

CENTURY CORRIDOR STREETSCAPE PLAN

## **CENTURY CORRIDOR** STREETSCAPE PLAN

Approved by the Cultural Affairs Commision on [date].

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

Approved by the City Planning Commision [or Planning Director] on [date].

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### 1.0 INTRODUCTION

The Century Corridor Streetscape Plan (Streetscape Plan) provides guidelines and standards for streetscape improvements in the public right-of-way and easements from private properties along Century Boulevard within the City of Los Angeles. The goal of this document is to create a safe and attractive environment that encourages walking and transit use along the corridor.

The Streetscape Plan governs an approximately 1.5 mile segment of Century Boulevard between Sepulveda Boulevard to the west and La Cienega Boulevard to the east. This portion of the corridor is considered by many to be the "Gateway to Los Angeles" due to the millions of annual passengers that access Los Angeles International Airport (LAX) via Century Boulevard from the Interstate 405 San Diego Freeway and adjacent arterials. The properties along the corridor also represent a significant regional economic asset with a variety of high-rise hotels and office buildings. Other uses include restaurants, retail shops, airport facilities, rental car services, off-airport parking and other neighborhood and airport supportive services.

This asset has not performed well in comparison to the other major sub markets within the region over the last 20 years, despite dramatically increased investment in LAX facilities during this timeframe. This Streetscape Plan is designed to enhance walkability and make much needed aesthetic enhancements to the area, together with companion planning efforts will constitute an impressive transit oriented community.

Per this Streetscape Plan, streetscape improvements may be constructed and/or maintained through a variety of means, including but not limited to:

- Certified Neighborhood Councils, Business Improvement District(s) or other community organizations;
- Private property owners, developers and business owners, in conjunction with development projects or as voluntary improvements;
- 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).

### 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 and easements from private properties along Century Boulevard from Sepulveda Boulevard to La Cienega Boulevard. The corridor is approximately 1.5 miles and is divided into two segments based on its distinctive features, as shown in Figure 2:

- 1.0 mile segment between Sepulveda Boulevard to Aviation Boulevard (Segment 1)
- 0.5 mile segment between Aviation Boulevard and La Cienega Boulevard (Segment 2)

Figure 1. Regional Vicinity Map

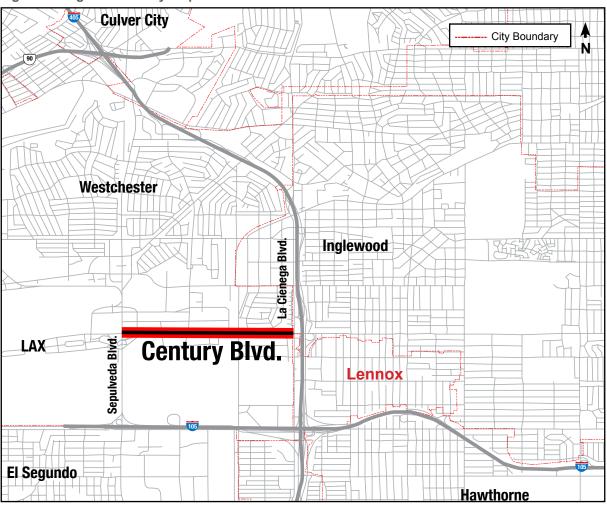


Figure 2. Century Streetscape Plan Boundaries

1.5 miles

Century Blvd. - Sepulveda Blvd. to La Cienega Blvd.

1.0 mile

SEGMENT 1: Sepulveda Blvd. to Aviation Blvd.

SEGMENT 2: Aviation Blvd. to La Cienega Blvd.



M Proposed Metro station

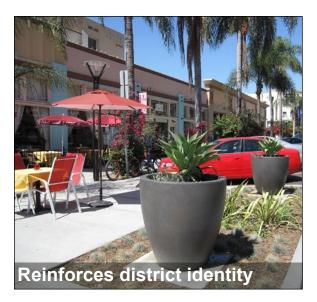


### 1.2 What is a Streetscape Plan?

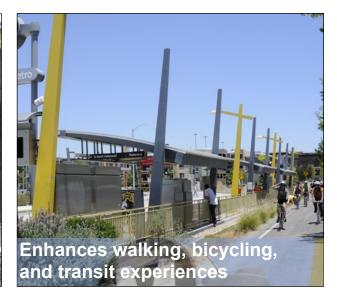
A streetscape plan is a document which prescribes improvements in the public realm for a specific neighborhood, street, or series of streets. A streetscape plan document:

- Reflects the community's vision for how the street should look and function;
- Identifies a consistent palette of amenities such as street benches, trash receptacles, street lighting, trees, and unique community identifiers;
- Defines maintenance responsibilities for the City, businesses, and community partners; and
- Serves as a basis for pursuing funding opportunities for implementation.

#### WHAT DOES A STREETSCAPE PLAN DO?













### 1.3 History

The City of Los Angeles, in partnership with Los Angeles World Airports (LAWA) and the Los Angeles County Metropolitan Transportation Authority (Metro), aims to support vibrant neighborhoods around transit stations, all within a safe and pleasant walk to transit stations. The Streetscape Plan is developed to improve the pedestrian environment along Century Boulevard and improve access to Metro's Aviation/Century transit station, local hotels, office buildings, restaurants, retail shops, rental car services, off-airport parking, airport facilities, amenities and other commercial services on or near the corridor.

This Streetscape Plan was prepared with stakeholder and community input, including the Gateway to Los Angeles Business Improvement District, as well as input from the various City Departments that will be involved in its implementation. Significant public processes were undertaken to develop these plans and this input forms the foundation of the Century Corridor Streetscape Plan.

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 Streetscape Plan. These include the LAWA Century Corridor Study (2013) and the Century Boulevard District Urban Land Institute Technical Assistance Panel Program (2011). In addition, a number of improvement projects have been implemented which include the Century Boulevard Median Enhancement Project (2008) and the LAX Gateway Enhancement Project (2000).

### **LAWA Century Corridor Study (2013)**

This study focused on establishing a framework and strategy for the economic revitalization of the Century Corridor District. The study identified appropriate market responsive land uses that could encourage private investment and development of new amenities within the district. The study also prepared an existing conditions analysis of the pedestrian environment along Century Boulevard, developed streetscape improvement concepts for the corridor and established a master plan framework for the district that could stimulate private investment by capitalizing on future pedestrian improvements to Century Boulevard, Metro's new transportation infrastructure and LAWA's future off-airport facilities.

## **Century Boulevard District Urban Land Institute Technical Assistance Panel Program (2011)**

Requested by former Council member Bill Rosendahl (District 11 of the Los Angeles City Council) and the Gateway to Los Angeles Business Improvement District, this study brought together a diverse group of professionals to study

the Century Boulevard District and offer strategies to enhance economic growth opportunities and coordinate private and public investments in the district.

#### **Century Blvd. Median Enhancement Project (2008)**

This Streetscape Plan was prepared with stakeholder and community input, including the Gateway to Los Angeles Business Improvement District, as well as input from the various City Departments that will be involved in its implementation. This project was an easterly extension of the LAX Gateway Enhancement Project within the area identified as Segment 2 in this Streetscape Plan (Aviation Boulevard to La Cienega Boulevard). Improvements consisted of four new landscaped median islands with an irrigation system, one new paved median island, and one refurbished paved median island. The project aimed to enhance the driving experience for residents and visitors to LAX by visually connecting the Century Boulevard corridor. Significant public processes were undertaken to develop these plans and this input forms the foundation of the Century Corridor Streetscape Plan.

#### LAX Gateway Enhancement Project (2000)

This project consisted of constructing 11 translucent, glass columns along a 1.5-mile stretch of Century Boulevard. The project culminated with a "Gateway Circle" of 15, 100-foot-tall columns at the intersection of Century and Sepulveda Boulevards. In addition to the "Gateway Circle", 32-foot-high letters spelling out "LAX" were placed at the entrance to the airport, collectively becoming a landmark and symbolic gateway of LAX. This project also included the addition of street trees (including palms) and planted medians along Century Boulevard within the area identified as Segment 1 in this Streetscape Plan (Sepulveda Boulevard to Aviation Boulevard).

### 1.4 Relevant Plans & Programs

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

#### **General Plan Framework Element**

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

### **Mobility Plan**

The adopted Mobility Plan 2035 provides the policy foundation for the City of Los Angeles to achieve a transportation system that balances the needs of all road users incorporating "complete streets" principles to reflect all modes of transportation (vehicles, trucks, scooters, bicycles, and pedestrians). The Mobility Plan 2035 emphasizes that streets should be designed to be, "flexible in their nature to accommodate a diversity of uses and adapt to future needs." Century Boulevard is designated as a Modified Boulevard I.

### **Westchester-Playa Del Rey Community Plan (2017)**

The Westchester-Playa Del Rey Community Plan is a component of the Land Use Element of the City's General Plan. Portions of the Century Corridor Streetscape Plan is located within the boundaries of the Westchester-Playa Del Rey Community Plan, which serves as the blueprint for growth and development in the surrounding area. The Community Plan recognizes Century Boulevard as a significant transit corridor and regional commercial center that should create an attractive and pleasant atmosphere for visitors to enjoy its variety of hotel accommodations, shopping, dining and entertainment services.

### **LAX Plan (2017)**

The LAX Plan is a component of the Land Use Element of the City's General Plan. It provides goals, objectives, policies, and programs that establish a framework for the development of facilities that promote the movement and processing of passengers and cargo within a safe and secure environment while continuing to serve as the region's principal international gateway.

### LAX Specific Plan (2017)

The LAX Specific Plan is the principal mechanism by which the goals and objectives of the LAX Plan are achieved and how the policies and programs are implemented. It is the guiding regulatory document that establishes zoning, development regulations and standards consistent with the LAX Plan. This includes establishing permitted and prohibited uses for LAX properties, and compliance with any applicable Streetscape Plans, such as the Century Corridor Streetscape Plan.

### **Coastal Transportation Corridor Specific Plan (1993)**

The Coastal Transportation Corridor Specific Plan (CTCSP) established a mechanism to fund specific transportation improvement projects associated with traffic impacts generated by projected new development within the specific plan area. The CTCSP establishes a Transportation Impact Assessment Fee for new development projects within specific zones. These fees are collected

1-3



by the Los Angeles Department of Transportation (LADOT) and are used to fund the implementation of transportation improvements throughout the specific plan area.

#### **Standard Plans**

The City of Los Angeles Department of Public Works and the City of Los Angeles Department of Transportation (LADOT) create standard plans to establish technical dimensions and elements for streets citywide. The City's adopted standard plans are consistent with Caltrans' design manuals, policies and national guidelines.

### The Landside Access Modernization Program (LAMP)

The program consists of a series of projects aimed at improving the LAX passenger experience, relieving congestion, and enhancing LAX's status as a world-class airport. It will provide a first-class, convenient and reliable way to access LAX. The program includes five major program elements: a 2.25 mile Automated People Mover (APM) that will connect six stations to Metro Rail and transit services – providing a seamless connection to public transportation; a Consolidated Rental Car Facility (CONRAC) that will combine the rental car agencies into one location; two Intermodal Transportation Facilities (ITFs) with additional parking for drop-offs and pick-ups from private vehicles and ground transportation services; and a comprehensive series of roadway improvements to alleviate traffic congestion in and around airport facilities. The program also includes plans for the bicycle network as shown in Appendix E.

### **Los Angeles International Airport Design Guidelines**

The Los Angeles International Airport (LAX) Design Guidelines (Design Guidelines) establish LAWA's comprehensive vision for the passenger experience at LAX. They are intended to integrate the design of new and existing facilities and to create an improved passenger experience that honors LAX's history and Mid-Century Modern architecture, while providing design guidance for new construction and major renovations as part of the modernization of LAX. The overall purpose of the Design Guidelines is to provide a framework to enhance the visual quality of the environment in and around LAX in a way that is consistent with airport needs and existing area conditions. The Design Guidelines also seek to provide visual wayfinding cues through signage, and it is encouraged to provide wayfinding along Century Boulevard in accordance with the LAX Design Guidelines. The Design Guidelines and the Century Corridor Streetscape Plan were developed with similar aesthetics to create a unified and comprehensive area around LAX.

#### **Century/Aviation District Plan**

Through the Neighborhood Plan Program, the Department of City Planning (DCP) is preparing the Century/Aviation District Plan for the area around the Century/Aviation light rail station on the Metro Crenshaw/LAX Line. The Century/Aviation District Plan will include regulatory tools and strategies that encourage transit ridership, enhance the urban built environment, preserve existing industrial uses and create a unique sense of place in the area. The Century/Aviation District Plan will help facilitate the Century Corridor Streetscape Plan implementation by requiring a setback line along the north side of Century Boulevard and by requiring the property owner to record a covenant running with the land when an extension of public right-of-way is needed.

### 1.5 Plan Components & Organization

The Century Corridor Streetscape Plan includes the following:

- **Chapter 1** Introduction describes the project scope and limits, history and relevant related-projects.
- Chapter 2 outlines the goals and guiding principles of this Streetscape Plan.
- Chapter 3 identifies projects that are subject to this Streetscape Plan as well as required permits and review processes for various streetscape improvements. The required streetscape improvements along Century Boulevard between Sepulveda Boulevard and La Cienega Boulevard 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, non-standard or special), key characteristics, materials, manufacturers, patterns, colors and maintenance requirements. This chapter (4) should be used as a tool for the future application of the streetscape elements called for in this Plan and should be cross-referenced as needed.
- Chapter 5 contains proposed cross-sections, plans, and renderings illustrating the proposed streetscape elements and roadway configuration for each street segment in the Plan. Following the Plan chapters, a series of appendices provide detailed information not found in the text of the Plan.
- Appendix A shows the existing and planned street widths of each of the streetscape segments.
- **Appendix B** shows, for reference, existing typical cross sections at time of plan preparation.
- Appendix C lists the various street trees recommended by the Plan and gives details about their physical forms.
- Appendix D illustrates a low growing plant palette.
- Appendix E illustrates the existing and proposed Bicycle Plan.

### 2.0 PLAN CHARACTERISTICS

### 2.1 Purpose

The purpose of the Streetscape Plan is to create a complete street that reflects Century Boulevard's role as the "Gateway to Los Angeles." The Plan defines streetscape design elements for Century Boulevard from Sepulveda Boulevard to La Cienega Boulevard, including street trees, landscaped parkways, street furniture, bus shelters, crosswalks, bioswales and other features that will improve the pedestrian environment and reinforce Century Boulevard's unique character. The Plan does not remove or add travel lanes (other than the removal of one frontage road that will be re-purposed for pedestrians), or on-street parking spaces. The Plan Illustrations show the addition of an eastbound travel lane between Sepulveda Boulevard and Aviation Boulevard planned by LAMP.

On both sides of Century Boulevard, sidewalks and landscaped areas will be expanded by utilizing the public right-of-way and easements on adjoining private properties. Where feasible, a double row of shade trees will replace the existing Canary Island palms, creating a shaded pedestrian friendly environment. The plan envisions the corridor as a "green street" with bioswales provided in parkways where feasible.

A significant change to the roadway will occur on the south side of Century Boulevard from Aviation Boulevard to La Cienega Boulevard, where the existing frontage road will be removed and converted into an enhanced pedestrian area, when feasible. The cross sections and illustrative plans for this section of Century Boulevard reflect this reconfiguration (i.e. the elimination of the frontage road).

Under this Streetscape Plan, the existing landscaped median and its trees and light columns will be retained with minor improvements to the ground cover. See Appendix A for the existing and proposed street widths.

### 2.2 Goals

The goal of the Streetscape Plan is to establish a unified, distinctive, bold public realm with a strong sense of place. The implemented plan will enhance the corridor's visual qualities and walkability for pedestrians and aesthetics from a driver's perspective. It will also help catalyze economic development by promoting pedestrian street traffic.

Additional goals of the Streetscape Plan are to:

- Promote physical improvements and enhancements in the public rightof-way and easements on adjoining properties that reinforce the unique identity of Century Boulevard as the "Gateway to Los Angeles."
- Strengthen the quality and attractiveness of Century Boulevard's pedestrian environment and improve connectivity to Metro's Aviation/ Century transit station, local hotels, office buildings, restaurants, retail shops, rental car services, off-airport parking, airport facilities, amenities and other commercial services on or near the corridor.
- Coordinate street and sidewalk improvements in the public right-ofway and easements on adjoining properties that are consistent with the adopted streetscape standards.
- Improve the comfort and safety of pedestrians and foster transit ridership by ensuring that future amenities such as shade trees, seating and lighting are implemented throughout the corridor.
- Create a lively and active urban environment where existing businesses and future commerce can thrive.
- Provide public spaces for people to sit and gather within the public rightof-way and easements on adjoining properties to enrich the walking experience along Century Boulevard.
- Incorporate "Green Streets" principles and design techniques along the corridor. These principles will allow for more sustainable management of stormwater runoff by infiltrating the runoff into the ground or filtering out pollutants before allowing the runoff to flow into the storm drains and ultimately, the Santa Monica Bay.
- Accommodate all users of the corridor including LAX travelers, hotel patrons, hotel/office employees, seniors, children and people with disabilities.
- Design streetscape improvements and multi-use path to connect pedestrians and cyclists safely and seamlessly with transit stations in the vicinity.

### 2.3 Principles

This Streetscape Plan is intended to connect new and existing projects into a cohesive design scheme that will promote an attractive and inviting commercial corridor and create a lively pedestrian environment along Century Boulevard. The streetscape design will enhance the existing unifying elements along the corridor and maintain its unique identity as the "Gateway to Los Angeles." The guiding principles of this Streetscape Plan are:

**Consistency.** Century Boulevard is characterized by a mix of uses including local hotels, office buildings, restaurants, retail shops, rental car services, off-airport parking, airport facilities, amenities and other commercial services, as well as varied built forms including low, mid and high rise buildings. 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 features.

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

**Beauty.** A street that is pleasant and enjoyable to travel along, whether walking, bicycling, in a vehicle or on transit, is an asset to the businesses along Century Boulevard.

**Simplicity.** Streetscape elements should be clean and simple in their design and visual appearance. 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 such as 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 elements should be designed to serve many pedestrians in the community. This includes the use of structurally sound and long lasting materials for each streetscape element.

**Sustainability.** Streetscape elements should be designed to source natural resources regionally by reducing energy use, water use and stormwater runoff by increasing permeable surface area and landscaping.

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### 3.0 ADMINISTRATION

The standards in this Streetscape Plan apply to all public and private projects and improvements within the public right-of-way and easements of adjoining properties along Century Boulevard between Sepulveda Boulevard and La Cienega Boulevard. The public right-of-way is defined as that area between property lines on each side of the street within the Streetscape Plan area as described above. The easements of adjoining properties are defined as the areas within private property required for expanding sidewalks, parkways and other streetscape improvements.

Due to the constraints of the existing right-of-way, the required streetscape improvements will be a combination of public right-of-way dedication and an easement in some areas. Acquisition of rights-of-way or easements from adjacent property shall be required, and properties adjoining Century Boulevard shall record a non-exclusive easement in favor of the City of Los Angeles over a portion of the adjoining private setback area to achieve the desired sidewalk and planting area dimensions. The easement shall permit the placement of amenities such as an expanded sidewalk, street lighting, pedestrian lighting, parkways, tree wells, planters, street furniture, tables, chairs, benches, and a multi-use pathway within these private and public sidewalk areas. The easement shall be required prior to issuance of a certificate of occupancy for projects, and the easement shall be reviewed and approved by the City prior to recommendation. Land areas subject to easements granted to the City of Los Angeles shall be counted as buildable areas for the purpose of determining maximum floor area ratios.

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

### 3.1 Project Definition

Projects required to comply with the provisions of the Streetscape Plan are those that involve one or more of the following:

- 1. An A-Permit, B-Permit, E-Permit, U-Permit or Revocable Permit by the Department of Public Works. (Refer to Table 2 for permit types);
- 2. New Construction;
- 3. Additions to existing structures resulting in a 10% or more increase in square feet, unless the addition is less than 5,000 square feet;
- 4. Major exterior remodels with the issuance of a building permit by the Department of Building and Safety, which will cost more than 10% of the assessed value of the existing improvements;
- 5. Change of use for 80% or more of a building; or
- 6. Issuance of a building permit and other required permits (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 parking areas that are adjacent to or can be seen from a public street.
- b. The construction of parking on any lot fronting Century Boulevard or any intersecting side street for a distance of 200 feet (from the Century Boulevard fronting property line).

A project must be consistent with both the existing citywide streetscape standards and the Century Corridor Streetscape Plan as a condition of approval in the above instances. Table 1 provides examples of typical types of projects.

**TABLE 1. Project Review And Permit Procedures** 

TYPE OF PROJECT	SUBJECT TO THE STREETSCAPE PLAN PROVISIONS
Tenant Improvement/ Interior Remodel	No
Minor Facade Improvement	No
Change of Use (80% or more)	Yes
Planting of street trees, tree wells, parkways, bioswales, medians and related irrigation	Yes
Installation of benches, trash cans, transit shelters, street lights or any other street furniture of elements	Yes
Rehabilitation of existing or addition of new surface parking areas that are adjacent to or can be seen from any public street	Yes
New Construction	Yes
Additions (10% or more increase in square feet, unless the addition is less than 5,000 square feet)	Yes
Major Exterior Remodel (defined as costing more than 10% of the assessed value of the existing improvement)	Yes



### 3.2 Project Approval & Permits

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

### 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 Century Corridor Streetscape Plan, the Board of Public Works has adopted the standards contained in the plan as its own. This means that, in addition to existing Citywide standards that apply to streetscape projects, the Project will be reviewed for consistency with the Century Corridor Streetscape Plan as a condition of approval, as part of the permitting process by the Department of Public Works. Different types of permits are issued for individual projects, with varying levels of review. Table 2 summarizes the permits issued by the Bureau of Engineering (BOE). Additional permits may be required by other bureaus, including the Bureau of Street Services (BSS), the Bureau of Street Lighting (BSL) and the Bureau of Sanitation (BOS).

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

All projects in the public right-of-way and easements of adjoining properties are subject to inspection by the Department of Public Works, Bureau of Contract Administration. This requirement applies to major and minor projects, including construction of bus shelters, benches, bike racks, gateway monuments, news racks and permanent signs in the public right-of-way. The purpose of this inspection is to assure quality in 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) 580-1392 two (2) weeks in advance for items more than fifty (50) miles outside of the City of Los Angeles, and 24 hours in advance for others."

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

PERMIT TYPE	TYPE OF WORK	PROCESS
"A" Permit (LAMC 62.106.a)	<ul> <li>Minor street construction, common examples include: repair, construction, reconstruction of standard street elements, (curbs, sidewalks, tree wells, driveway approaches, gutters, curb drains, etc.) that match existing grades</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> <li>Typically, only projects that use standard, City-approved materials, comply with applicable City design specifications, and do not alter the established flow line of a gutter are eligible for an A-Permit.</li> </ul>	<ul> <li>Staff level review</li> <li>Typically doesn't require a survey or engineered plans</li> <li>Additional Permits may also be required.</li> <li>Any associated excavation must also obtain an excavation permit</li> </ul>
"B" Permit (LAMC 62.106.b)	<ul> <li>Major street improvements. Common examples include:</li> <li>Widening of streets and alleys</li> <li>Changing existing street grade</li> <li>Installation of street lighting and traffic signals</li> </ul>	<ul> <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> <li>Any associated excavation must also obtain an excavation permit.</li> </ul>
"E" Permit (Excavation) and "U" Permit (Utility)	<ul> <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:         <ul> <li>Relocation of utility boxes</li> <li>Streetlights</li> <li>Drilling of monitoring wells</li> <li>Test boring to locate substructures</li> </ul> </li> </ul>	<ul> <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>
R- Permit (Revocable)	<ul> <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> <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> <li>Typically tied to A- or B-Permit and is not stand alone</li> </ul>

#### **Contacts for Additional Permit Information**

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



### 3.2.2 Department of City Planning

Review of streetscape projects at a conceptual level by the Department of City Planning is required. Minimum document submittal requirements include the following:

- Two sets of plans identifying the type and placement of the proposed streetscape elements. If streetscape elements already exist within the project boundaries, the set of plans should identify existing elements and those proposed to be removed.
- Photographs (as applicable):
  - Subject site
  - Existing streetscape elements
  - Proposed streetscape elements

#### 3.2.3 Department of Transportation

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

- Curb Extensions
- Median
- Pedestrian refuge areas
- Crosswalks
- Midblock crossings
- Bus stop locations
- Loading and drop-off zones
- Directional and informational signage<sup>1</sup>
- 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
- Multi-Use Path
- Traffic Control Devices (signals, pavement markings, traffic signs) and on-street parking zonesWayfinding
- Wayfinding

### 3.2.4 Department of Cultural Affairs

Pursuant to Sec. 22.109 Los Angeles Municipal Code, the Board of Cultural Affairs Commissioners shall approve all works of art in the public right ofway. 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)<sup>2</sup>
- Tree Wells
- Bike Racks
- Planters

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

<sup>1</sup> Directional and informational signs shall also be reviewed by BSS for content, and by BOE for structural issues.

<sup>2</sup> In conjunction with DCA, BSS shall also review any non-standard street furniture. With respect to standard street/transit furniture, BSS (and their contractor, if applicable) shall have authority and final approval."



### 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, Los Angeles World Airports and other governmental entities such as the Los Angeles County Metropolitan Transportation Authority (Metro) or Neighboorhood Councils. Examples of private streetscape investments include improvements made by private developers proposing projects in the area or local Business Improvement 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 sponsored by non-profit community groups or individuals will also serve in implementing the Plan.

# 3.4 Maintenance Agreement and Waiver of Damages

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. Public Works will determine whether a maintenance agreement is required for improvements. If required, proposed streetscape improvement projects shall submit a draft maintenance agreement or plan, developed by the private property owner and in coordination with the Gateway to Los Angeles Business Improvement District, to Public Works for review. Maintenance agreements shall include improvements within the public right-of-way and the required easement setback. With respect to a Maintenance Agreement, the property owner shall maintain the improvement in perpetuity. Once approved by Public Works, the Maintenance Agreements shall be recorded on the property in question with the Los Angeles County Registrar-Recorder. A copy of the recorded agreement shall be submitted to the Department of Public Works.

Maintenance issues to be addressed include: graffiti abatement; vandalism; irrigation repair and replacement (including water billing responsibility); maintenance of landscape, street trees, and all non-standard improvements; trash collection for receptacles not emptied by the City; and any other maintenance tasks identified by the Department of Public Works.

Since some of the required streetscape improvements are not considered standard street improvements within the public right-of-way, the property owner shall agree to and sign a Waiver of Damages to protect the City from liability from damages or injury, if requested by Public Works. The Waiver of Damages shall list the non-standard items installed in the public right-of-way. The Waiver of Damages document shall be recorded on the property in question with the Los Angeles County Registrar-Recorder. A copy of the recorded waiver shall be submitted to the Department of Public Works.



### 4.0 STREETSCAPE ELEMENTS

Streetscape improvements implemented on the street segments specified in this Plan shall abide by the requirements listed in Table 3 on the following pages. Table 3 lists the streetscape elements applicable to the street segments in this Streetscape Plan, along with their key characteristics and technical specifications. Table 3 also lists the City standard plan number (where relevant) and the agency to contact for design, permit, and maintenance requirements for each element. The table also lists the improvement types: standard refers to basic improvements per City Standard plan; and non-standard refers to improvements not typically installed by the City. The typical maintenance noted in Table 3 for each element is a general description of required maintenance; specific requirements will be provided by the reviewing agency.

The design intent is to achieve, over time, consistent streetscape elements along all properties on Century Boulevard. Street trees, planting in the parkways/treewells, pedestrian lighting, paving patterns and materials, and street furniture contribute to a unified consistent environment. Designs of the above that are not consistent with the Streetscape Plan even under a revocable permit are not allowed. If implementation of a streetscape element is infeasible, the property owner shall work with City Planning to determine the best options for consistency with design intent and compliance with the Streetscape Plan.

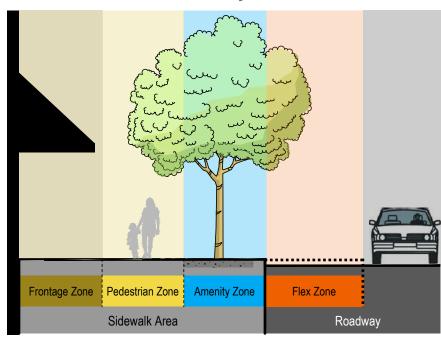
Table 3 is followed by a general narrative description of each streetscape element and its contribution to a more livable street and the community it serves. The descriptions are not intended to repeat or replace the requirements listed in Table 3. Also note that the associated images and illustrations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

As shown in Figure 3, the public right-of-way is divided into the Roadway and the Sidewalk Area. Streetscape elements in the Roadway include landscaped medians and crosswalks. Within the Roadway and adjacent to the curb face is the Flex Zone, which can be utilized for a variety of uses, such as parking, bicycle facilities, or extensions to the sidewalk.

The Sidewalk Area is typically comprised of three zones: the Frontage Zone, Pedestrian Zone, and Amenity Zone. The Pedestrian Zone is a continuous paved path of travel provided for pedestrians. The Frontage Zone, the area adjacent to the property line or easement line, exists on streets where there are retail and other active uses on the ground floor. The Frontage Zone is often paved in the same way as the Pedestrian Zone, but may also contain elements such as street furniture, outdoor dining, planters, or public art. The Amenity Zone, the portion of the sidewalk between the curb and the Pedestrian Zone, typically contains tree wells and landscaped parkways, street trees, street lighting and other utilities, and street furniture.

A more detailed description of selected roadway and sidewalk treatments in Table 3, can be found beginning on page 4-2.

FIGURE 3. Sidewalk and Roadway Zones





Planters in Frontage Zone or Pedestrian Zone

7' min. Paved walkway

in Pedestrian Zone

Curbside parking in Flex Zone

Street trees. olanters, and benches in Amenity Zone

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4-1



TABLE 3. Required Streetscape Improvements					ROADWAY	TREATMENTS	
ELEMENT	FIGURE	KEY CHARACTERISTICS	MATERIAL / PATTERN/ COLOR	REQUIRED REVIEW	CORRIDOR SEGMENT	IMPROVEMENT TYPE	TYPICAL MAINTENANCE
RAISED LANDSCAPED ME	EDIANS (INCLUDII	NG THOSE ADJACENT TO FRONTAG	E ROADS)				
Curbs and Gutters	-	Minimum 6" high integral curb and gutter per City Standard Plan	Natural Concrete (Standard gray)	BOE,DCP, DOT	Century Boulevard between Sepulveda Boulevard and La Cienega Boulevard  Other segments, deemed as appropriate by DPW	Standard	Coordinate with review agency
Planting within Medians	Figure 4	<ul> <li>Maintain existing palms and existing landscape</li> <li>Over time, install drought tolerant plants</li> </ul>	<ul> <li>Median Trees: Washingtonia Robusta "Mexican Fan Palms"</li> <li>Ground cover: drought-tolerant, non-invasive, non-poisonous, no thorn or spine, low growing (less than 36" high)</li> </ul>	BOE, BSS, DOT	Century Boulevard between Sepulveda Boulevard and La Cienega Boulevard	Non-Standard	Weed, remove/replace dead or diseased plants, prune, fertilize periodically; prune trees for clearance (permit required)
Pedestrian Refuge Islands	Figure 5	<ul> <li>At intersections where roadway widths exceed 120 feet</li> <li>Minimum width consistent under Federal ADA guidelines:         <ul> <li>6-foot wide recommended</li> <li>Product type per DOT standard</li> </ul> </li> </ul>	Detectable Warning Surface to be Federal Yellow	BOE, DOT	N/A	Standard	Repair when damaged; clean as needed
CROSSWALKS							
Crosswalk at Controlled Locations	Figure 6	Continental Crosswalk per City Standard Plan. (S-481.1 - Continental Crosswalks on Controlled Approaches) Crosswalk width shall not be less than 20 feet Crosswalk shall be well- illuminated in compliance with BSL standards ADA curbs ramps shall be positioned at each end of the crosswalk (see Crosswalk ADA Ramps for requirements)	<ul> <li>Stripes shall be a minimum of 24" wide.</li> <li>Crosswalks shall be painted in standard white</li> <li>Crosswalks adjacent to schools shall be painted in standard yellow, or as determined by DOT</li> <li>Final determination on color should be made by DOT District Offices</li> </ul>	DOT, BOE, BSL	ALL	Standard	Reapply every 5-10 years
Push-button Integrated Accessible Pedestrian	-	Required at all signalized intersections, including midblock crossings	-	DOT, BOE  At rail crossings:	ALL	Standard	Coordinate with review agency

Metro, CPUC

#### **LEGEND**

Signals (APS)

DCP = Department of City Planning DPW = Department of Public Works DOT = Department of Transportation DWP = Department of Water and Power CPUC = California Public Utilities Commission BID = Business Improvement District

The following are Bureaus and Divisions within the Los Angeles Department of Public Works: BOE = Bureau of Engineering BSS = Bureau of Street Services

BSL = Bureau of Street Lighting BOS = Bureau of Sanitation

Must include locator tones

CITY OF LOS ANGELES CENTURY CORRIDOR STREETSCAPE PLAN DRAFT 06/14/17

### SIDEWALK TREATMENTS

ELEMENT	FIGURE	KEY CHARACTERISTICS	MATERIAL/ PATTERN/ COLOR	REQUIRED REVIEW	CORRIDOR SEGMENT	IMPROVEMENT TYPE	TYPICAL MAINTENANCE
SIDEWALK/MULTI-U	SE PATH AND CU	RBS					
Curbs & gutters	-	Minimum 6" high integral curb and gutter per City Standard Plan	Natural concrete (standard gray)	BOE,DCP, DOT	ALL	Standard	Coordinate with review agency
ADA Accessible Pedestrian Zone	-	Minimum of 5'-wide continuous paved unobstructed walkway between property line or easement line and the curb	See Sidewalk Paving specifications	BOE	ALL	Standard	Coordinate with review agency
Sidewalk Paving	Figure 7	Entire sidewalk width, except tree wells or parkways     Control joints are not recommended at street corner between Back of Curb Ramp (BCR) and End of Curb Ramp (ECR)     Protect existing utilities and private buildings from over cutting if scored lines are done by saw cutting	<ul> <li>Concrete/ Control joints perpendicular to the curb and at regular intervals not exceeding 10'.</li> <li>Control joints also located for the full walk width each side of tree well.</li> <li>Concrete to be Standard gray but with specific scoring layout per Figure 7.</li> </ul>	BOE	All except at intersections and pedestrian activity zones	Non-Standard	Repair when damaged; clean as needed
Sidewalk Pavers	Figure 7	Precast concrete paver	<ul> <li>Stepstone- 12"x 24"x 2.5" min. Large Scale Narrow Modular Paver or approved equal with appropriate base material</li> <li>Stepstone- 6"x 24"x 2.5" min. Large Scale Narrow Modular Paver or approved equal with appropriate base material</li> <li>Light sandblast finish "Porcelain 1813" and "Granada White 1801"</li> <li>Set in mortar</li> <li>Match color, size and pattern of pavers installed by adjoining properties</li> <li>1/8" maximum grout width</li> </ul>	BOE	On sidewalk near street intersections and pedestrian activity zones	Non-Standard	Repair when damaged; clean as needed
Multi-use Path	Figure 7	<ul> <li>5' min. concrete path</li> <li>8' bicycle path plus 2' shoulders</li> <li>Shared 10' pedestrian bicycle path in constrained conditions</li> </ul>	Standard concrete sidewalk     Asphalt bicycle path per Caltrans and LADOT standards	DOT, BOE, BSS	South side of Century Boulevard from Airport Boulevard to Aviation Boulevard	Standard	Repair when damaged; clean as needed



### SIDEWALK TREATMENTS

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ELEMENT	FIGURE	KEY CHARACTERISTICS	MATERIAL/ PATTERN/ COLOR	REQUIRED REVIEW	CORRIDOR SEGMENT	IMPROVEMENT TYPE	TYPICAL MAINTENANCE
Curb Radii	Figure 8	Maximum 25 to 35 feet at intersections (as feasible)	Natural concrete (standard gray)	BOE, DOT	A maximum of 25 feet, with the exception of Airport Boulevard, Aviation Boulevard, Sepulveda Boulevard, La Cienega Boulevard and the south side of Century west of Aviation Blvd., maximum is 35 feet.	Standard	Coordinate with reveiw agency
Crosswalk ADA Ramps	Figure 9	<ul> <li>ADA-approved ramps with detectable warning surface (min. 3' x 4' per BOE Standard Plan S-442)</li> <li>Two ramps per corner at intersections and one ramp at each end of mid-block crossings</li> </ul>	Detectable warning surface in yellow.	BOE	ALL	Standard	Repair when damaged; clean as needed
PLANTING AREA							
Tree Wells	Figure 7, Figure 14	• 72" X 96" and 72" X 72"	-	BOE, BSS	ALL (where applicable)	Non-standard	Remove litter
Tree Wells - Sur- face Treatment	Figure 10, Appendix	Low-growing plants/mulch	<ul> <li>Per Greenbook standards</li> <li>Low-growing drought-tolerant plants, preferably native.</li> <li>Plant species type - variable</li> </ul>	BOE, BSS	ALL (where applicable)	Non-standard	Weed; remove litter
Parkways	Figure 11	5' to 6' parkway widths *	-	BOE, BSS	ALL (where applicable)	Standard	Weed; remove litter
Parkways - Sur- face Treatment	Appendix D for plant species	Low-growing plants/mulch or shrubs	Landscape planting of parkways, tree wells, and bioswales are intended to provide variety and color to the sidewalk environment. A significant emphasis has been placed on planting that is easy to maintain and has low irrigation requirements. Highly mixed plantings are not encouraged. A massing of a one or two dominant species of shrub/groudcover per block should be used as it helps relate the scale of the plantings to the scale of the urban environment.	BOE, BSS	ALL (where applicable)	Standard	Weed; remove litter
Convenience Strips	Figure 7, Figure 12	<ul> <li>Unobstructed area 24" from face of curb, including a minimum 6"-wide curb</li> <li>Required at planted parkways and tree wells adjacent to curbside parking spaces</li> </ul>	Natural concrete (standard gray)	BOE/BSS	Concourse Way to Glasgow Place (where applicable)	Standard	Coordinate with review agency

 $<sup>^{\</sup>star}$ Length of parkway may be adjusted where necessary due to driveways or other obstructions.

## SIDEWALK TREATMENTS

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ELEMENT	FIGURE	KEY CHARACTERISTICS	MATERIAL/ PATTERN/ COLOR	REQUIRED REVIEW	CORRIDOR SEGMENT	IMPROVEMENT TYPE	TYPICAL MAINTENANCE
Bioswales	Figure 7, Appendix D for plant species	<ul> <li>Low-growing plants not to exceed 36" in height</li> <li>Refer to Green Street Standard Plan (S-480-0)</li> <li>Provide bioswales only if soil test allows for infiltration. Otherwise, provide parkway</li> </ul>	<ul> <li>Drought-tolerant plants preferred.</li> <li>Locate within the specified clearance from buildings and structural elements.</li> <li>Protect utility facility adjoining the bioswale from storm water infiltrations.</li> <li>Plant species type - variable</li> </ul>	BOE, BSS, BOS	Where parkways are shown if soil test and technical review indicates feasibility	Non-Standard	Weed, remove/replace dead, dying or diseased plants, prune, fertilize periodically. Remove litter and weed removal and plant replacement.
STREET TREES							
Existing Street Trees		<ul><li>Existing trees to remain.</li><li>Removal or replacement requires DPW approval</li></ul>	-	BSS	ALL	Standard	<ul> <li>Prune as needed to maintain clearance</li> <li>Maintain per FSA BMP.</li> </ul>
Infill or replacement - Primary Street Trees	Figure 13, Figure 14 Appendix	<ul> <li>A minimum replacement of 2 to 1 is required unless specified by BSS</li> <li>36"-48" box (where space allows)</li> <li>24" box (minimum)</li> <li>Spaced every +/- 30' on center</li> <li>City Standards for tree spacing at intersections, utilities, and driveways</li> </ul>	<ul> <li>Preferred: Ulmus parviflora         Handroanthus impetiginosa (Synonym: Tabebuia impetiginosa)</li> <li>At intersections: Phoenix dactylifera</li> </ul>	BOE, BSS	ALL	Standard	3 year establishment period is required. Refer to BSS for maintenance requirements during establishment period.
Infill or replacement - Primary Street Trees for double row of trees	Figure 13, Figure 14	<ul> <li>Double row of trees and date palms spacing per figures, as feasible</li> <li>Replacement trees permitted on easements in properties adjoining Century Boulevard</li> </ul>	<ul> <li>Preferred: Ulmus parviflora         Handroanthus impetiginosa (Synonym: Tabebuia impetiginosa)     </li> <li>At intersections: Phoenix dactylifera</li> </ul>	BOE, BSS	ALL	Non-Standard	3 year establishment period is required . Refer to BSS for maintenance requirements during establishment period.
IRRIGATION							
Irrigation System	-	<ul> <li>Install low volume irrigation system</li> <li>All irrigation should be belowgrade and no piping or back pressure preventer shall be located in the public right-ofways or without any enclosures</li> </ul>	Automatic irrigation system selected by developer (see BSS standards)	BSS	ALL	Non-standard	Check monthly/repair damaged parts; adjust watering seasonally
Alternative if no Revocable Permit/ Maintenance Agreement or Assessment District	-	Weekly watering	-	BSS	ALL	N/A	3 year establishment period is required. Refer to BSS for maintenance requirements during establishment period.
STREET LIGHTING							
Existing Roadway Light Poles	Figure 16	Replace new poles to match existing or new uniform poles installed	Galvanized steel LED lights	BSL, DWP	ALL	Standard	Remove graffiti; repaint as needed

### SIDEWALK TREATMENTS

ELEMENT	FIGURE	KEY CHARACTERISTICS	MATERIAL/ PATTERN/ COLOR	REQUIRED REVIEW	CORRIDOR SEGMENT	IMPROVEMENT TYPE	TYPICAL MAINTENANCE
Bus Stop Lights	Figure 15	<ul><li>Install within 20 feet of bus stop.</li><li>Space a min. of 20 feet from street trees</li></ul>	<ul><li>Forms &amp; Surfaces or approved equal</li><li>Stainless Steel Finish</li></ul>	BSL, DWP	ALL	Non-standard	Remove graffiti; clean
Pedestrian Lights	Figure 15	<ul> <li>Install between existing street lights. Install energy efficient LED fixtures which provide a more even, uniform distribution of light with an enhanced visibility, safety and pedestrian experience.</li> <li>Space approximately 10-15 feet from street trees</li> </ul>	<ul><li>Forms &amp; Surfaces or approved equal</li><li>Stainless Steel Finish</li></ul>	BSL, DWP	ALL	Non-standard	By BSL funded by assessment (requires approval of "Prop. 218 Assessment" by 50% of property owners (prorated by benefit) or by property owner or BID
Roadway Lights	Figure 16	New poles to match existing	Galvanized steel LED lights	BSL, DWP	ALL	Standard	Remove graffiti; repaint as needed
STREET FURNITURI	<u>=</u> 1						
Bus Shelters	Figure 17	Place at major bus stops	<ul> <li>City coordinated street furniture program "Sunset" shelter, silver color1</li> </ul>	BSS	ALL	Standard	City Vendor
Preferred Bus Shelters	Figure 18	Place at major bus stops with BSS and vendor agreement	<ul> <li>by LandscapeForms, "Connect" Collection or approved equal/Aluminum Texture</li> </ul>	BSS	ALL	Non-standard	Remove graffiti; clean
Trash Receptacles	Figure 18	<ul> <li>Distinct from trash receptacles provided as part of City         Coordinated Street Furniture Program at bus stops     </li> <li>Place near corners of major intersections and near benches</li> </ul>	<ul> <li>by LandscapeForms, "MultipliCity" Collection or approved equal</li> <li>Aluminum texture</li> </ul>	BSS	ALL	Non-standard	Empty as needed; remove graffiti; clean
Benches	Figure 19	<ul> <li>Distinct from benches provided as part of City Coordinated Bus Bench Program at bus stops.</li> <li>Place at a minimum of 300' apart</li> </ul>	<ul> <li>by LandscapeForms, "MultipliCity" Collection or approved equal</li> <li>Aluminum texture</li> </ul>	BSS	Major pedestrian activity areas	Non-standard	Remove graffiti; clean
Bike Racks	Figure 20	<ul> <li>May be installed at business owner's request</li> <li>Refer to Standard Plan S-671</li> <li>Place at a location approved by the DOT and city engineer. A minimum 48" wide unobstructed sidewalk must be maintained</li> </ul>	<ul> <li>by LandscapeForms, "MultipliCity" Collection or approved equal</li> <li>Aluminum casting</li> </ul>	DOT / BOE	ALL	Non-standard	Maintain in coordination with DOT
Planters (OPTIONAL)		May be installed by abutting business with appropriate permits	Quickcrete litecrete "Wilshire Round" series or approved equal	BSS	ALL (Voluntary)	Non-Standard	Weed, remove/replace dead, dying or diseased plants, prune, fertilize periodically. Remove litter and weed removal and plant replacement.

<sup>1.</sup> Any street furniture shall be placed a minimum of 26" from the face of the curb and must comply with relevant spacing requirements, as determined by the Department of Public Works. All street furniture must conform to City's requirements and contractual obligations of the Citywide Street Furniture and Bus Bench Program at transit stops.



### **ROADWAY TREATMENTS RAISED LANDSCAPED MEDIANS**

Raised landscape medians not only provide an opportunity for greening the corridor with planting and trees, but also helps reduce the scale of a large roadway without removing travel lanes, as they are installed within existing center left- turn lanes. Currently, Century Boulevard has landscape medians with palms, light columns, low growing planting and LAX signage (Figure 4). Over time this low ground planting should be replaced using the specified landscape palette in Appendix D.

Traffic and pedestrian safety should also be considered when determining the appropriate travel distances across intersections and from the curb. Pedestrian refuge islands 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 in Figure 5 show how the pedestrian refuge island can be designed with an at-grade path in the middle to ensure ADA compliance.

**FIGURE 4. Planting Within Medians** 

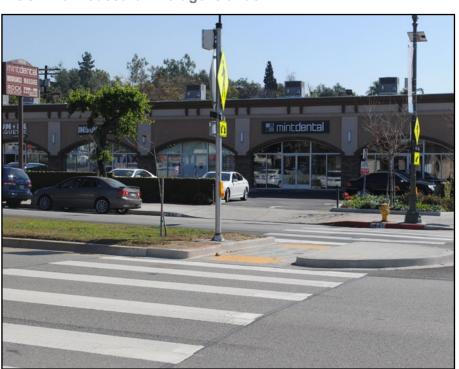


Source: Gruen Associates

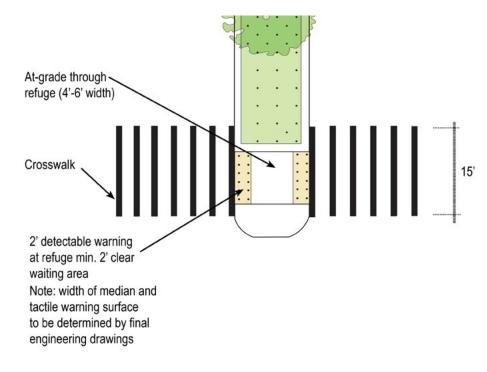
Landscape Median with Trees and Light Columns on Century Boulevard



**FIGURE 5. Pedestrian Refuge Islands** 



Source: Gruen Associates



Source: US Department of Transportation, Federal Highway Administration



### **ROADWAY TREATMENTS**

### **CROSSWALKS**

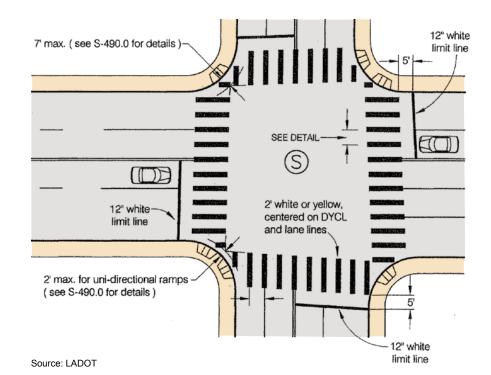
Crosswalks improve pedestrian safety across streets and help to reduce collisions, injuries, and fatalities with pedestrians at street intersections. To promote safe pedestrian crossing areas, the Mayor, City Council, and the Los Angeles Department of Transportation (LADOT) adopted a Standard for Crosswalks. The design standard intends to create a higher visibility at intersections to alert motorists that pedestrians may be present. For many segments, continental crosswalks are proposed at controlled crossings (Figure 6). A continental crosswalk consists of wide highly-visible longitudinal stripes paired with a stop line setback from the crosswalk to reduce vehicular encroachment. The crosswalk paving shall be a minimum 24-inch wide multiple series of stripes, for a vertical distance of 20 feet across the intersection. There shall be a 5-foot set-back traffic limit line to reduce vehicular encroachment into the crosswalk.

The Century Streetscape Plan encourages the installation of continental crosswalks, the new City standard, at controlled and midblock crosswalks (see Figure 6). The continental crosswalk design improves the visibility of the crosswalks in order to alert motorists that pedestrians may be present.

FIGURE 6. Crosswalks at Controlled Intersections



Source: Los Angeles Walks



### SIDEWALK TREATMENTS

#### SIDEWALK PAVING

Standard grey concrete sidewalk paving and installation details should be used for a majority of sidewalk areas.

Figure 7 illustrates paving pattern conditions which vary depending on the right-of-way and easement widths available for paving and landscape treatment adjacent to the curb, and a non-standard special paving condition proposed at key intersections. During construction drawings, conceptual patterns shown in Figure 7 should be adjusted to reflect adjacent property conditions, driveways, utility boxes and other site features. Utilities should be protected or relocated with a protection from infiltration.

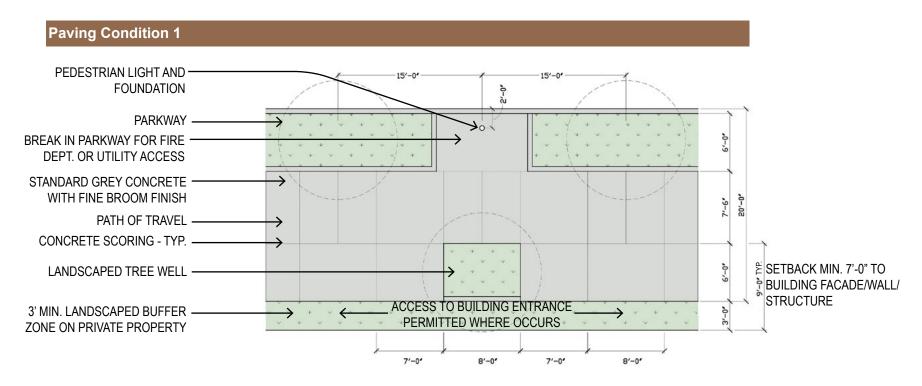
The City of Los Angeles BOE requires standard tree well sizes of 3'x6', 4'x8', 5'x5', and 5'x10'. BSS recommends greater widths for tree wells for the health of the tree, therefore 6'x8' tree wells are shown. When there are parkways or bioswales, a 5' gap shall be provided at all locations of fire department connections for emergency access.

On all conditions planned with a double row of street trees, a 3' minimum landscaped buffer zone on private property is shown behind the tree well for the second row of trees to the building facade/wall/structure.

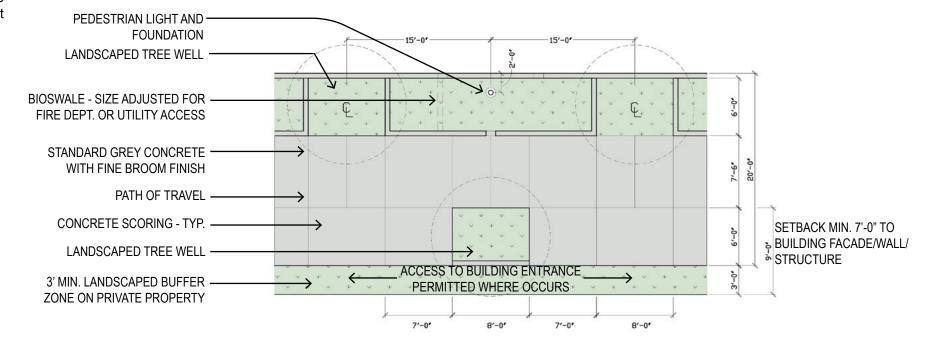
Condition 1 includes a  $\pm$  20' width for streetscape improvements including 13'6" for sidewalk paving with scoring as illustrated. It includes space for a staggered double row of trees shading the sidewalk. The treatment adjacent to the curb is a landscaped parkway. No on-street parking is allowed.

Condition 2 includes a  $\pm$  20' width for streetscape improvements including 13'6" for sidewalk paving with scoring as illustrated and space for a staggered double row of trees shading the sidewalk. In Condition 2, the treatment adjacent to the curb is a bioswale and tree wells. No on-street parking is allowed.

FIGURE 7. Sidewalk Paving Patterns



#### **Paving Condition 2**



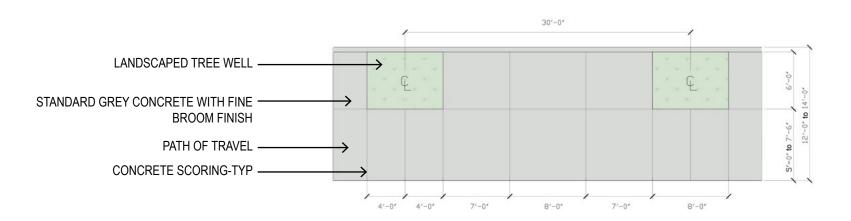


Condition 3 occurs in constrained conditions, such as when an existing building is directly adjacent to the sidewalk with only 11' to 14' available for streetscape improvements. In this case, the sidewalk should not be less than 5' with space for a single row of street trees at the curb. No on-street parking is allowed.

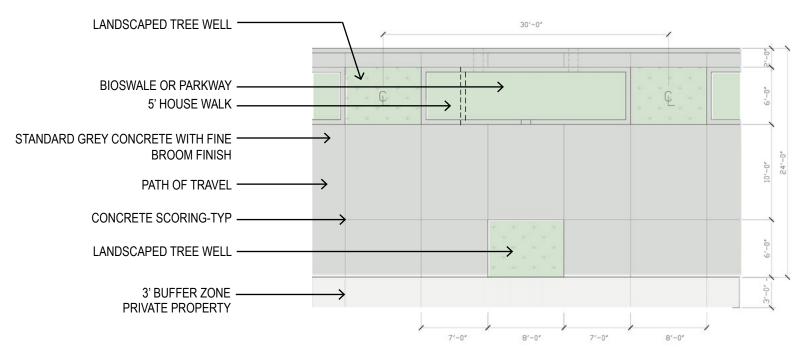
Condition 4 applies to the south side of Century Boulevard, west of Aviation Boulevard in which the existing frontage road is converted to a wide sidewalk and a double row of trees. With allowed on-street parking, minimum 5' clear house walk is required every 35' per BOE and BOS requirements. Locate with fire department connection, where feasible.

**FIGURE 7. Sidewalk Paving Patterns** 

### Paving Condition 3



### **Paving Condition 4**



### SIDEWALK TREATMENTS

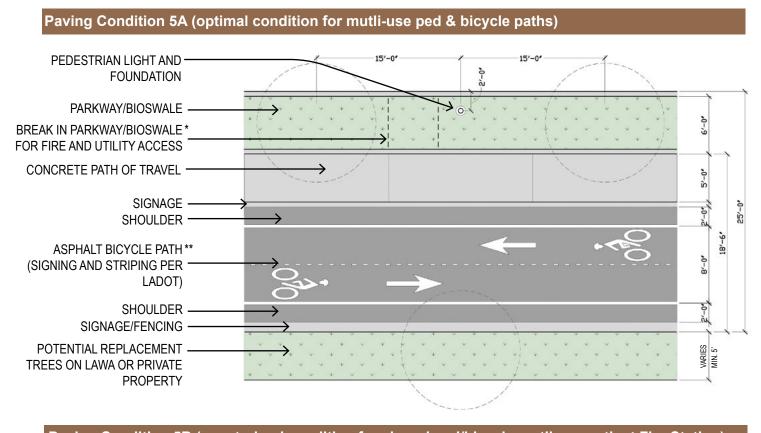
#### SPECIAL SIDEWALK PAVING

Condition 5 applies to the multi-use pathway planned at the south side of Century Boulevard from Airport Boulevard to Aviation Boulevard which connects with the planned bike path on Airport Boulevard and the existing bike lane on Aviation Boulevard.

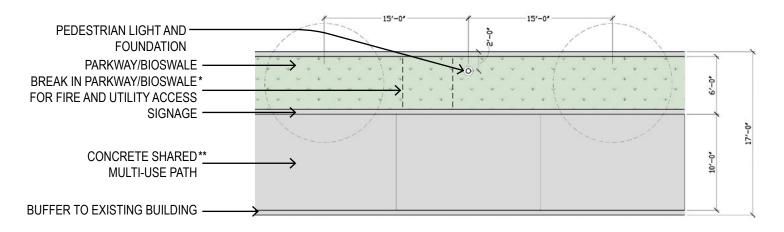
Condition 5A provides a separate 12' bicycle path including shoulders and a 5' pedestrian sidewalk. Condition 5B occurs in a constrained condition and includes a 10' shared concrete pedestrian and bicycle path.

LADOT standards for signage and striping shall be followed. At street intersections the bicycle riders and pedestrians share curb ramps similar to the Metro Orange Line. If feasible, upgrade, repair, or adjust intersection signalizations to accommodate bicyclists in accordance with CALTRANS Manual on Uniform Traffic Control Devices. Bicycle signal heads should be considered at the signalized intersections of: 1) Century Boulevard and Airport Boulevard; and 2) Century Boulevard and Aviation Boulevard.

FIGURE 7. Sidewalk Paving Patterns



Paving Condition 5B (constrained condition for shared ped/bicycle mutli-use path at Fire Station)



<sup>\*</sup>PRECISE LOCATION TO BE DETERMINED DURING CONSTRUCTION DRAWINGS IN COORDINATION WITH THE CITY

<sup>\*\*</sup>THE REQUIRED EASEMENT RANGES FROM 10' OR MORE IN THIS SEGMENT DUE TO VARIATIONS OF THE ROW BOUNDARY



## SIDEWALK TREATMENTS SPECIAL SIDEWALK PAVING

The special paving condition is non-standard and should be at major intersections. Special sidewalk paving treatments help reinforce neighborhood identity and delineate key intersections. Colored pavers are proposed at key intersections throughout the Century Corridor to enhance visual interest and identity of the corridor. Precise locations will be determined later when a survey is available and individual properties are making improvements. Table 4 shows approximate distances for special paving along Century Boulevard from intersecting street curbs.

No pavers should be installed on ADA curb ramps or driveways. And, pavers should be installed over a concrete mortar base. All finishes must be tested in advance per testing requirements of S-601-3 before being specified in construction drawings. Finishes must have a slip resistance of 0.6 for level areas and of 0.8 for slopes that exceeded 5%. All paver colors shall have a minimum Solar Reflective Index of 29.

**TABLE 4. Special Paving Distance\* on Century Blvd from Street Curb** 

Intersecting Street	NW Corner	NE Corner	SW Corner	SE Corner
Avion Drive	1,100'	1,500'	1,200'	1,000'
Airport Blvd	1,900'	1,400'	1,600'	250'
International Road	Between Crosswalks	Between Crosswalks	0	0
Aviation Blvd	1,950'	See page 5-20**	250'	See page 5-20**
Concourse Way	1,500'	1,000'	2,200'	1,300'
La Cienega Blvd	1,100'	-	1,100'	-

<sup>\*</sup>Distances are approximate and precise locations will be determined later when a survey is available and individual properties are making improvements.

<sup>\*\*</sup> Due to existing driveway conditions at intersections, the illustrative plan on page 5-20 shows special paving locations east of the intersection.



**KEY MAP** - Location of Special Paving Option

Sidewalk Pavers (no bus stop)

Sidewalk Pavers (at bus stop)

## SIDEWALK TREATMENTS SPECIAL SIDEWALK PAVING

FIGURE 7. Sidewalk Paving Patterns

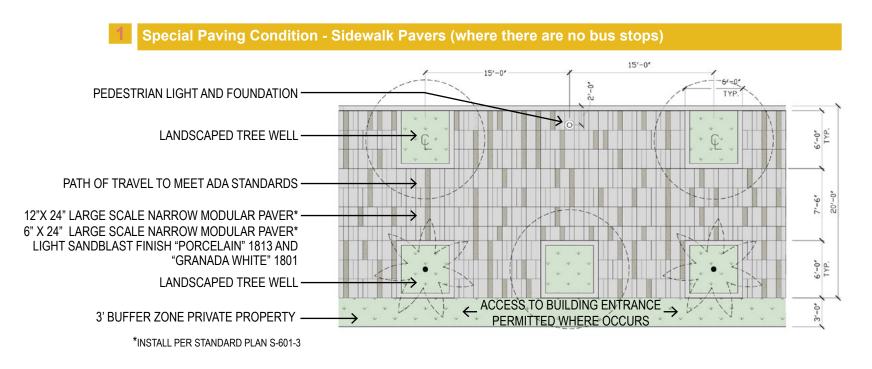
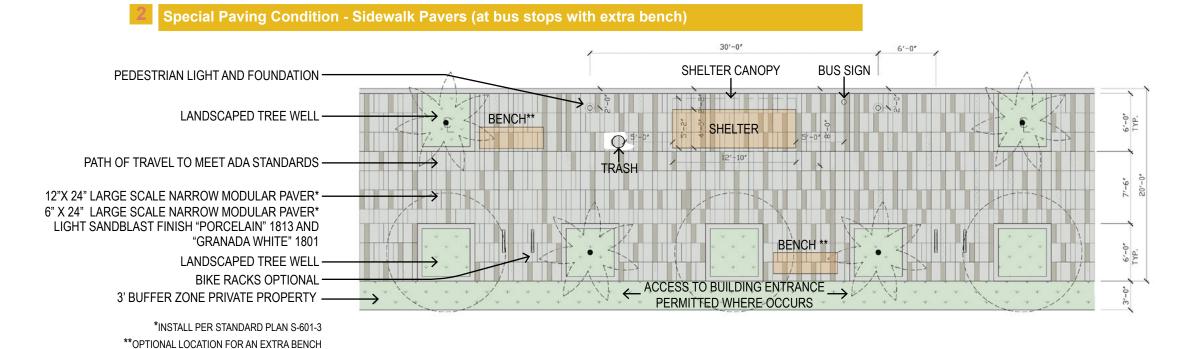


FIGURE 7. Sidewalk Paving Patterns





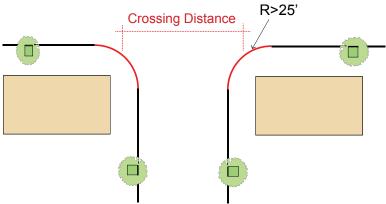
## SIDEWALK TREATMENTS CURB RADII

The Streetscape Plan encourages reduced curb radii (as feasible) to improve pedestrian safety and shorten crossing distances at intersections. 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 increases the safety of all users. In some conditions along Century Boulevard curb radii up to a maximum of 35 feet may be permitted to accommodate the freight vehicles serving the airport.

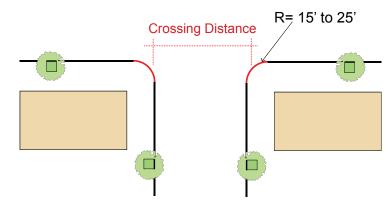
FIGURE 8 . Curb Radii



Source: Gruen Associates



Larger curb radii facilitate faster speeds for turning vehicles.



Smaller curb radii create more comfortable conditions for pedestrians.



### SIDEWALK TREATMENTS

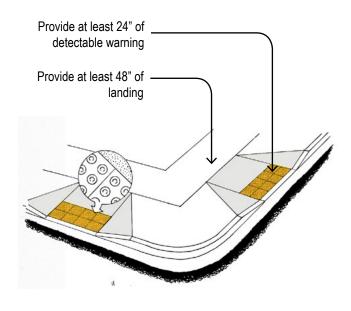
### **CROSSWALK ADA RAMPS**

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

#### FIGURE 9. Crosswalk ADA Ramps

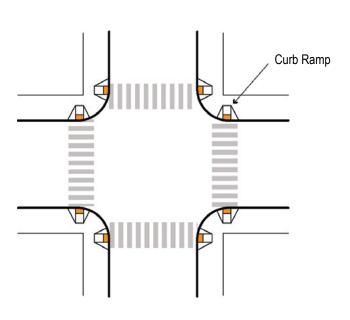


Standard plan- S-442-4 truncated dome pattern per BOE standard plans for curb ramps





Curb ramps with landings at a corner



Source: USDOT, Federal Highway Administration



## SIDEWALK TREATMENTS TREE WELL, PARKWAY OR BIOSWALE AREA

Depending on the right-of-way width and the amount of spacing available for non-roadway amenities such as sidewalks and planting, segments along the Century Corridor may include tree wells, parkways or bioswales, and/ or convenience strips. Figure 10 shows an example of a tree well with low growing plants/mulch. Figure 11 illustrates varying scenarios along Century Boulevard with parkway, tree well and sidewalk dimensions. Section 5 of this Streetscape Plan also includes illustrative plans and cross sections for several segments along Century Boulevard for further detail.

Table 3 includes key characteristics of the tree wells, parkway, bioswales, and convenience strips.

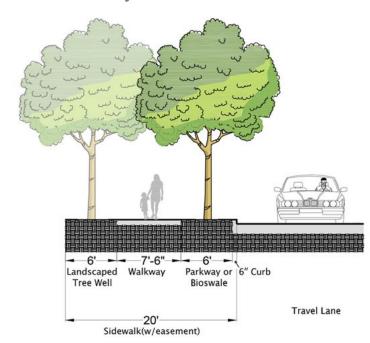
FIGURE 10. Tree Well - Surface Treatment

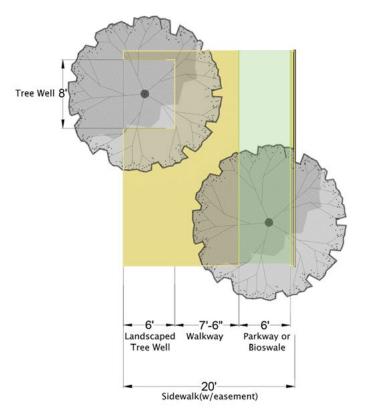




Tree Wells - Low growing Plants/Mulch

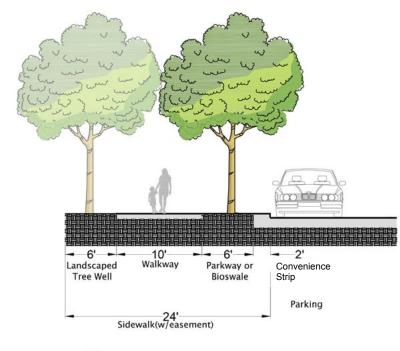
FIGURE 11. Parkway and Tree Well Dimensions

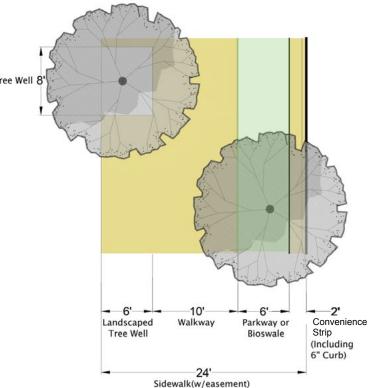




Tree Planting on 20' Wide Sidewalks with Tree Wells and Parkways or Bioswale.

Source: Gruen Associates

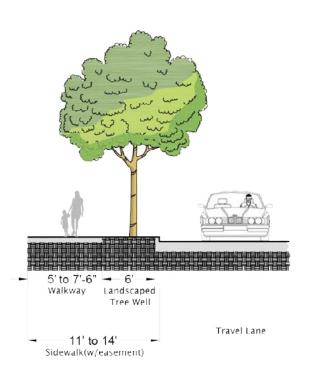


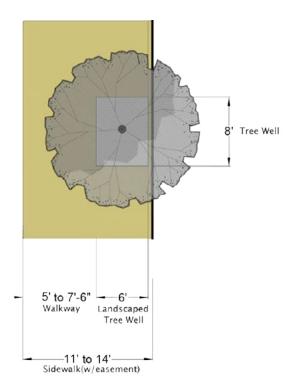


Tree Planting on 24' Wide Sidewalks with Tree Wells and Parkways or Bioswale.

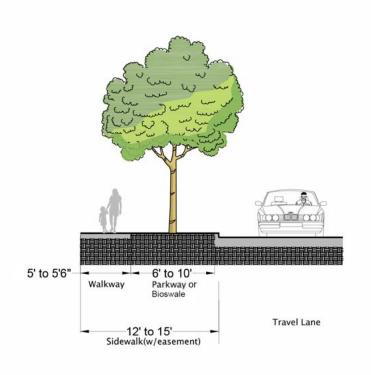


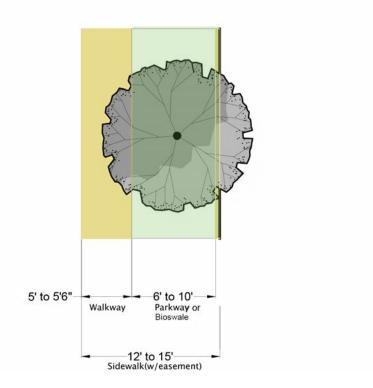
## SIDEWALK TREATMENTS TREE WELL, PARKWAY OR BIOSWALE AREA (CONTINUED)





Tree Planting on 11' to 14' Wide Sidewalks with Tree Wells in Constrained Conditions.





Tree Planting on 12' to 15' Wide Sidewalks with Parkways in Constrained Conditions.

#### **CONVENIENCE STRIP**

Along streets with curbside parking, curbside landing areas provide an area between the curb and the unobstructed sidewalk for people to safely exit vehicles that are parked on the street. This convenience strip serves as an area on which passengers may step when exiting parked vehicles, and may be treated with natural concrete (see Figure 12). Natural concrete should be monolithic with sidewalk pavement.

FIGURE 12. Convenience Strip Adjacent to Parkways and Parking





## SIDEWALK TREATMENTS STREET TREES

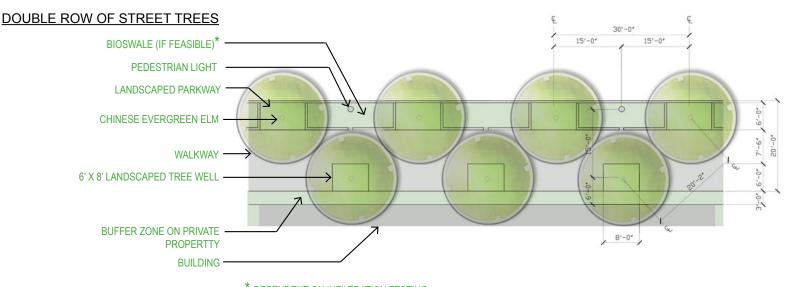
Street trees lining Century Boulevard, along with median landscaping and lighting, create a distinct and dramatic Gateway to the Airport and a walkable environment for pedestrians accessing local business and the transit stations. The street trees selected for Century Boulevard (Figure 13), in conjunction with BSS staff, match the existing plant palette and have low to moderate water needs. To replace the existing Canary Island Palms that are diseased and located in the existing parkway, the Chinese Evergreen Elm has been selected as the primary street tree along Century Boulevard. Where feasible, a double row of staggered Chinese Evergreen Elms will be planted to provide a shade canopy for pedestrians (Figure 14). Near major intersections, the selected accent trees include the Date Palms for its verticality, recalling the Canary Island Palms once on the corridor, and the Lavender Trumpet tree for its shade and seasonal color.

When planting street trees, automatic irrigation shall be provided. Installation of a low-volume irrigation system or bubblers is preferred. The automatic irrigation system shall meet BSS's standards. Weekly watering by a designated truck may be substituted when no developer is responsible for the new planting.

Trees removed along Century Boulevard in the public right-of-way and adjoining public properties will be replaced at a minimum of 2:1 ratio. Not all locations for street tree replacement are shown on the Century Corridor drawings as precise tree locations for those trees will need to be determined later when individual development and phasing plans are prepared along the corridor.

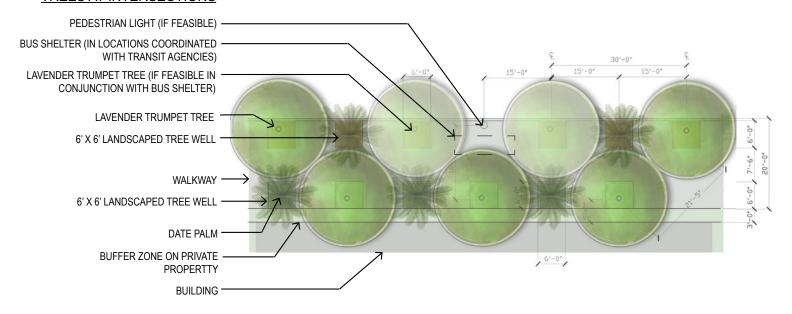
Possible locations for replacement trees include the following options: 1) A continuous second row of trees between Sepulveda and Aviation Boulevards and addition of a double row of trees on the north side of LAWA properties between Aviation and La Cienega Boulevards; 2) Replacement trees in the public right-of-way of Century Corridor adjacent to private properties; or, 3) Replacement trees in the public right-of-way along other streets intersecting with Century Corridor, such as Aviation and Airport Boulevards.

#### FIGURE 14. Tree Spacing



\* DEPENDENT ON INFILTRATION TESTING

#### TREES AT INTERSECTIONS



#### **FIGURE 13. Street Trees Palette**

P: Preferred Tree



#### ACCENT TREE

PHOENIX dactylifera (Date Palm, a palm that grows 50-60 feet tall and 30-40 feet wide. Its fronds are greenish/gray in color. It produces clusters of bright orange fruit in spring. Plant in full sun and irrigate regularly.)



#### STREET TREE

ULMUS parviflora
(Chinese Evergreen Elm
is a semi-deciduous,
40-50 feet tall tree, with a
rounded crown and long
pendulous branching.
Plant in full sun to light
shade. Very tolerant
to poor soil, and poor
weather, while providing
large, wide shade. Irrigate
little to regularly.)



#### ACCENT TREE

HANDROANTHUS impetiginosa; Synonym: TABEBUIA impetiginosa (Lavender Trumpet Tree, a deciduous tree which grows 30-50 feet tall and 30-40 feet wide. Foliage is comprised of dark green palmately divided leaves that have 5 leaflets. Bright pink to magenta tubular flowers develop in large round clusters in late winter to early spring. Requires full sun and irrigate regularly.)



### SIDEWALK TREATMENTS

### **PEDESTRIAN LIGHTING**

To accompany the existing City Standard Roadway light, the Streetscape Plan selects a pedestrian scale light fixture (Figure 15) for the corridor to promote a comfortable and safe environment at the pedestrian scale. Street lighting provides pedestrians with a sense of safety and security, while also discouraging illegal activities. In addition to safety, the selected light fixtures bring a consistent visual quality and invites users to move along the corridor. The selected pedestrian light column provides visual continuity and character to the corridor and relates to the existing larger light columns located in the existing median. A custom shield as shown in Figure 15 can help distinguish the design language of the corridor and contribute to a unique pedestrian experience.

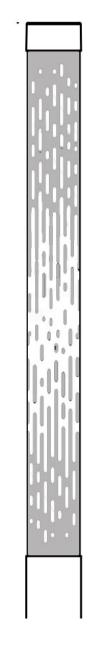
#### STREET LIGHTING

Street lighting (Figure 16) will be spaced at a minimum distance of 20' from trees. Street lighting in the median and on the sides shall match existing fixtures and poles. If funding is found to construct the entire streetscape project at one time, the roadway street lights are to be replaced with SoleCity electrolier.

FIGURE 15. Pedestrian Light and Custom Conceptual Design for Pedestrian Light Shield

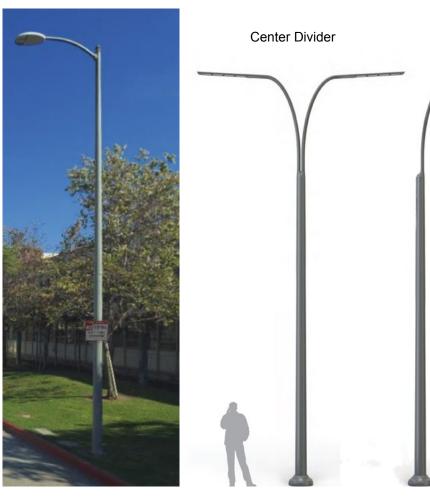


Light Column: By Forms & Surfaces or Equal



11'-0" Pedestrian Light Column by Forms & Surfaces or Equal

FIGURE 16. Street Lighting



**Existing Roadway Light** 

30' SoleCity Electrolier Roadway Light

Curbside



## SIDEWALK TREATMENTS STREET FURNITURE

A unified street furniture scheme 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 property owner and the City has been executed or when the local Business Improvement District (BID) has been formed and funded to maintain the improvements.

#### **Bus Shelter and Bus Bench**

The City of Los Angeles has a Coordinated Street Furniture Program in which an approved vendor has the right to install and maintain street furniture in exchange for the right to sell and display advertising. Along Century Boulevard this includes shelters, trash receptacles and benches located at bus stops. Current City vendor standard designs for street furniture at the bus stops are approved in the public right-of-way. For consistency along Century Corridor at bus stops, vendor bus shelter designs shall be limited to the vendor "Sunset" bus shelter, silver in color and its accompanying trash receptacle shown in Figure 17, or a matching design in silver color. If a separate advertising bench is provided by a city vendor, it shall be compatible with the shelter design and be silver in color. However, the bus shelter, trash receptacle, and bench located at bus stops could be replaced with the preferred streetscape furniture shown in Figures 18 or 19 if a property owner, the BID or another entity enters in an agreement with BSS and the approved vendors for this substitution. The preferred bus shelter is the "Connect" collection manufactured by LandscapeForms (Figure 18) or approved equal shall be implemented.

#### Trash Receptacle

The City has a Litter Receptacle Program that permits any business or property owner to sign up for a litter can if they agree to empty it on a regular basis. Trash receptacles of a standard design can be placed and maintained by the local business improvement district. The preferred enhanced trash receptacle is the LandscapeForms "MultipliCITY" (Figure 18) or approved equal for installation.

#### Rench

The preferred bench selected is the LandscapeForms "MultipliCITY" bench (Figure 19) or approved equal. This design includes side armrests and a sturdy center armrest. This contemporary bench is comprised of recyclable aluminum and complements the LandscapeForms "MultipliCITY" Trash Receptacle. At bus stop locations, the preferred bench selected or an approved compatible equal may be installed along the Century Corridor if an agreement is created with BSS and the City's vendor under the Bus Bench Program.

#### **Bike Racks**

Bike racks shall be installed per Table 3 and as requested by a property owner. The preferred bike rack is the LandscapeForms "MultipliCITY" Collection (Figure 20) or approved equal shall be implemented. Installation should be 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.

#### FIGURE 17. Vendor Bus Shelters and Trash Receptacles



Vendor Sunset Bus Shelter



Vendor Trash Receptacle

#### FIGURE 18. Preferred Bus Shelters and Trash Receptacles



Bus Shelter: By LandscapeForms "Connect" Collection or Equal



Trash Receptacle: By LandscapeForms "MultipliCITY" Collection or Equal

#### FIGURE 19. Benches



Bench: By LandscapeForms "MultipliCITY" Collection or Equal

#### FIGURE 20. Bike Racks



Bike Rack: By LandscapeForms "MultipliCITY" Collection or Equal



### **5.0 ILLUSTRATIVE PLANS**

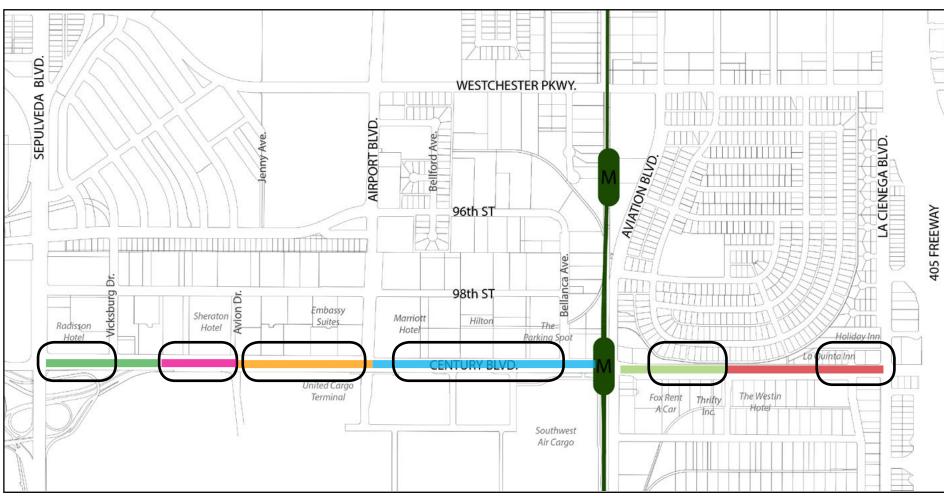






### **CENTURY CORRIDOR SEGMENTS**

Illustrative plans are prepared for subsegments along Century Boulevard. Cross sections apply to the entire segment.



Plans are for illustrative purposes only.

- SEGMENT 1A SEPULVEDA BOULEVARD TO 450' EAST OF VICKSBURG DRIVE
- SEGMENT 1B 450' EAST OF VICKSBURG DRIVE TO AVION DRIVE
- SEGMENT 1C AVION DRIVE TO AIRPORT BOULEVARD
- SEGMENT 1D AIRPORT BOULEVARD TO AVIATION BOULEVARD
- SEGMENT 2A AVIATION BOULEVARD TO CONCOURSE WAY
- SEGMENT 2B CONCOURSE WAY TO LA CIENEGA BOULEVARD

SUBSEGMENTS



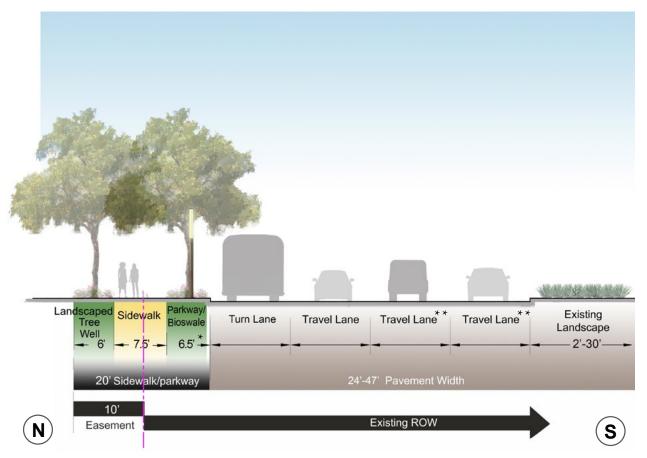
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## SEPULVEDA BLVD TO 450' EAST OF VICKSBURG DRIVE (SEGMENT 1a)

#### **CROSS SECTION**

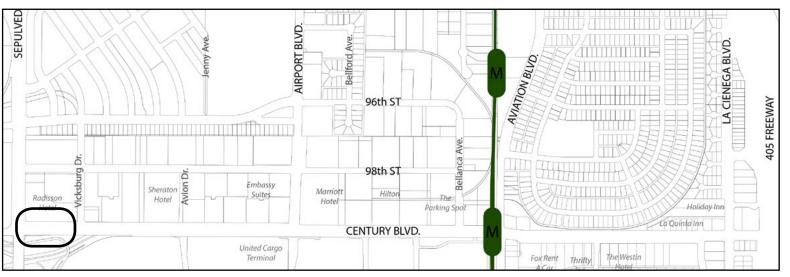
- Accommodates wider and buffered sidewalks on north side of the street
- Maintains the number of travel lanes
- Reconstruction of existing curbs and gutters on north side of street where necessary and minor reconstruction of curbs and gutters at parkway swale locations



#### PROPOSED CROSS SECTION

All dimensions are approximate and are subject to change depending on site conditions and future survey mapping.

<sup>\* \*</sup> Near Sepulveda Boulevard intersection only



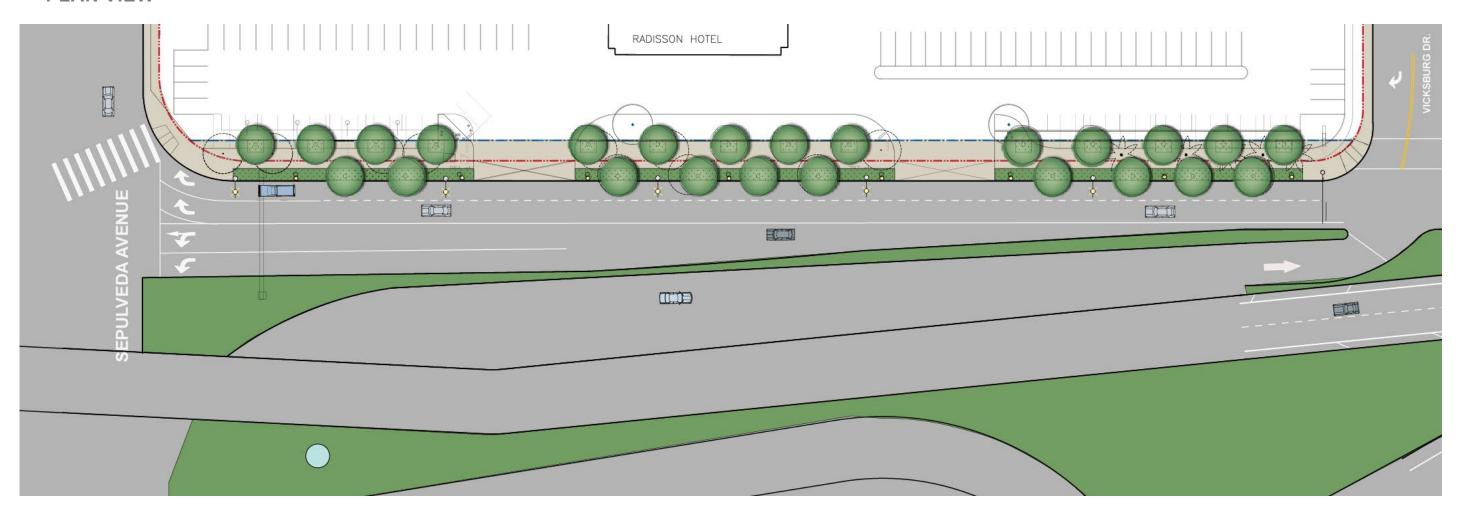
**KEY MAP FOR SUBSEGMENTS** 

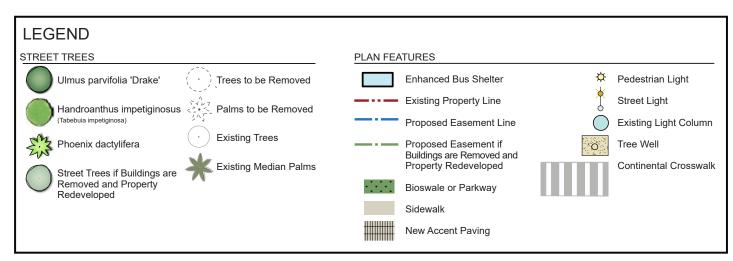
<sup>\*</sup> Includes 6" curb. 5' in constrained conditions to accommodate 5' sidewalk



## SEPULVEDA BLVD TO 450' EAST OF VICKSBURG DRIVE (SEGMENT 1a)

#### **PLAN VIEW**







Typical plans are for illustrative purposes only. Typical plans show existing driveways are closed or consolidated in the future more street trees should be added and appropriate spaced street lighting. Utility poles should be undergrounded, where feasible.



RENDERING OF PROPOSED STREETSCAPE ENHANCEMENTS (JUST EAST OF VICKSBURG DRIVE IN A CONSTRAINED CONDITION)





**BEFORE** 



**AFTER** 



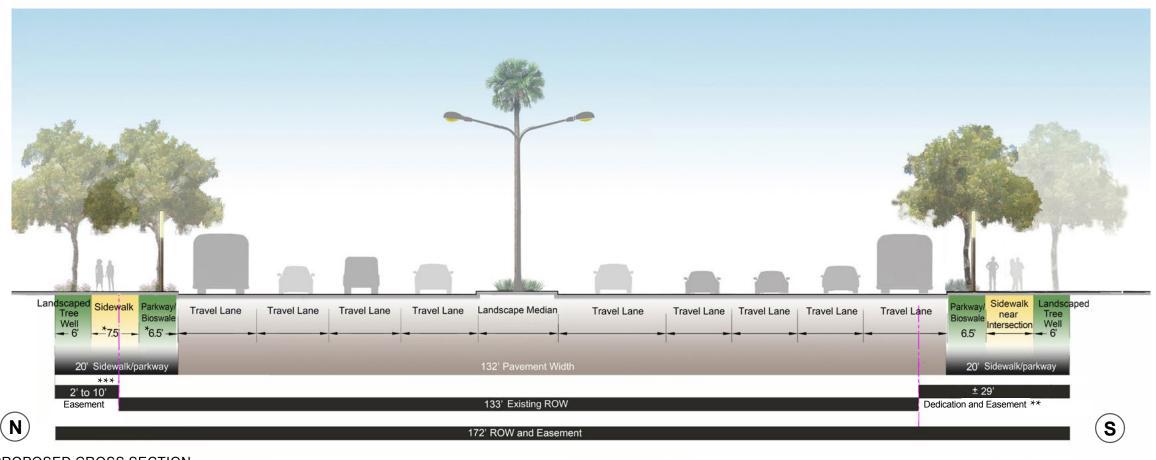
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#### 450' EAST OF VICKSBURG DRIVE TO AVION DRIVE (SEGMENT 1b)

#### **CROSS SECTION**

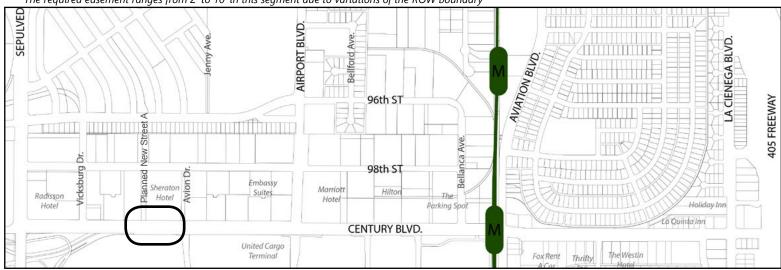
- Accommodates wider and buffered sidewalks on north side of the street with easement
- Reconstruction of south side of street to accommodate additional east bound lane per LAMP
- Reconstruction of curbs and gutters on north side of street at areas where necessary and minor reconstruction of curbs and gutters at parkway swale locations
- On the north side, if an existing building located close to the curb constrains full streetscape improvements, interim streetscape improvements may be installed using minimum dimensions.
   If the existing buildings are removed, the 20' dimension and street tree configuration shall apply when new buildings are constructed
- Existing median trees and curbs modified at New Street "A" by LAMP improvements which include proposed new ramps and in the interim a left turn into New Street "A"



#### PROPOSED CROSS SECTION

All dimensions are approximate and are subject to change depending on site conditions and future survey mapping. Typical of Segment 1B

- \* Where existing building constrains streetscape improvements, minimum 5' tree wells and 5' sidewalks
- \*\* Dedication for wider pavement width; Easement for parkway/ bioswale and sidewalk
- \*\*\* The required easement ranges from 2' to 10' in this segment due to variations of the ROW boundary

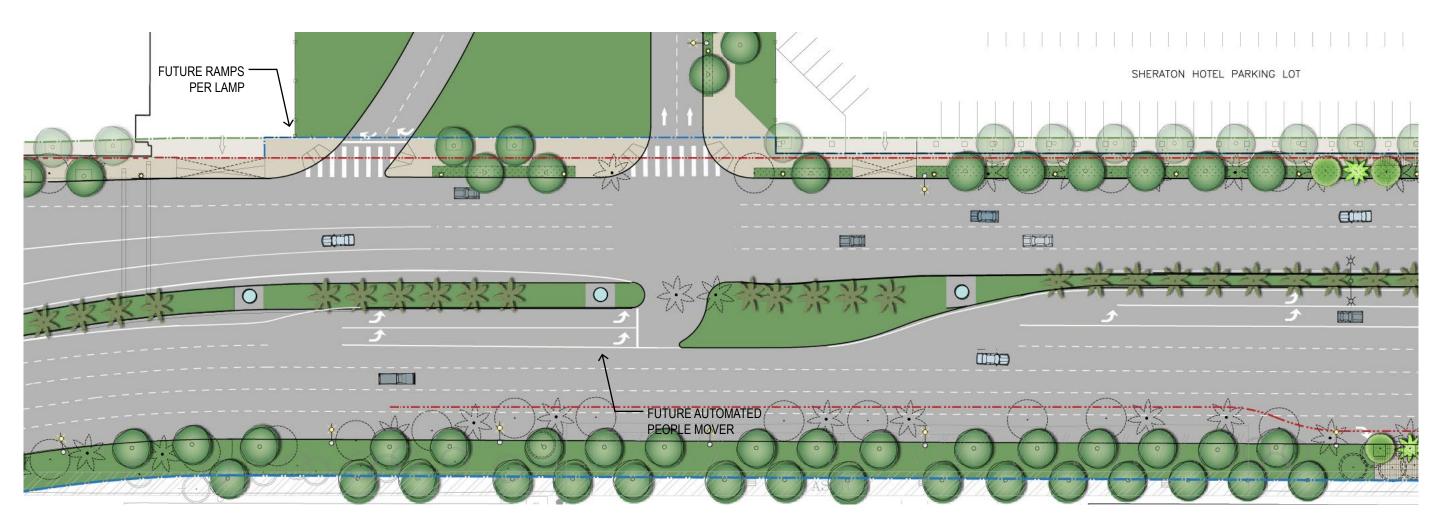


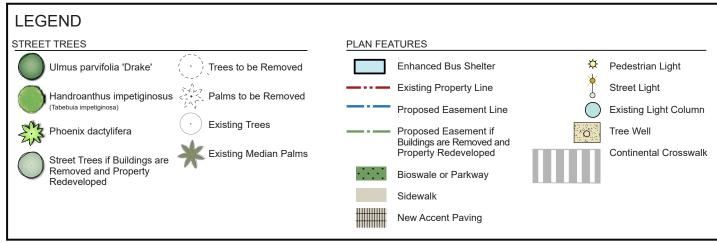
**KEY MAP FOR SUBSEGMENTS** 



450' EAST OF VICKSBURG DRIVE TO AVION DRIVE (SEGMENT 1b)

**PLAN VIEW** 





N 20' 0' 20' 60'

Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future more street trees should be added and appropriate spaced street lighting. Utility poles should be undergrounded, where feasible.



## RENDERING OF PROPOSED STREETSCAPE ENHANCEMENTS



**BEFORE** 



AFTER - AT NIGHT



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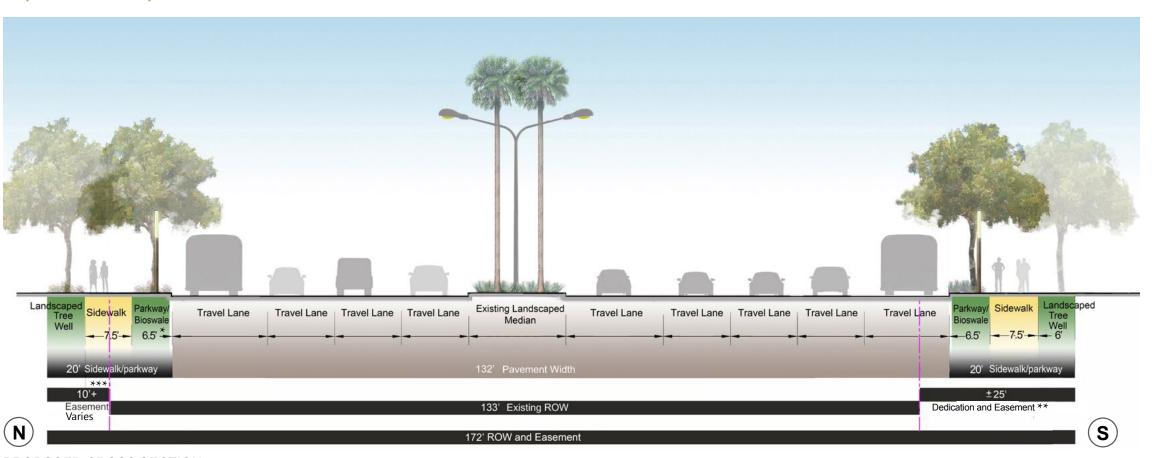
5-11

## **CENTURY BOULEVARD**

## **AVION DRIVE TO AIRPORT BLVD (SEGMENT 1c)**

#### **CROSS SECTION**

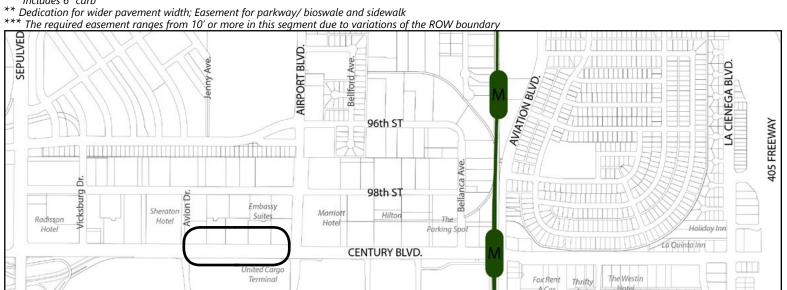
- · Accommodates wider and buffered sidewalks on north side of the street
- Maintains the number of west bound travel lanes and adds a travel lane east bound per LAMP
- Reconstruction of curbs and gutters on north side of street where necessary and minor reconstruction of curbs and gutters at parkway swale locations
- Requires ±10ft easement on private property on north side for sidewalk expansion and trees
- Second row of trees on the south side of Century Boulevard are dependent on precise location of storm drain and relocation potential



#### PROPOSED CROSS SECTION

All dimensions are approximate and are subject to change depending on site conditions and future survey mapping. Typical of Segment 1C

\* Includes 6" curb

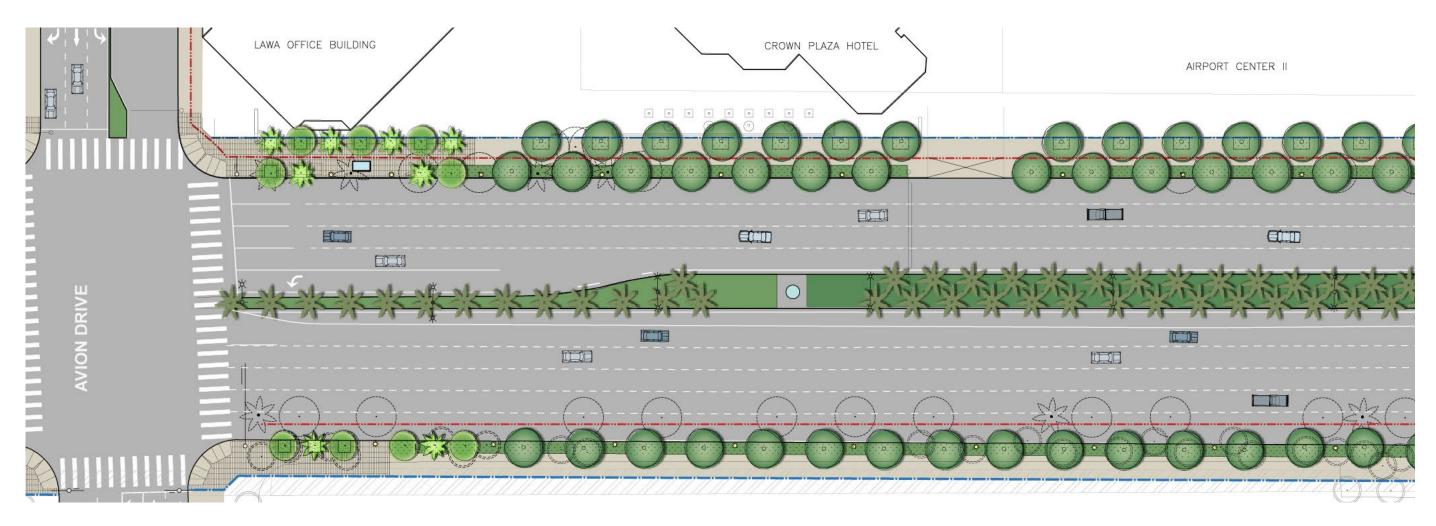


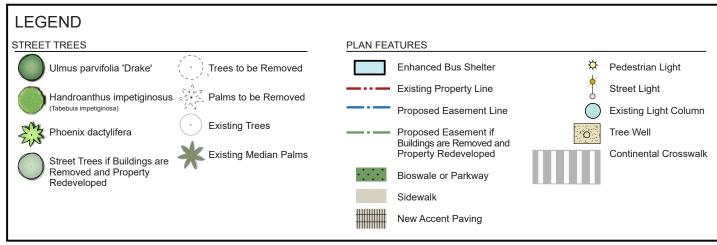
**KEY MAP FOR SUBSEGMENTS** 



## **AVION DRIVE TO AIRPORT BLVD (SEGMENT 1c)**

**PLAN VIEW** 







Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future more street trees should be added and appropriate spaced street lighting. Utility poles should be undergrounded, where feasible.



## RENDERING OF PROPOSED STREETSCAPE ENHANCEMENTS



**BEFORE** 



**AFTER** 



## RENDERING OF PROPOSED STREETSCAPE ENHANCEMENTS



**BEFORE** 



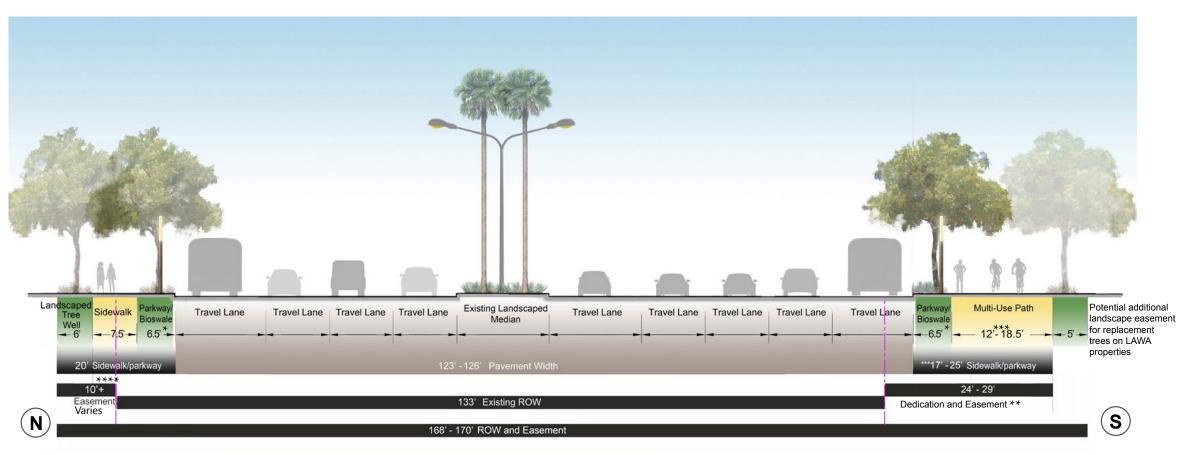
AFTER



## **AIRPORT BLVD TO AVIATION BLVD (SEGMENT 1d)**

#### **CROSS SECTION**

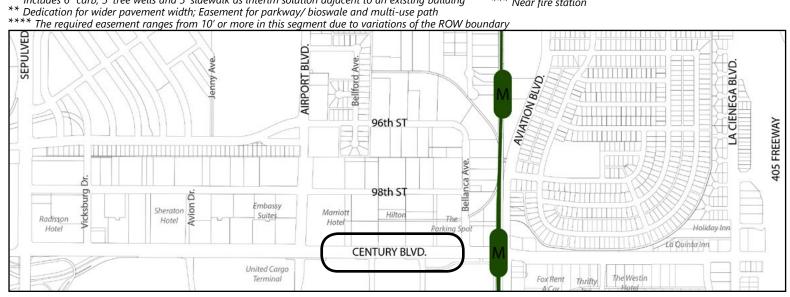
- · Accommodates wider and buffered sidewalks on north side of the street
- Maintains the number of travel lanes west bound and adds a lane east bound per LAMP
- Reconstruction of curbs and gutters on north side of street at areas where necessary and minor reconstruction of curbs and gutters at parkway swale locations
- Multi-use path on south side buffered from street by trees and parkway
- If an existing building located close to the curb constrains full streetscape improvements, interim streetscape improvements may be installed using minimum dimensions. If the existing buildings are removed, the 20' dimension and street tree configuration shall apply when new buildings are constructed.



#### PROPOSED CROSS SECTION

All dimensions are approximate and are subject to change depending on site conditions and future survey mapping; Multi-use path design to be reviewed and approved by LADOT Typical of Segment 1D

\* Includes 6" curb; 5' tree wells and 5' sidewalk as interim solution adjacent to an existing building



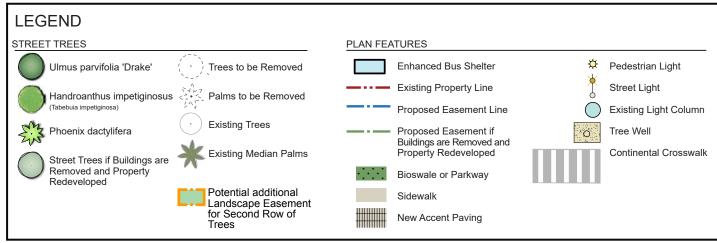
**KEY MAP FOR SUBSEGMENTS** 



**AIRPORT BLVD TO AVIATION BLVD (SEGMENT 1d)** 

**PLAN VIEW** 





N 20' 0' 20' 60'

Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future more street trees should be added and appropriate spaced street lighting. Utility poles should be undergrounded, where feasible.



## RENDERING OF PROPOSED STREETSCAPE ENHANCEMENTS IN A CONSTRAINED CONDITION ON THE NORTH SIDE



**BEFORE** 



AFTER



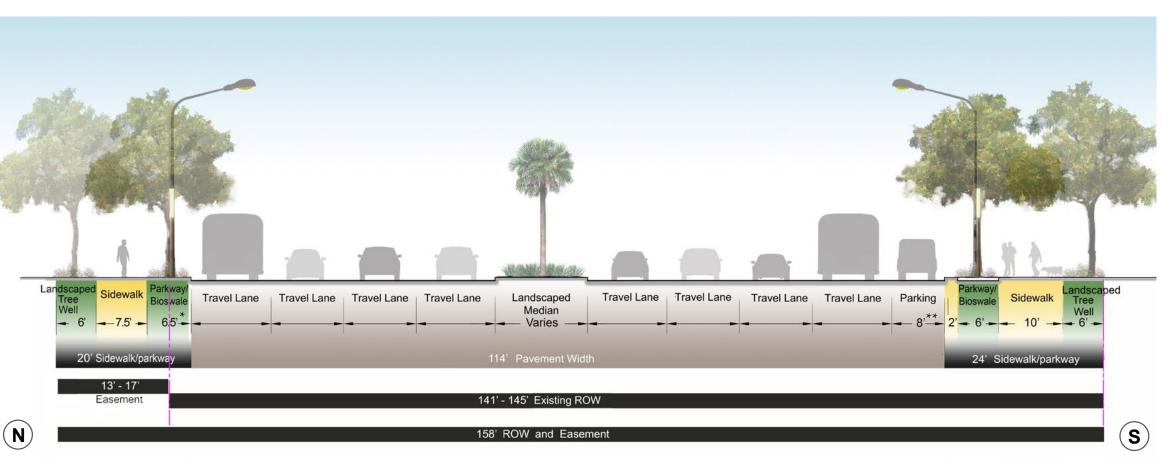
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## **AVIATION BLVD TO CONCOURSE WAY (SEGMENT 2a)**

#### **CROSS SECTION**

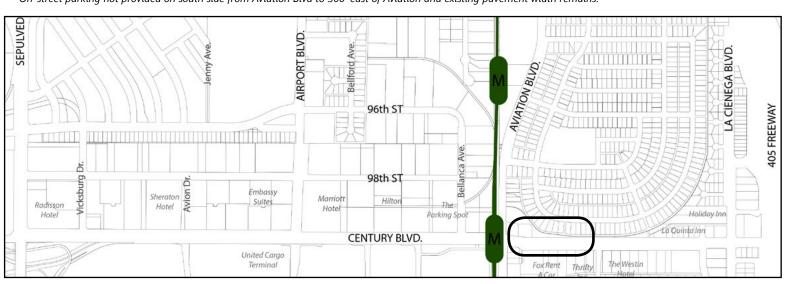
- Accommodates wider and buffered sidewalks on both sides of the street
- Maintains the number of travel lanes in both directions
- Requires 13 ft to 17ft easement on private property on north side for a wider sidewalk and trees
- If feasible, replaces the frontage road on south side of Century Boulevard with wide sidewalk and parkway
- Allows reconstruction of curbs and side median on the south side to provide on street replacement parking



#### PROPOSED CROSS SECTION

All dimensions are approximate and are subject to change depending on site conditions and future survey mapping. Typical of Segment 2A

- \* Includes 6" cui
- \*\* On-street parking not provided on south side from Aviation Blvd to 300' east of Aviation and existing pavement width remains.



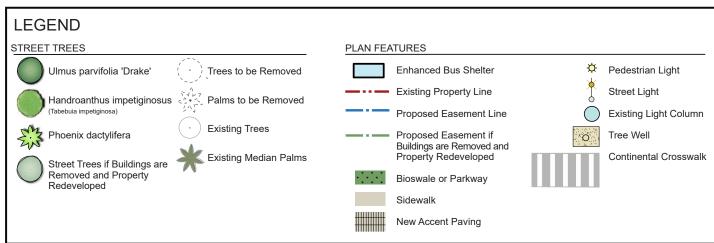
**KEY MAP FOR SUBSEGMENTS** 



## **AVIATION BLVD TO CONCOURSE WAY (SEGMENT 2a)**

**PLAN VIEW** 



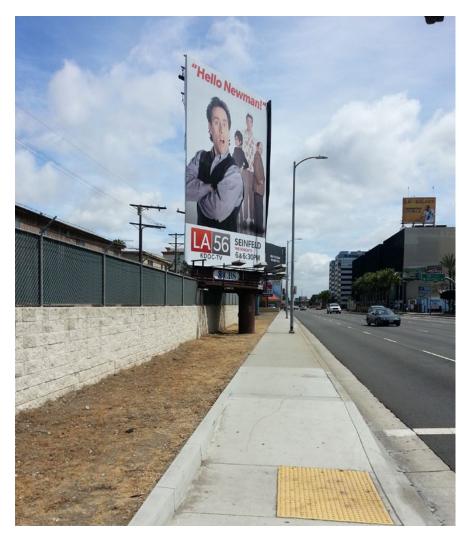




Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future more street trees should be added and appropriate spaced street lighting. Utility poles should be undergrounded, where feasible.



## RENDERING OF PROPOSED STREETSCAPE ENHANCEMENTS



**BEFORE** 



**AFTER** 



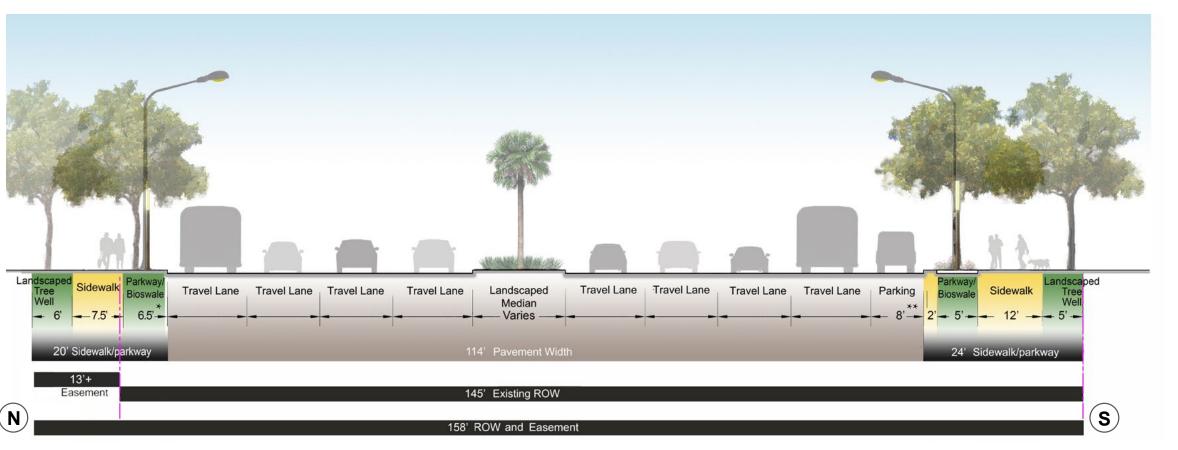
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#### **CONCOURSE WAY TO LA CIENEGA BLVD (SEGMENT 2b)**

#### **CROSS SECTION**

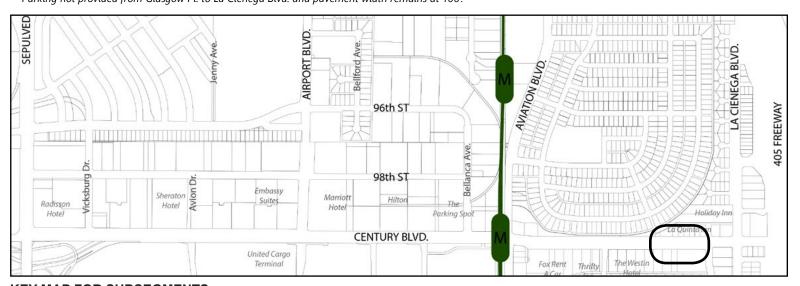
- Accommodates wider and buffered sidewalks on both sides of the street
- Maintains the number of travel lanes in both directions and landscape median
- Requires 13' easement on private property on north side for a wider sidewalk and trees
- If feasible, replaces the frontage road on south side of Century Boulevard with wide sidewalk and parkway
- Allows reconstruction of curbs on the south side to provide on-street replacement parking
- If the existing buildings are removed, the 20' dimension and street tree configuration shall apply when new buildings are constructed



#### PROPOSED CROSS SECTION

All dimensions are approximate and are subject to change depending on site conditions and future survey mapping. Typical of Segment 2B

<sup>\*\*</sup>Parking not provided from Glasgow Pl. to La Cienega Blvd. and pavement width remains at 106'.



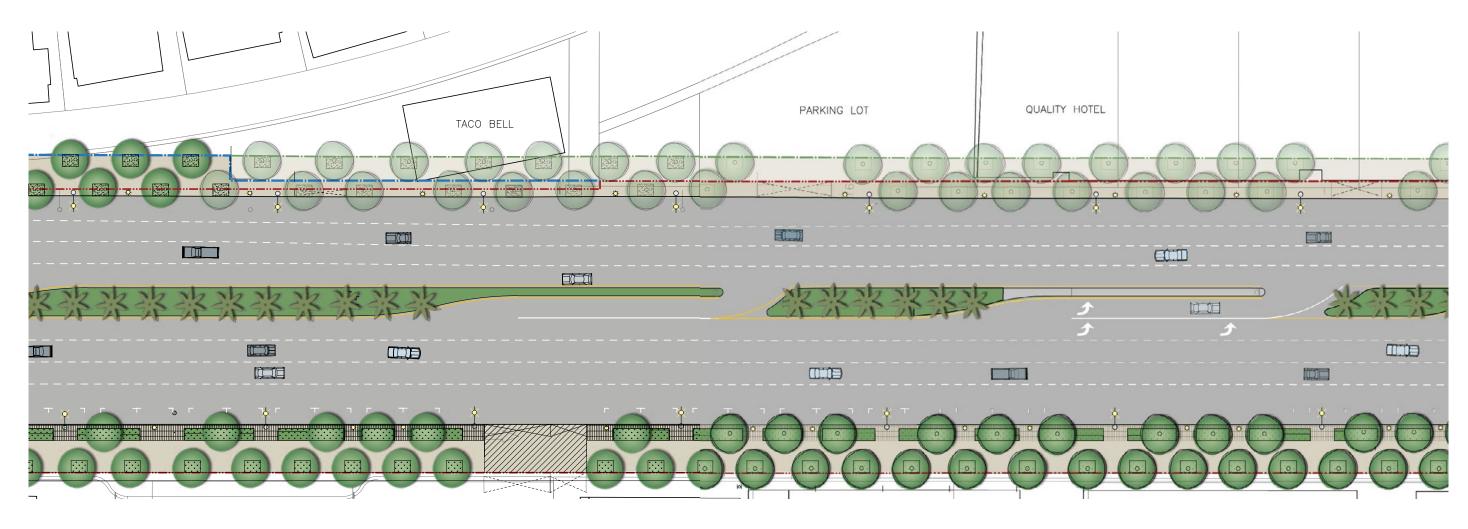
**KEY MAP FOR SUBSEGMENTS** 

<sup>\*</sup> Includes 6" curb



## **CONCOURSE WAY TO LA CIENEGA BLVD (SEGMENT 2b)**

**PLAN VIEW** 





N 20' 0' 20' 60'

Typical plans are for illustrative purposes only. Typical plans show existing driveways. If driveways are closed or consolidated in the future more street trees should be added and appropriate spaced street lighting. Utility poles should be undergrounded, where feasible.



## RENDERING OF PROPOSED STREETSCAPE ENHANCEMENTS



**BEFORE** 



AFTER

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CITY OF LOS ANGELES CENTURY CORRIDOR STREETSCAPE PLAN DRAFT 06/14/17

# APPENDIX A: STREET WIDTHS





STREET NAME	CURRI	ENT DIMENSIC	DNS <sup>(1)</sup>	PROPOSED PER STREETSCAPE PLAN			
	S'WALK <sup>2</sup>	ROADWAY	ROW	S'WALK <sup>2</sup>	ROADWAY	ROW and Easement	
CENTURY BOULEVARD		24' to 47'					
Sepulveda Ave. to 450' East of Vicksburg Dr.	10'	Westbound Only	Not Applicable	20'	Not Applicable	Not Applicable	
CENTURY BOULEVARD							
450' East of Vicksburg Dr. to Avion Dr.	10'	113' <sup>3</sup>	133'	20'	132'6	172'5	
CENTURY BOULEVARD Avion Dr. to Airport Blvd.	10'	113' to 129' <sup>3</sup>	133' to 149'	20'	132' <sup>6</sup>	172'5	
CENTURY BOULEVARD				20' N			
Airport Blvd. to Aviation Blvd.	10'	113' ³	133'	25'+ 5' for replacement trees S <sup>7</sup>	123'-126' <sup>6</sup>	168'-170' <sup>5</sup>	
CENTURY BOULEVARD	3' to North		117' to	20' N			
Aviation Blvd. to Concourse Way	0' to 8'South	106' <sup>3,4</sup>	145'	24' S	114'	158'5	
CENTURY BOULEVARD	3' to 7' North						
Concourse Way to		106' 3,4	120' to	20' N	114'	158' <sup>5</sup>	
La Cienega Blvd.	12'South		145'	24' S			

<sup>1.</sup> The range indicated is the range of existing dimensions. All dimensions are approximate and should be field verified. Dimensions should not be used for engineering purposes. LADOT's signing and striping plans, GIS parcel maps and Google aerials were used for pavement, sidewalk/parkway widths and right-of-way.

A-2 CITY OF LOS ANGELES CENTURY CORRIDOR STREETSCAPE PLAN DRAFT 06/14/17

<sup>2.</sup> Includes both sidewalk and tree well or parkway area.

<sup>3.</sup> Includes landscaped median.

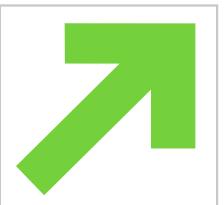
<sup>4.</sup> Includes 28' frontage road and 4' raised island.

<sup>5.</sup> Easements required, See cross sections.

<sup>6.</sup> Includes additional lane per LAX Landside Access Modernization Program.

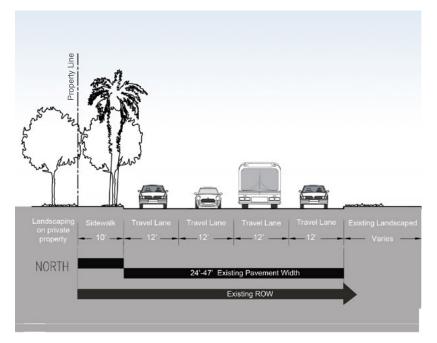
<sup>7.</sup> Multi-use path and parkway.

# B APPENDIX B: EXISTING STREET CROSS SECTIONS

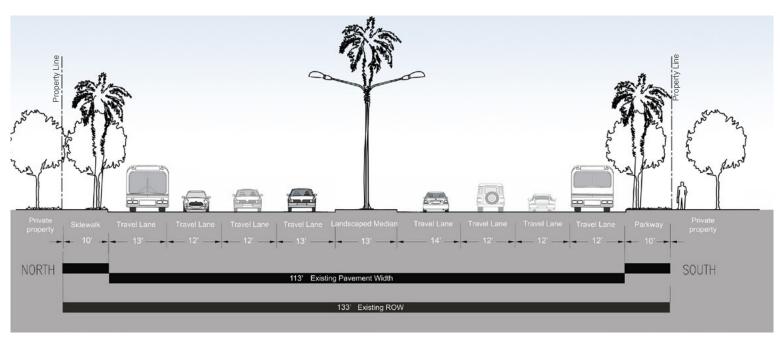




## **TYPICAL EXISTING CROSS SECTIONS**



Sepulveda Ave. to 450' East of Vicksburg Dr. (Segment 1a)



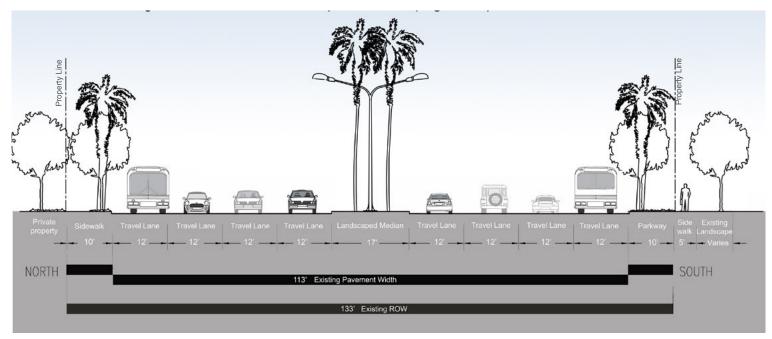
450' East of Vicksburg Dr. to Avion Dr. (Segment 1b)

All dimensions are approximate and should be field verified and should not be used for engineering purposes.

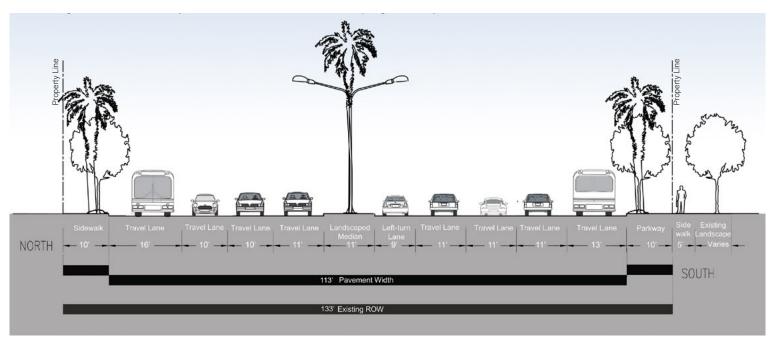
B-2 CITY OF LOS ANGELES CENTURY CORRIDOR STREETSCAPE PLAN DRAFT 06/14/17



## **TYPICAL EXISTING CROSS SECTIONS**



Avion Dr. to Airport Blvd. (Segment 1c)

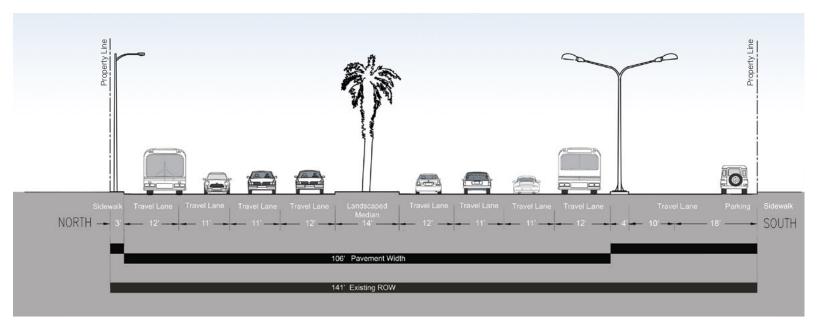


Airport Blvd. to Aviation Blvd. (Segment 1d)

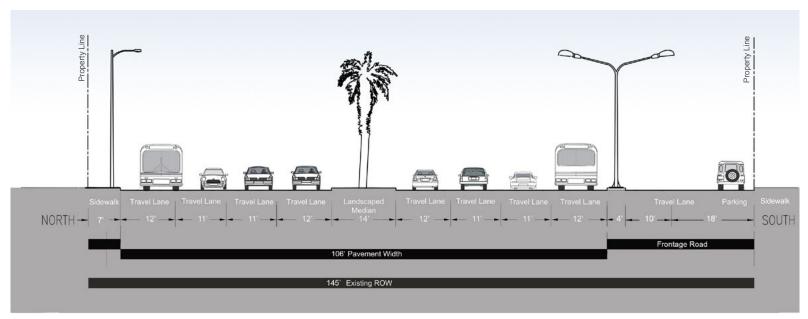
All dimensions are approximate and should be field verified and should not be used for engineering purposes.



## **TYPICAL EXISTING CROSS SECTIONS**



Aviation Blvd. to Concourse Way (Segment 2a)

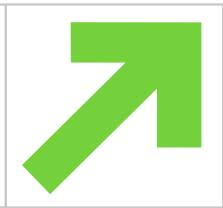


Concourse Way to La Cienega Blvd. (Segment 2b)

All dimensions are approximate and should be field verified and should not be used for engineering purposes.

B-4 CITY OF LOS ANGELES CENTURY CORRIDOR STREETSCAPE PLAN DRAFT 06/14/17

# C APPENDIX C: STREET TREES





## **TABLE 4. Street Trees**

BOTANICAL NAME	COMMON NAME	TYPE	ORIGIN	HEIGHT	CROWN SPREAD	SPACING	PARKWAY SIZE	WATER NEEDS	SHAPE OF TREE	FOLIAGE COLOR	FLOWER/FRUIT COLOR	IMAGE
Phoenix dactylifera	Date Palm	N/A	North Africa, Middle East	50'-60'	30'-40'		6'-8'	Moderate	N/A	Fronds are pale gray/green	Flower: N/A Fruit: Orange	
Handroanthus impetiginosa (Synonym: Tabebuia impetiginosa)	Lavender Trumpet Tree	Deciduous	Central America, South America	30'-50'	30'-40'	25'-30'	6'-8'	Moderate	Round	Green	Flower: bright pink/ magenta	
Ulmus parviflora 'Drake'	Drake Chinese Evergreen Elm	Semi-Deciduous	China, Japan, North Korea and Vietnam	40'-50'	50'	30'-35'	6'-8'	Low/Moderate	Umbrella shaped	Shiny dark green above and nearly glabrous, paler below	Flower: Cream Fruit: light reddish brown, occur in tight clusters	

CITY OF LOS ANGELES CENTURY CORRIDOR STREETSCAPE PLAN DRAFT 06/14/17

# D APPENDIX D: LOW GROWING LANDSCAPE PLANTS



# **Landscape Plants in Public Right-Of-Way**

SCIENTIFIC NAME	COMMON NAME	APPROXIMATE HEIGHT	COMMENTS	PARKWAY	BIOSWALE	MEDIAN
Achillea millifolium	Yarrow	Varies (must remain <36 inches)	Low water. CA Native		х	
Aeonium spp.	Varies	Varies (must remain <36 inches)	Low water	х		x
Agave attenuata v.	Foxtail Agave	Varies (must remain <36 inches)	Low water	х		х
Aloe striata	Coral Aloe	12-24 inches	Low water	х		х
Arctostaphylos spp.	Manzanita	Varies (must remain <36 inches)	Low to moderate water. Use low growing species only. CA Native	х	х	x
Baccharis pilularis 'Pigeon Point'	Pigeon Point Coyote Brush	24 inches	Low water. CA Native	х	x	x
Callistemon citrinus 'Little John'	Dwarf Bottlebrush	36 inches	Low water	х		x
Calylophus berlandieri	Sundrops	<12 inches	Low water	х		
Carex divulsa	Foothill Sedge	12-24 inches	Low water		х	
Carex praegracilis	Clustered Field Sedge	4-12 inches	Good turf substitute. CA Native	х	х	
Ceanothus 'Centennial'	Centennial Ceanothus	12 inches	Low water. Use low growing species only. CA Native	х		x
Ceanothus griseus horizontalis 'Yankee Point'	Yankee Point California Lilac	24-36 inches	Low water. Wide growth requires larger planter. CA Native	х		x
Chondropetalum tectorum	Small Cape Rush	24-36 inches	Low water. Tolerates a wide soil pH range	х	х	х
Cotyledon spp.	Varies	Varies (must remain <36 inches)	Low water	х	x	x
Crassula capitella 'Campfire'	Campfire Crasulla	12 inches	Low water	х	х	x
Crassula multicava	Fairy Crassula	12-18 inches	Low water. Thrives in shade or sun	х		x
Delosperma cooperi	Hardy iceplant	<12 inches	Low water. Thrives with little care	х		x
Dianella spp.	Flax Lily	Varies (must remain <36 inches)	Low water	х	x	x
Dymondia margaretae	Silver Carpet	<12 inches	Wet to dry. Tolerates some foot traffic	х	х	
Eriogonum fasciculatum 'Warriner Lytle'	California Buckwheat	24-36 inches	Low water. CA Native	х		x
Festuca californica	California Fescue	24-36 inches	Low water. CA Native		х	
Festuca mairei	Atlas Fescue	24-36 inches	Wet to dry conditions. Tolerant of diverse soil types	х	х	x
Grevillea lanigera 'Coastal Gem'	NCN	12 inches	Low water	х		x
Hardenbergia violacea 'Mini Haha'	Dwarf Purple Lilac Vine	24-36 inches	Low water	х		x
Hesperaloe parviflora	Red Yucca	36 inches	Low water	х		х
Juncus patens	California Gray Rush	18-24 inches	Low water. CA Native		x	
Lantana x 'New Gold'	New Gold Lantana	12-18 inches	Low water	х		x
Lomandra longifolia 'Breeze'	Dwarf Mat Rush	36 inches	Low water	x	x	x
Melica imperfecta	Coast Range Melic	12-36 inches	Low water		х	
Muhlenbergia rigens	Deer Grass	24-36 inches	Moist to dry conditions. CA Native	x	x	
Myoporum parvifolium 'Putah Creek'	Creeping Myoporum	24 inches	Low water	x		x
Nassella pulchera	Purple Needle Grass	12-18 inches	Moist to dry conditions. CA Native		х	
Oscularia deltoides	Pink Iceplant	<12 inches	Low water	х		х
Persicaria capitata	Pink Head Knotweed	<12 inches	Low water	х	х	
Phormium spp.	New Zealand Flax	Varies (must remain <36 inches)	Low to moderate water	Х		х
Phormium tenax 'Jack Spratt'	Jack Spratt New Zealand Flax	18 inches	Low water	х		х
Rosmarinus officinalis 'Roman Beauty'	Roman Beauty Rosemary	24 inches	Low water	Х		х
Scleranthus biflorus	Australian Astroturf	<12 inches	Low water. Full to part sun. Spreads easily to 24 inches.	Х		х
Senecio mandraliscae	Blue Chalksticks	18 inches	Low water	Х		х
Westringia fruiticosa 'Morning Light'	Coast Rosemary	36 inches	Low water	х		х
Verbena lilacina 'De La Mina'	Cedros Island Verbena	24-36 inches	Low water. CA Native	х		x



ACHILLEA millifolium

Yarrow, This rhizomic, mat-forming and aggressive perennial frows to 2 feet tall and wide with ferny, finely-textured, green foliage



AEONIUM spp

Aeonium, evergreen succulent, 2 feet by 1-2 feet wide, tolerates sun and shade conditions, water occasionally to infrequently



AGAVE attenuata

Agave, succulent with rosettes of a few wide green or green-blue pliable leaves, full sun to light shade in well-drained soil and irrigate little to regularly



**ALOE** striata

Coral Aloe, succulent to about 18 inches tall by 2 feet wide with rosettes of a few flat broad pale gray-green leaves, full sun to light shade in well-drained soil and irrigate little to regularly



**ARCTOSTAPHYLOS spp** 

Manzanita, California native evergreen shrub, ranging in size from creepers to full-size shrubs to small trees with waxy, bell-like flowers and fruit, drought tolerant once established



#### **BACCHARIS** pilularis

Pigeon Point Coyote Brush, Adaptable and dependable low growing form of the native coyote bush. Forms a mound of bright green leaves with an undulating habit 2 ft. tall and 6-8 ft. wide. Able to tolerate many soil types and watering regimes this shrub is best in full sun. Extremely drought tolerant along the coast



#### **CALLISTEMON** citrinus

'Little John' Dwarf Bottlebrush, evergreen small shrub that forms a 3 foot high and 3 foot wide rounded mound with narrow 3 inch long bluish gray-green leaves and has flowers of blood-red bristle-like stamens that appear throughout the year, full sun to light shade, drought tolerant



#### **CALYOPHUS** berlandieri

Sundrops, evergreen, low-growing woody-based perennial (technically a subshrub) that grows to 1 foot tall and spreads to nearly 3 feet wide with dark green narrow fine-textured foliage and bright yellow 1 to 2 inch wide flowers in spring and early summer, low water



#### **CAREX divulsa**

Foothill Sedge, It makes a lovely informal ground cover in shady areas. With occasional water this plant stays green over the entire summer. Foothill sedge will survive full sun, but can begin to look ratty in the summer



#### **CAREX** praegracilis

Clustered Field Sedge, California native alternative turf grass spreading by rhizomes, bright green foliage grows 6-8 inches tall, low to moderate water



#### **CEANOTHUS**

Centennial California Wild Lilac, California native, low-spreading groundcover growing 6 to 12 inches tall by 4 to 8 feet wide. The tiny, dark green leaves have a glossy surface and bright blue flowers. Plants accept considerable shade and are effective groundcovers



#### **CEANOTHUS** griseus horizontalis

'Yankee Point' (Yankee Point California Wild Lilac, California native, fast-growing, durable groundcover reaches 2 to 3 feet tall and spreads 8 or more feet wide. Bright blue flower clusters in winter through early spring. full sun to partial shade, low water use





CHONDROPETALUM tectorum Small Cape Rush, clumping from with 2-3 foot tall dark green unbranched stems, low water use



CRASSULA multicava
Fairy Crassula, evergreen lowgrowing plant that rarely exceeds
a foot tall. A shade-loving plant
that can also grow in full coastal
sun. It is tolerant of extended dry
periods when growing in shade



CRASSULA capitella
Campfire Crassula, Branching
succulent with fleshy propeller-like
leaves that mature from light green
to bright red. Grows prostrate,
forming mats about 6 inches tall to
2 to 3 feet tall wide



**COTYLEDON spp** 

Varies, Spreads out to form a small low shrub or groundcover. In spring a cluster of pale orange bell-shaped flowers dangle from 12-18 inch tall stems. Plant should be in full sun to light shade in a well-drained soil. It is drought tolerant and can take temperatures down to the mid 20 degrees F without damage



DELOSPERMA cooperi
Hardy Iceplant, Mat forming 3
to 6 in. tall, 2 ft. or more wide,
thrives with little care, needs only
occasional watering, drought
tolerant



DIANELLA spp

Flax Lily, compact clumping rhizomatous evergreen perennial growing to 2-3 feet tall and spreading, full sun to moderate shade in most any well-draining soil and irrigate regularly to only occasionally once established



**DYMONDIA** margaretae

Silver Carpet, Spreading perennial. Green leaves edged in silver, yellow flowers in summer. Slow growing. Needs well-drained soils and does better near the coast; okay for inland areas



**ERIOGONUM** fasciculatum

Warriner Lytle, California Buckwheat, A low growing groundcover that on occasion can grow to 2 feet tall but is often more prostrate, hugging the ground like a mat to about 4 feet wide. It has attractive fine-textured dark green small needle-like leaves and an arching habit.



**FESTUCA** californica

California Fescue, Blue-green blades 1 1/2 ft. tall with graceful flower stalks rising another 2 ft. above the foliage. They are drought tolerant once established



**D-4** 

**FESTUCA** mairei

Atlas Fescue, evergreen, clumping grass that forms fountain-like mounds to 18 to 24 inches tall and wide with yellowish gray-green foliage, full sun or part shade in a well-drained soil with occasional to regular irrigation



GREVILLEA lanigera

Coastal Gem, NCN, evergreen, low-spreading shrub that grows to 1 foot tall by 4-5 feet across with crowded narrow grayish-green leaves on flat to slightly arching stems.



HARDENBERGIA violacea

Mini Haha, Dwarf Purple Lilac Vine, an evergreen groundcover that forms a dense groundcover 1 to 2 feet tall by 6 feet wide with sprays of pinkish-purple flowers. Plant in sun or light shade in hot inland areas and is tolerant of sandy to heavy soils. Requires little water once established.





HESPERALOE parviflora
Red Yucca, stemless succulent
with clumps of arching and
spreading grass-like foliage to 3 to
4 feet tall. Very drought tolerant
and tough



JUNCUS patens
California Gray Rush, An upright evergreen grass-like plant that forms dense clumps from short rhizomes with thin rounded graygreen leafless stems that grow upright to a height of about 18 to 24 in. with inconspicuous goldenbrown flower clusters, from spring to fall



LANTANA x
New Gold Lantana, evergreen,
trailing growth is excellent for use
as groundcover, Moderate grower
to 12 to 15 in. tall, 18 to 24 in.
wide, once established, needs only
occasional watering



Breeze, Dwarf Mat Rush, evergreen perennial with narrow deep green strap-shaped leaves, full sun to moderate shade. It is drought tolerant once established but can also tolerate regular irrigation or even wet soils



MELICA imperfecta
Coast Range Melic , Clumping
perennial grass to 1' tall w/green
lvs & 2-3' tall arching stems of flwrs.
Full sun (coastal) to shade. Little to
no H20. Hardy to 15F



MUHLENBERGIA rigens
Deergrass, California native forms
dense, tight clumps of narrow
bright green leaves to 3 feet tall,
tolerates moist to dry conditions



MYOPORUM parvifolium
Putah Creek, Creeping Myoporum,
fast growing plant to 2 feet tall and
will spread up to 15 feet. It has
bright green leaves held close to
the stem and small white flowers
in summer. Plant in full sun to
light shade. Irrigate regularly to
occasionally



Purple Needle Grass, California native has slender foliage that forms a graceful clump 1 foot tall and wide, with beautiful airy flowers and seedheads that reach to 3 feet tall. Very adaptable to coastal or inland gardens, water or drought, clay or sandy soil



OSCULARIA deltoides
Pink Iceplant. Low growing gray
succulent shrublet. This plant
smothers the ground 6 inches to
1 foot tall by 2 to 3 feet wide with
wiry dark pink stems and bluegreen 3-angled fleshy leaves. Low
water use and low maintenance)



PERSICARIA capitata
Pink head Knot-weed, Frost
sensitive ground cover, needs
containment to manage its
spreading habit when planted
in warmer parts of California.
Plantings damaged by cold quickly
regrow and flower in spring



PHORMIUM spp
New Zealand Flax, large strapleafed evergreen perennials in
shades of green, bronze, yellow
and maroon can tolerate fairly dry
conditions, sun or shade conditions



PHORMIUM tenax
Jack Spratt New Zealand Flax,
clumps of burgundy-bronze swordlike leaves, can tolerate fairly dry
conditions, sun or shade conditions





ROSMARINUS officinalis
Roman Beauty, Rosemary,
evergreen shrub that grows to 24
inches tall with arching stems with
aromatic foliage. Once established
needs only occasional water. Plant
in full sun to light shade



SCLERANTHUS biflorus
Australian Astroturf, emerald green
groundcover to 4 inches tall, low
water



SENECIO mandraliscae
Blue Chalksticks, succulent that
grows to 12 to 18 inches tall with 3
to 4 inch long blue gray pencil-like
fleshy leaves. Forms a dense mat
with leaves angled upward from
the ground, Drought tolerant but
tolerates regular irrigation. Plant in
full sun to light shade



WESTRINGIA fruiticosa
Morning Light, Coast Rosemary,
An evergreen subshrub with a
mounding habit 2 to 3 feet wide
with cream colored variegation and
green foliage and clusters of white
flowers in spring, full to part sun,
low water needs



VERBENA lilacina
De La Mina' (Cedros Island
Verbena, , California Native
evergreen subshrub with a
mounding habit 2 to 3 feet wide
with mid-green delicately dissected
foliage and clusters of sweetly
fragrant dark purple, star-shaped
flowers with purple stamens, full to
part sun, low water needs

# APPENDIX E: EXISTINGANDPROPOSED BICYCLE PLAN PER LAMP

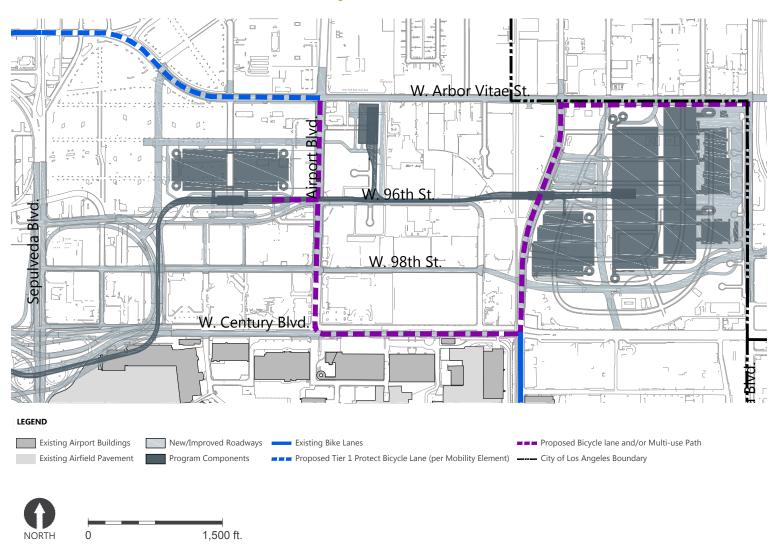




## **EXISTING BICYCLE PLAN**



# PROPOSED BICYCLE PLAN per LAMP



E-2 CITY OF LOS ANGELES CENTURY CORRIDOR STREETSCAPE PLAN DRAFT 06/14/17