

# Radford Studio Center Specific Plan

## Appendix E: Streetscape Plans

## 0.0 Appendix: Streetscape Improvement Plan

The Radford Studio Center Specific Plan (Specific Plan) establishes a framework for development that fosters the modernization of the studio while maintaining compatibility with adjacent uses and enhancing public safety, comfort, and walkability/bikeability for the community at-large.

The Specific Plan prioritizes a multi-modal approach to transportation and mobility through modernized and safe sidewalks, areas for future transit integration, on-site parking that is appropriately screened, street trees and additional landscaping, lighting, and street furnishings. The following sections outline objectives and regulations for public streetscape improvements along the Specific Plan public right-of-way areas. All improvements shall be consistent with Urban Forestry guidelines and Bureau of Street Services requirements.

Pedestrian access to the existing art walk is severely limited and dangerous due to the lack of sidewalk. Prioritizing “safe edges” through the addition of a dedicated bike lane and an expanded pedestrian sidewalk along Radford is a high priority for the project as well as providing connection to Moorpark Street to provide increased connectivity for pedestrians, cyclists, and studio vehicular traffic.

**The Streetscape Plan objectives include:**

- Re-use existing plant beds, saving established trees where feasible, and upgrade shrubs and groundcover to include water-wise and climate-appropriate species where feasible.
- Provide connection to and help facilitate the City's implementation of the Los Angeles River Master Plan (LARMP).
- Support and install a separated bike lane along Radford Avenue to bolster community connectivity and individual health and wellness. Facilitate additional studio access opportunities with the development of a new multi-modal bridge connection to the Studio from Moorpark Street.
- Enhance the pedestrian experience along Colfax Avenue adjacent to the Studio.
- Provide stormwater Best Management Practices (BMP), where feasible along the existing public Alley.

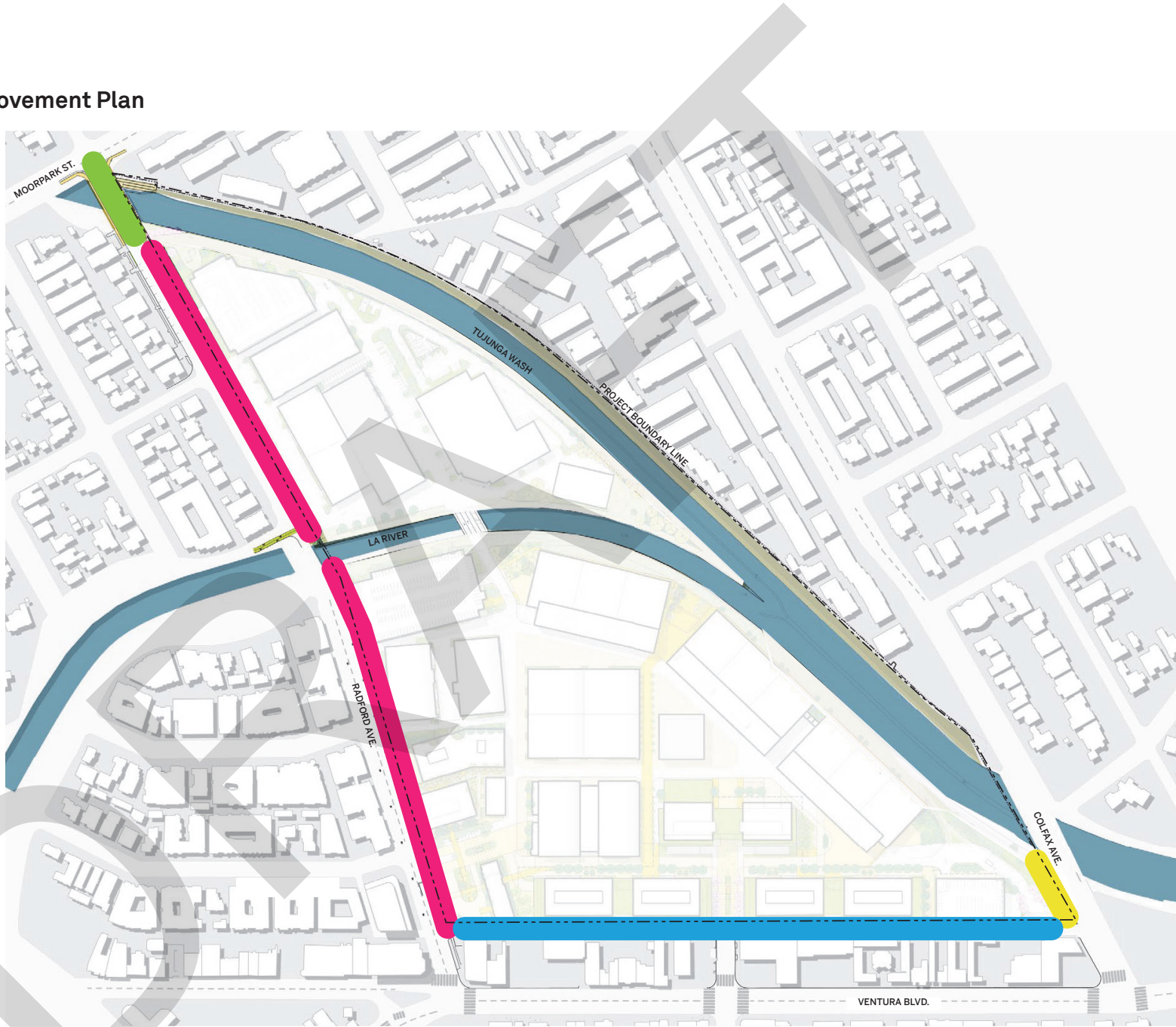
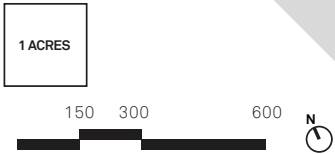
Each public frontage along the project boundary accounts for the existing uses, urban form, and streetscape function to highlight and improve the pedestrian experience while prioritizing safety, connectivity, and shade canopy cover.

# 1.0 Overall Streetscape Improvement Plan

Public right-of-way streetscape improvements shall be designed to incorporate pedestrian amenities, such as, but not limited to, street furniture, trash receptacles, and street and/or pedestrian lighting. While individual design elements may be implemented on a specific public street frontage (i.e., Radford Avenue, Colfax Avenue, or the public alley), lighting, furniture, and pavement treatments/materials shall generally be consistent throughout the Specific Plan area.

Improvements listed in this document may be substituted for other improvements which are consistent with the material, form, and quality of those listed if they are Approved Products for use in the public right-of-way by the Bureau of Engineering or the Bureau of Street Services. Improvements not found to be approved may be applied for and be granted approval by the City's Engineer of Design. Such substitutions shall be made consistently throughout the Specific Plan area. See Section 1.4 for additional details.

- LEGEND**
- RADFORD AVE FRONTAGE
  - COLFAX AVE FRONTAGE
  - RIVER AND WASH FRONTAGE
  - PUBLIC ALLEY



# 1.1 Street Trees

Street trees provide wide-ranging and extensive benefits within the Specific Plan area. Their arrangement and rhythm will reinvigorate sections of sidewalk previously underutilized by pedestrians due to issues such as a lack of shade and uncomfortable thermal conditions. Street trees help integrate the public and private aspects of the Specific Plan area along public frontages. They create a sense of place and anchor the Specific Plan area edges. Additionally, street trees provide shade and cooling for street segments which were historically designed solely for the automobile. The project aims to heat-proof the landscape, to the extent feasible, with low-water and climate appropriate trees and understory planting that will provide a cooling effect from extreme thermal temperatures. Additional benefits of increasing the canopy on the street are to help reduce air pollution caused by cars and provide a sense of well-being and a sense of identity to the public realm.

## General requirements:

- Installation of street trees shall be consistent with Urban Forestry guidelines and is subject to Urban Forestry approval. All improvements shall be consistent with Urban Forestry guidelines and Bureau of Street Services requirements. Utilize low water / drought tolerant species, where feasible/appropriate.
- Street tree spacing shall be consistent along each frontage. If required, spacing may be modified in situations where the consistent spacing is interrupted or deemed infeasible due to utilities, lighting, driveways, security, or similar considerations.
- Street trees shall be limbed up to seven feet at installation in compliance with the Urban Forestry Guidelines.
- Minimum installation size shall be a 24" box in compliance with the Urban Forestry Guidelines.

## LEGEND

- ENGELMANN OAK
- CRAPE MYRTLE
- SYCAMORE

## NOTES:

1. Refer to standard plans for locations.



**ENGELMANN OAK**  
*Quercus engelmannii*  
Size: 32'-65' H x 90' W  
Irrigation requirements: Low  
Growth Habit: Rounded, irregular  
Growth Rate: Moderate  
BSS-UFD List: Yes



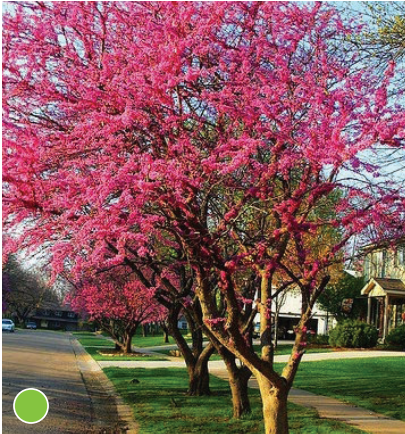
**CRAPE MYRTLE**  
*Lagerstroemia indica*  
Size: 25' H x 25' W  
Irrigation requirements: Low  
Growth Habit: Rounded, vase  
Growth Rate: Fast  
BSS-UFD List: Yes



**SYCAMORE**  
*Platanus racemosa*  
Size: 20-115' H x 50' W  
Irrigation requirements: Low  
Growth Habit: Rounded, upright, columnar  
Growth Rate: Fast, Slow  
BSS-UFD List: Yes



**VALLEY OAK (ALT SPECIES)**  
*Quercus lobata*  
Size: 60'-100' H x 50' W  
Irrigation requirements: Low  
Growth Habit: Rounded, upright, columnar  
Growth Rate: Fast, moderate  
BSS-UFD List: Yes



**WESTERN REDBUD (ALT SPECIES)**  
*Cercis occidentalis*  
Size: 25' H x 10-10' W  
Irrigation requirements: Low  
Growth Habit: Rounded  
Growth Rate: Moderate  
BSS-UFD List: Yes



**CALIFORNIA LIVE OAK (ALT SPECIES)**  
*Quercus agrifolia*  
Size: 25'-82' H x 15-35' W  
Irrigation requirements: Low  
Growth Habit: Rounded  
Growth Rate: Moderate, slow  
BSS-UFD List: Yes

1.2 Streetscape Improvements

- LEGEND
- ACCESSIBLE PUBLIC BENCH
  - PUBLIC SPACE RECEPTACLE BINS
  - BIKE RACK



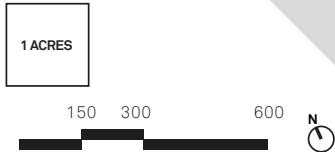
ACCESSIBLE PUBLIC BENCH CHARACTER IMAGE



PUBLIC SPACE RECEPTACLE BINS CHARACTER IMAGE



BIKE RACK CHARACTER IMAGE



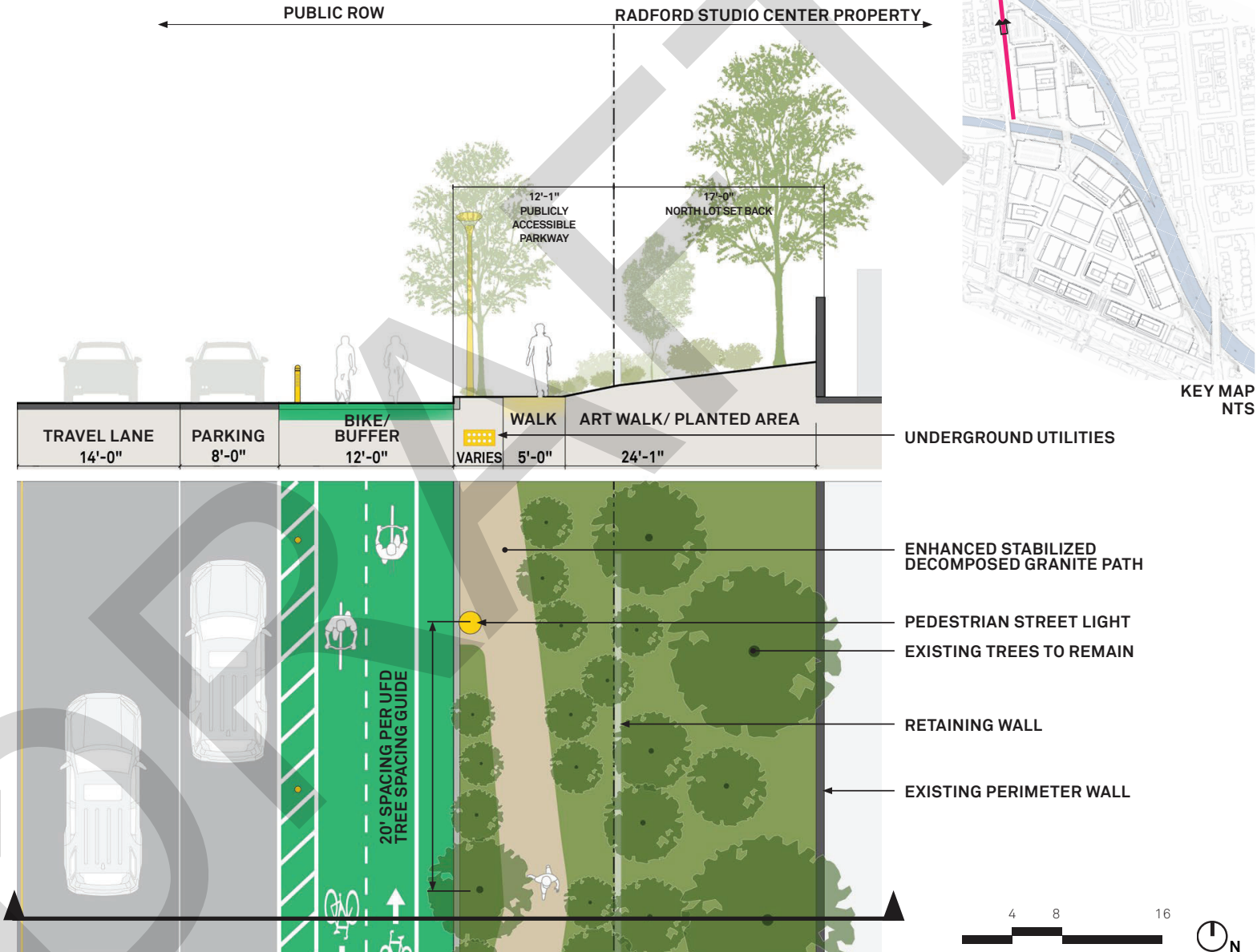
### 1.3 Radford Avenue - North Lot

The improvements to the public right-of-way frontages adjacent to the Specific Plan area are intended to respond to the unique character of each street while ensuring a consistently high level of materiality and design throughout the Specific Plan area. These streetscape guidelines will ensure that the Specific Plan area and its improvements provide a high-quality public realm and ensures the vibrancy and safety of all users while creating a unique sense of place within each frontage.

Streetscape improvements are configured into two primary spatial zones: 1) the detail band, in which elements such as trees and site furnishings are located, and 2) the pedestrian clear zone, which allows for unobstructed pedestrian circulation free of obstacles. These two zones run parallel to the curb and street.

Radford Avenue is designated as an Avenue II circulation system in the Mobility Plan 2035. It is lined with single- and multi-family residential uses. It supports automobile and pedestrian access, running north/south to the west of the Specific Plan area with a dead-end condition south of the Tujunga Wash. Improvements include a protected two-way bike path, and enhancements to the existing Radford Art walk with pedestrian lighting, upgraded vegetation, and a refresh of the existing decomposed granite path.

DETAIL BAND	WIDTH VARIES
PEDESTRIAN CLEAR ZONE	5' MIN.
JOINT SPACING	N/A



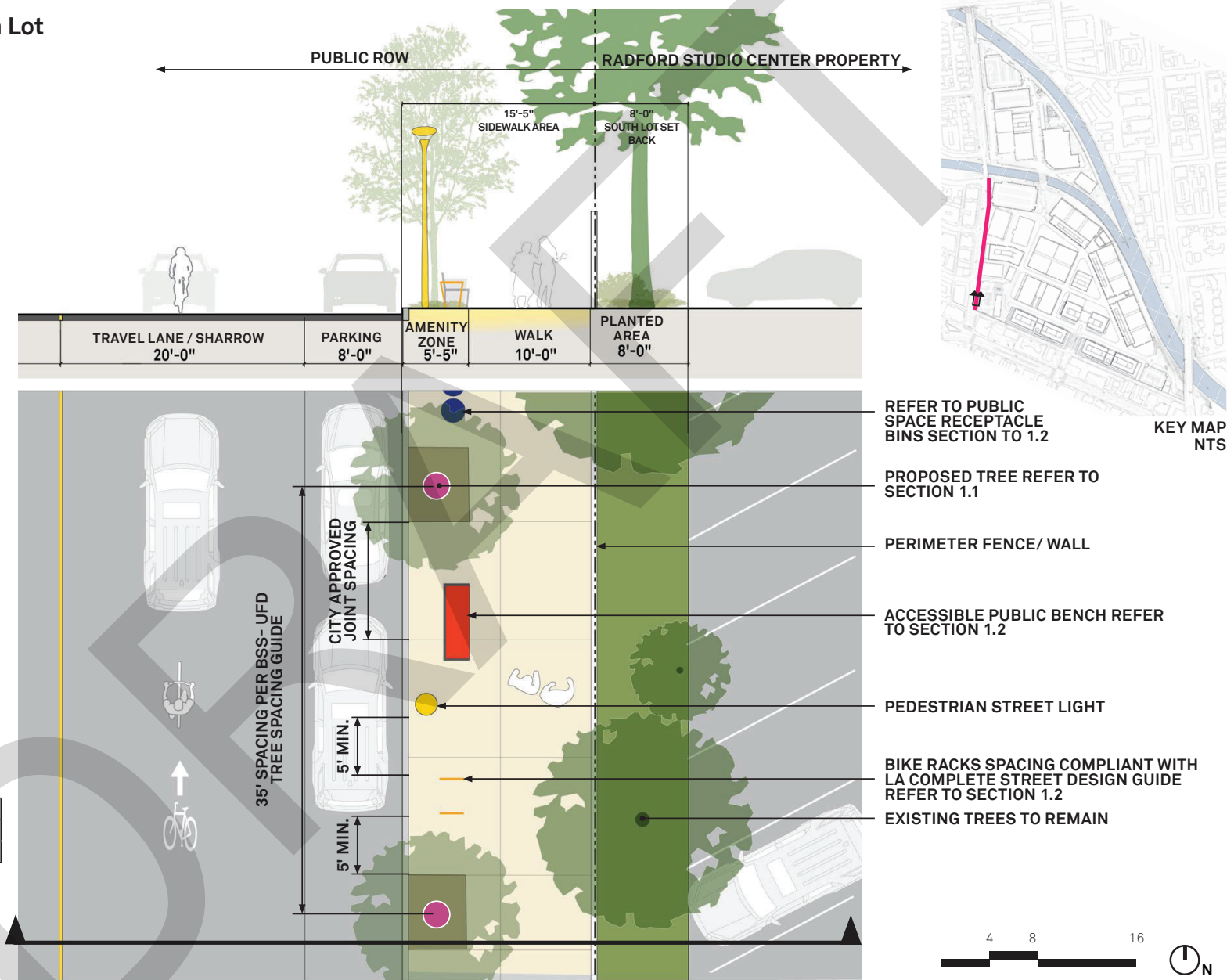
1.3.1 Radford Avenue - South Lot

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Radford Avenue is designated as an Avenue II circulation system in the Mobility Plan 2035. It is lined with single- and multi-family residential and commercial uses. It supports automobile and pedestrian access, running north/ south to the west of the Specific Plan area north to the Los Angeles River. Improvements include sharrow bike lanes, installation of street furnishings (accessible benches, public spaces receptable bins, bike racks, and lighting), as well as refreshed concrete paving.

DETAIL BAND	5'-5"
PEDESTRIAN CLEAR ZONE	10'-0"
JOINT SPACING	5'MIN. - 10'MAX O.C.

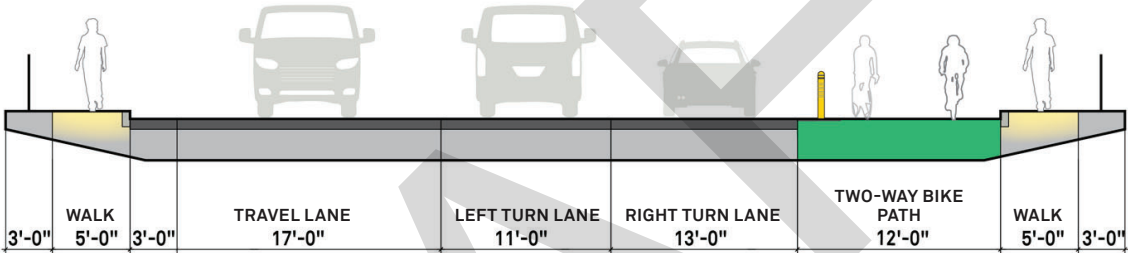


### 1.3.2 Moorpark Bridge Crossing

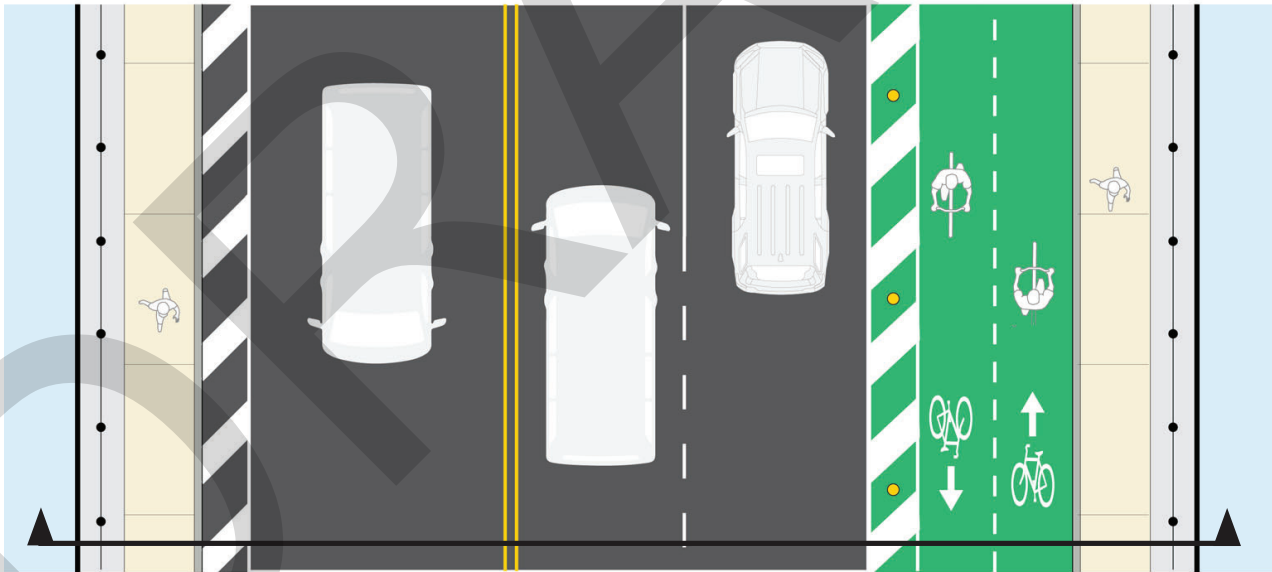
The improvements to the public right-of-way frontages adjacent to the Specific Plan area are intended to respond to the unique character of each street while ensuring a consistently high level of materiality and design throughout the Specific Plan area. These streetscape guidelines will ensure that the Specific Plan area and its improvements provide a high-quality public realm and ensures the vibrancy and safety of all users while creating a unique sense of place within each frontage.

Located at the existing northern terminus of Radford Avenue, the Moorpark Mobility Connector, a new bridge is proposed to provide increased community connectivity and direct access to the Specific Plan area.

A separated two-way protected bike path will provide continuous connection for pedestrians and bicyclists from the Tujunga Wash Path, identified in the LARMP, to Radford Avenue and Moorpark Street. A newly signalized intersection, enhanced pedestrian crosswalks, and new landscape will allow safe pedestrian and bicyclist connection to the bridge from the surrounding neighborhood. The final bridge engineering, associated dimensions, and alignment have yet to be determined, the section below is for illustrative purposes only.



KEY MAP  
NTS



NOTES:  
1. For illustrative purposes only, final alignment and dimensions are not yet defined.



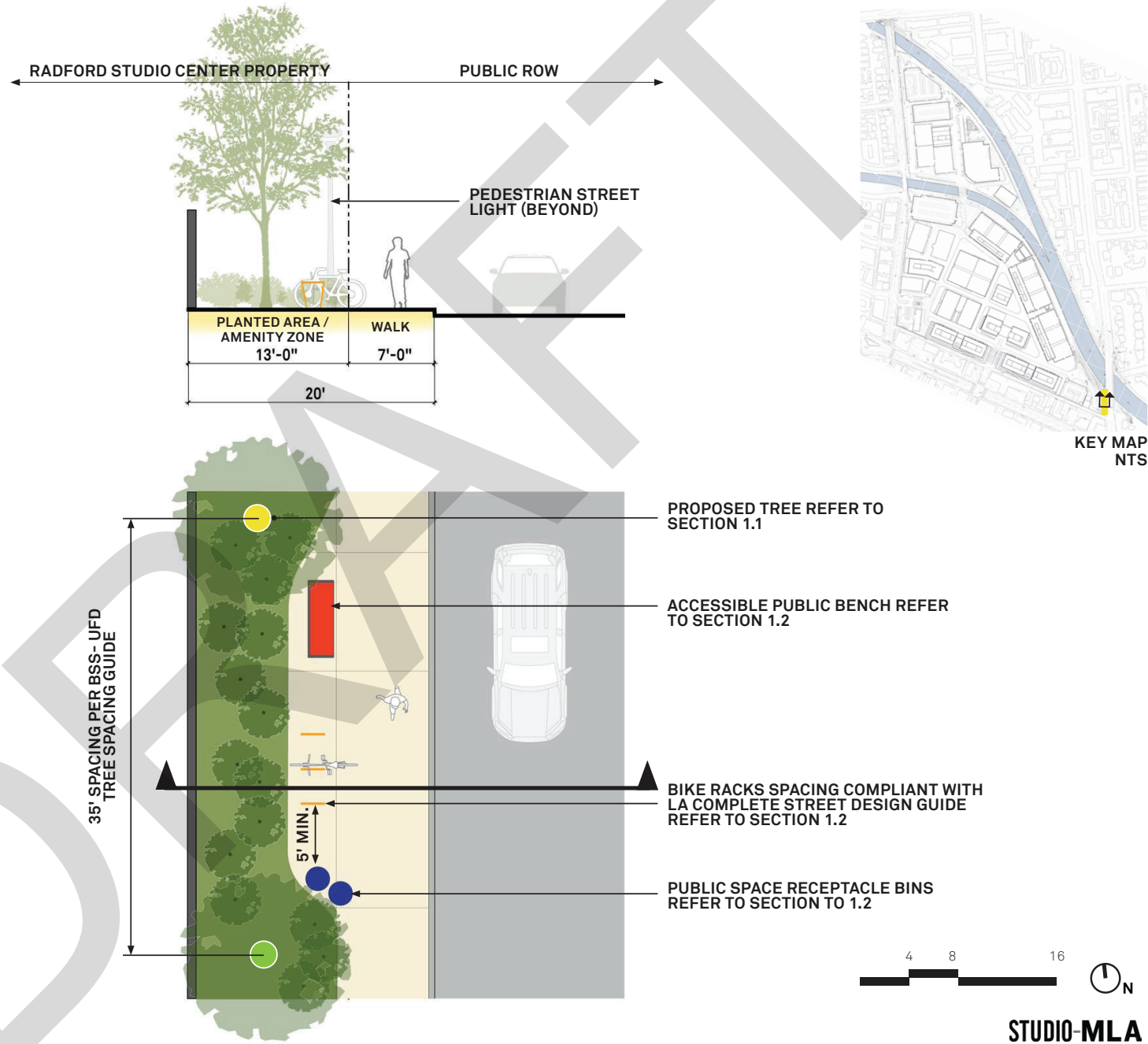
### 1.3.4 Colfax Avenue Entry

The improvements to the public right-of-way frontages adjacent to the Specific Plan area are intended to respond to the unique character of each street while ensuring a consistently high level of materiality and design throughout the Specific Plan area. These streetscape guidelines will ensure that the Specific Plan area and its improvements provide a high-quality public realm and ensures the vibrancy and safety of all users while creating a unique sense of place within each frontage.

Streetscape improvements are configured into two primary spatial zones: 1) the detail band, in which elements such as trees and site furnishings are located, and 2) the pedestrian clear zone, which allows for unobstructed pedestrian circulation free of obstacles. These two zones run parallel to the curb and street.

Colfax Avenue is designated as an Avenue II circulation system the Mobility Plan 2035. It is lined with single- and multi-family residential and commercial uses. It supports automobile and pedestrian access, running north/south to the east of the Specific Plan from Moorpark Street to Ventura Boulevard. Colfax Avenue improvements, adjacent to the Specific Plan Area will include new planting areas and highlighted with flowering trees. Additional streetscape enhancements include street furnishings (accessible benches, public spaces receptable bins, bike racks, and lighting), as well as refreshed concrete paving.

DETAIL BAND	WIDTH VARIES
PEDESTRIAN CLEAR ZONE	7'-0"
JOINT SPACING	5'MIN. - 10'MAX O.C.

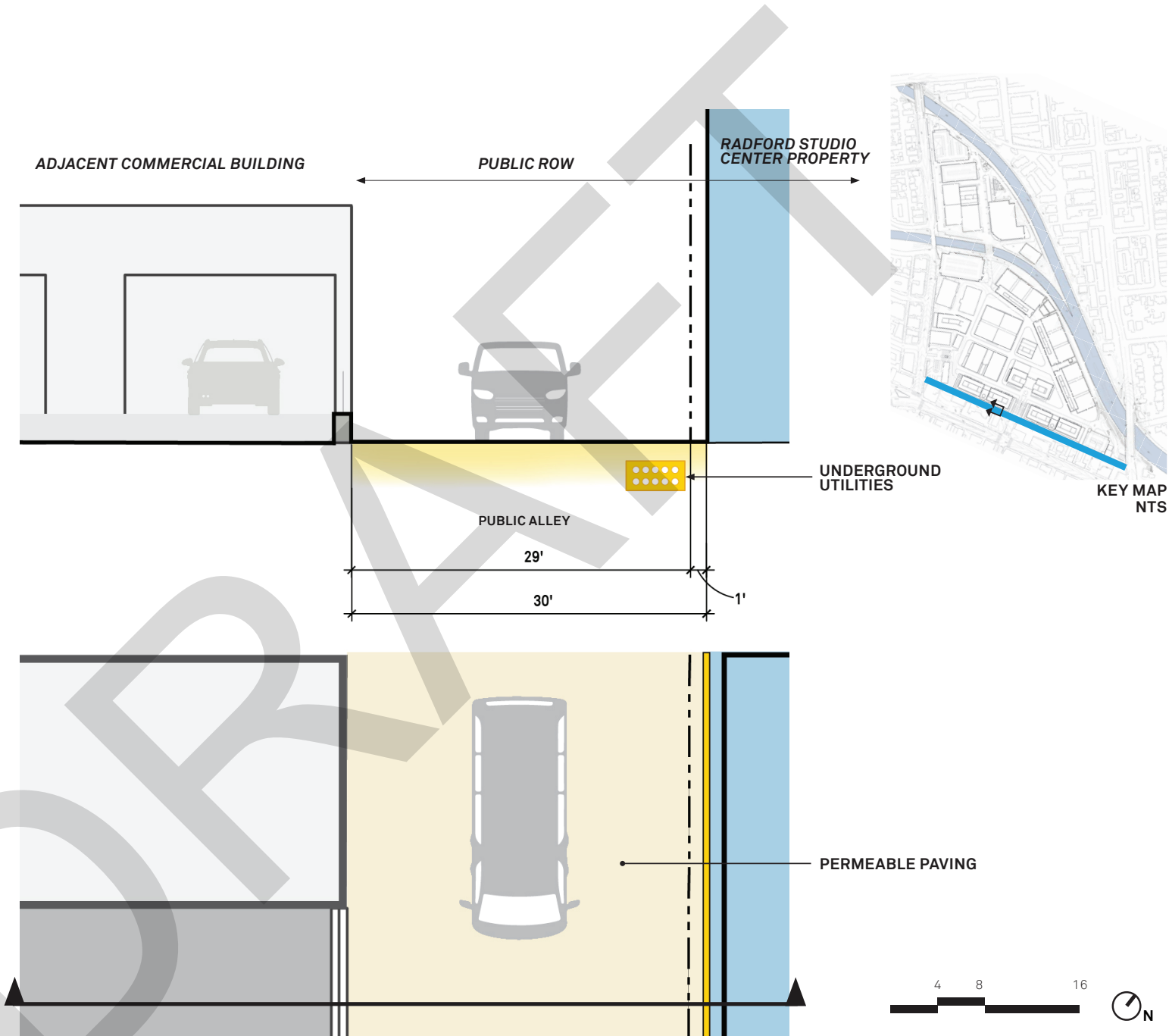


1.3.5 Public Alley

The improvements to the public right-of-way frontages adjacent to the Specific Plan area are intended to respond to the unique character of each street while ensuring a consistently high level of materiality and design throughout the Specific Plan area. These streetscape guidelines will ensure that the Specific Plan area and its improvements provide a high-quality public realm and ensures the vibrancy and safety of all users while creating a unique sense of place within each frontage.

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The public alley is designated as XX in the Mobility Plan 2035. It is lined with multi-family residential and commercial uses. It supports automobile and service vehicle access, running east/west and located to the south of the Specific Plan area from Colfax Avenue to Radford Avenue. Improvements to the public alley include resurfacing with permeable materials and asphalt paving to allow for increased stormwater infiltration and the relocation of utilities, where feasible.



# 1.4 Design Elements

Public right-of-way streetscape improvements shall be designed to incorporate pedestrian amenities, such as, but not limited to, street furniture, trash receptacles, and street and/or pedestrian lighting. While individual design elements may be implemented on a specific public street frontage (i.e., Radford Avenue, Colfax Avenue, or the public alley), lighting, furniture, and pavement treatments/materials shall generally be consistent throughout the Specific Plan area.

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- A. Bike Racks
- B. Public Space Receptacle Bins
- C. Paving
- D. Soil
- E. Irrigation
- F. Accessible Public Benches
- G. Pedestrian Lighting

## A. Bike Racks

- Bike parking should be located out of the pedestrian clear zone and consistent with the requirements outlined in LADOT Bicycle Parking Ordinance.
- Bicycle racks may be placed on private property adjacent to the public right-of-way.
- Simple bike racks shall be painted consistent/ uniform color in keeping with other street furnishing elements.

## B. Public Space Receptacle Bins

- Bins shall be located outside of the pedestrian clear zone and consistent with the requirements of the City Department of Public Works.
- Public space receptacle bins may be placed on private property adjacent to the public right-of-way.
- Separate recycling and trash receptacles may be provided.
- Receptacles shall be consistent/ uniform color in keeping with other street furniture elements and are to be maintained and emptied by the Project owner.

## C. Paving

- Jointing shall be consistent with the LA Department of Public Works standard Joints in Concrete Sidewalk Detail.
- Paving joints shall align with design elements and architectural features to minimize pavement cracking.
- Surfaces shall comply with applicable Americans with Disabilities Act (ADA) requirements.
- Site concrete shall be finished to allow for individuality and character along each frontage while ensuring consistency throughout the Specific Plan area.

## D. Soil

- Shall be clean and free of foreign or toxic materials for planting.
- Soil volume for each planting area shall be adequate to support healthy, vigorous trees and shrubs. The minimum depth shall be determined by the size of the tree boxes installed.
- The minimum amounts of soil volume for trees and shrubs shall be consistent with the soil depth requirements outlined by LA City Planning:

TREE CANOPY DIAMETER (FEET)	CUBIC FEET
15-19	220
20-24	400
25-29	620
30-34	900

SHRUBS PERENNIALS + GROUND COVER HEIGHT (FEET)	SOIL DEPTH (INCHES)
<1	18
1-3	24

- Note: trees also require a minimum soil depth of 42"

## E. Irrigation

- All planting areas, tree wells, and planters shall be permanently irrigated using smart irrigation equipment and positively graded for proper drainage.
- A timed or weather-based irrigation controller shall be used to limit excess watering of plants.

## F. Accessible Public Benches

- Benches shall comply with applicable ADA requirements and conform with the requirements of the City Department of Public Works.
- Benches shall be painted a consistent/uniform color in keeping with the other street furniture elements.

## G. Pedestrian Lighting

- Streetscape lighting compliant with the LA River Improvement Overlay (RIO) District and Complete Streets Design Guide shall be deployed.