



CRENSHAW BOULEVARD  
RODEO PLACE 36<sup>TH</sup>  
COLISEUM PLACE  
MARTIN LUTHER KING, JR. BLVD  
STOCKER STREET  
46<sup>TH</sup> SLAUSON  
AVENUE  
WESTMOUNT STREET  
**CRENSHAW BOULEVARD  
STREETSCAPE PLAN**  
A Transit Neighborhood Plans Project  
EXPOSITION  
BOULEVARD  
71<sup>ST</sup> STREET 40<sup>TH</sup>  
67<sup>TH</sup> STREET 40  
BRYNHURST  
A V E N U E  
39<sup>TH</sup> 59<sup>TH</sup> STREET

June 2016

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# CRENSHAW BOULEVARD STREETSCAPE PLAN

**A Transit Neighborhood Plans Project**

Approved by the Cultural Affairs Commission on May 21, 2015

Approved by the City Planning Commission on September 10, 2015

Approved by the Board of Public Works on June 27, 2016

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# TABLE OF CONTENTS

**1 INTRODUCTION**

- 1.1 Boundaries.....pg 1-1
- 1.2 History.....pg 1-2
- 1.3 Relevant Plans & Programs.....pg 1-3
- 1.4 Bicycle Facilities.....pg 1-4
- 1.5 Plan Characteristics.....pg 1-5

**2 GOALS & PRINCIPLES**

- 2.1 Goals.....pg 2-1
- 2.2 Principles.....pg 2-1
- 2.3 Pedestrian Improvement Strategies .....pg 2-1

**3 ADMINISTRATION**

- 3.1 Project Definition.....pg 3-1
- 3.2 Project Approval & Permits.....pg 3-2
- 3.3 Implementation.....pg 3-3
- 3.4 Maintenance.....pg 3-3
- 3.5 Plan Components & Organization.....pg 3-3
- 3.6 Juried Public Art Process.....pg 3-4

**4 STREETScape ELEMENTS**.....pg 4-1

**5 ILLUSTRATIVE PLANS**.....pg 5-1

- 5.1 36th Street to Rodeo Place.....pg 5-2
- 5.2 Coliseum Place to North of MLK Jr. Blvd.....pg 5-8
- 5.3 MLK Jr. Blvd to Stocker Street.....pg 5-14
- 5.4 46th Street to Westmount Street.....pg 5-20
- 5.5 Slauson Avenue to 60th Street.....pg 5-26
- 5.6 67th Street to 71st Street.....pg 5-32

**TABLES**

- 1. Project Review & Permit Procedure.....pg 3-1
- 2. Summary of Public Works Permits.....pg 3-2
- 3. Required Streetscape Improvements.....pg 4-1

**FIGURES**

- 1. Regional Vicinity Map.....pg 1-1
- 2. Crenshaw Streetscape Plan Boundaries.....pg 1-1
- 3. Mobility Plan 2035 and Interim Bike Lane.....pg 1-4
- 4. Median Refuge Islands.....pg 4-7
- 5. Crosswalks at Controlled Crossings.....pg 4-8
- 6. Midblock Crossings.....pg 4-8
- 7. Sidewalk Area.....pg 4-9
- 8. Sidewalk Paving Patterns.....pg 4-10
- 9. Curb Radii.....pg 4-11
- 10. Curb Extensions.....pg 4-11
- 11. Crosswalk ADA Ramp.....pg 4-12
- 12. Tree Well.....pg 4-13
- 13. Street Trees Palette.....pg 4-14
- 14. Street Lighting.....pg 4-15
- 15. Bus Shelter.....pg 4-16
- 16. Trash Receptacle.....pg 4-16
- 17. Bench.....pg 4-16
- 18. Bike Rack.....pg 4-16

**APPENDIX**

- A. Crenshaw Boulevard Street Widths.....A-1
- B. Street Trees.....B-1
- C. Crenshaw Boulevard Districts.....C-1
- D. Aspirational Drawings.....D-1



This project is partially funded by Metro.

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# 1.0 INTRODUCTION

An important thoroughfare and the center of the African-American community in Los Angeles, Crenshaw Boulevard has historically served as a transit corridor. From the 1920s to the 1950s, a streetcar travelled in the middle of Crenshaw Boulevard. In subsequent years, the railway was removed and the street was reconfigured to primarily serve the automobile. In 2012, rail access was reintroduced to the Crenshaw area with the opening of the Metro Exposition Line Light Rail Transit station at the intersection of Crenshaw and Exposition Boulevards. With the Metro Crenshaw/LAX Light Rail Transit (LRT) line scheduled for completion by 2019, Crenshaw Boulevard will be the only main arterial in the City that connects rail passengers to downtown Los Angeles, South Los Angeles, West Los Angeles, and the Los Angeles Airport (LAX).

The Crenshaw Boulevard 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.

Per this 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, including those funded by Prop 1C funds, Metro Call for Projects funding or other grants (construction only).

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

## 1.1 BOUNDARIES

Figure 1 shows the project vicinity map. Figure 2 shows the area to which this Streetscape Plan applies, that is, the public right-of-way of Crenshaw Boulevard from Interstate 10 (Santa Monica – Rosa Parks) Freeway to the north to 79th Street to the south, an approximately five-mile segment.

Figure 1. Regional Vicinity Map

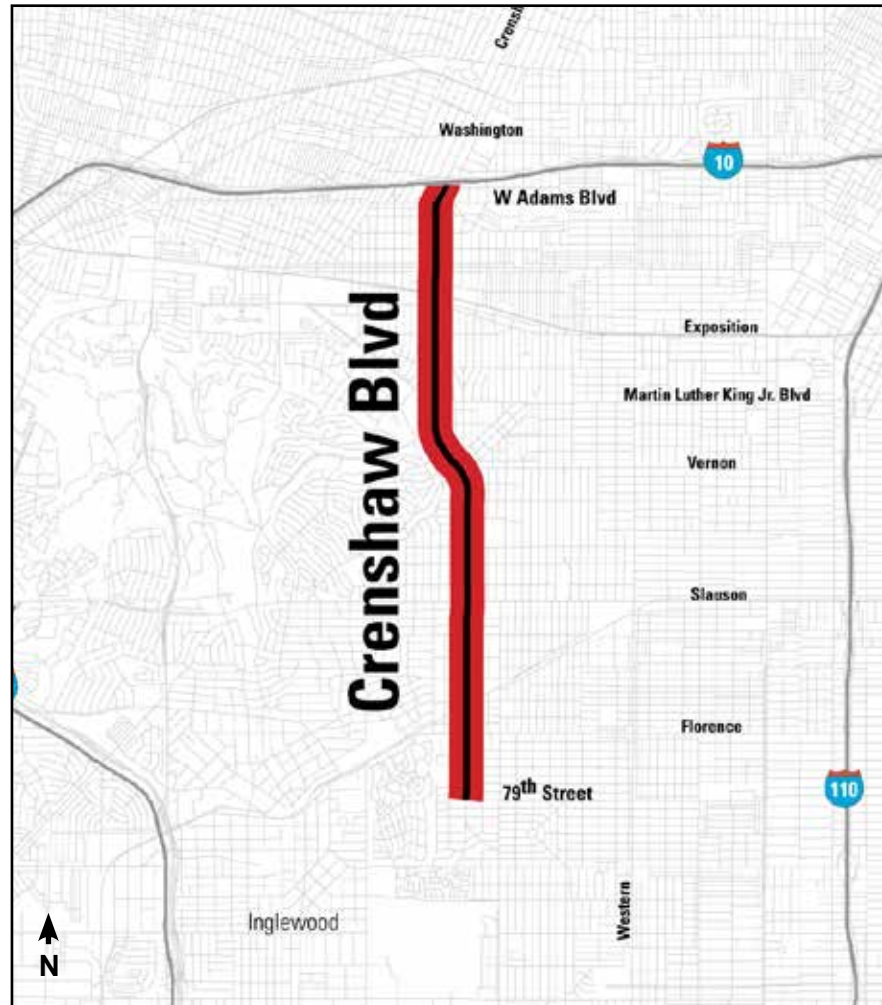


Figure 2. Crenshaw Streetscape Plan Boundaries



## 1.2 HISTORY

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 Streetscape Plan is developed to improve the walking environment of the corridor and to link planned light rail stations on or near the corridor, which include:

- Crenshaw/Exposition
- Crenshaw/Martin Luther King, Jr.
- Leimert Park
- Crenshaw/Slauson
- West Boulevard

A number of previous visioning processes have been conducted in the community and have resulted in a variety of studies and plans which have been referred to in the development of this plan. These include:

- **The Mid-City Crenshaw Vision Plan: Visualization & Implementation Plan.** Funded by the former Community Redevelopment Agency (CRA) and finalized in February 2009, this plan developed a land use and streetscape vision for Crenshaw Boulevard from the I-10 Freeway to 52nd Street.
- **The Crenshaw Corridor Transit Linkages Project,** funded by the California Department of Transportation (Caltrans) and the Los Angeles Department of Transportation (LADOT) and prepared by the Los Angeles Urban League and the Institute for Community Economic Development, identified ways to improve bicycle access and walkability in the half-mile radius around the Exposition, Martin Luther King, Jr. and Slauson transit station areas (June 26, 2012).
- **The Crenshaw Mid-City Corridors Prop 1C IIG Project** outlines the capital improvements that would be constructed with State-awarded Prop 1C money to make sidewalk and other streetscape improvements that fulfill the goal of better linking affordable housing, open space and transit facilities along Crenshaw Boulevard (October 2011). The funding can be used to help implement the streetscape plan.
- **The Crenshaw Corridor: A Multi-Generational Vision for Our Collective Future** recommends a number of strategies to create a sustainable neighborhood and improve quality of life for all age groups on the Crenshaw corridor with a focus on improving access to housing, education, jobs and mental health and other social services. This plan was prepared via a partnership between Local Initiatives Support Corporation (LISC), and the local community based organization, Community Build, Inc. (September 2009).

- **The Leimert Park Village Principles for Design Development & Market Feasibility Study,** funded by the CRA, developed guiding principles and potential development schemes for Leimert Park Village. This plan envisioned future infill development that incorporates a mix of uses and builds upon existing district identity and assets (October 2007).
- **The West Boulevard Community Linkages and Revitalization Plan** provides recommendations for how land use and streetscape improvements in the vicinity of the West Boulevard light rail station can enhance the neighborhood by creating an environment that is more supportive of transit use and that contributes to community revitalization. This plan was prepared by the Los Angeles Neighborhood Initiative (LANI) with a grant funded by Caltrans and Metro (February 2012).
- **California Science Center Endeavor Space Shuttle Tree Replacement Plan,** developed through a partnership of the community, the City and the California Science Center, shows the plan for replanting trees that were removed due to the space shuttle move on a number of corridors including Crenshaw Boulevard. This plan delineates the location and species of replacement trees (October 2012).
- **Harbor Subdivision Transit Corridor Study Area (Rail to River Feasibility Study)** is a study of the feasibility of creating an intermediate active transportation corridor for pedestrians and bicyclists on a Metro-owned rail right-of-way that parallels Slauson Avenue and intersects Crenshaw Boulevard immediately south of 67th St. If constructed, this trail would connect the Metro Blue, Silver and Crenshaw/LAX Lines with the river. Along with the streetscape improvements contemplated by the Streetscape Plan, it will create and integrated network that will improve pedestrian and bicycle connections to the Metro Crenshaw/LAX Line stations, from surrounding neighborhoods.
- **Pedestrian Routes to Schools** are maps prepared by the Los Angeles Department of Transportation that show recommended routes for students to walk to schools near Crenshaw Boulevard. The suggested routes provide guidance in determining potential locations for continental crosswalks, mid-block crossings and other pedestrian enhancement strategies.
- **The People Streets Program** helps to enhance public spaces by incorporating plazas, parklets, and bicycle corrals within the public right-of-way. A People Street plaza is proposed for 43rd Place from Degnan Boulevard to Leimert Boulevard in front of the Vision Theater in Leimert Park, and will be a complementary effort to the Streetscape Plan, expanding opportunities for an enhanced and active public realm near the Leimert Park transit station.

- **The Great Streets Initiative** is a Mayoral initiative to transform key streets into neighborhood gathering places that help revitalize communities and foster economic activity. Crenshaw Boulevard from Florence Avenue to 78th Street has been selected as “Great Street.” Great Streets will benefit from design interventions and focused interdepartmental coordination. The Streetscape Plan will provide a blueprint for future improvements in this segment.
- **The First Last Mile Strategic Plan** is a document prepared by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Southern California Association of Governments. These planning guidelines encourage programs and facilities that increase people’s access to transit facilities through a variety of active transportation options. By encouraging multi-modal improvements on Crenshaw, the Streetscape Plan supports easy and safe connections to transit consistent with the First Last Mile Strategic Plan (March 2014).
- **The City of Los Angeles Sustainable City pLAn** includes benchmarks and metrics to move the City towards a sustainable future. With streetscape improvements such as new bike facilities, widened sidewalks and other pedestrian improvement strategies that will complement mixed used development, the Streetscape Plan supports transit ridership and compact development patterns to contribute to increasing the City’s average Walk Score to 75 by 2025, one of the plan’s many goals (April 2015).

This Streetscape Plan was prepared with community input as well as input from the various City Departments that will be involved in its implementation. In addition to the public outreach process conducted by the Department of City Planning to develop and adopt this Streetscape Plan, staff of the Department of City Planning carefully reviewed a number of past community visioning plans and drew upon those recommendations that pertain to the public realm and could be incorporated in a Streetscape Plan. Significant public processes were undertaken to develop these plans and this input forms the foundation of the Streetscape Plan.



### 1.3 RELEVANT PLANS & PROGRAMS

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

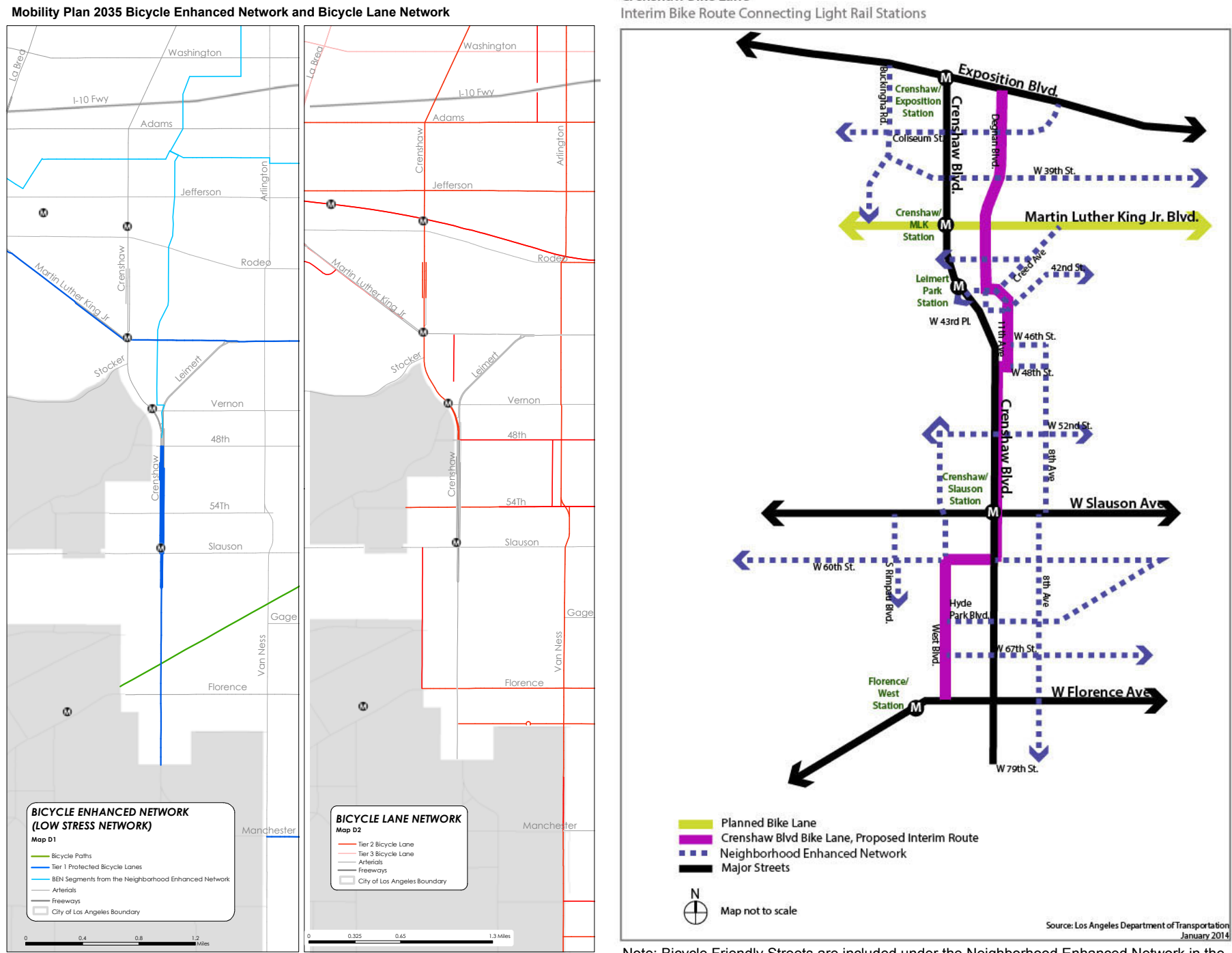
- **The City of Los Angeles' General Plan Framework (GPF)** Element identifies focal points in each community that function as centers of activity and where new growth and development is expected to occur. The GPF encourages development and infrastructure improvements to occur in transit areas. It also promotes the designation of streets in a manner that prioritizes 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.
- **The Mobility Plan 2035** establishes street designations for all streets in the City. The street designation for Crenshaw Boulevard, between the I-10 Freeway and 79th Street, is an Avenue I with certain segments being also designated as Modified and/or Scenic. The Mobility Plan 2035 further designates Crenshaw Boulevard as a transit and bicycle corridor. Refer to Appendix A for the detailed street dimensions.
- **The West Adams-Baldwin Hills-Leimert Community Plan** (West Adams CP) is a component of the Land Use Element of the City's General Plan. The Crenshaw Boulevard Streetscape Plan area is located within the boundaries of the West Adams CP, which serves as the blueprint for growth and development in the area and recognizes Crenshaw Boulevard as an important mixed use and transit corridor. The West Adams CP includes objectives, policies and programs that promote pedestrian- and transit-oriented development along Crenshaw Boulevard.
- **The Crenshaw Corridor Specific Plan** establishes coordinated and comprehensive design standards that include buffering, setbacks, building and wall height, open space, lot coverage, parking, landscaping, and façade treatments as well as signage regulations. The Streetscape Plan will combine with the Specific Plan to define walkable, mixed-use neighborhoods along the Crenshaw Corridor.
- **The Department of Public Works and LADOT standard plans** 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 and policies and national guidelines.

### 1.4 BICYCLE FACILITIES

Mobility Plan 2035 includes policies, recommendations and guidelines for making bicycling a more viable mobility option in Los Angeles. The Plan designates Crenshaw Boulevard as a part of the Bicycle Enhanced Network and the Bicycle Lane Network. Since Crenshaw Boulevard is an arterial street that has moderate to heavy traffic volumes, additional road modifications (i.e. loss of travel lanes, additional right-of-way dedications, etc.) are necessary to implement a continuous bike lane along the entire corridor in the longer term. North and south bound bike lanes are proposed to be installed by Metro with the construction of the Metro Crenshaw/LAX Line between 48th Street and 60th Street, where it can be accommodated within the existing right-of-way. This Plan identifies an interim continuous bicycle route on parallel streets from Exposition Boulevard to 48th Street and 60th Street to Florence Avenue (see Figure 3). The proposed temporary route creates a pleasant and safe environment for bicyclists that provides connectivity among the stations using bicycle facilities on adjacent streets, until a future time when a continuous bike lane is constructed on Crenshaw Boulevard.

For aspirational drawings of potential future cross sections with protected bike lanes, refer to Appendix D.

Figure 3. Mobility Plan 2035 and Interim Bike Lane



Note: Bicycle Friendly Streets are included under the Neighborhood Enhanced Network in the Mobility Plan 2035.



## 1.5 PLAN CHARACTERISTICS

The purpose of the Crenshaw Boulevard Streetscape Plan is to create a complete, multi-modal street that reflects the proposed Metro Crenshaw/LAX Line Light Rail Transit (LRT) project.

The Streetscape Plan is a design plan that proposes a palette of streetscape elements for Crenshaw Boulevard, from I-10 Freeway to 79th Street, including street trees, street furniture, crosswalks and other features that will improve the quality and the safety of the street and reinforce its unique character. The Plan proposes a combination of “unifying” streetscape elements that are intended to tie the corridor together visually and unique “district” streetscape elements that differentiate the corridor’s many distinct neighborhoods.

The Plan primarily responds to the changes to the street that will result from the construction of the Metro Crenshaw/LAX Line. The Plan does not change the cross-section of Crenshaw Boulevard. The Plan does not remove or add travel lanes, frontage roads or on-street parking spaces. Per the Crenshaw/LAX Line LRT Environmental Impact Report, Crenshaw Boulevard will retain three travel lanes in each direction (the current condition). The West Adams - Baldwin Hills - Leimert New Community Plan retains Crenshaw Boulevard’s existing non-standard, right-of-way dimensions (See Appendix A).

The most significant physical change to the roadway resulting from the light rail project will occur from 48th Street to 60th Street, where the Crenshaw/LAX line will run at street grade. The cross-sections and illustrative plans for this section of Crenshaw Boulevard reflect the reconfiguration (i.e. the elimination of frontage roads) that will occur due to the construction of the Crenshaw/LAX Line LRT. Since this streetscape plan is a long-range plan, some streetscape elements, such as landscaped medians and median refuge islands, may be installed in phases and may not be constructed by Metro as part of the Metro Crenshaw/LAX Line LRT.

The proposed cross-sections, as depicted in Chapter 5 of this Plan, are consistent with the latest engineering drawings provided by the Metro, as of the date of this document. Metro’s technical engineering drawings include plans for the transit stations, proposed street configurations when the light rail line travels at grade (between 48th Street and 60th Street), and median enhancements along certain segments of Crenshaw Boulevard. The cross-sections will continue to be refined throughout the design and engineering process.

Please refer to Appendix D for “aspirational drawings” of future cross sections that show how protected bike lanes, linear parks and other design features may be accommodated within the right-of-way.

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## 2.0 GOALS & PRINCIPLES

### 2.1 GOALS

The goal of the Crenshaw Boulevard 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 Crenshaw Boulevard a new, tailored street classification that specifies how the public right-of-way is apportioned among roadway, sidewalks, bicycle lanes, and light rail.

Additional goals of the Crenshaw Boulevard 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 that are linked by Crenshaw Boulevard, using streetscape design elements to improve the built form and quality of life.
- Promote physical improvements and enhancements in the public-right-of-way that reinforce the identity of Crenshaw Boulevard as one of South Los Angeles' primary north-south commercial arterials.
- Coordinate street and sidewalk improvements and encourage changes to the public right-of-way which are consistent with adopted streetscape standards.
- Position Crenshaw Boulevard as a "complete street" that provides 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 a lively and active urban street.
- Improve the aesthetics of Crenshaw Boulevard to attract more shoppers.
- Use streetscape enhancements to reinforce neighborhood identity.
- 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.

### 2.2 PRINCIPLES

This Streetscape Plan intends to connect new and existing developments through a cohesive design scheme that will promote an attractive and inviting commercial corridor, as well as create a lively pedestrian environment. The streetscape design aims to both differentiate distinct neighborhoods along the Corridor and use unifying elements to create identity across Crenshaw Boulevard.

The guiding principles of this Streetscape Plan are:

- **Consistency.** Crenshaw Boulevard is 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 the corridor's distinct neighborhoods.
- **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 even fun 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.

### 2.3 PEDESTRIAN IMPROVEMENT STRATEGIES

The Mobility Plan 2035, an Element of the General Plan, classifies Crenshaw Boulevard, from I-10 Freeway to Slauson, as a Scenic Corridor primarily due to its cultural and historic significance. The Mobility Plan 2035 also identifies much of Crenshaw Boulevard as a "pedestrian segment" targeted for pedestrian safety enhancements.

The following pedestrian improvement strategies are recommended, as feasible:

- Wider sidewalks
- Reduced curb radii
- Wider crosswalks
- Crosswalk ADA ramps
- Curb extensions
- Median refuge islands

Table 3 provides the standards for these pedestrian enhancements along the corridor.

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### 3.0 ADMINISTRATION

The standards in this Plan apply to all projects and improvements, public and private, within the public right-of-way of Crenshaw Boulevard, between the I-10 Freeway and 79th Street. The public right-of-way is that area between property lines on each side of the street within the Plan area as described above.

Within these Design Guidelines and 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 is found to be consistent with the Goals and Principles (see Chapter 2) of this Streetscape Plan.

#### 3.1 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. Issuance of a Building Permit by the Department of Building and Safety for new construction or a major exterior remodel, defined as costing more than 50% of the assessed value of the existing improvement.
2. City or Area Planning Commission, Director of Planning or Advisory Agency discretionary approvals.
3. Issuance of a Building Permit or other required Permit (such as a grading permit, change of use permit, parking permit, etc.) by the Department of Building and Safety for:
  - a. the rehabilitation of existing or the addition of new on-site surface parking areas that are adjacent to or can be seen from a public street.
  - b. the construction of surface parking on any lot fronting Crenshaw Boulevard or any intersecting side street for a distance of 200 feet (from the Crenshaw Boulevard front property line).
4. 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.

A project must be consistent with both the existing City Standard Plans and the Crenshaw Boulevard Streetscape Plan as a condition of approval in the above instances. Following are some examples of typical types of projects and the potential permits and departmental review they will require:

TABLE 1. PROJECT REVIEW AND PERMIT PROCEDURE			
Types of Projects	Subject to the Streetscape Plan Provisions	Permit	Departmental Review
Tenant Improvement/ Interior Remodel	No	• Building Permit	• Building and Safety
Change of Use	No	• Building Permit	• Building and Safety
Minor Facade Improvement	No	• Building Permit	• Building and Safety
Planting of street trees, treewells, bioswales, medians and related irrigation	Yes	• A- or B-Permit or Revocable Permit (depending on the type of project) • Tree Planting Permit • Electrical and Plumbing for irrigation Permit	• Public Works • Building and Safety
Installation of benches, trash cans, transit shelters, street lights or any other street furniture of elements	Yes	• A- or B-Permit or Revocable Permit (depending on the type of project)	• Public Works • DWP
Public Art (including gateways, wayfinding signage, and other streetscape elements)	Yes	• A- or B-Permit or Revocable Permit (depending on the type of project)	• Public Works • Transportation • Cultural Affairs
Rehabilitation of existing or addition of new surface parking areas that are adjacent to or can be seen from any public street	Yes	• Planning Discretionary Process (depending on the type of project) • Building Permit • A- or B-Permit or Revocable Permit	• City Planning • Building and Safety • Transportation (for new surface parking areas or new curb cuts) • Public Works
Development of new surface parking lots	Yes	• Planning Discretionary Process (depending on the type of project) • Building Permit • A- or B-Permit or Revocable Permit	• City Planning • Building and Safety • Transportation (for new surface parking areas or new curb cuts) • Public Works
New Construction/ Additions/ Major Exterior Remodel	Yes	• Planning Discretionary Process (depending on the type of project) • Building Permit • A- or B-Permit or Revocable Permit	• City Planning • Transportation • Public Works • Building and Safety
Discretionary Approval	Yes	• Planning Discretionary Process (depending on the type of project) • A- or B-Permit or Revocable Permit • Building Permit	• City Planning • Transportation • Public Works • Building and Safety



### 3.2 PROJECT APPROVAL & PERMITS

Private implementation of streetscape improvements must be approved by the City, typically by more than one department or bureau. City departments can assist with the private implementation of streetscape projects through design expertise, the approval process or even the availability of possible funds through state and federal grants.

Refer to Chapter 4 “Streetscape Elements” for approval procedures and requirements for departmental review. Individual departments and bureaus should be contacted directly for more specific information regarding their respective approval procedures.

#### 3.2.1 Department of Public Works Permits

Streetscape project approvals result in the issuance of permits by the Department of Public Works. By approving the Crenshaw Boulevard 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, the Project will be reviewed for consistency with the Crenshaw Boulevard 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, see Table 2.

##### Bureau of Contract Administration Shop and Field Inspection

All projects in the public right-of-way fabricated or manufactured at off site locations are subject to Shop 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 materials and construction. All Streetscape Project Plans 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. SUMMARY OF PUBLIC WORKS PERMITS		
Permit Type	Type of Work	Process
Bureau of Engineering		
“A” Permit (LAMC 62.106.a) <sup>1</sup>	<ul style="list-style-type: none"> <li>Minor street construction                             <ul style="list-style-type: none"> <li>Repair, construction, reconstruction of standard street elements, (curbs, sidewalks, tree wells, driveway approaches, gutters, curb drains, etc.) that match existing grades</li> <li>Project does not alter the established flow line of a gutter</li> <li>Standard, City-approved materials must be used</li> <li>Projects must comply with applicable City design specifications</li> <li>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)</li> </ul> </li> <li>Any associated excavation must also obtain an excavation permit</li> </ul>	<ul style="list-style-type: none"> <li>Staff level review</li> <li>Typically doesn’t require a survey or engineered plans</li> <li>Additional permits may also be required</li> </ul>
“B” Permit (LAMC 62.106.b) <sup>2</sup>	<ul style="list-style-type: none"> <li>Major street improvements. Common examples are:                             <ul style="list-style-type: none"> <li>Widening of streets and alleys</li> <li>Changing existing street grade</li> <li>Installation of street lighting and traffic signals</li> </ul> </li> <li>Any associated excavation must also obtain an excavation permit</li> </ul>	<ul style="list-style-type: none"> <li>Staff level review</li> <li>Require professionally prepared construction plans</li> <li>May be required for a series of improvements that would individually require an “A” Permit or when done in conjunction with a development project</li> <li>Issued for design and/or construction</li> <li>Additional permits may also be required.</li> </ul>
“E” Permit and “U” Permit <sup>3</sup>	<ul style="list-style-type: none"> <li>Issued to allow construction, inspection, maintenance, repair or removal of facilities that require boring, trenching or excavation in the public right-of-way</li> <li>Common examples include relocation of utility boxes, streetlights, drilling of monitoring wells and test boring to locate substructures</li> </ul>	<ul style="list-style-type: none"> <li>Staff level review</li> <li>May be issued in conjunction with an “A” or “B” Permit</li> <li>Ensures consistency with the City’s design and material specifications and proper inspection of construction work</li> </ul>
Revocable or “R” Permit <sup>4</sup>	<ul style="list-style-type: none"> <li>Major street improvements or projects that encroach into the public right-of-way</li> <li>Street improvements that include nonstandard materials and/or elements and require repair and maintenance by the permittee</li> <li>Grants conditional encroachment into the public right-of-way by private parties</li> </ul>	<ul style="list-style-type: none"> <li>Staff level review</li> <li>Applicant has to keep improvements in a safe and maintained condition</li> <li>Applicant typically has to 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</li> </ul>
Bureau of Engineering 1. For more information on the A-Permit process and contacts, visit BOE’s Permit and Procedure Manual at <a href="http://eng.lacity.org/techdocs/permits/">http://eng.lacity.org/techdocs/permits/</a> . 2. For more information on the B-Permit process and contacts, visit BOE’s Permit and Procedure Manual at <a href="http://eng.lacity.org/techdocs/permits/">http://eng.lacity.org/techdocs/permits/</a> . 3. For more information on the E-Permit and U-Permit processes and contacts, visit BOE’s Permit and Procedure Manual at <a href="http://eng.lacity.org/techdocs/permits/">http://eng.lacity.org/techdocs/permits/</a> . 4. For more information on the R-Permit process and contacts, visit BOE’s Permit and Procedure Manual at <a href="http://eng.lacity.org/techdocs/permits/">http://eng.lacity.org/techdocs/permits/</a> .  Bureau of Street Services For more information on street tree-related permits, street use permits, non-standard landscape improvements (including planning, irrigation, median island, street furniture, etc.), visit BSS permit page at <a href="http://bsspermits.lacity.org">bsspermits.lacity.org</a> .  Bureau of Street Lighting For more information on street lighting, visit <a href="http://bsl.lacity.org">bsl.lacity.org</a> .  Bureau of Sanitation For more information, visit <a href="http://lacitysan.org">lacitysan.org</a>		

### 3.2.2 Department of City Planning

Review of streetscape projects by the Department of City Planning is required when the proposed project (see Table 1 for list of types of projects) includes any of the following elements:

- Median refuge islands
- Midblock crossings
- Crosswalks
- Curb extensions
- Median refuge islands
- Paving treatments
- Transit stop locations
- Signs (Directional and informational)
- City-owned hardware (e.g. controller boxes) - Color and materials
- Street light fixtures
- Gateway monuments and/or neighborhood markers

Document Submittal Requirements:

#### a. Conceptual Plans

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

#### b. Photographs (as applicable)

- Subject site
- Existing streetscape components
- Proposed streetscape components

### 3.2.3 Department of Transportation

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

- Median strips and tree placement in medians
- Median refuge islands
- Crosswalks
- Midblock crossings
- Bus stop locations
- Loading and drop-off zones
- Directional and informational signage
- Color and materials for all LADOT hardware (e.g., controller boxes)
- Bicycle racks, lockers, bike corrals and other bicycle facilities
- Interagency coordination for all MTA projects
- Bicycle parking zones and approval locations
- Traffic Control Devices (signals, pavement markings, traffic signs) and on-street parking zone

### 3.2.4 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 Shelter, Benches, Trash Receptacles)
- Tree Wells
- Bike Racks
- Planters

Community input on public art is recommended prior to submitting an application to the Cultural Affairs Commission. Refer to Section 3.6 Juried Public Art Process of this Plan for the recommended community review process.

## 3.3 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 Metropolitan Transportation Authority. Examples of private streetscape investments include improvements made by private developers proposing projects in the area, Neighborhood Councils, local Business Improvement Districts or through grants or assessment districts. Implementation can also occur through approval of private projects consistent with any of the Relevant Plans and Programs discussed in Section 1.3 of this Plan, with the Department of City Planning imposing conditions to implement various sections of the Plan. Public improvement projects by non-profit community groups or individuals will also serve in implementing the Plan.

## 3.4 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.

## 3.5 PLAN COMPONENTS & ORGANIZATION

The required streetscape improvements within the public right-of-way along Crenshaw Boulevard between the 10 Freeway and 79th Street are outlined in Chapter 4 (Streetscape Elements) of this Plan. Chapter 4 includes a table which lists all the required improvements and their associated improvement types (i.e. standard or non-standard), key characteristics, materials, manufacturers, patterns, colors and maintenance requirements. 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.

### 3.6 JURIED PUBLIC ART PROCESS

Community stakeholders expressed an interest in incorporating public art, gateways and wayfinding signage among future streetscape improvements to the corridor. Community members may elect to engage artists to design streetscape elements (either those required by the Plan or other elective improvements) to reinforce the cultural identity of the corridor.

The Streetscape Plan provides the following juried public art process by which the community can pursue a juried design process for such projects in the future. Ultimately, public art and other design elements constructed in the public right-of-way must also be approved by the City's Cultural Affairs Department through its established, formal process (please see Section 3.2.4).

#### **Purpose of the Public Art Committee**

The purpose of the Public Art Committee is to facilitate the creation of public art works that engage community members in the process of developing the art, drawing upon their knowledge of and experience with the corridor. This advisory committee is designed to include a cross section of community stakeholders and should be convened to review any proposed public art project. The committee would be tasked with reviewing and making recommendations on public art proposals to the Crenshaw Corridor Specific Plan Design Review Board (if active) and prior to submitting a formal application to the Department of Cultural Affairs.

#### **Public Art Committee Makeup**

The nine (9) member advisory committee should be comprised of the following individuals:

- 1 representative from each Council District (2 max.)
- 1 representative from each Certified Neighborhood Council (4 max.)
- 1 representative from the Leimert Park Village Business Improvement District
- 1 representative from the Crenshaw Corridor Specific Plan Design Review Board
- 1 local artist

The Council Districts' representatives will convene and chair the meetings.

#### **General Guidelines for the Public Art Committee**

The Public Art Committee is encouraged to develop an inclusive public process for the custom design of any of the street furniture and other elements required by Table 3 or other design elements such as wayfinding signage, banners, murals, sculptures, etc. proposed to be located in the public right-of-way. The Public Art Committee should require any person or entity that proposes a public art project to submit the following materials for the Committee's consideration:

- Site plans and elevations
- Graphics
- Project timeline
- Funding source and budget
- Maintenance plan

# 4.0 STREETSCAPE ELEMENTS

Table 3 lists streetscape elements and their maintenance requirements. The figures that follow the table illustrate the streetscape elements.

With respect to maintenance, if an element is required as a condition of development approval, the property owner shall maintain the element in perpetuity. Bureau of Engineering (BOE) will determine whether a Revocable Permit and Maintenance Agreement are required. If an element is otherwise

provided, e.g., by a community group, maintenance requirements vary by “Maintenance Type.” Maintenance Types are as follows:

**Standard.** Basic improvement per City standard plan. Typically, BOE will not require a Revocable Permit or Assessment District. In certain instances, a Revocable Permit will be required, and the Permittee will be responsible for maintenance and repair.

**Non-standard.** Improvements not typically installed by the City. BOE will require a Revocable Permit or an Assessment District; all non-standard items must be approved by BOE’s Design Standards and Investigations Group. Permittee is responsible for maintenance and repair.

TABLE 3. Required Streetscape Improvements (Crenshaw Boulevard Streetscape Plan - I-10 Freeway to 79th Street)								
	FIGURE/ APPENDIX	KEY CHARACTERISTICS	MATERIAL (MANUFACTURER)/ PATTERN	COLOR	REQUIRED REVIEW	CORRIDOR SEGMENT	MAINTENANCE TYPE	TYPICAL MAINTENANCE
<b>ROADWAY TREATMENTS</b>								
<b>Raised Landscaped Medians (including those adjacent to Frontage Roads)</b>								
<b>Curb &amp; Gutter</b>		Install a minimum 6” high integral curb and gutter per City Standard.		Natural gray concrete	BOE, DCP, DOT	Entire corridor	Standard	
<b>Planting Along Medians</b>	Appendix D	Install drought tolerant plants and trees.	Plants: Non-invasive, non-poisonous, no thorns or spines. Low growing plants shall be less than 36” in height. Tree options: <sup>1</sup> Canary Island Pine, <sup>2</sup> Torrey Pine, California Sycamore, Coast Live Oak, Catalina Ironwood, and accent trees (by district).	Species type (variable)	BSS	Entire corridor (where applicable)	Non-standard	Weed, remove/replace dead or diseased plants, prune, fertilize periodically; prune trees for clearance (permit required).
<b>Median Refuge Islands</b>	4	At intersections where roadway widths exceed 120’.	Design per DOT standard (where feasible).	Natural concrete	DCP, DOT, BOE	Entire corridor  (In coordination with DOT and Metro, and CPUC, as appropriate)	Standard	Repair when damaged; clean as needed.
<b>Crosswalks</b>								
<b>Crosswalks at Controlled Crossings</b>	5	Continental Crosswalk per City Standard Plan.  Standard width not less than 20’.	Standard white striping at intersections. Crosswalk stripes shall be a minimum of 24” in width.  Standard yellow striping shall be applied at all intersections adjacent to schools or as determined by DOT. Final determination on crosswalk color should be made by the DOT District Offices.	Standard white  Standard yellow (near schools)	BOE, DOT	Entire corridor at controlled intersections and midblock crossings	Standard	Re-apply every 5 - 10 years.

1. Alternate tree species may be identified as part of ongoing, Council Office-facilitated planning and public outreach associated with the Prop 1C Infill Infrastructure project and other concurrent projects.  
2. The Canary Island Pine tree is prevalent in the corridor; the Torrey Pine can be considered as a native alternative tree.

TABLE 3. Required Streetscape Improvements (Crenshaw Boulevard Streetscape Plan - I-10 Freeway to 79th Street)

FIGURE/ APPENDIX	KEY CHARACTERISTICS	MATERIAL (MANUFACTURER)/ PATTERN	COLOR	REQUIRED REVIEW	CORRIDOR SEGMENT	MAINTENANCE TYPE	TYPICAL MAINTENANCE
6	<ul style="list-style-type: none"> <li>Continental Crosswalk per City Standard Plan.</li> <li>Where a property's street frontage exceeds 250 linear feet and the nearest pedestrian crossings are spaced more than 300 feet apart, a midblock crosswalk should be provided or as determined by DOT.</li> <li>ADA curb ramps shall be positioned at each end of the crosswalk, with high detectable surfacing.</li> <li>If midblock crossings are signalized, audible devices shall be installed.</li> </ul>	<p>Standard white striping at intersections. Crosswalk stripes shall be a minimum of 24" in width.</p> <p>Standard yellow striping shall be applied at all intersections adjacent to schools or as determined by DOT. Final determination on crosswalk color should be made by the DOT District Offices.</p>	<p>Standard white</p> <p>Standard yellow (near schools)</p>	BOE, DOT, BSL	Entire corridor (where applicable)	Standard	Re-apply every 5 - 10 years.
	Required at all signalized intersections, including midblock crossings and median refuge islands. Must include locator tones.	City Standard	N/A	BOE, DOT	Entire corridor (where applicable)	Standard	Coordinate with review agency.
<b>SIDEWALK TREATMENTS</b>							
7	Sidewalk area includes the pedestrian and amenity zones.	N/A	N/A	BOE, BSS	Entire corridor	Standard	Coordinate with review agency.
<b>Pedestrian Zone</b>							
8	Entire sidewalk width within 25' of corner.	Colored concrete with Solar Reflectivity Index greater than 39.	Davis Colors Terra Cotta 10134 (SRI 44) concrete add mixture or approved equal	BOE	I-10 Fwy. to 39 <sup>th</sup> St, and 48 <sup>th</sup> St to 79 <sup>th</sup> St	Non-standard	Repair when damaged; clean as needed.
8	Entire sidewalk width.	Natural concrete	Natural gray concrete	BOE	I-10 Fwy. to 39 <sup>th</sup> St, and 48 <sup>th</sup> St to 79 <sup>th</sup> St	Standard	Repair when damaged; clean as needed.
8	Entire sidewalk width within 25' of corner.	30" x 30" scored colored concrete, diagonal design, with Solar Reflectivity Index greater than 39. Concrete score rows shall be 30" apart.	Davis Colors Terra Cotta 10134 (SRI 44) concrete add mixture or approved equal	BOE	39 <sup>th</sup> St to 48 <sup>th</sup> St	Non-standard	Repair when damaged; clean as needed.



TABLE 3. Required Streetscape Improvements (Crenshaw Boulevard Streetscape Plan - I-10 Freeway to 79th Street)								
	FIGURE/ APPENDIX	KEY CHARACTERISTICS	MATERIAL (MANUFACTURER)/ PATTERN	COLOR	REQUIRED REVIEW	CORRIDOR SEGMENT	MAINTENANCE TYPE	TYPICAL MAINTENANCE
<b>Sidewalk Paving - Midblock (Subarea 2)</b>	8	Entire sidewalk width	Colored concrete with Solar Reflectivity Index greater than 39.	Davis Colors Terra Cotta 10134 (SRI 44) concrete add mixture or approved equal	BOE	39 <sup>th</sup> St to 48 <sup>th</sup> St	Non-standard	Repair when damaged; clean as needed.
<b>Curb Radii</b>	9	A maximum of 25', with the exception of at Crenshaw and Slauson, maximum is 35'	Natural concrete	Natural gray concrete	BOE, DOT	Entire corridor	Standard	Coordinate with review agency.
<b>Curb Extensions</b>	10	To extend to the width of an on-street parking space.	Natural concrete	Natural gray concrete	BOE, DOT	Entire corridor, where applicable	Standard	Coordinate with review agency.
<b>Crosswalk ADA Ramp</b>	11	ADA-approved ramps with detectable warning surface. Two ramps per corner	Detectable warning surface, minimum 3' x 4' per Standard Plan S-442 series, latest approved version.	Yellow warning surface, City of LA Standard Concrete Ramp	BOE	At intersections and midblock crossings	Standard	Repair when damaged; clean as needed.
<b>Amenity Zone</b>								
<b>Street Trees</b>								
<b>Tree Well - Tree Well Cover - (Subarea 1)</b>	12	<ul style="list-style-type: none"> <li>Tree Well size 4' x 6' (see Standard Plan S-450 Series, latest approved version)</li> <li>Decomposed Granite (DG)</li> <li>Low-growing plants/mulch</li> </ul>	<ul style="list-style-type: none"> <li>Per Green Book Standards</li> <li>Drought tolerant plants</li> </ul>	<ul style="list-style-type: none"> <li>Natural</li> <li>Plant species type-variable</li> </ul>	BOE, BSS	North of 39 <sup>th</sup> St and South of 48 <sup>th</sup> St	<ul style="list-style-type: none"> <li>Standard</li> <li>Revocable permit required</li> </ul>	Repair when damaged; clean as needed.
<b>Tree Well - Tree Grate (Subarea 2)</b>	12	<ul style="list-style-type: none"> <li>Tree Well size 4' x 6' (see Standard Plan S-455 and S-601 series, latest approved version)</li> <li>30" diameter minimum tree opening</li> <li>Grates must be flush with sidewalk at grade level</li> </ul>	Metal materials; must be approved by the Department of Public Works	Black	BOE, BSS	39 <sup>th</sup> St to 48 <sup>th</sup> St (Crenshaw-Leimert Park BID area)	<ul style="list-style-type: none"> <li>Standard</li> <li>Revocable permit required</li> </ul>	Repair when damaged; clean as needed.
<b>Existing Street Trees</b>		Protect in place. Removal requires DPW approval.	N/A		BSS	Entire corridor	Standard	Prune as needed to maintain clearance (permit required).

**TABLE 3. Required Streetscape Improvements (Crenshaw Boulevard Streetscape Plan - I-10 Freeway to 79th Street)**

	FIGURE/ APPENDIX	KEY CHARACTERISTICS	MATERIAL (MANUFACTURER)/ PATTERN	COLOR		CORRIDOR SEGMENT	MAINTENANCE TYPE	TYPICAL MAINTENANCE
<b>Infill or Replacement Street Trees<sup>3</sup></b>	14 Appendices B, C	36" box (where space allows) +/- 30' on center (refer to BSS's tree spacing guideline)			BSS	Segments as follows:	Standard	5 years establishment period is required. Refer to BSS for maintenance requirements during establishment period.
	14 Appendices B, C	36" box	<ul style="list-style-type: none"> <li>• Tipuana Tipu (District Tree)</li> <li>• Catalina Ironwood (Unifying Tree)</li> <li>• Camphor (Accent Tree)</li> </ul> Pattern: Plant two (2) unifying trees and alternate with two (2) district trees; repeat. <sup>4,5</sup>		BSS	<ul style="list-style-type: none"> <li>• I-10 Freeway to 30<sup>th</sup> St.</li> </ul>	Standard	5 years establishment period is required. Refer to BSS for maintenance requirements during establishment period.
	14 Appendices B, C	36" box	<ul style="list-style-type: none"> <li>• California Sycamore (District Tree)</li> <li>• Catalina Ironwood (Unifying Tree)</li> <li>• Tipuana Tipu (Accent Tree)</li> </ul> Pattern: Plant two (2) unifying trees and alternate with two (2) district trees; repeat. <sup>4,5</sup>		BSS	<ul style="list-style-type: none"> <li>• 30<sup>th</sup> St. to Coliseum St.</li> </ul>	Standard	5 years establishment period is required. Refer to BSS for maintenance requirements during establishment period.
	14 Appendices B, C	36" box	<ul style="list-style-type: none"> <li>• Coast Live Oak (District Tree)</li> <li>• Catalina Ironwood (Unifying Tree)</li> <li>• California Sycamore (Accent Tree)</li> </ul> Pattern: Plant two (2) unifying trees and alternate with two (2) district trees; repeat. <sup>4,5</sup>		BSS	<ul style="list-style-type: none"> <li>• Coliseum St. to South of 39<sup>th</sup> St.</li> </ul>	Standard	5 years establishment period is required. Refer to BSS for maintenance requirements during establishment period.
	14 Appendices B, C	36" box (Station plaza's landscaping and trees, per Metro Plans)	<ul style="list-style-type: none"> <li>• California Sycamore (District Tree)</li> <li>• Catalina Ironwood (Unifying Tree)</li> </ul> Pattern: Plant two (2) unifying trees and alternate with two (2) district trees; repeat. <sup>4,5</sup>		BSS	<ul style="list-style-type: none"> <li>• North of MLK Jr. Blvd. to Stocker St.</li> </ul>	Standard	5 years establishment period is required. Refer to BSS for maintenance requirements during establishment period.
	14 Appendices B, C	36" box	<ul style="list-style-type: none"> <li>• Desert Museum Palo Verde (District Tree)</li> <li>• Catalina Ironwood (Unifying Tree)</li> </ul> Pattern: Plant two (2) unifying trees and alternate with two (2) district trees; repeat. <sup>4,5</sup>		BSS	<ul style="list-style-type: none"> <li>• Stocker St. to 48<sup>th</sup> St.</li> </ul>	Standard	5 years establishment period is required. Refer to BSS for maintenance requirements during establishment period.
	14 Appendices B, C	36" box (Per Metro Plans)	<ul style="list-style-type: none"> <li>• Coast Live Oak (District Tree)</li> <li>• Catalina Ironwood (Unifying Tree)</li> </ul> Pattern: Plant two (2) unifying trees and alternate with two (2) district trees; repeat. <sup>4,5</sup>		BSS	<ul style="list-style-type: none"> <li>• 48<sup>th</sup> St. to 57<sup>th</sup> St.</li> </ul>	Standard	5 years establishment period is required. Refer to BSS for maintenance requirements during establishment period.
	14 Appendices B, C	36" box	<ul style="list-style-type: none"> <li>• Desert Museum Palo Verde (District Tree)</li> <li>• Catalina Ironwood (Unifying Tree)</li> </ul> Pattern: Plant two (2) unifying trees and alternate with two (2) district trees; repeat. <sup>4,5</sup>		BSS	<ul style="list-style-type: none"> <li>• 57<sup>th</sup> St. to 79<sup>th</sup> St.</li> </ul>	Standard	5 years establishment period is required. Refer to BSS for maintenance requirements during establishment period.

3. Alternate tree species may be identified as part of ongoing, Council Office-facilitated planning and public outreach associated with the Prop 1C Infill Infrastructure project and other concurrent projects.

4. If there are limited spaces for infill trees, only infill with the unifying tree.

5. Accent trees should be placed in open spaces and in the right-of-way, as space permits, after planting the district and unifying trees. Accent trees can also be placed in plazas adjacent to the sidewalk. The recommended trees for landscaped medians are provided under Planting Along Medians on page 4-1.

TABLE 3. Required Streetscape Improvements (Crenshaw Boulevard Streetscape Plan - I-10 Freeway to 79th Street)								
	FIGURE/ APPENDIX	KEY CHARACTERISTICS	MATERIAL (MANUFACTURER)/ PATTERN	COLOR	REQUIRED REVIEW	CORRIDOR SEGMENT	MAINTENANCE TYPE	TYPICAL MAINTENANCE
<b>Irrigation System Preferred</b>		Low volume irrigation system (applicable to both street trees and other tree well plantings)	Automatic irrigation system selected by developer; see BSS's Standards	May vary	BSS	Entire corridor	Non-standard	Check monthly/repair damaged parts; adjust watering schedule seasonally.
<b>Alternative if no Revocable Permit, Maintenance Agreement or Assessment District</b>		Weekly watering (not applicable to tree well planting which requires a revocable permit)	N/A	May vary		Entire corridor	N/A	5 years establishment period is required. Refer to BSS for maintenance requirements during establishment period.
<b>Street Lighting</b>								
<b>Existing Roadway Light Poles</b>		Paint existing poles		French gray	DWP, BSL	Entire corridor	Standard	Remove graffiti; repaint as needed.
<b>Bus Stop Lights</b>		In pairs at bus stops, within 20 feet of a bus stop.	King Luminaire K204 on BSL selected pole	French gray	BSL, DWP	Entire corridor	Standard	
<b>Pedestrian Lighting</b>	15	Install between existing street lighting at 30' O.C., where feasible.	<ul style="list-style-type: none"> <li>• Pedestrian Scale = Fluted Upright with Ornate Luminaire Fixture Height = 15'</li> </ul>	French gray	BSL, DWP	<ul style="list-style-type: none"> <li>• I-10 Fwy. to Coliseum St. and MLK Jr. Blvd. to 79th St.</li> </ul>	Standard	By BSL (funded by assessment requires approval of Prop. 218 Assessment by 50% of property owners (prorated by benefit).
<b>Residential Street Lighting</b>	15	Install between existing street lighting at 30' O.C., where feasible.	<ul style="list-style-type: none"> <li>• Residential Scale = UM 1906 Ornamental Fluted Fixture Height = 22' - 25'</li> </ul>	Black	BSL, DWP	<ul style="list-style-type: none"> <li>• Coliseum St. to MLK Jr. Blvd.</li> </ul>	Standard	By BSL (funded by assessment requires approval of Prop. 218 Assessment by 50% of property owners (prorated by benefit).
<b>Street Scale Lighting</b>	15	Install between existing street lighting at 30' O.C., where feasible.	<ul style="list-style-type: none"> <li>• Street Scale = Davit Fixture Height = 40'</li> </ul>	French gray	BSL, DWP	<ul style="list-style-type: none"> <li>• Entire corridor</li> </ul>	Standard	By BSL (funded by assessment requires approval of Prop. 218 Assessment by 50% of property owners (prorated by benefit).

**TABLE 3. Required Streetscape Improvements (Crenshaw Boulevard Streetscape Plan - I-10 Freeway to 79th Street)**

	FIGURE/ APPENDIX	KEY CHARACTERISTICS	MATERIAL (MANUFACTURER)/ PATTERN	COLOR	REQUIRED REVIEW	CORRIDOR SEGMENT	MAINTENANCE TYPE	TYPICAL MAINTENANCE
<b>Street Furniture<sup>6</sup></b>								
<b>Bus Shelter</b>	16	At limited locations. Minimum 26" clearance must be provided between the curb and the shelter. Minimum 5' x 8' loading and unloading area must be provided next to the shelter.	Style: Pacific Collection or approved equal from the City Coordinated Street Furniture Program	Silver	BSS	At major bus stops along entire corridor	Standard	By vendor's contractor.
<b>Trash Receptacle<sup>7</sup></b>	17	Placed with a bench Locations: Place near benches, at midblock.	Style: Chase Park Manufacturer: Landscape Forms or approved equal	Silver	BSS	At bus stops, corners of major intersections and midblock crosswalks along entire corridor	Non-standard	By business owner; empty as needed; remove graffiti; clean.
<b>Bench<sup>7</sup></b>	18	118" in width with a middle arm rest. Locations: At midblock, or a min. of every 300'. Minimum 5' clearance between facing benches.	Style: Neocombo Manufacturer: Landscape Forms or approved equal	Silver	BSS	At midblock, along entire corridor	Non-standard	By business owner; remove graffiti; clean.
<b>Bike Rack</b>	19	May be installed at business owner's request. See Standard Plan S-671 series, latest approved version. Locations: At intersections, transit stops, and midblock (placed in the amenity zone).	Inverted U or approved equal	Black	DOT, BOE	Entire corridor	Non-standard	Coordinate with DOT.
<b>Optional: Planters</b>		May be installed by abutting business with appropriate permits.	Architectural Pottery Legacy Series or approved equal	Terra Cotta or Red Brick	BOE, BSS	Entire corridor	Non-standard	Weed, remove/replace dead, dying or diseased plants, prune, fertilize periodically. Litter and weed removal, plant replacement, irrigation system maintenance.
<b>Optional: Bioswales</b>		Plant low-growing plants not to exceed 36" from the street pavement. Refer to Green Street Standard Plans, S-480 series, latest approved editions.	Refer to Green Street Standard Plans, S-480 series, latest approved editions.	Plant species type – variable	BOE, BSS, BOS	Voluntary (Entire corridor)	Non-standard	Weed, remove/replace dead, dying or diseased plants, prune, fertilize periodically. Litter and weed removal, plant replacement, irrigation system maintenance.

6. Any street furniture should be placed a minimum of 2 feet from the face of curb and comply with relevant spacing requirements from the DPW.

7. Applicable to areas outside of those subject to the City's Coordinated Street Furniture Program.

**Legend:**

AD = Assessment District  
 RP = Revocable Permit  
 MA = Maintenance Agreement  
 CPUC = California Public Utilities Commission

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

The following are Bureaus and Divisions with DPW:  
 BOE = Bureau of Engineering  
 BSS = Bureau of Street Services  
 BSL = Bureau of Street Lighting  
 BOS = Bureau of Sanitation

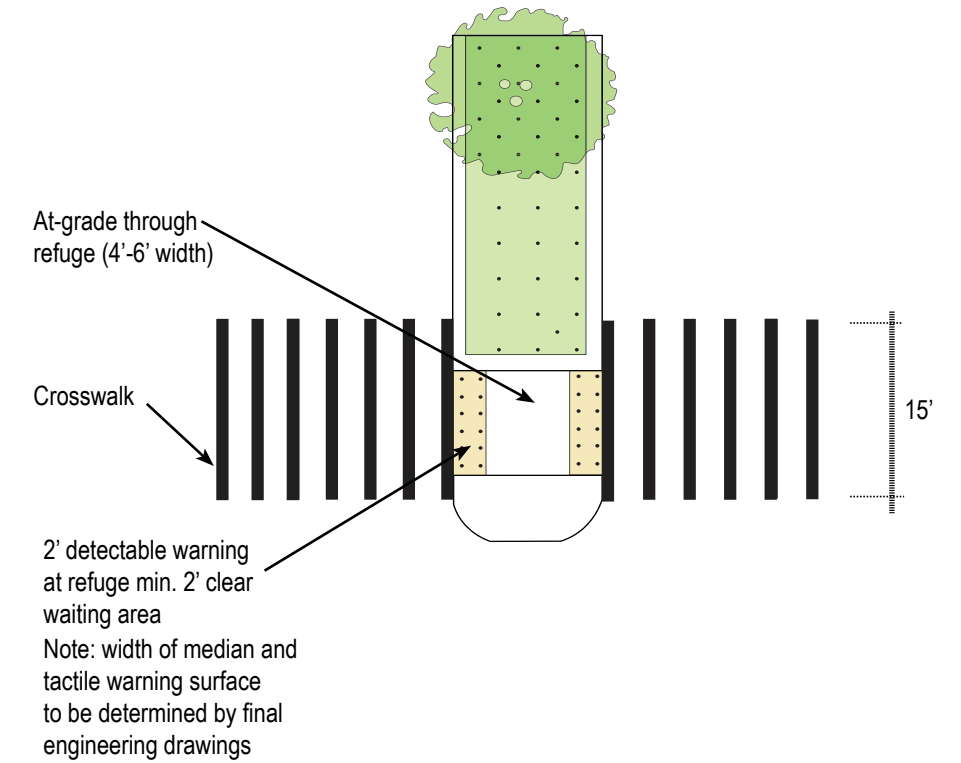


# ROADWAY TREATMENTS

## RAISED LANDSCAPED MEDIANS

Raised landscaped medians not only provide an opportunity for greening the corridor, but also to improve the safety of the street. Medians and median refuge islands can shorten the crossing distance on wide streets by allowing a place for pedestrians to wait safely in the middle of the street if they are not able to cross within one light cycle. The photo and diagram (Figure 4) show how the island can be designed with an at-grade path in the middle to ensure ADA compliance.

Figure 4. Median Refuge Islands



# ROADWAY TREATMENTS

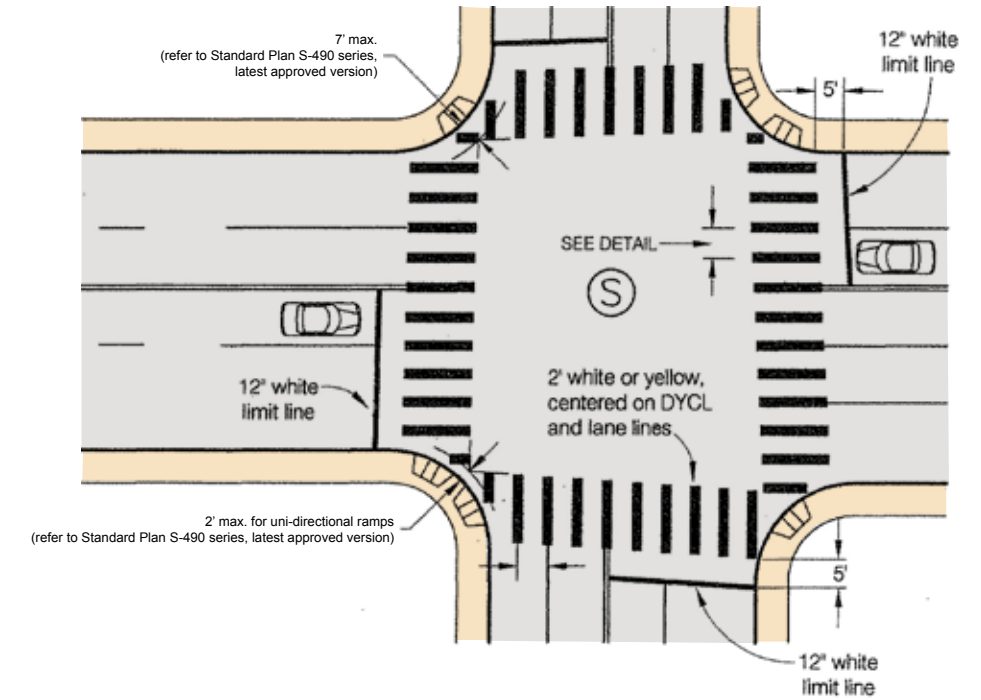
## CROSSWALKS

The Crenshaw Boulevard Streetscape Plan encourages the installation of continental crosswalks, the new City standard, at controlled and midblock crossings (see Figures 5 and 6). 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.

Figure 5. Crosswalks at Controlled Crossings



Source: Los Angeles Walks

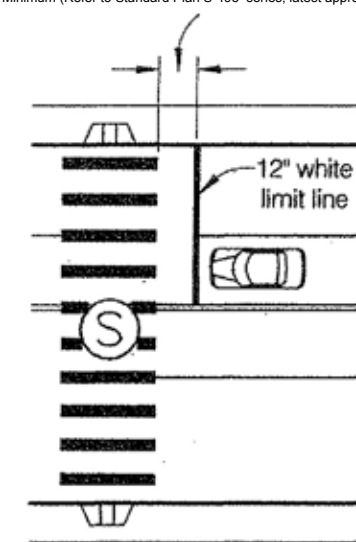


Source: LADOT

Figure 6. Midblock Crossings



5' Minimum (Refer to Standard Plan S-493 series, latest approved version)



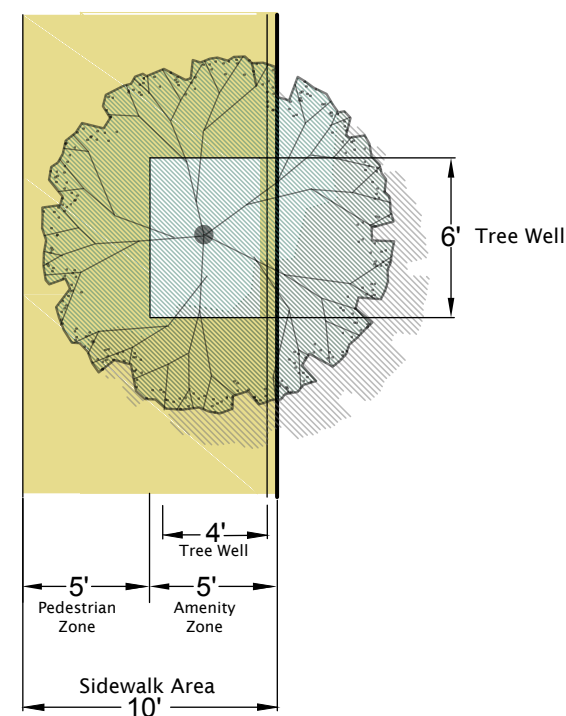
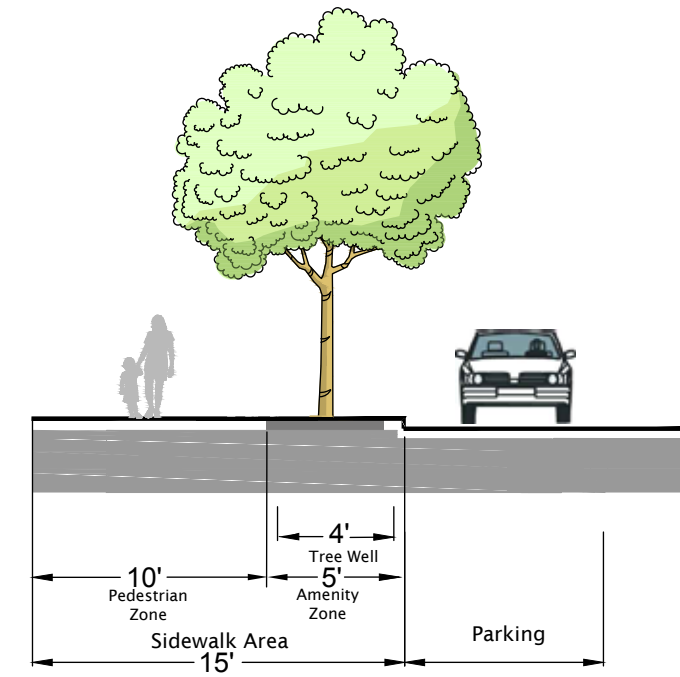
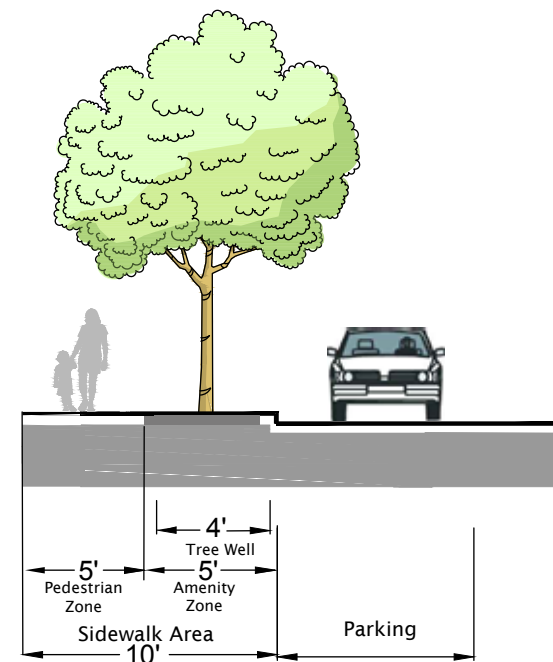
Source: LADOT

# SIDEWALK TREATMENTS

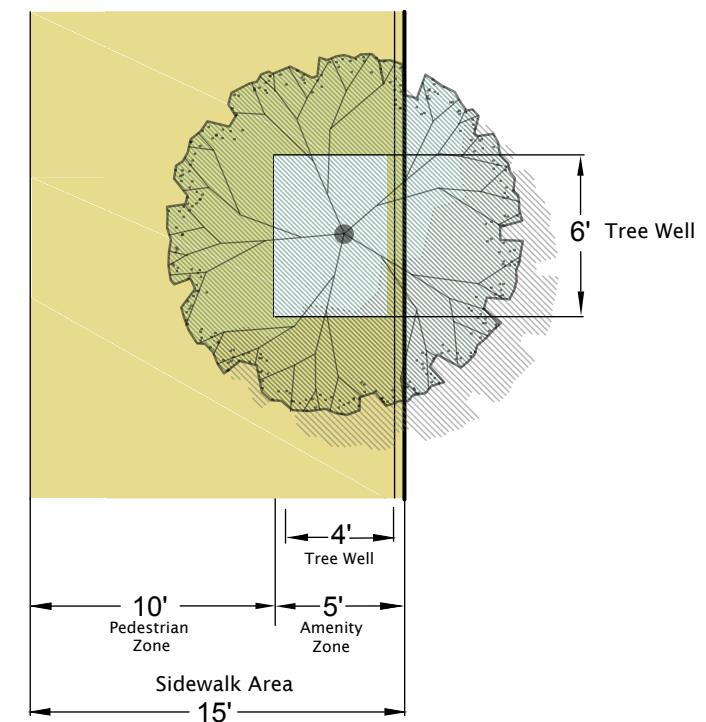
## SIDEWALK AREA

The sidewalk area is comprised of two zones: a pedestrian zone and an amenity zone. For the pedestrian zone, a minimum five foot unobstructed path of travel is required. The amenity zone includes the treewell area, street trees, the convenience strip, street lighting, and street furniture. Figure 7 illustrates 10' and 15' sidewalk areas.

Figure 7. Sidewalk Area



Tree Planting on 10' Wide Sidewalks (if feasible)



Tree Planting on 15' Wide Sidewalks (if feasible)



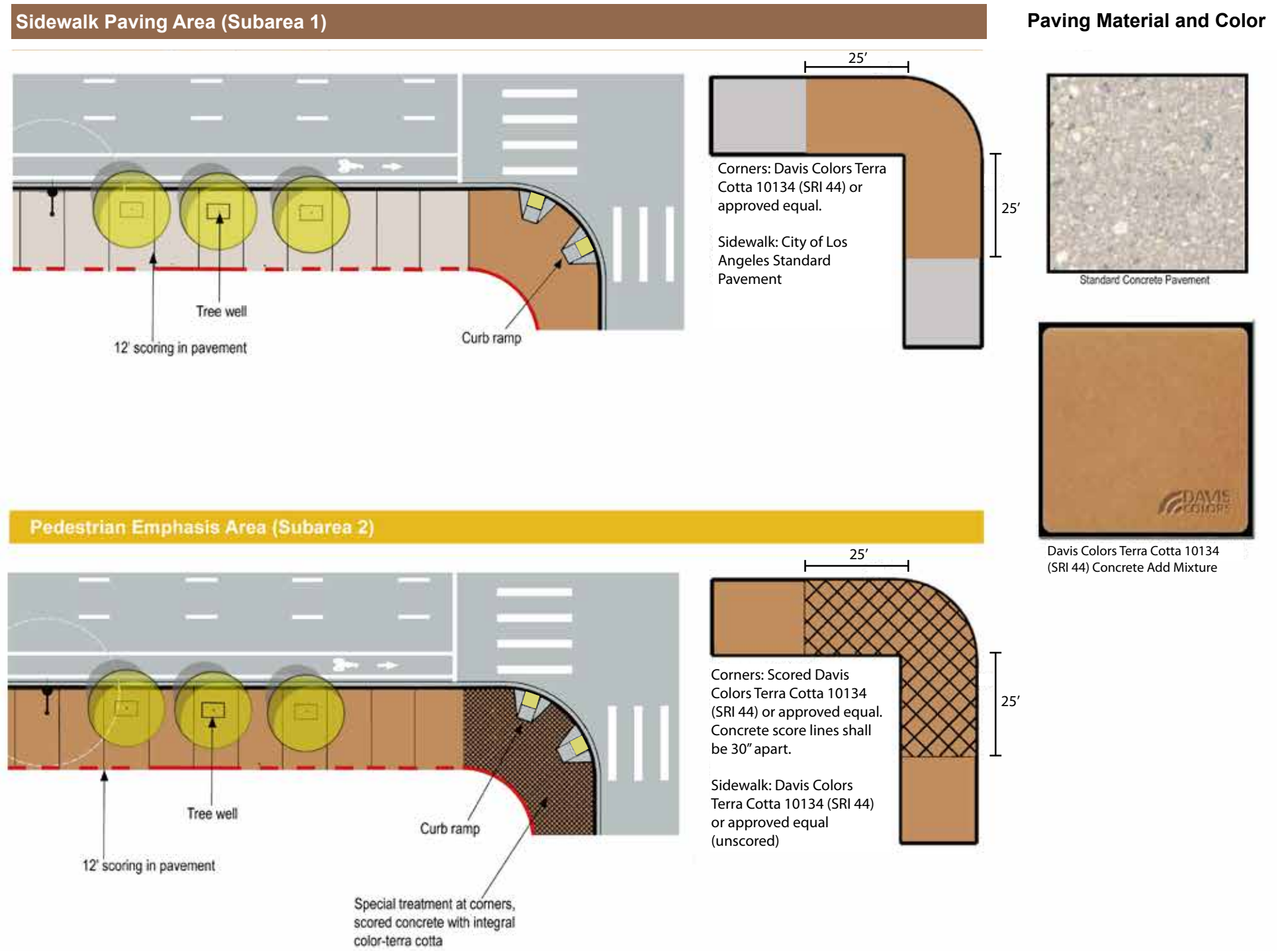
# SIDEWALK TREATMENTS

## SIDEWALK PAVING

Special sidewalk paving treatments help reinforce neighborhood identity and delineate intersections (see Figure 8). Colored concrete at the intersections throughout the corridor and continuous colored concrete with scored, colored concrete at the intersections in the Pedestrian Emphasis Area (see map below) enhance visual interest and identity.



Figure 8. Sidewalk Paving Patterns



Note: Curb Ramps shall retain City Standard concrete and yellow warning surface, per Standard Plan S-442 series latest approved version.



# SIDEWALK TREATMENTS

## CURB RADII AND CURB EXTENSIONS

The Streetscape Plan encourages reduced curb radii and curb extensions (as feasible) to improve pedestrian safety and shorten crossing distances at intersections (see Figures 9 and 10). Such techniques ensure that intersections are designed to minimize crossing distances, crossing time and the pedestrian's exposure to traffic.

Smaller curb radii 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. Curb extensions, likewise, are required where feasible to enlarge sidewalks at intersections to accommodate heavy pedestrian traffic on the corridor.

Figure 9. Curb Radii



Intersection at 2nd and Main Streets, Los Angeles

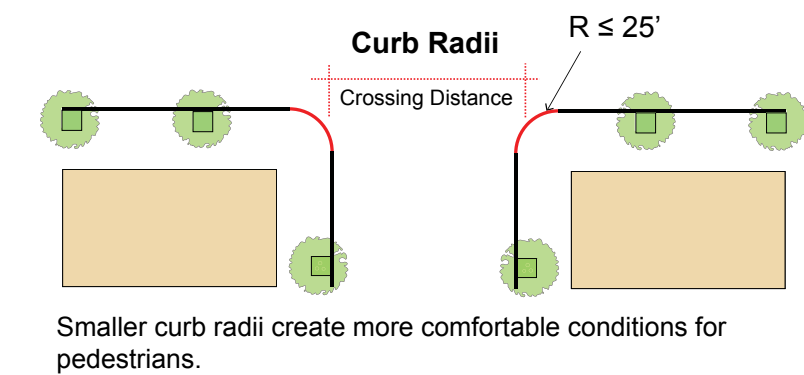
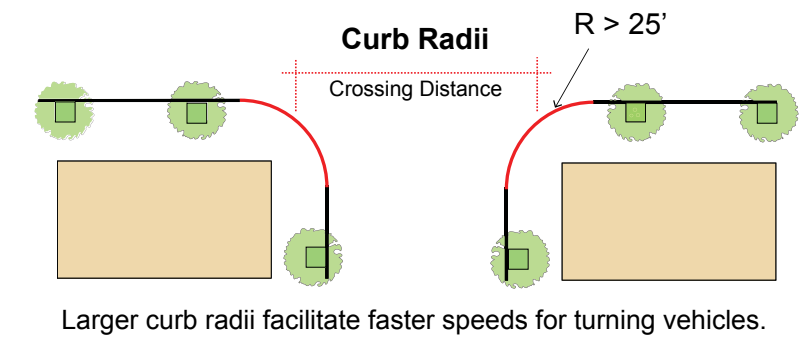
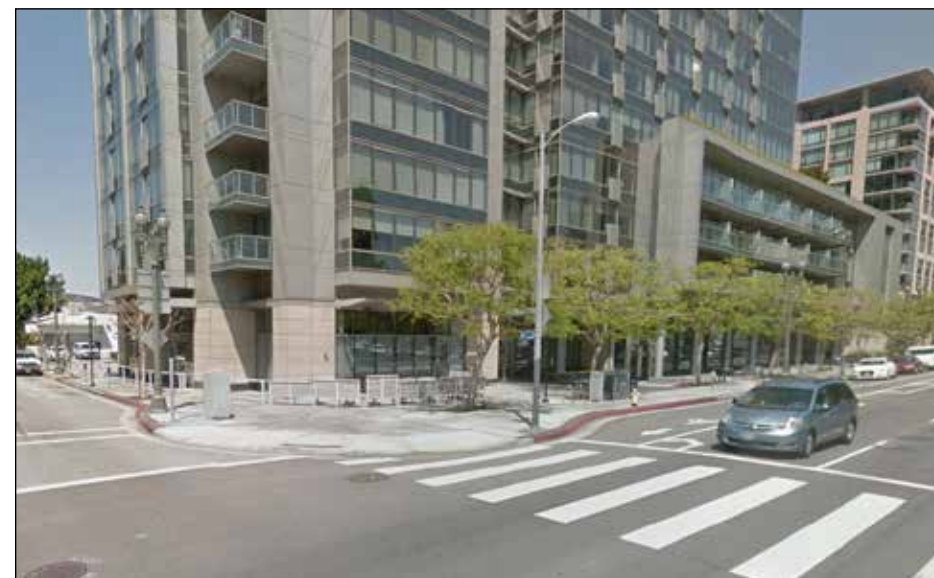
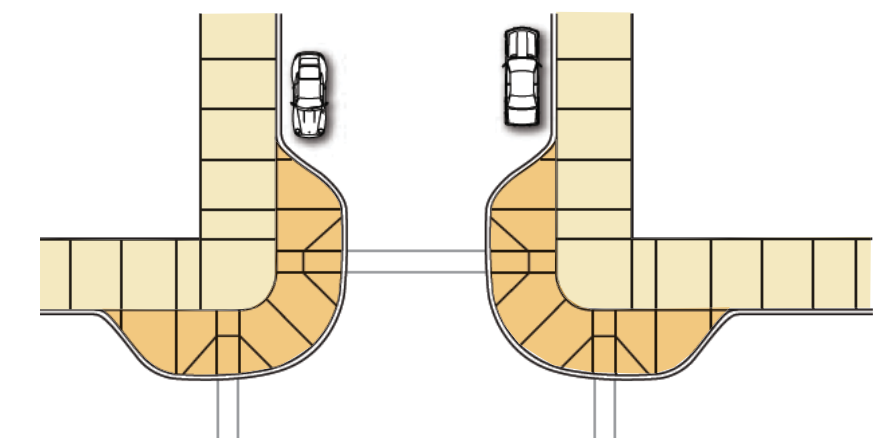


Figure 10. Curb Extensions



Intersection at Hope and 12th Streets, Los Angeles



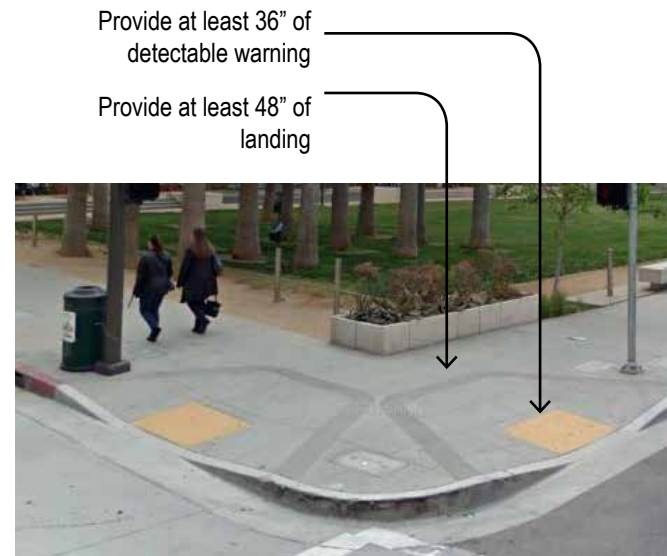
Note: Figures above are for illustrative purposes; a 45' visibility triangle is required from intersections, per BSS standards.

# SIDEWALK TREATMENTS

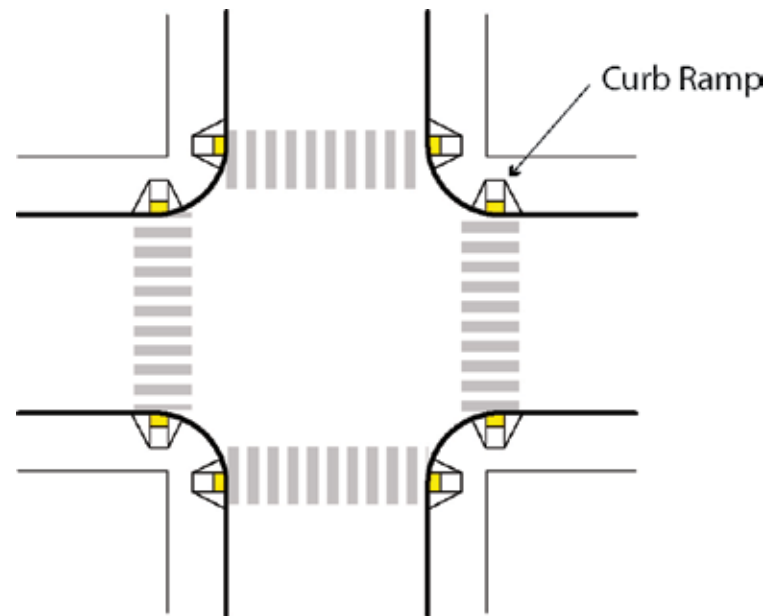
## CROSSWALK ADA RAMP

The Streetscape Plan requires two curb ramps at each corner of an intersection that is 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 and diagrams to the right (see Figure 11; refer to BOE's standard plans for curb ramps).

Figure 11. Crosswalk ADA Ramp



Source: City and County of San Francisco



Intersection at 2nd and Main Streets, Los Angeles



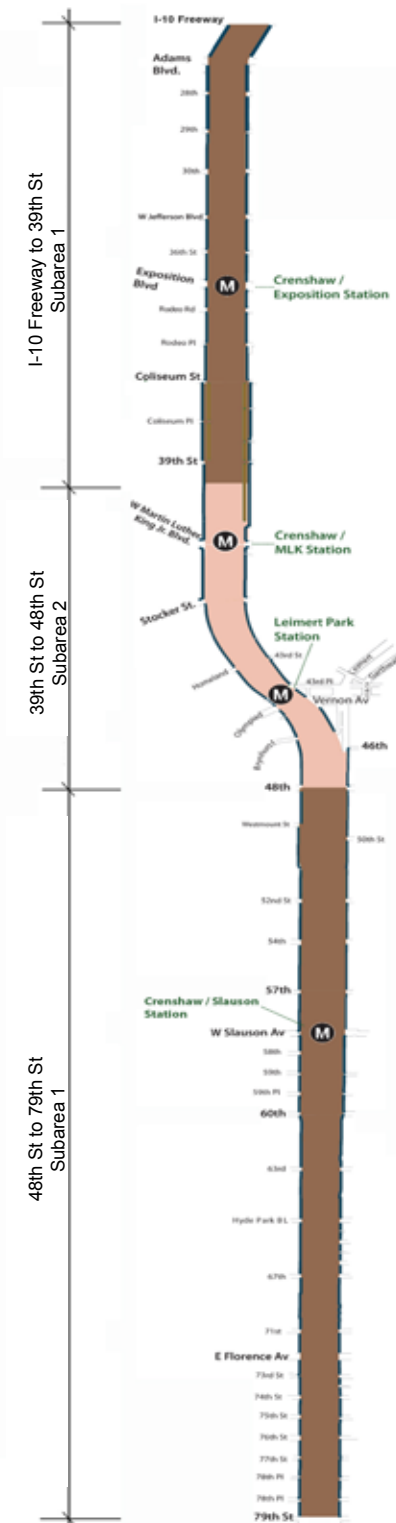
# SIDEWALK TREATMENTS

## STREET TREES

The amenity zone, a minimum of four feet in width, is the portion of the sidewalk that houses street trees, street furniture, such as benches, lighting and bicycle racks, utility boxes and other elements that are typically located in the sidewalk. The Streetscape Plan specifies requirements for the type of furniture, trees and other elements that are permitted on Crenshaw Boulevard. In addition to the requirements of Table 3, all street furniture and other design elements must also comply with relevant spacing requirements, as determined by the Department of Public Works. Refer to Figure 7 for an illustration of the amenity zone in the sidewalk area.

Tree well treatments, tree species and street lighting vary by segment. Tree well areas are either treated with decomposed granite, low growing plants or mulch, or a tree grate, depending on the segment of the corridor (see Figure 12).

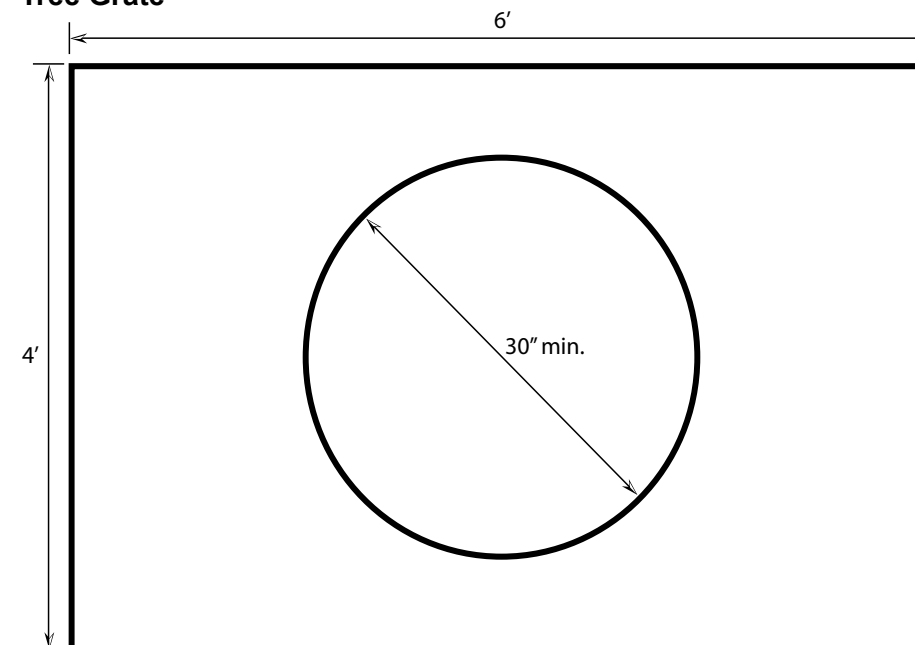
Figure 12. Tree Well



**Subarea 1**  
Decomposed Granite, Low Growing Plants or Mulch



**Subarea 2**  
Tree Grate



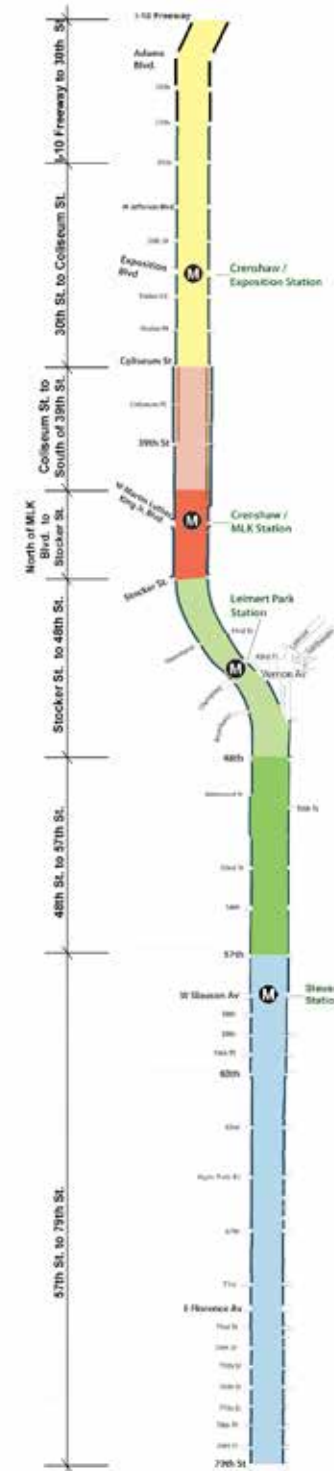
New Metal Tree Grates  
4' x 6' grates  
Minimum 30" diameter opening  
Tree grates must be approved  
by the Department of Public Works

# SIDEWALK TREATMENTS

## INFILL OR REPLACEMENT STREET TREES

Diversity of tree species throughout the corridor reinforce the identity of the distinct neighborhoods that comprise the corridor as well as 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 the corridor’s urban context. Figure 13 shows the permitted trees by segment and Table 3 further specifies the planting pattern of each segment’s multiple tree species.

Figure 13. Street Trees Palette



Tree Chart <sup>1</sup>	Crenshaw/Exposition TOD I-10 Freeway to 30th Street	Crenshaw/Exposition TOD 30th Street to Coliseum Street	Coliseum Street to South of 39th Street	Crenshaw/MLK TOD North of MLK Jr. Boulevard to Stocker Street	Leimert Park POD Stocker Street to 48th Street	48th Street to 57th Street	Crenshaw/Slauson and West Blvd TODs 57th Street to 79th Street
Camphor	A						
California Sycamore		D	A	D			
Catalina Ironwood	U	U	U	U	U	U	U
Coast Live Oak			D			D	
Desert Museum Palo Verde					D		D
Tipuana Tipu	D	A					

A = Accent Tree (to be placed in open spaces and plazas and in the right of way, as space permits)  
 D = District Tree  
 U = Unifying Corridor Tree

1. Alternate tree species may be identified as part of ongoing, Council Office-facilitated planning and public outreach associated with the Prop 1C Infill Infrastructure project and other concurrent projects.

# SIDEWALK TREATMENTS

## STREET LIGHTING

Pedestrian scale street lighting is an important addition to the palette of street furniture. Currently a variety of types and styles of street lights exist on the corridor. In addition to the standard street scale lighting, the streetscape plan selects pedestrian and residential scale light fixtures for the corridor to improve the consistency and visual quality of the corridor and to reinforce existing uses, character and scale. The goal is to ensure adequate lighting that illuminate both the roadway and the sidewalks in order to promote a safe and comfortable environment for all users of the street (see Figure 14).

Figure 14. Street Lighting





## SIDEWALK TREATMENTS

### 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 specifications for a bench, trash receptacle and bike rack that, as a supplement to the furnishings of the Coordinated Street Furniture Program, will help visually tie the corridor together, reinforce its unique identity and provide additional amenities for pedestrians and transit users.

#### Bus Shelter and Bus Bench

The preferred bus shelter, as provided through the City's Coordinated Street Furniture Program, is the Pacific Collection (see Figure 15). Bus benches should be selected from the choices found in the City's Coordinated Street Furniture Program. Bus operators should use unified bus sign posts and the bus stop area should be kept clear of unnecessary obstructions.

#### Trash Receptacle\*

The selected trash receptacle for the corridor is shown in Figure 16. The Streetscape Plan requires that it be co-located with the selected bench.

#### Bench\*

The selected bench for the corridor is shown in Figure 17. The bench was chosen for its sturdy and functional design, which includes a center armrest. Applicants are encouraged to create seating pods consisting of two benches placed perpendicular to the curb and facing each other, where they can be accommodated by the sidewalk width, with approval from the relevant bureaus of the Department of Public Works.

#### Bike Rack

When approved by the Los Angeles Department of Transportation, bike racks shall be installed where located on the Plan and as requested by a property owner. The preferred bike rack for Crenshaw Boulevard is the "Inverted U" Bike Rack - Standard Plan S-671 series, latest approved version (see Figure 18). Installation should be near the curb, outside the pedestrian path of travel, and within 50' of a building entrance. Within a bus zone, bike racks may be located where they do not interfere with bus loading and unloading areas.

\*Applicable to areas outside of those subject to the City's Coordinated Street Furniture Program.

Figure 15. Bus Shelter



City of Los Angeles Standard Pacific Collection or approved equal. Minimum 26" clearance must be provided between the curb and the shelter. Minimum 5' x 8' loading and unloading area must be provided next to the shelter.

Figure 17. Bench



Landscape Forms, Style: Neocombo or approved equal

A seating pod is encouraged where the sidewalk width permits. Minimum 5' clearance between benches.

Figure 16. Trash Receptacle



Landscape Forms, Style: Chase Park or approved equal

Figure 18. Bike Rack



City of Los Angeles Standard Plan S-671 series, latest approved version

# 5.0 ILLUSTRATIVE PLANS

Illustrative plans are prepared for six representative segments of Crenshaw Boulevard to allow stakeholders and decision makers to visualize how the proposed Streetscape Plan improvements will affect the corridor, once the Metro Crenshaw/LAX Line has been constructed. The master legend to the right includes some of the common symbols that are displayed on all of the illustrative plans. Each illustrative plan also has a tailored legend depicting the symbols that are specific to that segment of corridor.

*Note: The illustrative plans in this section reflect the existing condition of the corridor (i.e. location of existing trees, street lights, etc.) as of January 2013, the date as of which the “Crenshaw Boulevard Field Survey” was completed. The existing condition shown on the plans, consequently, does not reflect changed conditions after that time, such as: tree removals due to the California Science Center/Endeavor Space Shuttle move or early construction/utility relocation work conducted by Metro as part of the construction of the Metro Crenshaw/LAX Line - both of which have occurred subsequent to the completion of the field survey.*



*Similarly, the illustrative plans depict Metro improvements (i.e. the future condition of the street with construction of the Metro Crenshaw/LAX LRT Line) as are contemplated and shown in the latest engineering drawings provided by the Metro, as of the date of this document. Given the fact that the Crenshaw/LAX Line has been in the early stages of design during the period in which this plan was being developed, certain details about the proposed improvements are still unknown as of the publication of this Plan; such design details are the subject of ongoing coordination between the City and Metro and will continue to evolve as the design process progresses. This includes final determinations about where new curbs will be located and, consequently, the exact width of sidewalks adjacent to stations and in the at-grade segment from 48th to 60th Streets. The goal is to maximize sidewalks to the extent feasible. A navy blue dashed line and a corresponding footnote are used where applicable on the illustrative plans to indicate the areas where plans are subject to change as a result of this ongoing coordination.*

*All landscaping work to be installed shall have the review and approval and required permits from DPW.*

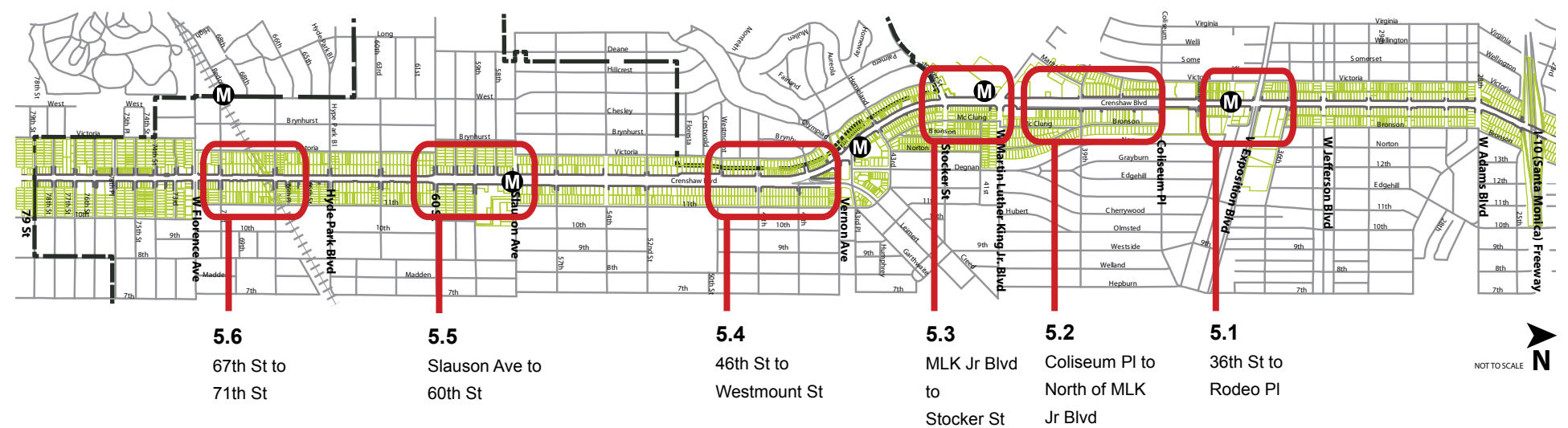
**Figure 17. Illustrative Streetscape Sections & Plans**

<b>5.1</b>	36th Street to Rodeo Place.....	pg 5-2
<b>5.2</b>	Coliseum Place to North of MLK Jr Blvd.....	pg 5-8
<b>5.3</b>	MLK Jr Blvd to Stocker Street.....	pg 5-14
<b>5.4</b>	46th Street to Westmount Street.....	pg 5-20
<b>5.5</b>	Slauson Avenue to 60th Street.....	pg 5-26
<b>5.6</b>	67th Street to 71st Street.....	pg 5-32

## MASTER LEGEND

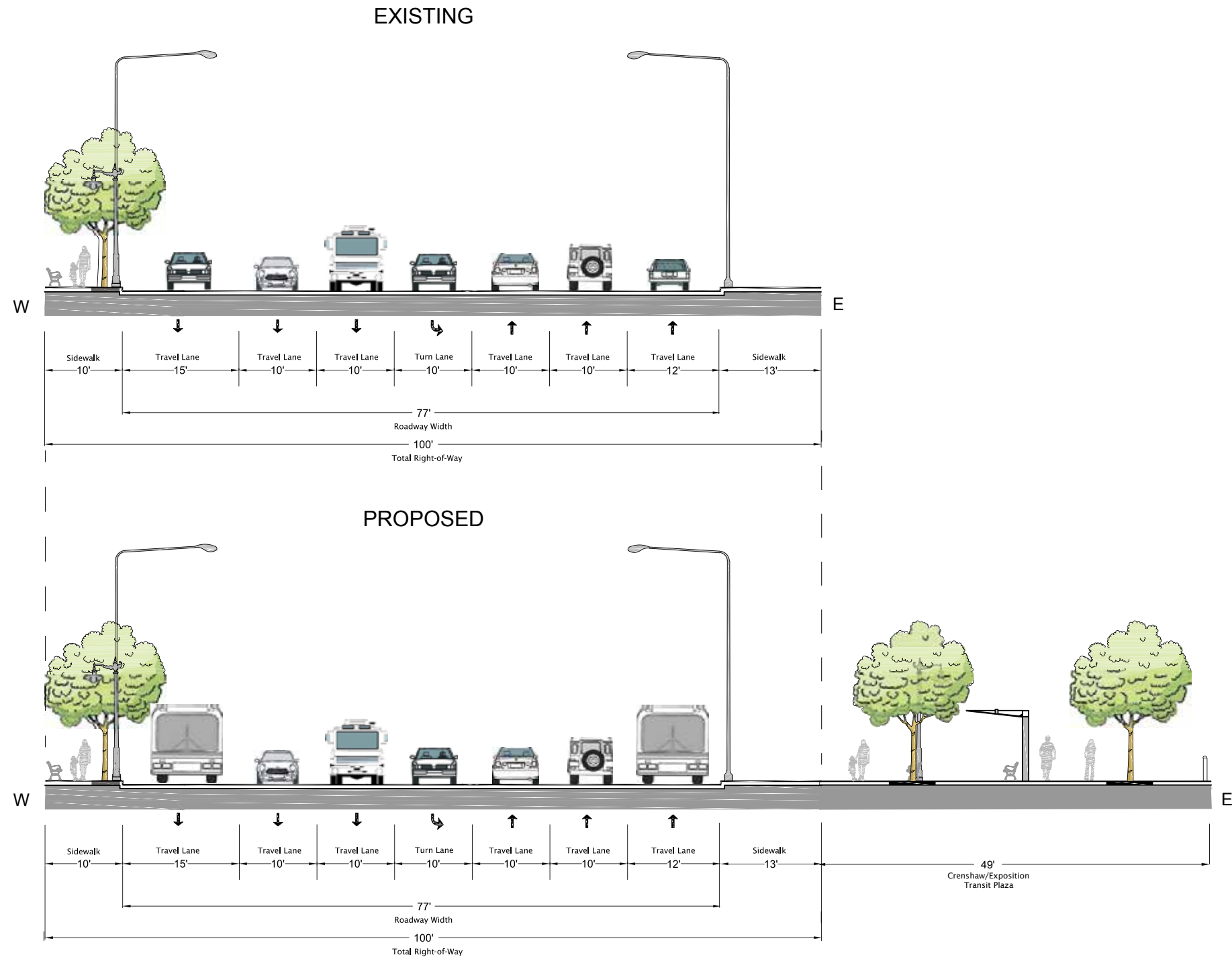
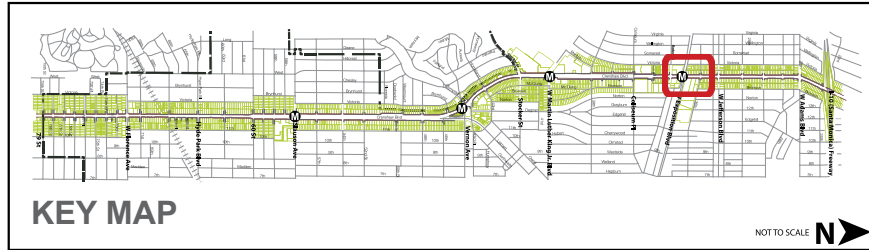
- |   |   |   |
|---|---|---|
|  Cobrahead Street Light          |  Curb Ramp                   |  Existing Pedestrian Light           |
|  Cobrahead with Pedestrian Light |  Bench (Metro Station Plaza) |  Bike Racks (Metro Station Plaza)    |
|  Double-Head Cobra Light         |  Proposed Property Line      |  Bus Shelter (Existing and Proposed) |
|  Proposed Pedestrian Light       |  Existing Property Line      |   |

### Crenshaw Boulevard (I-10 Freeway to 79th Street)



Not to scale. For illustrative purposes only.

5.1 36TH STREET TO RODEO PLACE

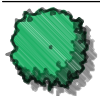











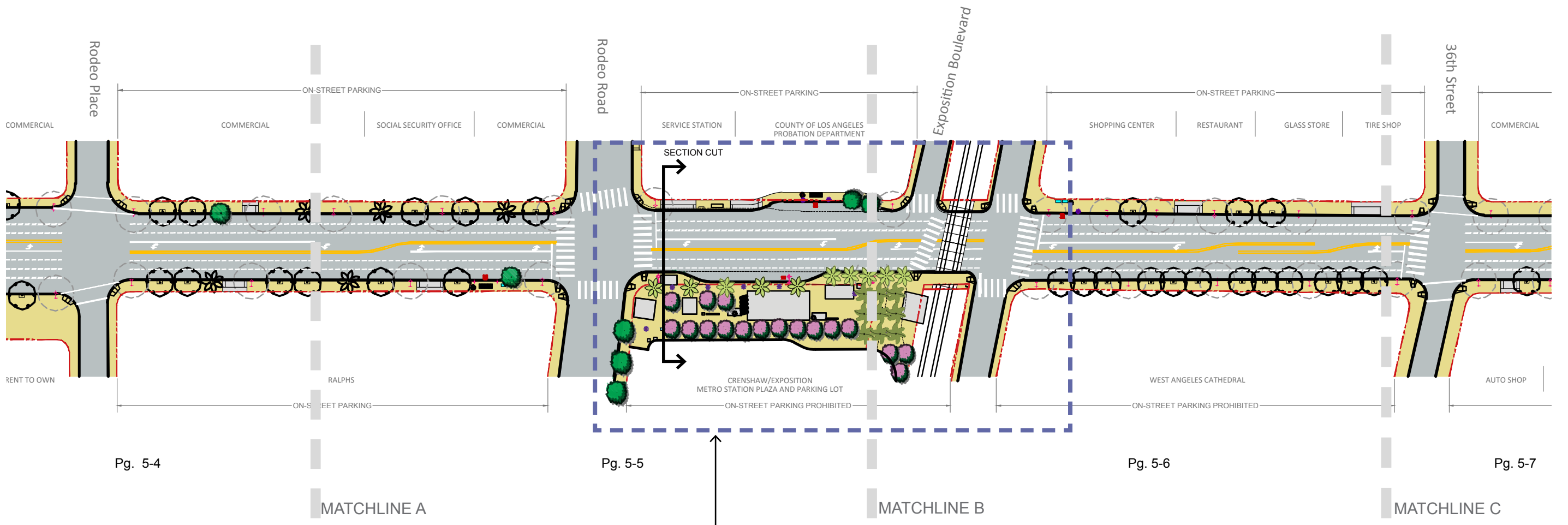
The proposed cross section may change due to the Metro Crenshaw/LAX LRT project.

Not to scale. For illustrative purposes only.



### LEGEND

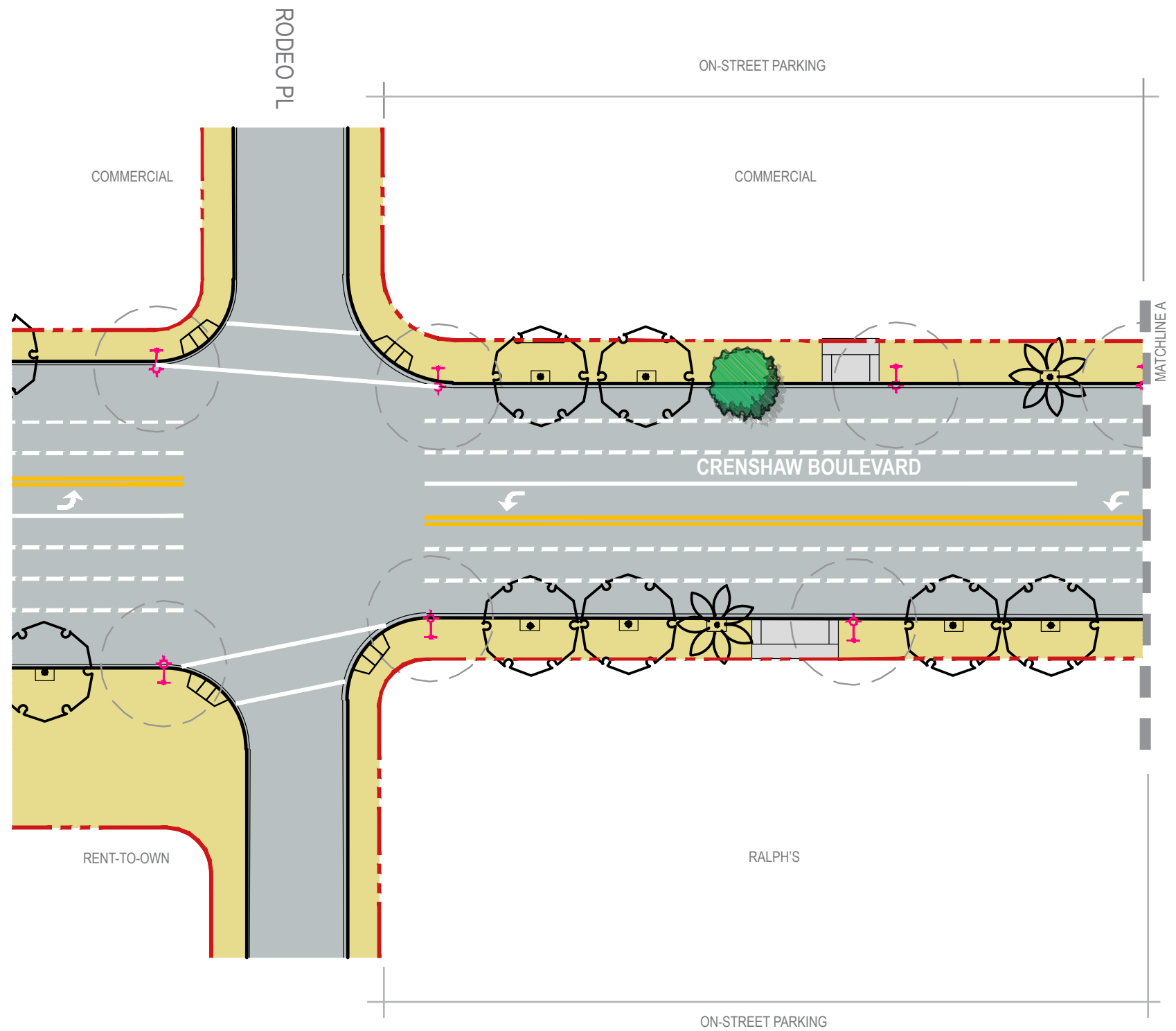
<b>PROPOSED STREET TREES</b>		<b>PLAN FEATURES</b>	
	Infill or Replacement Tree (see Table 3)		Cobrahead Street Light
<b>EXISTING STREET TREES</b>			Existing Pedestrian Light
	Street Tree		Proposed Pedestrian Light
	Palm Tree		Bus Stop
			Accessible Ramp
			Property Line
			Bus Shelter (Existing and Proposed)



This segment is affected by the Metro Crenshaw/LAX Light Rail Transit (LRT) project and is subject to change due to on-going design and engineering of the project and inter-agency coordination.

Not to scale. For illustrative purposes only.

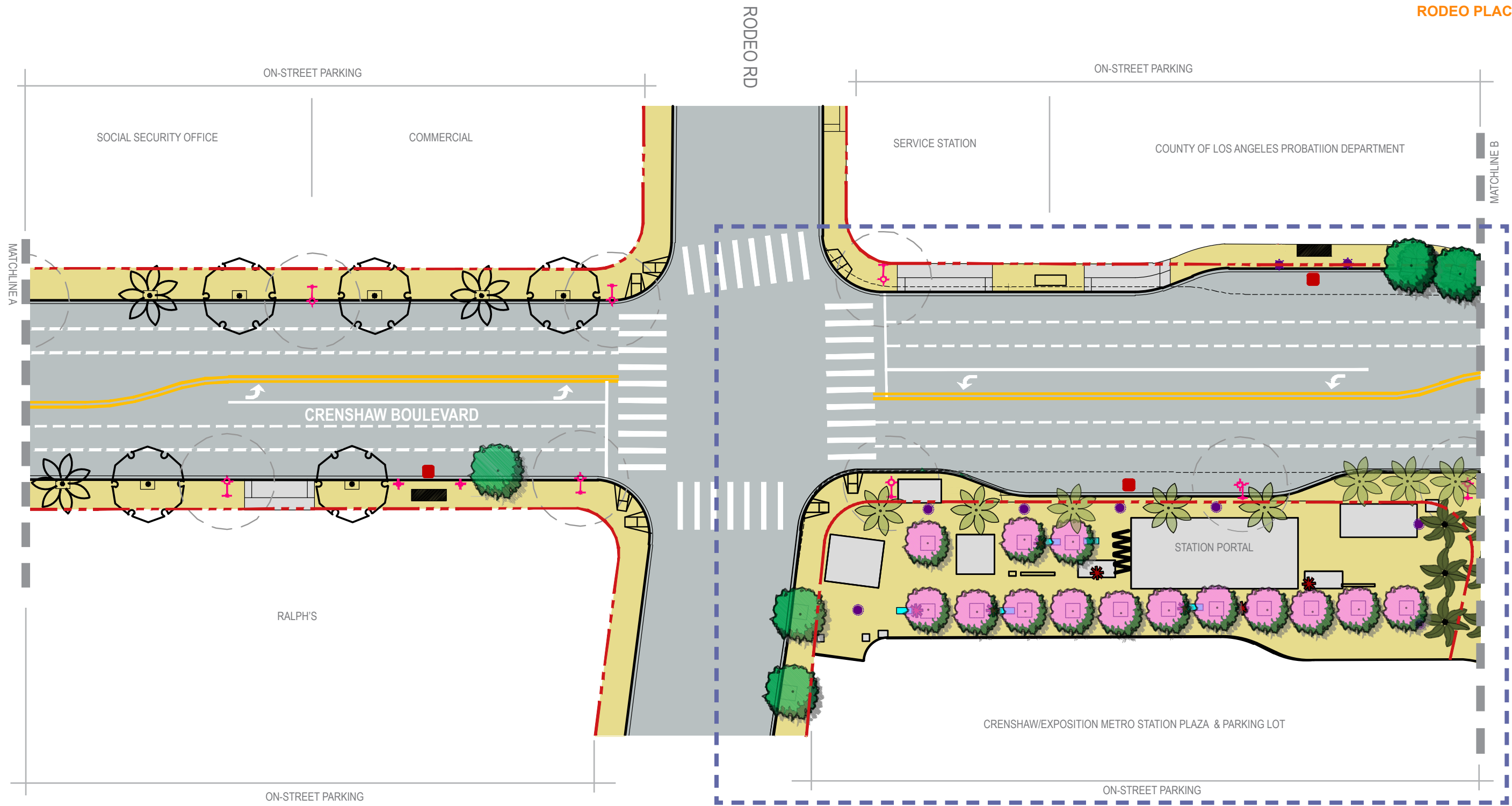




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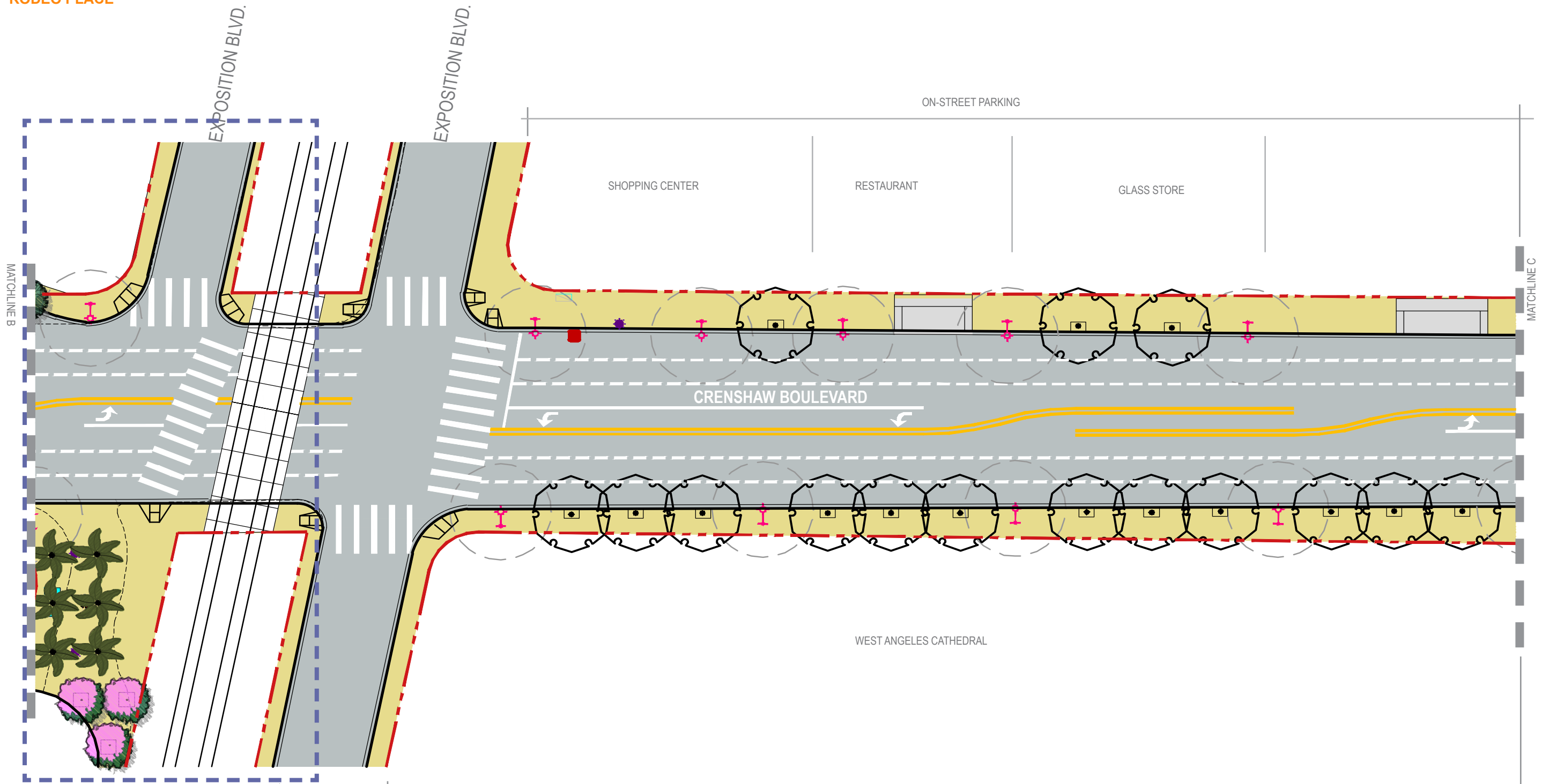




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This segment is affected by the Metro Crenshaw/LAX Light Rail Transit (LRT) project and is subject to change due to on-going design and engineering of the project and inter-agency coordination.

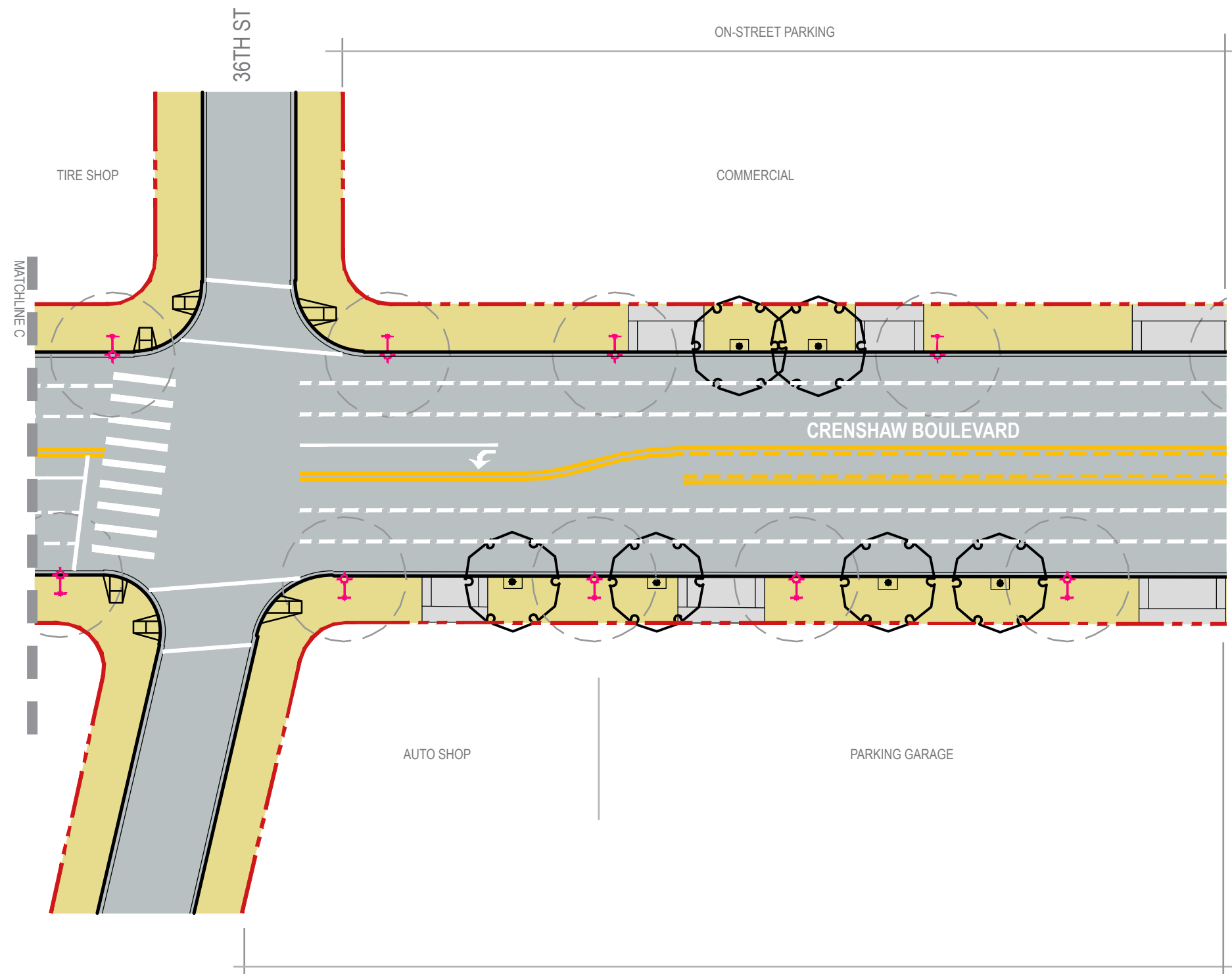




Not to scale. For illustrative purposes only.



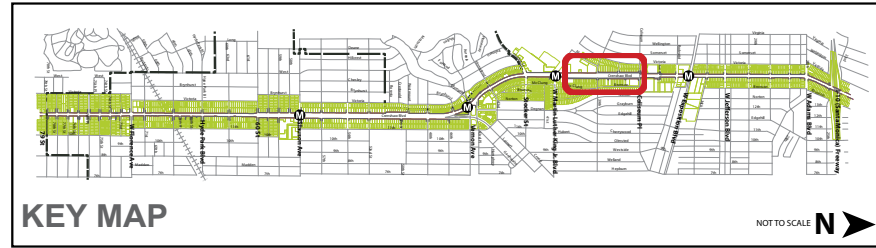
This segment is affected by the Metro Crenshaw/LAX Light Rail Transit (LRT) project and is subject to change due to on-going design and engineering of the project and inter-agency coordination.



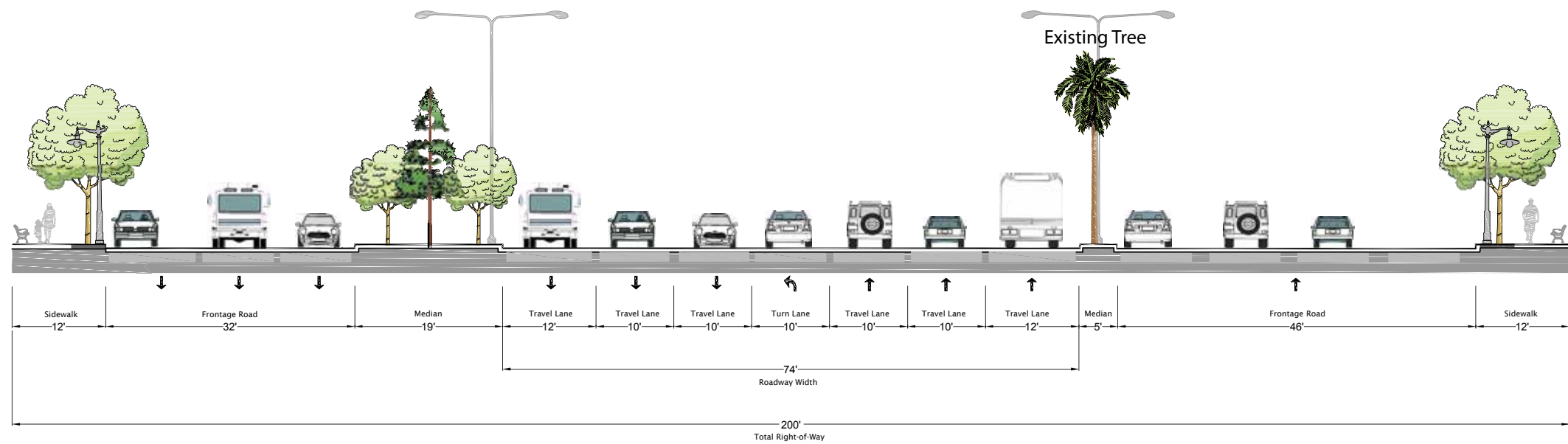
Not to scale. For illustrative purposes only.



5.2 COLISEUM PLACE TO NORTH OF MARTIN LUTHER KING JR BOULEVARD



EXISTING AND CURRENTLY PROPOSED  
(ONLY CHANGES INCLUDE ADDITION OF  
STREET TREES AND PEDESTRIAN LIGHTING WHERE FEASIBLE)

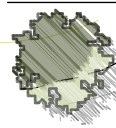










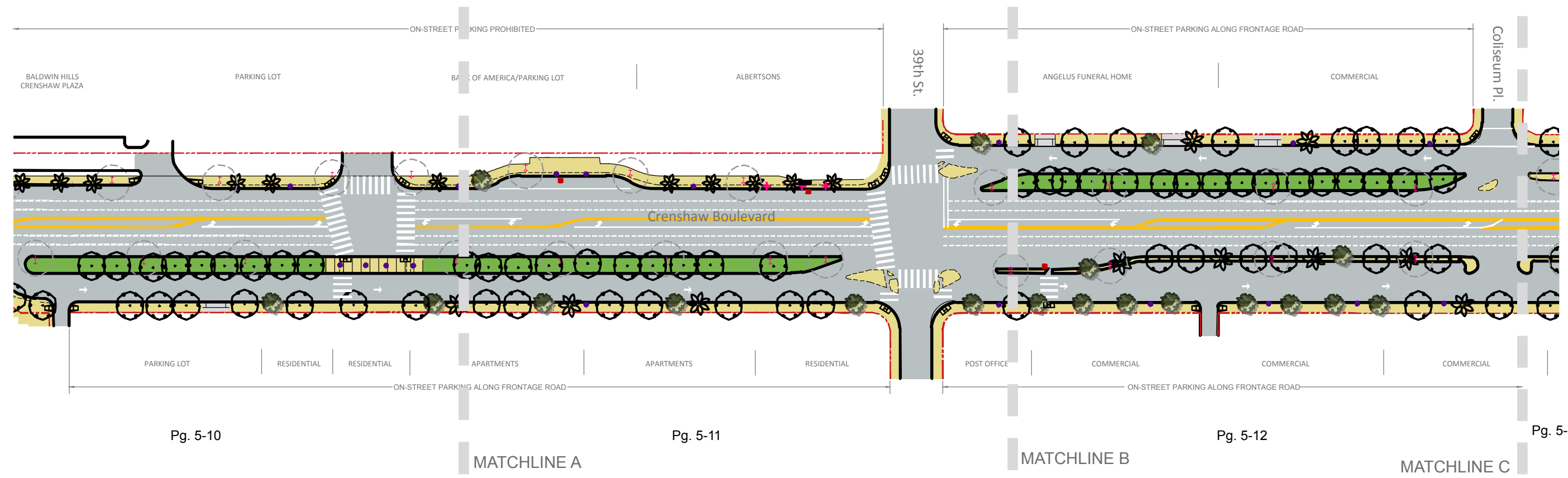
The proposed cross section may change, due to the Metro Crenshaw/LAX LRT project.

Not to scale. For illustrative purposes only.



### LEGEND

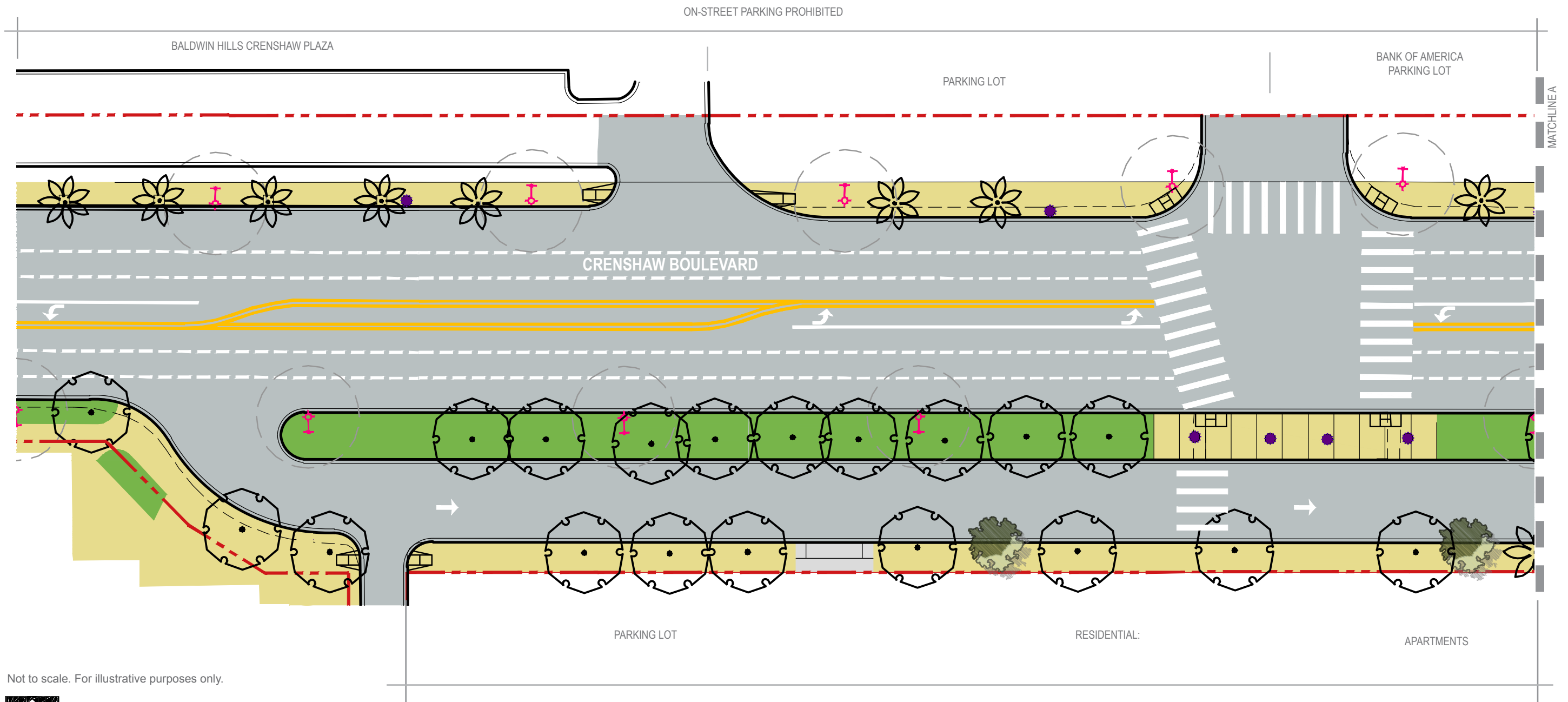
PROPOSED STREET TREES	PLAN FEATURES
 Infill or Replacement Tree (see Table 3)	 Cobrahead Street Light
	 Existing Pedestrian Light
	 Proposed Pedestrian Light
	 Bus Stop
	 Accessible Ramp
	 Property Line
EXISTING STREET TREES	
 Street Tree	
 Palm Tree	



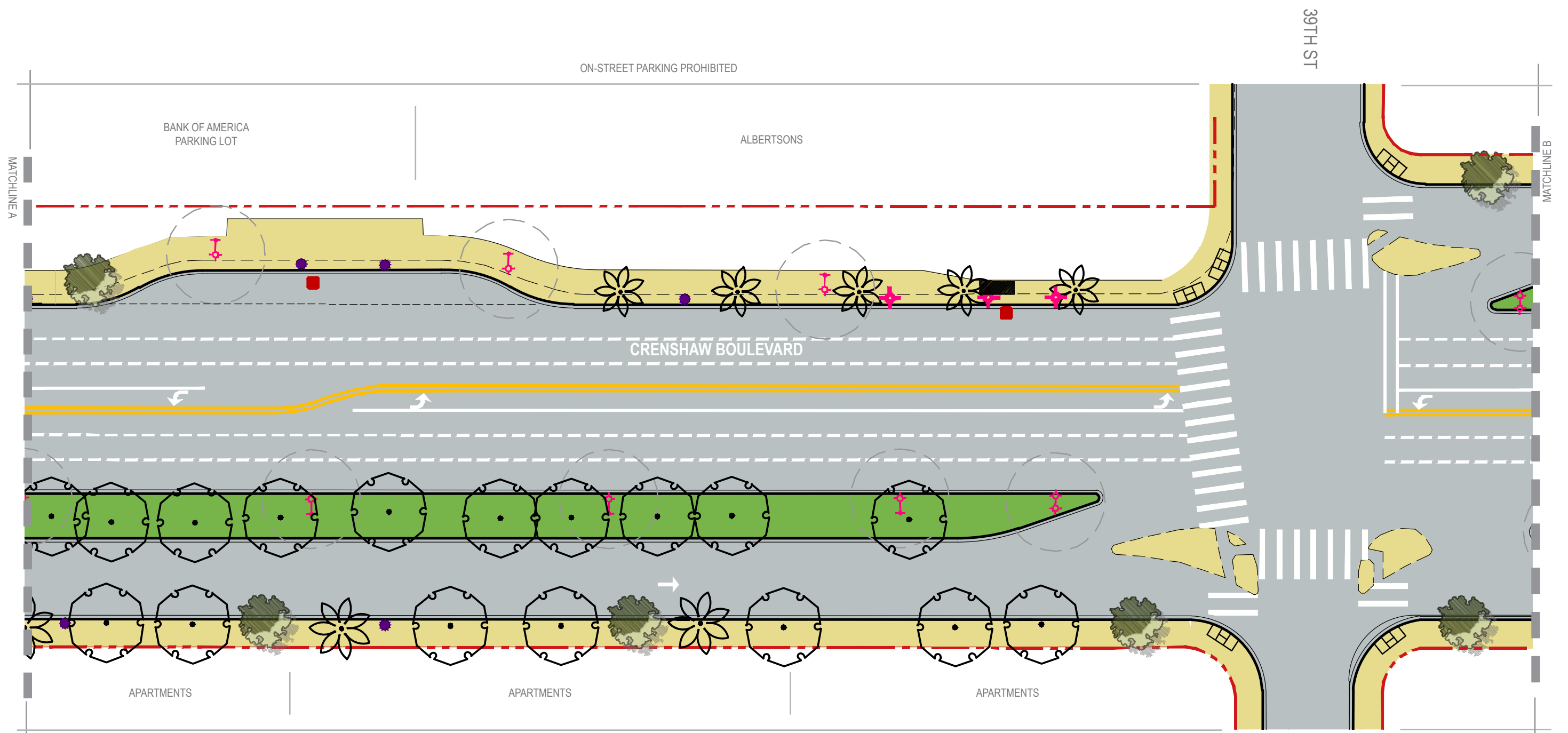
Not to scale. For illustrative purposes only.



COLISEUM PLACE TO  
NORTH OF MARTIN  
LUTHER KING JR.  
BOULEVARD



**COLISEUM PLACE TO  
NORTH OF MARTIN  
LUTHER KING JR.  
BOULEVARD**



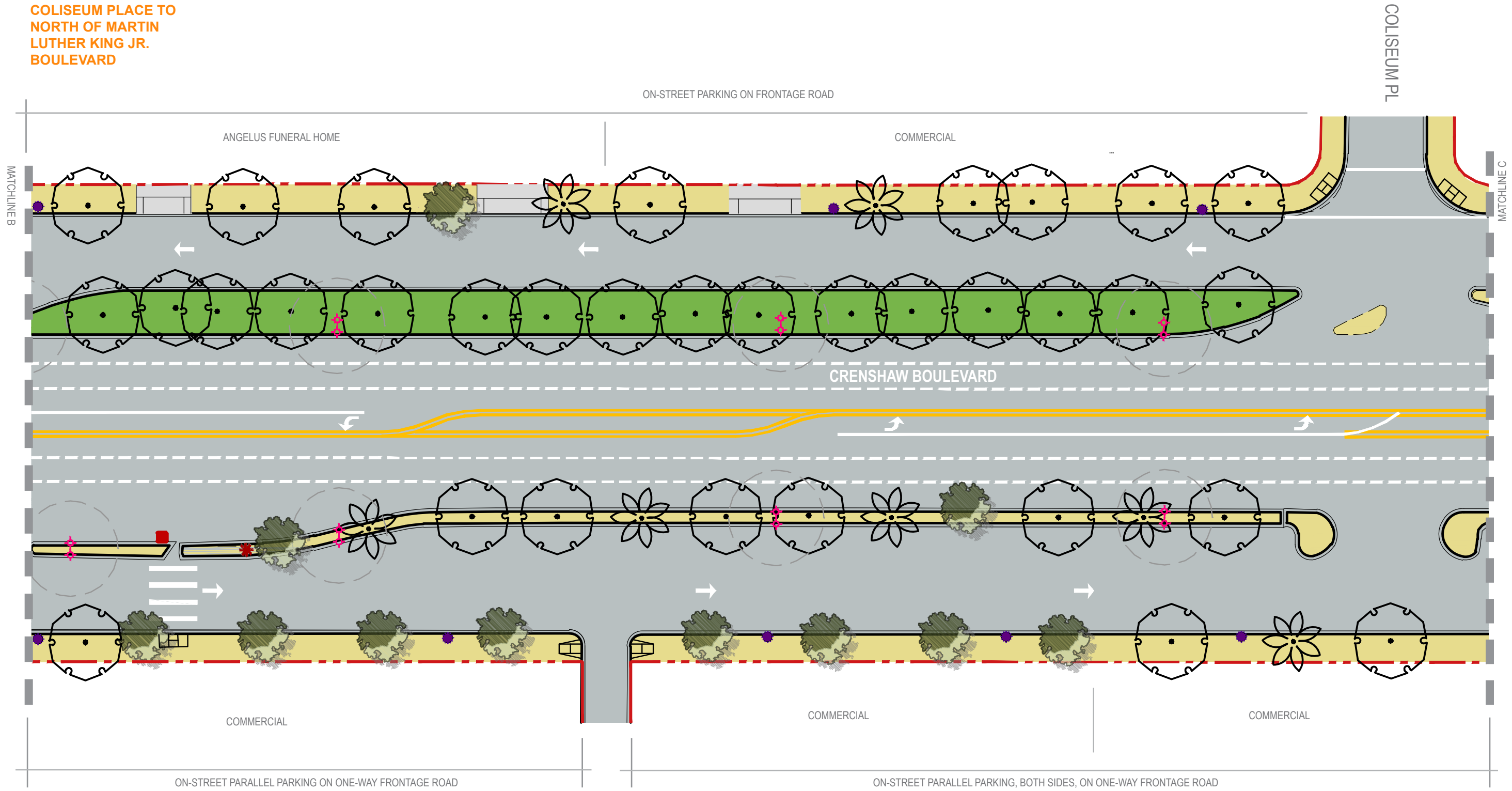
Note: In bus zones, "bus safety lights" can be installed without going through the Proposition 218 assessment process.

Not to scale. For illustrative purposes only.



5 ILLUSTRATIVE PLANS

COLISEUM PLACE TO  
NORTH OF MARTIN  
LUTHER KING JR.  
BOULEVARD

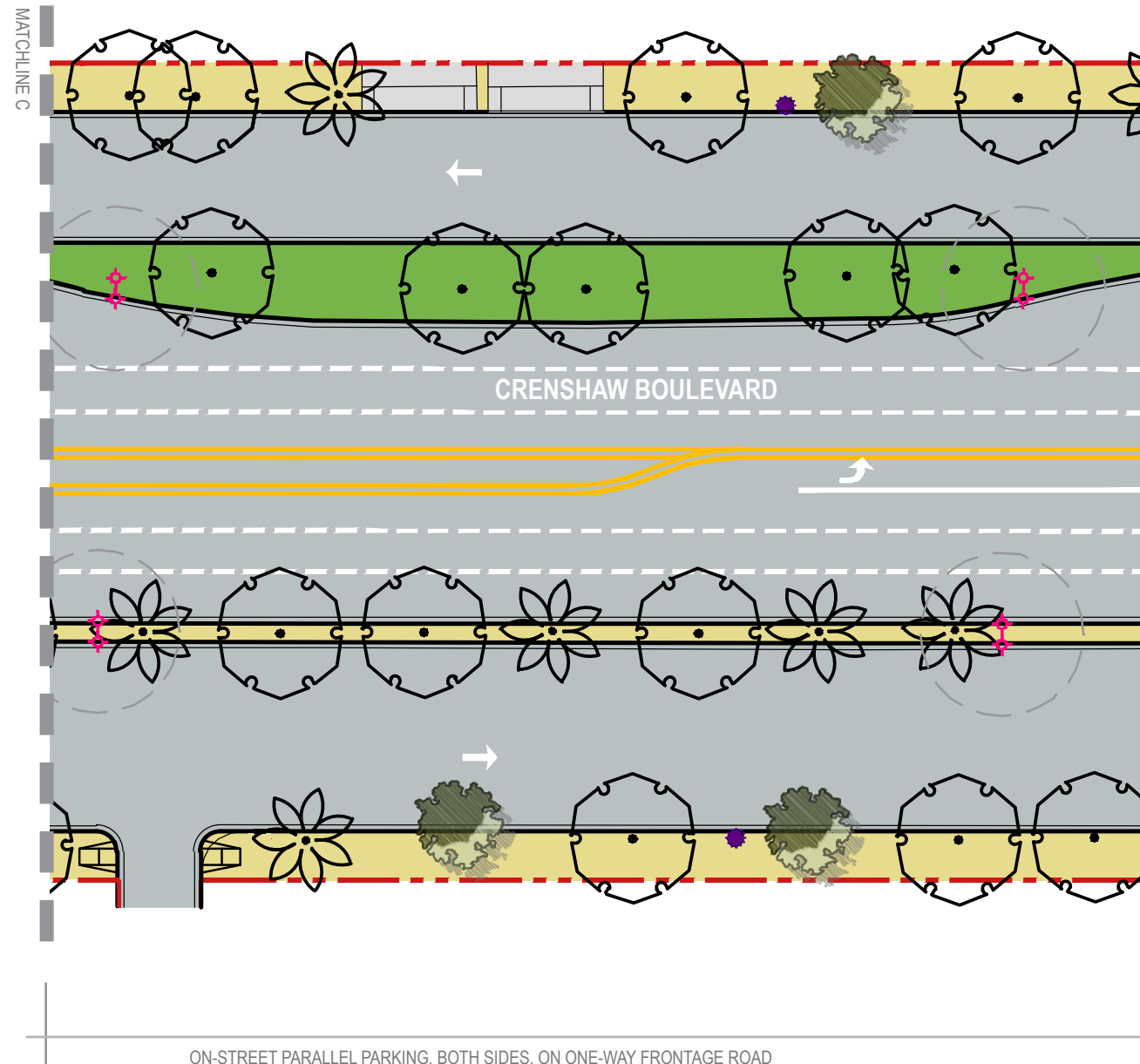


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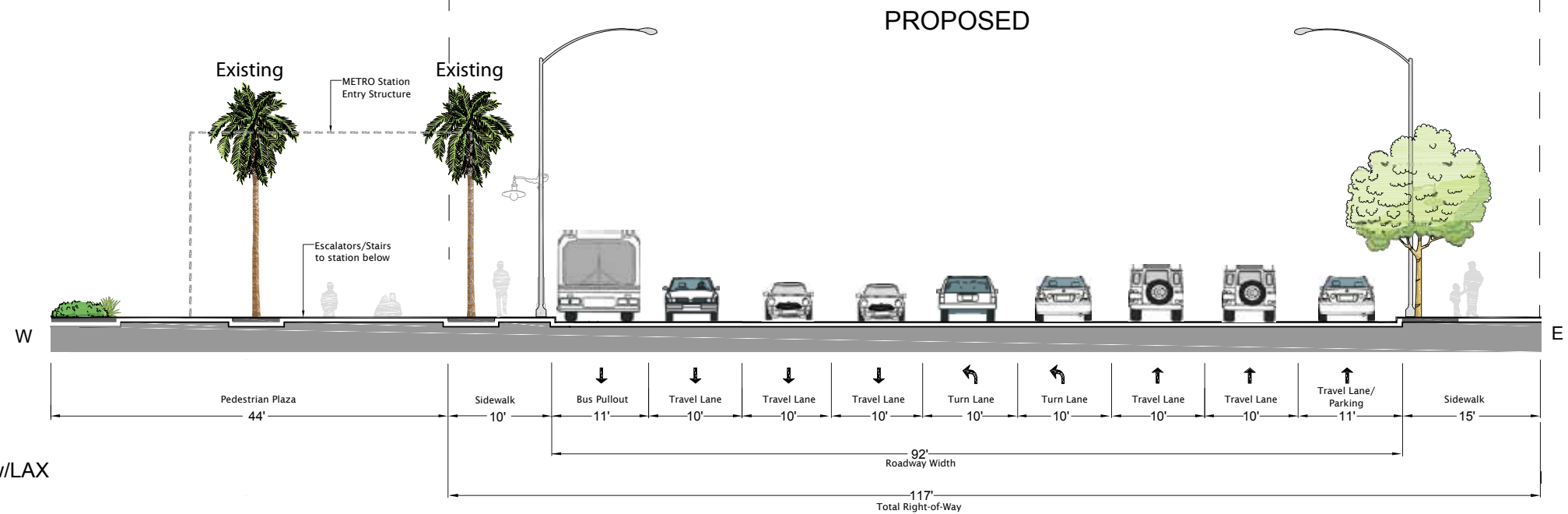
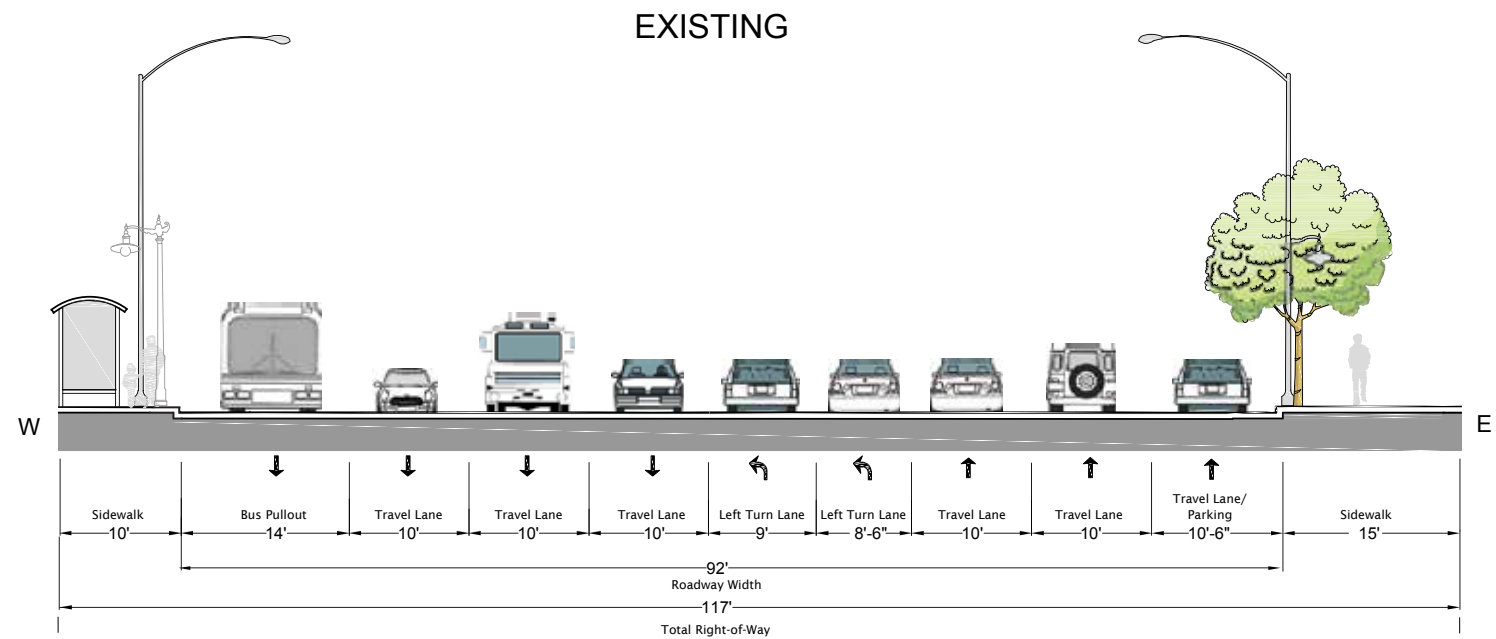
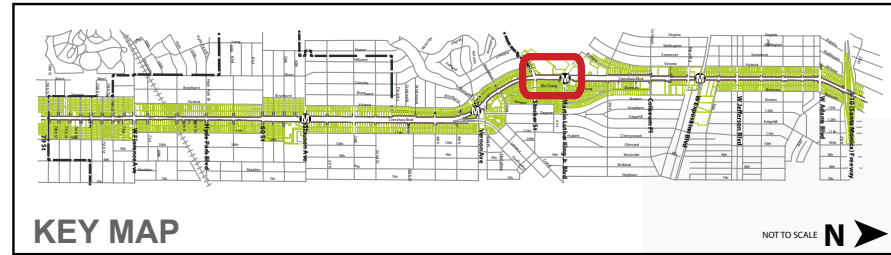
**COLISEUM PLACE TO  
NORTH OF MARTIN  
LUTHER KING JR.  
BOULEVARD**



Not to scale. For illustrative purposes only.



### 5.3 MARTIN LUTHER KING JR. BOULEVARD TO STOCKER STREET

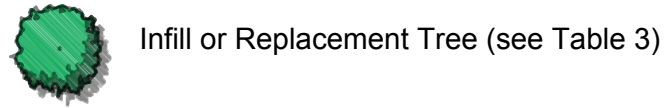


The proposed cross section may change, due to the Metro Crenshaw/LAX LRT project.

Not to scale. For illustrative purposes only.

# LEGEND

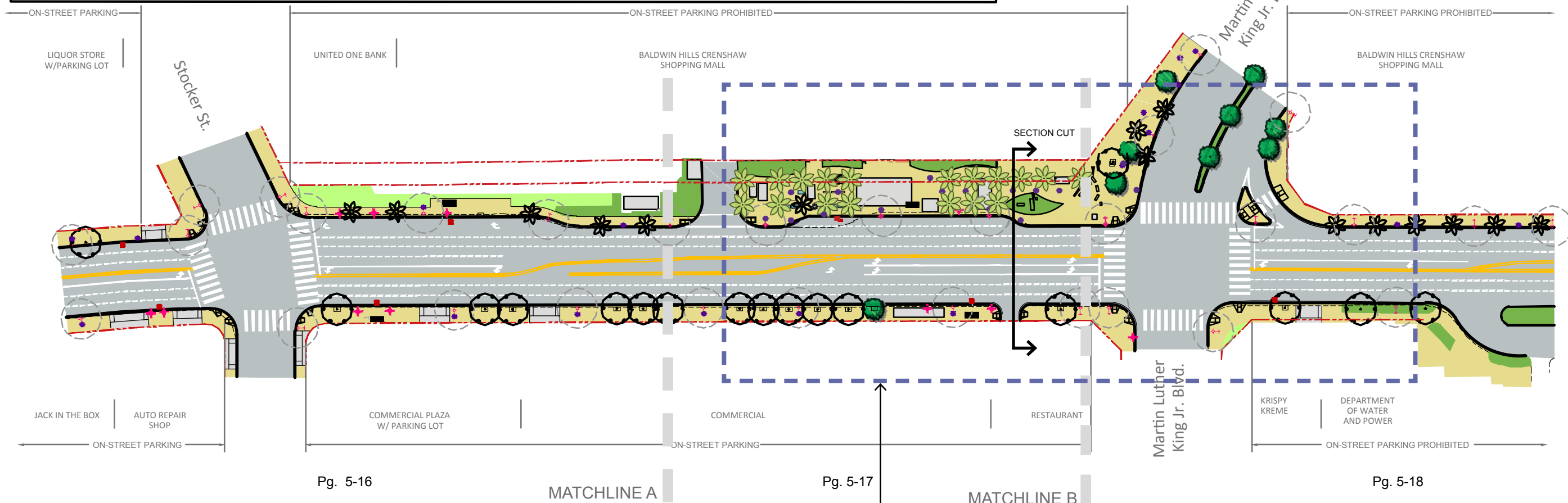
## PROPOSED STREET TREES



## EXISTING STREET TREES



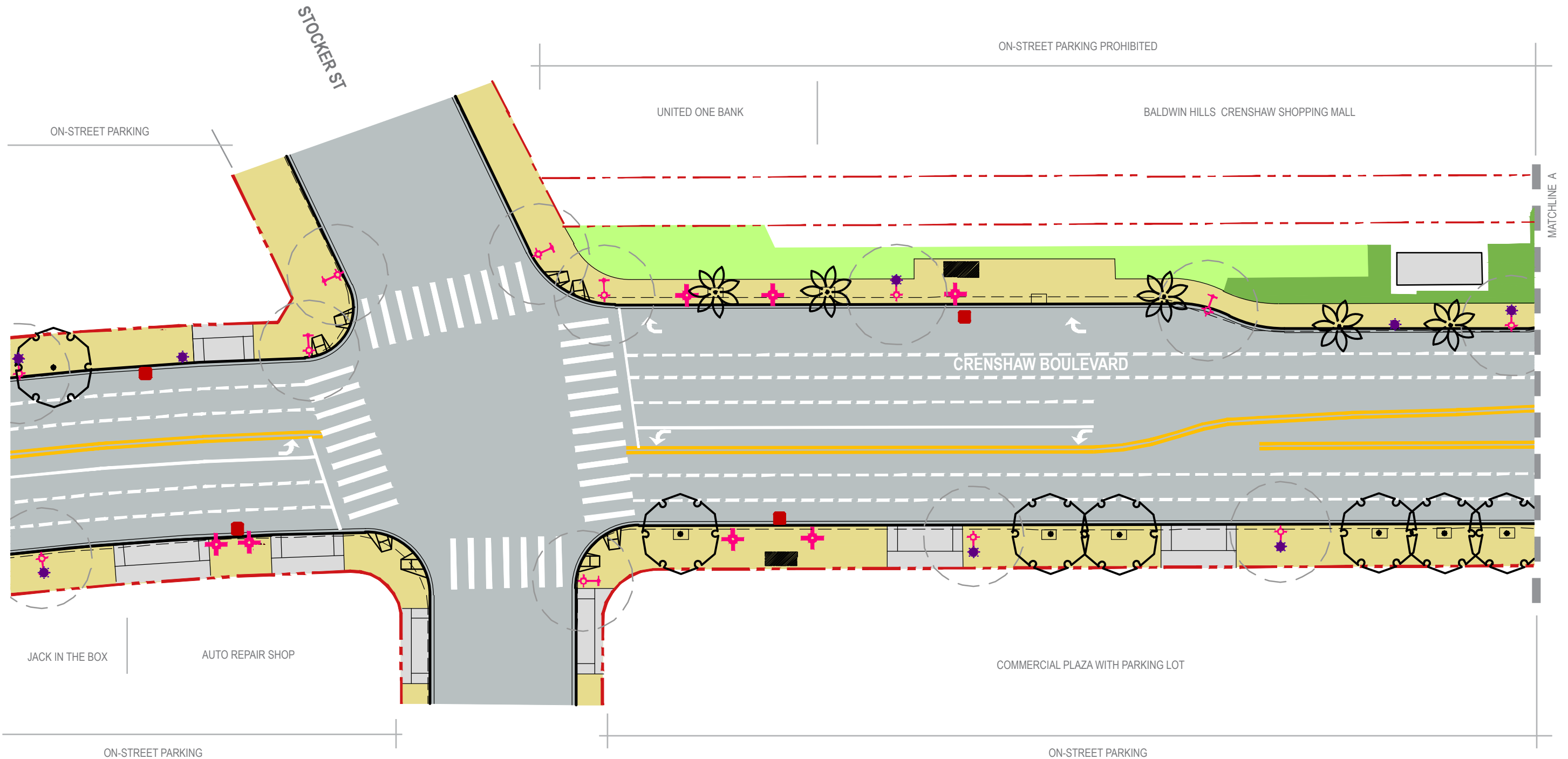
## PLAN FEATURES



This segment is affected by the Metro Crenshaw/LAX Light Rail Transit (LRT) project and is subject to change due to on-going design and engineering of the project and inter-agency coordination.

Not to scale. For illustrative purposes only.

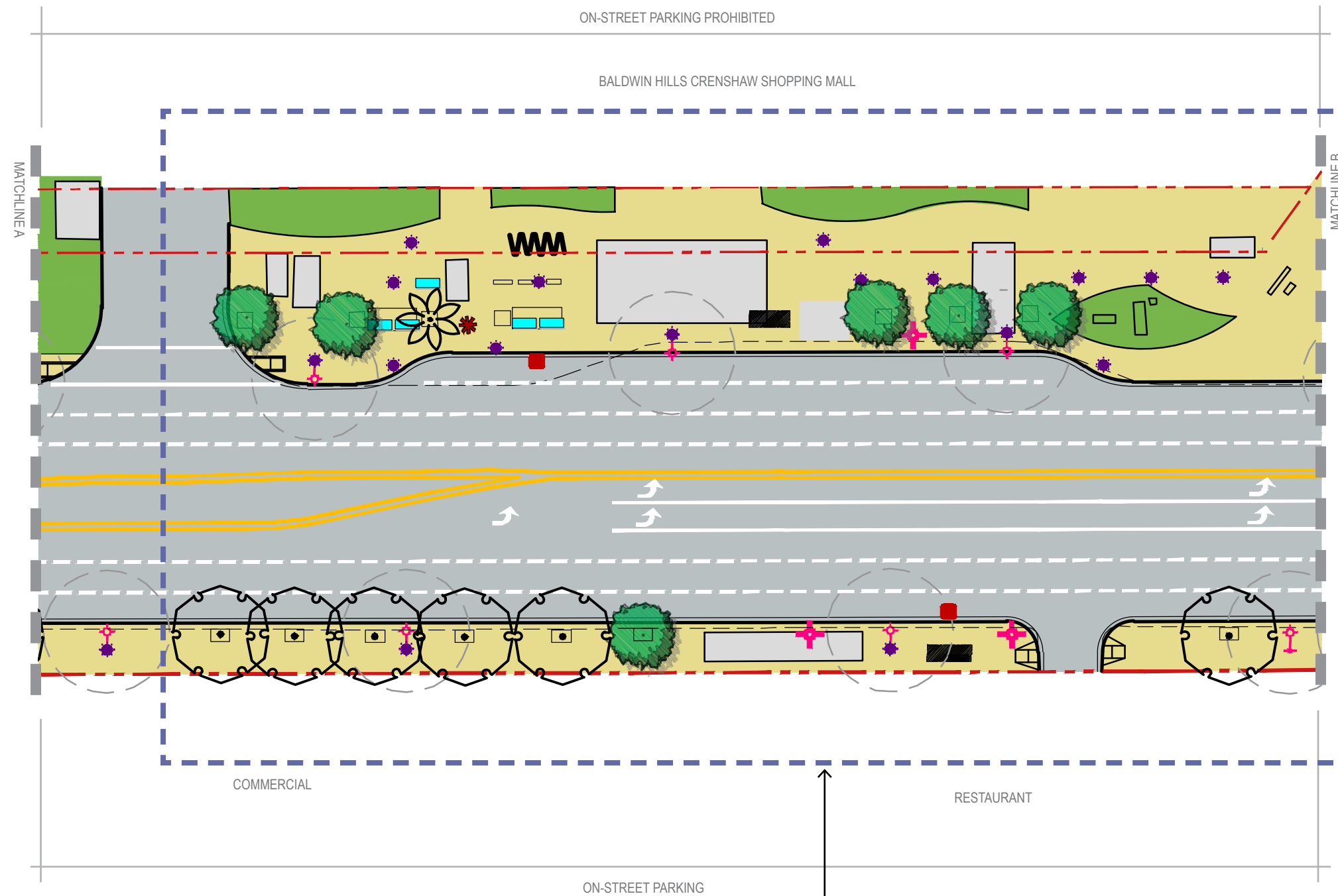
MARTIN LUTHER KING JR.  
BOULEVARD TO  
STOCKER STREET



Not to scale. For illustrative purposes only.







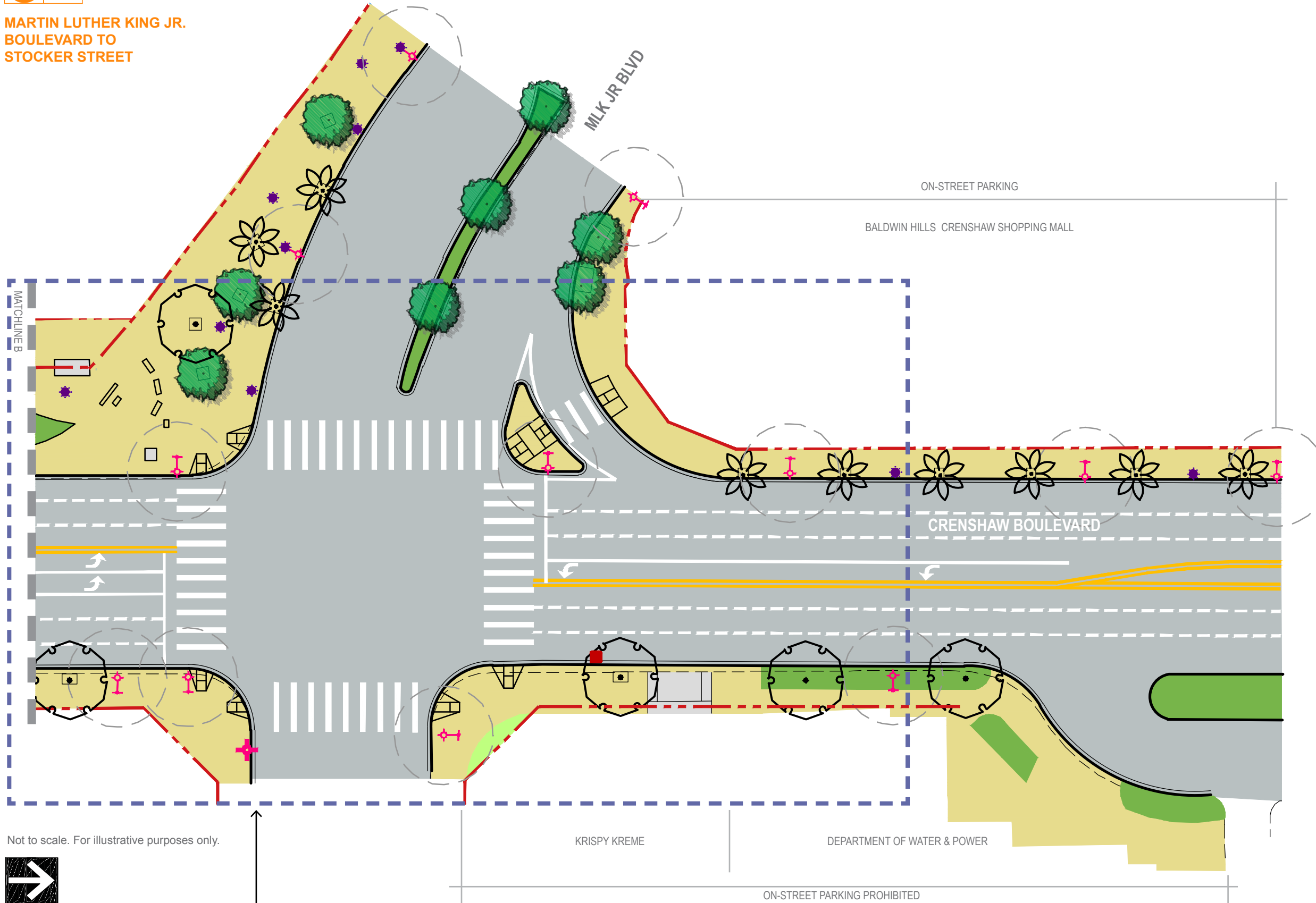
↑ This segment is affected by the Metro Crenshaw/LAX Light Rail Transit (LRT) project and is subject to change due to on-going design and engineering of the project and inter-agency coordination.

Not to scale. For illustrative purposes only.



**5** ← ILLUSTRATIVE PLANS

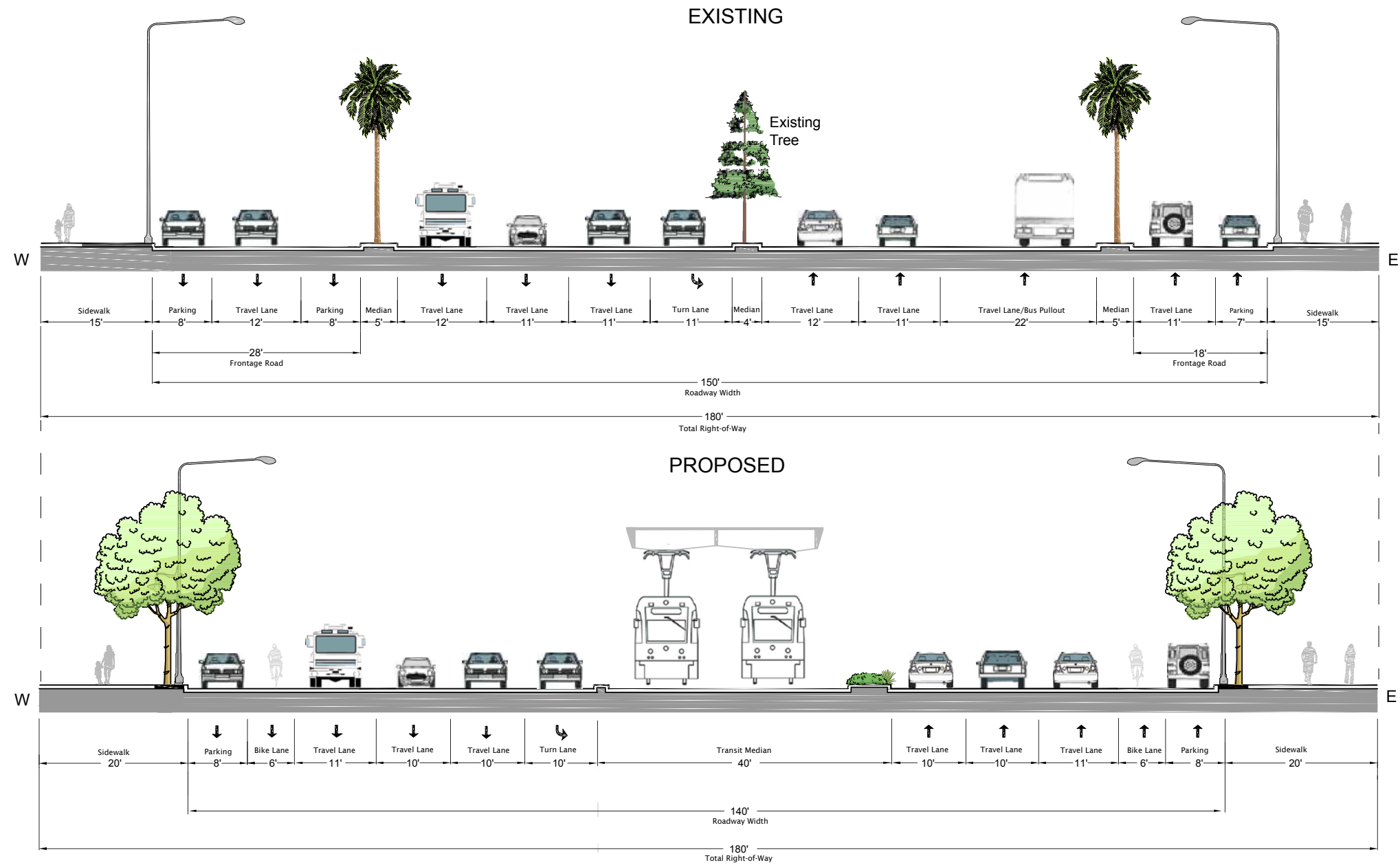
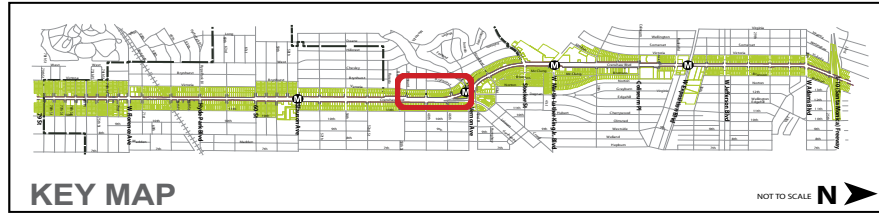
**MARTIN LUTHER KING JR. BOULEVARD TO STOCKER STREET**



This segment is affected by the Metro Crenshaw/LAX Light Rail Transit (LRT) project and is subject to change due to on-going design and engineering of the project and inter-agency coordination.

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5.4 46TH STREET TO WESTMOUNT STREET




The proposed cross section may change, due to the Metro Crenshaw/LAX LRT project.

Not to scale. For illustrative purposes only.



**LEGEND**









**PROPOSED STREET TREES**

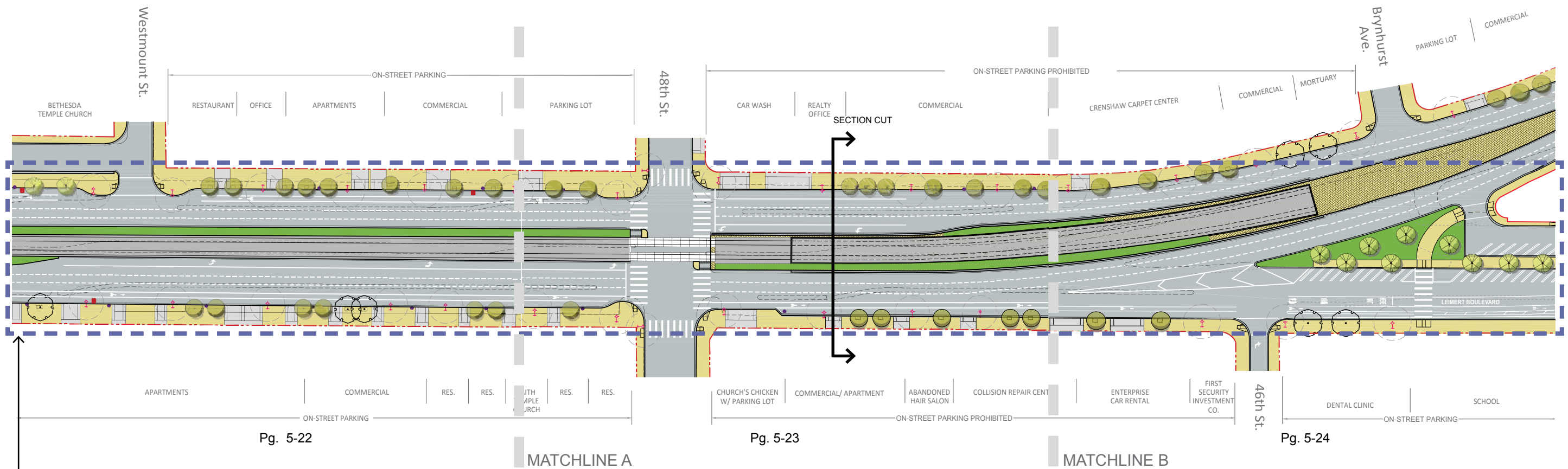
 Infill or Replacement Tree (see Table 3)

**EXISTING STREET TREES**

 Street Tree  
 Palm Tree

**PLAN FEATURES**

 Cobrahead Street Light  
 Existing Pedestrian Light  
 Proposed Pedestrian Light  
 Bus Stop  
 Accessible Ramp  
 Property Line  
 Bus Shelter (Existing and Proposed)  
 Hardscape

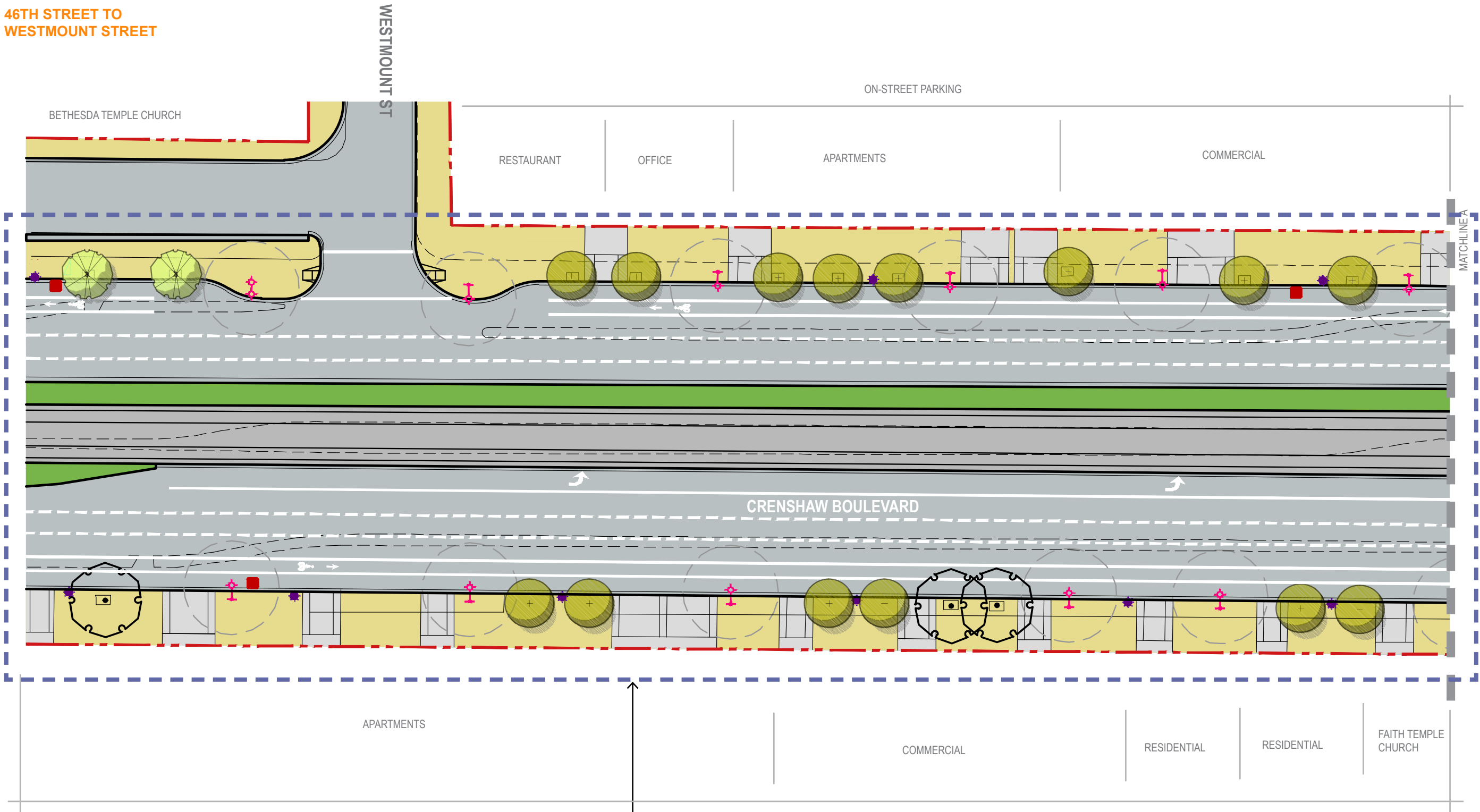


This segment is affected by the Metro Crenshaw/LAX Light Rail Transit (LRT) project and is subject to change due to on-going design and engineering of the project and inter-agency coordination.

Not to scale. For illustrative purposes only.



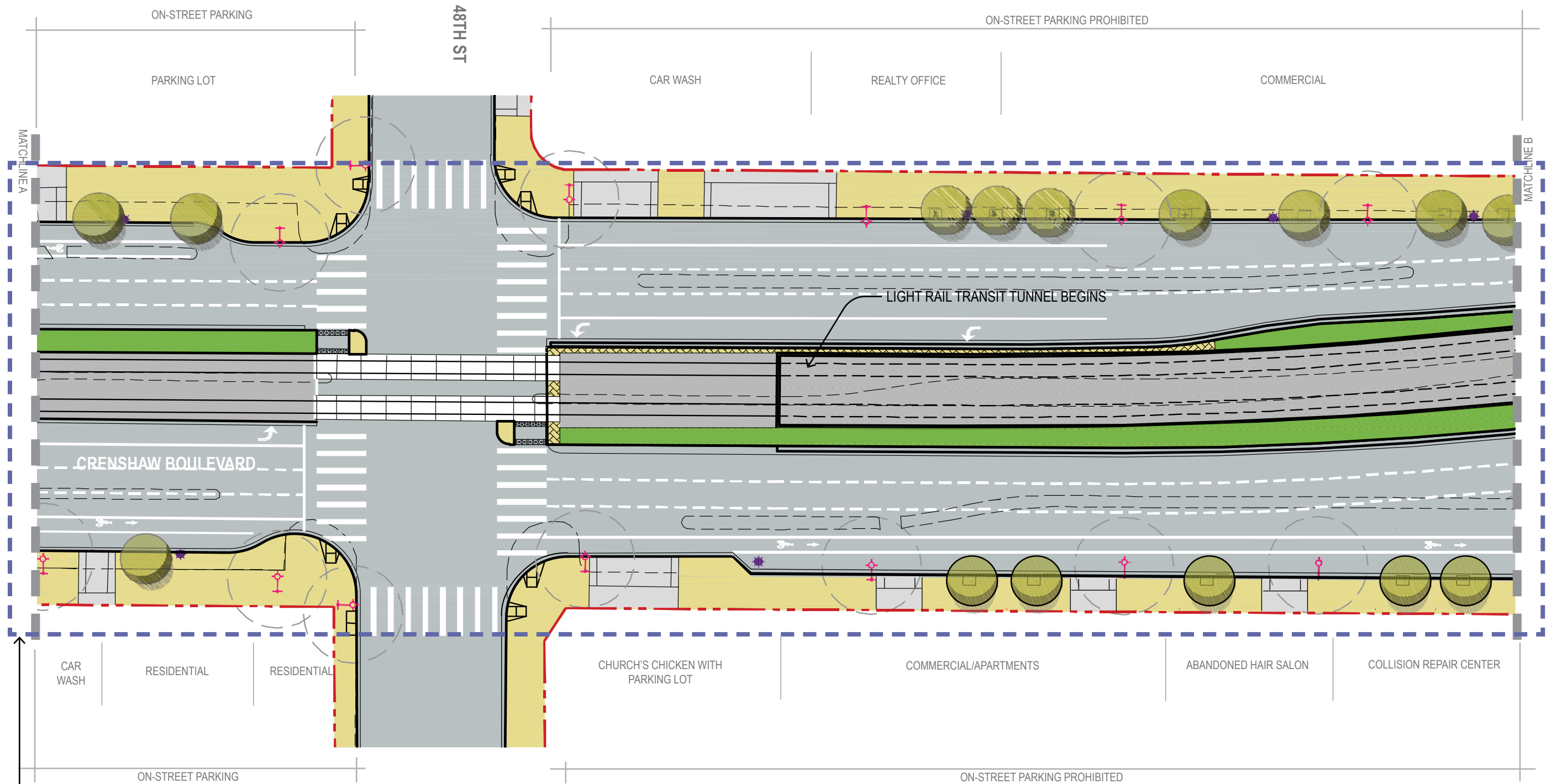
46TH STREET TO WESTMOUNT STREET



Not to scale. For illustrative purposes only.



This segment is affected by the Metro Crenshaw/LAX Light Rail Transit (LRT) project and is subject to change due to on-going design and engineering of the project and inter-agency coordination.



Not to scale. For illustrative purposes only.

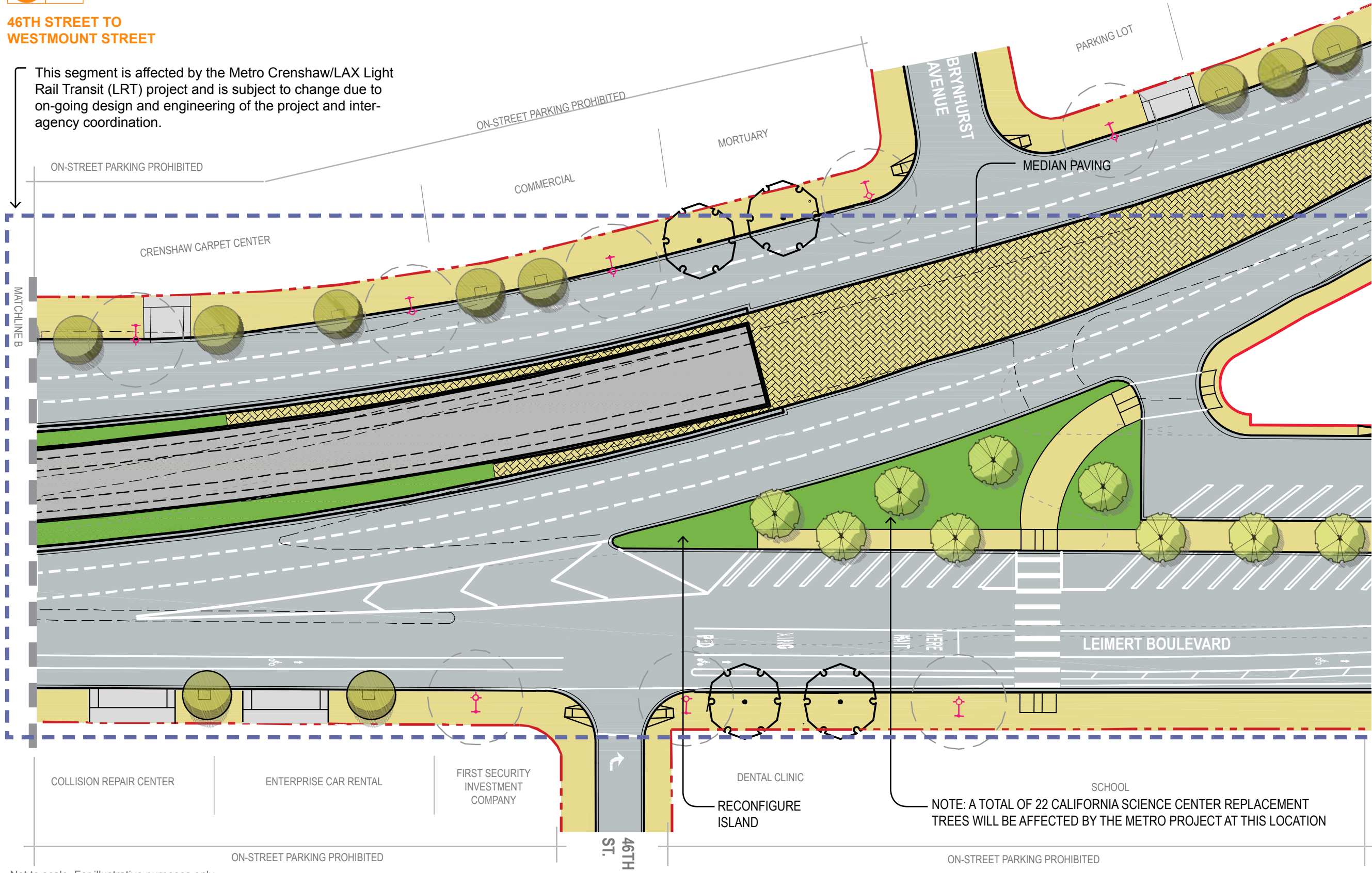
This segment is affected by the Metro Crenshaw/LAX Light Rail Transit (LRT) project and is subject to change due to on-going design and engineering of the project and inter-agency coordination.





**46TH STREET TO WESTMOUNT STREET**

This segment is affected by the Metro Crenshaw/LAX Light Rail Transit (LRT) project and is subject to change due to on-going design and engineering of the project and inter-agency coordination.



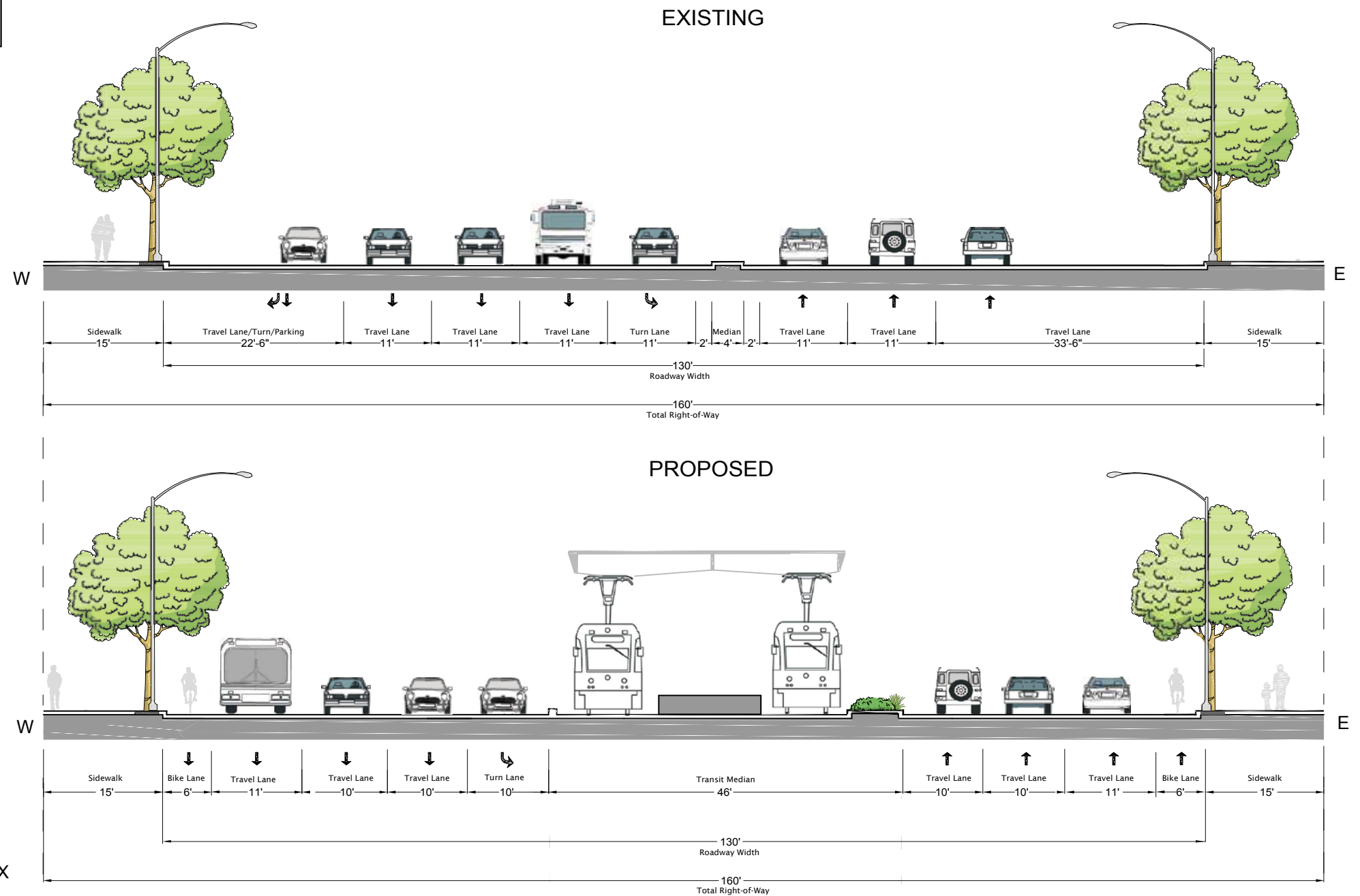
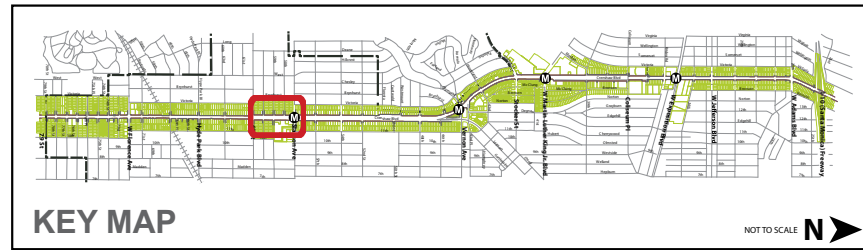
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










5.5 SLAUSON AVENUE TO 60TH STREET

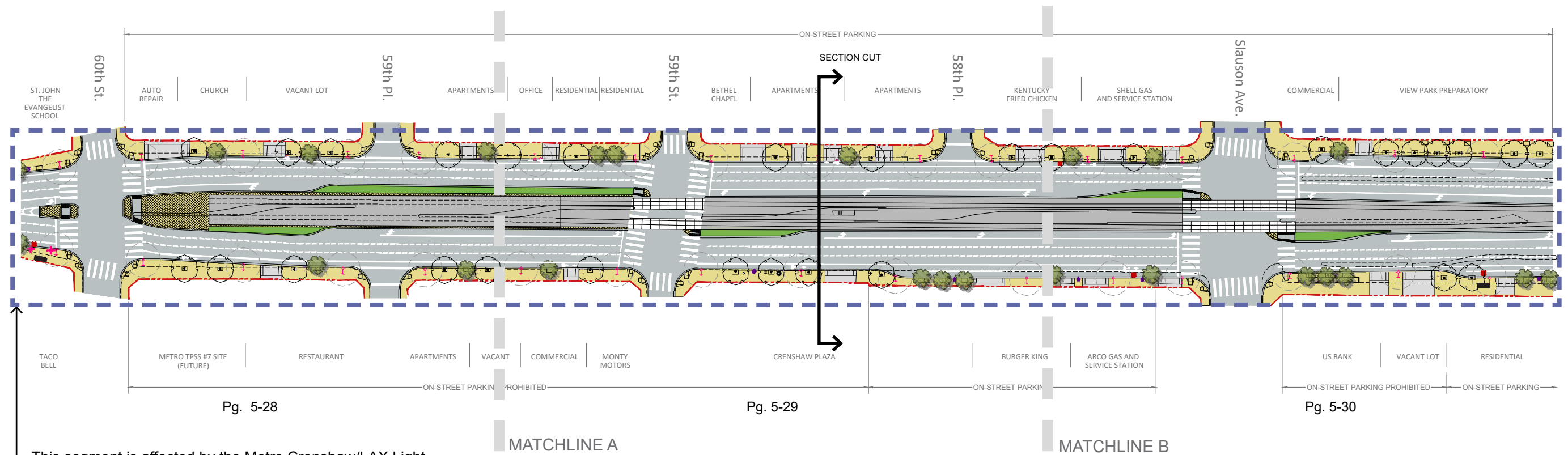


The proposed cross section may change, due to the Metro Crenshaw/LAX LRT project.

Not to scale. For illustrative purposes only.

### LEGEND

<b>PROPOSED STREET TREES</b>		<b>PLAN FEATURES</b>	
	Infill or Replacement Tree (see Table 3)		Cobrahead Street Light
			Existing Pedestrian Light
			Proposed Pedestrian Light
			Bus Stop
			Accessible Ramp
			Property Line
			Bus Shelter (Existing and Proposed)
<b>EXISTING STREET TREES</b>			Hardscape
	Street Tree		
	Palm Tree		

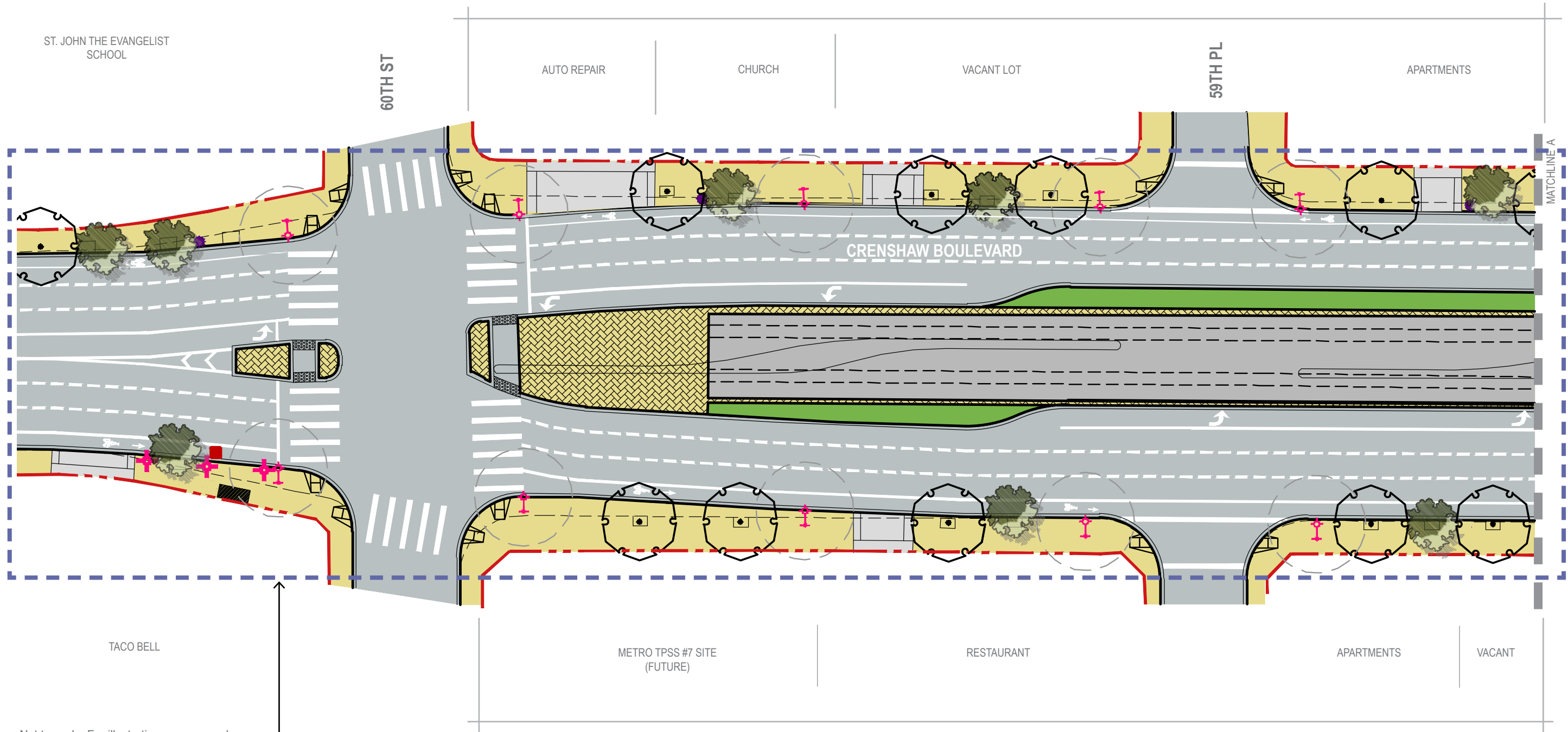


This segment is affected by the Metro Crenshaw/LAX Light Rail Transit (LRT) project and is subject to change due to ongoing design and engineering of the project and inter-agency coordination.

Not to scale. For illustrative purposes only.



SLAUSON AVENUE TO 60TH STREET

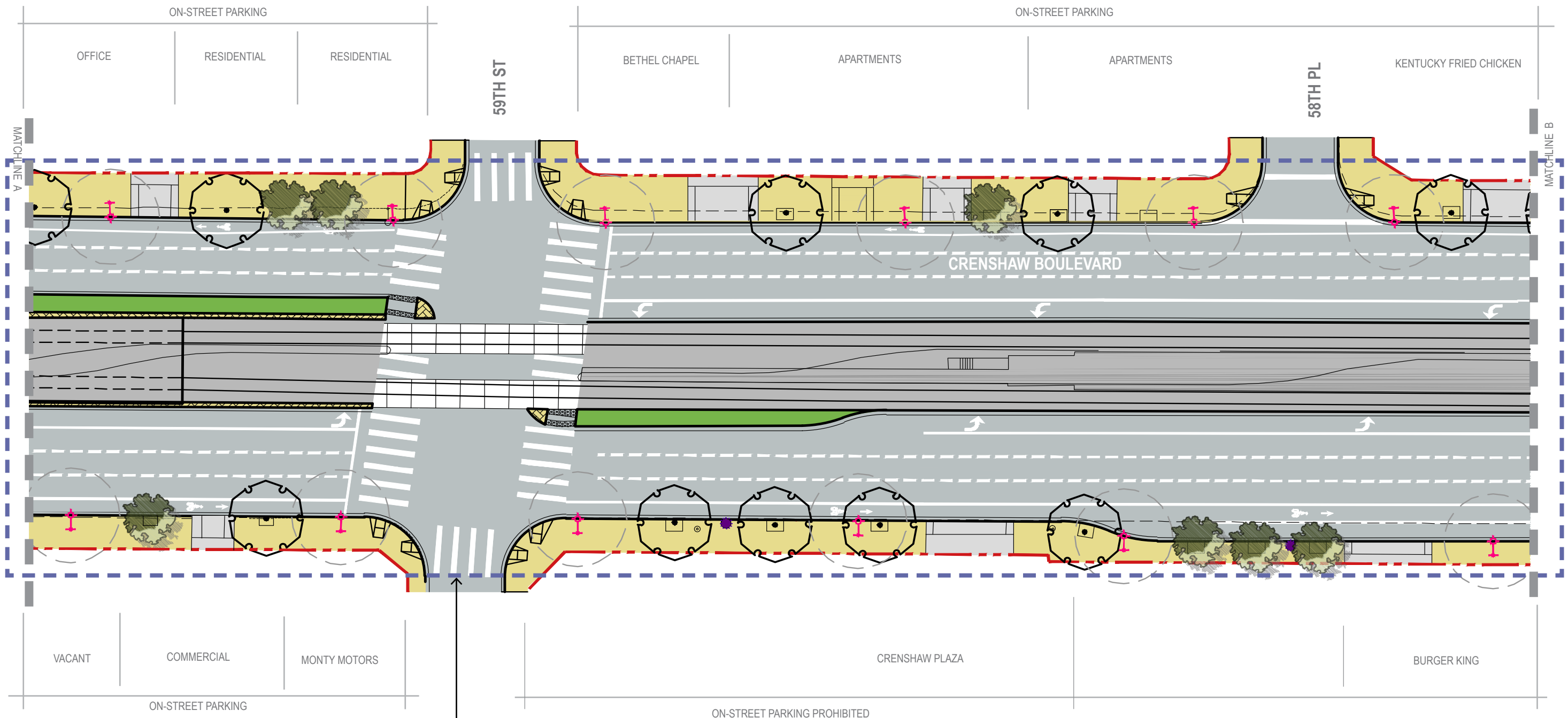


Not to scale. For illustrative purposes only.



This segment is affected by the Metro Crenshaw/LAX Light Rail Transit (LRT) project and is subject to change due to on-going design and engineering of the project and inter-agency coordination.



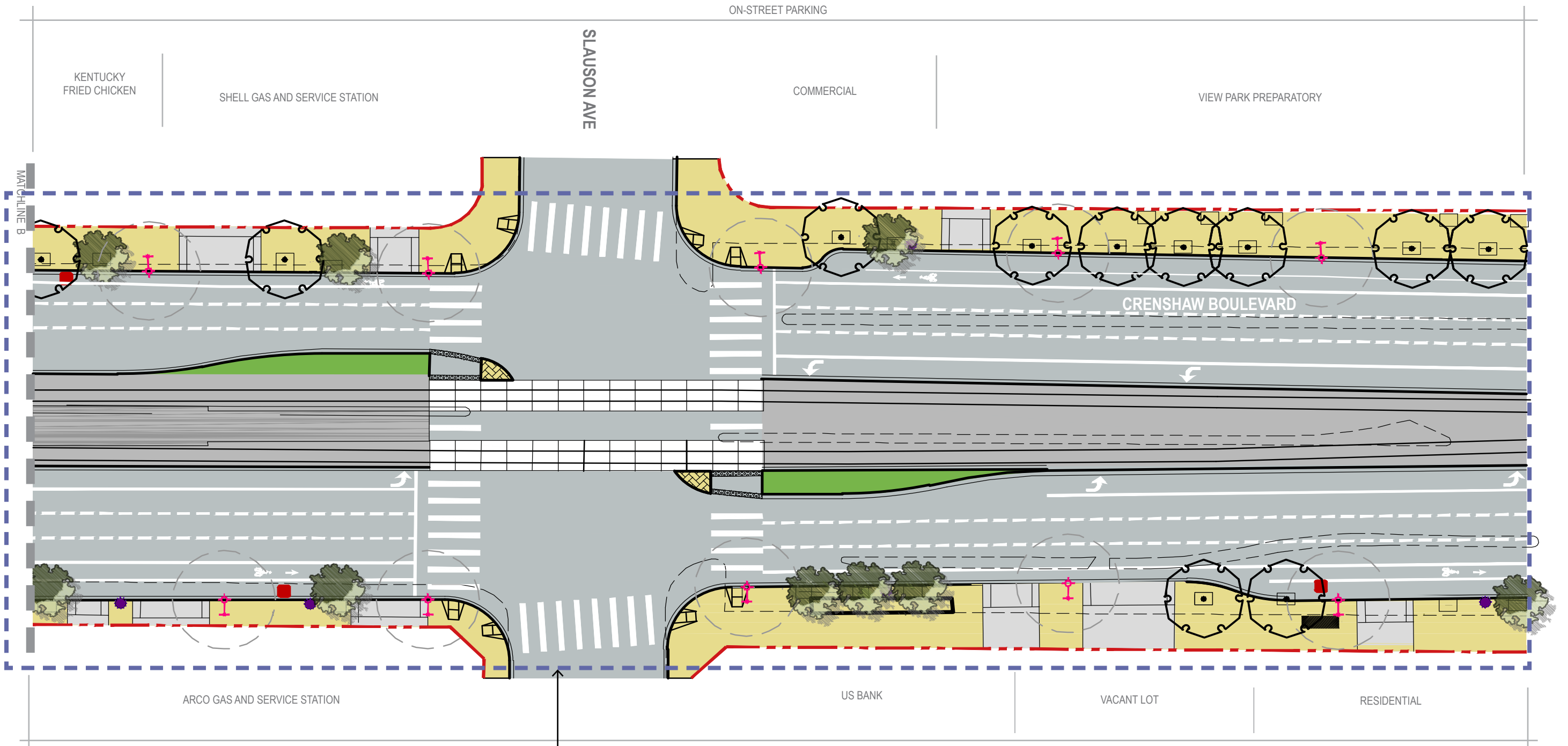


This segment is affected by the Metro Crenshaw/LAX Light Rail Transit (LRT) project and is subject to change due to ongoing design and engineering of the project and inter-agency coordination.

Not to scale. For illustrative purposes only.



SLAUSON AVENUE TO 60TH STREET



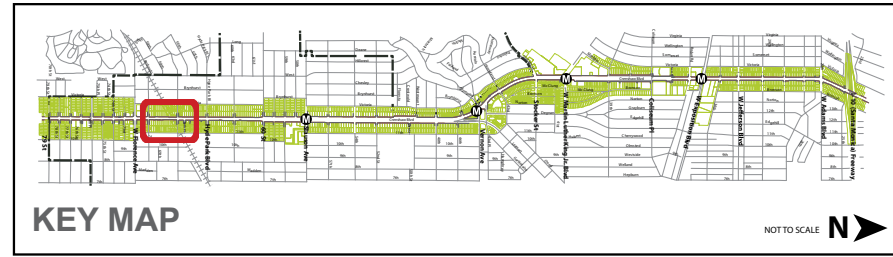
Not to scale. For illustrative purposes only.



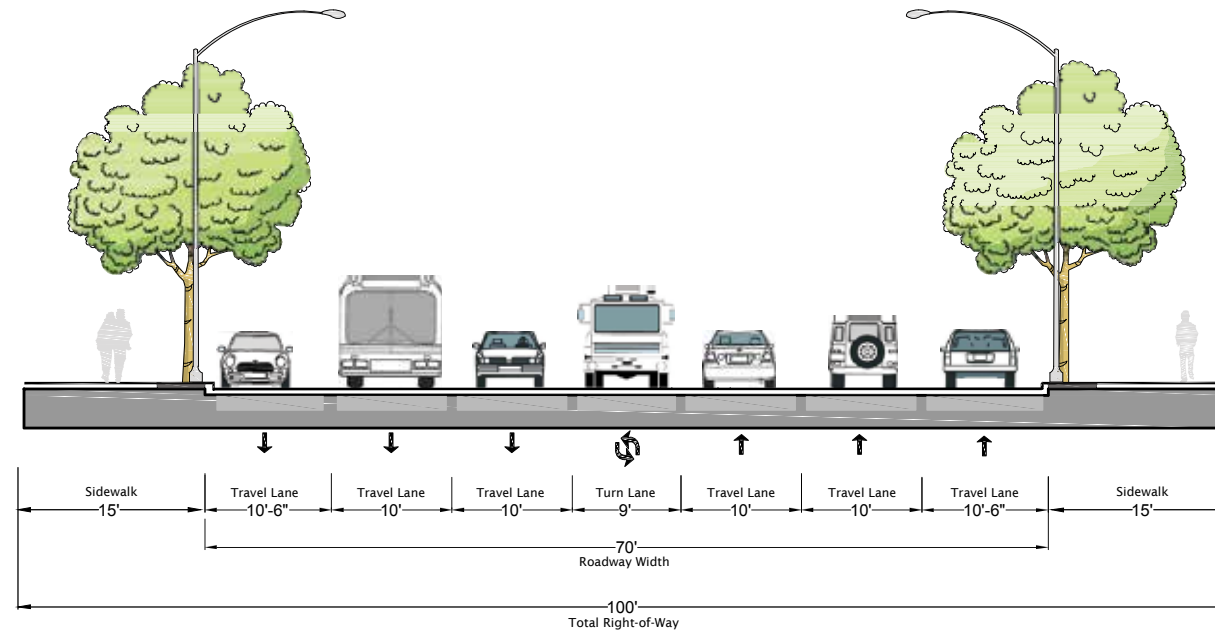
This segment is affected by the Metro Crenshaw/LAX Light Rail Transit (LRT) project and is subject to change due to on-going design and engineering of the project and inter-agency coordination.

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5.6 67TH STREET TO 71ST STREET












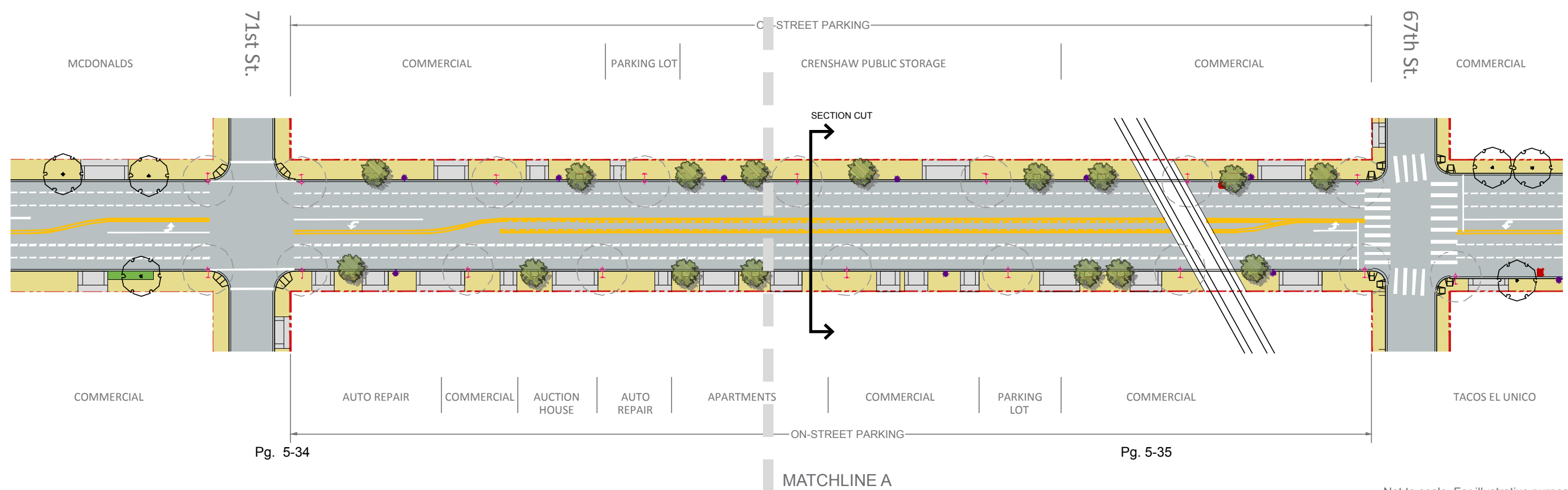
EXISTING AND CURRENTLY PROPOSED  
(ONLY CHANGES INCLUDE ADDITION OF  
STREET TREES AND STREET LIGHTING WHERE FEASIBLE)



Not to scale. For illustrative purposes only.

### LEGEND

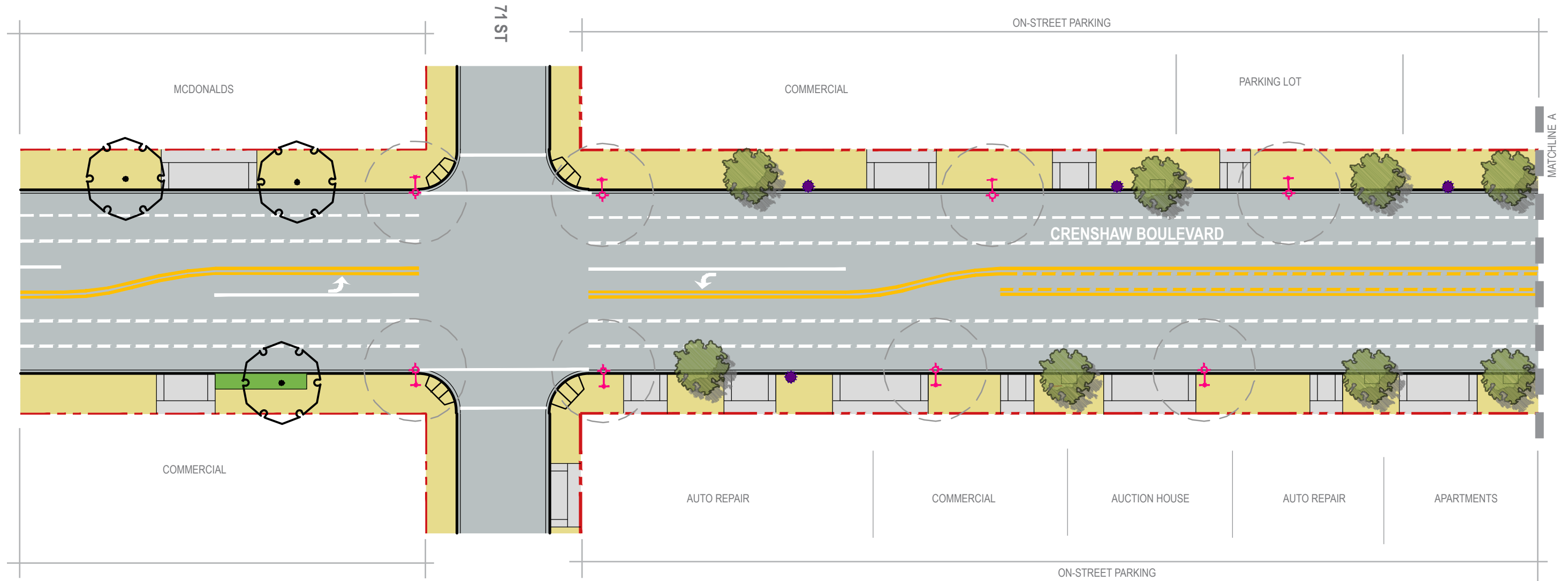
PROPOSED STREET TREES	PLAN FEATURES
 Infill or Replacement Tree (see Table 3)	 Cobrahead Street Light
	 Existing Pedestrian Light
	 Proposed Pedestrian Light
	 Bus Stop
EXISTING STREET TREES	 Accessible Ramp
 Street Tree	 Property Line
 Palm Tree	



Not to scale. For illustrative purposes only.

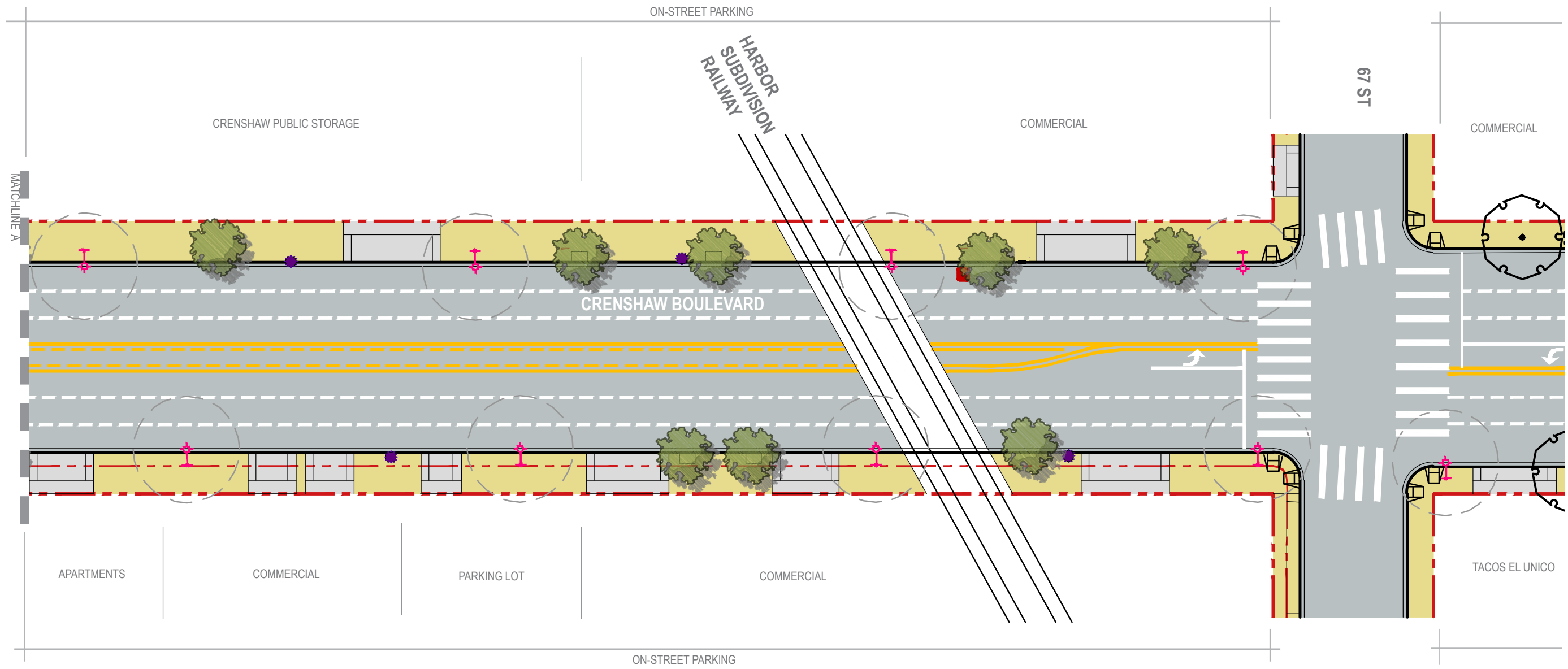






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A

appendix: crenshaw  
boulevard street widths



# CRENSHAW BOULEVARD (I-10 Freeway to 79th Street)

This appendix is provided for informational purposes only. The West Adams-Baldwin Hills-Leimert New Community Plan details the modified street standards for Crenshaw Boulevard and should be referenced for the adopted modified standards.

DISTRICTS	STREET NAME	SPECIFIC LOCATION	CURRENT DESIGNATION <sup>1</sup>	CURRENT DIMENSIONS			PROPOSED DESIGNATION	PROPOSED DESIGNATION STANDARD DIMENSION			PROPOSED DIMENSIONS (MODIFIED STANDARD)		
				S'WLK <sup>2</sup>	ROAD <sup>3</sup>	ROWS		S'WLK <sup>2</sup>	ROAD <sup>3</sup>	ROWS	S'WLK <sup>2</sup>	ROAD <sup>3</sup>	ROWS
Crenshaw/Exposition TOD	<b>Crenshaw Blvd.</b>	I-10 Fwy. to 28 <sup>th</sup> St.	Scenic Avenue I	10'e/ 15'w	75'	100'	Scenic Avenue I	15'	70'	100'	15'	70'	100' <sup>4</sup>
	<b>Crenshaw Blvd.</b>	28 <sup>th</sup> St. to 36 <sup>th</sup> St.	Scenic Avenue I	15'	70'	100'- 113'	Scenic Avenue I	15'	70'	100'	15'	70'	100'
	<b>Crenshaw Blvd.</b>	36 <sup>th</sup> St. to Rodeo Rd.	Scenic Modified Avenue I	10'e/ 15'w	75'	100'	Scenic Avenue I	15'	70'	100'	15'	70'	100'
	<b>Crenshaw Blvd.</b>	Rodeo Rd. to Rodeo Place	Scenic Modified Avenue I	13'	74'	100'	Scenic Avenue I	15'	70'	100'	15'	70'	100'
	<b>Crenshaw Blvd.</b>	Rodeo Place to Coliseum St.	Scenic Modified Avenue I	12'e/ 10'w	94'-99'	116'- 121'	Scenic Modified Boulevard II	15'	80'	110'	15'	86'-91' <sup>4</sup>	116'-121' <sup>4</sup>
Coliseum to 39 St	<b>Crenshaw Blvd.</b>	Coliseum St. to 39 <sup>th</sup> St.	Scenic Modified Avenue I	12'	176'	200'	Scenic Modified Boulevard I	18'	100'	136'	12' <sup>4</sup>	176' <sup>4</sup>	200' <sup>4</sup>
Crenshaw/MLK TOD	<b>Crenshaw Blvd.</b>	39 <sup>th</sup> Street to Martin Luther King Jr. Blvd.	Scenic Modified Avenue I	12'e/ 10-17'w	119'-152'	153'- 174'	Scenic Modified Boulevard I	18'	100'	136'	12'e/ 10'-17'w <sup>4</sup>	119'- 152' <sup>4</sup>	153'-174' <sup>4</sup>
	<b>Crenshaw Blvd.</b>	Martin Luther King Jr. Blvd. to Stocker St.	Scenic Modified Avenue I	15'e/ 10'w	92'	117'	Scenic Modified Boulevard II	15'	80'	110'	15'e/ 10'w <sup>4</sup>	92' <sup>4</sup>	117' <sup>4</sup>

1. Please refer to the Mobility Plan 2035 and Standard Plan S-470 series, latest approved version, for street designations and their standard dimensions.
2. Includes both sidewalk and parkway.
3. Includes the roadway for both the main road and any frontage roads along the segment.
4. Existing dimensions should be retained. Where a range is provided, it reflects existing dimensions (see approved LADOT Plans for exact dimensions).
5. Segment affected by the Metro Crenshaw/LAX Light Rail Transit project and is subject to change due to on-going design and engineering of the project and inter-agency coordination.
6. Typical ROW width is 180'. A small portion of this segment has a double frontage road and total ROW width of 215'. Existing ROW widths should be retained. The westernmost, grade-separated frontage road should be maintained to serve adjacent residential uses.



DISTRICTS	STREET NAME	SPECIFIC LOCATION	CURRENT DESIGNATION <sup>1</sup>	CURRENT DIMENSIONS			PROPOSED DESIGNATION	PROPOSED DESIGNATION STANDARD DIMENSION			PROPOSED DIMENSIONS (MODIFIED STANDARD)		
				S'WLK <sup>2</sup>	ROAD <sup>3</sup>	ROWS		S'WLK <sup>2</sup>	ROAD <sup>3</sup>	ROWS	S'WLK <sup>2</sup>	ROAD <sup>3</sup>	ROWS
Leimert Park Village POD	<b>Crenshaw Blvd.</b>	Stocker St. to 46th St.	Avenue I	15'	70'	100'	Scenic Avenue I	15'	70'	100'	15' <sup>4</sup>	70' <sup>4</sup>	100' <sup>4</sup>
46 St to Slauson Ave	<b>Crenshaw Blvd.</b>	46th St. to Slauson Ave. <sup>5</sup>	Scenic Modified Avenue I	15'	150'	180' <sup>6</sup>	Scenic Modified Boulevard I	18'	100'	136'	15'-20'	140'-150'	180' <sup>6</sup>
Crenshaw/SlausonAve TOD and 67 St to 79 St (including West Blvd TOD)	<b>Crenshaw Blvd.</b>	Slauson to 60th St. <sup>5</sup>	Modified Avenue I	15'	130'	160'	Modified Boulevard I	18'	100'	136'	15' <sup>4</sup>	130' <sup>4</sup>	160' <sup>4</sup>
	<b>Crenshaw Blvd.</b>	60th St. to 67th St.	Modified Avenue I	10'	80'	100'	Modified Avenue I	15'	70'	100'	10' <sup>4</sup>	80' <sup>4</sup>	100' <sup>4</sup>
	<b>Crenshaw Blvd.</b>	67th St. to Florence Ave.	Avenue I	15'	70'	100'	Avenue I	15'	70'	100'	15'	70'	100'
	<b>Crenshaw Blvd.</b>	Florence Ave. to 79th St.	Avenue I	15'	70'	100'	Avenue I	15'	70'	100'	15'	70'	100'

1. Please refer to the Mobility Plan 2035 and Standard Plan S-470 series, latest approved version, for street designations and their standard dimensions.

2. Includes both sidewalk and parkway.

3. Includes the roadway for both the main road and any frontage roads along the segment.

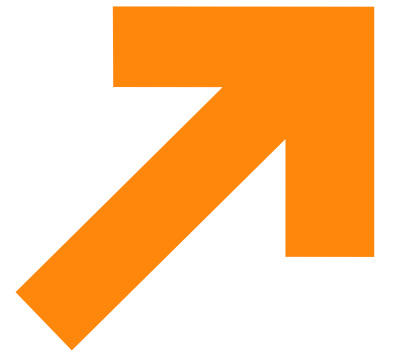
4. Existing dimensions should be retained. Where a range is provided, it reflects existing dimensions (see approved LADOT Plans for exact dimensions).

5. Segment affected by the Metro Crenshaw/LAX Light Rail Transit project and is subject to change due to on-going design and engineering of the project and inter-agency coordination.







6. Typical ROW width is 180'. A small portion of this segment has a double frontage road and total ROW width of 215'. Existing ROW widths should be retained. The westernmost, grade-separated frontage road should be maintained to serve adjacent residential uses.

B



appendix: street trees



# STREET TREES

Common Name	Botanical Name	Type	Origin	Height	Crown Spread	Spacing	Tree Well Width	Water Needs	Shape of Tree	Foliage Color	Flower/Fruit Color	Image
<b>California Sycamore</b>	Platanus racemosa	Deciduous	California	40'+	40'+	35' - 40'	6' - 8'	Drought tolerant	Oval	Light green and bronze	Flower: Not showy Fruit: brown and green achene fruiting in Summer	
<b>Camphor<sup>1</sup></b>	Cinnamomum camphora	Evergreen	China and Japan	20' - 40' (Slow to moderate growth)	40'+	35' - 40'	8'+	Drought tolerant (Moist soil)	Equal to greater spread. Round, spreading in shape	Shiny light green. Juvenile leaves are bronze	Flower: fragrant, greenish yellow in Spring	
<b>Canary Island Pine<sup>2</sup></b>	Pinus canariensis	Conifer	Canary Islands of Spain	40'+ (60-90' Fast growing)	20' - 40'	35' - 40'	6' - 8'	Drought tolerant (Moist to dry soil)	Columnar or conical	Light green and bronze in the Fall	Flower: not showy, separate male and female flowers on same tree	
<b>Catalina Ironwood</b>	Lyonathamnus floribondus	Evergreen	California	40'+	20' - 40'	30' - 35'	4' - 6'	Drought tolerant	Conical	Dark green	Flower: White flowers in Spring	
<b>Coast Live Oak</b>	Quercus agrifolia	Evergreen	California	40'+ (65' Slow growth)	40'+	35' - 40'	8'+	Drought tolerant (Moist to dry soil)	Rounded or umbrella	Glossy dark green	Flower: not showy Fruit: brown acorn	
<b>Desert Museum Palo Verde</b>	Parkinsonia	Semi-Evergreen	California	25' (Fast Growth)	25'	20' - 25'	3' - 4'	Drought tolerant	Rounded	Bright green	Flower: Yellow flowers in Spring	

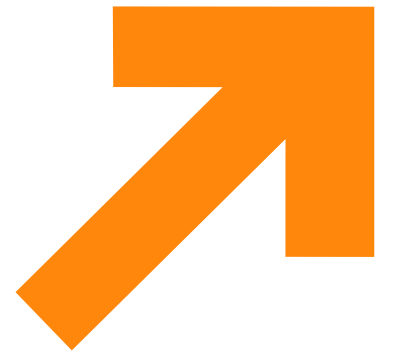
1. This accent tree is recommended for open spaces and plazas in the Crenshaw/Exposition TOD District.  
2. This tree is recommended for landscaped medians only.

Common Name	Botanical Name	Type	Origin	Height	Crown Spread	Spacing	Tree Well Width	Water Needs	Shape of Tree	Foliage Color	Flower/Fruit Color	Image
<b>Tipuana Tipu</b> <sup>1</sup>	Tipuana tipu	Deciduous	Bolivia and Southern Brazil	40'+ (50' Fast growth)	40'+	35' - 40'	8'+	Moist to dry soil	Wide-crowned tree with a flat canopy	Light green, bronze or gold in Fall	Flower: Orange tinted yellow, pea-like flowers	
<b>Torrey Pine</b> <sup>2</sup>	Pinus torreyana	Evergreen	California	40'+	40'+	35' - 40'	6' - 8'	Drought tolerant	Varies	Needle gray green or dark green	Flower: Not showy	

1. This accent tree is recommended for open spaces and plazas.  
2. This tree is recommended for landscaped medians only.

C

appendix: crenshaw  
boulevard districts





# CRENSHAW BOULEVARD DISTRICTS

The Crenshaw Boulevard Streetscape Plan is divided into districts that recognize the diversity of neighborhoods along the corridor. Streetscape elements such as trees, which vary by district, and are used to differentiate the corridor's unique neighborhoods; while other elements such as benches and bike racks are common across the corridor and are intended to unify the corridor.

The characteristics and goals for each of the various Crenshaw Boulevard Districts are as follows:

## Crenshaw/Exposition Transit Oriented District I-10 Freeway to Coliseum Street

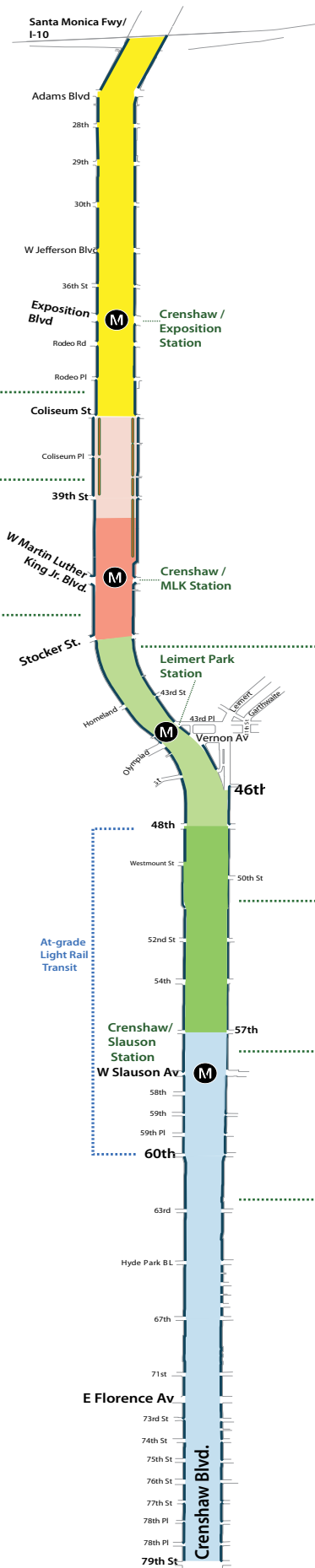
- Reinforce walkable nature of the area
- Create identity at the station
- Enhance transit and pedestrian amenities (shade trees, lighting, additional seating)
- Maintain sidewalk widths

## Coliseum Street to South of 39th Street (Pedestrian Priority Street Segment)

- Reinforce neighborhood-serving character and walkability
- Maintain the quiet, lushly landscaped quality of residential blocks
- Improve safety with added pedestrian-scale lighting
- Provide pedestrian amenities to foster activity on commercial blocks
- Maintain frontage roads
- Consider opportunities for greening, outdoor dining, and placemaking on frontage roads

## Crenshaw/MLK Transit Oriented District North of MLK Jr. Boulevard to South of Stocker Street (Pedestrian Priority Street Segment)

- Maintain the quiet, lushly landscaped quality of residential blocks
- Reinforce and enhance walkable nature of the area
- Accommodate high levels of pedestrian activity, consistent with function as a regionally serving, shopping destination and busy transit intersection
- Enhance transit and pedestrian amenities (shade trees, lighting, additional seating)
- Promote placemaking at the Metro station transit plaza (SW corner of MLK Jr. Boulevard and Crenshaw Boulevard)



## Leimert Park Village Pedestrian Oriented District South of Stocker Street to 48th Street (Pedestrian Priority Street Segment)

- Reinforce and enhance walkable nature of the area
- Build on existing assets
- Enhance transit and pedestrian amenities to complement a district with strong cultural identity, rich history and iconic architecture
- Capitalize on Leimert Park Station to attract growing numbers of visitors and shoppers to this regional destination

## 48th Street to 57th Street

- Reinforce and enhance walkable nature of the area
- Reinforce commercial and mixed use character
- Enhance pedestrian environment and comfort to generate activity and pedestrian traffic
- Foster economic vitality
- Create more seating opportunities
- Introduce curb extensions and pedestrian refuge areas to improve pedestrian safety and convenience

## Crenshaw/Slauson Avenue Transit Oriented District 57th Street to 60th Street (Pedestrian Priority Street Segment)

- Create identity at the station
- Enhance transit and pedestrian amenities (shade trees, lighting, additional seating)
- Reinforce commercial and mixed use character
- Promote pedestrian enhancements and comfort to generate activity and pedestrian traffic
- Foster economic vitality
- Create more seating opportunities

## 60th Street to 79th Street (including the West Boulevard Transit Oriented District)

- Introduce midblock crossings, in large blocks, to facilitate pedestrian circulation
- Maintain short blocks, south of Florence Avenue, that contribute to the pedestrian friendly environment
- Reinforce residential and mixed use character
- Enhance neighborhood orientation with pedestrian amenities (shade trees, lighting, additional seating) that promote pedestrian safety and comfort

D

appendix: aspirational  
drawings



# ASPIRATIONAL DRAWINGS

Public input received during the process of developing the Streetscape Plan reflect an interest in a reconfiguration of Crenshaw Boulevard that would devote a greater share of the existing right-of-way to pedestrians and bicycles, in the form of wider sidewalks and protected bicycle lanes, also known as cycle tracks. Ultimately, these kinds of improvements would require a reduction of one vehicle travel lane in each direction and would necessitate both further interdepartmental study to explore the feasibility and potential design of such a configuration as well as additional environmental analysis. In response to public input, a number of conceptual cross sections have been prepared as part of the Streetscape Plan to demonstrate how this could be accomplished in the future.

This collection of conceptual future cross sections also shows conceptual plans for a linear park in the area of an existing frontage road in the northerly portion of the corridor as well as opportunities for a center, raised landscaped median in the southerly portion of the corridor, along with intersection design treatments at intersections with high pedestrian activity.

The following conceptual cross sections and plans are provided:

- D.1 Potential future cross sections with protected bike lanes
- D.2 Potential Plazas and Green Streets
- D.3 Signal Treatment Toolbox
- D.4 Great Streets Initiative — Florence Avenue to 78th Street

## D.1 POTENTIAL FUTURE CROSS SECTIONS

The following potential future cross sections illustrate how Crenshaw Boulevard can accommodate protected bike lanes in the future.<sup>1</sup> The cross sections typically show the removal of at least one lane of travel in each direction which is then allocated to the bicycle lanes and buffers (see Figure D.1). Where applicable, any additional roadway is also allotted for wider sidewalks and/or landscaped medians. These potential future cross sections are consistent with the Mobility Plan 2035.

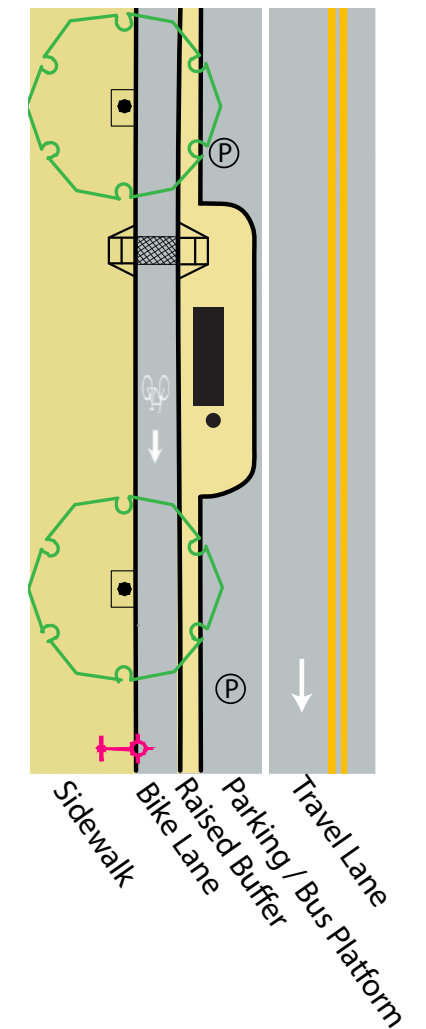
Potential future cross sections are prepared for the following segments:

- D.1.1 36th Street to Rodeo Place
- D.1.2 Coliseum Place to North of Martin Luther King Jr. Boulevard
- D.1.3 Martin Luther King Jr. Boulevard to Stocker Street
- D.1.4 46th Street to Westmount Street
- D.1.5 Slauson Avenue to 60th Street
- D.1.6 67th Street to 79th Street

<sup>1</sup> In instances where a bus stop is placed at an intersection, the cycle track (protected bike lane) may be replaced with a 5' bike lane.

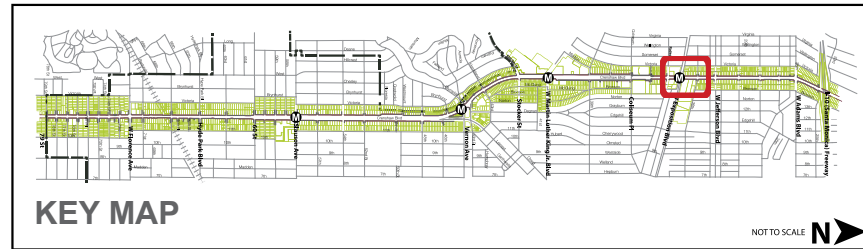


Figure D.1 above shows an example of a transit platform as illustrated in the plan for MyFigueroa. The illustrative plan to the right shows a typical protected bike lane for Crenshaw Boulevard.



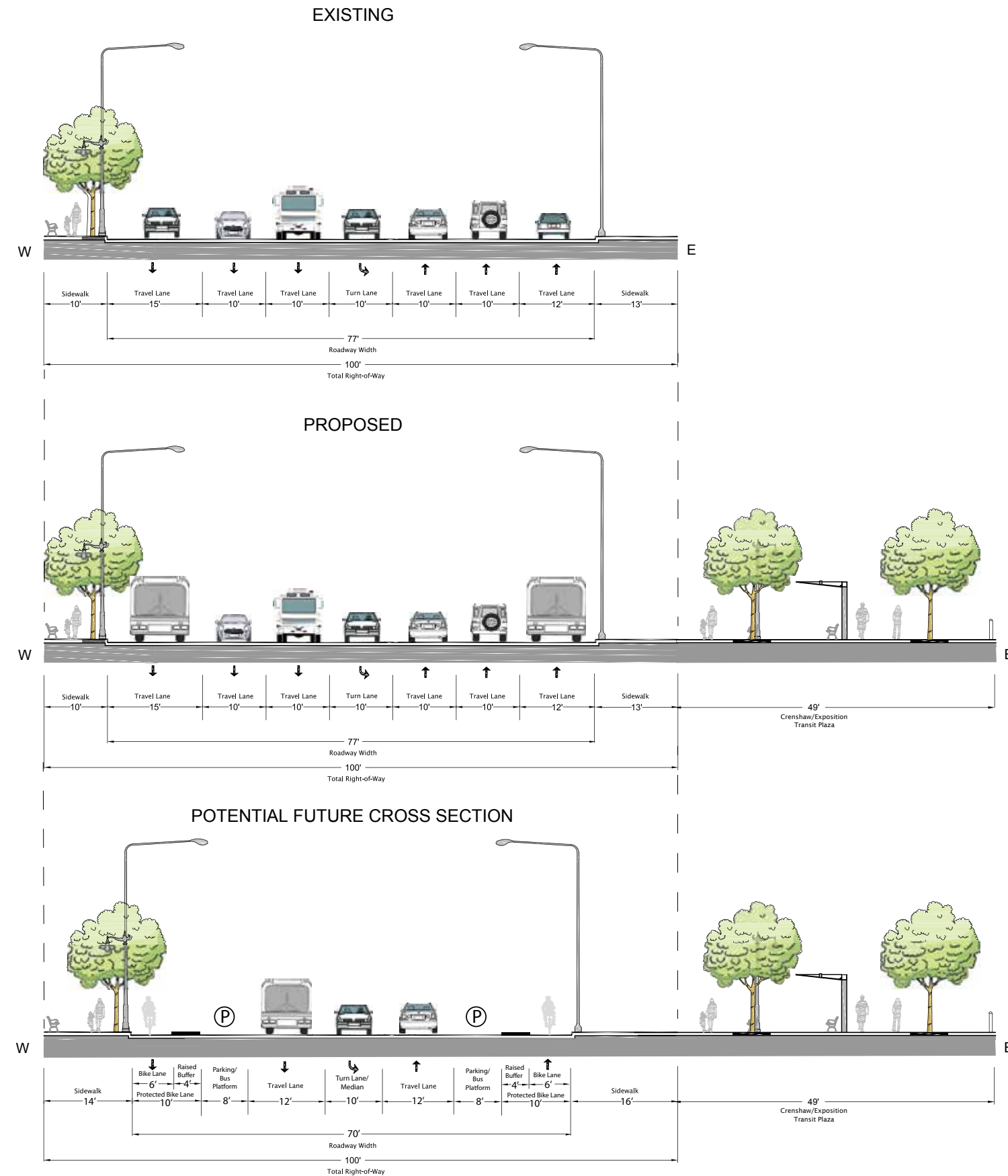
Note: Illustrative Plan not to scale

### D.1.1 36TH STREET TO RODEO PLACE



Potential future modifications to the right-of-way include (see page 5-2 to reference proposed cross sections):

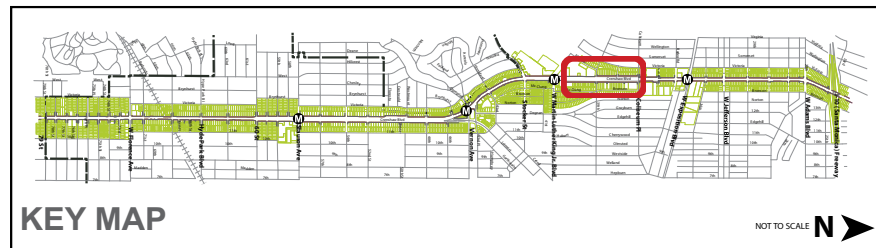
- Install northbound and southbound protected bike lanes by repurposing two vehicular travel lanes in each direction.
- Create full-time parking lanes, with bus platforms.
- Potential opportunity to widen sidewalk on the westside of the street to 14' and on the east side of the street to 16'.
- Install a raised landscaped median in between turn lanes, where feasible.



Note: Sections not to scale



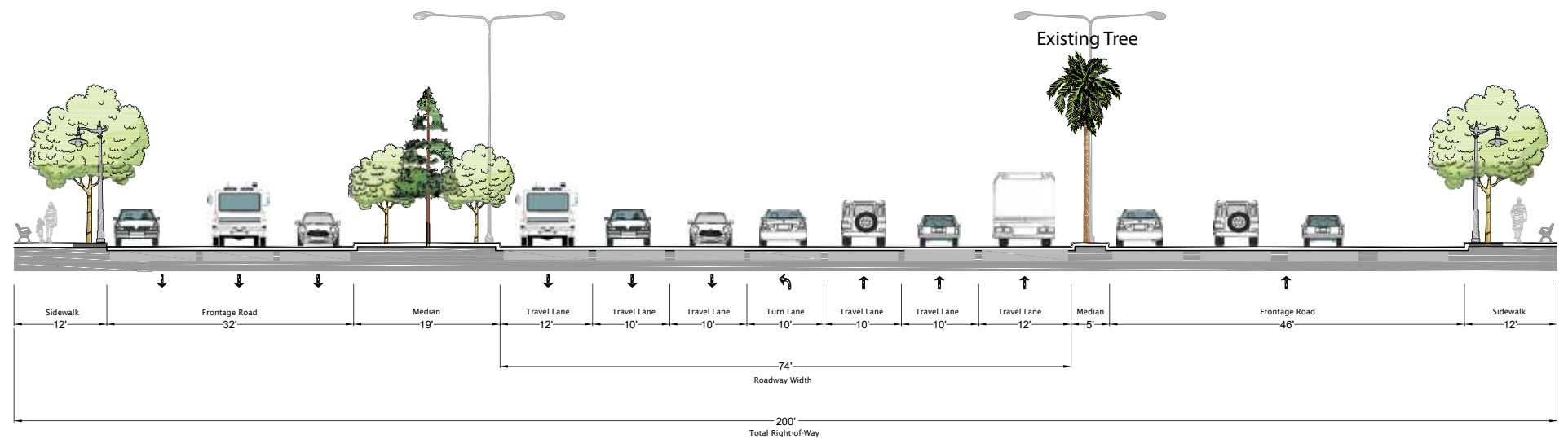
### D.1.2 COLISEUM PLACE TO NORTH OF MARTIN LUTHER KING JR BOULEVARD



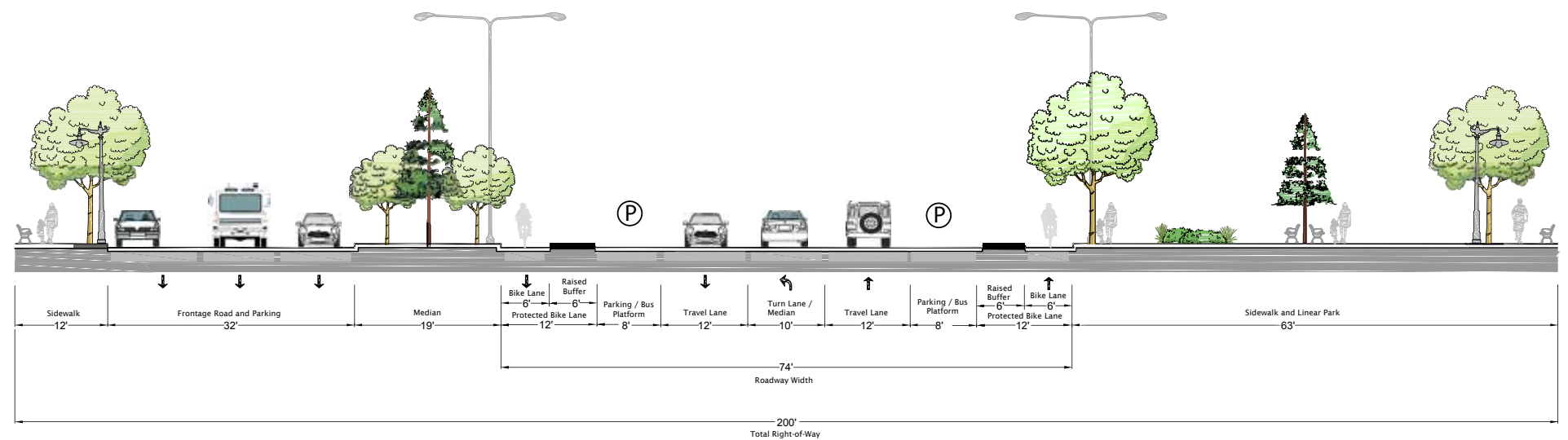
Potential future modifications to the right-of-way include (see page 5-8 to reference proposed cross sections):

- Install northbound and southbound protected bike lanes by repurposing two vehicular travel lanes in each direction.
- Create full-time parking lanes, with bus platforms.
- Eliminate northbound frontage road and replace with linear park (see Section D.2).
- Install a raised landscaped median in between turn lanes, where feasible.

EXISTING AND CURRENTLY PROPOSED  
(ONLY CHANGES INCLUDE ADDITION OF  
STREET TREES AND PEDESTRIAN LIGHTING WHERE FEASIBLE)



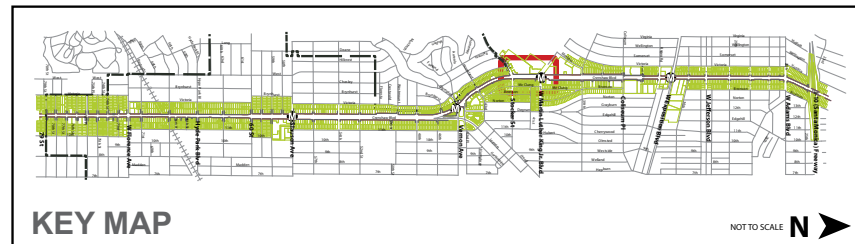
POTENTIAL FUTURE CROSS SECTION



Note: Sections not to scale.

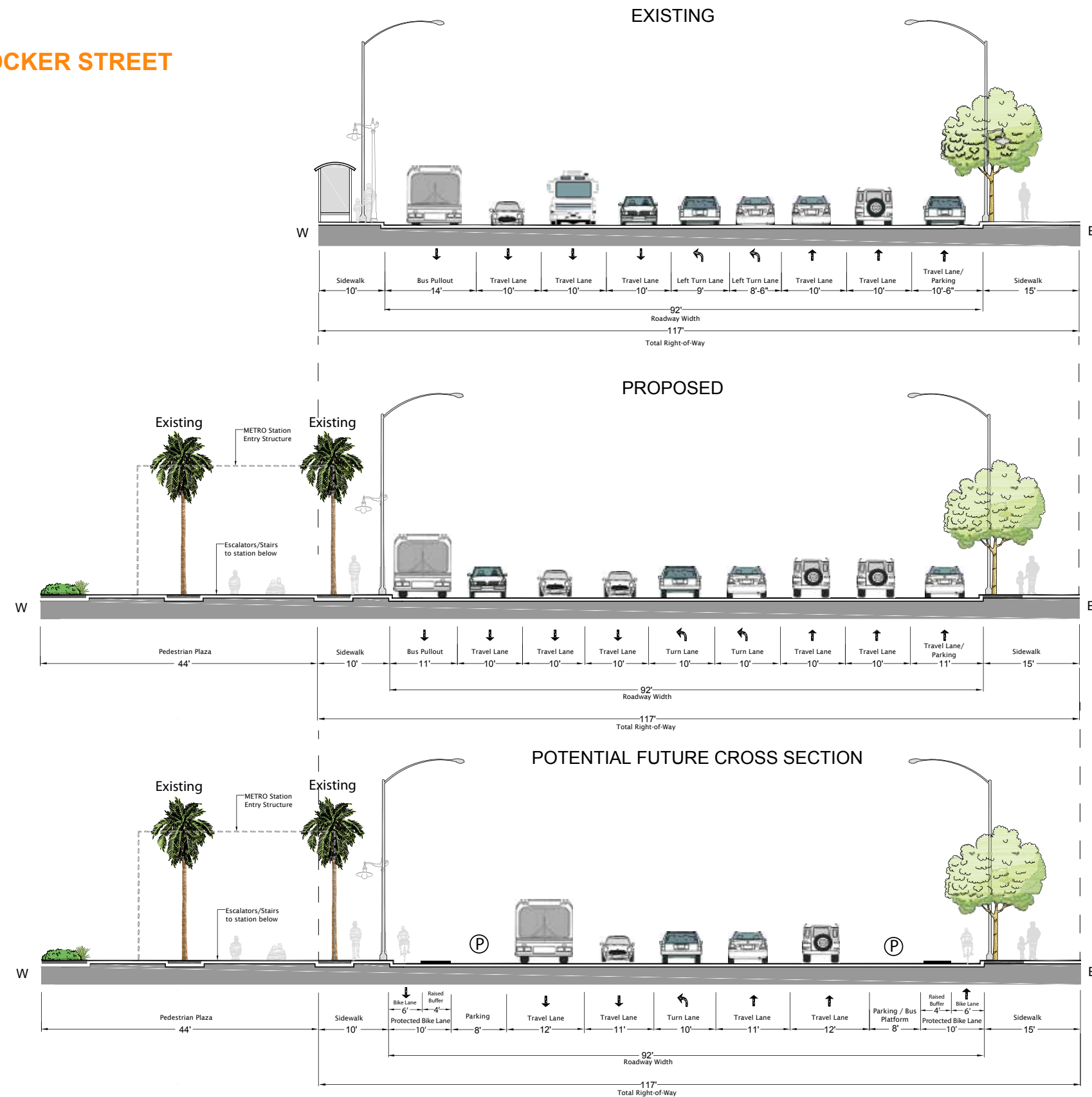


### D.1.3 MARTIN LUTHER KING JR BOULEVARD TO STOCKER STREET



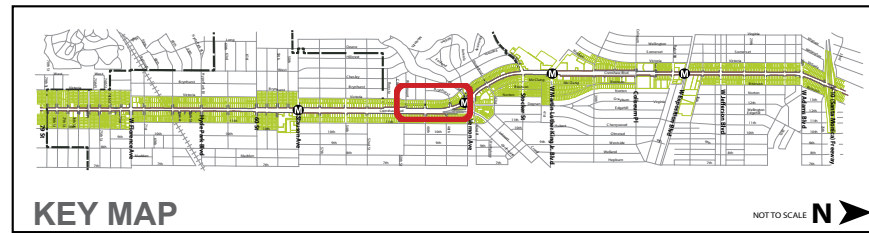
Potential future modifications to the right-of-way include (see page 5-14 to reference proposed cross sections):

- Install northbound and southbound protected bike lanes by repurposing one vehicular travel lane in each direction, and one northbound left turn lane.
- Create full-time parking lanes, with bus platforms.
- Facilitate bus pull out zones at station area frontage by momentarily dropping the parking and the protected bike lane on that side of the street, while maintaining a standard bicycle 5' minimum bicycle lane so that busses may cross over the bicycle lane for passenger loading/unloading out of traffic.
- Install a raised landscaped median in between turn lanes, where feasible.



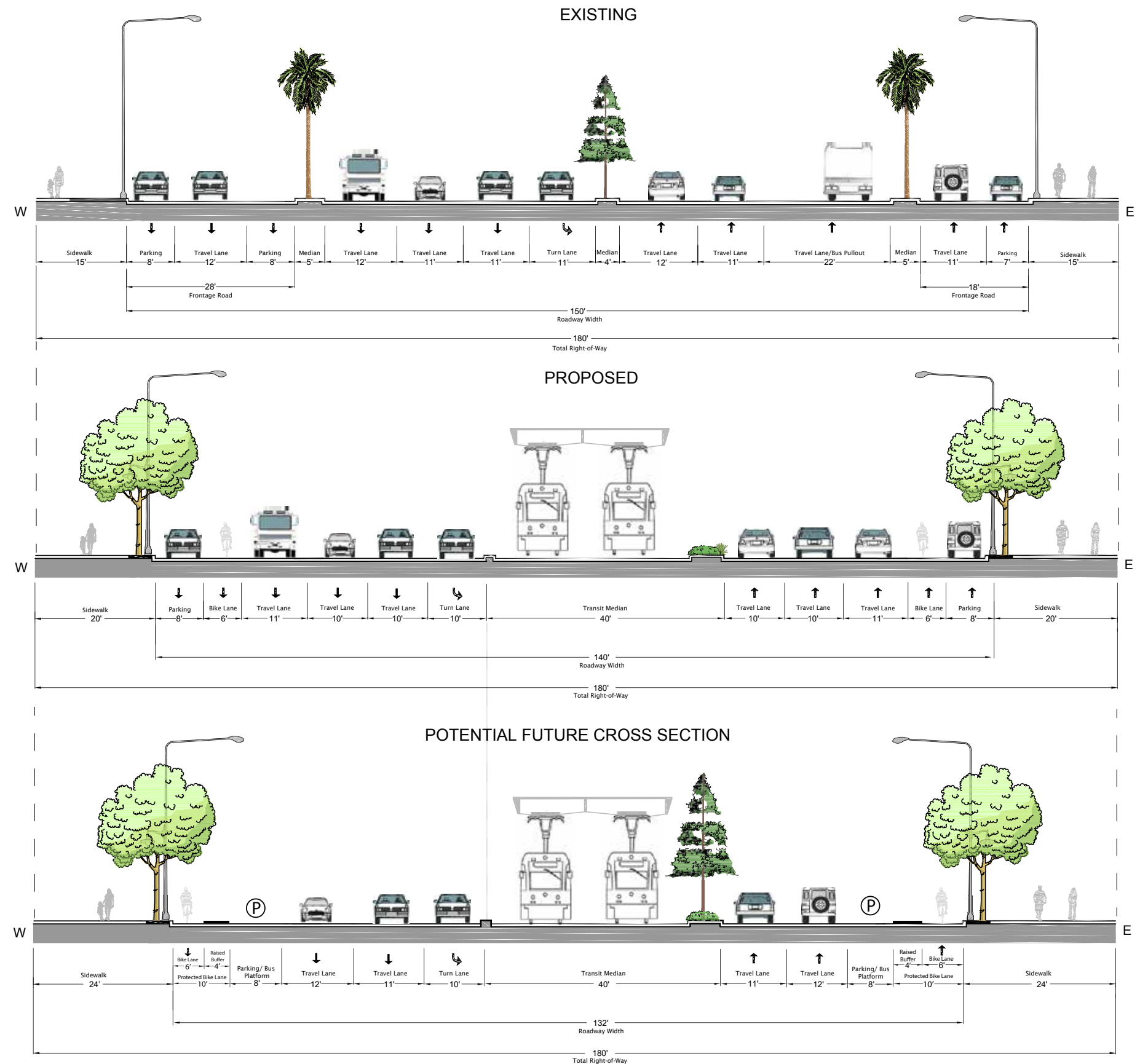
Note: Sections not to scale.

### D.1.4 46TH STREET TO WESTMOUNT STREET



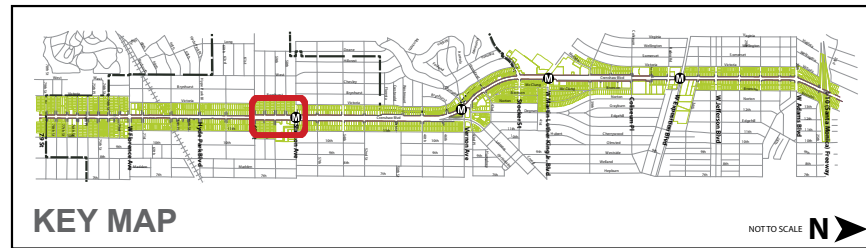
Potential future modifications to the right-of-way include (see page 5-20 to reference proposed cross sections):

- Install protected bike lanes in both directions by repurposing two vehicular travel lanes in each direction.
- Create full-time parking lanes, with bus platforms.
- Widen both sidewalks to 24'; alternatively 4' on each side can be added for planting along the transit median.
- Install a raised landscaped median, where feasible.



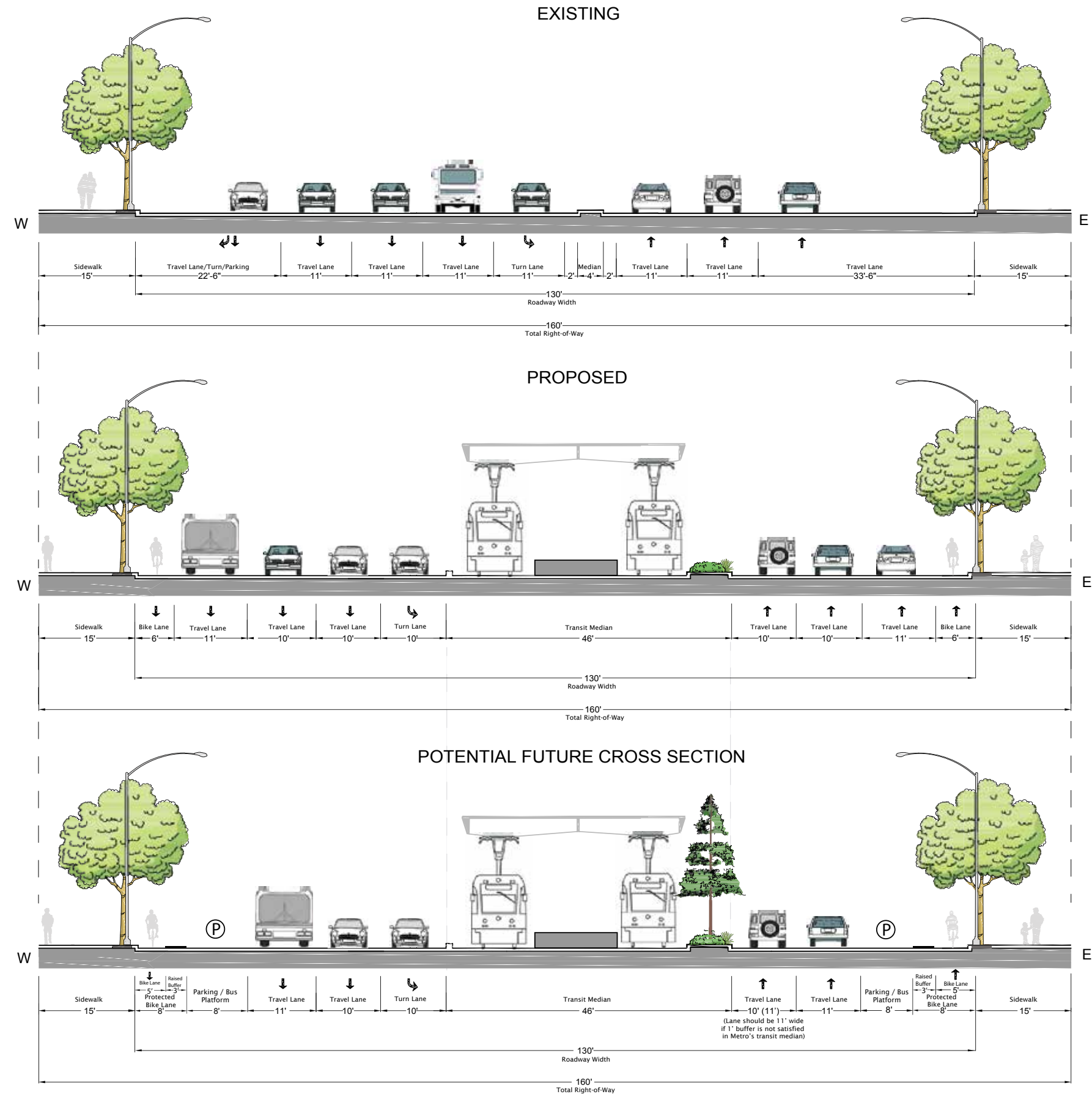
Note: Sections not to scale.

### D.1.5 SLAUSON AVENUE TO 60TH STREET



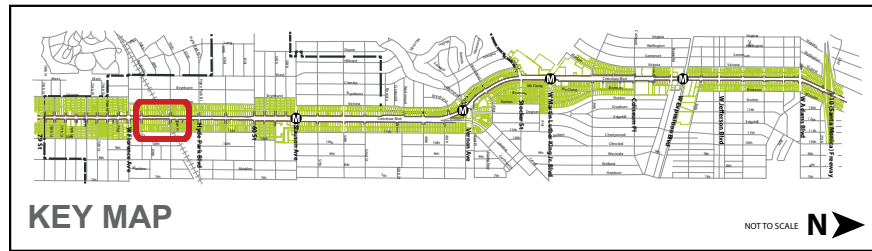
Potential future modifications to the right-of-way include (see page 5-26 to reference proposed cross sections):

- Install northbound and southbound protected bike lanes by repurposing one vehicular travel lane in each direction.
- Create full-time parking lanes, with bus platforms.
- Install a raised landscaped median, where feasible.



Note: Sections not to scale.

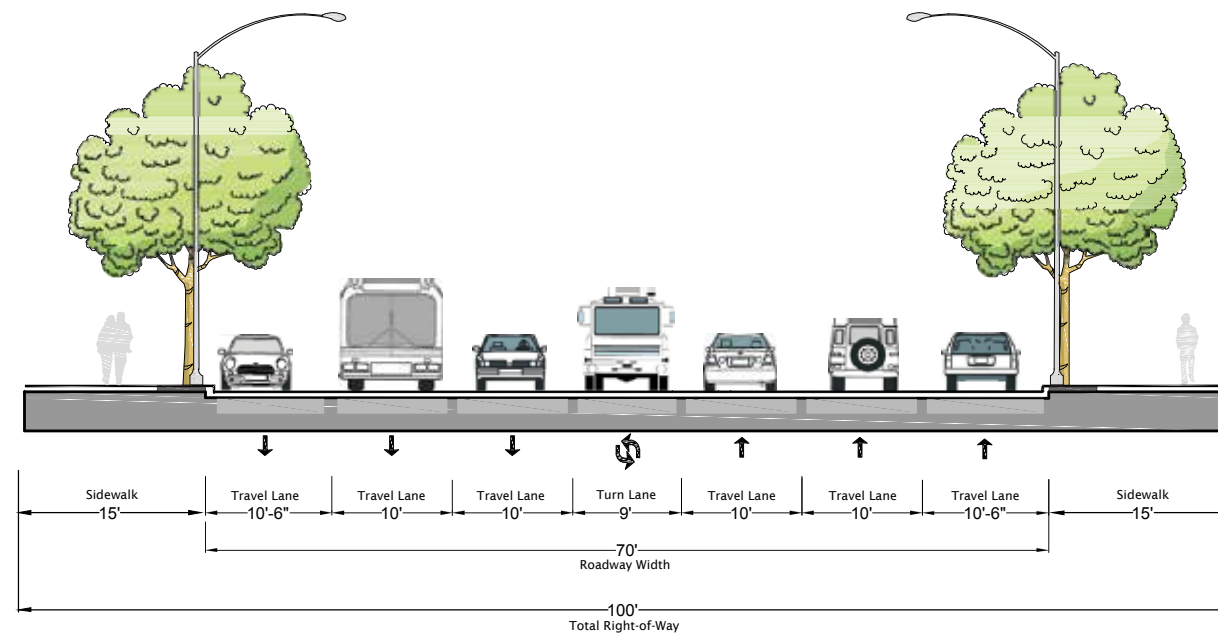
**D.1.6 67TH STREET TO 79TH STREET<sup>2</sup>**



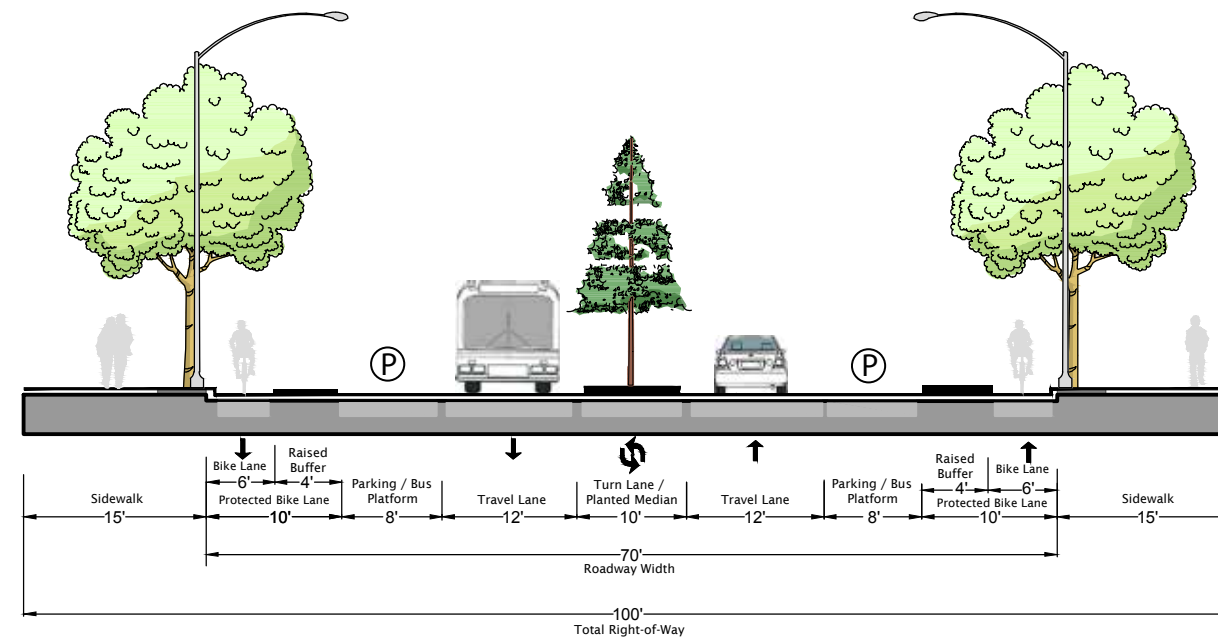
Potential future modifications to the right-of-way include (see page 5-32 to reference proposed cross sections):

- Install northbound and southbound protected bike lanes by repurposing one vehicular travel lane in each direction.
- Create full-time parking lanes, with bus platforms.
- Install a raised landscaped median, where feasible.

EXISTING AND CURRENTLY PROPOSED  
(ONLY CHANGES INCLUDE ADDITION OF  
STREET TREES AND STREET LIGHTING WHERE FEASIBLE)



POTENTIAL FUTURE CROSS SECTION



Note: Sections not to scale.

<sup>2</sup> This is a typical cross section that is applicable from 67th Street to 79th Street.



## D.2 POTENTIAL PLAZAS AND GREEN STREETS

Linear parks and plazas can create spaces for community gathering, recreation and landscaping and can host community and cultural events. Figure D.2 shows a conceptual plan for how the frontage road between Coliseum Place and 39th Street (eastside of the street) could be converted into a linear park. Treatments can vary depending on abutting uses. On a block that is more residential in nature, a linear park can be designed with substantial landscaping, walking paths and seating to maintain the serenity of the abutting uses. On commercial blocks, such as the one depicted in Figure D.3, the linear park can be designed to provide spaces for gathering, seating and active and passive recreation. This potential location for a linear park could provide another opportunity to enhance the public realm and recapture underused roadway, similar to the People Streets Plaza proposed on 43rd Place in Leimert Village, adjacent to the Vision Theatre.

Linear parks, plazas and raised landscaped medians (potentially with bioswale treatments per the City's Green Streets Standard Plans) can all be installed to both enhance the public realm and create opportunities to incorporate green and sustainability elements. Raised landscaped medians, where feasible, either between turn lanes or continuous, can increase the available planting area and incorporate median refuge islands that shorten crossing distances and improve pedestrian safety. Segments that potentially could accommodate raised landscaped medians include the area north of Martin Luther King Jr. Boulevard and the southernly segment near the Harbor Subdivision Transit Corridor south of 67th Street. To create a more sustainable corridor, native and drought-tolerant plants and trees are recommended. The potential plazas and green streets for Crenshaw Boulevard are consistent with the policies and design guide for the Mobility Plan 2035.

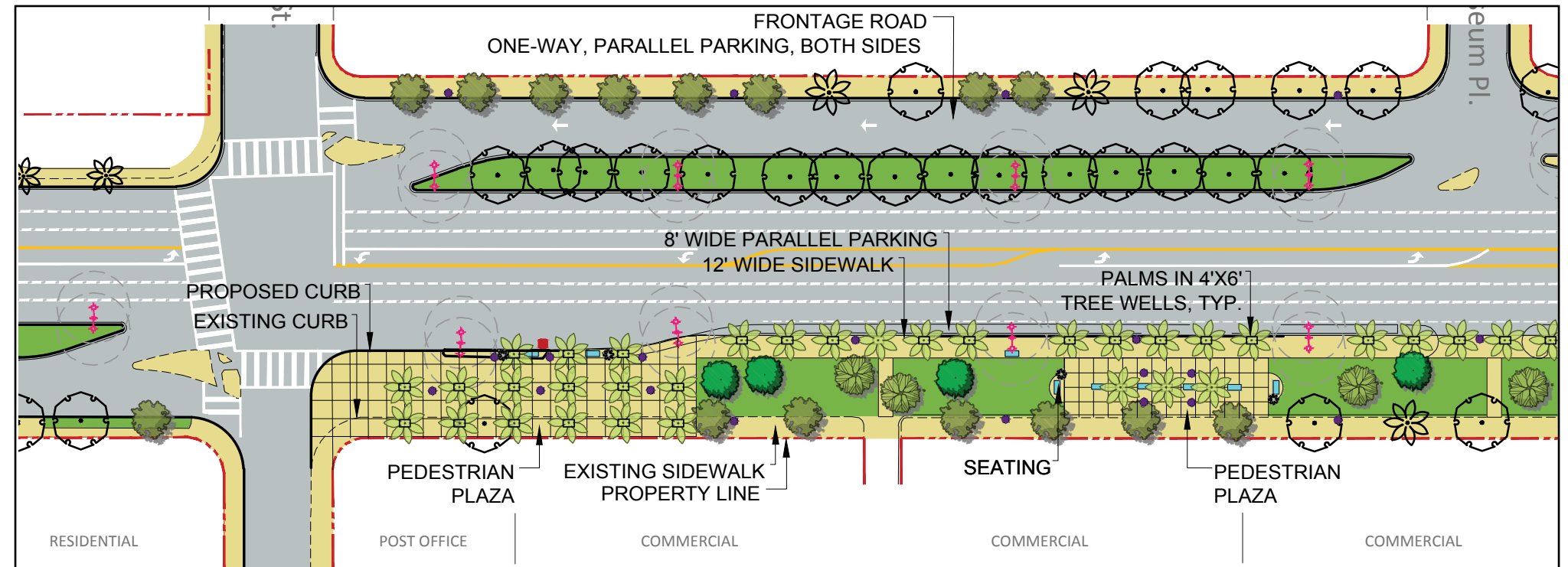


Figure D.2 Potential linear park concept, between Coliseum Place and 39th Street.



Figure D.3 Linear parks on commercial blocks can consist of hardscape, street trees, bench seating and outdoor dining areas, as shown in the concept rendering on the above example to the right for Figueroa Street (<http://myfigueroa.com/>). Linear parks can incorporate small play areas like the above examples to the left on Octavia Street in San Francisco.

Note: Drawings not to scale.



### D.3 SIGNAL TREATMENT TOOLBOX

The Signal Treatment Toolbox includes design strategies to maximize the safety and efficiency of street intersections. As endorsed by LADOT Pedestrian Programs Division, these toolbox techniques can potentially be applied to intersections with high pedestrian volumes along Crenshaw Boulevard. These potential intersection treatments are consistent with policies and the Complete Street Design Guide of the Mobility Plan 2035 and the Vision Zero initiative. The signal treatment toolbox for designated intersections on Crenshaw Boulevard include the No Right Turn on Red sign, Split Phasing, Leading Pedestrian Interval, Scramble Crosswalk, Bicycle Box and Bicycle Signal.

#### No Right Turn on Red

No Right Turn on Red reduces conflicts between drivers and pedestrians travelling in the same direction. The NRTOR sign is best to be placed at intersections with inadequate sight distance, unusual geometry, and areas with high volumes of seniors and children (see Figure D.4). Potential locations for NRTOR signs are at Crenshaw/39th Street, Crenshaw/48th Street, and Crenshaw/54th Street.

#### Split Phasing

Split phasing divides the green light of a traffic signal into separate phases: one for turning vehicles and another for through traffic and pedestrians (see Figure D.5). This allows for pedestrians to cross the street free of conflicts with turning vehicles. This treatment is best at intersections with dedicated turning lanes where high pedestrian volumes and turning vehicles frequently conflict. Potential locations for Split Phasing are at Crenshaw/Stocker Avenue, Crenshaw/Vernon Avenue and Crenshaw/57th Street.

#### Leading Pedestrian Interval

A Leading Pedestrian Interval (LPI) is a low intensity treatment that creates a 3 to 7 second “head start” for pedestrians over cars going in the same direction, or turning across the pedestrians’ paths. It is accomplished by an advance walk indication for the crosswalk during which parallel and turning traffic continue to face a red signal. LPis should be placed at intersections with curb extensions. According to the National Association of City Transportation Officials (NACTO), LPis enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles, especially in locations with a history of conflict. Figure D.6 illustrates this treatment. Potential locations for LPI are at Crenshaw/Jefferson Boulevard, Crenshaw/Exposition Boulevard, Crenshaw/Coliseum Street, and Crenshaw/Slauson Avenue.

#### Scramble Crosswalk

A scramble crosswalk typically stops all vehicular traffic and allows pedestrians to cross an intersection in every direction, including diagonally. This design treatment also minimizes pedestrian-vehicular conflicts at busy intersections. A scramble crosswalk at the intersection of Crenshaw Boulevard and Martin Luther King Jr. Boulevard can help to facilitate the circulation of significant pedestrian activity and better access to the various transit stations in this area (see Figure D.7). Upon meeting with LADOT, scramble crosswalks are also suggested at the intersections of Crenshaw/Slauson Avenue and Crenshaw/Florence Avenue.

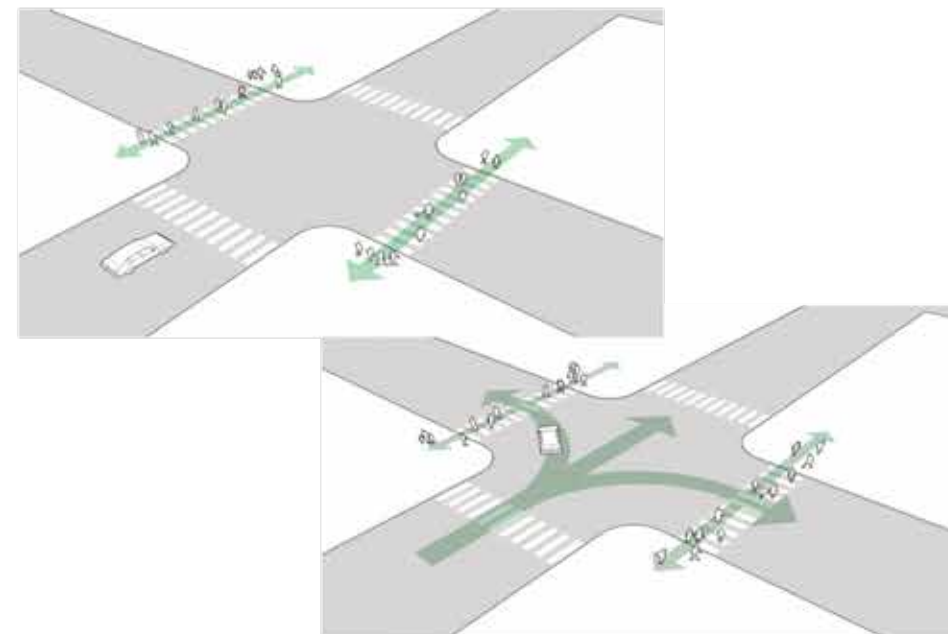
Note: Drawings not to scale.

Figure D.4 No Right Turn on Red



No Right Turn on Red reduces conflicts between drivers and pedestrians travelling in the same direction. This sign is typically placed at intersections with high pedestrian volumes.

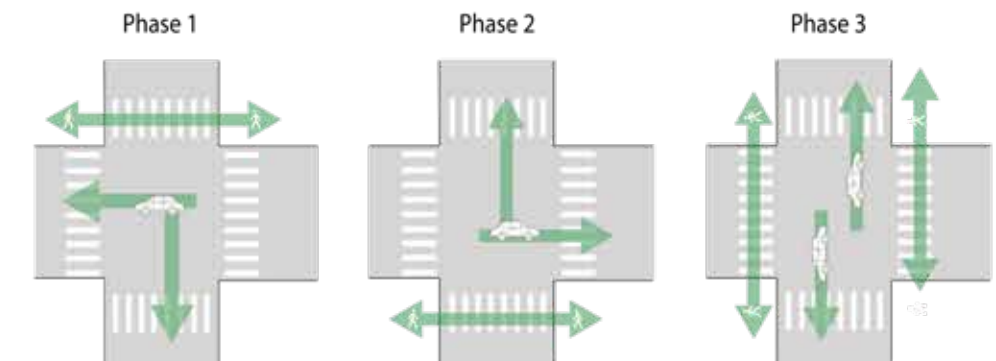
Figure D.6 Leading Pedestrian Interval



Source: NACTO

A Leading Pedestrian Interval is a low intensity treatment that creates a “head start” for pedestrians over cars going in the same direction, or turning across the pedestrians’ paths.

Figure D.5 Split Phasing



Split phasing divides the green light of a traffic signal into separate phases to allow for pedestrians to cross the street free of conflicts with turning vehicles.

Figure D.7 Scramble Crosswalk



A scramble crosswalk allows pedestrians to cross an intersection in every direction, including diagonally. This graphic is an example of a potential scramble crosswalk at Crenshaw Boulevard and Martin Luther King Jr. Boulevard.



## D.4 SIGNAL TREATMENT TOOLBOX (Continued)

### Bicycle Box

The bicycle box is an intersection safety tool designed to prevent bicycle and vehicle collisions, especially between motorists turning right and bicyclists going straight. The safety feature of the bicycle box allows for more visibility and awareness of the bicyclists on the road. Motorists must stop behind the white limit line at the back end of the bicycle box and are restricted from making a right turn on a red light at the intersection. Bicycle boxes are typically installed at signalized intersections with high volumes of bicycles and/or motor vehicles (see Figure D.8). Potential locations for bicycle boxes are at Crenshaw/Martin Luther King Jr. Boulevard and Crenshaw/Exposition Boulevard.

### Bicycle Signal

Bicycle signal heads are installed at signalized intersections that are difficult for bicyclists to navigate. This intersection treatment is used to separate through bicycle movements from right turning vehicles. There is no right turn on red when the bicycle signal is active. Bicycle signal heads typically use standard three-lens signal heads in green, yellow, and red with a stencil of a bicycle. This safety feature should be applied at intersections that experience high volumes of bicycle traffic and/or have a noticeable collision history (see Figure D.9). Potential locations for bicycle signals are at Crenshaw/Coliseum Street, Crenshaw/Vernon Avenue, Crenshaw/54th Street, and Crenshaw/Florence Avenue.

Figure D.8 Bicycle Box



Source: NACTO

Figure D.9 Bicycle Signal



Source: NACTO



Source: San Francisco Streetsblog

The bicycle box should be installed at intersections with high volumes of traffic. The bicycle box, with the use of a bicycle signal, will help to reduce conflicts between bicyclists and motorists.



Source: USA Streetsblog

The bicycle signal separates right and left turning motorists from bicyclists and pedestrians. The bicycle signal gives bicyclists and pedestrians a head-start, and also increases overall visibility for all users.

Note: Drawings not to scale.



## D.4 GREAT STREETS INITIATIVE - FLORENCE AVENUE TO 78TH STREET

Crenshaw Boulevard, from Florence Avenue to 78th Street, has been designated as a “Great Street,” through an initiative by the Mayor’s office. Additional street enhancements should focus on improving connectivity, creating a continuous tree canopy and improving pedestrian safety and comfort. These improvements can reinforce neighborhood identity and improve access to the to the proposed Crenshaw/LAX LRT Line West Boulevard and Slauson Avenue stations and the potential Rail-to-River project being studied by Metro for the Harbor Subdivision Transit Corridor.

The recommendations below are consistent with the goals and principles of the Crenshaw Boulevard Streetscape Plan. Suggested improvements include, but are not limited to:

- **Street Trees:** Plant shade trees to improve tree canopy.
- **Continental Crosswalks:** Install at all intersections.
- **Midblock Crossings:** Install on blocks longer than 300’; include median refuge islands, where feasible.
- **Raised Landscaped Medians:** Install, where feasible. Use drought-tolerant, native plant material.
- **Parklets:** Place in commercial areas, where feasible. Parklets could include public art installations, decorative benches or other elements.
- **Protected Bike Lanes:** See Section D.1.6.
- **Curb extensions:** Install near midblock crossings and at intersections, where feasible.
- **Bicycle parking.**



This aerial map shows the street segment between Florence Avenue and 78th Street on Crenshaw Boulevard. This portion of Crenshaw Boulevard is included in the Mayor’s Great Streets Initiative. Potential future improvements may include:



Many great streets include landscaped medians. Potential locations for landscaped medians on Crenshaw Boulevard are between 73rd and 74th Streets and between 77th and 78th Streets.



This picture shows a midblock crossing with a pedestrian refuge area. Potential locations for midblock crossings are at Crenshaw/Florence Avenue or at Crenshaw/73rd Street.



This picture is an example of a street with a bike lane, landscaped median and parkway, with a continuous tree canopy. Adding similar streetscape improvements on Crenshaw Boulevard, south of Florence Avenue, can help create a seamless transition from commercial to residential areas.



Parklets are typically installed in commercial areas. Converting on-street parking spaces into parklets will allow for more opportunities for public art and open space for Crenshaw Boulevard.