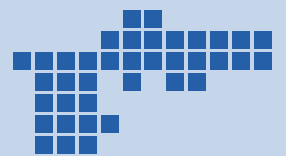




La Brea Avenue **STREETSCAPE PLAN**



**City of West Hollywood
May 2010**



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1.0 OVERVIEW & EXISTING CONDITIONS



Existing Santa Monica Boulevard streetscape improvements.



La Brea Blvd Elevation - East Side between Fountain Av and Lexington Av



La Brea Blvd Elevation - West Side between Lexington Av and Fountain Av

1.0 OVERVIEW & EXISTING CONDITIONS



La Brea Blvd Elevation - East Side between Lexington Avenue and Santa Monica Blvd.



La Brea Blvd Elevation - West Side between Santa Monica Blvd. and Lexington



La Brea Blvd Elevation - East Side between Santa Monica Blvd. and Romaine Street.



La Brea Blvd Elevation - West Side between Romaine Street and Santa Monica Blvd.

2

DESIGN PLAN

Phase 1 City Improvement Plan

The City Improvement Plan is the first phase of streetscape improvements.

The City has already installed bus shelters and news rack enclosures of the same design as on Santa Monica Boulevard. With METRO Call-for-Project funding, which was approved in 2009 and will be available for funding design and construction starting in Fiscal Year 2011-2012, the City will undertake the following streetscape improvements, which will be compatible with those on Santa Monica Boulevard:

- Raised, landscaped medians
- Continuous landscaped, stormwater infiltration parkways
- Canopy street trees
- Pedestrian lighting
- Gateway lighting

New and existing streetscape components are shown in the sketches and schematic plans that follow.



Street tree - street light - parking space pattern.



Sidewalk view of City improvements where existing sidewalks are 9' 6" wide.



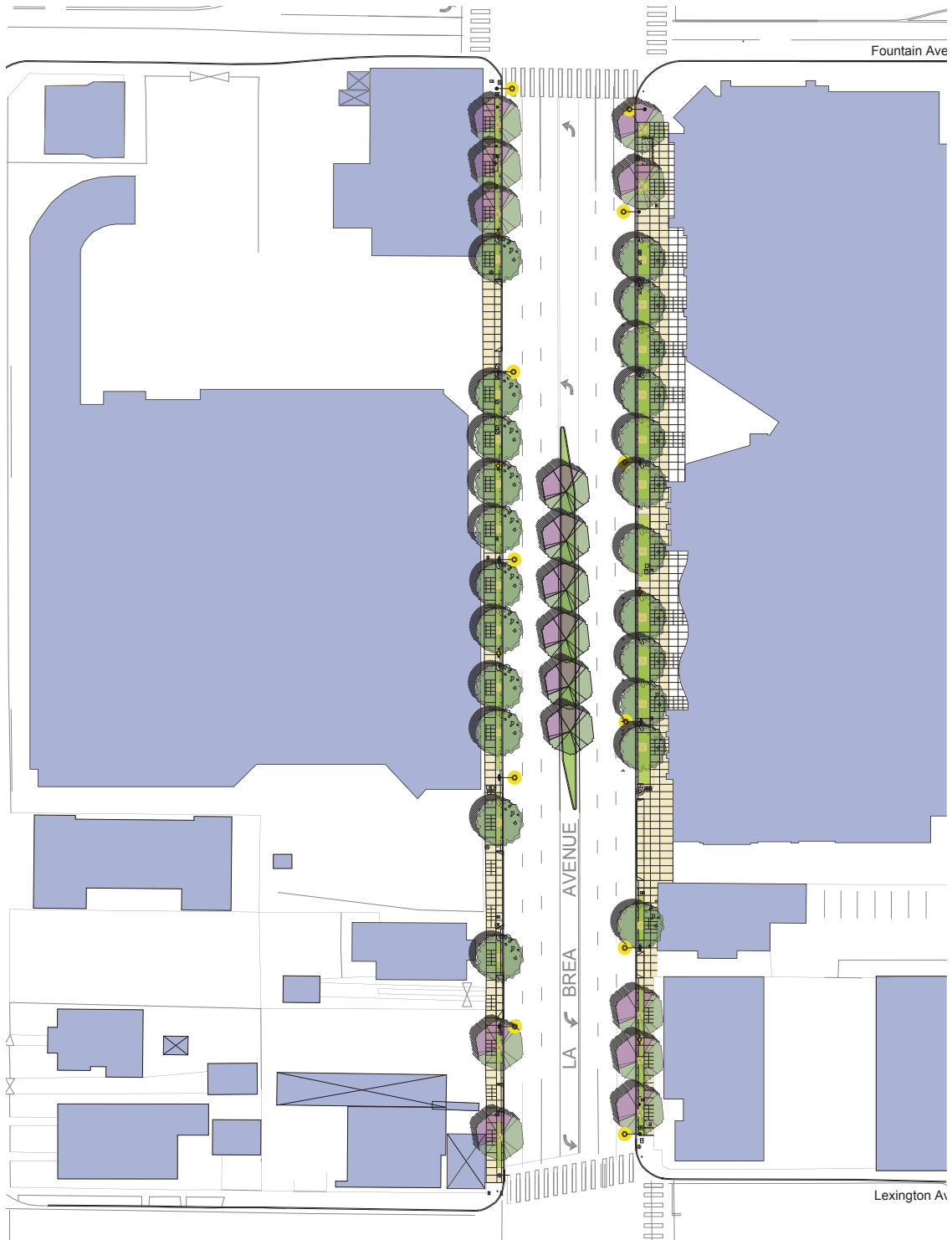
Sidewalk view of City improvements where existing sidewalks are 15' wide.



Aerial view of City improvements where existing sidewalks are 9' 6" wide.



Aerial view of City improvements where existing sidewalks are 15' wide.



City Improvements - La Brea Avenue between Fountain Avenue and Lexington Avenue (assumes construction of projects currently in the City review process).



City Improvements - La Brea Avenue between Lexington Avenue and Santa Monica Boulevard (assumes construction of projects currently in the City review process).



City Improvements - La Brea Avenue between Santa Monica Boulevard and Romaine Street (assumes construction of projects currently in the City review process).

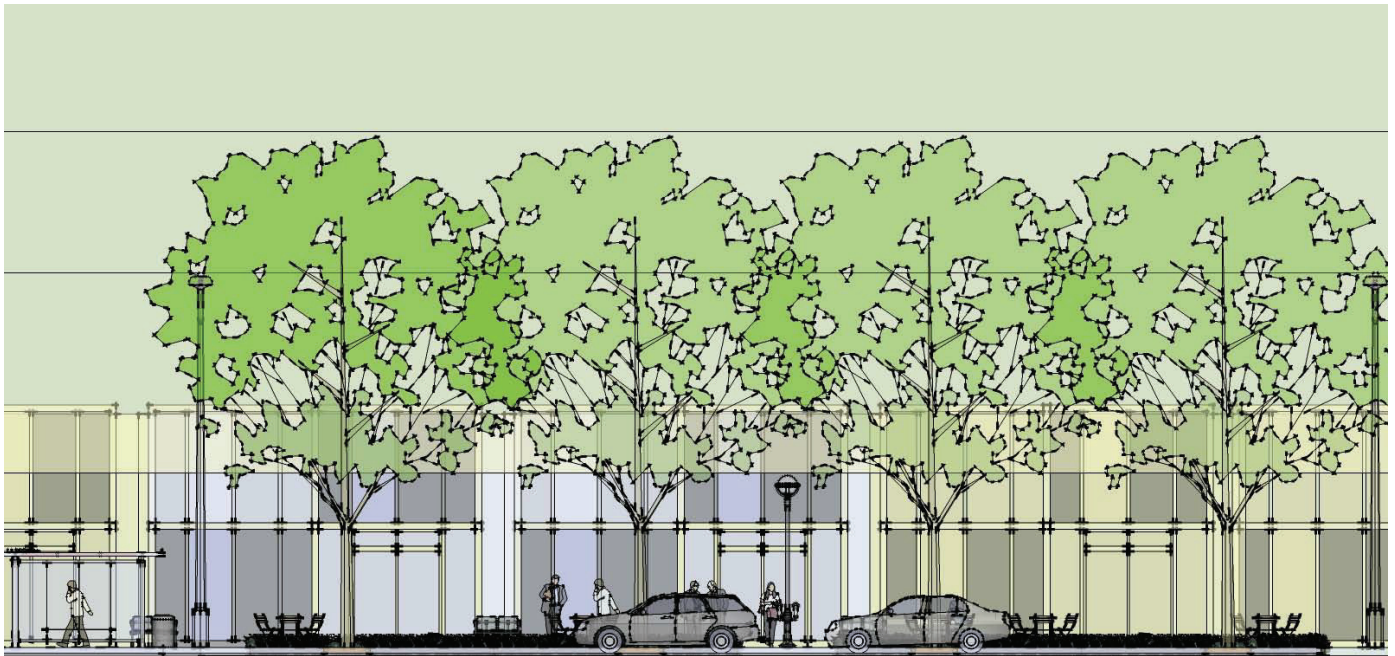
Phase 2 Developer Enhancements

The Developer Improvement Plan is the second phase of streetscape improvements. In this phase, the Developer will be responsible for:

- Widening the sidewalks to at least 18 feet
 - Expanding the stormwater infiltration parkways to 8 feet wide
 - Planting and irrigating infill street trees and parkway plants
 - Installing new sidewalk paving
 - Installing infill street lights
 - Expanding the landscaped median where they could not be installed in Phase 1 .
 - Uplighting median trees.
 - Installing appropriate street furniture, including seating and bicycle racks as directed by the City's Urban Designer.
- Incorporating sidewalk elements that both reinforce the adjacent active ground floor uses and enhance social interaction along the sidewalk.
 - Where there is a bus stop adjacent, working closely with the City's Urban Designer to design and implement a Bus Stop Garden that is both integrated with the La Brea Avenue streetscape and complements the development project.

These improvements will be made in conjunction with each development project in the Master Plan area and completed prior to issuance of a Certificate of Completion for that project.

New and existing streetscape components are shown in the schematic plans that follow.



Street tree - street light - parking space pattern.



Sidewalk view of future improvements where new sidewalk is the minimum 18' required by the Master Plan.



Sidewalk view of future improvements where existing sidewalks are 25' wide, similar to the western portion of Santa Monica Boulevard. One of the defining elements on Santa Monica Boulevard is the double row of trees in locations where the sidewalk is at least 24' wide. While 25' wide sidewalks are not required on La Brea Avenue, developers are encouraged to incorporate them along some of their street frontage to provide opportunities for outdoor dining and additional landscaping, including a second row of trees which may be either aligned with the street tree, as on Santa Monica Boulevard, or staggered.

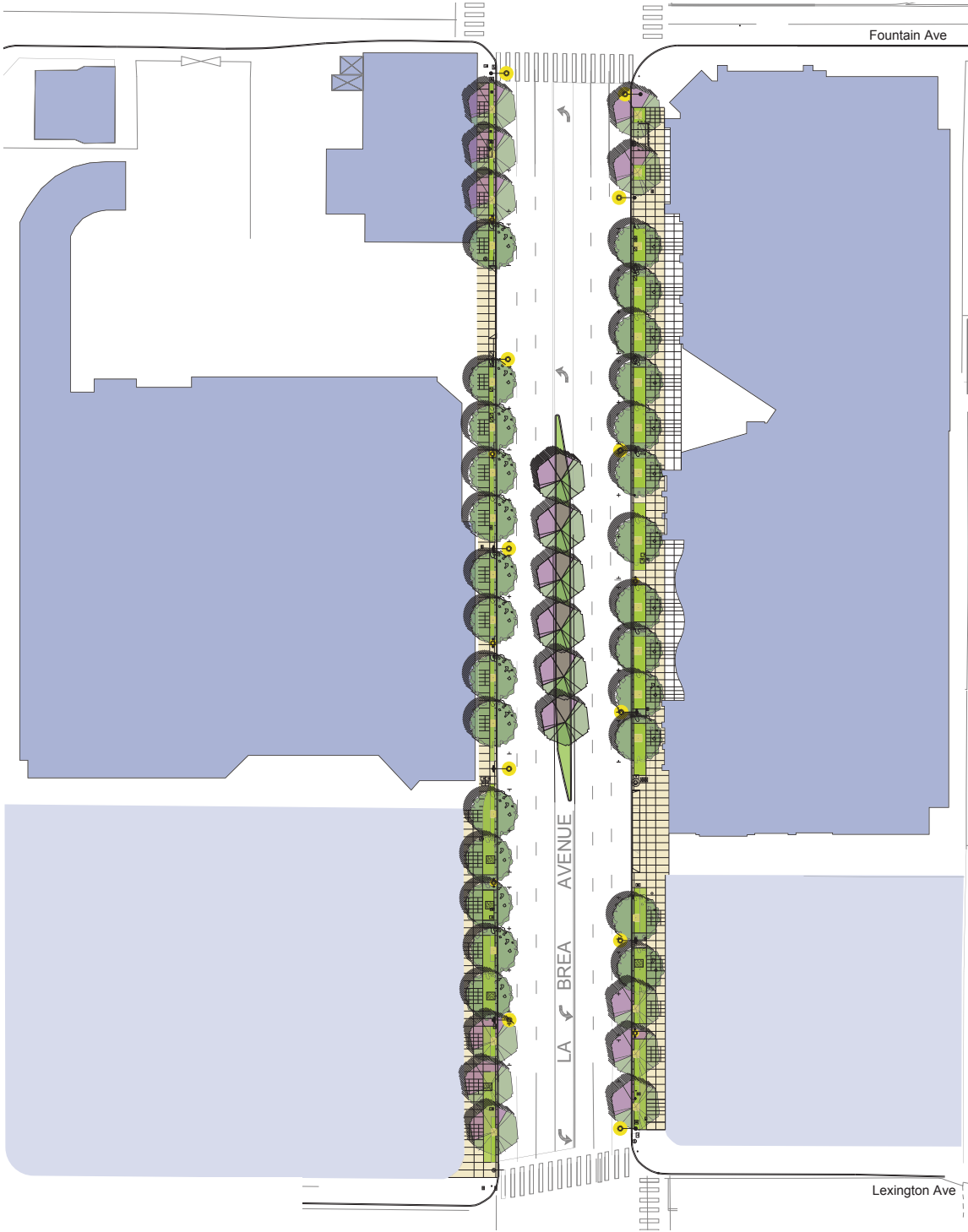
2.2 DEVELOPER ENHANCEMENTS



Aerial view of future improvements where new sidewalk is the minimum 18' required by the Master Plan.



Aerial view of future improvements where existing sidewalks are 25' wide, similar to the western portion of Santa Monica Boulevard.

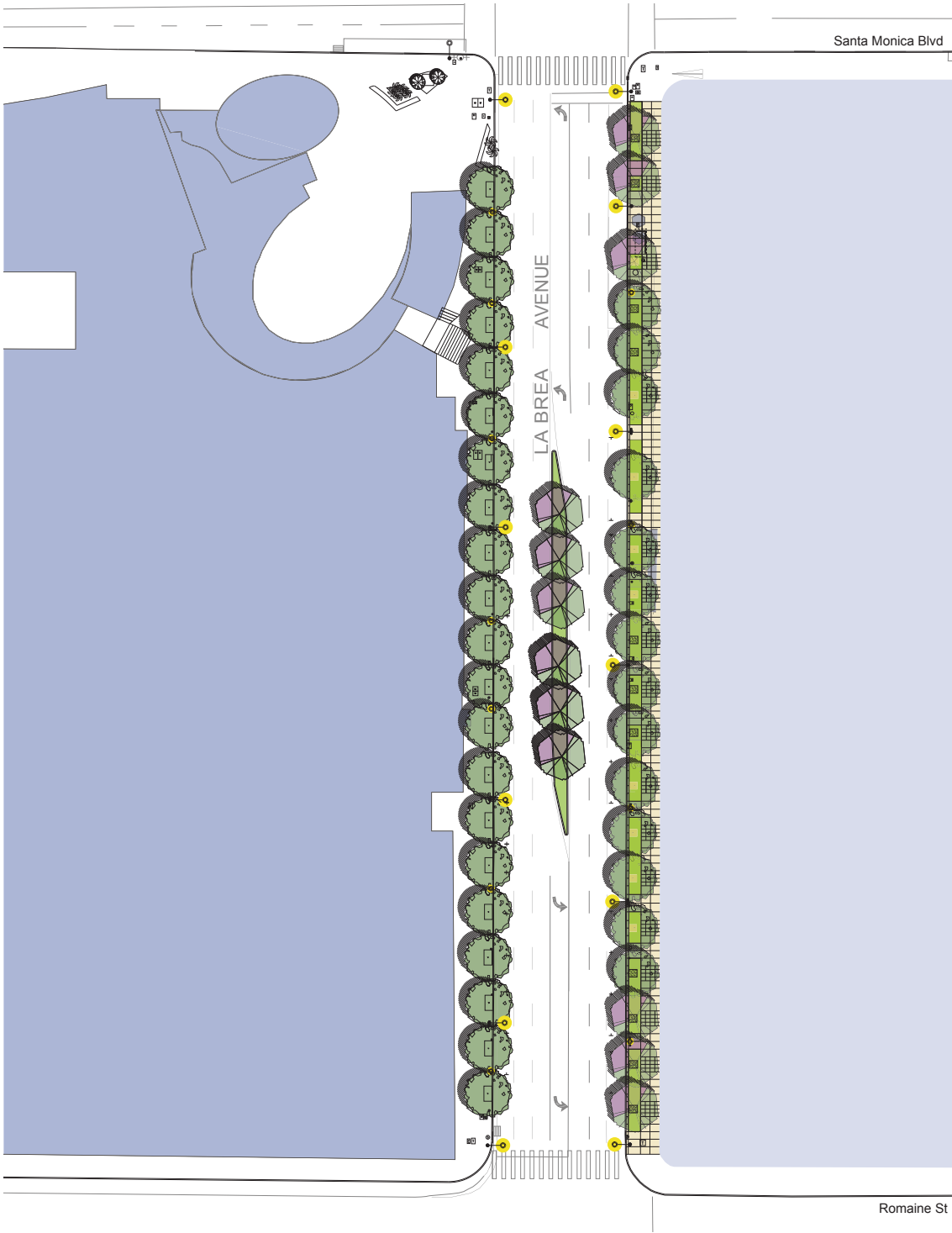


Plan with Developer Enhancements - La Brea Avenue between Fountain Avenue and Lexington Avenue.

2.2 DEVELOPER ENHANCEMENTS



Plan with Developer Enhancements - La Brea Avenue between Lexington Avenue and Santa Monica Boulevard.



Plan with Developer Enhancements - La Brea Avenue between Santa Monica Boulevard and Romaine Street.

3 DESIGN ELEMENTS

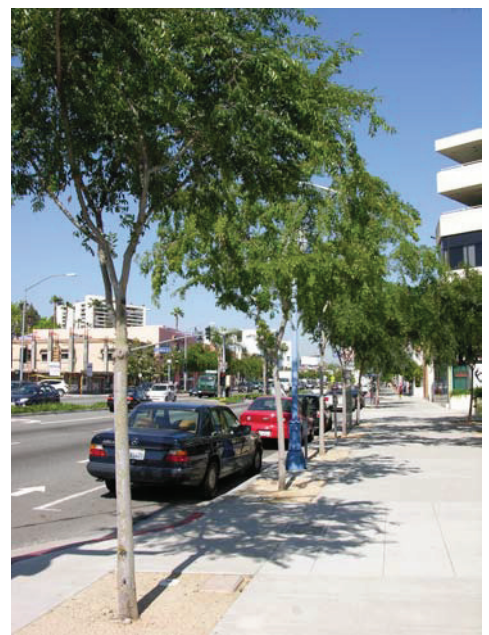
This section describes the individual elements of the plan, including:

- Street trees
- Parkway and median design and plant palette
- Lighting components
- Paving pattern
- Street furnishings
- Sidewalk layout diagrams
- Bus stop garden examples.

STREET TREES



Jacaranda mimosifolia (Jacaranda) at corners and in medians



Ulmus parvifolia 'Drake' (Drake Elm) midblock

3.2 PARKWAY PLANT PALETTE

ILLUSTRATIVE DROUGHT-TOLERANT PLANTS FOR PARKWAYS AND MEDIANS

Curb Adjacent Plants:
2-foot tall flowering
succulents or perennials



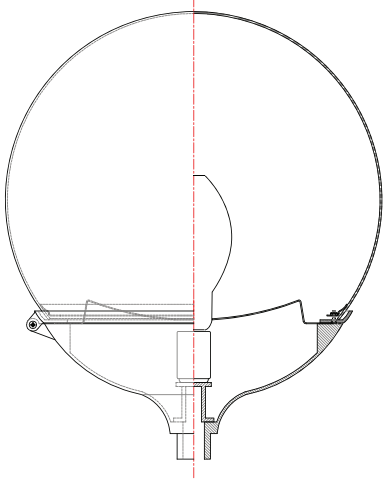
Center Accent Plants:
3-foot tall flowering suc-
culents or perennials



Walkway Adjacent Plants:
low-growing succulents,
perennials or grasses



THROUGH COORDINATION WITH SOUTHERN CALIFORNIA EDISON,
 RETROFIT EXISTING ROADWAY FIXTURES TO INCREASE EFFICIENCY



- Retrofit existing lamp with updated lamp technology (replacing existing lamp with Metal Halide or warm white LED source)
- Increased lamp efficiency provides same light output with fewer watts
- New lamps use existing globe and lamp holder saving money on new materials. Only new lamp and ballast need to be provided.

Retrofit existing pedestrian globes

RETROFIT FIXTURES PROVIDE IMPROVED
 COLOR AND QUALITY OF LIGHT



Light with poor color rendering



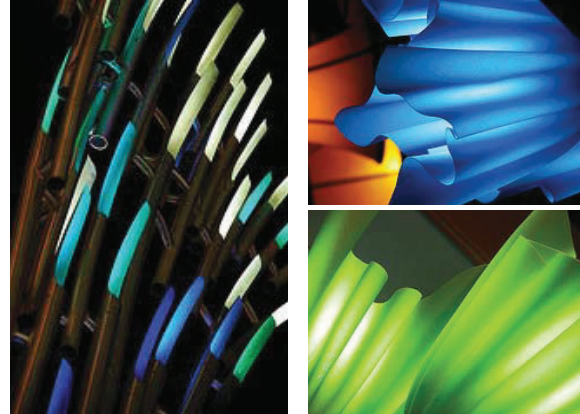
White light with good color rendering

3.3 LIGHTING ELEMENTS

STANDARD MEDIAN LIGHTING EXAMPLES: UPLIGHTING AND LIGHTS ON TREES



GATEWAY LIGHTING



- SERIES OF DECORATIVE ELEMENTS ADDED TO STREETScape
- CREATE ICON / IDENTITY PIECE FOR NEIGHBORHOOD
- ENGAGE PEDESTRIAN CULTURE
- CREATE HARMONY OF CONCEPT THROUGHOUT
- VISUAL ELEMENT FOR WAYFINDING OR TO MARK IMPORTANT PLACES
- COLORED LIGHT TO ENLIVEN THE NIGHTTIME EXPERIENCE



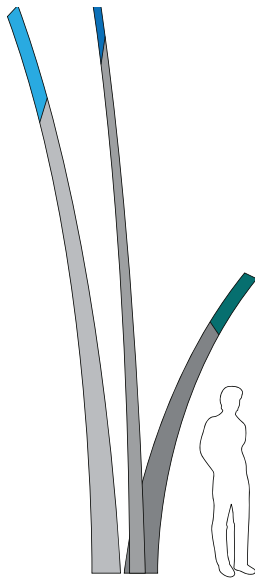
LARGE SCALE - gateways



MEDIUM SCALE - intersections
and crosswalks

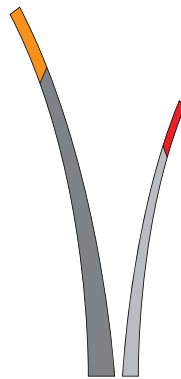


SMALL SCALE - throughout



LARGE SCALE - *Only at prominent locations*

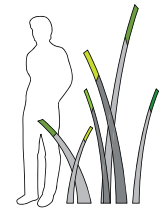
- GATEWAYS
- MAJOR INTERSECTIONS



MEDIUM SCALE - *At regular intervals for way-finding*

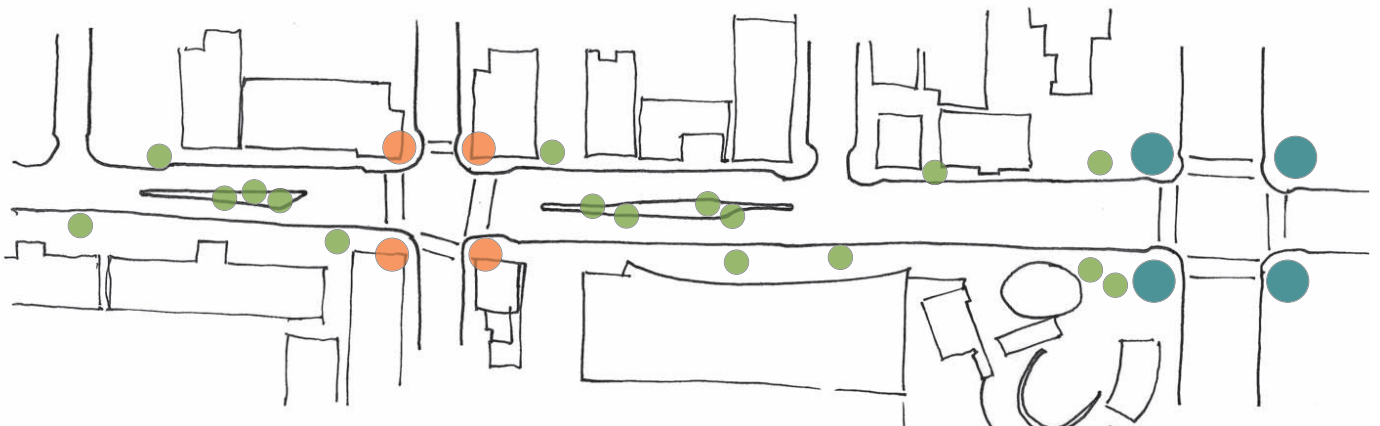
- CROSSWALKS
- PARKS / PLAZAS

- CLUSTERED LIGHT ELEMENTS
- STATIC COLORS (NOT CHANGING)
- FAMILY OF COLORS PER CLUSTER
- STAINLESS POST WITH LENS
- QUANTITY AND FREQUENCY RELATED TO SCALE



SMALL SCALE - *Used throughout*

- MEDIANS
- WALKWAYS



3.4 FURNISHINGS PALETTE

BUS SHELTER



NEWSRACK ENCLOSURE



SEATING & TABLES



Landscape Forms “Washington Square” family of furnishings in a silver powder coat

TRASH BINS



“Ligne Cristal D”

BIKE RACKS

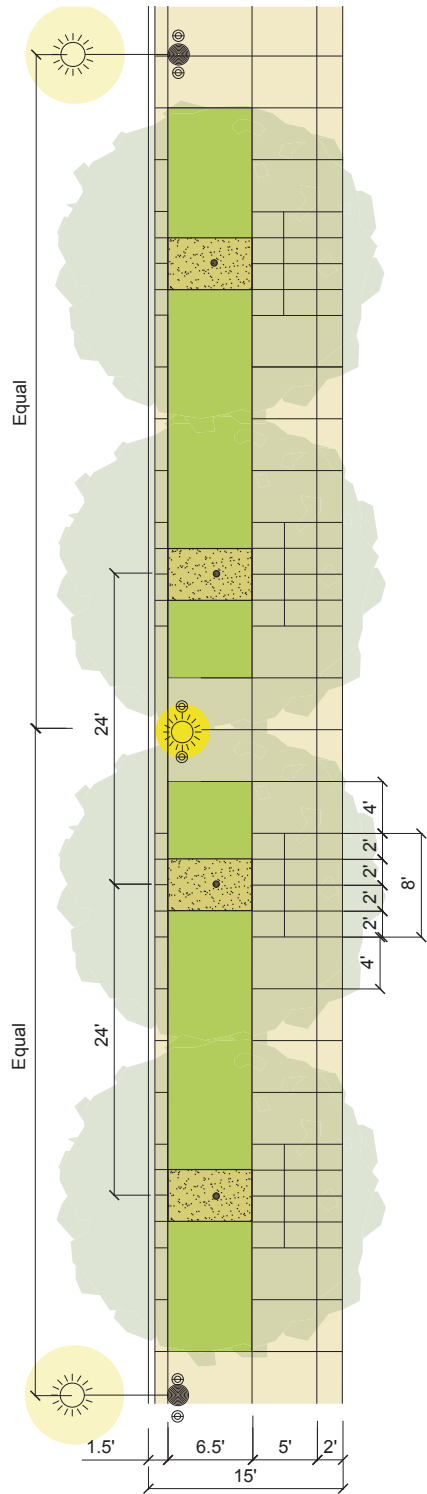


bike hitch

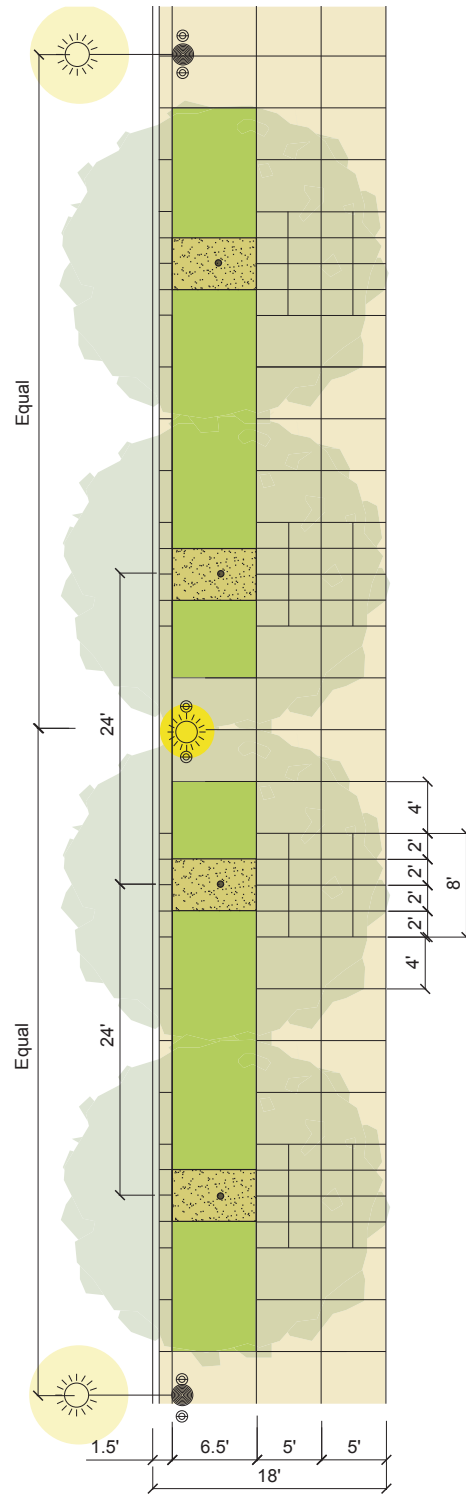
Note: all specified furniture is the City’s standard furniture.

3.5 SIDEWALK LAYOUT DIAGRAMS

EXISTING 15' WIDE SIDEWALK



15' WIDE SIDEWALK WIDENED TO 18'



BUS STOP GARDEN EXAMPLES



Left and below: Bus stop garden at Fairfax Avenue.

