaretae

TABLE A-2 Type 2 Plants - Less than 24 Inches Tall Including Flowers

Botanical Name	Common Name	Water Use	Height x Spacing	Notes
Low-Growing Grasses or Grass-like Perennials (18 inches or less)				
Carex divulsa (*C. tumincola*)	Berkeley Sedge	L	12” x 2’	N
Festuca californica & cultivars	California/Idaho Fescue	L	18” x 18”	N
Festuca idahoensis & cultivars	Idaho Fescue	L	12” x 12”	N
Pennisetum alopecuroides ‘Little Bunny’	Little Bunny Fountain Grass	L	12” x 12”	
Sesleria autumnalis	Autumn Moor Grass	M	15” x 2’	
Low-Growing Perennials/Succulents (18 inches or less)				
Achillea millifollium Calif. native cultivars	Yarrow	L	18” x 4’	N, mow 1/yr.
Achillea millifollium non-native cultivars	Yarrow	L	18” x 4’	Mow 1/yr.
Agapanthus orientalis ‘BenFran’	Baby Pete Lily of the Nile	M	18” x 2’	
Aloe ‘Grassy Lassie’	Grassy Lassie Aloe	L	12” x 12”	
Arctotis acaulis ‘Magenta’, ‘Pumpkin Pie’	African Daisy cultivars	L	1-2’ x 3’	
Convolvulus sabatius	Ground Morning Glory	L	2’ x 3’	
Delosperma cooperi	Trailing Ice Plant	L	8” x 15”	
Drosanthemum floribundum	Rosea Ice Plant	L	8” x 15”	
Dudleya hassei	Santa Catalina Live Forever	VL	8” x 18”	N
Erigeron karvinskianus & *E.glaucus*	Santa Barbara & Seaside Daisy	L	12” x 2’	N
Eiriogonum umbellatum	Sulfur Buckwheat	L	12” x 3’	N
Gazania linearis ‘Colorado Gold’	Colorado Gold Gazania (green lvs)	L	6” x 2’	
Gazania rigens leucolaena	Gazania (grayish lvs.)	L	6” x 2’	
Iris douglasiana & ‘Pacific Coast Hybrids’	Douglas & Pacific Coast Iris	L	12” x 18”	N, mix with grasses
Lantana Patriot series cultivars	Dwarf Lantana	L	12” x 15”	
Lessingia filaginifolia ‘Silver Carpet’	Silver Carpet California Aster	L	12” x 4’	N
Monardella villosa	Coyote Mint	VL	15” x 2’	N
Osteospermum fruitcosum	Trailing African Daisy	L	6” x 18”	
Oenothera caespitosa & other species	Tufted evening primrose	L	12” x 2’	N
Rosmarinus officinalis ‘Huntington Carpet’ or other prostrate varieties	Prostrate Rosemary	L	18” x 2’	
Senicio serpens	Blue Chalk Sticks	L	12” x 2’	
Thymus species	Thyme	M	8” x 2’	
Verbena peruviana & hybrids	Verbena	L	6” x 2’	
Vinca minor	Dwarf Periwinkle	M	12” x 4’	Plant in shade
Low-Growing Shrubs (18 inches or less) - all require regular trimming at parkway edges				
Ceanothus 'Centennial' or ‘Heart’s Desire’	Mountain Lilac cultivar	L	18”’ x 4’	N
Cotoneaster dammeri ‘Lowfast’	Groundcover Cotoneaster	L	18” x 4’	
Juniperus horizontalis, J. procumbens var.	Groundcover Juniper varieties	L	18” x 4’	See Sunset for list

TABLE A-3 Type 3 Plants - Less than 26 Inches Tall Including Flowers

Botanical Name	Common Name	Water Use	Height x Spacing	Notes
18” to 36” Tall Grasses				
Carex barbarae	Santa Barbara Sedge	M	2’ x 2’	N
Leymus condensatus ‘Canyon Prince’	Canyon Prince Wild Rye	L	2’ x 3’	N
Muhlenbergia dubia	Pine Muhly	L	2’ x 2’	N (SW)
Pennisetum orientale	Oriental Fountain Grass	L	18” x 18”	
Pennisetum ‘Eaton Canyon’	Dwarf Red Fountain Grass	L	3’ x 3’	
18” to 36” Tall Perennials/Succulents				
Aeonium arboreum ‘ Electra’	Purple Pinwheel Aeoneum	L	2’ x 2’	
Aeonium canariense	Giant Velvet Rose	L	2’ x 2’	
Agapanthus ‘Tinkerbell’	Dwarf Agapanthus cultivar	M	2’ x 18”	
Agave attenuata ‘Kara’s Stripe’, other cultivars	Variegated Fox Tail Agave	L	3’ x 3’	
Agave desmetiana ‘Variegata’	Variegated Smooth Agave			
Aloe maculata, A. striata	Soap Aloe, Coral Aloe	L	3’ x 3’	
Anigozanthos ‘Bush Pearl’, ‘Bush Ranger’ etc.	Kangaroo Paws Bush cultivars	L-M	2’ x 2’	
Hesperaloe parviflora	Red Yucca	L		
Lavandula minutolli	Green Fernleaf Lavender	L	2’ x 2’	
Limonium perezii	Statice	L	2’ x 3’	
Lomondra longifolia ‘Breeze’	Lomondra cultivar	L	3’ x 3’	
Penstemon heterophyllus ‘Margarita BOP’	Foothill Penstemon	L	18” x 18”	N
Phormium ‘Tom Thumb’, ‘Jack Spratt’	Small Flax hybrids	M	2’ x 2’	
Phormium cookianum ‘Cream Delight’	Cream Delight Flax	M	3’ x 3’	
18” to 36” Tall Shrubs				
Arctostaphylos 'Emerald Carpet'	Emerald Carpet Manzanita	L	2’ x 3’	N
Artemisia pycnocephala ‘David’s Choice’	David’s Choice Sandhill Sagebrush	L	2’ x 3’	N
Ceanothus gloriosus 'Anchor Bay'	Pt. Reyes Ceanothus	L	3’ x 6’	N
Cistus salvifolius	Sageleaf Rockrose	L	2’ x 3’	
Lantana montevidensis cultivars	Trailing Lantana	L	2’ x 3’	Cut back yearly
Lantana ‘Gold Rush’, ‘New Gold’	Spreading Lantana	L	2’ x 3’	Monrovia
Mimulus hybrids incl. ‘Jelly Bean Yellow’	Shrubby Monkeyflower hybrids	L	2’ x 3’	N
Rhaphiolepis x *delacourii* ‘Georgia Petite’	Georgia Petite Indian Hawthorne	M	3’ x 4’	
Rosa Flower Carpet varieties	Groundcover Roses	M	2’ x 3’	Monrovia
Salvia apiana var. *compacta*	Compact White Sage	VL	3’ x 4’	N
Salvia ‘Bee’s Bliss’ or ‘Gracias’	Bee’s Bliss or Gracias Sage	L	2’ x 4’	N
Salvia leucantha 'Santa Barbara'	Santa Barbara Sage	L	3’ x 4’	N
Verbena lilacina & V. lilacina ‘De La Mina’	Lilac Verbena	L	3’ x 3’	N

FIGURE A-2 Type 2 Plants - Less than 24 Inches Tall Including Flowers

Carex divulsa

Festuca idahoensis

Sesleria autumnalis

Pennisetum 'Litttle Bunny"

Achillea cultivars-native

Achillea cultivars-non-native

Agapanthus orientalis 'BenFran'

Aloe 'Grassy Lassie'

Arctotis acaulis 'Magenta'

Arctotis 'Pumpkin Pie'

Convolvulus sabatius

Delosperma cooperi

Drosanthemum floribundum

Dudleya hassei

Erigeron glaucus 'Wayne Roderick'

Eriogonum umbellatum

Gazania linearis

Gazania rigens leucolaena

Iris douglasiana

Lantana 'Patriot Rainbow'

Lessingia filaginifolia 'Silver Carpet'

Mondardella villosa

Osteospermum fruitcosum

Oenothera caespitosa

Rosmarinus officinalis

Senicio serpens

Thymus

V erbena peruviana varieties

Vinca minor

Ceanothus gloriosus 'Heart's Desire

Cotoneaster dammeri

Juniperus horizontalis var.

FIGURE A-3 Type 3 Plants - Less than 26 Inches Tall Including Flowers

CaLeymus condensatus

Muhlenbergia dubia

Pennisetum orientale

Pennisetum 'Eaton Canyon'

Aeonium arboreum 'Electra'

Aeonium canariense

Agapanthus 'Tinkerbell'

Agave attenuata 'Kara's Stripe'

Agave desmetiana 'Variegata'

Aloe striata

Anigozanthos 'Bush Pearl'

Lavandula minutolli

Hesperaloe parviflora

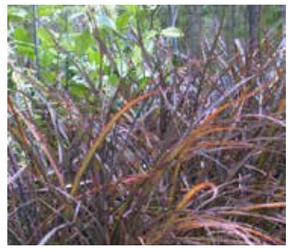
Limonium perezii

Lomondra 'Breeze'

Penstemon heterophyllus

Phormium 'Cream Delight'

Phormium 'Jack Spratt'



Arctostaphylos 'Pacific Mist'

Artemisia 'David's Choice'

Cistus salvifolius

Lantana montevidensis

Lantana 'Gold Rush'

Mimulus 'Jelly Bean Yellow'

Rhaphiolepis 'Georgia Petite'

Red Flower Carpet Rose

Amber Flower Carpet Rose

Salvia apiana var. compacta

Salvia 'Bee's Bliss'

Salvia leucantha 'Santa Barbara'

Verbena lilacina

FIGURE A-4 Examples of Plants by Type in Parkways

Type 1 (Walkable Plants)

Once established, California Beach or Meadow Sedge (*Carex pansa or C. praegracilis*) can be mowed several times a years.

Dymondia (*Dymondia margaritae)* is a low growing, walkable groundcover

UC Verde Buffalo grass (*Buchloe dactyloides* UC Verde™) is a drought-tolerant cultivar of Midwest native Buffalo grass.

Type 2 (Low Growing)

Berkeley Sedge (*Carex divulsa)* requires very little care and less water than California Beach or Meadow Sedge.

Autumn Moor Grass (*Sesleria autumnalis)* - the lower grass in the photo - requires very little care and similar water to the Sedges.

Blue Fescue (*Festuca* cultivars*)* require good drainage and tolerate some shade.

Gazanias are reliable relatively drought-tolerant groundcovers that tolerates light traffic.

Prostrate Rosemary like ‘Huntington Carpet’ needs very little water.

Dwarf Periwinkle (*Vinca minor)* is a good choice for a shady parkway.

Good Examples of Type 3 Parkways: Perennial Gardens

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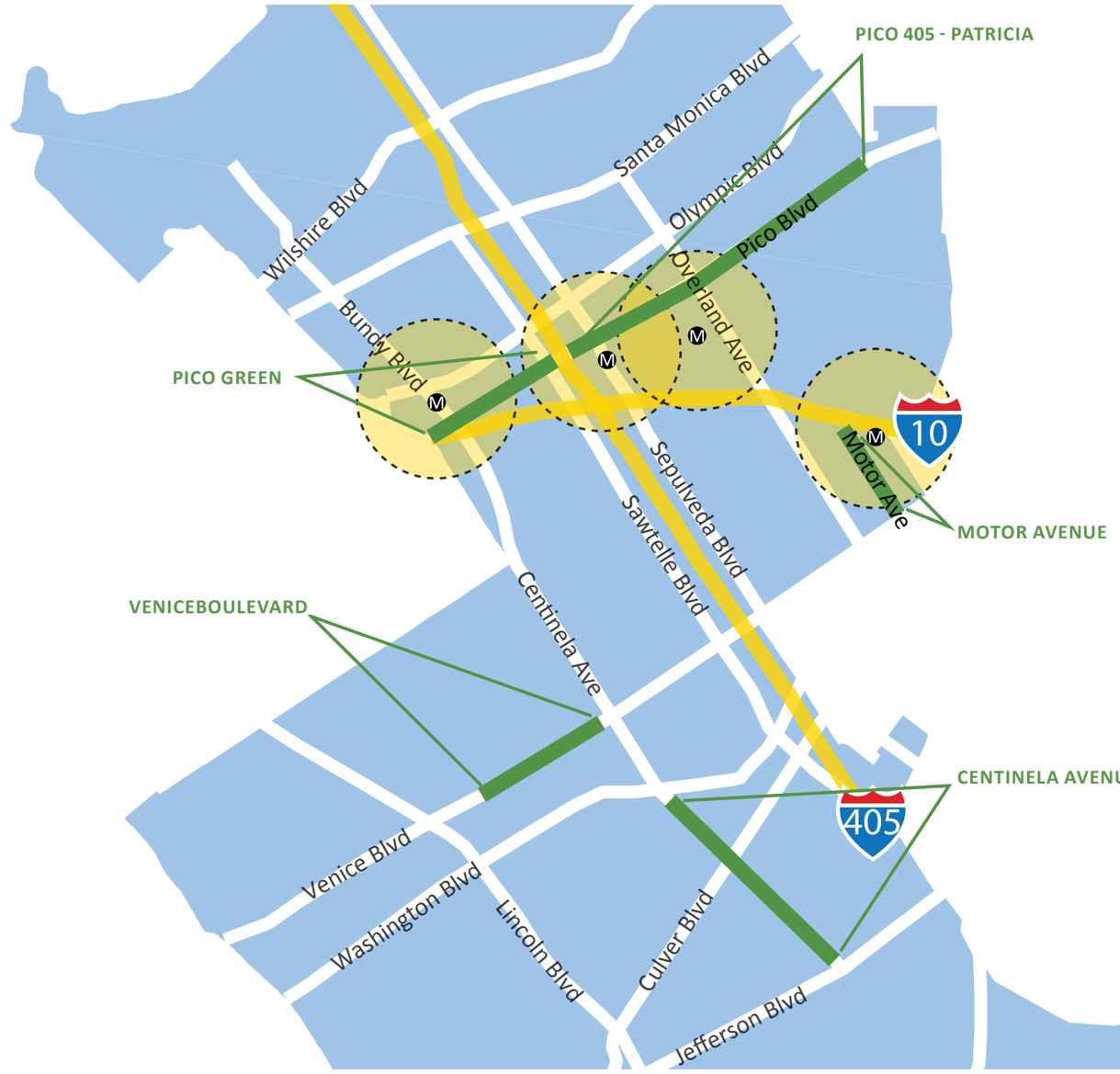
APPENDIX B. EXISTING CONDITIONS BY STREET SEGMENT

Introduction

This appendix describes existing conditions along each street segment. The description of each segment includes:

- The history of the Streetscape Plan, several of which were initiated by community groups
- Relevant existing plans and programs adopted by the City of Los Angeles through the Department of City Planning
- A brief description of physical characteristics relevant to the Streetscape Plan
- The livability score from the Westside Mobility Plan Existing Conditions Report, the derivation of which is explained on page B-2, for all street segments except Motor Avenue
- Photographs illustrating characteristics relevant to the Streetscape Plan

Street segments are presented in the following sequence:



Westside Mobility Plan Livablity Score

The Westside Mobility Plan Existing Conditions Report summaries conditions along each street segment, using a point system based on typical existing characteristics of the roadway, sidewalks, setbacks and street wall that affect livability and are measurable. "Typical" is defined as occurring on "more than 50% of the segment's frontages." Based on these characteristics, the street segment receives a "livability rating", potentially ranging from -10 to +12. The table also shows how the street's Livability Score can be increased by modifying existing conditions to change a -1 rating to a 0 or +1 or a 0 rating to a +1 rating.

The adjacent table explains how the rating system works. For example, a street with adequately wide sidewalks (12-14 feet) receives 0 points, a narrow sidewalk (less than 12 feet) receives -1 point, and a wider than adequate sidewalk receives +1 point. Street trees not more than 50 feet on center along at least 50% of the street frontage receive +1 point, while power poles along at least 50% of the segment receive -1 point. Setback and street wall conditions are included in the livability rating only if the applicable land use comprises at least 15% of the segment frontage.

The Livablity Score summary also includes:

1. A representative corridor cross section, including parcels that front the street. The corridor cross sections show the width of the ROW, roadway and sidewalks; the number and type of lanes; power poles; and street trees if there are street trees not more than 50' on center for at least 50% of the block faces along the street segment. The corridor cross sections also show: typical land use, scale of development, both predominant and range if there are some larger-scale buildings; and lot depths, which provide an indication of the potential for future development along the corridor.
2. A representative street cross section from building face to building face. This section has more detailed information for both the typical residential frontage and the typical commercial or industrial frontage along the segment. The typical street cross section also indicates the percentage of the street segment's frontage along which each land use occurs. If commercial uses occur only at major intersections and constitute less than 15% of segment length, a typical commercial sidewalk is not shown. The information in the street cross sections include: landscaped medians, the division between walkway and parkway, parkway treatment (planted or paved), species and size of street trees shown in the corridor cross sections, setbacks, and setback treatments.
3. A list of street trees that occur along the street segment.

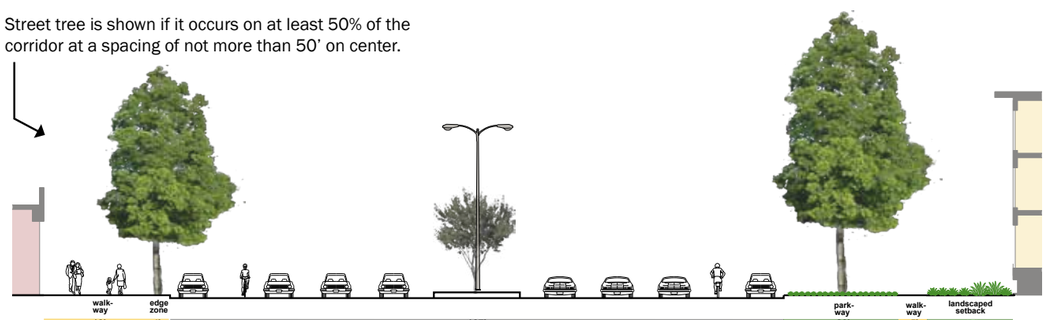
Westside Mobility Plan Boulevard Livability Rating System Legend.

ELEMENT	+1	0	-1
Roadway			
width	<56'	56 - 60'	>60'
continuity of roadway width	few or no variations	infrequent variations	frequent variations
marked crosswalk spacing	<600'	600'	>600'
raised landscaped median	yes	no	NA
bike lanes	yes	no	NA
curbside parking	yes, full time	yes, except peak	no
Sidewalks			
width	>14'	12-14'	<12'
parkway treatment	planted	large tree wells	paved
street trees	<50' o.c.	50' o.c.	>50' o.c.
power poles	NA	no	yes
street lights	decorative ped. &/or cobra	cobra	NA
Setbacks & Street Wall			
residential - setbacks	>20' planted	15-20' planted	parking or <15' planting
commercial - transparency/ entries along sidewalk	>50%	25-50%	<25%
parking along sidewalk	NA	no	yes
Maximum possible points	+12*		-10

* In addition to the above points, an additional point may be added for other pedestrian-oriented improvements that are non-standard and infrequent in the City of Los Angeles, for example, curb extensions at corner and midblock crosswalks, if they are implemented throughout the boulevard segment.

TYPICAL STREET SECTION LEGEND

Street tree is shown if it occurs on at least 50% of the corridor at a spacing of not more than 50' on center.



Landscaped parkways and setbacks are green; paved walkways and parkways are yellow.

B.1 PICO GREEN EXISTING CONDITIONS

Streetscape Plan History

The West Los Angeles Neighborhood Council (WLANC) and Council District 11, with the help of Katherine Spitz Associates, Inc. Landscape Architecture, developed the **Pico Green Master Plan** for the one-mile long segment of Pico Boulevard between the 405 Freeway on the east and the 10 Freeway on the west (also the City Limit with Santa Monica) in 2008. This Streetscape Plan "codifies" the Pico Green Master Plan, making its implementation a condition of approval for all Projects along Pico Boulevard between the 405 Freeway and the 10 Freeway to the west.

Relevant Plans and Programs

Several key plans and programs relevant to the surrounding community along this segment of Pico Boulevard were reviewed to understand the regulatory context for this Streetscape Plan.

Community Plans and Zoning

The land use element of the City's General Plan is composed of 35 distinct community plans, each with its own plan area boundaries. Community plans provide physical growth and development policies for neighborhoods throughout the city and encourage sustainable land use practices, while recognizing the unique character of individual communities.

The Pico Green Streetscape Plan area is entirely within the West Los Angeles Community Plan area. West of Gateway Boulevard, properties abutting the street are designated for Neighborhood Commercial uses and zoned for General Commercial use (C2), with the exception of the triangular lot between Gateway Boulevard and Federal Avenue on the north side, which is designated for Limited Industrial use and zoned for Commercial Manufacturing (CM). East of Gateway Boulevard, properties abutting the street are designated for Light Industrial uses and zoned M2. The urban design policies of the two community plans include the creation of a pedestrian-oriented, visually cohesive, and economically viable neighborhood to the north and south of Pico Boulevard, with Pico Boulevard having a distinct identity as the neighborhood's main corridor and development that visually contributes to a sense of place.

Pico Boulevard is currently designated as a Major Highway Class II and proposed to be an Avenue I by the Mobility Plan 2035. The current designation specifies an 80-foot wide roadway and 12-foot wide sidewalks in a 104-foot wide right-of-way. The proposed designation is for a 70-foot wide roadway and 15-foot sidewalks in a 100-foot wide right-of-way, consistent with the predominant existing condition.

This segment of Pico Boulevard is part of the Transit Enhanced Network (TEN) in the Mobility Plan 2035.

Pico Boulevard from Gateway Boulevard east to Downtown is listed in the City's 2010 Bicycle Plan as a Class II bike route with dedicated bike lanes and in the Mobility Plan 2035 as Deferred Backbone (Post 2035) in the Bikeways - Backbone Network.

West Pico Boulevard Community Design Overlay District

The West Pico Boulevard Community Design Overlay District (CDO) is a Supplemental Use District pursuant to Sections 13.00, 13.07 and 13.08 of the Los Angeles Municipal Code (LAMC) and was established by ordinance (Ordinance No. 175,774) on March 20, 2004. The West Pico Boulevard CDO implements the urban design policies in the community plans by providing "direction for building design, storefront rehabilitation and infill development or remodel of individual projects to reinforce the character and quality of Pico Boulevard by promoting a cohesive development pattern with consistent siting and pedestrian orientation." Since all parcels abutting this segment of Pico Boulevard are zoned Height District 1VL (3 stories and 45-foot height limit), the design standards and guidelines in the CDO focus on low-rise buildings. With respect to streetscape improvements, the CDO specifies that street trees should be planted at "a ratio of one tree for every thirty (30) feet of lot frontage or to the satisfaction of the [Urban Forestry] Division..."

Q conditions, adopted as Ordinance No. 175773, at the same time as the CDO, prohibit pole signs and illuminated architectural canopy signs and prohibit auto sales or rentals that are not within a building, uses requiring a Cafe Entertainment and Shows business permit from the Police Permit Review Panel unless live entertainment and alcohol sale is incidental to food service, certain recycling facilities, swap meets and storage building for household goods on industrially zoned parcels.

The zoning designation within the district is identified through the use of the symbol "CDO" (e.g. C2-1VL-CDO). Projects within the district are subject to the Design Standards and Guidelines set forth in Chapter III of the ordinance, which address site planning, architecture, parking, landscaping and signage, which are in addition to those set forth in the LAMC. Provisions contained in the ordinance that differ from or conflict with those contained in the LAMC shall prevail and supersede the other applicable provisions.

Pursuant to the ordinance, the Department of Building and Safety shall not issue building permits for a Project within the district unless the Project conforms to all of the Development Regulations or a change of use permit for any prohibited use (see Section 5.B of Ordinance No. 171,859).

West Los Angeles Transportation and Mitigation Specific Plan

The West Los Angeles Transportation and Mitigation Specific Plan was adopted by ordinance (Ordinance No. 171,492) in March of 1997. The specific plan encompasses an area that includes all or parts of the Westwood, West Los Angeles, Brentwood-Pacific Palisades, and the Palms-Mar Vista-Del Rey District Plan Areas.

The intent of the specific plan is to provide a mechanism to fund specific transportation improvements associated with transportation impacts generated by new development within the specific plan area. The specific plan establishes Transportation Impact Assessment Fees for new development in the C, M and P zone and requires that new development in the R-3 and less restrictive zones mitigate Significant Transportation Impacts. The specific plan also includes a number of other transportation and transit related policy goals and regulations for the plan area and is administered by the Department of Transportation.

As of the time of this Streetscape Plan preparation, the West Los Angeles Transportation and Mitigation Specific Plan is being updated through the Westside Mobility Plan study and may result in the establishment of new Transportation Impact Assessment Fees and/or update existing fees.

Existing Conditions

East of Gateway Boulevard on the north side of the street and east of the alley Between Prudue and Butler avenues on the south side of the street, parcels fronting Pico Boulevard are zoned [Q]M2-1VL-CDO. Current uses include a Best Buy, veterinary clinic, City Animal Services facility, self storage, restaurants retail and adult entertainment. The triangular lot bounded by Pico Boulevard, Gateway Boulevard and Federal Avenue, which is zoned [Q]CM-1VL-CDO, is improved with a restaurant and retail.

West of Gateway Boulevard on the north side of the street and east of the alley Between Prudue and Butler avenues on the south side of the street, parcels are zoned [Q]C2-1VL-CDO and are occupied by a mix of retail, services, restaurants, car repair and rental, and wholesale supply, as well as a charter school and several residential buildings.

Buildings are one or two stories in height. Most are built to the front property line. However, there are a few strip malls and parking lots along the sidewalk and several new three-to-four story buildings.

According to the CDO, signage in the area is generally out-of-scale with the size of buildings and viewing distances with a concentration of billboards, roof and pole signs, and sign clutter which visually degrade the area's

character, with a few exceptions of newer buildings which incorporate pedestrian-oriented signage integrated into their architectural character.

This segment of Pico Boulevard carries between 30,000 and 35,000 vehicles per day. The roadway west of Gateway Boulevard is generally 70 feet wide and sidewalks are 15 feet wide. The roadway east of Gateway Boulevard is generally 75 feet wide with 15-foot wide sidewalks on the south side of the street and 10-foot wide sidewalks on the north side. There is full-time on-street parking, two travel lanes in each direction, and a center turn lane.

The Metro Rail Exposition Corridor (Expo) line is currently under construction. With the completion of the Expo Line. Pico Boulevard east of Gateway Boulevard will be within one-half mile (a 10-minute walk) of the Sepulveda Station and Pico Boulevard west of Gateway Avenue will be within one-half mile of the Bundy Station. This segment of Pico Boulevard is poised to become a walkable shopping street within a transit- oriented district. A one-mile commercial street segment with fixed rail transit stations at each end is an ideal configuration for a walkable shopping street: transit patrons can alight at one station, walk along Pico Boulevard to shop or dine and board at the next station, with only 20 minutes of walking along the way.

At this time few bicyclists use Pico Boulevard, although cycling has increased since 2010. Cyclists typically ride on the sidewalk. The Metro Expo line will include a parallel off-street bicycle facility along the rail line. The bike path and the Expo Line itself are expected to increase bicycle volumes in the area, since cycling is a logical "first mile-last mile" solution for transit patrons in an area with relatively flat topography and year-round mild climate.

The West Los Angeles Community Plan identifies "a lack of defined neighborhood places, the need for improved design quality in commercial places, a deficit of evening street life activities, and the need to maintain neighborhood serving 'mom and pop' uses on Pico Boulevard."

In 2008, with assistance from Council District 11, the West Los Angeles Neighborhood Council (WLANC) hired Katherine Spitz Associates, Inc. Landscape Architecture to assist them and the business and property owners on Pico Boulevard in improving the pedestrian experience and enhance the visual appearance of the corridor between the 405 Freeway and 10 Freeway. A series of public meetings with business and property owners was held in 2008 and 2009 to identify community preferences and priorities and to create a streetscape vision. The vision focused on "greening" the street, both with street trees and median plantings and with increased stormwater infiltration in the parkways and medians.

The Neighborhood Council had already planted street trees - primarily London Plane (*Platanus acerifolia*) along with some California Sycamores (*Platanus racemosa*) - along much of the street and those trees have already transformed the character of the street.

There is up-lifted and deteriorated concrete in some locations along the street. In some areas, the sidewalks are dirty and stained with discarded gum and other debris. Some shop owners maintain notably clean walks in front of their shops, but these are not uniform.

While existing roadway lighting illuminates both the roadway and sidewalk, the sidewalks and storefronts would benefit from additional lower level lighting.

Street furnishings consist of the City's coordinated street furniture program improvements and the City's standardized bus benches. The brown plastic benches, which were the most vandalized elements along the corridor in 2010, have been replaced with somewhat more attractive metal advertising benches. Trash receptacles, which were often found to be over-flowing in 2010, are now better maintained.

The following page is an excerpt from the *Westside Mobility Plan Existing Conditions Report*, 2011, summarizing existing characteristics that affect walkability and livability. Based on the Westside Mobility Plan's evaluation, Pico Boulevard from the 405 Freeway to the 10 Freeway receives a score of -1. The table also shows how the street's Livability Score can be increased from 0 to +5 by making the following changes:

1. Provide marked crosswalks (with traffic control as required) to less than 600 feet apart.
2. Install raised landscaped medians.
3. Replace small tree wells with either large tree wells or continuous parkways.
4. Infill street trees to achieve an average spacing (excluding cross streets and required spacing from intersections and cross streets) of less than 50 feet.
5. Install ornamental street lights and/or pedestrian lights.

A score of +6 corresponds to walkable, livable street, appropriate to a commercial/mixed-use avenue in a transit-oriented district.

The remainder of this section illustrates typical existing conditions along Pico Boulevard between the 405 Freeway and the 10 Freeway.

Current Signalized intersection spacing on Pico Boulevard is as follows:

900 feet	Centinela Avenue to Bundy Drive
1,500 feet	Bundy Drive to Barrington Avenue
1,400 feet	Barrington Avenue to Gateway/Exposition Boulevards
725 feet	Gateway/Exposition Boulevard to Corinth Avenue
360 feet	Corinth Avenue to Sawtelle Boulevard.

There are two existing marked, uncontrolled crosswalks at unsignalized intersections: Granville Avenue and Federal Avenue. These result in the following marked crosswalk spacing:

880 feet	Centinela Avenue to Bundy Drive
900 feet	Bundy Drive to Granville Avenue
560 feet	Granville Avenue to Barrington Avenue
700 feet	Barrington Avenue to Federal Avenue
580 feet	Federal Avenue to Gateway/Exposition Boulevards
760 feet	Gateway/Exposition Boulevard to Corinth Avenue
360 feet	Corinth Avenue to Sawtelle Boulevard.

Livability Score

Pico Boulevard 405 Fwy. - 10 Fwy.

SEGMENT LENGTH

1 miles

LIVABILITY RATING (range: -10 to +12)

-1

Street view.

Sidewalk view.

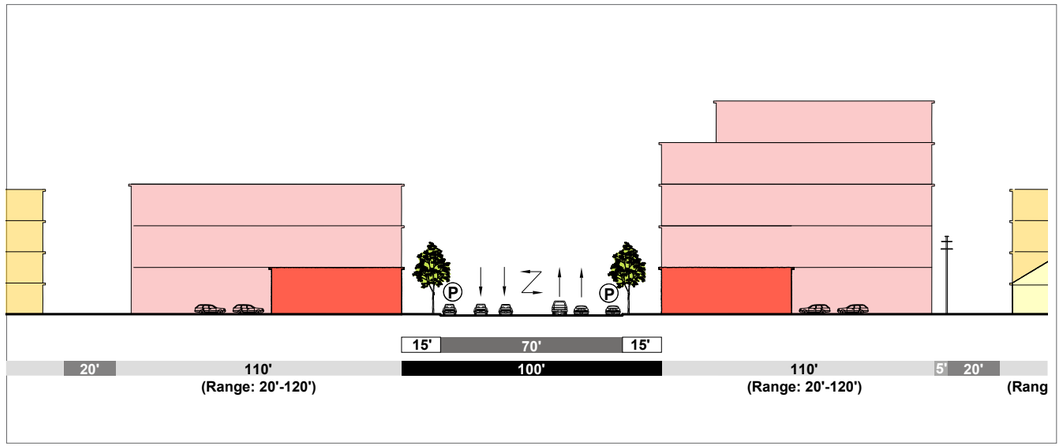
EXISTING CHARACTERISTICS

ELEMENT	TYPICAL	OTHER/RANGE	PTs.
Roadway			
width	70’	80’	- 1
continuity of roadway width	some variation		0
marked crosswalk spacing	>600’	300 - 900’	- 1
raised landscaped median	no	--	0
bike lanes	no	--	0
curbside parking	yes		+1
Sidewalks			
width	15’	--	+1
parkway treatment	paved, small tree wells	--	- 1
street trees	>50’ o.c.		-1
power poles	no	in a few locations	0
street lights	cobra	--	0
Setbacks & Street Wall			
residential - setbacks	--	--	NA
commercial - transparency/ entries along sidewalk	>50%		+1
parking at back of sidewalk	no	occasionally	0

Primary Street Tree:
London Plane

Other street trees:
California Sycamore
Ficus

London Plane



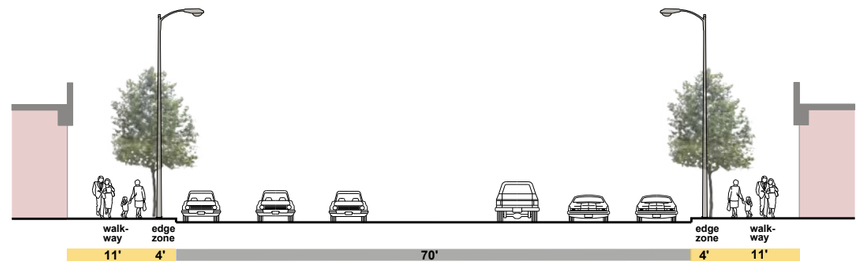
TYPICAL CORRIDOR CROSS SECTION

Source: *Westside Mobility Plan Existing Conditions Report*, 2011

0 60’

98% commercial

2% residential



Typical commercial

TYPICAL STREET CROSS SECTION

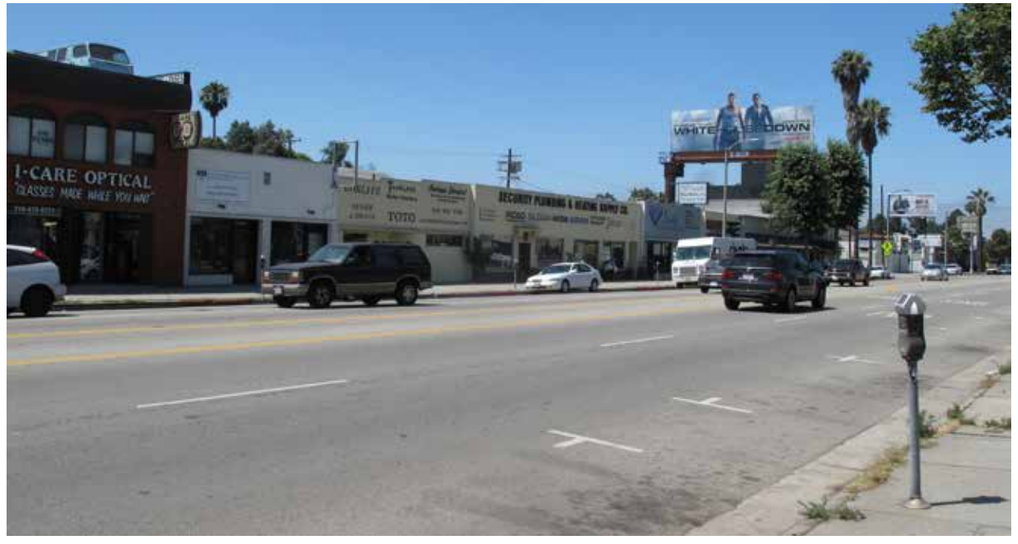
0 20’

GATEWAY SEGMENTS

Looking west on Pico Boulevard at Sawtelle Boulevard with older small-scale storefront buildings on the south side and new larger scale development set back from the sidewalk on the north side, and the elevated Expo Line crossing the street.

Looking east on Pico Boulevard at Centinela Boulevard (just east of the 405 Freeway) with older small-scale storefront buildings on the south side and new residential development on the north side..

MIDDLE SEGMENT



The roadway is typically 70 feet wide with two travel lanes and full-time on-street parking in each direction with a continuous center turn lane, which can accommodate medians in some midblock locations. Buildings are typically one or two story commercial storefronts with entrances along the sidewalk and limited parking behind. Some segments have more street trees than others.

OVERALL SIDEWALK CHARACTER

Sidewalks are typically 15 feet wide and can accommodate 1) large tree wells or parkways to support healthy trees that provide more environmental benefits, 2) a walkway and 3) outdoor dining or seating.

Even outdoor dining extends well into the walkway zone can be accommodated, as long as there is a 5-foot wide clear path of travel. On a street like PIco with low to moderate pedestrian volumes, dining activates the street.

Some blocks between Gateway Boulevard and Bundy Avenue have somewhat consistent tree canopy that provides shade and scale.

However, there are as many blocks that have few or no street trees or other pedestrian facilities.

CHARACTER OF DEVELOPMENT

Storefront buildings with local businesses on the north side of the street along much of the street segment west of Federal Avenue.

Similar storefront buildings with local businesses on the south side of the street in the same street segment.

There are some new 45-foot tall buildings, both office and residential.

New four to five story residential development at the west end of the street segment.

A few strip malls and freestanding buildings with parking lots on the side

Best Buy and other large-scale buildings at the east end of the street segment.

STREET CROSSINGS

Crosswalks at signalized intersections are striped with a single white line on either side. Over time they will be converted to the City standard, Continental striping.

Unsignalized and midblock crosswalks are marked with ladder striping. Over time, they too will be converted to Continental striping.

At school crossing crosswalks are painted yellow.

Crosswalks at most unsignalized intersections on Pico Boulevard are unmarked, making it more difficult for pedestrians to cross since a surprising number of motorists appear to be unaware that every corner is a legal crosswalk.

At diagonal street streets (Gateway and Exposition boulevards and Tennessee Place), crossings are longer and less safe for pedestrians due to higher speed turns. These crossings require particular attention.

Several cross streets have atypical concrete crosswalks which read as extensions of the sidewalk and provide a design opportunity.

SIDEWALK ZONES AND PARKWAY TREATMENT

Historically the 15-foot wide sidewalks were divided into wide parkways that could support larger, healthier street trees, and adequate walkways for moderate pedestrian volumes.

Adjacent to new residential development, walkways are overly wide even for high pedestrian volumes and parkways are too narrow to support healthy street trees.

Adjacent to new commercial development, very small (4’ x 4’) tree wells are currently required. In both new configurations, there is little or no opportunity for infiltrating runoff from the sidewalk, so it runs off into the street.

There are a few locations with parkways or big tree wells that have allowed existing trees to be healthier.

In some locations, property owners have paved the tree wells, which is not beneficial for the trees.

In others, property or business owners have planted grasses, perennials or groundcover to add interest.

LONDON PLANE AND CALIFORNIA SYCAMORE TREES

London Plane tree are the predominant species on this segment of Pico Boulevard. London Planes have a strong central leader (trunk) that grows quickly so their canopies can be pruned up above business signs after only a few years, and open canopies that provide dappled light rather than dense shade. Their roots typically do not uplift the sidewalk, especially if they are planted in medium to large tree wells or parkways.

Native California Sycamores, a relative of the London Plane, are typically not planted as street trees in the City of Los Angeles because of their size and traditional multi-trunk growth pattern. However, Sycamores naturally have a central leader (trunk) and can be trained to be a straight, columnar tree.

CANOPY PRUNING

These London Planes have been allowed to grow up with a single central leader (or trunk) so the canopy is well above business signs.

The two trees on the right been headed back so they no longer have central leaders. As a result, they are small, bushy and block business signs.

STREET LIGHTS AND FURNITURE

Standard City street lights illuminate Pico Boulevard.

Standard City bus benches are located at most bus stops.

There are a few standard City bus shelters.

Standard City bike racks are located throughout the area.

There is an advertising kiosk at each end of the street segment.

B.2 PICO 405 - PATRICIA EXISTING CONDITIONS

History

The Westside Neighborhood Council (WNC) and Council District 5, with the help of Kathryn Cerra Associates, Landscape Architecture, developed the **Pico Boulevard Beautification Plan: 405 Freeway to Patricia Avenue** in 2010. That plan is available on the WNC's web page at http://www.wncla.org. This Streetscape Plan "codifies" the Pico Boulevard Beautification Plan, making its implementation a condition of approval for all Projects along Pico Boulevard between the 405 Freeway and Patricia Avenue.

Relevant Plans and Programs

Plans and programs relevant to the surrounding community along this segment of Pico Boulevard were reviewed as part of understanding the regulatory context for this Streetscape Plan.

West Los Angeles Community Plan

The land use element for the City's General Plan is composed of thirty-five distinct community plans, each with its own plan area boundaries. Community plans provide physical growth and development policies for the various neighborhoods throughout the city and encourage sustainable land use practices while balancing the unique character of individual communities.

The West Los Angeles Community Plan is generally bound by Centinela Avenue on the west, Wilshire Boulevard and Santa Monica Boulevard to the north, National Boulevard, Pico Boulevard, and Exposition Boulevard to the south, and Durango Avenue, Robertson Boulevard, and Canfield Avenue to the east.

The Mobility Plan 2035 redesignated Pico Boulevard from the I-405 Freeway to Patricia Avenue from the current Major Highway Class II, that is, a 104-foot right-of-way with an 80-foot wide roadway and 12-foot wide sidewalks, to an Avenue I designation, that is, a 100-foot right-of-way with a 70-foot roadway and 15-foot wide sidewalks, consistent with the predominant existing condition. Currently the curb lanes are used as a peak-period travel lanes.

The abutting properties along the segment of Pico Boulevard, from the 405 Freeway to Patricia Avenue, are primarily designated for Neighborhood Commercial uses but also include a number of parcels designated for Light Manufacturing uses around Sepulveda Boulevard, and Community Commercial uses in and around the Westside Pavilion.

Westwood/Pico Neighborhood Overlay District

The Westwood/Pico Neighborhood Overlay District is a Supplemental Use District pursuant to Sections 13.00, 13.07 and 13.08 of the Los Angeles Municipal Code (LAMC). Established by ordinance (Ordinance No. 171,859) in January of 1998, it identifies Westwood Boulevard, on both sides between Missouri Avenue and the alley northerly of Pico Boulevard, Pico Boulevard, on the north side between Bentley Avenue and Patricia Avenue, and the south side between Military Avenue and Patricia Avenue, and Overland Avenue, on the east side between Blythe Avenue and the alley south of Pico Boulevard, as Pedestrian Oriented Streets. Portions of these streets were determined to encompass a variety of commercial uses and activities where a majority of structures are of a similar size and include architectural details which if preserved and enhanced would encourage people in the surrounding neighborhoods to walk and shop along these streets.

The zoning designation within the district is identified through the use of the symbol "POD" (e.g. C2-1VL-POD). Projects within the district are subject to the Development Regulations set forth in Section 5 of the ordinance, which includes regulations regarding building frontages, a list of prohibited uses, setback requirements, parking area screening requirements, landscaping standards, and commercial signage standards that are in addition to those set forth in the LAMC. Provisions contained in the ordinance that differ from or conflict with those contained in the LAMC shall prevail and supersede the other applicable provisions.

Pursuant to the ordinance, the Department of Building and Safety shall not issue building permits for a Project within the district unless the Project conforms to all of the Development Regulations or a change of use permit for any prohibited use (see Section 5.B of Ordinance No. 171,859).

West Los Angeles Transportation and Mitigation Specific Plan

The West Los Angeles Transportation and Mitigation Specific Plan was adopted by ordinance (Ordinance No. 171,492) in March of 1997. The specific plan encompasses an area that includes all or parts of the Westwood, West Los Angeles, Brentwood-Pacific Palisades, and the Palms-Mar Vista-Del Rey District Plan Areas.

The intent of the specific plan is to provide a mechanism to fund specific transportation improvements associated with transportation impacts generated by new development within the specific plan area. The specific plan establishes Transportation Impact Assessment Fees for new development in the C, M and P zone and requires that new development in the R-3 and less restrictive zones mitigate Significant Transportation Impacts. The specific plan also includes a number of other transportation and transit related policy goals and regulations for the plan area and is administered by the Department of Transportation.

As of the time of this streetscape plan preparation, the West Los Angeles Transportation and Mitigation Specific Plan is being updated through the Westside Mobility Plan study and may result in the establishment of new Transportation Impact Assessment Fees and/or update existing fees.

Sepulveda Corridor Specific Plan

The Sepulveda Corridor Specific Plan was adopted in December of 1992 (Ordinance No. 168,329) and subsequently amended in September of 2000 (Ordinance No. 173,455). The plan area consists of an approximately two-block segment on the westerly side of Sepulveda Boulevard between Olympic Boulevard and Pico Boulevard. Development regulations included in the specific plan are minimal and center mostly around floor area provisions for industrial uses within the plan area.

The specific plan was the result of a settlement agreement between the City of Los Angeles and the Southern Pacific Transportation Company as approved by the City Council in 1991, with the intent of establishing a planning tool to facilitate the redevelopment and enhancement of industrial developments and surrounding street improvements along an existing railroad right-of-way.

Existing Conditions

Between the 405 Freeway and Patricia Avenue, Pico Boulevard consists of a mix of uses and varying built form, unified primarily by its constant vehicular flow. Moving eastward from the Freeway, Pico goes through three distinct neighborhood types: industrial and commercial uses between the Freeway and Sepulveda Boulevard, followed by institutional and commercial uses and the Westside Pavilion regional shopping center between Westwood Boulevard and Overland Avenue, and ending at the mostly single-story 'mom and pop' neighborhood shops and restaurants at the easterly end of the Streetscape Plan area.

Pico Boulevard has always been a major east-west corridor linking Los Angeles to Santa Monica and the Pacific Ocean. High traffic continues to move through this corridor which also serves as a surface street alternative to east-west travel on the nearby 10 Freeway. The new Metro Rail Exposition Corridor (Expo) line is currently under construction and will relieve some existing traffic congestion on Pico Boulevard. Furthermore, with the completion of the Expo Line Westwood Station, which will place adjacent shops, restaurants, and commercial services within walking distance, this segment of Pico Boulevard is poised to establish itself as a transit- oriented Westside destination..

Pico Boulevard is listed on the City's 2010 Bicycle Plan to include a Class II bike route with dedicated bike lanes. However, it is not included on the City's Bicycle Enhanced Network (BEN). The Expo Line Phase 2 bike path (open in 2016) runs along the rail line, a few blocks from Pico Boulevard, providing bicycle access to the area.

The West Los Angeles Community Plan identifies "a lack of defined neighborhood places, the need for improved design quality in commercial places, a deficit of evening street life activities, and the need to maintain neighborhood serving 'mom and pop' uses on Pico Boulevard." Community members have commented on the deteriorated conditions of public sidewalks, lack of street trees, excessive car fumes, vehicle noise, lack of night lighting, and an environment generally not supportive of pedestrian activity.

In 2007, with assistance from Council District 5, the Westside Neighborhood Council (WNC)hired a landscape architectural firm, Kathryn Cerra Associates, to assist them and the business and property owners on Pico Boulevard to improve the pedestrian experience and enhance the visual appearance of the corridor between the 405 Freeway and Patricia Avenue. A series of public meetings with business and property owners was held between 2007 and 2010 to identify community preferences and priorities, and to create the streetscape guidelines identified within this plan for pedestrian enhancements along the segment of Pico Boulevard between the 405 Freeway and Patricia Avenue.

In 2010, when the WNC adopted its plan, the street tree canopy consisted primarily of Ficus (*Ficus microphylla* 'Nitida'), which have been either over-pruned or permitted to grow heavy, thick, and dense. Concerns expressed by community members regarding Ficus trees include: the small figs from the trees stain the sidewalks; on the south side of Pico Boulevard, the shade of the Ficus trees feels dark and blocks light from storefronts. Where Ficus trees are planted in small tree wells, tree roots have lifted paving throughout the corridor, though in 2009 the City replaced some sidewalks on both sides of Pico Boulevard between Patricia Avenue and Parnell Avenue, trimming tree roots and widening tree wells in the process. Since 2010 the WNC has coordinated the planting of new street trees, primarily Evergreen Pear (*Pyrus kawikami)* with some *Pyrus calleryana* 'Aristocrat' west of Overland Avenue.

Replacement of lifted concrete and deteriorated concrete remains incomplete and needs to be extended throughout the entire Streetscape Plan area to make the sidewalks more walkable. In many areas, the sidewalks are dirty and stained. Some shop owners maintain notably clean walks in front of their shops, but these are isolated efforts and not uniform. Storefronts are likewise unevenly maintained.

While existing street lights provide adequate illumination to meet street lighting standards, community members have indicated that additional sidewalk lighting would be appreciated. Street furnishings consist of the City's coordinated street furniture program improvements.

Pico Boulevard, between Patricia Avenue and Overland Avenue, consists primarily of small, one-story commercial "mom and pop" shops and restaurants with a distinct pedestrian-oriented neighborhood village character. Pico Boulevard's small shops have lined this segment of the corridor for generations and many are beloved by their neighboring residential customers.

Building scale changes between Overland Avenue and Westwood Boulevard where the Westside Pavilion dominates the streetscape. The Mexican Fan Palms that lined the Westside Pavilion frontage have been supplemented by new canopy trees, which will provide shade and pedestrian scale as they mature. The sidewalk here is only 10 feet wide in most places and, due in part to the blank facade of the building, the pedestrian way feels narrow and uninviting. Commercial uses across the street from the Westside Pavilion, on the north side of Pico Boulevard, are consistent with the single-story storefront character east of Overland Avenue.

At Midvale Avenue, the street frontage transitions to a less dense collection of commercial stores and restaurants, with more surface parking in front or between buildings than occurs east of Overland Avenue.

Industrial uses begin at Bentley Avenue and continue to the easterly edge of the 405 Freeway, interspersed with commercial and institutional uses. This marks the westerly boundary of the Streetscape Plan area. The pedestrian fabric rapidly deteriorates at Sepulveda Boulevard, with poor quality crosswalks, broken concrete and no sidewalk at all at the northeast side of Sepulveda Boulevard.

The following page is an excerpt from the *Westside Mobility Plan Existing Conditions Report*, 2011, summarizing existing characteristics that affect walkability and livability. Based on the Westside Mobility Plan's evaluation, Pico Boulevard from the 405 Freeway to the 10 Freeway receives a score of -1. The table also shows how the street's Livability Score can be increased to +4 by making the following changes:

1. Provide marked crosswalks (with traffic control as required) to less than 600 feet apart
2. Install raised landscaped medians
3. Replace small tree wells with either large tree wells or continuous parkways
4. Infill street trees to achieve an average spacing (excluding cross streets and required spacing from intersections and cross streets) of less than 50 feet.
5. Install ornamental street lights and/or pedestrian lights.

A score of +6 corresponds to walkable, livable street, appropriate to a commercial/mixed-use avenue in a transit-oriented district.

The remainder of this section illustrates typical existing conditions along Pico Boulevard between the 405 Freeway and the 10 Freeway.

Pico Boulevard

405 Fwy. - Patricia Avenue

SEGMENT LENGTH

1.3 miles

LIVABILITY RATING
(range: -10 to +12)

-1

Street view.

Sidewalk view.

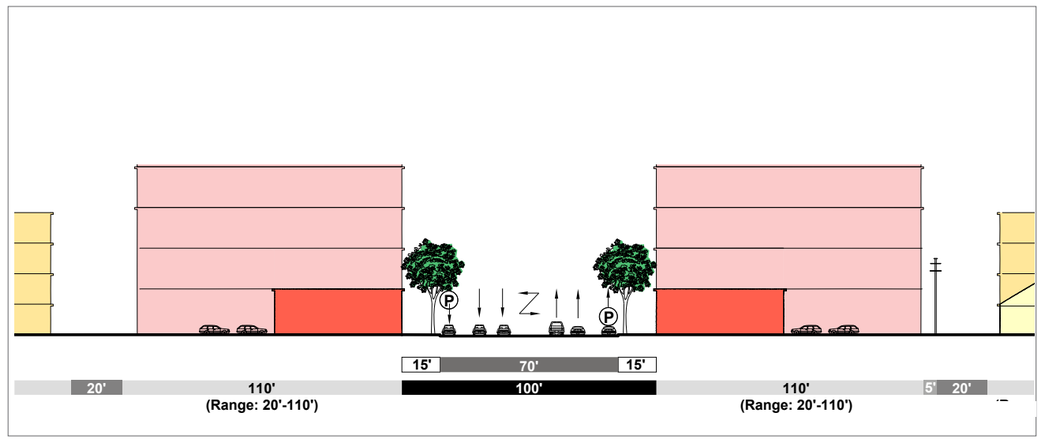
EXISTING CHARACTERISTICS

ELEMENT	TYPICAL	OTHER/RANGE	PTs.
Roadway			
width	70’	80’	- 1
continuity of roadway width	some variation		0
marked crosswalk spacing	>600’	300 - 900’	- 1
raised landscaped median	no	--	0
bike lanes	no	--	0
curbside parking	yes, except peak period	--	0
Sidewalks			
width	15’	10’	+1
parkway treatment	paved, small tree wells	--	- 1
street trees	50’ o.c.		0
power poles	no	--	0
street lights	cobra	--	0
Setbacks & Street Wall			
residential - setbacks	--		NA
commercial - transparency/ entries along sidewalk	>50%		+1
parking at back of sidewalk	no	occasionally	0

Primary Street Trees:
Ficus
Evergreen Pear
Aristocrat Pear

Other street trees:
Jacaranda
.

Ficus

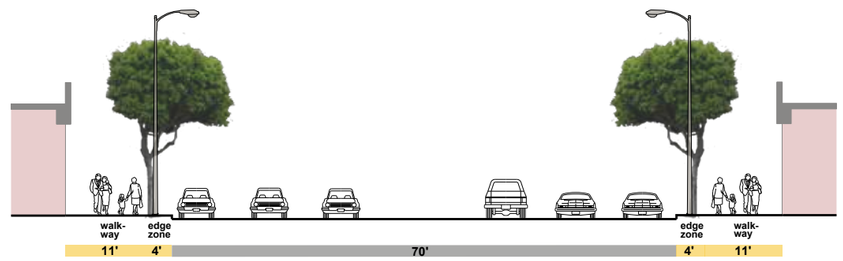


TYPICAL CORRIDOR CROSS SECTION

0 60’

100% commercial

0% residential



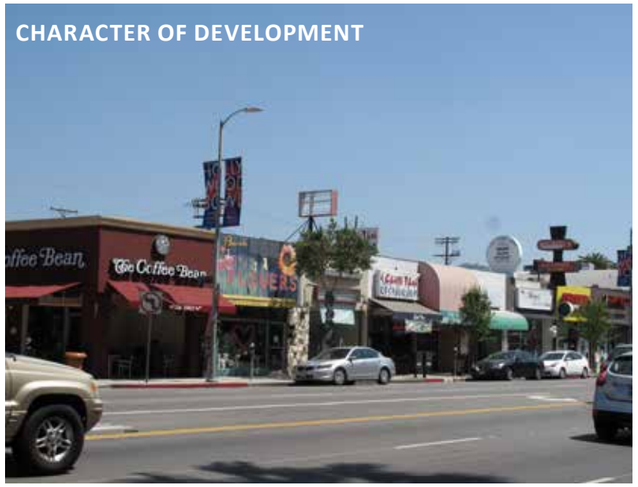
Typical commercial

TYPICAL STREET CROSS SECTION

0 20’

Source: *Westside Mobility Plan Existing Conditions Report*, 2011

CHARACTER OF DEVELOPMENT

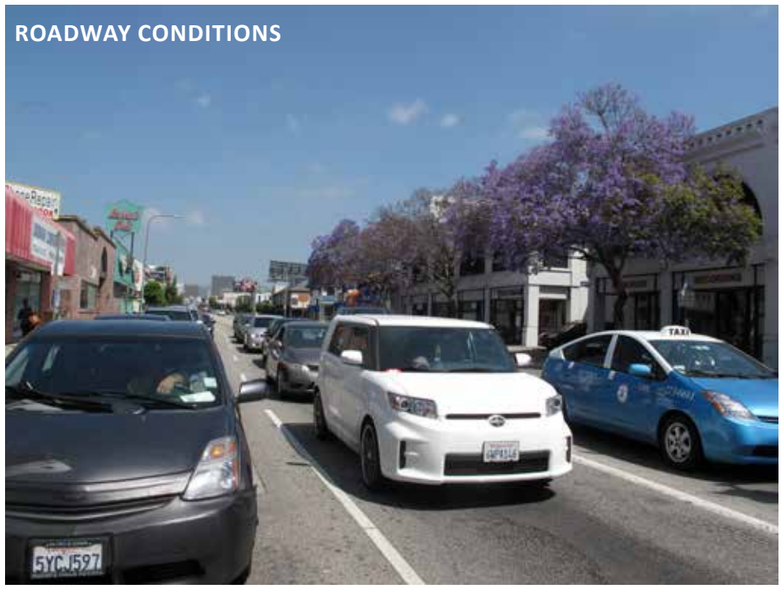


Small local stores are located along the street across from Westside Pavilion and on both sides of the street from Overland Avenue to Patricia Avenue.

Westside Pavilion lines the south side of Pico Boulevard between Westwood Boulevard and Overland Avenue.

While there are some small scale storefront buildings west of Westwood Boulevard, the scale is generally larger, with more gaps in the street wall (e.g., parking lots). Shops are generally local, community-serving uses.

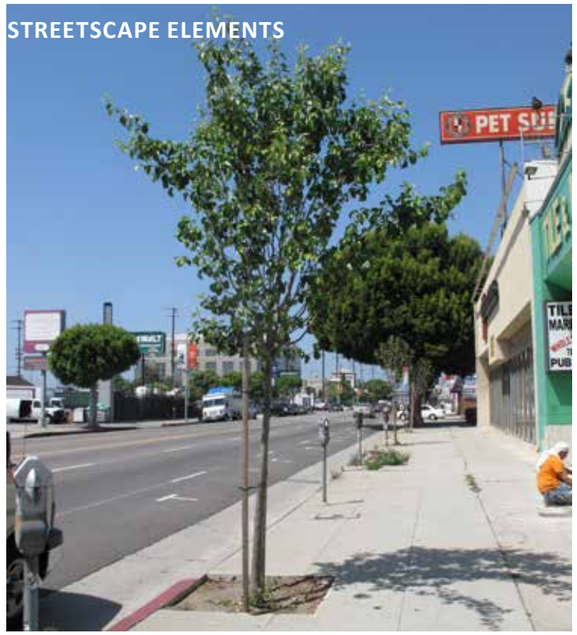
ROADWAY CONDITIONS



Heavy traffic occurs throughout the day on Pico Boulevard and major cross streets.

Bicyclists, more common now than in 2010, typically ride on the sidewalk because it is unsafe to ride in the roadway.

The 60 to 80 foot wide roadway would benefit from landscaped medians in the center turn lane where left turns are not required.



Street trees are now a combination of existing mature Ficus (background) and recently planted Evergreen Pear (foreground) and Aristocrat Pear, along with a mix of other species.

Mexican fan palms are too tall to provide shade and scale for pedestrians. Evergreen and Bradford Pear trees have been planted between to provide shade and scale.

In 2010 merchant-provided trash receptacles overflow with trash.(above top left) and brown plastic bus benches were unattractive and graffittied (above bottom left). In 2013 trash receptacles and benches are coordinated and emptied more regularly (above right).

Most of the tree wells that were empty in 2010 have been replanted. In 2013 there are only a few empty tree wells like this one.

There are still segments of the sidewalk than are not well-maintained.

Tree grates, like this one at the northeast corner of Pico Boulevard and Westwood Boulevard, can kill a tree by cutting into the tree's cambium layer.

FICUS CANOPY

There are a number of Ficus trees on Pico Boulevard that have been severely headed (“butchered”).

Once headed, trees will grow back denser - note all the multiple branches sprouting at each cut.

When they grow back, the headed trees will be denser and smaller and will typically block business signs.

When a Ficus is not headed back, it is less dense and can be more easily pruned up above business signs.

FICUS ROOTS

When Ficus are planted in small tree wells, their surface roots will typically uplift the adjacent sidewalk.

The better solution is to provide a continuous parkway, as was done adjacent to the Zev Yaroslavsky Apartments on Pico Boulevard.

If a continuous parkway is not feasible, a bigger tree well, like this one on Pico Boulevard near Patricia Avenue will reduce the amount of sidewalk uplift.

OTHER TREES ON PICO BOULEVARD

Examples of recently planted Evergreen Pear trees, as specified in this Streetscape Plan, east of Overland Avenue.

Examples of recently planted Aristocrat Pear trees west of Overland Avenue.

There is one block face lined with Jacarandas on the north side of Pico Boulevard east of Westwood Boulevard

A few Chinese Flame trees have been planted.

OVERALL SIDEWALK CHARACTER

The sidewalk east of Overland Avenue is typically 15 feet wide, providing room for a walkway, parkway zone with trees, lights and furnishings, and a few tables or chairs.

The sidewalk across from the Westside Pavilion is evolving into a pleasant walking environment.

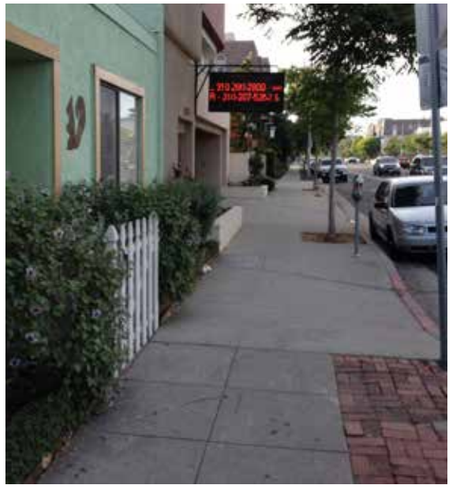
West of Westwood Boulevard, the sidewalks are narrower but still adequate and have been enhanced with some new furnishings.

B.2 MOTOR AVENUE EXISTING CONDITIONS

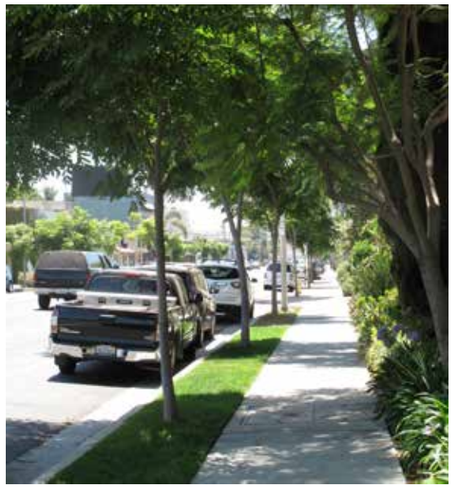
ROADWAY

The 62-foot wide roadway accommodates one travel lane, a seven-foot wide bike lane and curbside parking in each direction with a two-way left-turn lane.

SIDEWALKS



Most existing sidewalks are nine feet wide. Those adjacent to commercial or mixed-use development have small tree wells (3.5 feet x 3.5 feet), while those adjacent to residential development have continuous parkways, which allow trees to grow much larger and healthier.

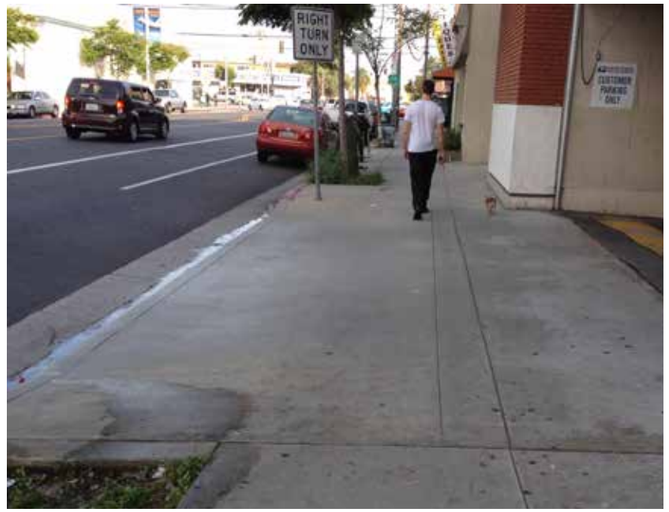


Sidewalks adjacent to recent development are 14 feet wide with the same small tree wells.

INTERSECTIONS AND CROSSWALKS

The intersection at Venice Blvd. was recently restriped with Continental striping.

Narrow sidewalks without corner cuts create a challenge for ADA ramps.



Driveway with slope across walkway, which makes it more difficult to walk.

STREET TREES

Newly planted Chinese Flame street trees in 2009.

The Chinese Flame street trees four years later in 2013.

CHARACTER OF DEVELOPMENT

Motor Avenue has a mix of residential, commercial and mixed-use development, as well as institutional uses including the Post Office, Palms Elementary School, Fire Station 43, IMAN Foundation, Windsor Care Center and private schools.

Older one and two-story commercial and mixed-use buildings.

Older two- to four-story apartment buildings.

A more recent two-story office building with an attractively landscaped setback.

Very recently constructed five- to six-story residential projects. The building on the left has some ground floor space designed for commercial uses and two levels of visible parking. The building on the right is all residential with ground-level parking, of which half is lined with common areas with transparent glazing.

BUS STOPS

Some bus stops have signs and benches. Others have only signs

STREET LIGHTS AND FURNITURE

Street lights are standard LED cobras on concrete poles.

Trash receptacles are maintained by the Motor Ave. BID.

B.4 CENTINELA AVENUE EXISTING CONDITIONS

Centinela Avenue

Del Rey (Washington Blvd. - Jefferson Blvd.)

SEGMENT LENGTH

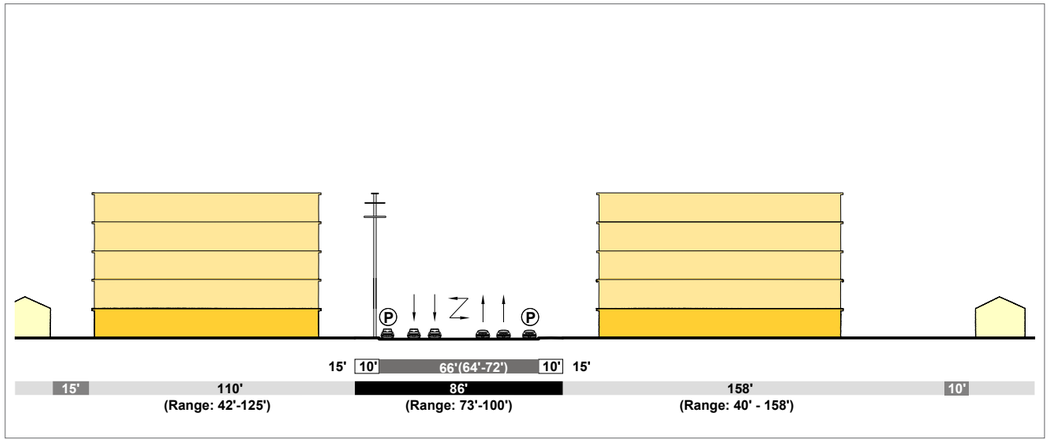
1.5 miles

LIVABILITY RATING (range: -10 to +12)

-2

Street view.

Sidewalk view.



TYPICAL CORRIDOR CROSS SECTION

Source: *Westside Mobility Plan Existing Conditions Report*, 2011

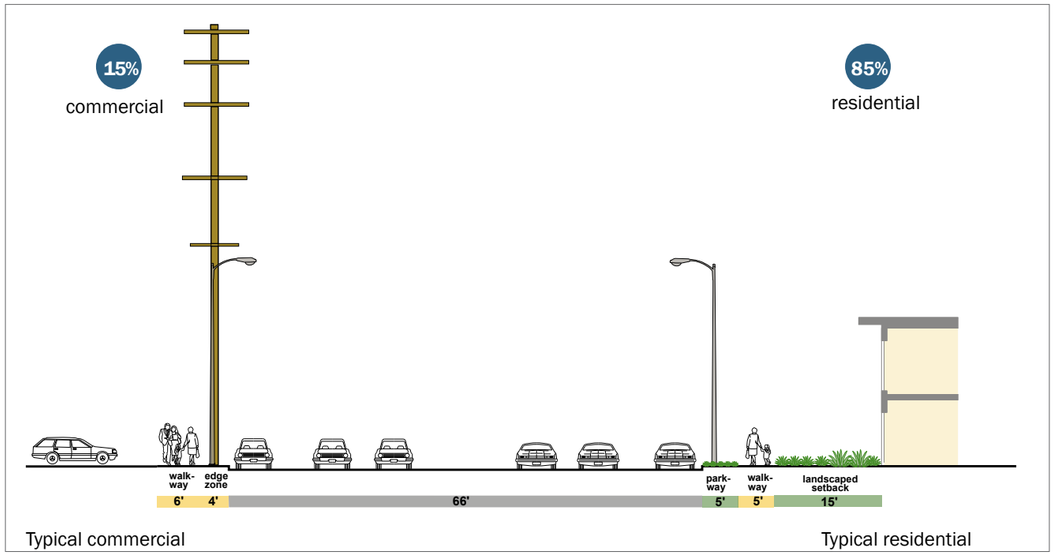
EXISTING CHARACTERISTICS

ELEMENT	TYPICAL	OTHER/RANGE	PTs.
Roadway			
width	66’	60 - 70’	-1
continuity of roadway width	some variations	--	0
marked crosswalk spacing	>600’	200 - 2,000	- 1
raised landscaped median	no	--	0
bike lanes	no	--	0
curbside parking	yes, full time	--	+1
Sidewalks			
width	10’	8’, 15’	- 1
parkway treatment	planted	paved	+1
street trees	>50’ o.c.	--	- 1
power poles	yes		- 1
street lights	cobra	--	0
Setbacks & Street Wall			
residential - setbacks	15’ planted	--	0
commercial - transparency/ entries along sidewalk	>25%	--	+1
parking at back of sidewalk	no		0

Primary Street Tree:
Brisbane Box

Other street trees:
London Plane
Crape Myrtle
Bottlebrush

Brisbane Box



TYPICAL STREET CROSS SECTION

0 20’

ROADWAY

In the residential district between Washington Boulevard and Short Avenue the roadway is typically 66’ wide with two travel lanes and on-street parking in each direction and a two-way left-turn lane in the center.

in the commercial district between Short Avenue and Culver Boulevard the roadway is 66’ wide with two travel lanes and on-street parking in each direction and left-turn lanes in the center.

BICYCLES ON CENTINELA AVE.

Bicyclists often ride on the sidewalk.

In the mostly residential district between Culver Boulevard and the 90 Freeway the roadway is typically 60’ wide with two travel lanes and on-street parking in each direction.

In the mostly residential district between the 90 Freeway and Jefferson Boulevard the roadway is typically 84’ wide with two full-time travel lanes with on-street parking and three peak-period travel lanes in each direction.

INTERSECTIONS AND CROSSWALKS

With the exception of this marked crosswalk near Marina del Rey Middle School, marked crosswalks are limited to signalized intersection, which are spaced at 800 to 2,000 feet.

SIDEWALKS

Sidewalks adjacent to the storefronts just south of Washington Boulevard are approximately 8’ wide and are paved with small tree wells.

Sidewalks in the residential area between Washington Boulevard and Short Avenue were recently installed in conjunction with roadway widening. They are 10’ wide with 6’wide walkways and 4’ wide parkways. Previously the parkways were wider. Because it is residential, pedestrian volumes are low.

Sidewalks in the shopping district between Short Avenue and Culver Boulevard. vary from five to 12 feet wide. In some locations, as in this location on the west side of the street, buildings are set back a few additional feet.

Narrow sidewalks on the east side of the street between Short Avenue and Culver Boulevard.

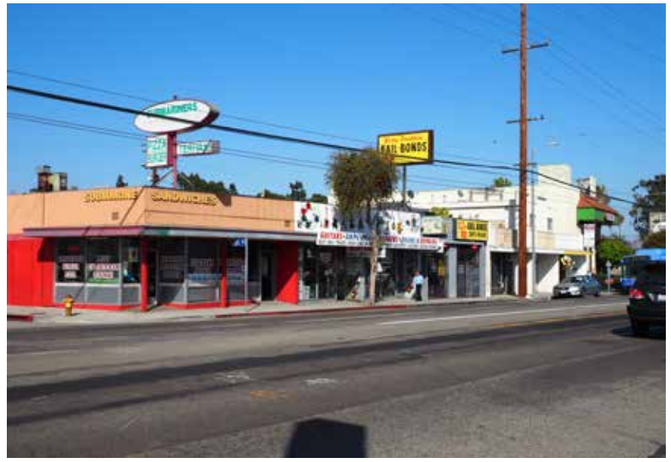
Sidewalks in the residential area between between Culver Boulevard. and the 90 Freeway are typically 15’ wide with 10’ parkways and 5’ walkways. Some walkways, like this one, are even narrower. Pedestrian volumes are low.

Most sidewalks between the 90 Freeway and Jefferson Boulevard are 15’ wide, but some, like this one in front of Playa Vista Elementary School have been narrowed.

CHARACTER OF DEVELOPMENT

A block of commercial storefront buildings is located just south of Washington Boulevard on the west side of the street. There is a shopping center on the east side. I*mage Source: GoogleEarth*

The remainder of the street segment between Washington Boulevard and Short Avenue is residential, largely single-family.



Between Short Avenue and Culver Boulevard (three blocks) there are commercial storefront buildings on both sides of the street. They are occupied by restaurants and neighborhood shops and services.

There are a few commercial uses at Braddock Drive and the Police Station and DWP facility are located on the south side of Culver Boulevard.

The remainder of the street segment between Culver Boulevard and the 90 Freeway is a mix of multifamily and single family residential uses.

Between the 90 Freeway and Lucille Street are single-family homes. Between Lucille Street and Jefferson Boulevard are Playa Vista Elementary School and buildings occupied by offices and services. I*mage Source: GoogleEarth*

STREET TREES

Between Washington Boulevard and Culver Boulevard the primary street tree is the Brisbane Box (*Lophostemon confertus*), which was planted in conjunction with roadway widening.

The Brisbane Box (*Lophostemon confertus*) trees were planted in conjunction with roadway widening.

BUS STOPS

Most bus stops have signs and benches. A few have only signs.

Between Short Avenue and Culver Boulevard there are a few Bottlebrush trees (*Callistimom*).

There is a mix of trees south of the 90 Freeway, including Hong Kong Orchid, Crape Myrtle, and London Plane. I*mage Source: GoogleEarth*

There is a bus shelter on the southeast corner at Culver Boulevard.

B.5 VENICE BOULEVARD EXISTING CONDITIONS

Livability Score

Venice Boulevard

Inglewood Blvd. - Beethoven St.

SEGMENT LENGTH

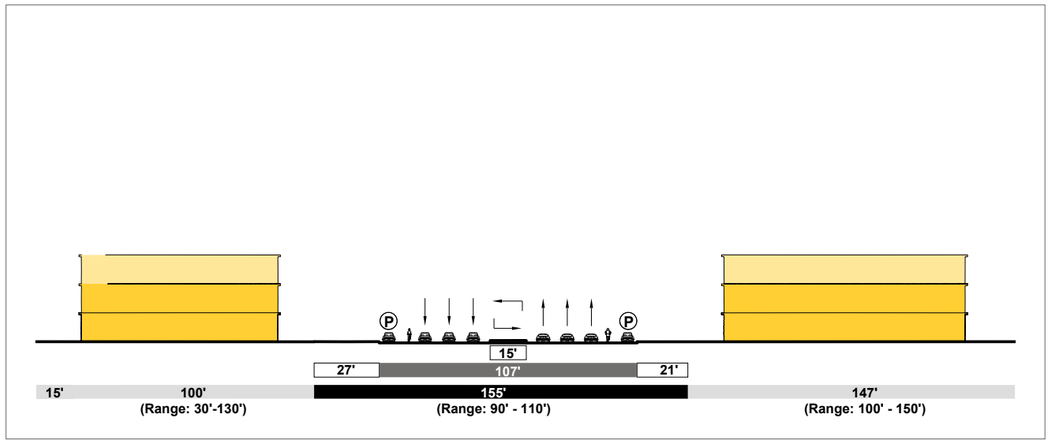
0.8 miles

LIVABILITY RATING (range: -10 to +12)

+5

Street view east of Lincoln Boulevard.

Street view west of Lincoln Boulevard



TYPICAL CORRIDOR CROSS SECTION

0 60'

Source: *Westside Mobility Plan Existing Conditions Report*, 2011

EXISTING CHARACTERISTICS

ELEMENT	TYPICAL	OTHER/RANGE	PTs.
Roadway			
width	108'	--	- 1
continuity of roadway width	infrequent variations		+1
marked crosswalk spacing	>600'	750 - 2,160'	- 1
raised landscaped median	yes	--	+1
bike lanes	yes	--	+1
curbside parking	yes - full time	--	+1
Sidewalks			
width	21'	8 - 26'	+1
parkway treatment	planted	--	+1
street trees	50' o.c.		0
power poles	--	--	0
street lights	cobra	--	0
Setbacks & Street Wall			
residential - setbacks	15' planted	--	0
commercial - transparency/ entries along sidewalk	>50%	--	+1
parking at back of sidewalk	no	--	0

Primary Street Tree:
Fern Pine

Median trees:
Bottlebrush
Tipu

Fern Pine

65% commercial

35% residential

Typical commercial

Typical residential

TYPICAL STREET CROSS SECTION

0 25'

ROADWAY INCLUDING MEDIANS

Beethoven Street to Centinela Avenue (67% Residential/33% Commercial)

The roadway cross section is consistent from Beethoven Street to Inglewood Boulevard: three lanes, a bike lane and on-street parking in each direction. This photo of the eastbound half of the street is looking west.

The raised median is 16 feet wide except at left-turn lanes west of Centinela Avenue.

In some locations west of Centinela Avenue, there is an elevation change of 12 to 22 inches between the two sides of the median, which is accommodated by a low retaining wall..

Centinela Avenue to Inglewood Boulevard (100% Commercial)

This photo is also of the eastbound half of the street looking west.

The raised median is also 16 feet wide except at left-turn lanes east of Centinela Avenue.

Adjacent to left-turn lanes the median narrows from 16 feet to about 6 feet. In some locations it is paved; in others it is not.

SIDEWALKS
Beethoven Street to Centinela Avenue

Sidewalks are 20 to 26 feet wide. Adjacent to residential uses, walkways are typically 4 feet wide and the remainder of the sidewalk is parkway.

In the commercial blocks, the entire sidewalk is paved, except at small tree wells, which are setback from the curb.

Some sidewalks are in very poor condition.

Centinela Avenue to Inglewood Boulevard

West of Centinela Avenue sidewalks are generally narrower, ranging from 8’ to 23’ wide. Buildings are typically setback a few feet even on narrow sidewalks, so there is room for a narrow row of tables.

Sidewalks are entirely paved, except at small tree wells.

CHARACTER OF DEVELOPMENT BETWEEN BEETHOVEN STREET AND CENTINELA AVENUE

A block of storefront buildings between Beethoven Street and Moore Street.

The predominant land use is multifamily residential. The majority of buildings are older with vehicular access from the alley in back, which allows for a continuous walkway and parkway with no vehicular conflicts.

Where there are driveways and parking in front, there are vehicular conflicts, breaks in the parkway, fewer trees and more concrete.

CHARACTER OF DEVELOPMENT BETWEEN CENTINELA AVENUE AND INGLEWOOD BOULEVARD

The majority of buildings in this commercial district are older storefront buildings. *Image source: Google Earth*

There are several strip malls and freestanding buildings with parking lots that front along the street and break up the street wall.

A few storefronts are newer. This one is adjacent to a freestanding building that has a landscaped setback and parking lot along the street.

STREET TREES IN PARKWAYS

Where there are wide parkways, the existing Fern Pines (*Afrocarpus gracilior*) are large and relatively healthy.

STREET TREES IN TREE WELLS

Where there are small tree wells, the existing Fern Pines (*Afrocarpus gracilior*) are much smaller.

TREES IN MEDIANS

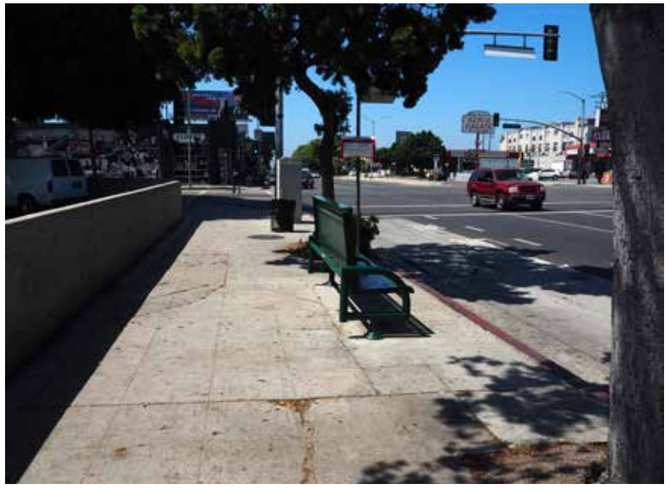
West of Centinela Avenue there is a mix of trees in the median, including Bottle Brush Trees and Eucalyptus.

Where the turf is no longer irrigated, the trees in large parkways are surviving the drought.

As these photos show, some already small tree wells have been filled with asphalt. Because the tree wells are so small, concrete is sometimes uplifted.

Tipu trees (*Tipuana tipu*) have been planted in the medians east of Centinela Avenue.

BUS STOPS



Bus stops include signs and benches. Some benches are set a few feet back from the curb.

Other benches are set back at the back of the sidewalk.

Some bus stops are shaded by street trees. Others are not.

STREET LIGHTS AND FURNITURE

Street lights to illuminate the roadway are located in the median, except at intersections where they are on the sidewalks.

Standard City bicycle racks are located throughout the area.

BICYCLISTS ON VENICE BLVD.

While there are standard bike lanes on Venice Boulevard, some riders still feel safer riding on the sidewalks.

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