CRENSHAW BOULEVARD
STREETScape PLAN
A Transit Neighborhood Plans Project

Approved by the Cultural Affairs Commission on [date]
Approved by the Board of Public Works [or City Engineer] on [date]
Approved by the City Planning Commission [or Planning Director] on [date]
[or in place of all of the above, if Cultural Affairs is included in the Street Standards Committee, “Approved by the Street Standards Committee on [date]
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A Part of the General Plan - City of Los Angeles
http://cityplanning.lacity.org (General Plan - Other Plans/Guidelines)
1.0 INTRODUCTION

The Crenshaw Boulevard Streetscape Plan provides for streetscape improvements in the public right-of-way with the goal of creating a pedestrian-friendly environment that encourages walking and transit use.

The segment of Crenshaw Boulevard being addressed by this Streetscape Plan consists of an approximately 4-mile segment between Interstate 10 Santa Monica – Rosa Parks Freeway to the north and West 79th Street to the south. The I-10 Freeway is one block north of Adams Boulevard, which serves as a gateway to the Crenshaw District. Located wholly within the West Adams-Baldwin Hills-Leimert Community Plan Area, this stretch of Crenshaw Boulevard consists primarily of low-rise, neighborhood-serving commercial uses (retail, restaurants, commercial services, offices, etc.) and also includes the regionally-serving Baldwin Hills Crenshaw Plaza and the renowned cultural district of Leimert Village.

Streetscape improvements may be undertaken and maintained through a variety of means, including:

• By Certified Neighborhood Councils, Business Improvement District(s) or other community organizations;

• By private property owners, developers and business owners, in conjunction with development projects or as voluntary improvements;

• By the City in conjunction with street improvement projects, including those funded by Prop 1C funds or other grants.

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

1.1 BOUNDARIES

Figure 1 shows the project vicinity map. Figure 2 shows the area to which this Streetscape Plan applies, that is, the public right-of-way of Crenshaw Boulevard from Interstate 10 Santa Monica – Rosa Parks Freeway to the north, and West 79th Street to the south.
1.2 HISTORY

The City of Los Angeles, in partnership with the Los Angeles County Metropolitan Transportation Authority (Metro), aims to support vibrant neighborhoods around transit stations, where people can live, work, and shop, all within a safe and pleasant walk to transit stations. The Streetscape Plan is developed to improve the walking environment of the corridor and to link planned light rail stations on or near the corridor, which include:

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

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

• The Mid-City Crenshaw Vision Plan: Visualization & Implementation Plan, funded by the former Community Redevelopment Agency (CRA) and finalized in February 2009, developed a land use and streetscape vision for Crenshaw Boulevard from the I-10 Freeway to 52nd Street.

• The Crenshaw Corridor Transit Linkages Project, funded by the California Department of Transportation (Caltrans) and the Los Angeles Department of Transportation (LADOT), and prepared by the Los Angeles Urban League and the Institute for Community Economic Development, identified ways to improve bicycle access and walkability in the half-mile radius around the Exposition, Martin Luther King, Jr. and Slauson transit station areas (June 26, 2012).

• The Crenshaw Mid-City Corridors Prop 1C IIG Project outlines the capital improvements that would be constructed with State-awarded Prop 1C money to make sidewalk and other streetscape improvements that fulfill the goal of better linking affordable housing, open space and transit facilities along Crenshaw Boulevard. The funding can be used to help implement the streetscape plan (October, 2011).

• The Crenshaw Corridor: A Multi-Generational Vision for Our Collective Future, recommends a number of strategies to create a sustainable neighborhood and improve quality of life for all age groups on the Crenshaw Corridor with a focus on improving access to housing, education, jobs and mental health and other social services. This plan was prepared via a partnership between Local Initiatives Support Corporation (LISC), with the local community based organization, Community Build, Inc. (September, 2009).

• The Leimert Park Village Principles for Design Development & Market Feasibility Study, funded by the CRA, developed guiding principles and potential development schemes for Leimert Park Village. This plan envisioned future infill development that incorporates a mix of uses and builds upon existing district identify and assets (October, 2007).

• The West Boulevard Community Linkages and Revitalization Plan provides recommendations for how land use and streetscape improvements in the vicinity of the West Boulevard light rail station can enhance the neighborhood by creating an environment that is more supportive of transit use and that contributes to community revitalization. This plan was prepared by the Los Angeles Neighborhood Initiative (LANI) with a grant funded by Caltrans and Metro.

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

Several key plans are relevant to the Crenshaw Corridor 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 patterns and infrastructure improvements in transit 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.

Transportation Element

The City of Los Angeles’ Transportation Element designates Crenshaw Boulevard as a transit corridor due to its frequent bus service and planned light rail.

West Adams-Baldwin Hills-Leimert New Community Plan

The West Adams-Baldwin Hills-Leimert New Community Plan (NCP) is a component of the Land Use Element of the City’s General Plan. The Crenshaw Boulevard Streetscape Plan area is located within the boundaries of the West Adams-Baldwin Hills-Leimert Community Plan, which serves as the blueprint for growth and development in the area and recognizes Crenshaw Boulevard as an important mixed use and transit corridor.

Crenshaw Corridor Specific Plan

The Crenshaw Corridor Specific Plan establishes coordinated and comprehensive design standards that include buffering, setbacks, building and wall height, open space, lot coverage, parking, landscaping, and façade treatments as well as signage regulations. The Streetscape Plan will combine with the Specific Plan to define walkable, mixed-use neighborhoods along the Crenshaw Corridor.
2.0 GOALS & PRINCIPLES

2.1 GOALS

The goal of the Streetscape Plan for the Crenshaw Boulevard is to encourage the placement of adequate street trees, street furniture, lighting and other features to create a more pedestrian friendly environment. The City has also amended the General Plan to give Crenshaw Boulevard a new, tailored street classification that specifies how the public right-of-way is apportioned among roadway, sidewalks, bicycle lanes, and light rail.

Additional goals of the Crenshaw Boulevard Streetscape Plan are to:

- Create an environment that encourages the use of transit and non-motorized modes of transportation, in addition to the automobile.
- Enhance the identity of the distinct neighborhoods that are linked by Crenshaw Boulevard, using streetscape design elements to improve the built form and quality of life.
- Promote physical improvements and enhancements in the public-right-of-way that reinforce the identity of Crenshaw Boulevard as one of South Los Angeles’ primary north-south commercial arterials.
- Coordinate street and sidewalk improvements and encourage changes to the public right-of-way which are consistent with adopted streetscape standards.

- Beauty. A street that is pleasant and even fun to travel along, whether walking, on a bicycle, in a vehicle or on transit, is an asset to the businesses on it and to the community that it serves.
- Simplicity. Streetscape elements should be clean and simple in their design and visual appearance and their placement should promote unobstructed views of storefronts and a clear path of travel on sidewalks to minimize visual distractions and enhance the appearance of the corridor.
- Comfort. Streetscape elements should offer basic comforts to pedestrians and transit users, including shade, seating and shelters at transit stops and allow for gathering and social interaction.
- Maintenance. Streetscape elements should be readily available for replacement or repair purposes and should be easily maintainable.
- Durability. Streetscape components should be designed to serve the many pedestrians of the community. This includes the use of structurally sound and long lasting materials for each streetscape element.

2.2 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, as well as create a lively pedestrian environment.

- Consistency. Crenshaw Boulevard is characterized by a mix of uses and a varied built form. Coordinated streetscape elements, including street trees, street lights, sidewalk paving, enhanced crosswalks and street furniture can improve the aesthetic quality and contribute to the economic vitality of the corridor’s distinct neighborhoods.

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

The standards in the Streetscape Plan apply to all projects and improvements, public and private, within the public right-of-way of Crenshaw Boulevard between the 10 Freeway and 79th Street. The public right-of-way is that area between property lines on each side of the street within the Plan area as described above. Within these Design Guidelines and Standards, the strongest level of design intent is specified by the use of terms such as “must” and “shall.” Preferred streetscape design elements are expressed as being “encouraged,” “preferred,” or “recommended”; or as ones that “should,” or “may” be included, as part of a project. Elements not found within this Streetscape Plan are not immediately precluded from future implementation as long as it can be demonstrated that they are in keeping with the overall design intent as expressed within this plan and is found to be consistent with the Goals and Principles (see Section 2.0) of this Streetscape Plan.

3.1 PROJECT DEFINITION

Public Projects subject to the provisions of the Streetscape Plan include all improvements in the public right-of-way.

Private Projects subject to the provisions of the Streetscape Plan are those that require one or more of the following:

1. Issuance of a Building Permit other required Permit (such as a grading permit, change of use permit, parking permit, etc.) by the Department of Building and Safety for:
   a. the rehabilitation of existing or the addition of new on-site surface parking areas that are adjacent to or can be seen from a public street.
   b. the construction of surface parking on any lot fronting Crenshaw Boulevard or any intersecting side street for a distance of 200 feet (from the Crenshaw Boulevard front property line).

2. Issuance of a Building Permit by the Department of Building and Safety for new construction or a major remodel, defined as costing more than 50% of the assessed value of the existing improvement.

3. Discretionary approval by the Department of City Planning (i.e. approvals by the Zoning Administrator, City or Area Planning Commission, Director of Planning or Advisory Agency).

4. An A-Permit, B-Permit, E-Permit, U-Permit or Revocable Permit by the Department of Public Works. These permits are required for all street furniture, temporary and permanent signs, and any other physical improvement within the public right-of-way.

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

<table>
<thead>
<tr>
<th>Types of Project</th>
<th>Subject to the Streetscape Plan</th>
<th>Permit</th>
<th>Departmental Review</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tenant Improvement/ Interior Remodel</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Facade Improvement</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Planting of street trees, parkways and bioswales and related irrigation</td>
<td>Yes</td>
<td>A- or B-Permit or Revocable Permit (depending on the type of project)</td>
<td>Public Works</td>
</tr>
<tr>
<td>Installation of benches, trash cans, transit shelters, street lights or any other street furniture of elements</td>
<td>Yes</td>
<td>A- or B-Permit or Revocable Permit (depending on the type of project)</td>
<td>Public Works</td>
</tr>
<tr>
<td>Rehabilitation of existing or addition of new surface parking areas that are adjacent to or can be seen from any public street</td>
<td>Yes</td>
<td>Building Permit</td>
<td>City Planning, Building and Safety, Department of Transportation (for new surface parking areas or new curb cuts), Public Works</td>
</tr>
<tr>
<td>Development of new surface parking lots</td>
<td>Yes</td>
<td>Building Permit</td>
<td>City Planning, Building and Safety, Department of Transportation (for new surface parking areas or new curb cuts), Public Works</td>
</tr>
<tr>
<td>New Construction/ Additions/ Major Remodel</td>
<td>Yes</td>
<td>Building Permit</td>
<td>City Planning, Department of Transportation, Public Works, Building and Safety, Building and Safety</td>
</tr>
<tr>
<td>Discretionary Approval</td>
<td>Yes</td>
<td>Planning Discretionary Process (depending on the type of project)</td>
<td>City Planning, Department of Transportation, Public Works, Building and Safety, Building and Safety</td>
</tr>
</tbody>
</table>
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. City agencies can also assist implementation of streetscape projects by providing design expertise, the permit approval process, qualified City-funded programs, and/or assistance with access to appropriate state and federal grant funds. Refer to Streetscape Components for approval procedures and requirements for all City Departments and Bureaus that approve each streetscape component. Individual departments and bureaus should be contacted directly for more specific information regarding their respective approval procedures and requirements. For more information on approval procedures and requirements for all City departments and bureaus, please visit the Bureau of Engineering’s website at http://eng.lacity.org/techdocs/permits/.

Departments and Bureaus that approve each streetscape component for access to appropriate state and federal grant funds. Refer to Streetscape Components for approval procedures and requirements for all City Departments and Bureaus that approve each streetscape component. Individual departments and bureaus should be contacted directly for more specific information regarding their respective approval procedures and requirements. For more information on approval procedures and requirements for all City departments and bureaus, please visit the Bureau of Engineering’s website at http://eng.lacity.org/techdocs/permits/.

3.2.1 Department of Public Works Permits

Streetscape project approvals result in the issuance of permits by the Department of Public Works. By approving the Crenshaw Boulevard Streetscape Plan, the Board of Public Works has adopted the standards contained in the plan as its own. This means that, in addition to existing Citywide standards that apply to streetscape projects, the Project will be reviewed for consistency with the Crenshaw Boulevard Streetscape Plan as a condition of approval, as part of the permitting process by the Department of Public Works. Different types of permits are issued for individual projects, with varying levels of review as follows:

Shop Inspection

All projects in the public-right-of-way are subject to Shop Inspection by the Department of Public Works, Bureau of Contract Administration. This requirement applies to major and minor projects, including construction of bus shelters, benches, bike racks, gateway monuments, news racks and permanent signs in the public right-of-way. 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**

<table>
<thead>
<tr>
<th>Permit Type</th>
<th>Type of Work</th>
<th>Process</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Permit (LAMC 62.106.a)</td>
<td>Minor street construction</td>
<td>Staff level review</td>
</tr>
<tr>
<td>B Permit (LAMC 62.106.b)</td>
<td>Major street improvements. Common examples are:</td>
<td>Staff level review</td>
</tr>
<tr>
<td>E Permit and U Permit</td>
<td>Issued to allow construction, inspection, maintenance, repair or removal of facilities that require boring, trenching or excavation in the public right-of-way</td>
<td>Staff level review</td>
</tr>
<tr>
<td>Revocable or R Permit</td>
<td>Major street improvements or projects that encroach into the public right-of-way</td>
<td>Staff level review</td>
</tr>
</tbody>
</table>

Inspection: All projects in the public right-of-way are subject to inspection by the Department of Public Works, Bureau of Contract Management.

1. For more information on the A-Permit process and contacts, visit BOE’s Permit and Procedure Manual at http://eng.lacity.org/techdocs/permits/.
2. For more information on the B-Permit process and contacts, visit BOE’s Permit and Procedure Manual at http://eng.lacity.org/techdocs/permits/.
3. For more information on the E-Permit and U-Permit process and contacts, visit BOE’s Permit and Procedure Manual at http://eng.lacity.org/techdocs/permits/.
4. For more information on the R-Permit process and contacts, visit BOE’s Permit and Procedure Manual at http://eng.lacity.org/techdocs/permits/.
3.2.2 Department of City Planning

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

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

Document Submittal Requirements:

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

b. Photographs (as applicable)
   - Subject site
   - Existing streetscape components
   - Proposed streetscape components

3.2.3 Department of Transportation

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

- Bicycle racks, lockers, bike corals and other bicycle facilities
- Interagency coordination for all MTA projects

3.3 IMPLEMENTATION

The Streetscape Plan itself does not specify the means of funding to build the required improvements. The Streetscape Plan will be implemented over time as new projects, both publicly and privately financed, are approved for the Plan area. Examples of public agency streetscape investments include improvements by the City of Los Angeles Department of Public Works, and other governmental agencies, such as the Metropolitan Transportation Authority. Examples of private streetscape investments include improvements made by private developers proposing projects in the area, Neighborhood Councils, local Business Improvement Districts or through grants or assessment districts. Implementation can also occur through approval of private projects consistent with any of the Relevant Plans and Programs discussed in Section 1.3 of this Plan, with the Department of City Planning imposing conditions to implement various sections of the Plan. Public improvement projects by non-profit community groups or individuals will also serve to implement the Plan.

3.4 MAINTENANCE

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

3.5 PLAN COMPONENTS & ORGANIZATION

The required streetscape improvements within the public right-of-way along Crenshaw Boulevard between the 10 Freeway and 79th Street are outlined in Chapter 4 (Streetscape Elements) of this Plan. Chapter 4 includes a table which lists all the required improvements and their associated improvement types (i.e. standard, non-standard or special), key characteristics, materials, manufacturers, patterns, colors and maintenance requirements. Chapter 4 should be used as a tool for the future application of the streetscape elements called for in this Plan and should be cross-referenced as needed.
4.0 STREETSCAPE ELEMENTS

Table 3 lists streetscape elements and their maintenance requirements. The figures that follow illustrate each element in turn.

With respect to maintenance, if an element is required as a condition of development approval, the property owner shall maintain the element in perpetuity. Bureau of Engineering (BOE) will determine whether a Revocable Permit and Maintenance Agreement are required. If an element is otherwise provided, e.g., by a community group, maintenance requirements vary by “Maintenance Type.” Maintenance Types are as follows:

- **Standard.** Basic improvement per City standard plan. BOE will not require a Revocable Permit and Maintenance Agreement or Assessment District. Permittee is responsible for maintenance and repair.
- **Non-standard.** Improvements not typically installed by the City. BOE may require a Revocable Permit and Maintenance Agreement or an Assessment District. Permittee is responsible for maintenance and repair.
- **Special.** Improvements not typically installed by the City. BOE will not require a Revocable Permit and Maintenance Agreement or Assessment District. However, if neither is in place and the improvement is replaced for any reason, it will be replaced by the standard City version if there is one or will not be replaced.
- **Adopted.** Improvements made voluntarily through DPW Community Beautification Division’s adoption program. BOE will not require a Revocable Permit and Maintenance Agreement or Assessment District. However, community group or business owner must sign a letter agreeing to maintain the improvement per a specified maintenance program. If the improvement is not maintained, it may be removed by DPW.

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

<table>
<thead>
<tr>
<th>ROADWAY TREATMENTS</th>
<th>FIGURE/APPENDIX</th>
<th>KEY CHARACTERISTICS</th>
<th>MATERIAL (MANUFACTURER)/PATTERN</th>
<th>COLOR</th>
<th>REQUIRED REVIEW</th>
<th>CORRIDOR SEGMENT</th>
<th>MAINTENANCE TYPE</th>
<th>TYPICAL MAINTENANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Raised Landscaped Medians (including those adjacent to Frontage Roads)</td>
<td>Curb &amp; Gutter</td>
<td>Appendix</td>
<td>Install a minimum 6” raised curb per City Standard</td>
<td>Natural Gray Concrete</td>
<td>BOE/DCP</td>
<td>Entire Corridor</td>
<td>Standard</td>
<td>Weed, remove/replace dead or diseased plants, prune, fertilize periodically; prune trees for clearance (permit required).</td>
</tr>
<tr>
<td>Planting Along Medians</td>
<td>Appendix</td>
<td>Install a minimum 6” raised curb per City Standard</td>
<td>See City of LA Green Street Standard Plan (BOE) for suggested plant materials (drought tolerant preferred).</td>
<td>Species type (variable)</td>
<td>BSS-ED</td>
<td>Entire Corridor (where applicable)</td>
<td>Agreement Letter or Adopted</td>
<td></td>
</tr>
<tr>
<td>Crosswalks</td>
<td>Crosswalk paving at controlled crossings</td>
<td>3</td>
<td>Continental Crosswalk per City Standard Plan. Standard width: 14’ at roadways 100 to 159 feet wide. 20’ at roadways 160 to 216 feet wide.</td>
<td>Standard White Stripping at Intersections. Crosswalk stripes shall be a minimum of 6” in width. Standard Yellow Stripping shall be applied within 1,000 feet of schools.</td>
<td>Standard white (near schools)</td>
<td>DCP, DOT, BOE</td>
<td>Entire corridor at controlled intersections and midblock crossings</td>
<td>Standard</td>
</tr>
<tr>
<td>Mid-Block Crosswalks</td>
<td>4</td>
<td>Where a property’s street frontage exceeds 250 linear feet and the nearest pedestrian crossings are spaced more than 300 feet apart, a midblock crosswalk shall be provided. The crosswalk must be a minimum of 14 feet wide and shall be well-illuminated in compliance with L.A. City BSL standards. ADA curb ramps shall be positioned at each end of the crosswalk, with high detectable surfacing. If Mid-Block Crossings are signalized, audible devices shall be installed.</td>
<td>Standard White Stripping at Intersections. Crosswalk stripes shall be a minimum of 6 inches in width.</td>
<td>Standard White Stripping at Intersections. Crosswalk stripes shall be a minimum of 6 inches in width.</td>
<td>Standard white (near schools)</td>
<td>BOE</td>
<td>Entire Corridor (where applicable)</td>
<td>Standard</td>
</tr>
</tbody>
</table>
**TABLE 3. Required Streetscape Improvements (Crenshaw Boulevard Streetscape Plan - I-10 Freeway to 79th Street)**

| Pushbutton Integrated Accessible Pedestrian Signals (APS) | Required at all signalized intersections. Must include locator tones. | City Standard | N/A | BOE | Entire corridor (where applicable at controlled intersections, midblock crossings and pedestrian refuge areas). | Standard |

### SIDEWALK TREATMENTS

#### Walkways and Corners

<table>
<thead>
<tr>
<th>Crosswalk ADA Ramps</th>
<th>ADA-approved ramps with detectable warning strips. Two ramps per corner.</th>
<th>Detectable warning strip: Wausau Paver ADA-70 truncated dome warning plates; minimum 24 inch square x 36 inch square</th>
<th>Yellow color</th>
<th>BOE</th>
<th>At intersections and midblock crossings</th>
<th>Standard</th>
<th>Repair when damaged; clean as needed.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corner Sidewalk paving (Subarea 1)</td>
<td>Entire sidewalk width within 20’ of corner.</td>
<td>Colored Concrete</td>
<td>Davis Colors: Terra Cotta 10134 or City Approved: Terra Cotta PMS 160 C</td>
<td>BOE</td>
<td>North of 39th St and South of 48th St</td>
<td>Special</td>
<td>Repair when damaged; clean as needed.</td>
</tr>
<tr>
<td>Midblock Sidewalk paving (Subarea 1)</td>
<td>Entire sidewalk width.</td>
<td>Natural Concrete</td>
<td>Natural Gray Concrete</td>
<td>BOE</td>
<td>North of 39th St and South of 48th St</td>
<td>Standard</td>
<td>Repair when damaged; clean as needed.</td>
</tr>
<tr>
<td>Corner sidewalk paving (Subarea 2: Pedestrian – Emphasis Area)</td>
<td>Entire sidewalk width within 20’ of corner.</td>
<td>30 x 30’ Scored Concrete, Diagonal Design</td>
<td>Davis Colors: Terra Cotta 10134 or City Approved: Terra Cotta PMS 160 C</td>
<td>BOE</td>
<td>39th St to 48th St (Crenshaw-Leimert Park BID area)</td>
<td>Special</td>
<td>Repair when damaged; clean as needed.</td>
</tr>
<tr>
<td>Sidewalk paving (Subarea 2: Pedestrian – Emphasis Area)</td>
<td>Entire sidewalk width.</td>
<td>Colored Concrete</td>
<td>Davis Colors: Terra Cotta 10134 or City Approved: Terra Cotta PMS 160 C</td>
<td>BOE</td>
<td>39th St to 48th St (Crenshaw-Leimert Park BID area)</td>
<td>Special</td>
<td>Repair when damaged; clean as needed.</td>
</tr>
<tr>
<td>Pedestrian Refuge Areas</td>
<td>At intersections where roadway widths exceed 120 feet.</td>
<td>4-foot wide minimum; 6-foot wide recommended. Product type per DOT standard.</td>
<td>Bright Yellow</td>
<td>BOE</td>
<td>North of MLK Jr. Blvd. and 48th St to 60th St (subject to coordination with DOT and Metro, as appropriate).</td>
<td>Standard</td>
<td></td>
</tr>
<tr>
<td>FIGURE/ APPENDIX</td>
<td>KEY CHARACTERISTICS</td>
<td>MATERIAL (MANUFACTURER)/ PATTERN</td>
<td>COLOR</td>
<td>REQUIRED REVIEW</td>
<td>CORRIDOR SEGMENT</td>
<td>MAINTENANCE TYPE</td>
<td>TYPICAL MAINTENANCE</td>
</tr>
<tr>
<td>------------------</td>
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<td>---------------------</td>
</tr>
<tr>
<td>Curbside Landing Area (Access Strip)</td>
<td>8</td>
<td>12&quot; wide</td>
<td>Natural Concrete (Subarea 1 at midblocks) &lt;br&gt; Colored Concrete (Subarea 2)</td>
<td>Natural Gray Concrete &lt;br&gt; Davis Colors: Terra Cotta 10134 &lt;br&gt; City Approved: Terra Cotta PMS 160 C</td>
<td>BOE</td>
<td>Entire Corridor</td>
<td>Standard</td>
</tr>
<tr>
<td>Curb Radii (Subarea 1)</td>
<td>9</td>
<td>A maximum of 25 feet, with the exception of Crenshaw and Slauson, maximum is 35 feet.</td>
<td>Colored Concrete</td>
<td>Davis Colors: Terra Cotta 10134 or City Approved: Terra Cotta PMS 160 C</td>
<td>BOE</td>
<td>North of 39th St and South of 48th St</td>
<td>Standard</td>
</tr>
<tr>
<td>Curb Radii (Subarea 2)</td>
<td>9</td>
<td>15 to 25 feet (as feasible)</td>
<td>Colored Concrete</td>
<td>Davis Colors: Terra Cotta 10134 or City Approved: Terra Cotta PMS 160 C</td>
<td>BOE</td>
<td>39th St to 48th St (Crenshaw-Leimert Park BID area)</td>
<td>Standard</td>
</tr>
<tr>
<td>Curb Extensions</td>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td>BOE</td>
<td>Entire Corridor, where applicable</td>
<td></td>
</tr>
<tr>
<td>Parkway or Tree Well Area</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tree Well</td>
<td>11</td>
<td>48&quot; x 60&quot;</td>
<td>N/A</td>
<td>N/A</td>
<td>BOE</td>
<td>Entire Corridor</td>
<td>Standard</td>
</tr>
<tr>
<td>Tree Well – Surface Treatment (Subarea 1)</td>
<td>Figure 12 Appendix</td>
<td>Decomposed Granite (DG) covering OR low-growing plants/mulch</td>
<td>City Standard Granite Supply Stock See the Appendix for suggested plant material.</td>
<td>Natural Plant species type - variable</td>
<td>BOE</td>
<td>North of 39th St and South of 48th St</td>
<td>Standard</td>
</tr>
<tr>
<td>Tree Well – Metal Grate (Subarea 2)</td>
<td>13</td>
<td>18&quot; diameter expandable tree opening Grates must be flush with sidewalk grade level</td>
<td>Adirondack R8742, R8742-A1 or R-8746-A</td>
<td>Black</td>
<td>BOE</td>
<td>39th St to 48th St (Crenshaw-Leimert Park BID area)</td>
<td>Standard</td>
</tr>
<tr>
<td>FIGURE/APPENDIX</td>
<td>KEY CHARACTERISTICS</td>
<td>MATERIAL (MANUFACTURER)/PATTERN</td>
<td>COLOR</td>
<td>REQUIRED REVIEW</td>
<td>CORRIDOR SEGMENT</td>
<td>MAINTENANCE TYPE</td>
<td>TYPICAL MAINTENANCE</td>
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<td>-------</td>
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<td>-----------------</td>
<td>-----------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Street Trees</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing</td>
<td>To remain until replaced with UFD or BPW approval</td>
<td>N/A</td>
<td></td>
<td>Entire Corridor</td>
<td>Standard</td>
<td>Prune as needed to maintain clearance (permit required).</td>
<td></td>
</tr>
<tr>
<td>Infill or Replacement</td>
<td>Figure 14 Appendix</td>
<td>36-48” Box (preferred) 24” Box (minimum). +/- 25’ on center.</td>
<td>BOE, BSS-UFD</td>
<td>Segments as follows:</td>
<td>Standard</td>
<td>Water weekly from May-Oct. - 20 gal./tree; prune as needed to maintain clearance (permit required).</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>36-48” Box</td>
<td>BOE, BSS-UFD</td>
<td>I-10 Freeway to 30th St.</td>
<td>Standard</td>
<td>Water weekly from May-Oct. - 20 gal./tree; prune as needed to maintain clearance (permit required).</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>36-48” Box</td>
<td>BOE</td>
<td>30th St. to Coliseum St.</td>
<td>Standard</td>
<td>Water weekly from May-Oct. - 20 gal./tree; prune as needed to maintain clearance (permit required).</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>36-48” Box</td>
<td>BOE</td>
<td>Coliseum St. to MLK Jr. Blvd.</td>
<td>Standard</td>
<td>Water weekly from May-Oct. - 20 gal./tree; prune as needed to maintain clearance (permit required).</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>36-48” Box</td>
<td>BOE</td>
<td>MLK Jr. Blvd. to Stocker St.</td>
<td>Standard</td>
<td>Water weekly from May-Oct. - 20 gal./tree; prune as needed to maintain clearance (permit required).</td>
<td></td>
</tr>
</tbody>
</table>

*Table 3. Required Streetscape Improvements (Crenshaw Boulevard Streetscape Plan - I-10 Freeway to 79th Street)*
<table>
<thead>
<tr>
<th>FIGURE/APPENDIX</th>
<th>KEY CHARACTERISTICS</th>
<th>MATERIAL (MANUFACTURER)/PATTERN</th>
<th>COLOR</th>
<th>REQUIRED REVIEW</th>
<th>CORRIDOR SEGMENT</th>
<th>MAINTENANCE TYPE</th>
<th>TYPICAL MAINTENANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Figure 14</td>
<td>Magnolia, Mexican Fan Palm</td>
<td>Shade tree and palm tree, repeat. BOE</td>
<td>Stocker St. to 46th St. Standard</td>
<td>Water weekly from May-Oct. - 20 gal./tree; prune as needed to maintain clearance (permit required).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Figure 14</td>
<td>Chinese Flame, Chinese Pistache, Mexican Fan Palm</td>
<td>Eastside pattern: Double row of trees (Inner row: Chinese Pistache; Outer row: cluster two Chinese Flame, intersperse with one palm); repeat. BOE</td>
<td>46th St. to 48th St. Standard</td>
<td>Water weekly from May-Oct. - 20 gal./tree; prune as needed to maintain clearance (permit required).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Figure 14</td>
<td>Chinese Flame, Chinese Pistache, Mexican Fan Palm</td>
<td>Eastside pattern: Double row of trees (Inner row: Mexican Fan Palm; Outer row: alternating Chinese Flame and Chinese Pistache); repeat. BOE</td>
<td>48th St. to Slauson Ave Standard</td>
<td>Water weekly from May-Oct. - 20 gal./tree; prune as needed to maintain clearance (permit required).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Figure 14</td>
<td>Magnolia, Mexican Fan Palm</td>
<td>Pattern: Alternate between shade tree and palm tree, repeat. BOE</td>
<td>Slauson Ave to 60th St Standard</td>
<td>Water weekly from May-Oct. - 20 gal./tree; prune as needed to maintain clearance (permit required).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Figure 14</td>
<td>Magnolia, Mexican Fan Palm</td>
<td>Pattern: Alternate between shade tree and palm tree, repeat. BOE</td>
<td>60th St to 79th St Standard</td>
<td>Water weekly from May-Oct. - 20 gal./tree; prune as needed to maintain clearance (permit required).</td>
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</tr>
</tbody>
</table>

**Irrigation**

<table>
<thead>
<tr>
<th>Irrigation System</th>
<th>Preferred</th>
<th>Alternative if no RP/MA or AD</th>
<th>May vary</th>
<th>BSS-ED</th>
<th>Entire Corridor</th>
<th>Agreement Letter</th>
<th>Check monthly/repair damaged parts; adjust watering schedule seasonally.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install in-line drip system or bubblers</td>
<td>Automatic irrigation system selected by developer; See BSS standards</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Weekly watering</td>
<td>N/A</td>
<td>Entire Corridor</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td>Water weekly from May-Oct. - 20 gal./tree.</td>
</tr>
</tbody>
</table>
### TABLE 3. Required Streetscape Improvements (Crenshaw Boulevard Streetscape Plan - I-10 Freeway to 79th Street)

<table>
<thead>
<tr>
<th>STREETSCAPE ELEMENTS</th>
<th>FIGURE/APPENDIX</th>
<th>KEY CHARACTERISTICS</th>
<th>MATERIAL (MANUFACTURER)/PATTERN</th>
<th>COLOR</th>
<th>REQUIRED REVIEW</th>
<th>CORRIDOR SEGMENT</th>
<th>MAINTENANCE TYPE</th>
<th>TYPICAL MAINTENANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Street Lighting</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing Roadway Light Poles</td>
<td></td>
<td>Paint existing poles</td>
<td></td>
<td>French Gray</td>
<td>DWP</td>
<td>Entire Corridor</td>
<td>Standard</td>
<td>Remove graffiti; repaint as needed.</td>
</tr>
<tr>
<td>Bus Stop Lights</td>
<td>15</td>
<td>In pairs at bus stops, Within 20 feet of Bus Stop</td>
<td></td>
<td>King Luminaire K204 on BSL selected pole</td>
<td>French Gray</td>
<td>BSL</td>
<td>Entire Corridor</td>
<td>Standard</td>
</tr>
<tr>
<td>Various Street Lighting</td>
<td>15</td>
<td>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. Total energy used = 350 watts for dual system roadway/pedestrian lighting.</td>
<td></td>
<td>French Gray</td>
<td>BSL</td>
<td></td>
<td>Standard</td>
<td>By BSL funded by assessment (requires approval of Prop. 218 Assessment by 50% of property owners (prorated by benefit).</td>
</tr>
<tr>
<td><strong>Street Furniture</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Shelter</td>
<td>16</td>
<td></td>
<td>Style: Pacific Collection City Coordinated Street Furniture Program</td>
<td>Silver</td>
<td>BSS</td>
<td>At major bus stops along entire corridor</td>
<td>Standard</td>
<td>By City contractor.</td>
</tr>
<tr>
<td>Trash Receptacle</td>
<td>17</td>
<td></td>
<td>Style: Chase Park Landscape Forms Locations: Place adjacent to bus shelters and benches</td>
<td>Silver</td>
<td>BSS</td>
<td>At bus stops, corners of major intersections and midblock crosswalks along entire corridor</td>
<td>Agreement Letter</td>
<td>By business owner; empty as needed; remove graffiti; clean.</td>
</tr>
<tr>
<td>Bench</td>
<td>18</td>
<td>6 – 8 feet in width</td>
<td>Style: Neocombo Landscape Form Locations: At intersections and midblocks, or at a min. of every 300 ft.</td>
<td>Silver</td>
<td>BSS</td>
<td>At bus stops &amp; major pedestrian activity areas</td>
<td>Agreement Letter</td>
<td>By business owner; remove graffiti; clean.</td>
</tr>
<tr>
<td>Bike Racks</td>
<td>19</td>
<td>May be installed by BSS at business owner’s request.</td>
<td>Style: Flo Landscape Forms Locations: At intersections, transit stops, and midblock. Individual businesses shall install in accordance with Sec. 12.21.16.d LAMC.</td>
<td>Black</td>
<td>BSS</td>
<td>Entire Corridor</td>
<td>Standard</td>
<td>By City.</td>
</tr>
<tr>
<td>Optional: Planters</td>
<td>Appendix</td>
<td>May be installed by abutting business with appropriate permits.</td>
<td>Architectural Pottery Legacy Series Terra Cotta or Red Brick</td>
<td>BSS</td>
<td>Entire Corridor</td>
<td>Agreement Letter</td>
<td>Weed, remove/replace dead, dying or diseased plants, prune fertilize periodically.</td>
<td></td>
</tr>
<tr>
<td>Optional: Bioswales</td>
<td>Appendix</td>
<td>No greater than 4’ wide. Plant low-growing plants not to exceed 36” in height. Refer to Green Street Standard Plan</td>
<td>Drought-tolerant plans preferred.</td>
<td>Plant species type – variable</td>
<td>BSS-ED</td>
<td>Voluntary ( Entire corridor)</td>
<td>Standard</td>
<td></td>
</tr>
</tbody>
</table>

1. Minimum clearance for any street furniture or other streetscape elements (including trees and street lights) should be placed 2 feet from the face of curb. A minimum 1’6” clearance is required.

**Legend:**
- AD = Assessment District
- RP = Revocable Permit
- MA = Maintenance Agreement
- DCP = Department of City Planning
- DPW = Department of Public Works
- DWP = Department of Water and Power
- DOT = Department of Transportation
- BOE = Bureau of Engineering
- BSS = Bureau of Street Services
- BSS-UFD = Urban Forestry Division of BSS
- BSL = Bureau of Street Lighting
- BSS-ED = Engineering Division of BSS

**The following are Bureaus and Divisions with DPW:**
- BSS-UFD = Urban Forestry Division of BSS
- BSS-ED = Engineering Division of BSS

**CITY OF LOS ANGELES**

**CRENSHAW BOULEVARD STREETSCAPE PLAN**

**DRAFT 11/13/13**
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. This design standard intends to create a higher visibility at intersections to alert motorists that pedestrians may be present. For many segments along Crenshaw Boulevard, continental crosswalks are proposed at controlled crossings (Figure 3). The color of the crosswalk paving shall be a standard solid white banding with a minimum 6-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. Within 1,000 feet of schools, the color of each crosswalk shall be a solid yellow. Midblock crosswalks should be considered and shall use the same standard, when pedestrian crossings are more than 300’ apart (Figure 4).

Figure 3. Crosswalk Paving at Controlled Crossings

Source: Los Angeles Walks

Figure 4. Mid-Block Crosswalks

Source: LADOT
SIDEWALK TREATMENTS

The Americans with Disabilities Act (ADA) provides minimum design standards for pedestrian accessibility enhancements, especially at crosswalks. Curb ramps are required at all crossings for pedestrians who use wheelchairs or who cannot step off a curb. Ideally, each curb ramp should be aligned with the direction of travel on the crosswalk for easier maneuvering for individuals with disabilities (Figure 5). The priorities for installing new sidewalk paving shall be at new developments, intersections, bus stops and wherever concrete is broken or lifted. New sidewalk paving shall be scored, integrally colored concrete, as indicated on plan details. In this Streetscape Plan, the Standard Paving Area, also known as Subarea 1 (Figure 6), includes the City of Los Angeles Standard Concrete Pavement treatment on sidewalks and colored concrete at the corners. The Pedestrian Emphasis Area, or Subarea 2 (Figure 6), uses colored concrete on sidewalks, and corners, from 39th Street to 48th Street.

Figure 5. Crosswalk ADA Ramps

Provide at least 24" of detectable warning
Provide at least 48" of landing

Source: USDOT, Federal Highway Administration

Wausau pavers, ADA-70 truncated dome pattern
SIDEWALK TREATMENTS (Continued)

Figure 6. Sidewalk Paving Patterns

**Standard Paving Area (Subarea 1)**
- Corners: 30”x30”
- Scored Color Concrete, Terra Cotta
- Sidewalk: Color Concrete, Terra Cotta (unscored)
- Curb ramp with Wausau Pavers
- Street light tree clearance envelope, typ.
- Tree well

**Pedestrian Emphasis Area (Subarea 2)**
- Corners: 30”x30”
- Scored Color Concrete, Terra Cotta
- Sidewalk: Color Concrete, Terra Cotta (unscored)
- Curb ramp with Wausau Pavers
- Special treatment at corners, scored concrete with integral color terra cotta
- Tree well

**Paving Material and Color**
- Standard Concrete Pavement
- Davis Color Terra Cotta 10134 Brown Finish
- Davis Color Terra Cotta 10134 Sand Blasted
Sidewalk Treatments (Continued)

Traffic and pedestrian safety should be considered when determining the appropriate travel distances across intersections and from curbside. Pedestrian refuge islands provide a safe area for pedestrians waiting in the middle of wide streets with many travel lanes. The refuge area is connected to the sidewalk by a crosswalk (Figure 7). 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 area, also known as an accessible zone, is a buffer between the pedestrian on the sidewalk and bicyclists and motor vehicles on the roadway (Figure 8).

The Institute of Transportation Engineers and the Congress for New Urbanism recommend smaller curb return radii that will shorten the distance pedestrians must cross intersections. Intersections should be designed to minimize the crossing distance, crossing time, and the pedestrian's exposure to traffic. Installing smaller curb-return radii increases motorists' visibility of pedestrians waiting to cross the street and reduces the speed of turning vehicles at intersections. Radii designed to accommodate the occasional large vehicle will allow passenger cars to turn at high speeds. Within Subarea 1, the curb return radius should not exceed 25'. In designing safe, walkable areas in Subarea 2, the curb radius should range between 15' - 25' to increase safety for all users (Figure 9). Curb extensions are recommended in areas that do not impede travel lanes (Figure 10).

*Institute of Transportation Engineers, Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, Chapter 10, Pg. 18

Figure 7. Pedestrian Refuge Island

Figure 8. Curbside Landing Area

Source: US Department of Transportation, Federal Highway Administration
SIDEWALK TREATMENTS (Continued)

Figure 9. Curb Radii

Figure 10. Curb Extensions

Smaller curb radii create more comfortable conditions for pedestrians.

Larger curb radii facilitate faster speeds for turning vehicles.

Source: Gruen Associates
PARKWAY OR TREE WELL AREA

Certain segments along Crenshaw Boulevard contain parkway areas, or landscape strips, between the sidewalk and existing curb. These areas are to remain. Subareas 1 and 2 have different surface treatments for tree wells (Figure 11). Table 3 and the Appendix of this Streetscape Plan include the locations and specific details on typical maintenance, material treatment and plant material appropriate for these areas (Figures 12 and 13).

Figure 11. Tree Well Dimensions

Figure 12. Tree Well - Surface Treatment (Subarea 1)

Figure 13. Tree Well - Metal Grate (Subarea 2)
STREET TREES

When street trees are required as a condition of development approval, automatic irrigation to tree wells shall be provided. Installation of in-line drip system or bubblers are preferred. The automatic irrigation system shall meet Bureau of Street Services standards. Weekly watering by a designated truck may be substituted when no developer is responsible for the new planting. Diverse blooming patterns of tree species will help to articulate the diverse district-specific landscape concepts along Crenshaw Boulevard. Different tree schemes will introduce a variety of plant material to what is now a homogenous landscape. See the chart to the right for the tree palette selected for Crenshaw Boulevard (Figure 14).

Figure 14. Street Trees Palette

<table>
<thead>
<tr>
<th>Plant Chart</th>
<th>1-10 Freeway to 30th Street</th>
<th>30th Street to Coliseum Street</th>
<th>Coliseum Blvd. to MLK Blvd.</th>
<th>MLK Blvd. to Stocker Street</th>
<th>Stocker Street to 48th Street</th>
<th>48th Street to 60th Street</th>
<th>60th Street to 79th Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camphor</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Date Palm</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mexican Fan Palm</td>
<td>X X X X X X X X X X X X X X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tipuana Tipu</td>
<td>X X X X X X X X X X X X X X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dwarf Magnolia</td>
<td>X X X X X X X X X X X X X X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sycamore</td>
<td>X X X X X X X X X X X X X X</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td>Coast Live Oak</td>
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<td></td>
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<tr>
<td>Chinese Flame</td>
<td>X</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>X</td>
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<tr>
<td>Chinese Pistache</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>
Well-lit streets and sidewalks are reassuring to pedestrians, by giving them an impression of safety and a general feeling of being welcomed to public spaces. Well-designed lighting makes it easier to see what is happening on the street and easier to maintain security and discourage graffiti practitioners. A well-lit public space attracts people and customers. In this Streetscape Plan, street lighting is proposed at three distinct zones and at different scales to enhance and promote safer streets (Figure 15). As determined for each zone, installation of energy efficient LED fixtures between existing street lights will provide more even, uniform distribution of light to enhance visibility and safety for the pedestrian experience. Repaint existing street light poles French Gray or Spring Street Green, to be consistent with the City of Los Angeles Bureau of Street Lighting’s standards. With regards to bus stop lighting, install lighting in pairs at bus stops, with a maximum distance of 20’ of the bus stop. The fixture shall be the King Luminaire K204, or as approved by BSL.
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 has been formed and funded to maintain the improvements.

Bus Shelter
The preferred bus shelter, as provided through the City’s Coordinated Street Furniture Program, is the Pacific Collection (Figure 16).

Trash Receptacle
The City’s Coordinated Street Furniture Program provides and maintains a trash receptacle with each bus shelter. Additionally, 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 trash receptacle is the Landscape Form Chase Park Trash Receptacle (Figure 17).

Bench
The bench selected for Crenshaw Boulevard is the Landscape Form’s Neocombo Bench (Figure 18). This design includes side armrests and a sturdy center armrest. This contemporary bench is comprised of recyclable aluminum and complements the Landscape Forms Chase Park Trash Receptacle.

Bike Racks
When approved by the Los Angeles Department of Transportation, bike racks shall be installed where located on the plan and as requested by a property owner. The preferred bike rack for Crenshaw Boulevard is the Landscape Forms Flo Bicycle Rack (Figure 19). Installation should be near the curb, outside the pedestrian path of travel, and within 50’ of a building entrance. Within a bus zone, bike racks may be located where they do not interfere with bus loading and unloading areas.
5.0 ILLUSTRATIVE PLANS

Illustrative plans are prepared for six segments along Crenshaw Boulevard. The master legend to the right includes all of the symbols that are displayed on each illustrative plan. The personalized legend for each illustrative plan includes plant materials and street furnishings that are specific to that segment of Crenshaw Boulevard.

Figure 17. Illustrative Streetscape Sections & Plans

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<td>Coliseum Place to North of MLK Jr Blvd</td>
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<td>MLK Jr Blvd to Stocker Street</td>
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<td>67th Street to 71st Street</td>
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</tbody>
</table>

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

Plans are for illustrative purposes only.
5.1 36TH STREET TO RODEO PLACE

EXISTING

PROPOSED

KEY MAP
ILLUSTRATIVE PLANS

CRENSHAW BOULEVARD STREETSCAPE PLAN

CITY OF LOS ANGELES

DRAFT 11/13/13

LEGEND

PROPOSED STREET TREES

- Tipu Tree (Tipuana tipu)
- Maidenhair Tree (Ginkgo biloba)
- Brisbane Box (Lophostemon confertus)
- Lavender Trumpet Tree (Tabebuia impetiginosa)
- Canary island Date Palm (Phoenix canariensis)
- Mexican Fan Palm (Washingtonia robusta)

EXISTING STREET TREES

- Street Tree
- Palm Tree

PLAN FEATURES

- Cobrahead Street Light
- Existing Pedestrian Light
- Proposed Pedestrian Light
- Bus Stop
- Trash Cans
- Accessible Ramp
- Bench
- Property Line

SECTION CUT

PG. 36 PG. 37 PG. 38 PG. 39
36TH STREET TO RODEO PLACE

MATCHLINE A

ON-STREET PARKING

COMMERCIAL

COMMERCIAL

RODEO PLACE

CRENSHAW BOULEVARD

COMMERCIAL

ON-STREET PARKING

RENT-TO-OWN

RALPH'S

STREET PARKING
ILLUSTRATIVE PLANS

CITY OF LOS ANGELES
CRENSHAW BOULEVARD STREETSCAPE PLAN
DRAFT 11/13/13

36TH STREET TO RODEO PLACE

PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY.

MATCHLINE C

MATCHLINE A

CITY OF LOS ANGELES
CRENSHAW BOULEVARD STREETSCAPE PLAN
DRAFT 11/13/13

38
5.2 COLISEUM PLACE TO NORTH OF MLK JR BOULEVARD

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

CRENSHAW BOULEVARD STREETSCAPE PLAN
CITY OF LOS ANGELES

LEGEND

PROPOSED STREET TREES
Coast Live Oak (Quercus agrifolia)
Southern Magnolia (Magnolia grandiflora)
California Sycamore (Platanus racemosa)
Mexican Fan Palm (Washingtonia robusta)

EXISTING STREET TREES
Street Tree
Palm Tree

PLAN FEATURES
Cobrahead Street Light
Double Cobrahead Street Light
Proposed Pedestrian Light
Bus Stop
Trash Cans
Accessible Ramp
Bench

COLISEUM PLACE TO NORTH OF MLK JR BOULEVARD

SECTION CUT
ILLUSTRATIVE PLANS

COLISEUM PLACE TO NORTH OF MLK JR BOULEVARD

ON-STREET PARKING PROHIBITED

BALDWIN HILLS CRENshaw PLAZA

PARKING LOT

BANK OF AMERICA PARKING LOT

PARKING LOT

RESIDENTIAL

APARTMENTS

ON-STREET PARKING ON FRONTAGE ROAD

COLISEUM PLACE TO NORTH OF MLK JR BOULEVARD

ON/hyphen.capSTREET PARKING ON ONE/hyphen.capWAY FRONTAGE ROAD

PARKING LOT RESIDENTIAL CRENshaw BOuleVARD

BANK OF AMERICA PARKING LOT

PARKING LOT

RESIDENTIAL

APARTMENTS

ON-STREET PARKING ON FRONTAGE ROAD

PARKING LOT RESIDENTIAL CRENshaw BOuleVARD

BANK OF AMERICA PARKING LOT

PARKING LOT

RESIDENTIAL

APARTMENTS

ON-STREET PARKING ON FRONTAGE ROAD
ON STREET PARALLEL PARKING, BOTH SIDES, ON ONE WAY FRONTAGE ROAD

CITY OF LOS ANGELES
5.3 MLK JR BOULEVARD TO STOCKER STREET

KEY MAP
ILLUSTRATIVE PLANS

CRENSHAW BOULEVARD STREETSCAPE PLAN

DRAFT 11/13/13

CITY OF LOS ANGELES

LEGEND

PROPOSED STREET TREES
- California Sycamore (Platanus racemosa)
- Mexican Fan Palm (Washingtonia robusta)

EXISTING STREET TREES
- Street Tree
- Palm Tree

PLAN FEATURES

- Coloredhead Street Light
- Coloredhead with Pedestrian Light
- Existing Pedestrian Light
- Proposed Pedestrian Light
- Bus Stop
- Trash Cans
- Accessible Ramp
- Bench
- Property Line

SECTION CUT

MATCHLINE A

MATCHLINE B

ON-STREET PARKING

ON-STREET PARKING PROHIBITED

RESTAURANT

MATCHLINE A

MATCHLINE B

COMMERCIAL PLAZA W/ PARKING LOT

COMMERCIAL W/ PARKING LOT

COMMERCIAL

ON STREET PARKING

PG. 48

PG. 49

PG. 50
5.4 46TH STREET TO WESTMOUNT STREET

ILLUSTRATIVE PLANS
5.5 SLAUSON AVENUE TO 60TH STREET

**EXISTING**

**PROPOSED**
ILLUSTRATIVE PLANS

CITY OF LOS ANGELES

PROPOSED STREET TREES
- Chinese Flame Tree (Koelreuteria bipinnata)
- Chinese Pistache (Pistacia chinensis)
- Southern Magnolia (Magnolia grandiflora)
- Mexican Fan Palm (Washingtonia robusta)

EXISTING STREET TREES
- Street Tree
- Palm Tree

PLAN FEATURES
- Cobrahead Street Light
- Existing Pedestrian Light
- Proposed Pedestrian Light
- Bus Stop
- Trash Cans
- Accessible Ramp
- Bench
- Property Line

LEGEND

59th Pl.
TACO BELLS
METRO TPSS #7 SITE (FUTURE)
ST. JOHN THE EVANGELIST SCHOOL
AUTO REPAIR
VACANT LOT
OFFICE
COMMERCIAL
RESIDENTIAL
CHAPEL
APARTMENTS
CRENSHAW PLAZA
APARTMENTS
COMMERCIAL
VIEW PARK PREPARATORY

SECTION CUT

MATCHLINE A
MATCHLINE B

ON-STREET PARKING
ON-STREET PARKING PROHIBITED

MATCHLINE A
MATCHLINE B

ST. JOHN
THE EVANGELIST
SCHOOL

MATCHLINE A
MATCHLINE B

ON-STREET PARKING
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MATCHLINE A
5.6 67TH STREET TO 71ST STREET

EXISTING

PROPOSED
ILLUSTRATIVE PLANS
67TH STREET TO 71ST STREET

ON-STREET PARKING

MCDONALD’S

COMMERCIAL

PARKING LOT

COMMERCIAL

AUTO REPAIR

ON-STREET PARKING PROHIBITED

ON-STREET PARKING

CRENSHAW BOULEVARD

TREE CLEARANCE ENVELOPE, TYP.
R=20’ MIN.

MATCHLINE A

AUTO REPAIR

APARTMENTS

AUCTION HOUSE

ON-STREET PARKING

ON-STREET PARKING PROHIBITED

ON-STREET PARKING

COMMERCIAL

AUTO REPAIR

COMMERCIAL

ON-STREET PARKING

ON-STREET PARKING

COMMERCIAL

AUTO REPAIR

COMMERCIAL

AUTO REPAIR

COMMERCIAL

AUCTION HOUSE

MATCHLINE A

MATCHLINE A