



AUGUST 2019

WASHINGTON BLVD
BUNDY DRIVE
SEPULVEDA BOULEVARD
OLYMPIC BOULEVARD
PICO WESTWOOD
BOULEVARD
MOTOR AVENUE

EXPOSITION CORRIDOR
STREETSCAPE PLAN

A Transit Neighborhood Plans Project

EXPOSITION
BOULEVARD
CASTLE HEIGHTS
PALMS BOULEVARD
NATIONAL
BOULEVARD



Metro
This project is partially funded by Metro

EXPOSITION CORRIDOR STREETSCAPE PLAN

A Transit Neighborhood Plans Project

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1.0 INTRODUCTION

The Exposition Corridor Streetscape Plan provides a blueprint for streetscape improvements in the public right-of-way that aims to create a pedestrian-friendly environment that encourages walking and transit use. The Streetscape Plan is developed in conjunction with the Exposition Corridor Transit Neighborhood Plan (ECTNP), a Specific Plan that guides the future development of the area within a half-mile of the Metro Exposition Line Phase 2 stations (See Figure 1 below). The ECTNP Area is located within City Council Districts 5, 10, and 11, and comprises portions of the West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert Community Plan areas. It is located entirely within the incorporated City of Los Angeles, and abuts the City of Culver City and the City of Santa Monica.

FIGURE 1. Regional Vicinity Map



Per this Streetscape Plan, streetscape improvements may be constructed and/or maintained through a variety of means, including:

- By Certified Neighborhood Councils, Business Improvement District(s) or other community organizations;
- By private property owners, developers and business owners, in conjunction with development projects or as voluntary improvements;
- By the City in conjunction with street improvement projects, Metro Call for Projects funding or other grants (construction only).

The Streetscape Plan does not supersede established standards by other City departments. The information in this document regarding processes and procedures is for informational purposes only. Consult with the appropriate City agency for the most accurate and up-to-date information.

1.1 Boundaries

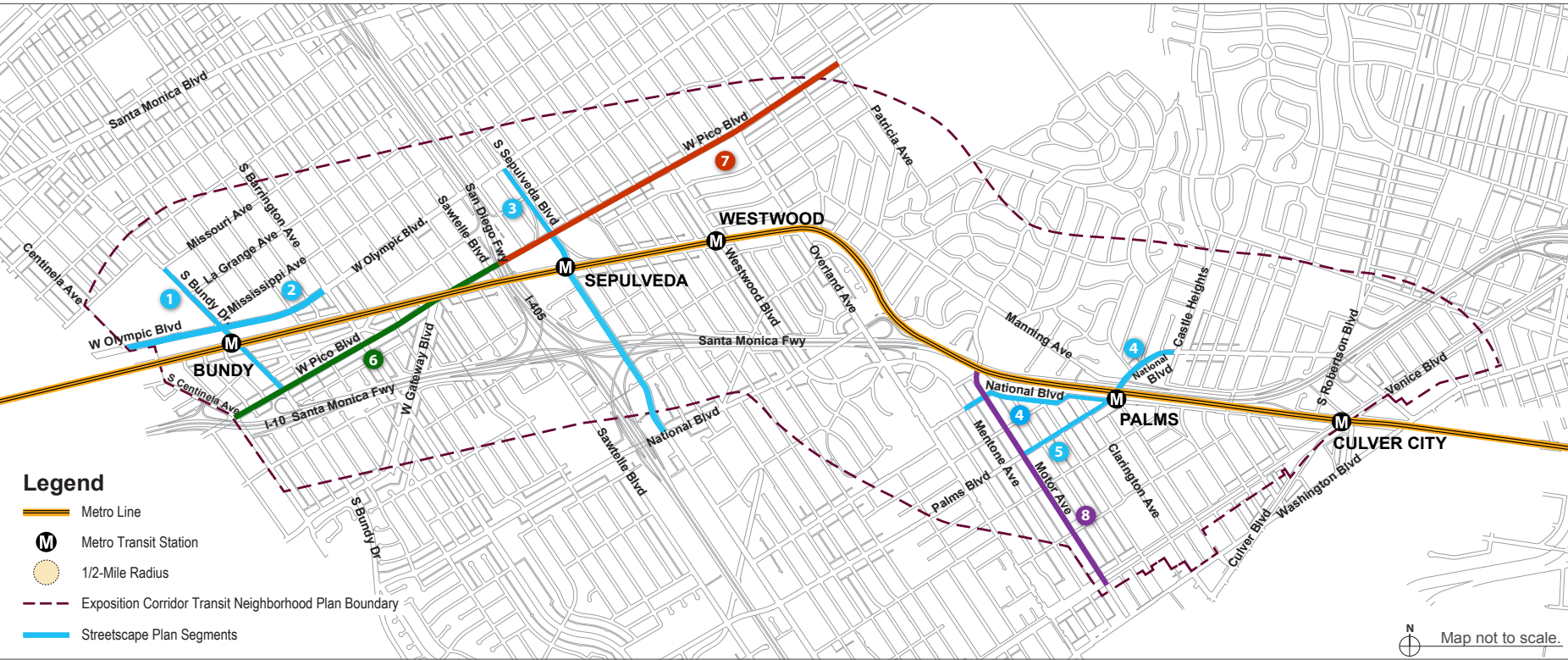
Figure 2 shows the Exposition Corridor Transit Neighborhood Plan boundary and the five streetscape segments that are included in the Exposition Corridor Streetscape Plan:

- 1 **Bundy Drive** between Missouri Avenue and Pico Boulevard
- 2 **Olympic Boulevard** between Centinela and Barrington Avenues
- 3 **Sepulveda Boulevard** between Olympic and National Boulevards
- 4 **National Boulevard** between Mentone and Castle Heights Avenues
- 5 **Palms Boulevard** between Motor Avenue and National Boulevard

Figure 2 also shows the location of three additional street segments, which are associated with the Livable Boulevards Streetscape Plan. Although these segments fall within the boundary of the Exposition Corridor Transit Neighborhood Plan, the provisions of the Exposition Corridor Streetscape Plan do not apply to these street segments. See the Livable Boulevards Streetscape Plan for detail.

- 6 **Pico Boulevard** between Centinela Avenue and I-405
- 7 **Pico Boulevard** between I-405 and Patricia Avenue
- 8 **Motor Avenue** between I-10 and Venice Boulevard

FIGURE 2. Streetscape Plan Segments



1.2 What is a Streetscape Plan?

A streetscape plan is a document which prescribes improvements in the public realm for a specific neighborhood, street, or series of streets. A streetscape plan:

- Documents the community’s vision for how the street should look and function;
- Identifies a consistent palette of amenities such as street benches, trash receptacles, street lighting, trees, and unique community identifiers;
- Describes maintenance tasks for streetscape elements; and
- Provides a basis for pursuing funding opportunities for implementation.

What Do Streetscape Plans Do?



1.3 History

The Metro Exposition Light Rail Transit (LRT) Line is a transit line running 15.2 miles between Downtown Los Angeles and the City of Santa Monica. The majority of the line runs along the Exposition Boulevard right-of-way, which roughly parallels the Santa Monica Freeway. Phase I of the line was completed in 2012 from Downtown Los Angeles to Culver City. Phase 2, extending 6.6 miles from the Phase 1 terminus at the Culver City Station to the planned Colorado/4th Street Station in Santa Monica, was completed and began operation in 2016.

The City of Los Angeles, in partnership with the Los Angeles County Metropolitan Transportation Authority (Metro), aims to support vibrant neighborhoods around transit stations, where people can live, work and shop, all within a safe and pleasant walk to transit stations. The Exposition Corridor Streetscape Plan is developed to improve the walking environment of the Exposition Line Phase 2 corridor and to link light rail stations with the surrounding neighborhoods via complete streets that accommodate multiple modes of transportation. The Streetscape Plan focuses on the following five stations:

- Exposition/Bundy Station
- Exposition/Sepulveda Station
- Westwood/Rancho Park Station
- Palms Station
- Culver City Station

The street segments included in this Streetscape Plan were chosen based on their proximity to an Exposition LRT station. Each segment is located within a half-mile radius of a light rail station and will feed into the surrounding neighborhoods. These street segments will serve as important linkages to the transit stations and the Streetscape Plan will improve the pedestrian environment serving the local neighborhoods.

1.4 Relevant Plans & Programs

Several key City-adopted plans are relevant to Exposition Corridor Streetscape Plan and provide the regulatory context for this Streetscape Plan.

General Plan Framework Element

The City of Los Angeles' General Plan Framework (GPF) Element identifies focal points in each community that function as centers of activity and where new growth and development is expected to occur. The GPF encourages development and infrastructure improvements to occur in transit areas. It also promotes the designation of streets in a manner that prioritize users based on how the street functions - giving a "transit priority" designation to streets that have fixed rail or serve as major bus routes - and further prioritizes those streets for streetscape improvements.

Mobility Plan 2035

The Mobility Plan 2035, which serves as the Transportation Element of the General Plan, establishes street designations for all streets in the City. The street segments in the Exposition Corridor Streetscape Plan are classified as either Boulevard II (Olympic Boulevard and Sepulveda Boulevard), Avenue I (Bundy Drive) or Avenue II (National Boulevard, Palms Boulevard).

In order to create an effective, balanced transportation system that provides a variety of mobility options for all users, the Mobility Plan also places a subset of the city's streets on mode-specific networks, which emphasize a particular mode on each street as part of a larger system. Of the streets in this Streetscape Plan, Bundy Drive and Sepulveda Boulevard are on the Transit Enhanced Network; Olympic Boulevard is on the Vehicle Enhanced Network; National Boulevard (north of I-10) is on the Neighborhood Enhanced Network; and National Boulevard (south of I-10) is on the Bicycle Enhanced Network.

Westside Mobility Plan

The Westside Mobility Plan was initiated in 2011 to create a long-range transportation plan for the Westside communities of West LA, Venice, Palms, Westwood, Brentwood, Playa del Rey, Westchester, and LAX. A collaboration between the Los Angeles Department of Transportation and Department of City Planning, the plan will develop recommendations to improve the connectivity of the transit network, better serve all modes of transportation, improve the efficiency of the transportation system, and enhance the livability of the major boulevards in the Westside communities. The plan will also update the Coastal Transportation Corridor and the West LA Transportation Impact and Mitigation Plan. As part of the Livable Boulevards component of the Westside Mobility Plan, new streetscape plans are being developed for portions of Pico Boulevard and Motor Avenue (See Figure 2), as well as Venice Boulevard and Centinela Avenue. These streetscape plans are intended to improve the safety and walkability of these key Westside commercial corridors and connections to the Exposition Phase 2 transit stations.

Community Plans

The Community Plans are a component of the Land Use Element of the City's General Plan. Community plans provide physical growth and development policies for the various neighborhoods throughout the Los Angeles and encourage sustainable land use practice while balancing the unique character of individual communities. The street segments of the Exposition Corridor Streetscape Plan area are located within the boundaries of the West Los Angeles Community Plan and the Palms-Mar-Vista-Del Rey Community Plan, which serve as blueprints for growth and development in those areas.

Exposition Corridor Transit Neighborhood Plan

The Exposition Corridor Streetscape Plan complements the Exposition Corridor Transit Neighborhood Plan (Specific Plan) which establishes new development regulations that support transit ridership, such as allowing some increased development intensity near stations where appropriate. The Specific Plan requires the design of new buildings to be pedestrian-oriented and establishes coordinated and comprehensive design standards that cover building height massing and orientation, architectural treatment, open space, and parking. The Streetscape Plan will combine with the Specific Plan to create pedestrian-oriented neighborhoods along the Exposition Corridor.

West Los Angeles Traffic Improvement and Mitigation Specific Plan (WLA TIMP)

The West Los Angeles Traffic Improvement and Mitigation Specific Plan, adopted in March 1997 requires new development to mitigate Significant Transportation Impacts and to promote transit enhancement through additional transit, ridesharing and bicycling. Projects are reviewed by LADOT to determine the number of trips generated and to calculate a Transportation Impact Assessment (TIA) Fee. Money generated from the TIA Fee is used to fund transportation improvements identified in the Plan. This Specific Plan is currently being updated as part of the Westside Mobility Plan study.

Sepulveda Corridor Specific Plan

The Sepulveda Corridor Specific Plan, adopted in December 1992, implements the provisions of the West Los Angeles Community Plan which identify the Sepulveda industrial area as an area where redevelopment should be enhanced to achieve street improvements, rehabilitation and reconstruction of older structures, and adequate off-street parking and freight loading facilities. This Plan prohibits construction on the railroad right-of-way on the west side of Sepulveda Boulevard and allows for a transfer of allowable floor area from the right-of-way to other property in the Sepulveda Corridor Specific Plan area.

West Pico Boulevard Community Design Overlay

The West Pico Boulevard Community Design Overlay (CDO), adopted in March 2004, provides guidelines and standards for development projects on commercially and industrially designated properties located between the San Diego Freeway (I-405) on the east, Tennessee Avenue to Federal Avenue on the north, Pico Boulevard to the south, and Centinela Avenue (City boundary) on the west. The intent of this CDO is to provide guidance and direction in the design of buildings that will enhance the appearance of the area. *With the adoption of the Exposition Corridor Transit Neighborhood Plan, the West Pico Boulevard CDO will be rescinded and the guidelines and standards therein will be incorporated into the Transit Neighborhood Plan.*

Westwood Pico Neighborhood Oriented District

The Westwood Pico Neighborhood Oriented District, adopted in January 1998, establishes development regulations to encourage pedestrian oriented design. The plan includes both sides of Westwood Boulevard between Missouri Avenue, the alley north of Pico Boulevard, the north side of Pico Boulevard between Bentley Avenue and Patricia Avenue, the south side of Pico Boulevard between Military Avenue and Patricia Avenue, and the east side of Overland Avenue between Blythe Avenue and the alley south of Pico Boulevard.

Standard Plans

The Department of Public Works and LADOT create standard plans to establish technical dimensions for various elements found in streets citywide. This Streetscape Plan is consistent with and does not supercede the technical specifications in the standard plans. Applicants should refer to all applicable standard plans when installing any streetscape element. The City’s adopted standard plans are consistent with Caltrans’ design manuals, policies, and national guidelines.

2.0 PLAN CHARACTERISTICS

2.1 Purpose

The purpose of the Exposition Corridor Streetscape Plan is to create complete streets that complement Phase 2 of the Metro Exposition LRT line and the land use changes resulting from the Exposition Corridor Transit Neighborhood Plan. The Streetscape Plan proposes streetscape design elements for five street segments within the Exposition LRT Phase 2 corridor, including street trees, street furniture, crosswalks and other features that will improve the quality of each street and reinforce their role as important links to the transit stations. The Plan proposes changes to the existing cross sections of the street segments, with a focus on creating wider sidewalks and incorporating new street trees and street furniture. On select street segments, the Plan also proposes the addition of curb extensions, dedicated transit lanes, medians, and/or other features in the roadway. The Plan does not propose the removal or addition of vehicular travel lanes.

The Streetscape Plan responds to the recently adopted Mobility Plan 2035, which updated street designations and provided new street standards to create complete streets that accommodate all modes of transportation. The Streetscape Plan also aims to reflect the enhanced street networks identified in the Mobility Plan by accommodating the primary mode designated for each street, and addresses the Mobility Plan’s Bicycle Lane Network as applicable.

2.2 Goals

The goal of the Exposition Corridor Streetscape Plan is to encourage the placement of adequate street trees, street furniture, lighting, and other features to create a more pedestrian-friendly environment. The City is amending the General Plan to give the street segments in the Streetscape Plan new street classifications that specify how the public right-of-way is to be apportioned among roadway, sidewalks, bicycle lanes, light rail, and any other future transit.

Additional goals of the Exposition Corridor Streetscape Plan are to:

- Create an environment that encourages the use of transit and active transportation, in addition to the automobile.
- Enhance the identity of the distinct neighborhoods around each Exposition Phase 2 transit station using streetscape design elements to improve the built form and quality of life.
- Coordinate street and sidewalk improvements and encourage changes to the public right-of-way which are consistent with adopted streetscape standards.
- Position Bundy Drive, Olympic Boulevard, Sepulveda Boulevard, National Boulevard, and Palms Boulevard as “complete streets” that provide a variety of mobility options.
- Ensure the future provision of amenities such as shade trees, seating and lighting that improve the comfort and safety of pedestrians and foster transit ridership.
- Create lively and active urban streets.
- Provide places for people to sit and gather.
- Create an environment in which businesses and commerce can thrive.
- Accommodate all users including seniors, children, and people with disabilities.

2.3 Principles

This Streetscape Plan is intended to connect new and existing projects into a cohesive design scheme that will promote attractive and inviting corridors and a lively pedestrian environment.

The guiding principles of this Streetscape Plan are:

Consistency. The street segments covered by this streetscape plan are characterized by a mix of uses and a varied built form. 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 these corridors.

Safety. Public safety is critical to the success of commercial districts, in particular, an environment in which pedestrian and automobile traffic can safely coexist.

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. Visual appearance and placement of streetscape elements should promote unobstructed views of storefronts and an ADA-accessible clear path of travel on sidewalks to minimize visual distractions, enhance the appearance of the corridor, and ensure access for all users.

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 in the public realm.

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.

2.4 Bicycle Network

The Exposition Corridor Streetscape Plan aims to reflect the bicycle networks identified in the Mobility Plan 2035 through new street cross sections that either incorporate bicycle facilities or can accommodate them in the future.

According to the Mobility Plan’s Bicycle Lane Network, both Sepulveda Boulevard and Bundy Drive are planned for bicycle lanes. However, as “Tier 3” bicycle lanes, they are not considered as likely to be built by 2035 compared to “Tier 2” bicycle lanes; therefore, bicycle lanes are not incorporated into the cross sections in this Plan. Nevertheless, these cross sections do not preclude bicycle lanes from being implemented on these streets in the future.

According to the Mobility Plan’s Bicycle Enhanced Network, National Boulevard south of I-10 is planned for protected bicycle lanes (Tier 1). However, this Streetscape Plan shows non-protected bicycle lanes on this segment of National Boulevard. This is an interim condition that provides an important gap closure for the Expo Bike Path. In the future the roadway could be reconfigured to have protected bicycle lanes (i.e. cycle tracks). This has not been environmentally analyzed or adopted as part of this Streetscape Plan, and will need to be studied further before it can be implemented. See Appendix D for aspirational cross sections illustrating how protected bicycle lanes could be implemented along this segment in the future.

Palms Boulevard is designated a “Tier 2” bicycle lane on the Mobility Plan’s Bicycle Lane Network. However, adding bicycle lanes to this street could require a reduction in the number of travel lanes, which has not been studied or approved at this time. Therefore the cross section for Palms Boulevard in this Plan is shown as having no bicycle lanes. In the future, the roadway can be reconfigured to include bicycle lanes on both sides. See Appendix D for aspirational cross sections illustrating how bicycle lanes could be implemented along this segment in the future.

2.5 Plan Components & Organization

The following chapter identifies projects that are subject to the Plan and lists the required permits and review processes for various types of streetscape improvements. The specific streetscape elements for the Plan’s street segments are outlined in Chapter 4, which includes tables listing the characteristics and maintenance requirements for each element. Chapter 4 should be used as a tool for the future application of the streetscape elements called for in this Plan and should be cross-referenced as needed. Chapter 5 contains cross-sections, illustrative plan drawings, and renderings illustrating the streetscape elements and roadway configuration for each street segment in the Plan. Appendices A, B, and C of the Plan include information on the existing and planned street widths of each of the street segments, the existing cross sections of each street segment, and the street trees recommended by the Plan. Appendix D contains aspirational cross sections for two street segments, illustrating how new or enhanced bicycle facilities could be incorporated into the roadway.

3.0 ADMINISTRATION

The standards in the Streetscape Plan apply to all improvements within the public right-of-way of the identified segments along Bundy Drive, Olympic Boulevard, Sepulveda Boulevard, National Boulevard and Palms Boulevard, as shown in Figure 2. The public right-of-way is that area between property lines on opposite sides 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.

3.1 Applicability

Table 1 provides examples of types of projects that would require compliance with the provisions of this Streetscape Plan.

TABLE 1. Streetscape Plan Applicability

TYPE OF PROJECT	SUBJECT TO STREETSCAPE PLAN?
Tenant Improvement or Interior Remodel	No
Facade Improvement	No
New Construction	Yes
Additions (resulting in at least 5,000 net new sq ft or 250 net new daily trips prior to any project-specific mitigations required by DOT)	Yes
Change of Use (resulting in 250 net new daily trips prior to any project-specific mitigations required by DOT)	Yes
Planting of street trees, tree wells, parkways, bioswales, medians and related irrigation, planters, etc.	Yes
Installation of benches, trash cans, street lights or any other street furniture or elements	Yes

Streetscape improvements in the public right-of-way that require an A-Permit, B-Permit, E-Permit, U-Permit or Revocable Permit by the Department of Public Works, such as new street trees or street furniture, are required to comply with the provisions of the Streetscape Plan. All streetscape improvements must be consistent with the technical specifications in this streetscape plan and applicable City Standard Plans.

Projects involving the issuance of a Building Permit by the Department of Building and Safety shall provide improvements in accordance with this Streetscape Plan using the following triggers:

Triggers for Basic Streetscape Plan Improvements. A project shall provide Basic Streetscape Plan Improvements when the project involves the issuance of a Building Permit by the Department of Building and Safety for one or more of the following:

- a) New Construction resulting in 5,000 square feet or more; or
- b) Addition resulting in:
 - (1) 5,000 square feet or more; or
 - (2) 250 net new daily trips or more prior to any project-specific mitigations required by DOT; or
- c) Change of Use resulting in:
 - (1) 250 net new daily trips or more prior to any project-specific mitigations required by DOT

Triggers for Major Streetscape Plan Improvements. A project shall provide Major Streetscape Plan Improvements, in addition to Basic Streetscape Plan Improvements, when a) and b) are met:

- a) The project involves the issuance of a Building Permit by the Department of Building and Safety for one or more of the following:
 - (1) New Construction resulting in 5,000 square feet or more; or
 - (2) Addition resulting in:
 - (i) 10,000 net new square feet or more; or
 - (ii) 250 net new daily trips or more prior to any project-specific mitigations required by DOT; or
 - (3) Change of Use resulting in:
 - (i) 250 net new daily trips or more prior to any project-specific mitigations required by DOT
- b) And when any of the following site criteria are met:
 - (1) The project is on a lot that is at least a half-acre in total gross area; or
 - (2) The project spans at least 250 feet of linear frontage; or
 - (3) The project’s building frontage encompasses the entire block-face

If after the adoption of this Streetscape Plan, the City Council adopts an ordinance to regulate streetscape plan improvements using applicability triggers that are different or modified from the ones shown above, this Applicability section shall be of no further force and effect.

3.2 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 entities, such as the Los Angeles County Metropolitan Transportation Authority (Metro) or the City of Los Angeles' Neighborhood Councils. Examples of private streetscape investments include improvements initiated by local Business Improvement Districts or by private developers proposing development projects fronting the public right of way along a streetscape segment. 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. Streetscape improvement projects sponsored by non-profit community groups or individuals represent additional ways in which implementation of the Streetscape Plan can occur.

By having an approved Streetscape Plan, the City will be able to apply for and submit more competitive grant applications to help secure funding from other sources for improvements on these segments. Additionally, Transportation Impact Assessment fees collected from the City's West LA TIMP and Coastal Transportation Corridor Specific Plans are also intended to help the City leverage additional funds to complete the build-out of the Streetscape Plan.

3.3 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 shall 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. Maintenance requirements shall abide by any applicable local, state, or federal standards.

3.4 Approval & Permits

The implementation of streetscape improvements must be approved by the City, typically by more than one department or bureau. City agencies can 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 Exposition Corridor 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 Exposition Corridor 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), the Bureau of Street Lighting (BSL), and the Bureau of Sanitation (BOS). 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. Standard Specifications for Public Works Construction (Green Book) and BOE Brown Book amendments provide a list of materials that require shop inspection. 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) 485-5080 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: <ul style="list-style-type: none">• Repair, construction, reconstruction of standard street elements (curbs, sidewalks, tree wells, driveway approaches, gutters, curb drains, etc.) that match existing grades• Repair of sidewalk damage caused by tree roots (Also requires a Street Tree Permit by Bureau of Street Services, Urban Forestry Division) Typically, only projects that use standard, City-approved materials, comply with applicable City design specifications, and do not alter the established flow line of a gutter are eligible for an A-Permit.	<ul style="list-style-type: none">• 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: <ul style="list-style-type: none">• Widening of streets and alleys• Changing existing street grade• Installation of street lighting and traffic signals	<ul style="list-style-type: none">• 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: <ul style="list-style-type: none">• Relocation of utility boxes• Street lights• Drilling of monitoring wells• Test boring to locate substructures	<ul style="list-style-type: none">• 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 that encroach into the public right-of-way: <ul style="list-style-type: none">• Street improvements that include non-standard materials and/or elements and require repair and maintenance by the permittee, subject to determination by various agencies.• Grants conditional encroachment into the public right-of-way	<ul style="list-style-type: none">• 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

*Permit information is subject to change and is presented here for informational purposes only. Consult with the appropriate City agency for the most up-to-date information.

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 and street use permits 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>

For permits from the Bureau of Sanitation see <http://lacitysan.org>

Department of Transportation Review

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

- Raised medians and tree placement in medians
- Pedestrian refuge areas
- Crosswalks
- Midblock crossings
- Curb extensions
- Transit stop locations
- Loading and drop-off zones
- Directional and informational signs⁽¹⁾
- LADOT hardware (e.g. controller boxes) - colors and materials
- Bicycle racks, lockers, bicycle corrals and other bicycle facilities
- All Metro projects (interagency coordination)
- Traffic control devices (signals, pavement markings, traffic signs) and on-street parking zones

Notes:

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

4.0 STREETSCAPE ELEMENTS

Streetscape improvements implemented on the street segments specified in this Plan shall abide by the requirements listed in Tables 3 and 4 on the following pages. These tables list the streetscape elements applicable to the street segments in this Streetscape Plan, along with their key characteristics and technical specifications. They also list the City standard plan number (where relevant) and the agency to contact for design, permit, and maintenance requirements for each element. The typical maintenance noted for each element is a general description of required maintenance; specific requirements will be provided by the reviewing agency.

Basic Streetscape Improvements are listed in Table 3, and are improvements that are typically in the sidewalk area. Major Streetscape Improvements are listed in Table 4, and are more substantial improvements that typically change the functionality of the street. Major Streetscape Improvements are anticipated to be implemented by large scale projects and require consultation with City departments to determine appropriateness and feasibility. Elements noted as “optional” may be implemented at the discretion of the property owner.

Tables 3 and 4 are followed by a general narrative description of each streetscape element and its contribution to a more livable street and the community it serves. The descriptions are not intended to repeat or replace the requirements listed in Tables 3 and 4. Also note that the associated images and illustrations are conceptual examples only, and do not necessarily reflect all existing City standards.

FIGURE 3. Public Right-of-Way



ACRONYMS

- DCP = Department of City Planning
- DPW = Department of Public Works
- DOT = Department of Transportation
- DWP = Department of Water and Power

The following are Bureaus within the Los Angeles Department of Public Works:

- BOE = Bureau of Engineering
- BSS = Bureau of Street Services
- BSL = Bureau of Street Lighting
- BOS = Bureau of Sanitation

TABLE 3. Basic Streetscape Improvements

Element	Figure	Street Segment	Key Characteristics	Required Review	Standard Plan or Agency Review	Typical Maintenance
STREET TREES AND LANDSCAPING						
Tree Wells	Figure 5	ALL	<ul style="list-style-type: none"> Standard dimensions: 4'x8' Surface treatment: decomposed granite (DG) per Greenbook standards (preferred) or low-growing drought-tolerant plants with mulch (optional). Plants in the public right-of-way must comply with the following criteria: <ul style="list-style-type: none"> Shall not be poisonous, invasive, or have sharp edges, spiky or thorny points Shall not be taller than 36 inches at maturity 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 ramp edge. Should be drought-tolerant, cold hardy and long lived Convenience Strip: Unobstructed area 18" from face of curb, excluding a minimum 6"-wide curb. Required at planted tree wells adjacent to curbside parking spaces or loading areas. Natural concrete (standard gray) or permeable pavers if approved by BOE. 	BOE, BSS	S-450 S-663 S-456	Weed, remove litter, sweep DG into tree well, replenish DG.
Parkways	Figure 4	BUNDY (b/w Exposition and Pico) SEPULVEDA (b/w Exposition and National) NATIONAL	<ul style="list-style-type: none"> Standard dimension: 5' wide Surface treatment: low-growing drought-tolerant plants with mulch (see planting criteria in "Tree Wells" above) Convenience Strip: Unobstructed area 18" from back of curb, excluding a minimum 6"-wide curb. Required at planted parkways adjacent to curbside parking spaces or loading areas. Natural concrete (standard gray) or permeable pavers if approved by BOE. House Walk: If parkway is adjacent to marked on-street parking or loading spaces, a 5'-wide walkable surface across the parkway shall be provided every 35 to 50 feet. Walkable surface should be concrete (or permeable pavers if approved by BOE). 	BOE, BSS	BOE, BSS	Weed and remove litter. Repair house walks when damaged.
Street Trees	-	ALL	<ul style="list-style-type: none"> Minimum 36" box Spaced on average 30' to 40' on center (refer to BSS Tree Spacing Guidelines) Minimum 20' clearance on each side of street lighting poles Tree staking and guying details per S-663 Existing trees to remain. Removal or replacement requires DPW approval. 	BSS, BSL	S-456 S-663	For tree wells with DG surface treatment, a 5 year establishment period is required. For tree wells with planting and irrigation, maintenance is required.
		BUNDY	<ul style="list-style-type: none"> Missouri Ave to Olympic Blvd: <i>Parkinsonia x 'Desert Museum'</i> Palo Verde Tree (Preferred) / <i>Metrosideros excelsa</i> New Zealand Christmas Tree (Alternate) Olympic Blvd to Pico Blvd: <i>Metrosideros excelsa</i> New Zealand Christmas Tree (Preferred) / <i>Tabebuia impetiginosa</i> Lavander Trumpet Tree (Alternate) 			
		OLYMPIC	<ul style="list-style-type: none"> Centinela Ave to Bundy Dr: <i>Metrosideros excelsa</i> New Zealand Christmas Tree (Preferred) / <i>Geijera parviflora</i> Australian Willow (Alternate) Bundy Dr to Barrington Ave: <i>Geijera parviflora</i> Australian Willow (Preferred) / <i>Lyonothamnus floribundus</i> Catalina Ironwood (Alternate) Median: <i>Jacaranda mimosifolia</i> Jacaranda (Preferred) / <i>Eucalyptus ficifolia</i> Red-Flowering Gum (Alternate) 			
		SEPULVEDA	<ul style="list-style-type: none"> Olympic Blvd to Exposition Blvd: <i>Parkinsonia x 'Desert Museum'</i> Palo Verde Tree (Pferred) / <i>Tabebuia impetiginosa</i> Lavender Trumpet Tree (Alternate) Exposition Blvd to National Blvd: <i>Parkinsonia x 'Desert Museum'</i> Palo Verde Tree (Pferred) / <i>Tabebuia impetiginosa</i> Lavender Trumpet Tree (Alternate) 			
		NATIONAL	<ul style="list-style-type: none"> Castle Heights Ave to Palms Blvd: <i>Lyonothamnus floribundus</i> Catalina Ironwood (Preferred) / <i>Geijera parviflora</i> Australian Willow (Alternate) Palms Blvd to Mentone Ave: <i>Cercis occidentalis</i> Western Redbud (Preferred) / <i>Geijera parviflora</i> Australian Willow (Alternate) 			
		PALMS	<ul style="list-style-type: none"> <i>Cercis occidentalis</i> Western Redbud (Preferred) / <i>Tabebuia impetiginosa</i> Lavender Trumpet Tree (Alternate) 			

TABLE 3. Basic Streetscape Improvements (Continued)

ELEMENT	FIGURE	STREET SEGMENT	KEY CHARACTERISTICS	REQUIRED REVIEW	STANDARD PLAN OR AGENCY REVIEW	TYPICAL MAINTENANCE
Irrigation System (Optional)	-	ALL	<ul style="list-style-type: none"> Automatic in-line drip system, subsurface or pop-up bubblers, or microspray Alternatively, property owner may water landscaping and trees manually. 	BSS	Non-Standard	Check regularly/repair damaged parts; adjust watering seasonally.
SIDEWALK PAVING						
Standard Sidewalk Paving	Figure 6	ALL	<ul style="list-style-type: none"> Entire sidewalk width, except tree wells. Control joints are not recommended at street corner between Back of Curb Ramp (BCR) and End of Curb Ramp (ECR). Protect existing utilities and private buildings from over cutting if scored lines are done by saw cutting. Concrete/control joints perpendicular to the curb and at regular intervals not exceeding 10'. Control joints located for the full walk width each side of tree well. Longitudinal scoring parallel to the curb approximately every 4' Scoring depth and radius per BOE standards. Standard gray color 	BOE	S-444 S-601	Repair when damaged; clean as needed
Special Sidewalk Paving	Figure 6	BUNDY (b/w Exposition and La Grange) OLYMPIC (b/w Centinela and Granville) SEPULVEDA (b/w Exposition and Pico)	<ul style="list-style-type: none"> Entire sidewalk width, except tree wells, curb ramps, and driveways. Control joints are not recommended at street corner between Back of Curb Ramp (BCR) and End of Curb Ramp (ECR). Protect existing utilities and private buildings from over cutting if scored lines are done by saw cutting. Concrete/control joints perpendicular to the curb and at regular intervals not exceeding 10'. Control joints located for the full walk width each side of tree well. Longitudinal scoring parallel to the curb every approximately every 4' Scoring depth and radius per BOE standards. Preferred: Concrete to be standard gray color, with approved permeable interlocking concrete pavers between tree wells (standard gray color). Type and pattern of permeable pavers to be approved by BOE. Approved pavers are listed on the "Approved Products" page at http://boe.lacity.org/apm/ Alternate: Concrete to alternate between standard gray color and colored concrete (Davis Color "Sandstone") with medium sandblast finish, or approved equal. 	BOE	Non-Standard	Repair when damaged; clean as needed
STREET FURNITURE⁽¹⁾						
Bicycle Racks (optional)	-	ALL	<ul style="list-style-type: none"> Place at a location approved by the DOT and city engineer. A minimum 48" wide unobstructed sidewalk access must be maintained. May be installed at business owner's request. Inverted U (black) or approved equal 	DOT, BOE	S-671	Per review agency
Potted Planters (optional)	-	ALL	<ul style="list-style-type: none"> May be installed by abutting business owner with appropriate permits. Shrub heights to be approved by BSS. Include water trays or internal water system Not to exceed dimensions (width/depth) of tree wells per this plan Must be designed and installed against any overturning force Quickcrete "Wilshire" series in Lite Crete (French Grey, Bungalow, or Fresca color) or approved equal 	BSS	Non-Standard	Weed; remove/replace dead, dying or diseased plants; prune; remove litter; fertilize periodically

TABLE 3. Basic Streetscape Improvements (Continued)

Element	Figure	Street Segment	Key Characteristics	Required Review	Standard Plan or Agency Review	Typical Maintenance
STREET LIGHTING						
Roadway Lights	-	ALL	<ul style="list-style-type: none"> New and existing roadway lights shall be galvanized steel (CD 953) 	BSL, DWP	BSL, DWP	By BSL funded by Prop 218 assessment
Pedestrian Lights	-	ALL	<ul style="list-style-type: none"> Install between existing street lighting at 30’ on center, where feasible. 14’ or 12’ AV Steel Pole (galvanized steel) or approved equal 	BSL, DWP	BSL, DWP	By BSL funded by Prop 218 assessment
BUS ZONE AMENITIES ⁽²⁾						
Bus Shelters	-	ALL	<ul style="list-style-type: none"> Provided at the discretion of the City Coordinated Street Furniture Program vendor at major bus stops Style: “Sunset Collection” (silver) or approved equal 	BSS, BOE	BSS, BOE	By City vendor
Bus Benches & Trash Receptacles	-	ALL	<ul style="list-style-type: none"> Provided at the discretion of the City Coordinated Street Furniture Program vendor at major bus stops 	BSS, BOE	BSS, BOE	By City vendor
Bus Stop Lights	-	ALL	<ul style="list-style-type: none"> Install in pairs within 20’ of bus stops. 14’ or 12’ AV Steel Pole (galvanized steel) or approved equal 	BSL, DWP	BSL, DWP	By BSL
PEDESTRIAN CROSSINGS						
Crosswalk Striping	Figure 7	ALL	<ul style="list-style-type: none"> Per LADOT policy, the implementation of continental striping on existing marked crosswalks shall be prioritized on major streets and at intersection crossings. 	DOT, BOE	S-480 S-481.1	Reapply every 5-10 years
Crosswalk ADA Ramps	-	ALL	<ul style="list-style-type: none"> ADA-approved ramps with detectable warning surface (min. 3’ x 4’). Two ramps per corner at intersections (as feasible) and one ramp at each end of mid-block crossings. Detectable warning surface in yellow. Remainder of ramp to be natural concrete (standard gray) 	BOE	S-442	Repair when damaged; clean as needed
Curb Radii	Figure 8	BUNDY OLYMPIC SEPULVEDA	<ul style="list-style-type: none"> Maximum 35’ at intersections with an arterial street, as feasible. Maximum 25’ at intersections with a non-arterial street, as feasible. Natural concrete (standard gray) 	BOE	S-442	Coordinate with review agency
		NATIONAL PALMS	<ul style="list-style-type: none"> Maximum 25’ (as feasible) 			

Table 3 Notes:

(1) Any street furniture shall comply with relevant spacing requirements, as determined by the Department of Public Works. All street furniture must conform to City’s requirements and contractual obligations of the Citywide Coordinated Street Furniture and Bus Bench programs at all transit stops.

(2) All street furniture in the bus zone must conform to City’s requirements and contractual obligations of the Citywide Coordinated Street Furniture and Bus Bench programs.

TABLE 4. Major Streetscape Improvements

Element	Figure	Street Segment	Key Characteristics	Required Review	Standard Plan or Agency Review	Typical Maintenance
New Crosswalks	Figure 7	ALL	<ul style="list-style-type: none"> Per LADOT policy, the implementation of continental striping on new marked crosswalks shall be prioritized on major streets and at intersection crossings. Where the nearest existing pedestrian crossings are spaced more than 600 feet apart, crosswalks should be provided, either at uncontrolled intersections or mid-block, as determined by LADOT. At new uncontrolled, marked crosswalks a new signal (e.g., Rectangular Rapid Flash Beacon, Advanced Pedestrian Warning Device) should be considered, which would require a warrant analysis by the LADOT District Office. Pedestrian refuge islands should be considered for all midblock crossings or intersection locations where there is a center turn lane and where a turn pocket is not necessary. The type and design of specific pedestrian signals, and refuge islands would be studied and determined by LADOT. BSL to review new crosswalks to ensure adequate illumination and lighting level. 	DOT, BOE, BSL	S-480 S-481	Reapply every 5-10 years
Curb Extensions	Figure 9 Figure 10	ALL	<ul style="list-style-type: none"> Located at intersections or midblock, where feasible subject to LADOT approval. Extending to width of parking lane. Natural concrete paving (standard gray) Planting and trees optional; incorporate per BSS and LADOT guidelines; max 36" high Refer to Green Street Standard Plans for Vegetated Stormwater Curb Extensions (S-484-0). Minimum curb return radius of 25' for street cleaning purposes. If less than 25', to be maintained by R-permit holder. Provide traffic warning sign at the curb extensions to prevent drivers from driving into the curb extension. 	BOE, DOT, BSS	S-484	Per review agency
Parking Lane Planters	-	PALMS	<ul style="list-style-type: none"> Located within existing parking lanes Minimum size: 4' x 6' (not to exceed width of parking lane) Install street trees (Lavender Trumpet Tree) within planters Surface treatment: low growing plants (max 36" high) Observe LADOT guidelines to maintain visibility for vehicles Protection from errant drivers provided by raised curbs, bollards, railings, or other fixed objects per LADOT standards. 	BOE, DOT, BSS	Non-Standard	Weed; remove/replace dead, dying or diseased plants; prune; remove litter; fertilize periodically; prune trees for clearance (permit required); maintain gutter between planter and sidewalk
Raised Landscaped Medians	-	OLYMPIC	<ul style="list-style-type: none"> Minimum 6" high integral curb and gutter per City Standard Plan Natural concrete (standard gray) Ground cover: drought-tolerant, non-invasive, non-poisonous, no thorn or spines, low-growing (less than 36" high) Median trees: Jacaranda (preferred) or Red-Flowering Gum (alternate) Slope to center to collect runoff; infiltration or treatment of street runoff where feasible. 	BOE, DOT, BSS	BOE, DOT, BSS	Weed; remove/replace dead, dying or diseased plants; prune; remove litter; fertilize periodically; prune trees for clearance (permit required); mulch and irrigate
Bioswales (optional)	-	ALL	<ul style="list-style-type: none"> Plant low-growing plants not to exceed 36" in height (measured from pavement) Refer to Green Street Standard Plan for list of permitted planting materials 	BOE, BSS, BOS	S-480 S-483	Weed; remove/replace dead, dying or diseased plants; prune; remove litter; fertilize periodically; prune trees for clearance (permit required)
Seating and Benches	-	ALL	<ul style="list-style-type: none"> 118" wide with a middle arm rest Place at mid-block or a minimum of every 300' Distinct from benches provided as part of City Coordinated Street Furniture Program. Style: "Balance" (silver texture) by Forms and Surfaces or approved equal 	BOE, BSS	Non-Standard	Remove graffiti; clean
Trash Receptacles	-	ALL	<ul style="list-style-type: none"> At corners of major intersections, and adjacent to benches. Distinct from trash receptacles provided as part of City Coordinated Street Furniture Program. Style: "Dispatch" (silver texture) by Forms and Surfaces or approved equal 	BSS	Non-Standard	Empty as needed; remove graffiti; clean

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Street Trees and Landscaping

Depending on location and the adjacent land uses, street trees are installed in either tree wells or parkways in the area between the curb and the walkway. Where parkways currently exist on Sepulveda Boulevard and National Boulevard, new streetscape improvements shall include parkways. New parkways shall also be installed on Bundy Drive between Exposition and Pico, in place of existing tree wells. In all other locations, street trees are to be installed in tree wells. Tree wells are treated with decomposed granite or low-growing plants and mulch. Parkway surfaces are treated with low drought-tolerant planting with mulch.

Along streets with curbside parking, an 18-inch convenience strip is required between tree wells or parkways and the face of the curb. This serves as an area on which passengers may step when exiting parked vehicles, and may be treated with natural concrete or permeable pavers (if approved by BOE). Also, 5-foot-wide house walk (walkable surface across the walkway) is required every 35 to 50 feet. Figures 4 and 5 show the dimensions of and relationship between tree wells, parkways, house walks, and the convenience strip.

The width of the walkway varies according to total sidewalk width but a minimum 5-foot-wide unobstructed ADA accessible walkway must be provided per BOE regulations (minimum 7 feet where adjacent to sidewalk dining.)



Tree well with planting and mulch along with concrete convenience strip

FIGURE 4. Parkway Dimensions

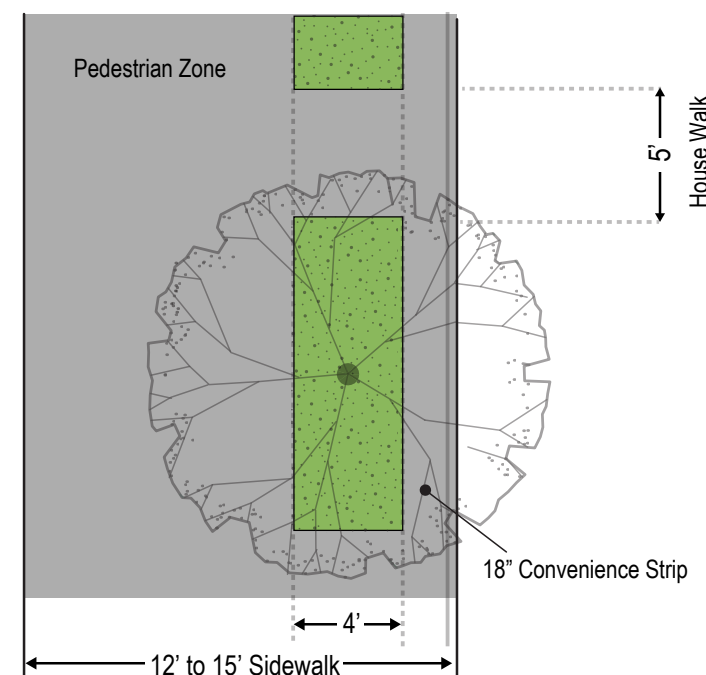
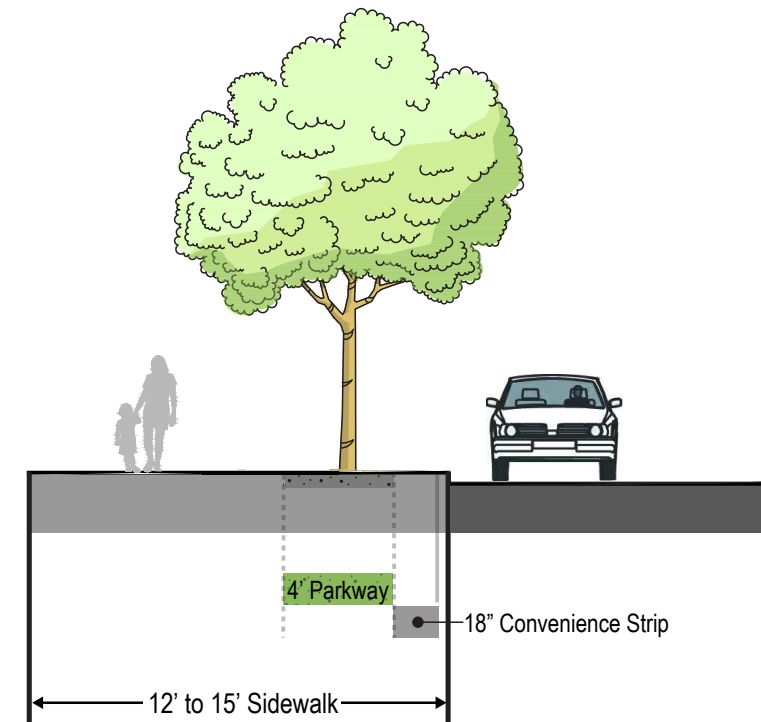
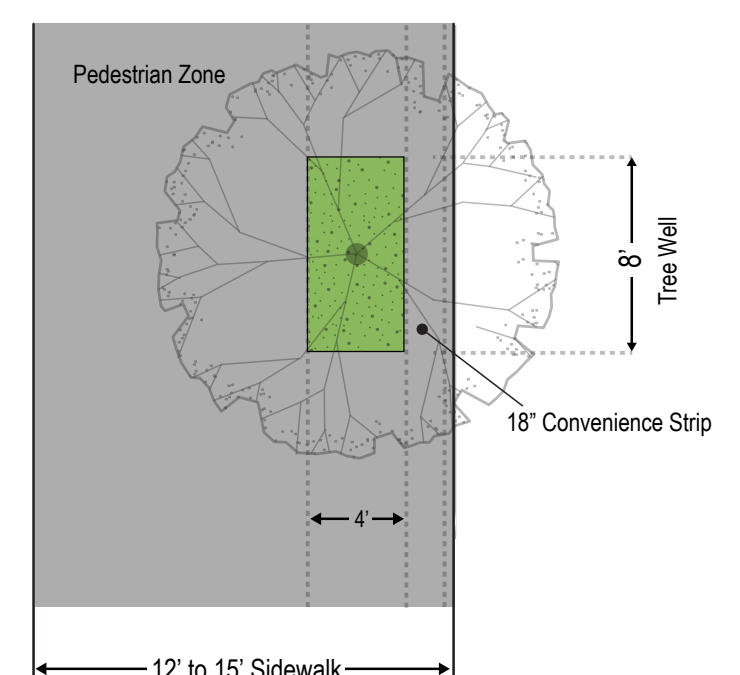
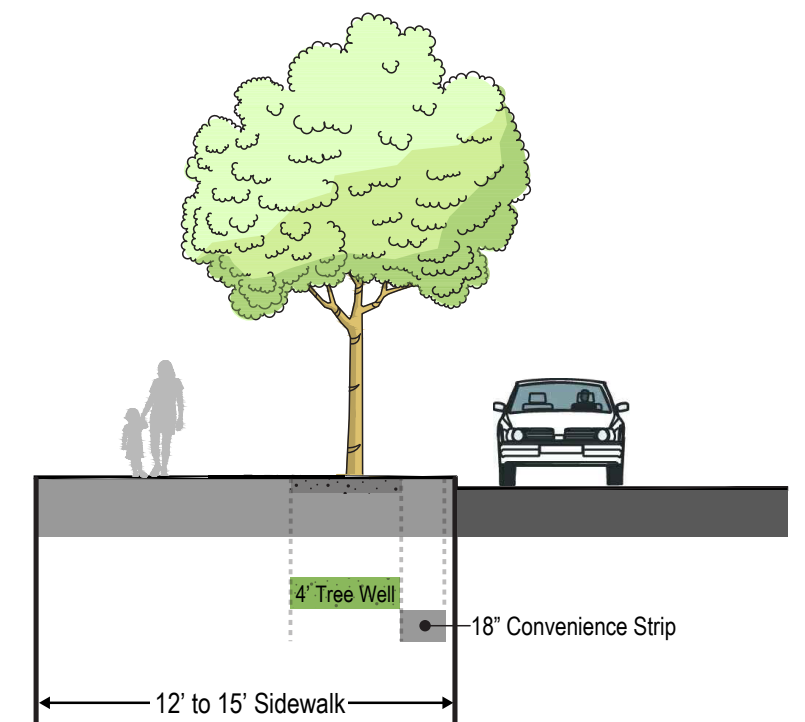


FIGURE 5. Tree Well Dimensions



Street Trees and Landscaping, Cont.

Diversity of tree species throughout the corridor reinforce the identity of the distinct neighborhoods that comprise the corridor as well provide variety in terms of color and seasonal interest. Permitted trees emphasize native and drought-tolerant trees that provide shade, are suited to the climate and will thrive in corridor’s urban context. The table to the right shows the required trees along each street segment. See Table 7 in Appendix C for details on each of the tree species.

Table 5: Street Trees Palette

PREFERRED TREE

ALTERNATE TREE

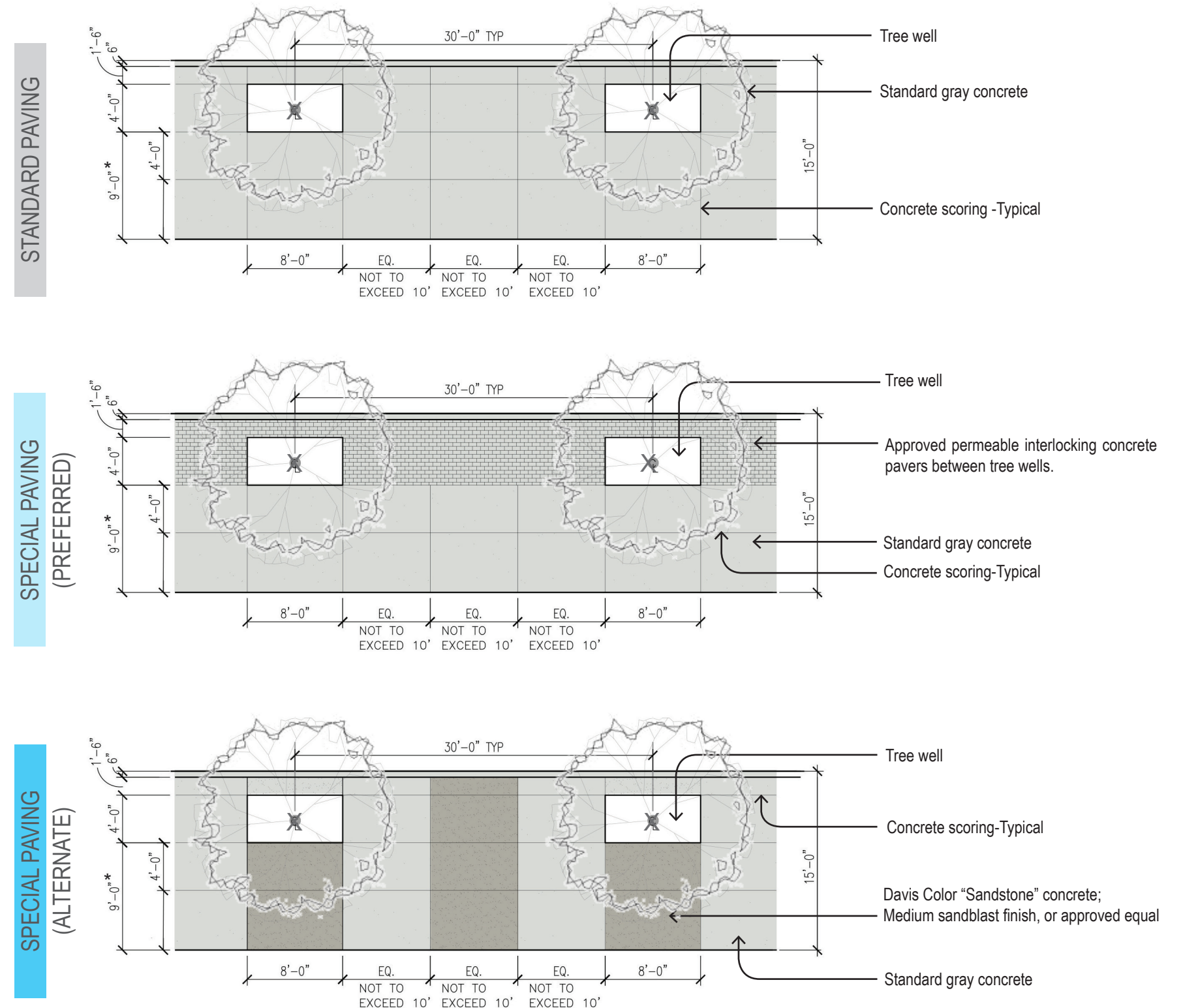
	PARKINSONIA x ‘Desert Museum’/ Palo Verde Tree	METROSIDEROS excelsa/ New Zealand Christmas Tree	TABEBUIA impetiginosa/ Lavender Trumpet Tree	LYONOTHAMNUS floribundus / Catalina Ironwood	GEIJERA parviflora/ Australian Willow	JACARANDA mimosifolia/ Jacaranda	EUCALYPTUS ficifolia/ Red-Flowering Gum	CERCIS occidentalis/ Western Redbud
Bundy Drive: <i>Missouri Avenue to Olympic Boulevard</i>	<div></div>	<div></div>						
Bundy Drive: <i>Olympic Boulevard to Pico Boulevard</i>		<div></div>	<div></div>					
Olympic Boulevard: <i>Centinela Avenue to Bundy Drive</i>		<div></div>			<div></div>			
Olympic Boulevard: <i>Bundy Drive to Barrington Avenue</i>				<div></div>	<div></div>			
Olympic Boulevard: <i>Median Trees from Centinela Avenue to Barrington Avenue</i>						<div></div>	<div></div>	
Sepulveda Boulevard: <i>Olympic Boulevard to Exposition Boulevard</i>	<div></div>		<div></div>					
Sepulveda Boulevard: <i>Exposition Boulevard to National Boulevard</i>	<div></div>		<div></div>					
National Boulevard: <i>Mentone Avenue to Palms Boulevard</i>					<div></div>			<div></div>
National Boulevard: <i>Palms Boulevard to Castle Heights Avenue</i>				<div></div>	<div></div>			
Palms Boulevard: <i>Motor Avenue to National Boulevard</i>			<div></div>					<div></div>

Sidewalk Paving

Standard sidewalk paving treatment is used for a majority of Sidewalk Areas, while special sidewalk paving treatments are applied in commercial areas within a quarter mile of the transit stations. The use of colored concrete, scoring, and permeable pavers enhances visual interest and reinforces neighborhood identity in these important locations.

Figure 6 illustrates the standard paving pattern and two types of special paving on a typical 15-foot-wide sidewalk. The preferred special paving pattern, which includes permeable paving along the edge, should be applied along designated street segments where feasible. On street segments where permeable pavers are not feasible, the alternate special paving pattern should be used.

FIGURE 6. Sidewalk Paving Patterns



* This dimension varies according to total sidewalk width. Ensure a minimum 5-foot-wide unobstructed ADA accessible walkway is provided per BOE regulations (minimum 7 feet where adjacent to sidewalk dining).

Street Furniture

A unified street furniture palette will enhance pedestrian comfort, create a sense of place and improve the overall quality of the street. Street furnishings may be placed in locations where a maintenance agreement between the property owner and the City has been executed or may also be installed and maintained by a local Business Improvement District (BID).

The Streetscape Plan identifies a palette of street furniture that is intended to complement the City’s Coordinated Street Furniture program. It identifies a bus shelter for the corridor from among the four design options available through the City’s Coordinated Street Furniture Program. It also provides design specifications for benches, trash receptacles and bike racks that supplement the furnishings of the Coordinated Street Furniture Program and will visually tie the corridor together, reinforce its unique identity and provide quality amenities for pedestrians and transit users.



Bench and trash receptacle by Forms and Surfaces

Street Lighting

In areas with significant pedestrian activity, pedestrian scale street lighting is an important addition to the palette of street furniture. Currently a variety of types and styles of street lighting poles exist on the corridor for roadway, pedestrian and bikeway lighting. In addition to the standard street scale lighting, the streetscape plan selects a pedestrian scale light fixture (LED or the most innovative lighting technology) for the corridor to improve consistency along and the visual quality of the corridor and to reinforce existing uses, character and scale. The goal is to ensure adequate lighting that illuminates both the roadway and the sidewalks (per I.E.S. recommended illumination) in order to promote a safe and comfortable environment for all users of the street.



Roadway light



Pedestrian light

Bus Zone Amenities

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 trash receptacle and removal of graffiti. All bus benches and furniture must have a minimum of 3’ clearance all around. Per BSS requirements, a 5’ x 8’ “launching pad” clearance is also required to accommodate bus boardings.



Standard City bus shelter: Sunset model

Crosswalks

The Exposition Corridor Streetscape Plan encourages the installation of continental crosswalks, the new City standard, at controlled (signalized) and uncontrolled (unsignalized) crossings (see Figure 7). The continental crosswalk design improves the visibility of the crosswalks in order to alert motorists that pedestrians may be present. Yellow instead of white striping shall be used at intersections adjacent to schools, in consultation with the Department of Transportation.

Where the distance between controlled pedestrian crossings is greater than 600 feet, a new pedestrian crossing - whether at an uncontrolled intersection or midblock - should be installed, if it is determined to be feasible by LADOT. This helps decrease walking distance between destinations and also serves to calm vehicular traffic along the street. Pedestrian-activated signals and flashing beacons should be installed at uncontrolled crossings to ensure pedestrian safety.



Crosswalk at controlled intersection

Crosswalk ADA Ramps

The Streetscape Plan requires two curb ramps at each corner of an intersection aligned with the direction of travel to accommodate people in wheelchairs, in accordance with the Americans with Disabilities Act (ADA). The ramps should also be designed with detectable warning surfaces as shown in the photo below.



Dual curb ramps with detectable warning surfaces

Source: Google Street View

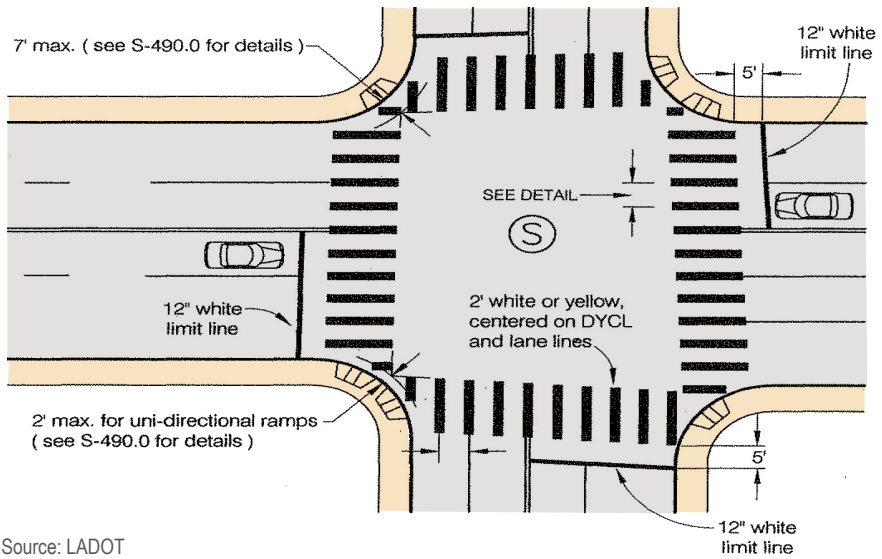
Curb Radii

The Streetscape Plan encourages reduced curb radii (as feasible) to improve pedestrian safety by shortening crossing distances at intersections and reducing pedestrian exposure to traffic. Smaller curb radii, as shown in Figure 8 below, also give pedestrians a larger waiting area on the sidewalk and reduce the speed of turning vehicles at intersections. Limiting curb radii to a maximum of 25 feet (as feasible) increases the safety of all users.



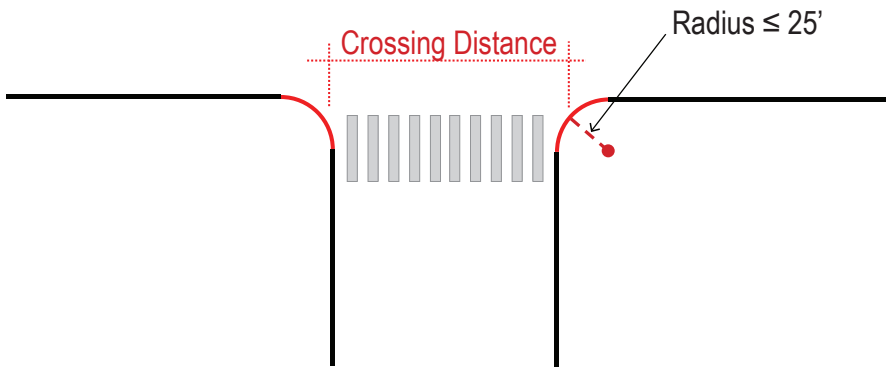
Smaller curb radii create more comfortable conditions for pedestrians.

FIGURE 7. Crosswalks at Controlled Locations



Source: LADOT

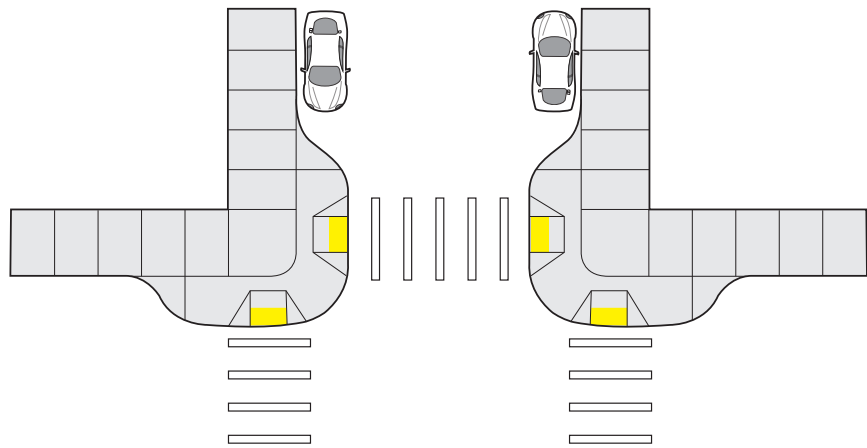
FIGURE 8. Curb Radii



Curb Extensions

In addition to shortening pedestrian crossing distances, corner curb extensions serve to enlarge sidewalks at intersections to accommodate increased pedestrian traffic. Corner curb extensions should incorporate planting, including trees where feasible. Midblock curb extensions are constructed in the middle of the block in between curbside parking stalls, to allow for planting of street trees and other landscaping, especially where the sidewalk width is insufficient for such planting.

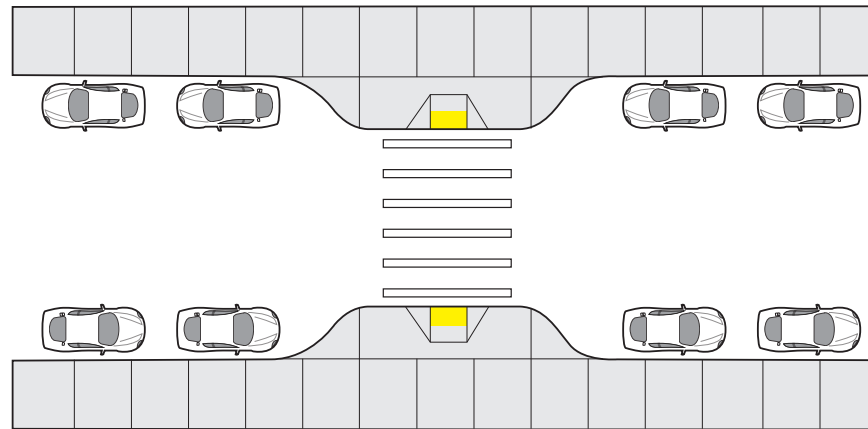
FIGURE 9. Corner Curb Extensions



Corner curb extension with optional planting

Source: Gruen Associates

FIGURE 10. Midblock Curb Extensions



Midblock curb extension with optional planting

Source: NACTO

Parking Lane Planters

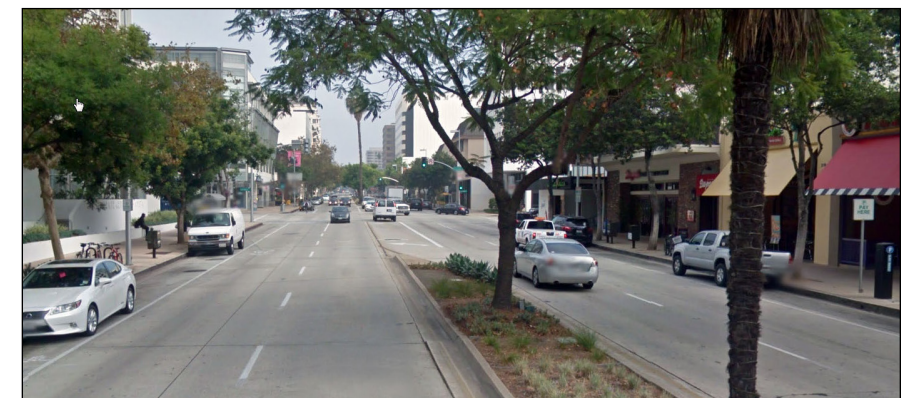
Parking lane planters are landscaped areas located within parking lanes, in between parking stalls. These planters allow for trees and other landscaping where sidewalks are too narrow for tree wells or parkways, and thus provide shade and an enhanced pedestrian environment. Parking lane planters can vary in size depending on location, but do not extend beyond the width of the parking lane.



Midblock parking lane planter

Raised Landscaped Medians

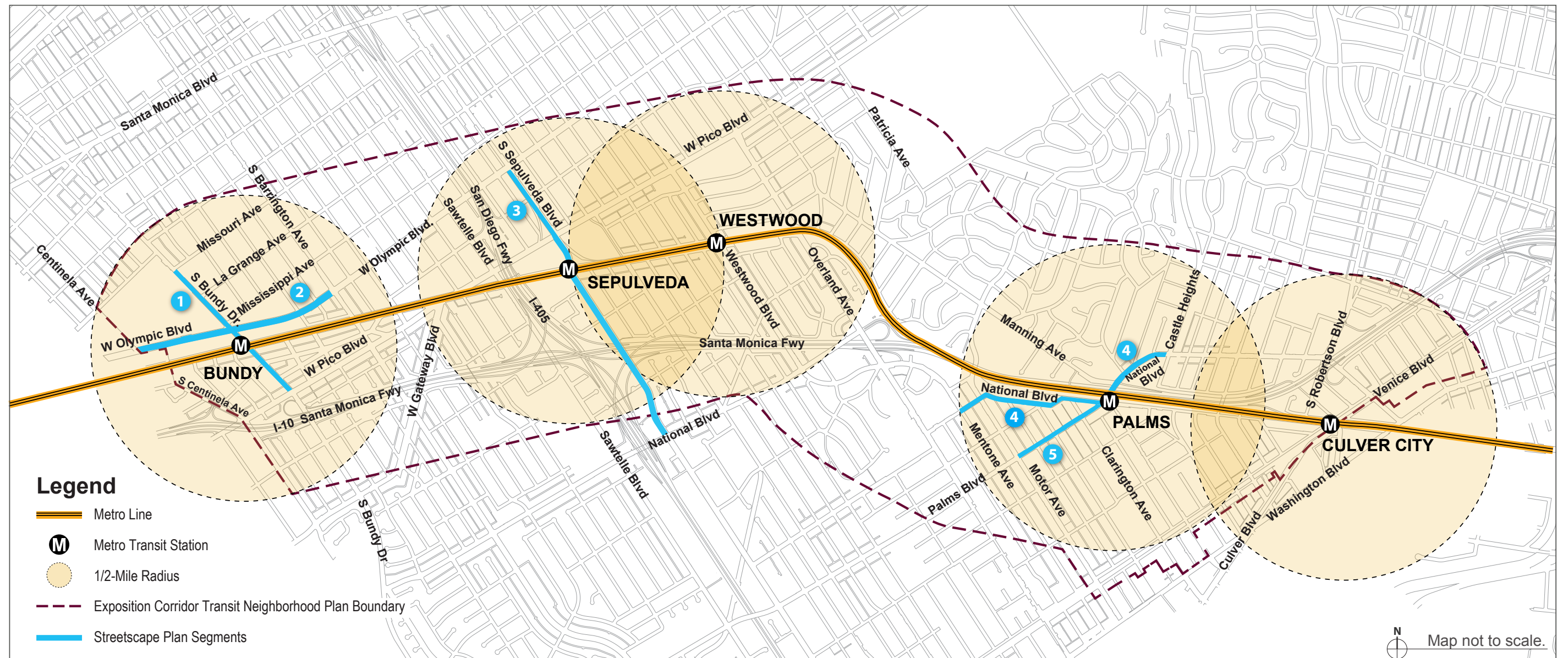
Raised landscaped medians within a roadway provide an opportunity for greening a corridor with planting and additional street trees. Medians also help reduce the scale of a large roadway without removing travel lanes, as they are installed within existing center left-turn lanes.



Landscaped median within center turn lane

Source: Google Street View

5.0 ILLUSTRATIVE PLANS



EXPOSITION CORRIDOR STREETScape PLAN

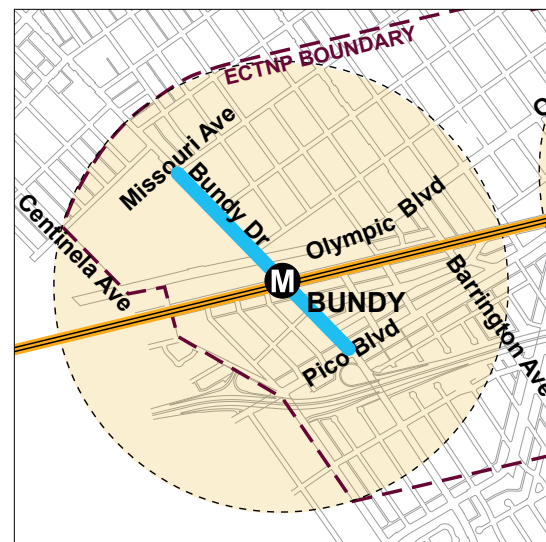
- 1 BUNDY** Drive between Missouri Avenue and Pico Boulevard
- 2 OLYMPIC** Boulevard between Centinela and Barrington Avenues
- 3 SEPULVEDA** Boulevard between Olympic and National Boulevards
- 4 NATIONAL** Boulevard between Mentone and Castle Heights Avenues
- 5 PALMS** Boulevard between Motor Avenue and National Boulevard

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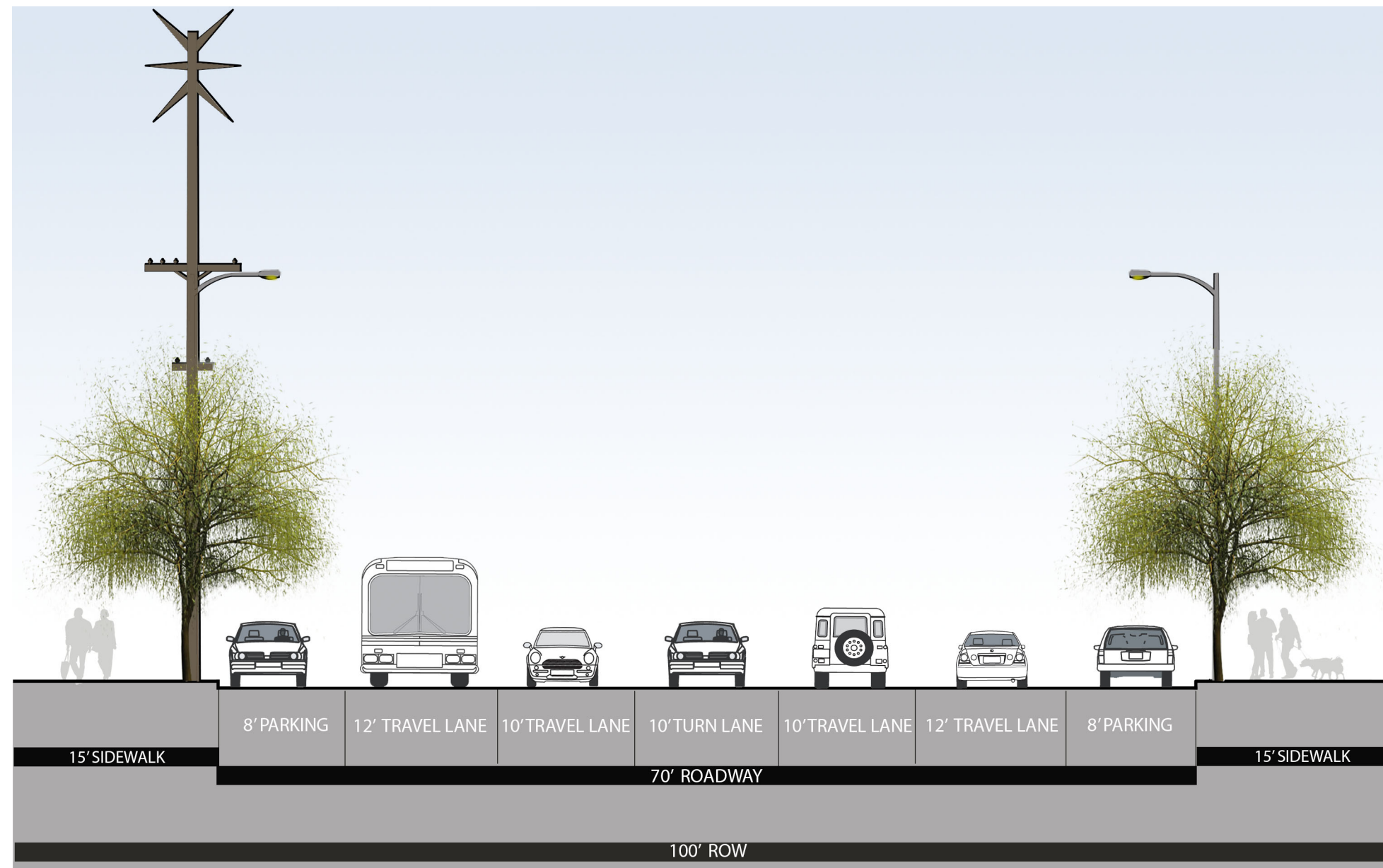
BUNDY DRIVE

MISSOURI AVE TO PICO BLVD

CROSS SECTION



KEY MAP

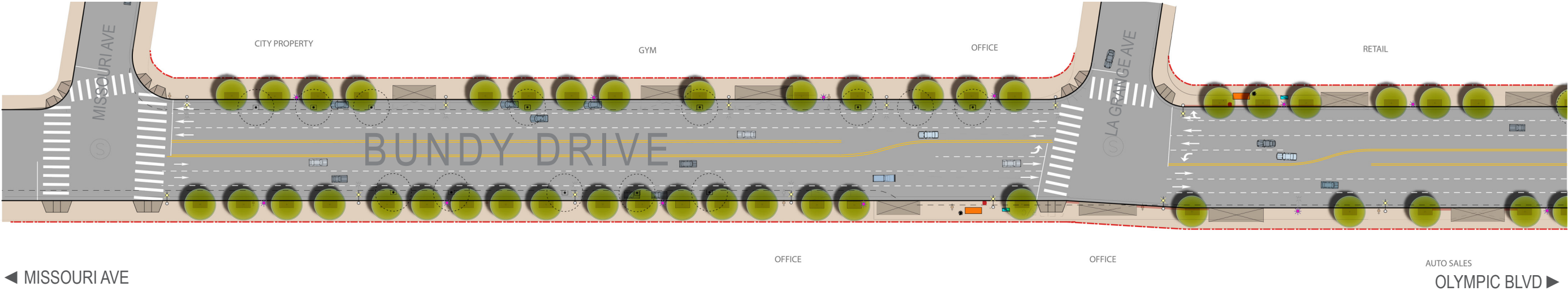


PROPOSED TYPICAL CROSS SECTION

BUNDY DRIVE

MISSOURI AVE TO OLYMPIC BLVD

PLAN VIEW



LEGEND

New Street Trees

New Median Trees

Existing Trees

Bus Stop

Bench (City Standard)

Bus Shelter

Property Line

Transit Lanes

Trees to be Removed

Palms to be Removed

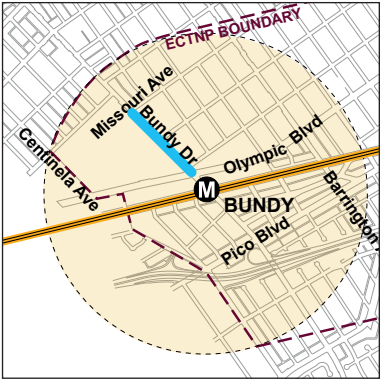
Trash Can (City Standard)

Pedestrian Light

Roadway Light

Curb Ramps

Driveways

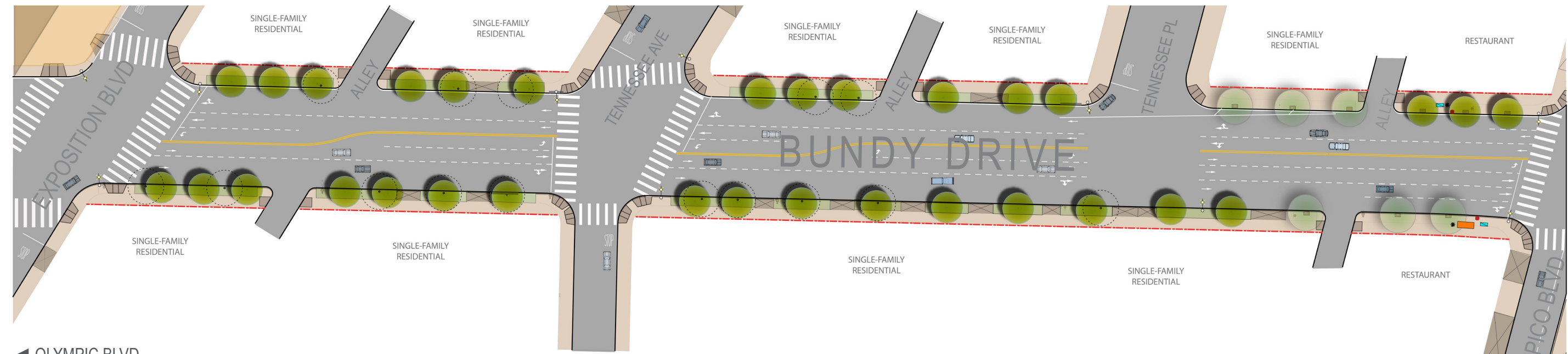


Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.
















BUNDY DRIVE

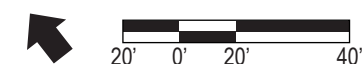
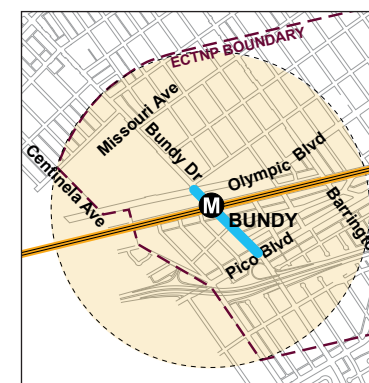
OLYMPIC BLVD TO PICO BLVD

PLAN VIEW



◀ OLYMPIC BLVD

LEGEND	
	New Street Trees
	New Median Trees
	Existing Trees
	Property Line
	Transit Lanes
	Trees to be Removed
	Palms to be Removed
	Bus Stop
	Bench (City Standard)
	Bus Shelter
	Trash Can (City Standard)
	Pedestrian Light
	Roadway Light
	Curb Ramps
	Driveways

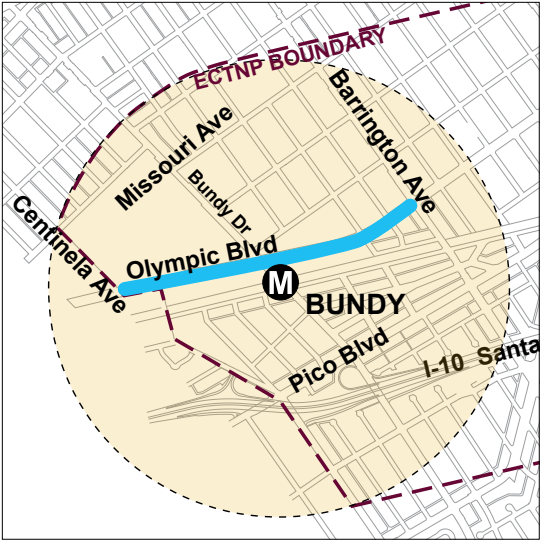


Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

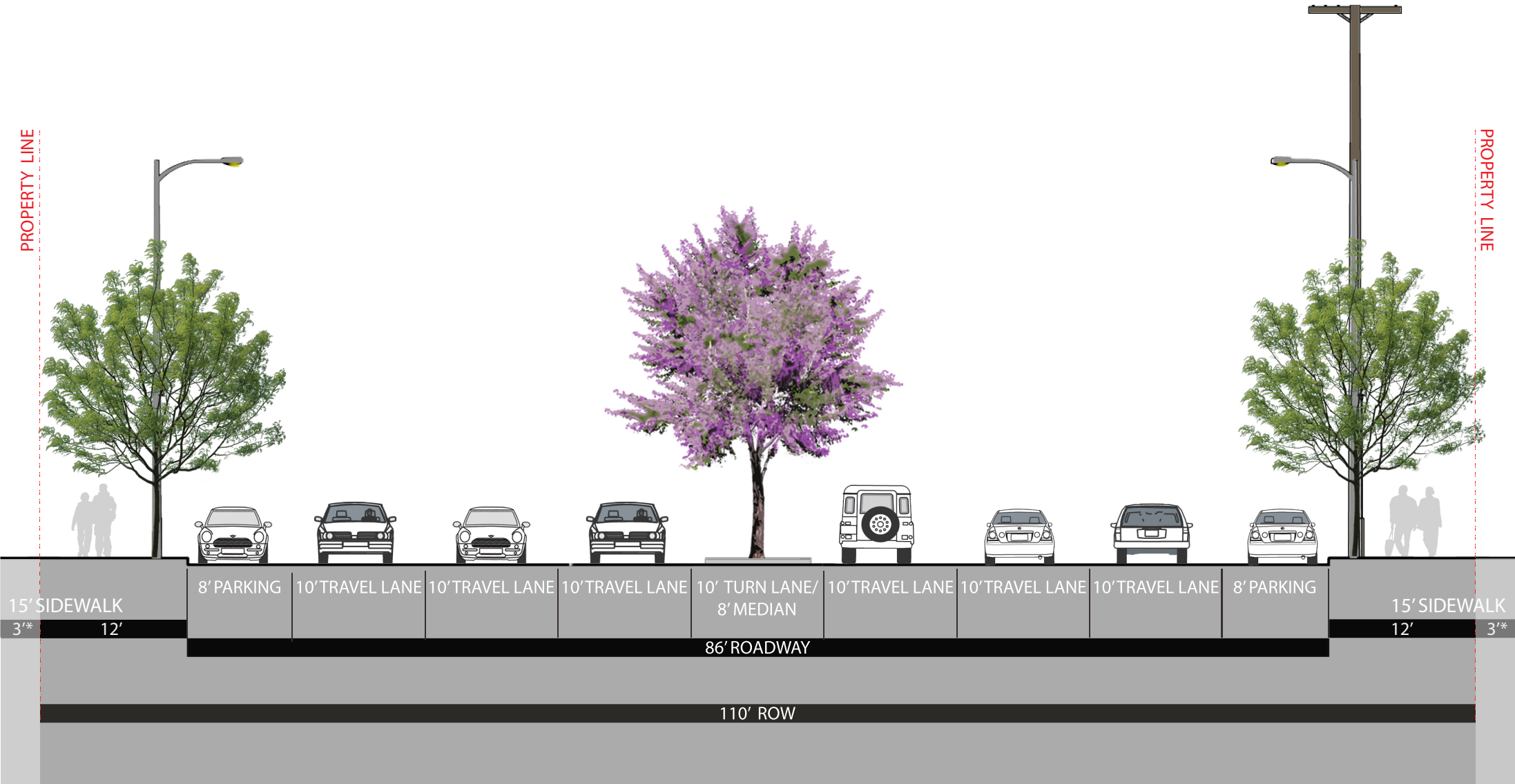
OLYMPIC BOULEVARD

CENTINELA AVE TO BARRINGTON AVE

CROSS SECTION



KEY MAP



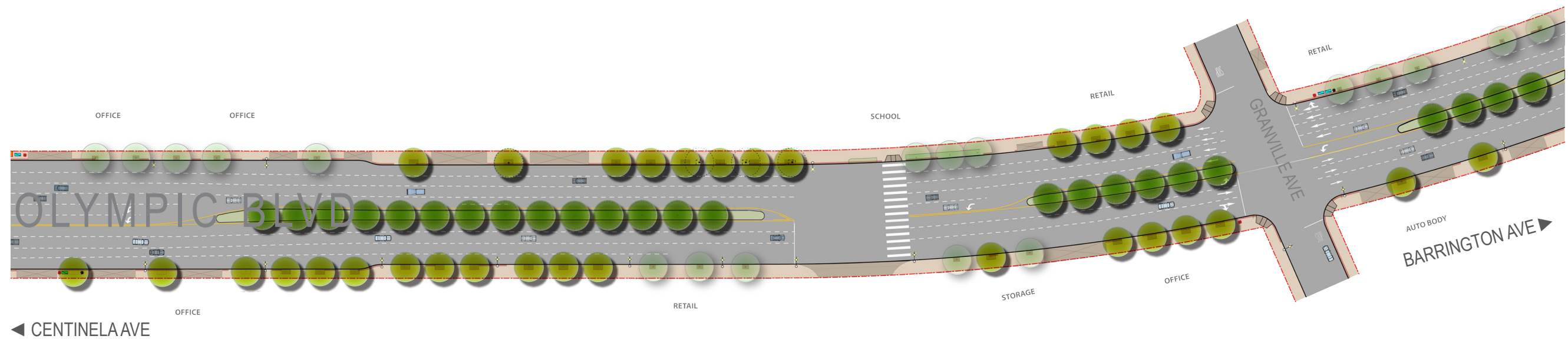
PROPOSED TYPICAL CROSS SECTION

*Additional sidewalk area needed to meet the standard sidewalk width per Mobility Plan 2035 may be provided through setbacks on private property.
















OLYMPIC BOULEVARD

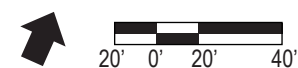
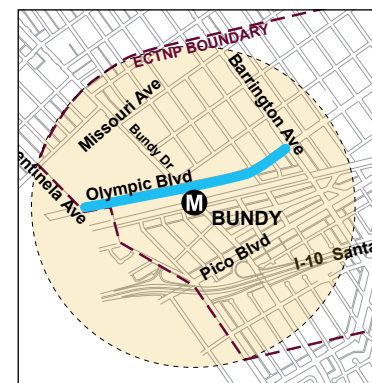
CENTINELA AVE TO BARRINGTON AVE

PLAN VIEW



LEGEND

 New Street Trees	 Trees to be Removed
 New Median Trees	 Palms to be Removed
 Existing Trees	
 Bus Stop	 Trash Can (City Standard)
 Bench (City Standard)	 Pedestrian Light
 Bus Shelter	 Roadway Light
 Property Line	
 Transit Lanes	 Curb Ramps
	 Driveways



Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

OLYMPIC BOULEVARD

RENDERING OF PROPOSED STREETScape ENHANCEMENTS

VIEW LOOKING EAST ON OLYMPIC BLVD



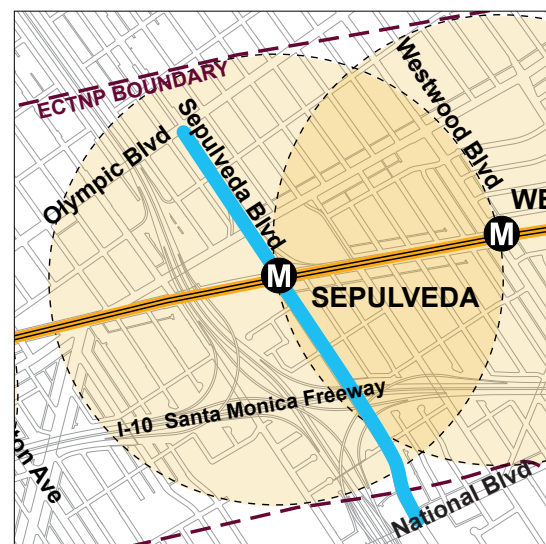
BEFORE



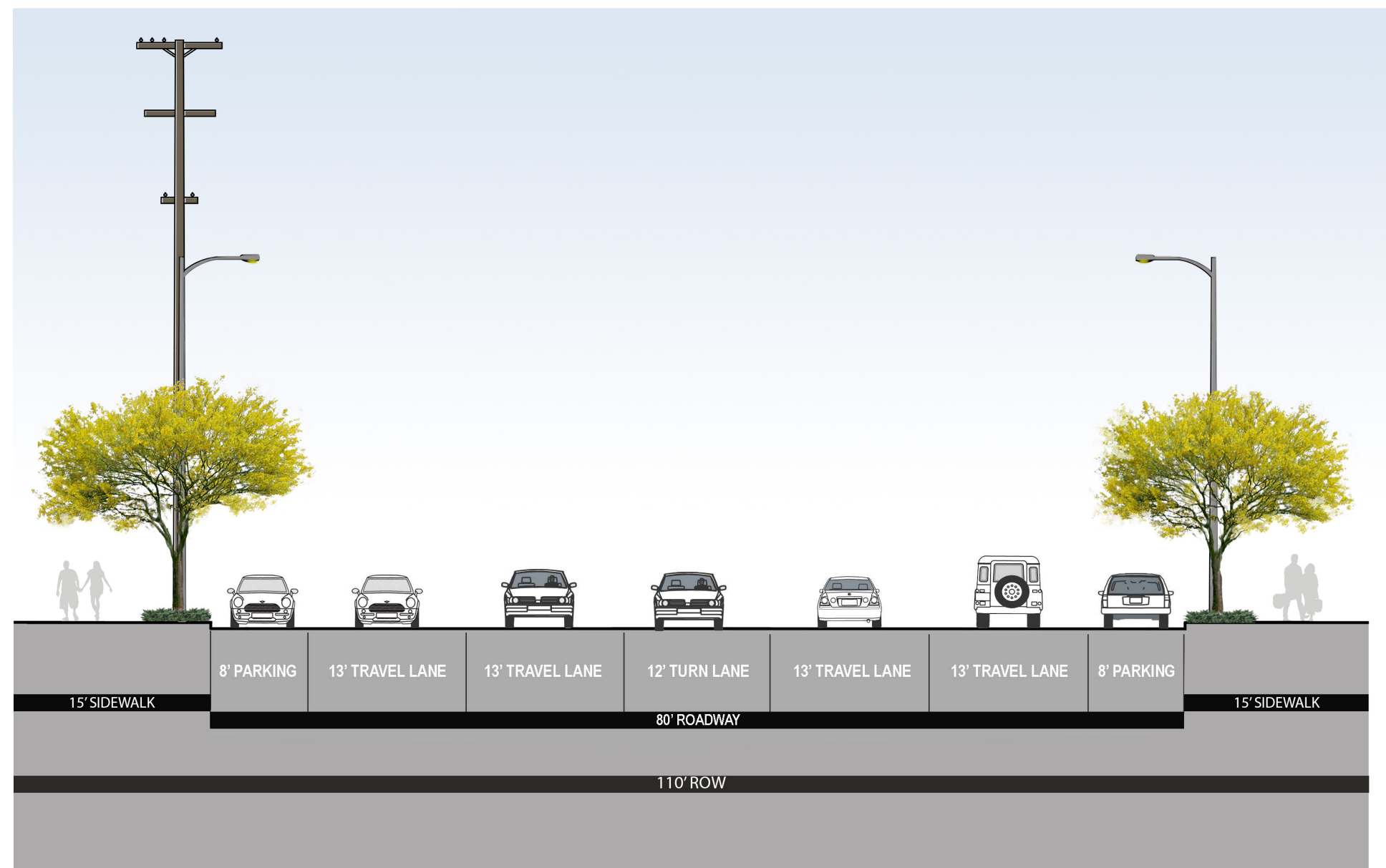
AFTER

SEPULVEDA BOULEVARD

OLYMPIC BLVD TO NATIONAL BLVD



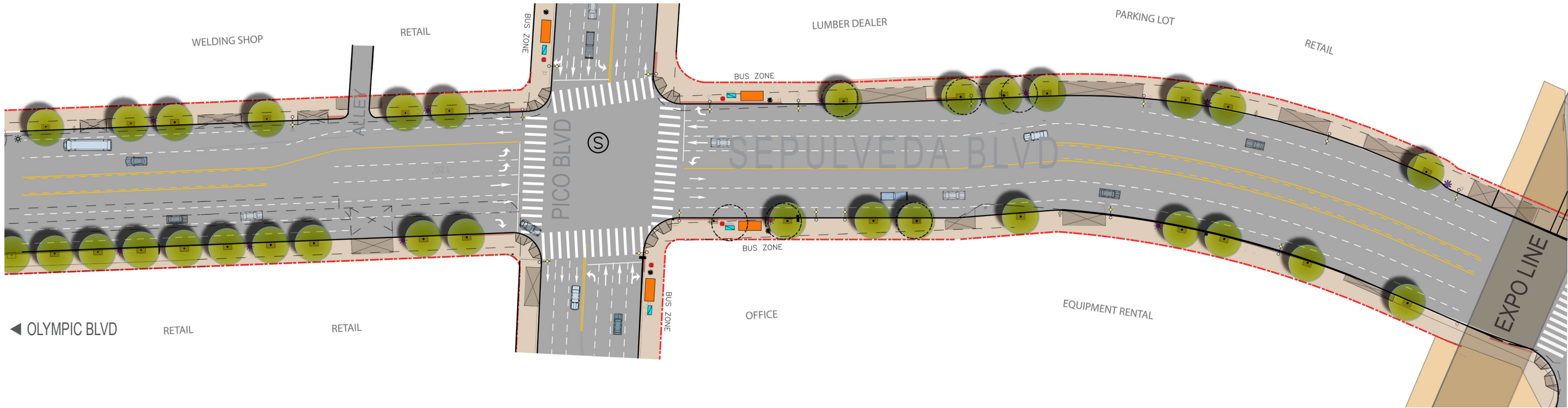
KEY MAP



PROPOSED CROSS SECTION

SEPULVEDA BOULEVARD

OLYMPIC BLVD TO EXPOSITION BLVD



LEGEND

New Street Trees

New Median Trees

Existing Trees

Bus Stop

Bench (City Standard)

Bus Shelter

Property Line

Trees to be Removed

Palms to be Removed

Trash Can (City Standard)

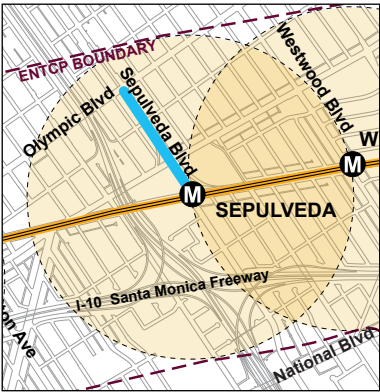
Pedestrian Light

Roadway Light

Transit Lanes

Curb Ramps

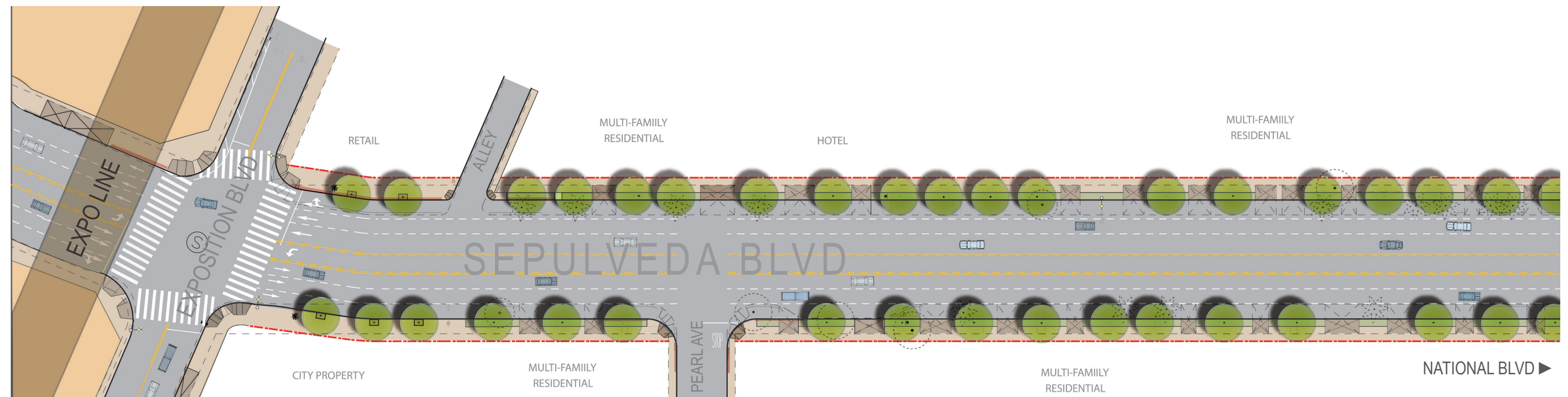
Driveways


















Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

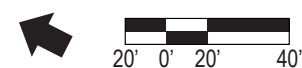
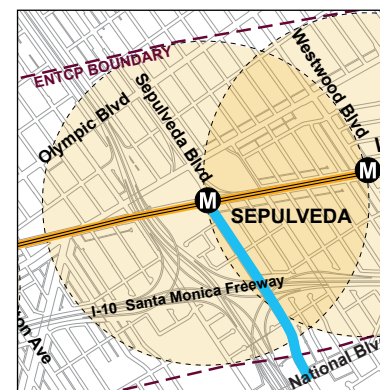
SEPULVEDA BOULEVARD

EXPOSITION BLVD TO NATIONAL BLVD



LEGEND

 New Street Trees	 Trees to be Removed
 New Median Trees	 Palms to be Removed
 Existing Trees	
 Bus Stop	 Trash Can (City Standard)
 Bench (City Standard)	 Pedestrian Light
 Bus Shelter	 Roadway Light
 Property Line	
 Transit Lanes	 Curb Ramps
	 Driveways



Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

SEPULVEDA BOULEVARD
RENDERING OF PROPOSED STREETScape ENHANCEMENTS

VIEW LOOKING NORTH ON SEPULVEDA BLVD



BEFORE

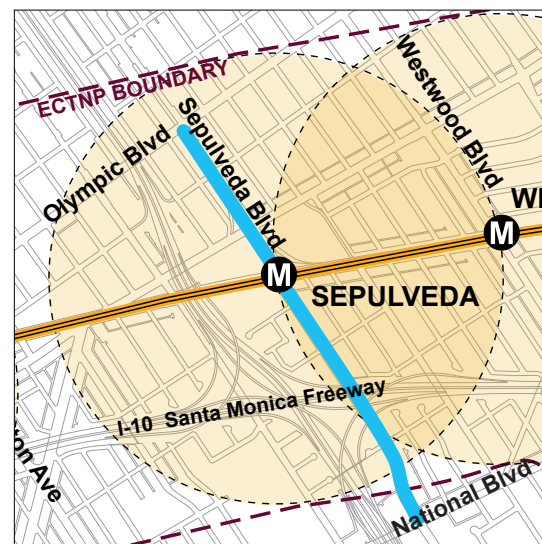


AFTER

SEPULVEDA BOULEVARD

OLYMPIC BLVD TO NATIONAL BLVD

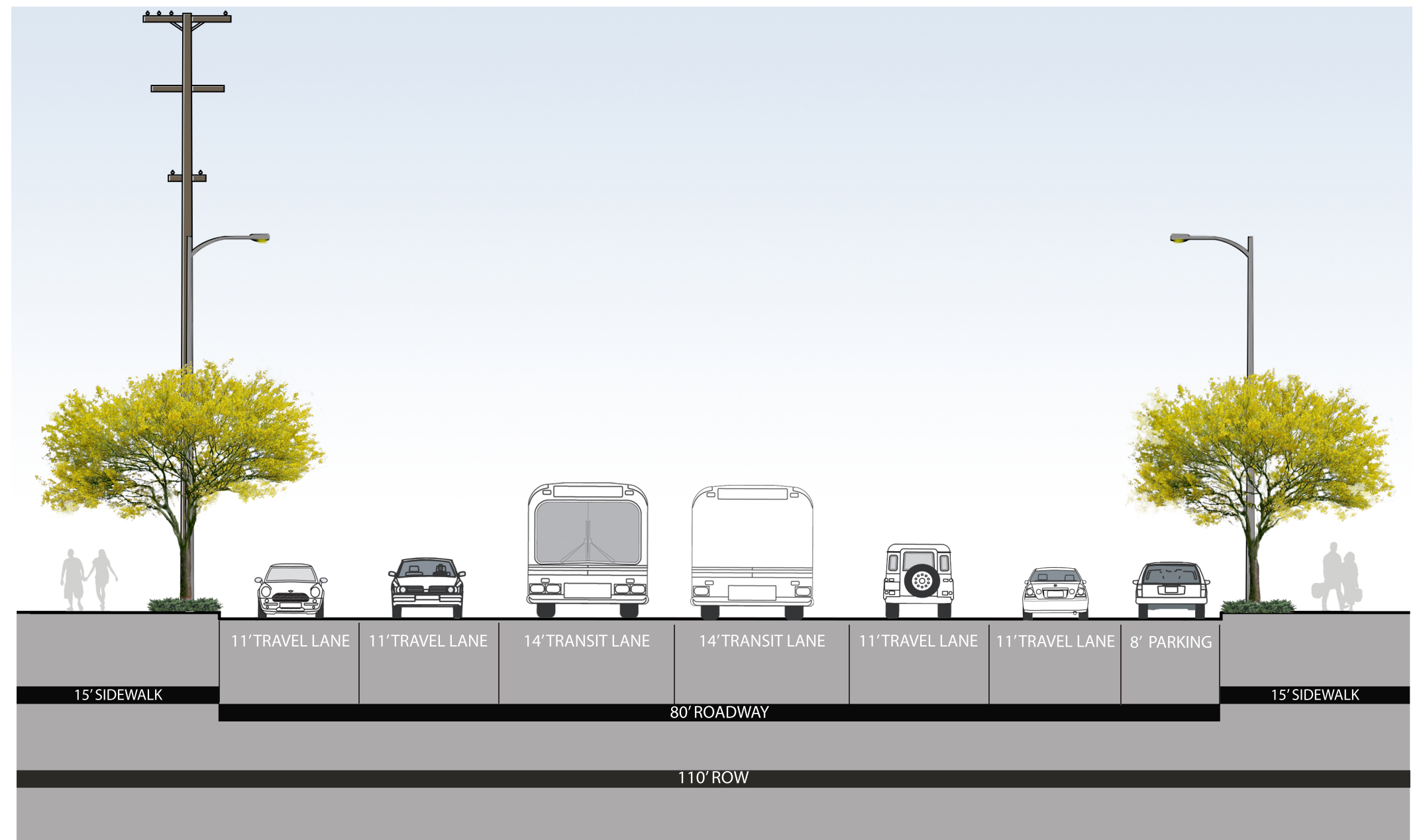
CROSS SECTION - WITH CENTER-RUNNING TRANSIT



KEY MAP

SEPULVEDA CENTER-RUNNING TRANSIT

This cross section and the illustrative plan that follows is provided to show the potential roadway configuration of Sepulveda Boulevard with a center-running transit line, which is called for in the Westside Mobility Plan. The illustrations, which are conceptual only, show the removal of the two travel lanes as well as curbside parking on one side in order to accommodate the new transit lanes. Note that at this stage this transit project is not yet approved, and the type of transit - whether bus rapid transit or light rail - is yet to be determined. As part of the approval process for the new transit line, the appropriate environmental analysis will be done to analyze the impacts of the project.

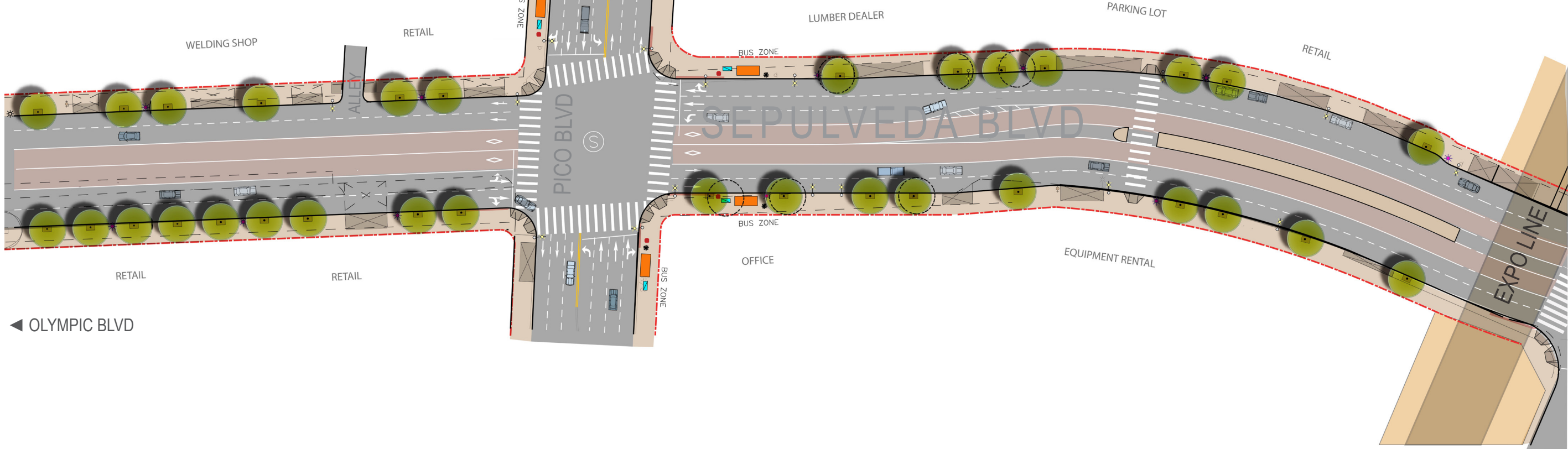


PROPOSED CROSS SECTION

SEPULVEDA BOULEVARD

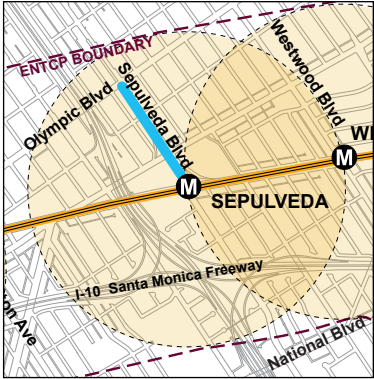
OLYMPIC BLVD TO EXPOSITION BLVD

PLAN VIEW - WITH CENTER-RUNNING TRANSIT



LEGEND

	New Street Trees		Trees to be Removed
	New Median Trees		Palms to be Removed
	Existing Trees		Trash Can (City Standard)
	Bus Stop		Pedestrian Light
	Bench (City Standard)		Roadway Light
	Bus Shelter		Curb Ramps
	Property Line		Driveways
	Transit Lanes		



Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

SEPULVEDA BOULEVARD

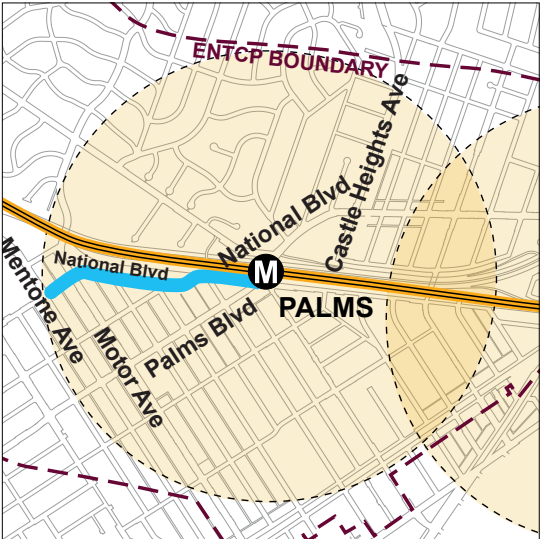
EXPOSITION BLVD TO NATIONAL BLVD

PLAN VIEW - WITH CENTER-RUNNING TRANSIT

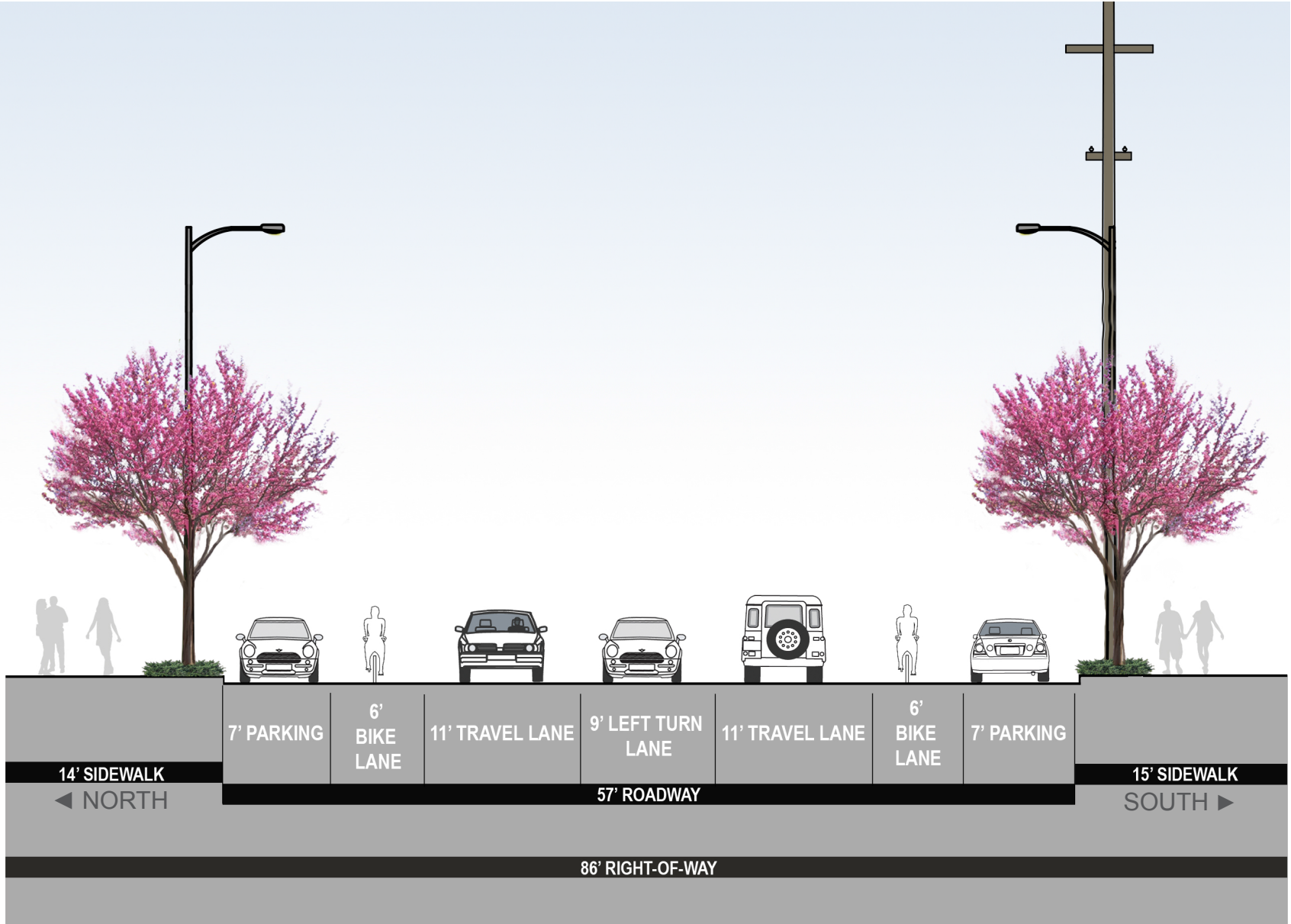


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NATIONAL BOULEVARD
MENTONE AVE TO PALMS BLVD
CROSS SECTION



KEY MAP

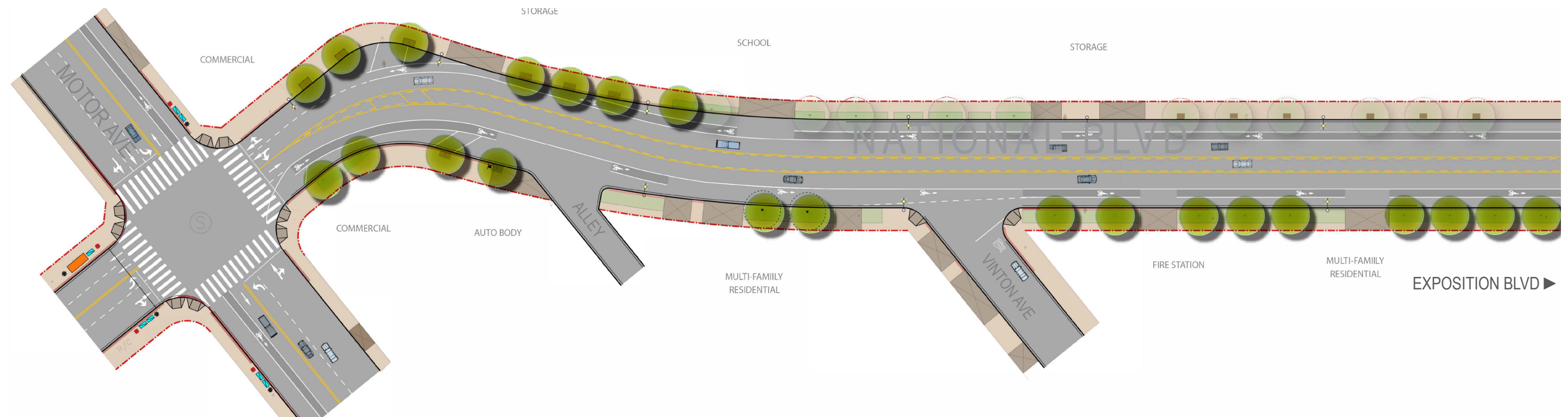


PROPOSED TYPICAL CROSS SECTION
















NATIONAL BOULEVARD

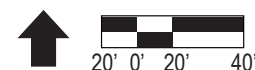
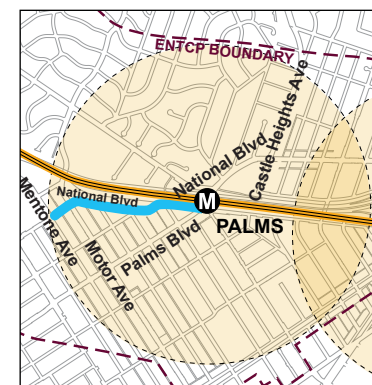
MENTONE AVE TO PALMS BLVD

PLAN VIEW



LEGEND

 New Street Trees	 Trees to be Removed
 New Median Trees	 Palms to be Removed
 Existing Trees	
 Bus Stop	 Trash Can (City Standard)
 Bench (City Standard)	 Pedestrian Light
 Bus Shelter	 Roadway Light
 Property Line	
 Transit Lanes	 Curb Ramps
 Driveways	

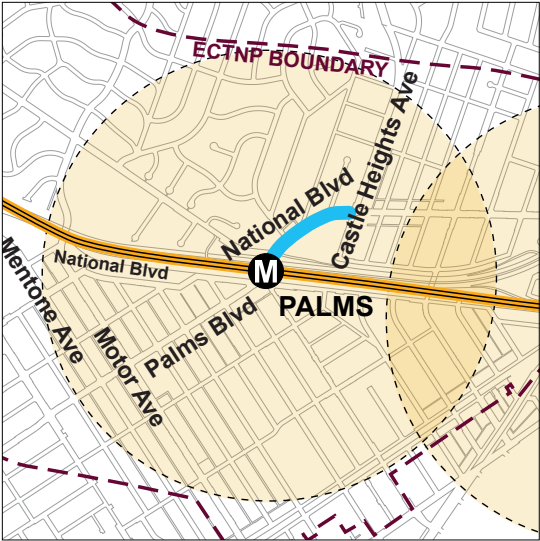


Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

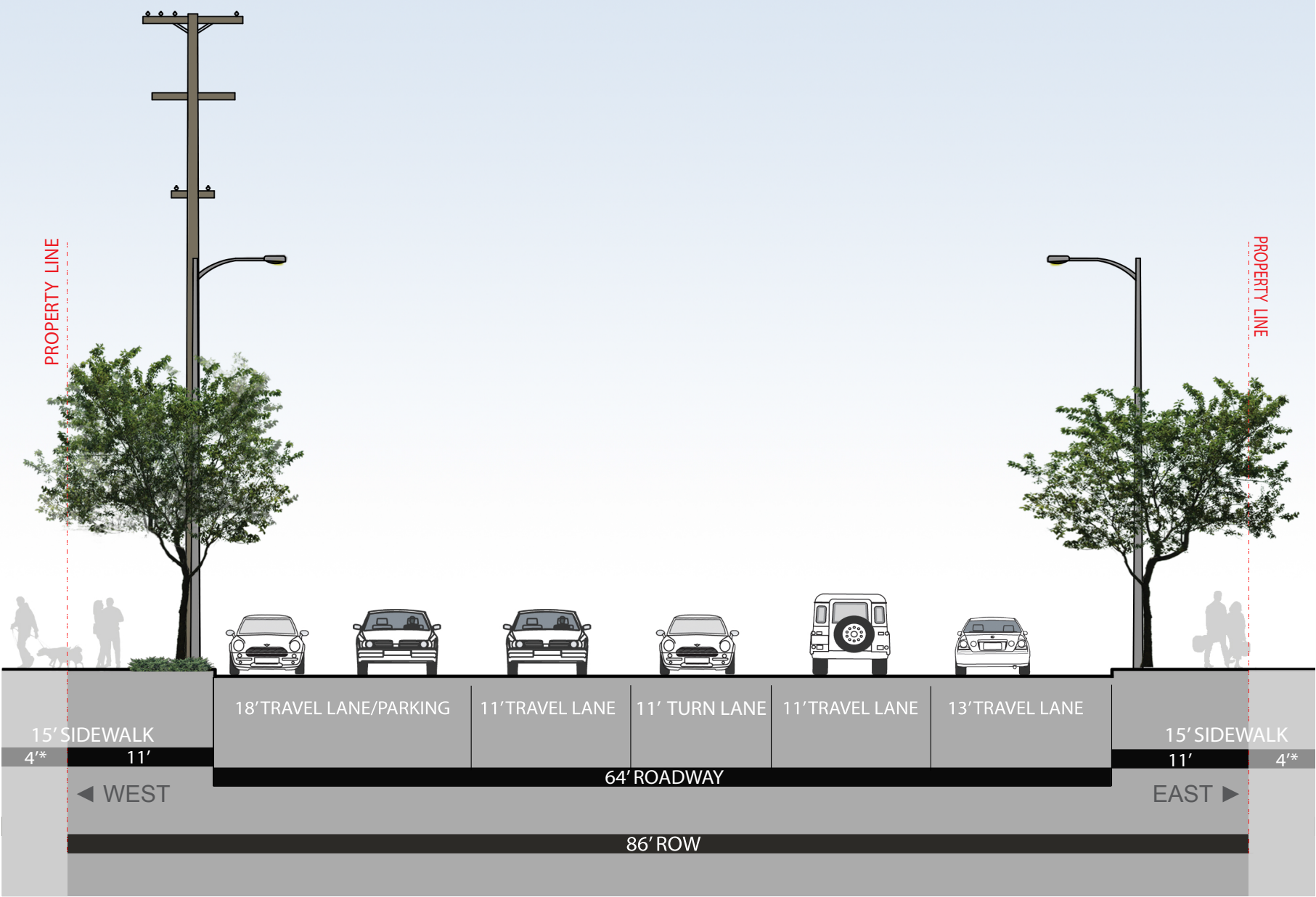
NATIONAL BOULEVARD

PALMS BLVD TO CASTLE HEIGHTS AVE

CROSS SECTION



KEY MAP



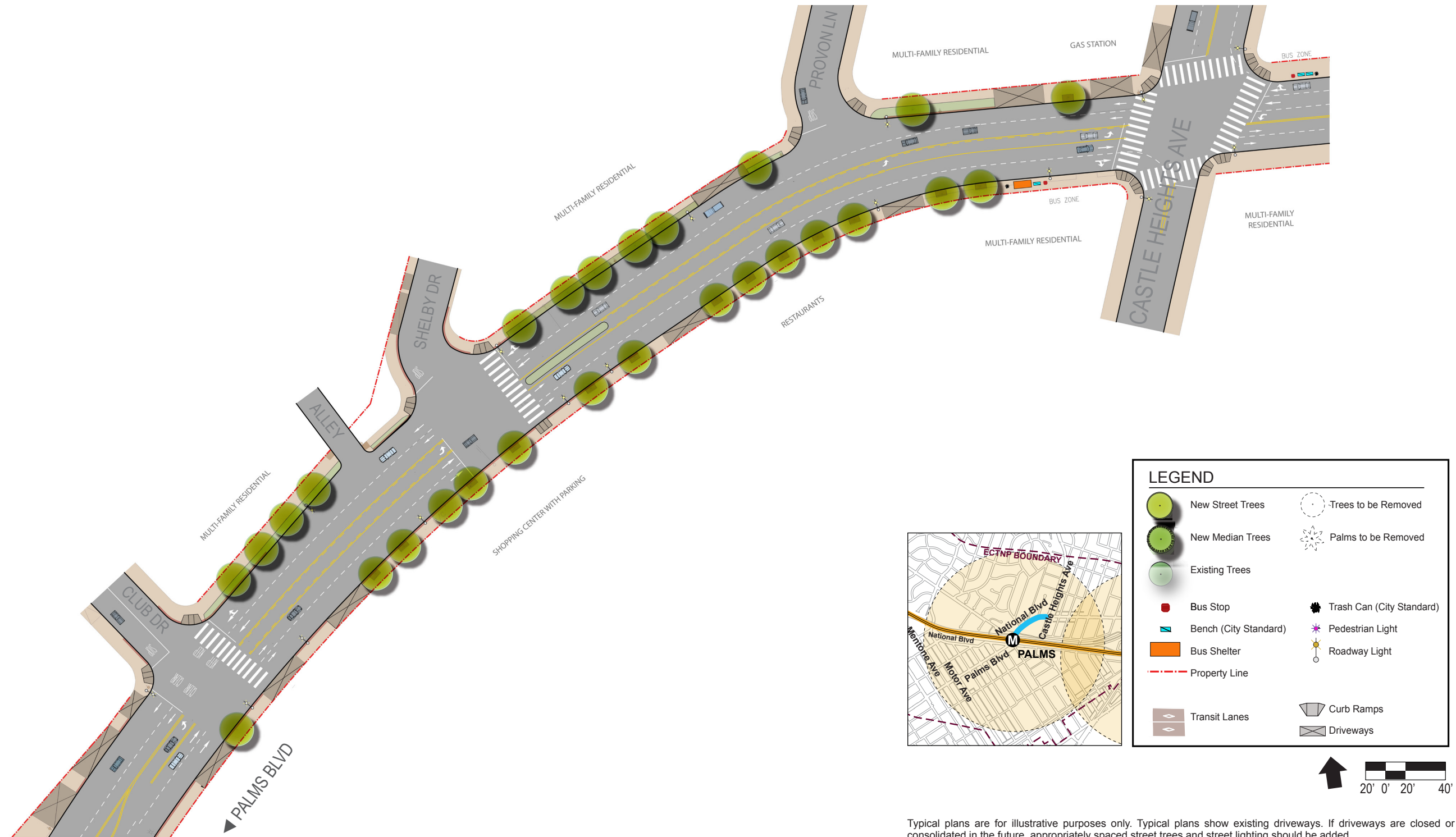
PROPOSED TYPICAL CROSS SECTION

*Additional sidewalk area needed to meet the standard sidewalk width per Mobility Plan 2035 may be provided through setbacks on private property.

NATIONAL BOULEVARD

PALMS BLVD TO CASTLE HEIGHTS AVE

PLAN VIEW



Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future, appropriately spaced street trees and street lighting should be added.

NATIONAL BOULEVARD
MENTONE AVE TO PALMS BLVD
RENDERING OF PROPOSED STREETSCAPE ENHANCEMENTS

VIEW LOOKING EAST ON NATIONAL BLVD



BEFORE

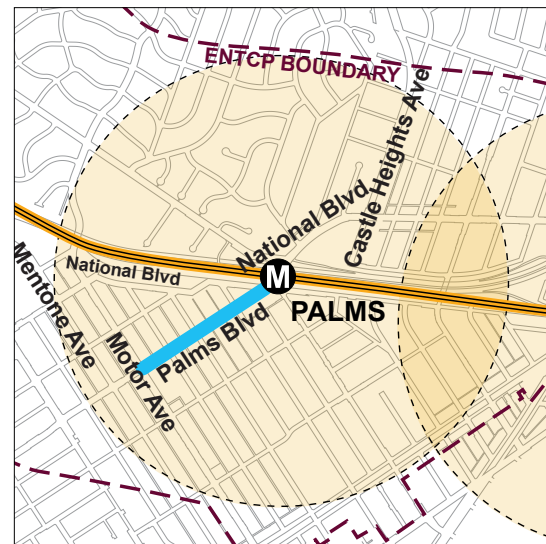


AFTER

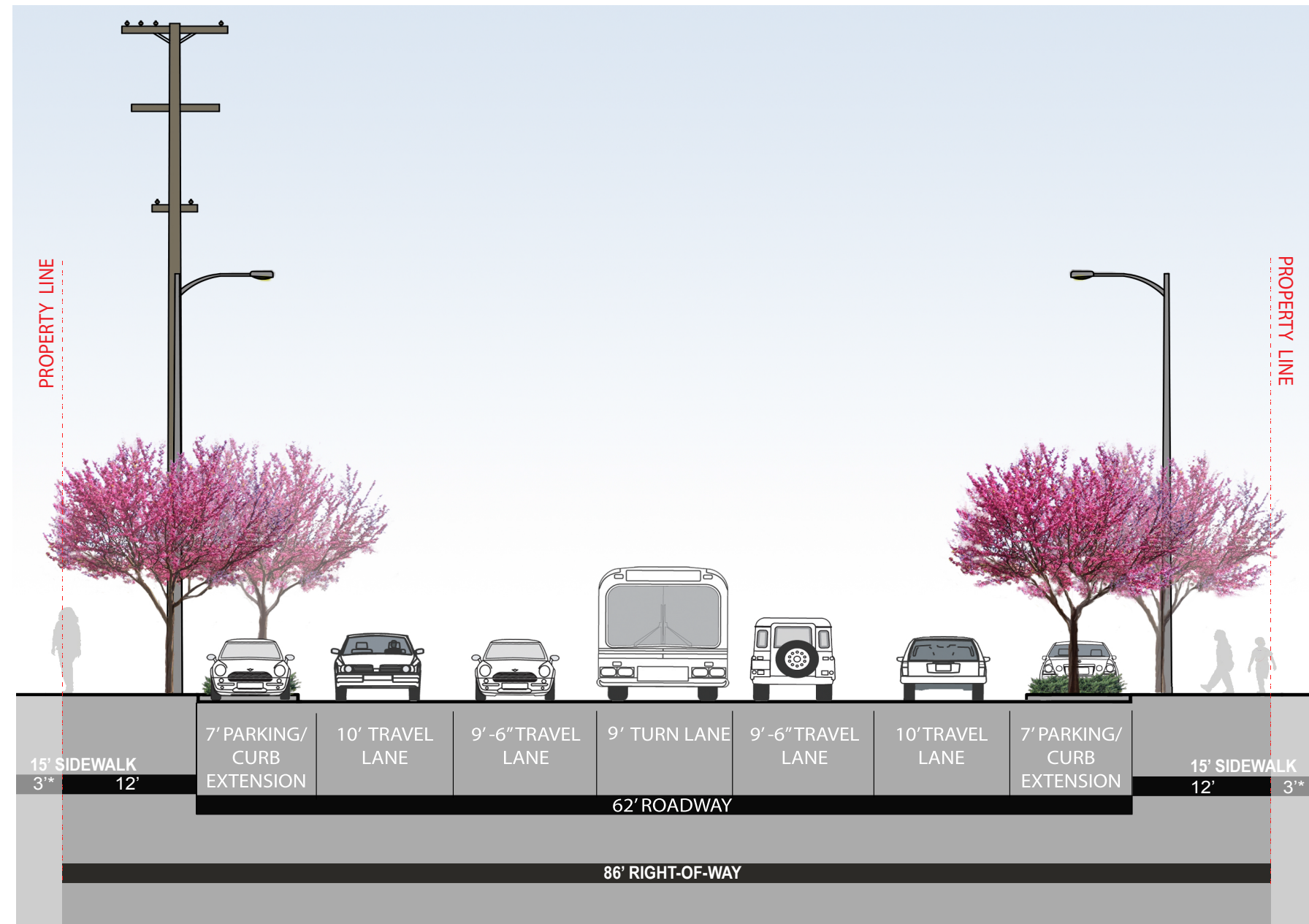
PALMS BOULEVARD

MOTOR AVE TO NATIONAL BLVD

CROSS SECTION



KEY MAP



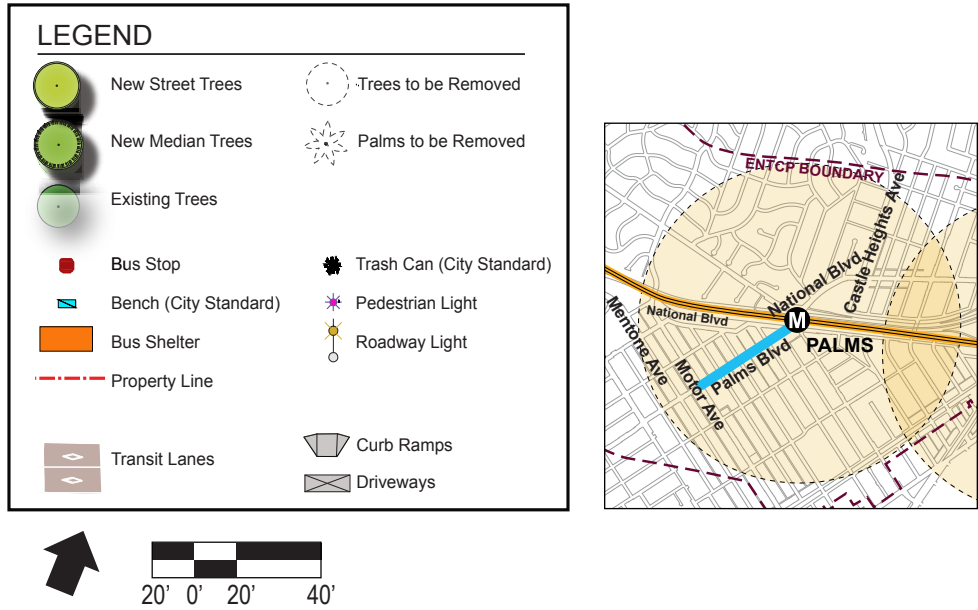
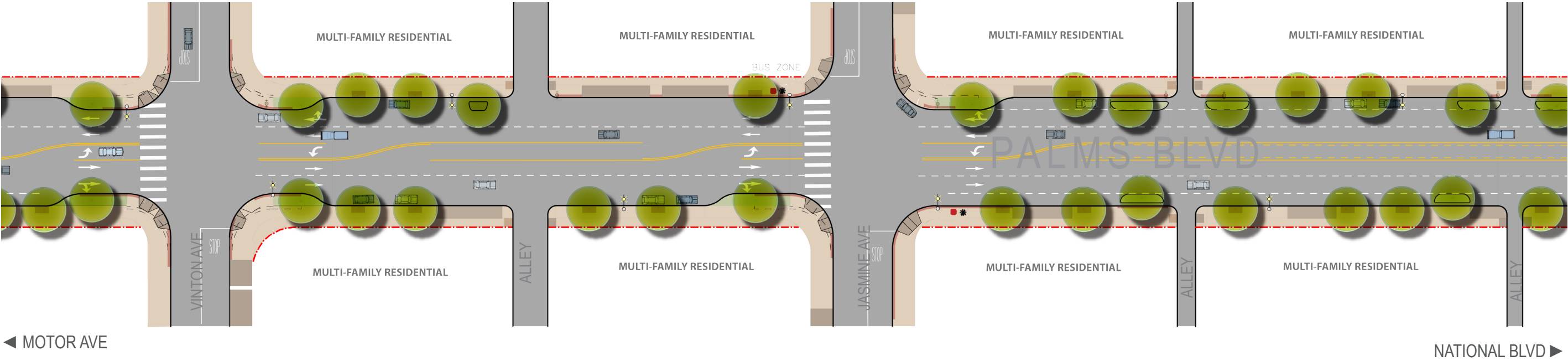
PROPOSED TYPICAL CROSS SECTION

*Additional sidewalk area needed to meet the standard sidewalk width per Mobility Plan 2035 may be provided through setbacks on private property.

PALMS BOULEVARD

MOTOR AVE TO NATIONAL BLVD

PLAN VIEW



PALMS BOULEVARD

RENDERING OF PROPOSED STREETSCAPE ENHANCEMENTS*

VIEW LOOKING SOUTHWEST ON PALMS BLVD



BEFORE



AFTER

*Rendering shows interim condition before dedications are achieved and sidewalks can be widened.

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A APPENDIX A: STREET WIDTHS



TABLE 6. Street Widths

This appendix is provided for informational purposes only. The Exposition Corridor Transit Neighborhood Plan details the street standards for the streets listed below and should be referenced for street standards.

STREET SEGMENT	CURRENT DIMENSIONS ⁽¹⁾			STREET DESIGNATION PER CITY OF LA MOBILITY PLAN 2035 ⁽⁶⁾	MOBILITY PLAN NETWORK	PROPOSED DIMENSIONS		
	SIDEWALK ⁽²⁾	ROADWAY ³	ROW			SIDEWALK ⁽²⁾	ROADWAY	ROW
BUNDY DR. Missouri Ave. to La Grange Blvd.	7' to 10'	56'	73'	Avenue I	Transit Enhanced Network; Bicycle Lane Network	15'	70'	100'
BUNDY DR. La Grange Blvd. to Olympic Blvd.	10'	66'	86'	Avenue I	Transit Enhanced Network; Bicycle Lane Network	15'	70'	100'
BUNDY DR. Olympic Blvd. to Pico Blvd.	7'	70'	84'	Avenue I	Transit Enhanced Network; Bicycle Lane Network	15'	70'	100'
OLYMPIC BLVD. Centinela Ave. to Barrington Ave.	12'	86'	110'	Boulevard II	Vehicle Enhanced Network	12' ⁽³⁾	86' ⁽⁴⁾	110'
SEPULVEDA BLVD. Olympic Blvd. to Pico Blvd.	20' (West) ⁽⁵⁾ 8' (East)	52'	80'	Boulevard II	Transit-Enhanced Network; Bicycle Lane Network	15'	80'	110'
SEPULVEDA BLVD. Pico Blvd. to National Blvd.	20'	60'	100'	Boulevard II	Transit-Enhanced Network; Bicycle Lane Network	15'	80'	110'
NATIONAL BLVD. Palms Blvd. to Castle Heights Ave.	10'	64'	84'	Avenue II	Neighborhood Enhanced Network	11' ⁽³⁾	63' ⁽⁴⁾	86'
NATIONAL BLVD. Mentone Ave. to Palms Blvd.	12' (North) 15' (South)	57'	84'	Avenue II	Bicycle Lane Network; Bicycle Enhanced Network	14' (North) 15' (South)	57' ⁽⁴⁾	86'
PALMS BLVD. Motor Ave. to National Blvd.	7'	62'	76'	Avenue II	Bicycle Lane Network	12' ⁽³⁾	62' ⁽⁴⁾	86'

Table 6 Notes:

- (1) The current dimensions indicated here represent typical dimensions as of the date of adoption of this plan, and may vary at intersections and other locations. All dimensions are approximate and should be field verified and should not be used for engineering purposes. LADOT's signing and striping plans, GIS parcel maps, and Google aerials were used to approximate roadway, sidewalk, and right-of-way widths.
- (2) Sidewalk dimensions include both walkway and tree well/parkway areas. Unless otherwise noted, the sidewalk dimensions listed here apply to both sides of the street.
- (3) Additional sidewalk area needed to meet the standard sidewalk width per Mobility Plan 2035 may be provided by property owners through setback area on private property.
- (4) The proposed right-of-way for this street segment is consistent with the Mobility Plan street designation. The roadway width does not need to comply with the Mobility Plan street designation and shall be constructed to the dimensions shown here, though it may vary at intersections and other locations due to existing conditions.
- (5) There is currently no sidewalk along much of the west side of Sepulveda Blvd. This portion of the public right-of-way is frequently used for private parking or storage.
- (6) The standard dimensions for each street designation in the Mobility Plan 2035 are as follows:

MOBILITY PLAN DESIGNATION	STANDARD DIMENSIONS
Boulevard II	110' ROW / 80' Roadway / 15' Sidewalk
Avenue I	100' ROW / 70' Roadway / 15' Sidewalk
Avenue II	86' ROW / 56' Roadway / 15' Sidewalk

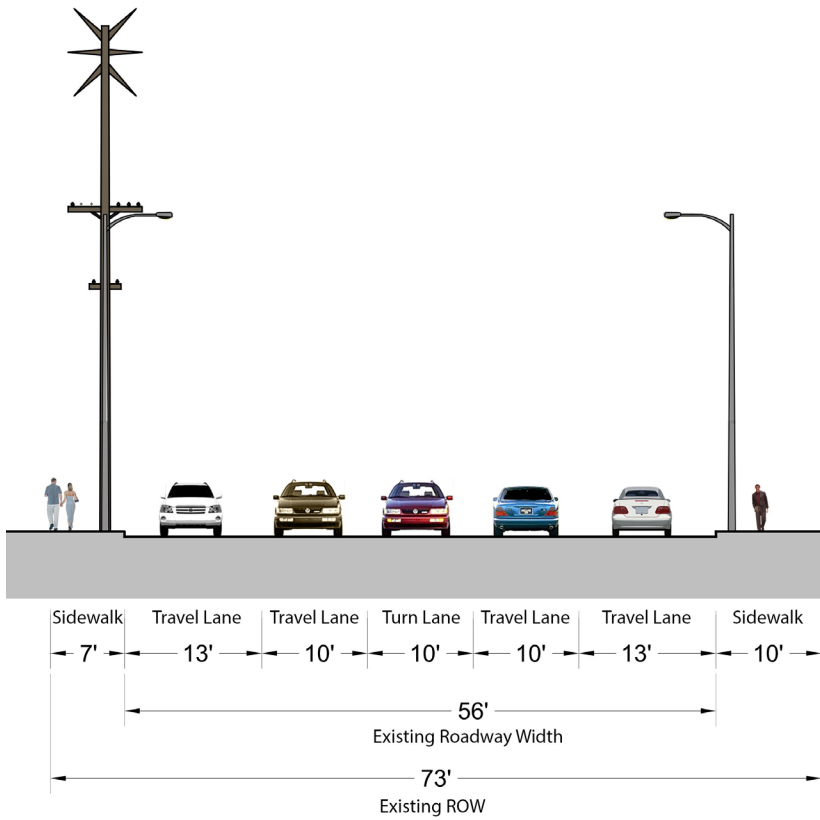
B APPENDIX B: EXISTING CROSS SECTIONS



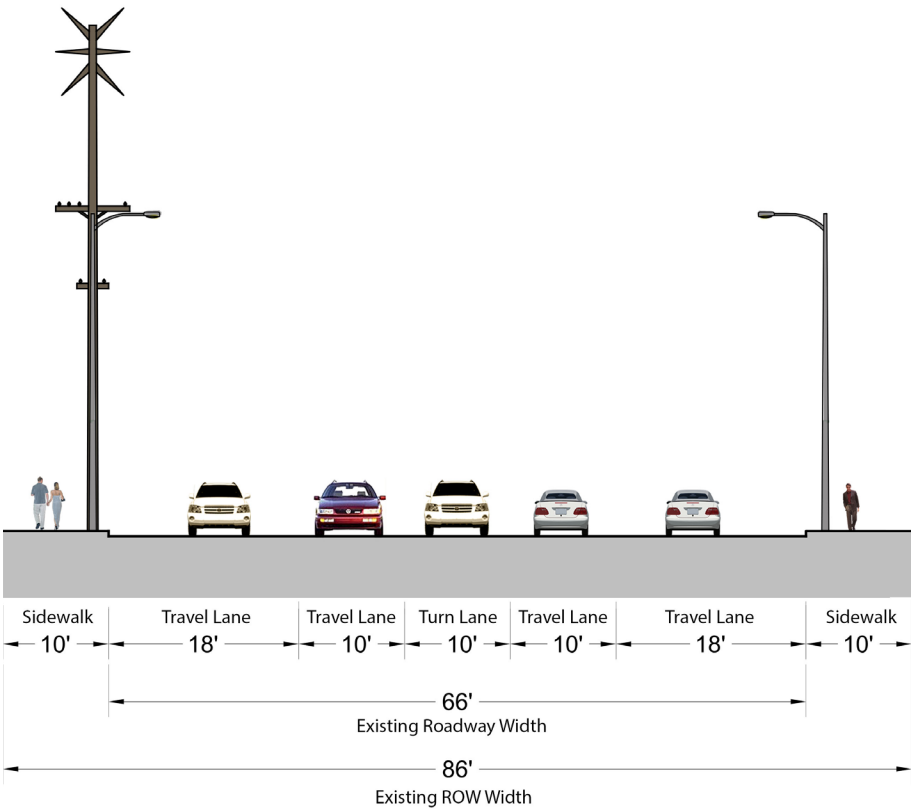
BUNDY DRIVE

EXISTING CROSS SECTIONS

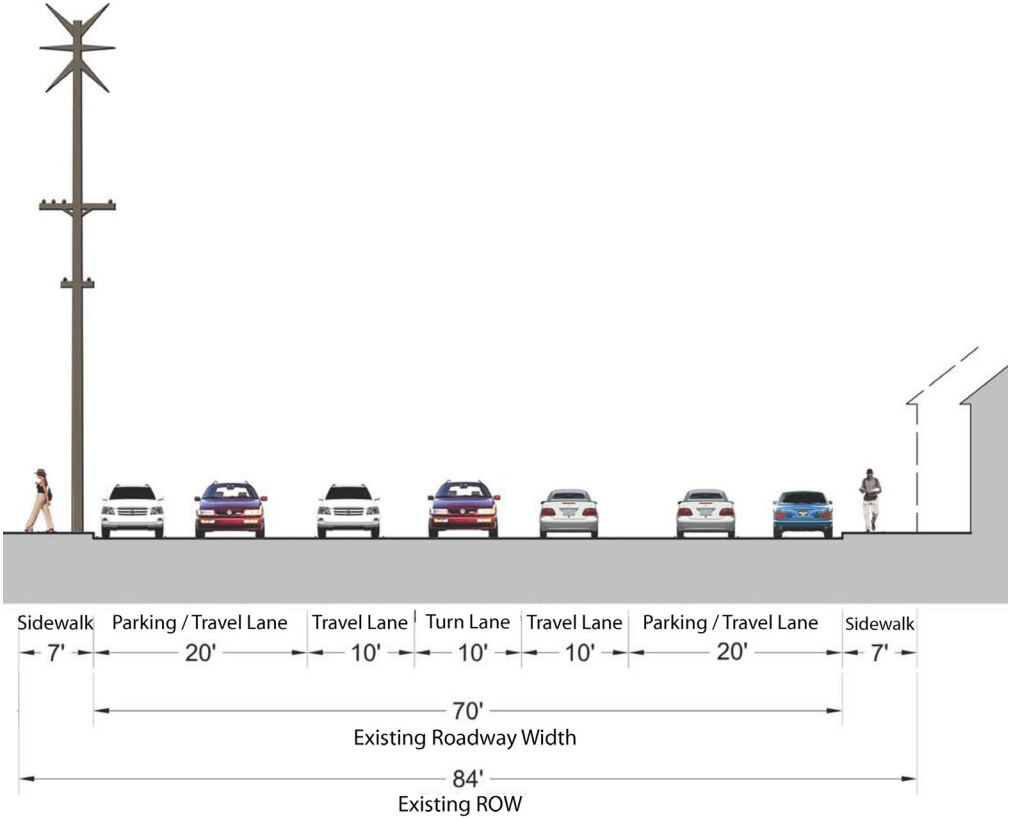
BETWEEN MISSOURI AVE. AND LA GRANGE AVE.



BETWEEN LA GRANGE AVE. AND OLYMPIC BLVD.



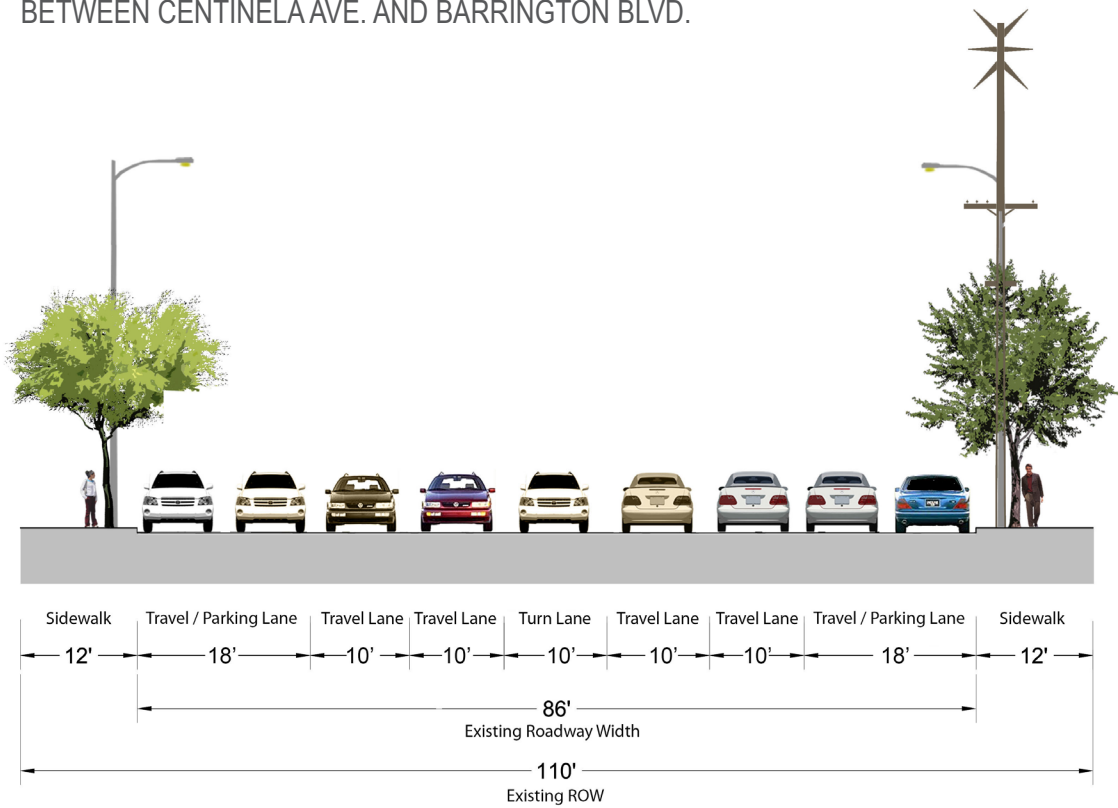
BETWEEN OLYMPIC BLVD. AND PICO BLVD.



OLYMPIC BOULEVARD

EXISTING CROSS SECTION

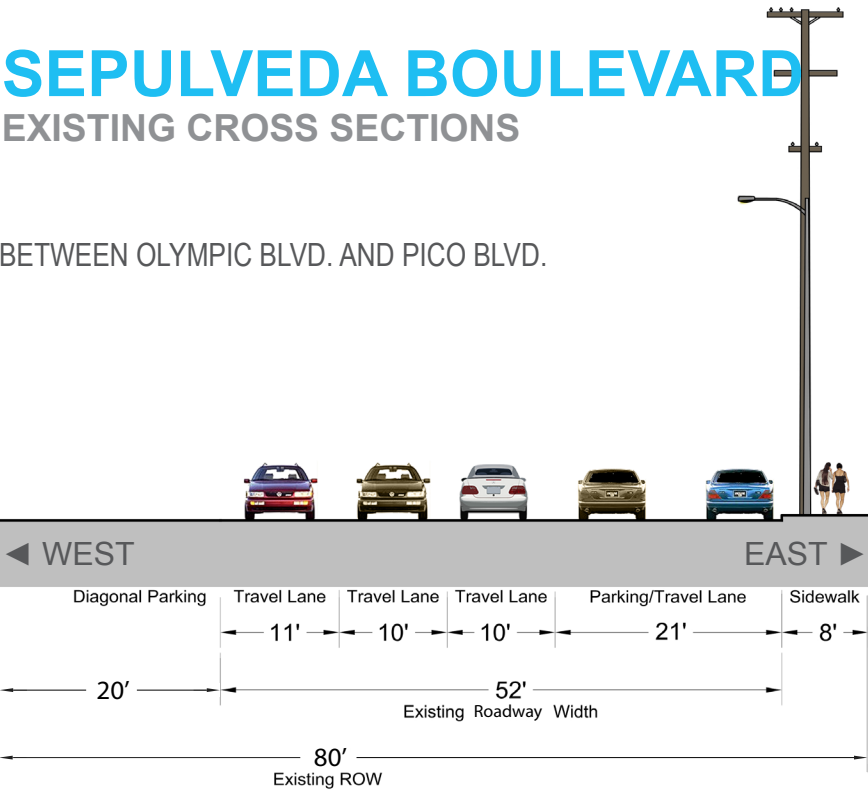
BETWEEN CENTINELA AVE. AND BARRINGTON BLVD.



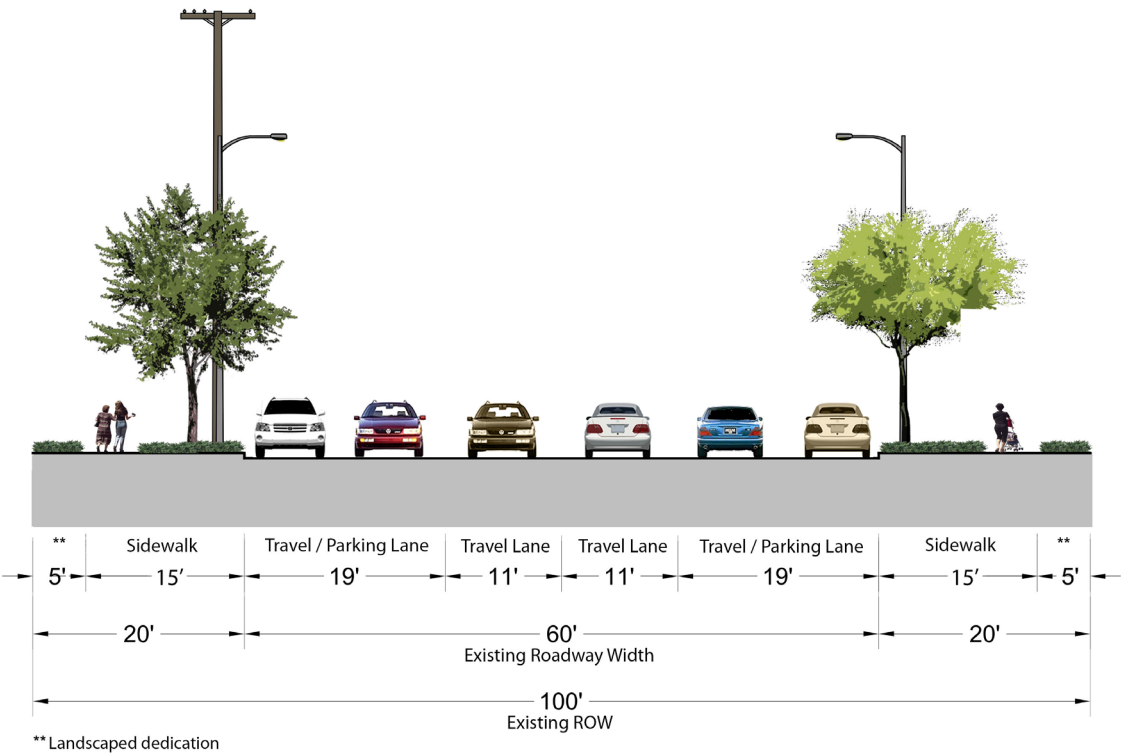
SEPULVEDA BOULEVARD

EXISTING CROSS SECTIONS

BETWEEN OLYMPIC BLVD. AND PICO BLVD.



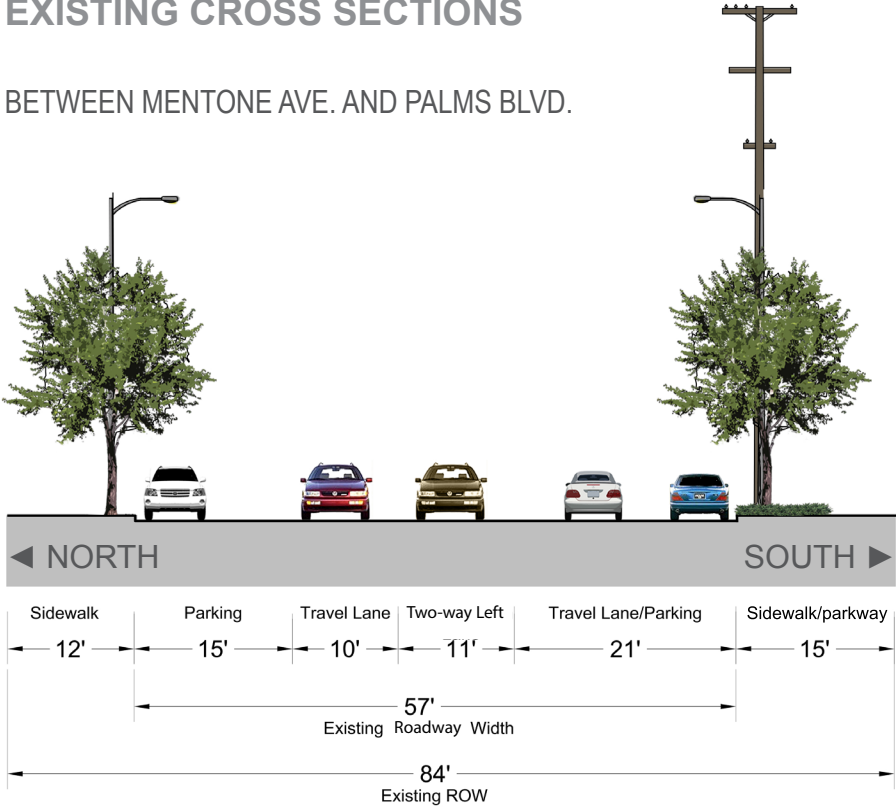
BETWEEN PICO BLVD. AND NATIONAL BLVD.



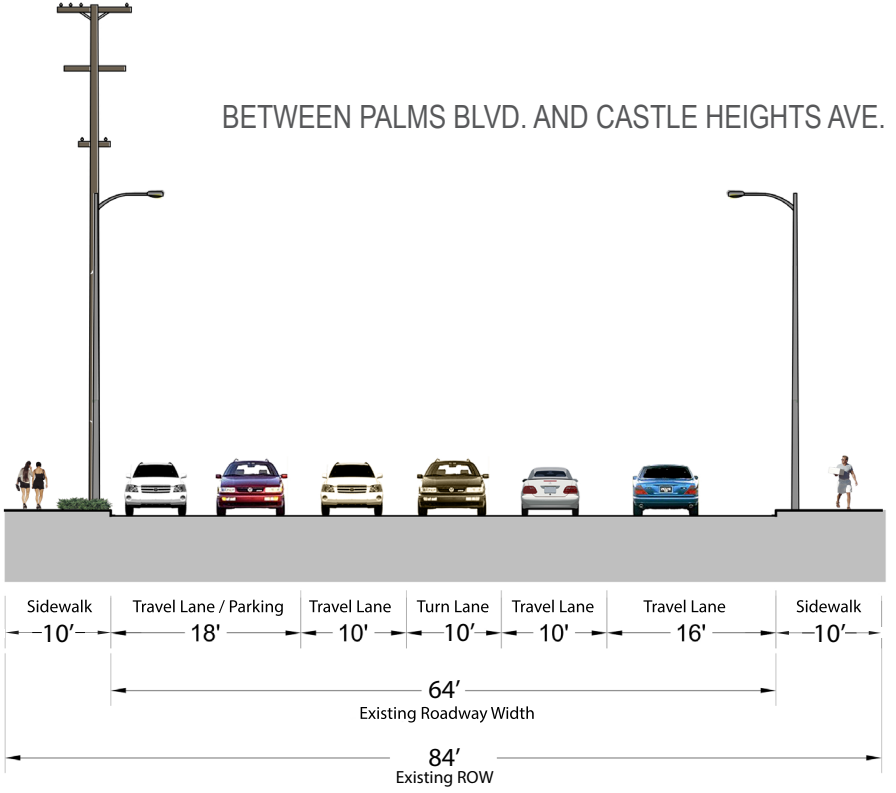
NATIONAL BOULEVARD

EXISTING CROSS SECTIONS

BETWEEN MENTONE AVE. AND PALMS BLVD.



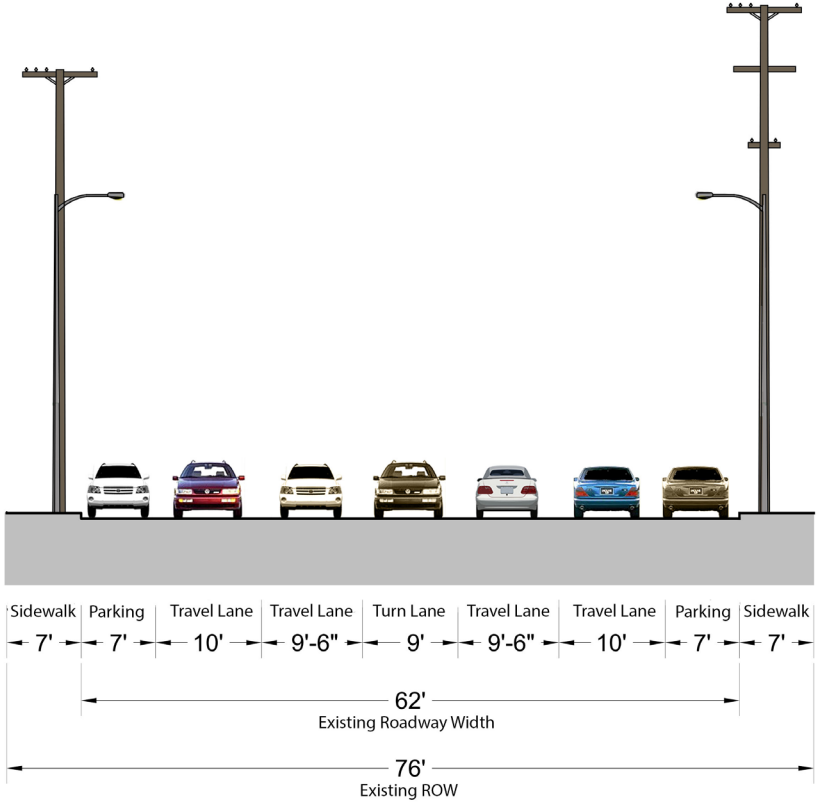
BETWEEN PALMS BLVD. AND CASTLE HEIGHTS AVE.



PALMS BOULEVARD

EXISTING CROSS SECTIONS

BETWEEN MOTOR AVE. AND NATIONAL BLVD.



C APPENDIX C: STREET TREES



TABLE 7. Street Trees






BOTANICAL NAME	COMMON NAME	TYPE	ORIGIN	HEIGHT	CROWN SPREAD	SPACING	TREE WELL SIZE'	WATER NEEDS	SHAPE OF TREE	FOLIAGE COLOR	FLOWER/FRUIT COLOR	IMAGE
Parkinsonia 'Desert Museum'	Palo Verde Tree	Semi-Evergreen	California Native	25' (Fast growth)	25'	20'-25'	3'-4'	Very Low	Round and spreading in shape	Bright green	Flower: Bright yellow, pea-like flowers larger than other Palo Verde trees	
Metrosiderous excelsa	New Zealand Christmas Tree	Evergreen	New Zealand and Australia	20' (Slow growth)	20'	25'-30'	3'-4'	Low	Umbrella shaped	Gray-green foliage	Flower: Bright red, eucalyptus like flowers	
Tabebuia impetiginosa	Lavender Trumpet Tree	Deciduous	Northern Mexico south to northern Argentina	20'-40' (Moderate growth rate)	20'-40'	30'-35'	4'-6'	Moderate to drought tolerant	Umbrella shaped	Light green	Flower: lavender pink	
Lyonothamnus floribundus	Catalina Ironwood	Evergreen	California Native	40'+ (Moderate growth)	20'-40'	30'-35'	4'-6'	Low	Conical	Dark green leaves, fern-like and attractive	Flower: white	
Jacaranda mimosifolia	Jacaranda	Semi-deciduous	NW Argentina, Bolivia	20'-40' (Moderate growth rate)	20'-40'	35'-40'	6'-8'	Moist soil	Round, oval and spreading in shape	Light green	Flowers: purple in Summer and Fall Fruit: brown capsule	

TABLE 7. Street Trees

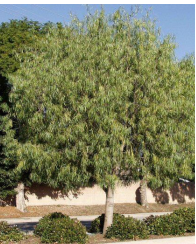


BOTANICAL NAME	COMMON NAME	TYPE	ORIGIN	HEIGHT	CROWN SPREAD	SPACING	TREE WELL SIZE	WATER NEEDS	SHAPE OF TREE	FOLIAGE COLOR	FLOWER/FRUIT COLOR	IMAGE
Geijera parviflora	Australian Willow	Evergreen	Australia	20'-40'	20'-40'	30'-35'	4'-6'	Low	Weeping, round, oval	Light green	Flower: cream	
Eucalyptus ficifolia	Red-Flowering Gum	Evergreen	Australia	20'-40'	20'-40'	30'-35'	6'-8'	Low	Broad	Extremely dark green	Flower: red	
Cercis occidentalis	Western Redbud	Evergreen	California Native	20' (Slow growth)	20'	25'-30'	3'-4'	Low	Round	Pale-green color, tinged red, and age to a blue-green, then turn yellow before dropping in the fall	Flower: magenta Fruit: prolific, brown or purple pod	

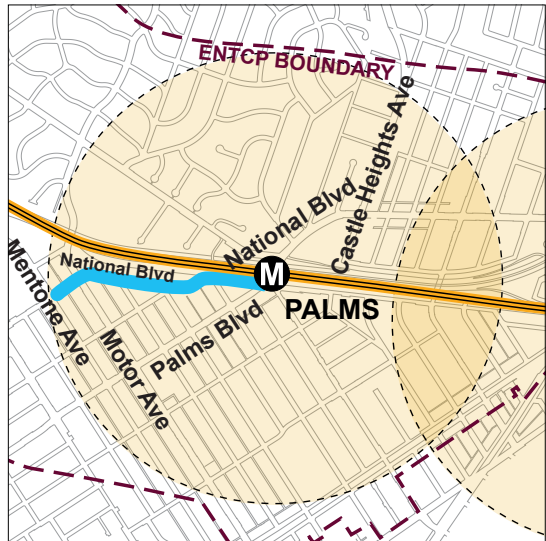
Table 7 Notes:
(1) Tree well size indicated is minimum size per UFD guidelines. Required tree well size is indicated in Table 3 of this plan.

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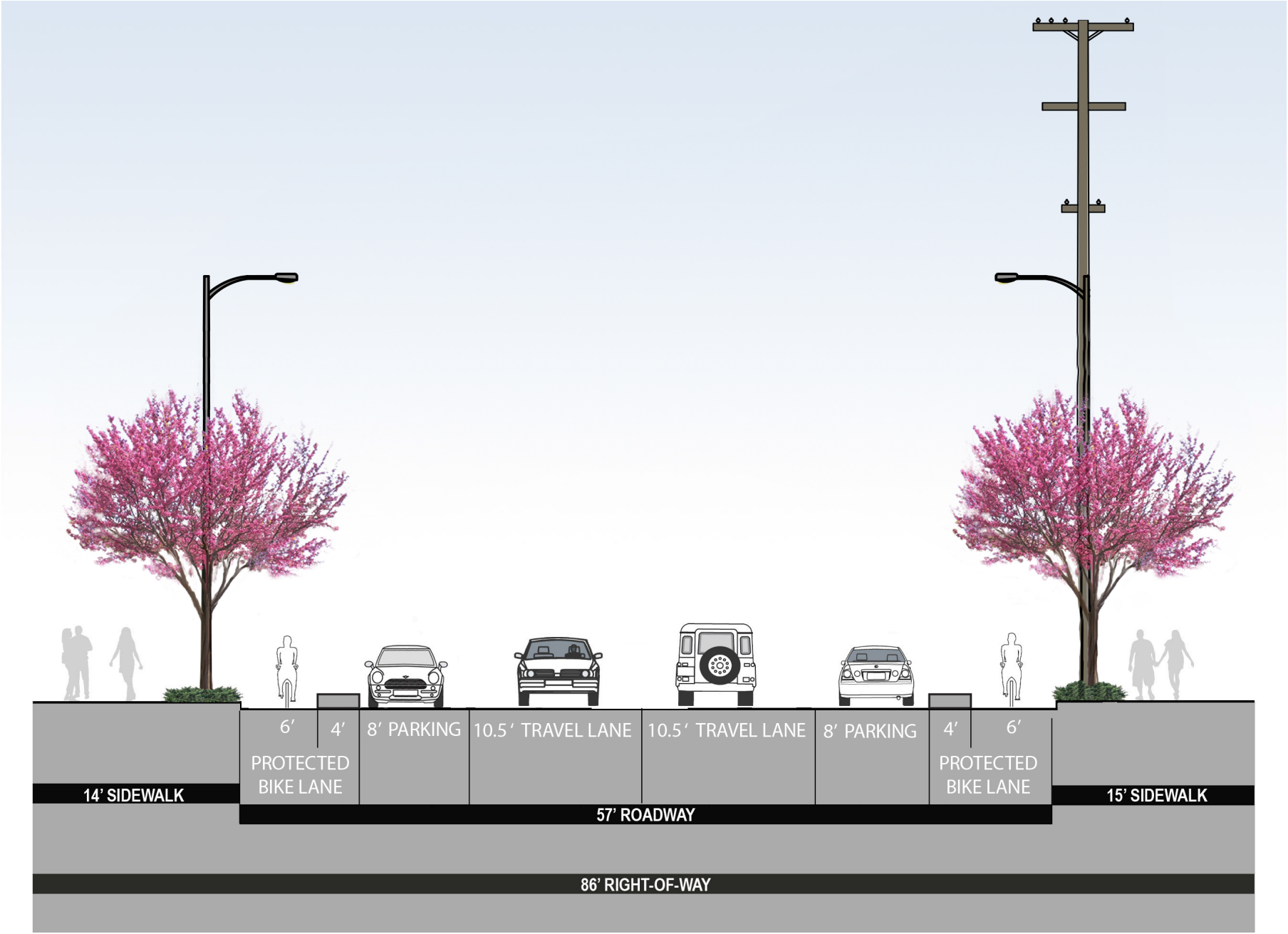
<div data-bbox="761 856 969 1159" data-label="Text"><p>D</p></div> <div data-bbox="1050 856 2523 1159" data-label="Section-Header"><p>APPENDIX D: ASPIRATIONAL CROSS SECTIONS</p></div>	<div data-bbox="2585 842 2930 1173" data-label="Image">A large, solid blue arrow pointing diagonally upwards and to the right, located in the right-hand box of the header section.</div>
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NATIONAL BOULEVARD

MOTOR AVE TO PALMS BLVD
ASPIRATIONAL CROSS SECTION



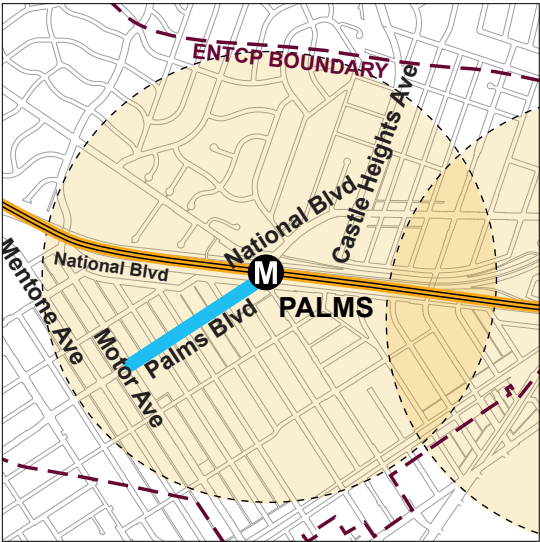
KEY MAP



PALMS BOULEVARD

MOTOR AVE TO NATIONAL BLVD

ASPIRATIONAL CROSS SECTION



KEY MAP

