

URBAN STREETSCAPE :

THE ACTIVE AND SUSTAINABLE ORDER OF GREEN STREETSCAPE DESIGN

Congress Avenue's
Parklet Streetscape
Austin, Texas

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URBAN STREETSCAPE : THE ACTIVE AND SUSTAINABLE ORDER OF GREEN STREETSCAPE DESIGN

This project proposes to transform a car-dominated, unhealthy, commercial corridor to a pedestrian friendly streetscape using low-impact development, outdoor gardens, seating areas, water management practices and sustainable infrastructure.

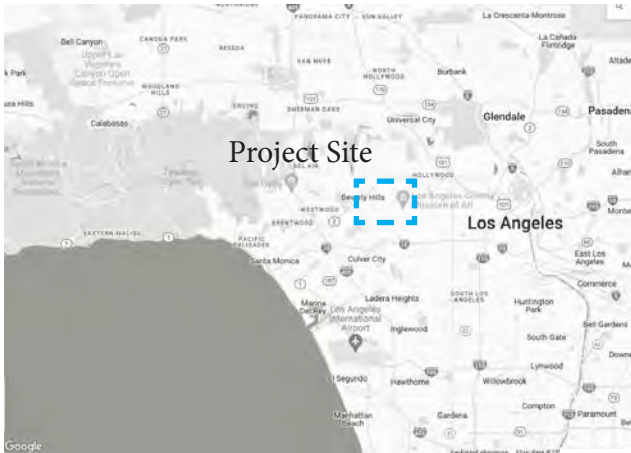


Wilshire Blvd and
S San Vicente Blvd
1940

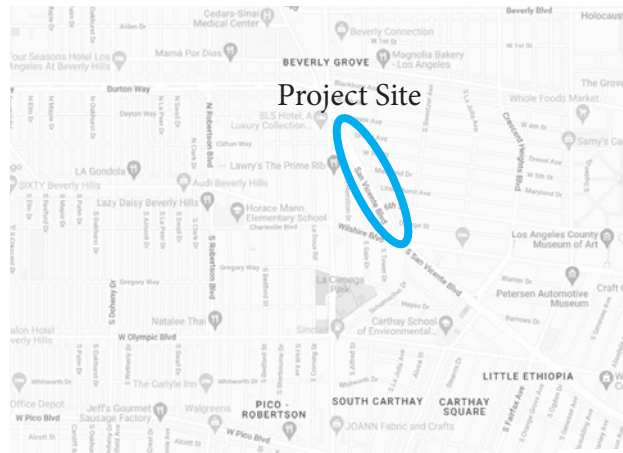
THEORETICAL PREMISE : INTERIOR SUSTAINABLE GARDENS OF THE CITY CENTER

Existing S San Vicente Blvd is laden with concrete and stark storefronts, with restoration of the streetscape, the landscape will become a functioning sustainable infrastructure, in the West Los Angeles city center. The newly designed streetscape will offer bustling business for shop owners, activities and spaces designed for the user to enjoy the parklets, connectivity elements repeated throughout the one-third mile, and to create a sense of place with ecological production of the new vibrant built environment. This altered atmosphere resides in the heart of the city. The blending of slowing down the boulevard and LID infiltration of water, softens the community with green sustainable infrastructure. The overall premise is a series of outdoor ecological gardens created for gathering and cultural connections to the city.





CITY OF LA MAP - NTS



LOCAL STREETS MAP - NTS



PROJECT ADDRESS :
516 S San Vicente Blvd,
Los Angeles, Ca 90048
Continuing Through 4 City
Blocks To:
400 S San Vicente Blvd,
Los Angeles, Ca 90048

AERIAL OF SAN VICENTE BLVD - NTS
3.8 ACRES
.34 MILES LONG

SITE PHOTOS



A
Commerce below
Condos above



B
North
intersection



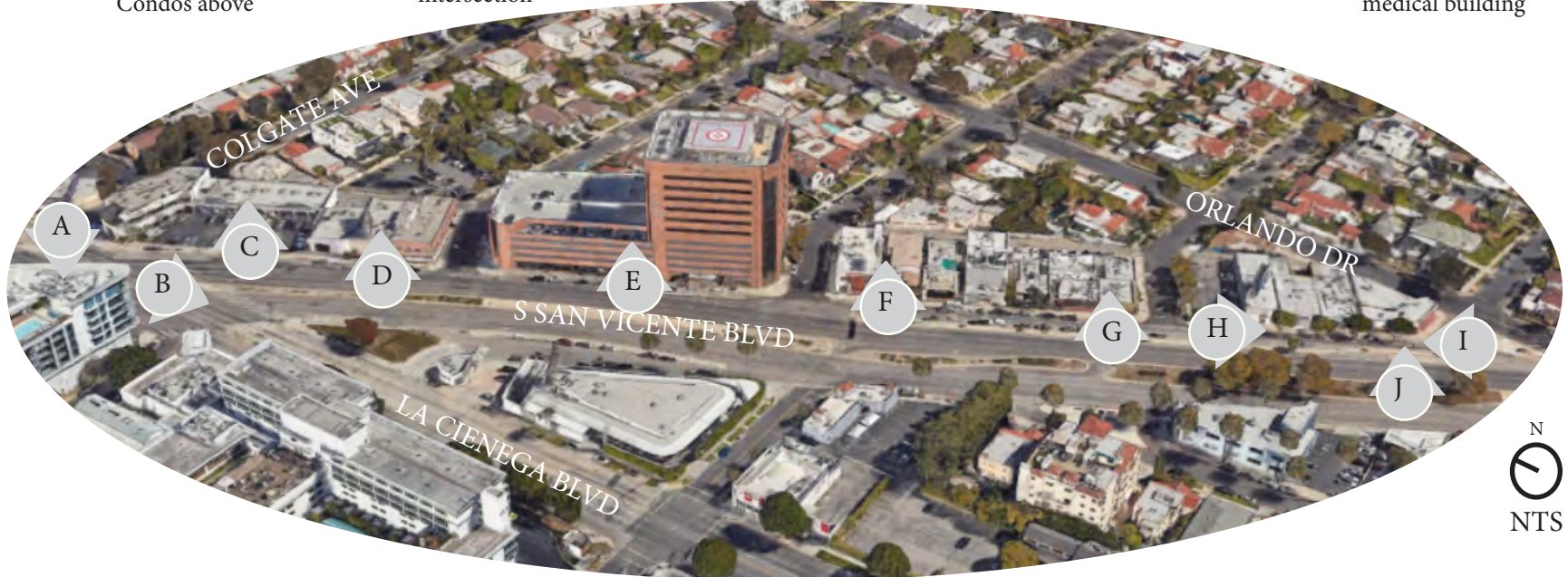
C
North
parking lot



D
Commerce



E
11 story
medical building



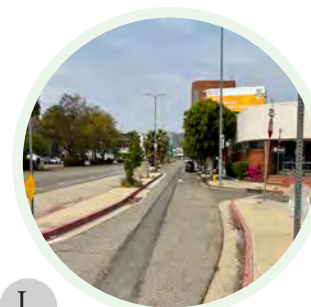
F
Commerce and
restaurant



G
Law office



H
South
parking lot



I
3 lane parkway



J
Jacaranda in
median

SITE PHOTOS : SOUTH END PORTION OF S SAN VICENTE BLVD



A
2 restaurants
corner of Drexel
and S San Vicente



B
3 lane parkway
corner of 5th and
S San Vicente with
bike lane



C
3 lane parkway
with no continuous
bike lane



D
Concrete parkway
corner of Orlando
and S San Vicente



SITE PHOTOS : NORTH END PORTION OF S SAN VICENTE BLVD



A Parkway ends at corner of Drexel and S San Vicente



B 11 story medical building



C Store fronts along north portion of S San Vicente



D North portion of S San Vicente parking lot with several restaurants



S SAN VICENTE TIMELINE

1905



San Vicente was paved 1906 to a 130 foot wide street, stretching from Wilshire Blvd to the sea.

1922



Intersection of Wilshire Blvd and San Vicente. Originally the San Vicente line of the Pacific Electric Railway.

1928



New Carthay Circle Theatre in Carthay Center in the heart of the exclusive Wilshire residential district of Los Angeles.

1940



Wilshire and S San Vicente Blvd lined with some of the most finest hotels, restaurants, and boutiques in the city.

1952



La Cienega and San Vicente Blvd Photo. The Pacific Electric Railway 1911 to 1940 with \$1 round trip from downtown to the coast.

1961



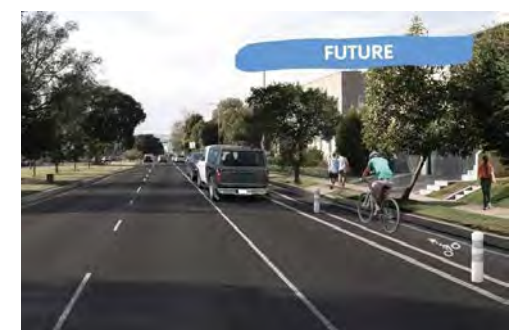
The Los Angeles County Museum of Art is an art museum located on Wilshire Blvd in the Miracle Mile vicinity of Los Angeles.

1976



Cedars Lebanon Hospital and Mount Sinai Hospital merged in 1961 to form Cedars-Sinai Medical Center in response to community needs for improved and extended health services.

2021



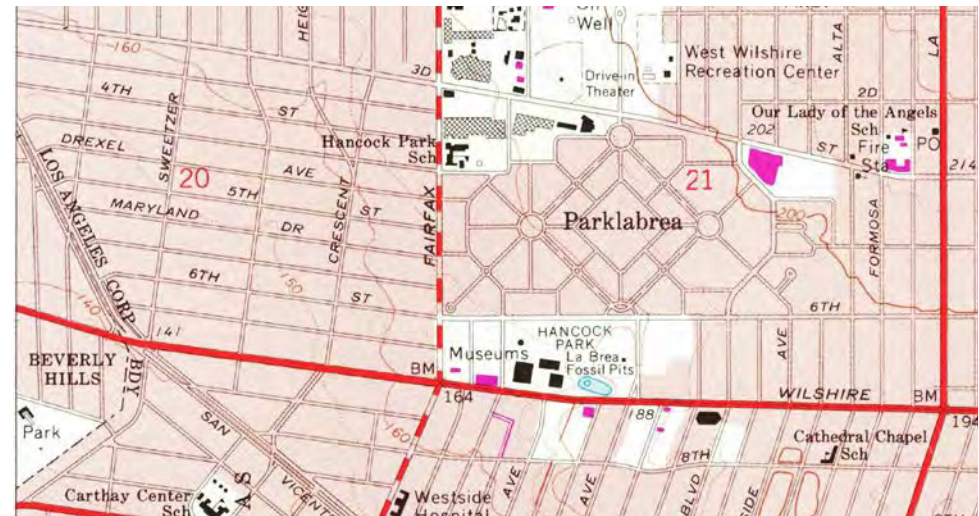
Between Olympic Blvd and La Brea Ave, bike lane in the works for 1.2 miles of San Vicente Blvd.

HISTORY OF S SAN VICENTE BLVD

- ~ Built in the early 20th century to run from the Soldiers' Home (Sawtelle Veterans Home) to Ocean Avenue, the boulevard was named for the Rancho San Vicente y Santa Monica that had previously occupied the area. This tree-lined street was 130 feet (40 m) wide, with trolley lines used by the Los Angeles Pacific Electric Railway running down its center. It was oiled and surfaced in 1906 and, when completed, "made one of the finest drives in the country."
- ~ San Vicente Boulevard is a major northwest-southeast thoroughfare located in the western portion of the metropolitan area of Los Angeles, CA
- ~ San Vicente curves diagonally and intersects both east-west and north-south streets, allowing direct access between Downtown Los Angeles and Beverly Hills or West Hollywood.
- ~ Between Wilshire Boulevard and La Cienega Boulevard, the median of San Vicente forms a border between Beverly Hills and Los Angeles.
- ~ North of La Cienega, both sides of the street are in Los Angeles. The numbering continues accordingly as 400 S. San Vicente Boulevard.
- ~ San Vicente is the northernmost primary thoroughfare in Santa Monica. San Vicente begins at Ocean Avenue at Palisades Park (Santa Monica) adjacent to the historic Native American totem pole sculpture of public art, and heads east. Continuing through Santa Monica, the route begins to curve south. San Vicente enters the city of Los Angeles at 26th Street. San Vicente becomes the central thoroughfare in downtown Brentwood, home to many restaurants and popular shops.
- ~ San Vicente Boulevard is four lanes wide with a large landscaped median along its entire length, planted with ~120 large Coral trees (*Erythrina caffra*), along its center. Those in the western section within Los Angeles, between 26th Street and Bringham Avenue, are a designated Los Angeles Historic-Cultural Monument. The median is popular with joggers.

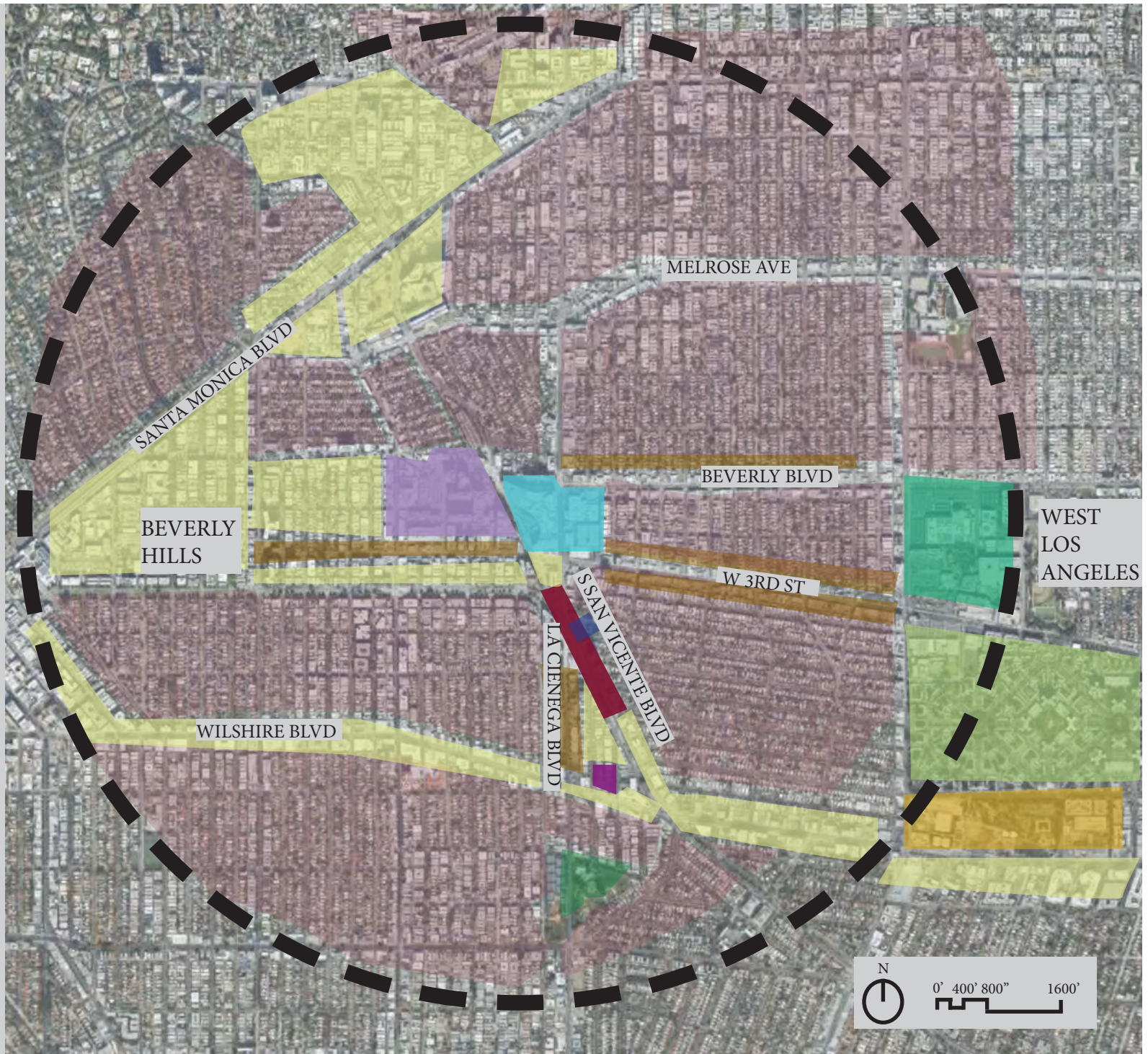
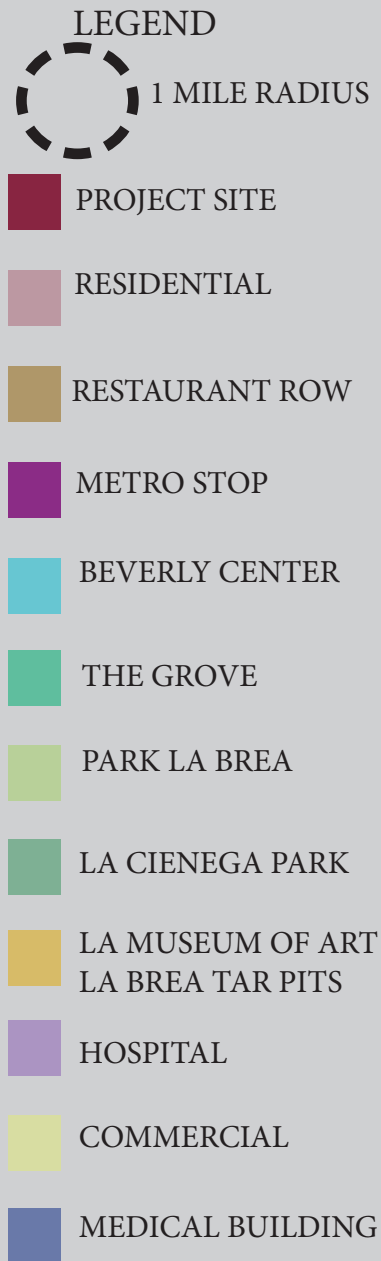


1926 MAP OF ELECTRIC RAILWAY

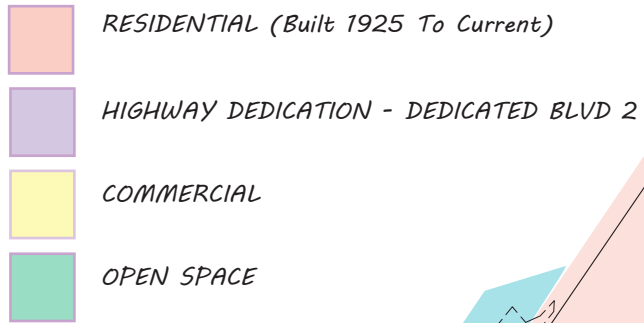


1981 MAP OF S SAN VICENTE

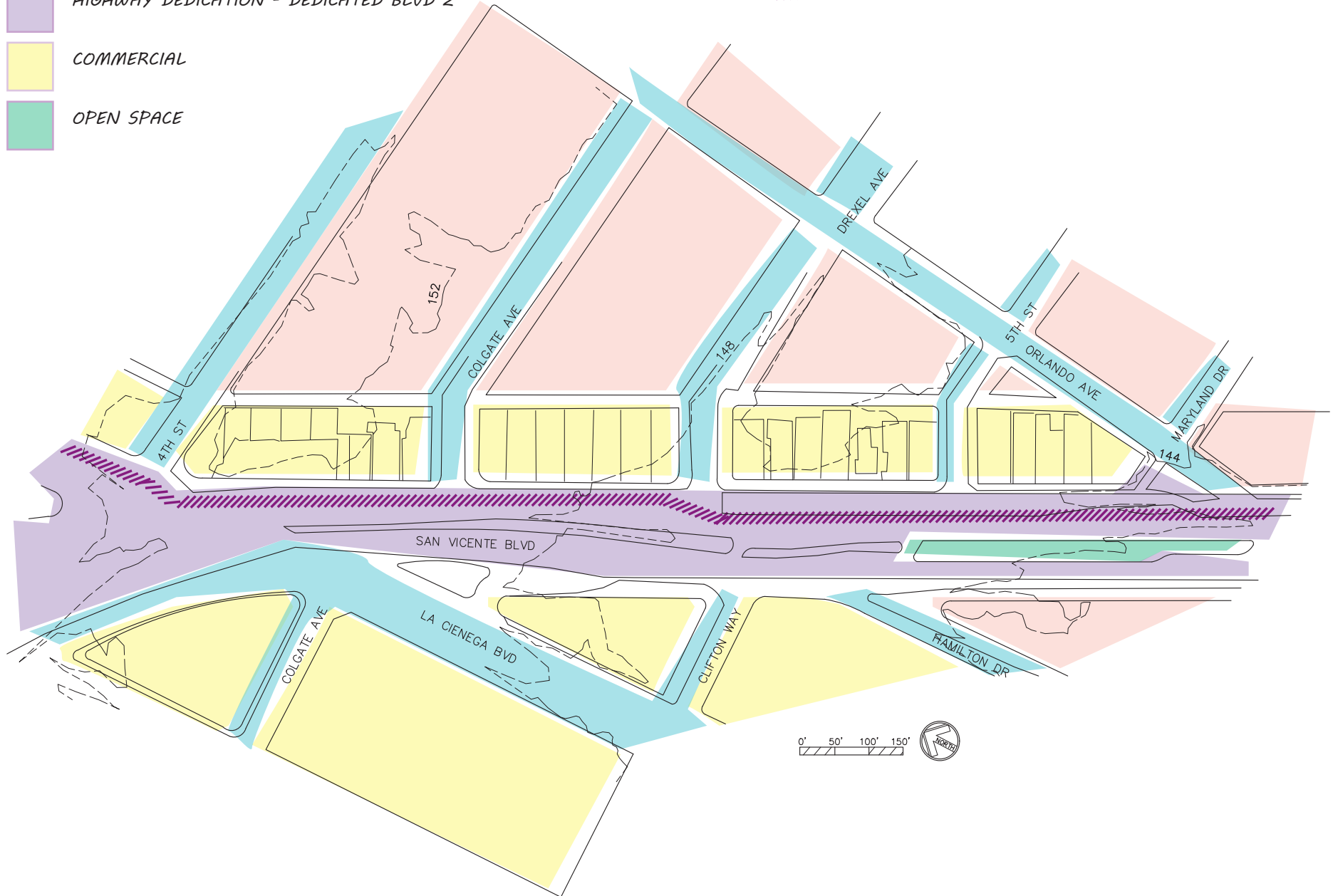
CONTEXT MAP



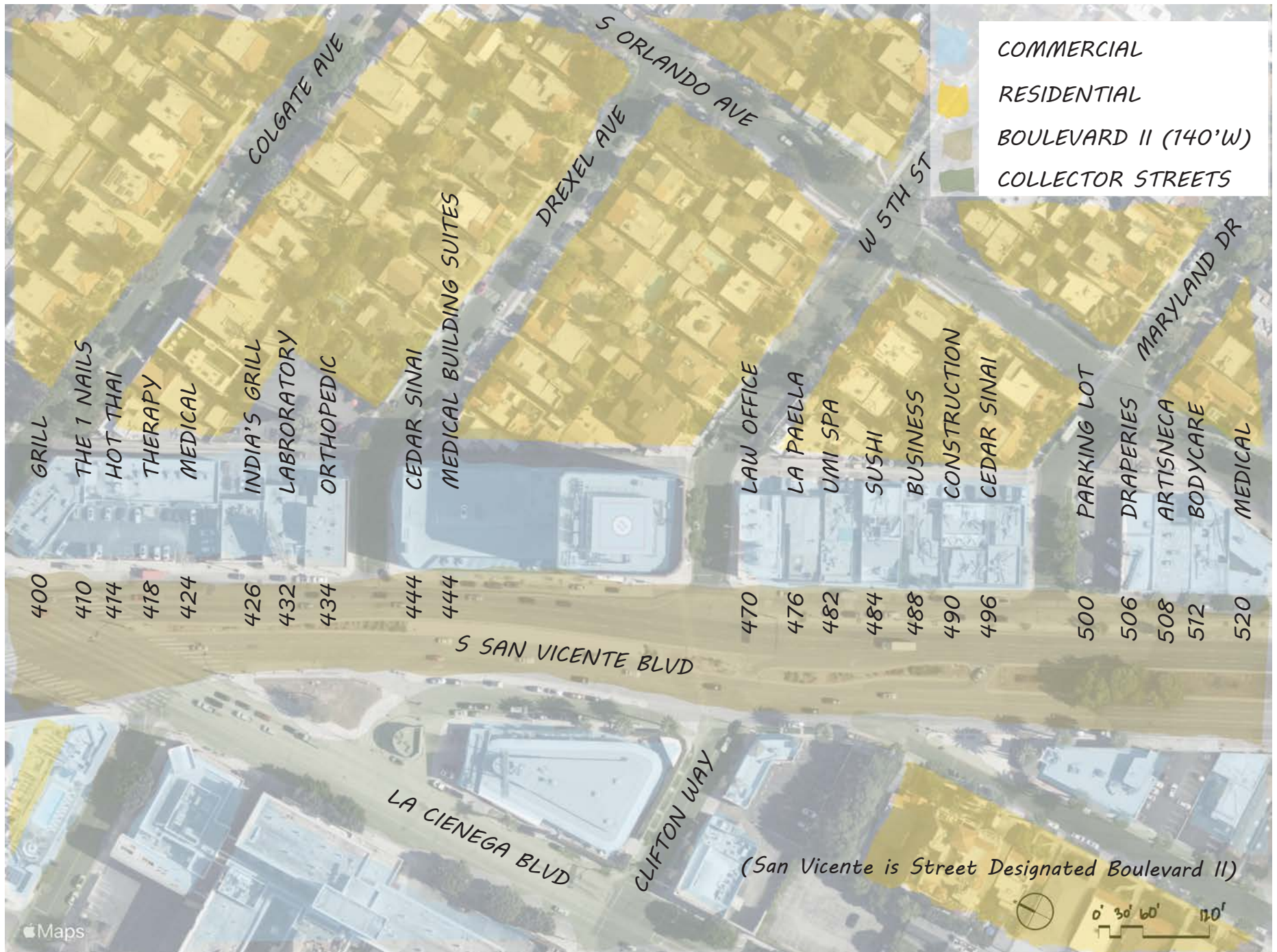
ZONING



PATHS OF TRAVEL



COMMERCIAL BUILDING TENANTS



JUSTIFICATION

IMPROVE STREETSCAPE

"Complete streets is where the pedestrian, the driver, the cyclist, and transit users all have a stake." The pedestrian zone is for ADA and users of all abilities. "America simply does not have enough good streets to meet the demand for them." 'Street Design' by Victor Dover and John Massengale



Frontage
Zone

Pedestrian
Zone

Amenity
Zone

WIDENED STREETSCAPE:

- Lays out a vision for designing safe, accessible and vibrant streets in Los Angeles
- New design of the sidewalk and street including: Amenity Zone, Border, Curb Extension, Flex Zone, Median, Parking Lane, Parkway, and Pedestrian Zone
- Green Streets. Streets that incorporate sustainable elements including stormwater management practices, street trees, and landscaping

INTEGRATE SUSTAINABILITY

Improve street watershed quality per the Clean Water Act of 1948, keeping the water run off minimal on the streets and infiltrate into the ground through curb inlets and bioswale medians. Water in WLA is a toxic slew of chemicals by the time it reaches the ocean through storm drains.



THE ACTIVE ORDER OF SUSTAINABLE INFRASTRUCTURE:

- The bilateral purpose of beautification of the built environment as a green environment that gives visual complacency to the new design, while restoring the valuable ecological habitat in the inner city
- Low Impact Development (LID). A design and engineering approach for stormwater management that reduces urban runoff into the traditional storm drain system, accomplished by treating, detaining, and/or infiltrating stormwater on-site
- Improve peoples' health
- Integrate environmental stewardship, water management, energy conservation, and preservation of plant life

JUSTIFICATION

RESTORE HISTORY TO STREET

In 1926 San Vicente was one of the finest drives in the country. Prior to being paved in 1906 Pacific Electric Railway ran down the center of the 130' wide tree lined boulevard.

Photo: 1952 Corner of San Vicente Blvd and La Cienega



- It was oiled and surfaced in 1906 and, when completed, “made one of the finest drives in the country.”
- San Vicente is the northernmost primary thoroughfare in Santa Monica.
- San Vicente becomes the central thoroughfare in downtown Brentwood, home to many restaurants and popular shops.
- San Vicente Boulevard is four lanes wide with a large landscaped median along its entire length, planted with ~120 large Coral trees (*Erythrina caffra*), this is the western portion of the boulevard.
- Connect this western portion of tree lined street to the northern thoroughfare of the boulevard down to S. San Vicente and continue it's 100 year old legacy.

CALM TRAFFIC

The road speeds are excessive and dangerous for an expanded streetscape design. The boulevard is 45 MPH with a 15% Pedestrian injury rating. Reducing the boulevard speeds to 35 MPH will lessen pedestrian risk to 50% safer streets.

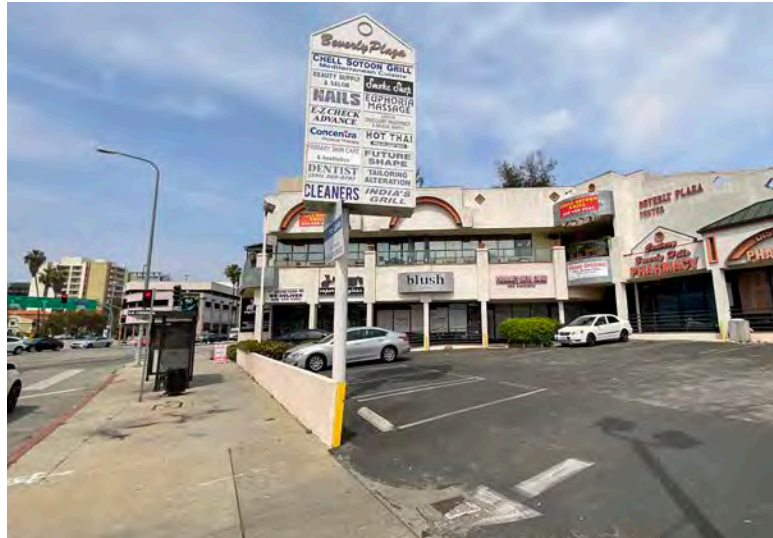


REDUCED SPEEDS:

- S. San Vicente Blvd is a dangerous Boulevard and should be modified with reduced speeds to accommodate the new street design
- The existing speeds on S. San Vicente Blvd is 45 MPH, although traffic flows at 50 MPH
- Enhance the safety and security of streets, from both a traffic and personal perspective
- Encourage people to travel by walking, bicycling, and transit, and to drive less
- Provide transportation options for people of all ages, physical abilities, and income levels
- Consider the needs of public safety when evaluating changes that implement “Complete Streets” improvements
- Promote “first mile-last mile” connections in relation to transit hubs
- Design speed for living streets for the motorist, pedestrian and bicycle at 20 to 35 MPH

WHY THIS SITE?

- Due to the widened 3 lane existing parkway, this allows for 2 continuous blocks of newly widened sidewalks for complete streetscape design, for outdoor functions, dining, and sustainable infrastructure.



- The S San Vicente Boulevard width allows for wider bike lanes, streetscape settings and transit users, while reducing the speeds on the boulevard, so the street life can become a part of the community. Dual purpose, added planters for ecological stability of the inner city with LID principle water management.

- Bring back the early 1900 heritage to one of the grandest boulevards in the country, for outdoor festivities.
- Photo is La Cienega and San Vicente Blvd 1952



- People travel long distances to visit this Cedar Sinai Medical Facility. The new streetscape design converts the stark, cold and concrete storefront to an inner city garden atmosphere with sensory healing gardens for hospital visitors to find

DESIGN METHODOLOGY :

Through allowable design guidelines is the effective redesign of S San Vicente Blvd.

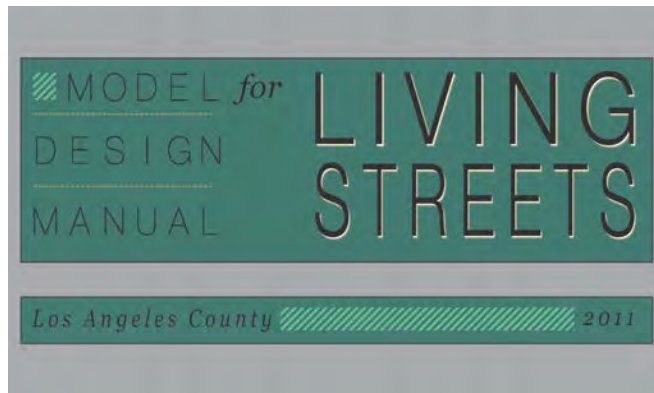
- CITY OF LOS ANGELES COMPLETE STREETS DESIGN GUIDE
- LOS ANGELES COUNTY DESIGN MANUEL FOR LIVING STREETS
- LOS ANGELES DEPARTMENT OF CITY PLANNING MOBILITY PLAN 2035
- CITY OF LOS ANGELES STREET STANDARD PLANS S-470-1

DESIGN GUIDE FOR COMPLETE STREETS



“Great Streets for Los Angeles: Complete Streets Design Guide lays out a vision for designing safe, accessible and vibrant streets in Los Angeles. As outlined in California’s Complete Streets Act of 2008 (AB 1358), the goal of Complete Streets is to ensure that the safety, accessibility, and convenience of all transportation users – pedestrians, bicyclists, transit riders, and motorists – is accommodated.”

MODEL DESIGN MANUEL FOR LIVING STREETS



“A growing number of communities are discovering the value of their streets as important public spaces for many aspects of daily life. People want streets that are safe to cross or walk along, offer places to meet people, link healthy neighborhoods, and have a vibrant mix of retail. More people are enjoying the value of farmers’ markets, street festivals, and gathering places. And more people want to be able to walk and ride bicycles in their neighborhoods.”



THE GENERAL PLAN FOR TRANSPORTATION SYSTEM THAT BELONGS TO ALL USERS

“By placing a citywide emphasis on safety, access, and health the city can begin to equalize the playing field and first address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.”

EXHIBIT E: Street Standard Plans- S-470-1

CPC-2013-0910-GPA-SP-CA-MS-C
For informational purposes
May 28, 2015

GOALS AND POLICIES OF MOBILITY PLAN 2035

Mobility Plan Five Year Implementation Strategy Program with categories and strategic outlines.

DESIGN METHODOLOGY : COMPLETE GREEN STREETS

Completes streets provide lively gathering spaces, faster community building and neighborhood identity.

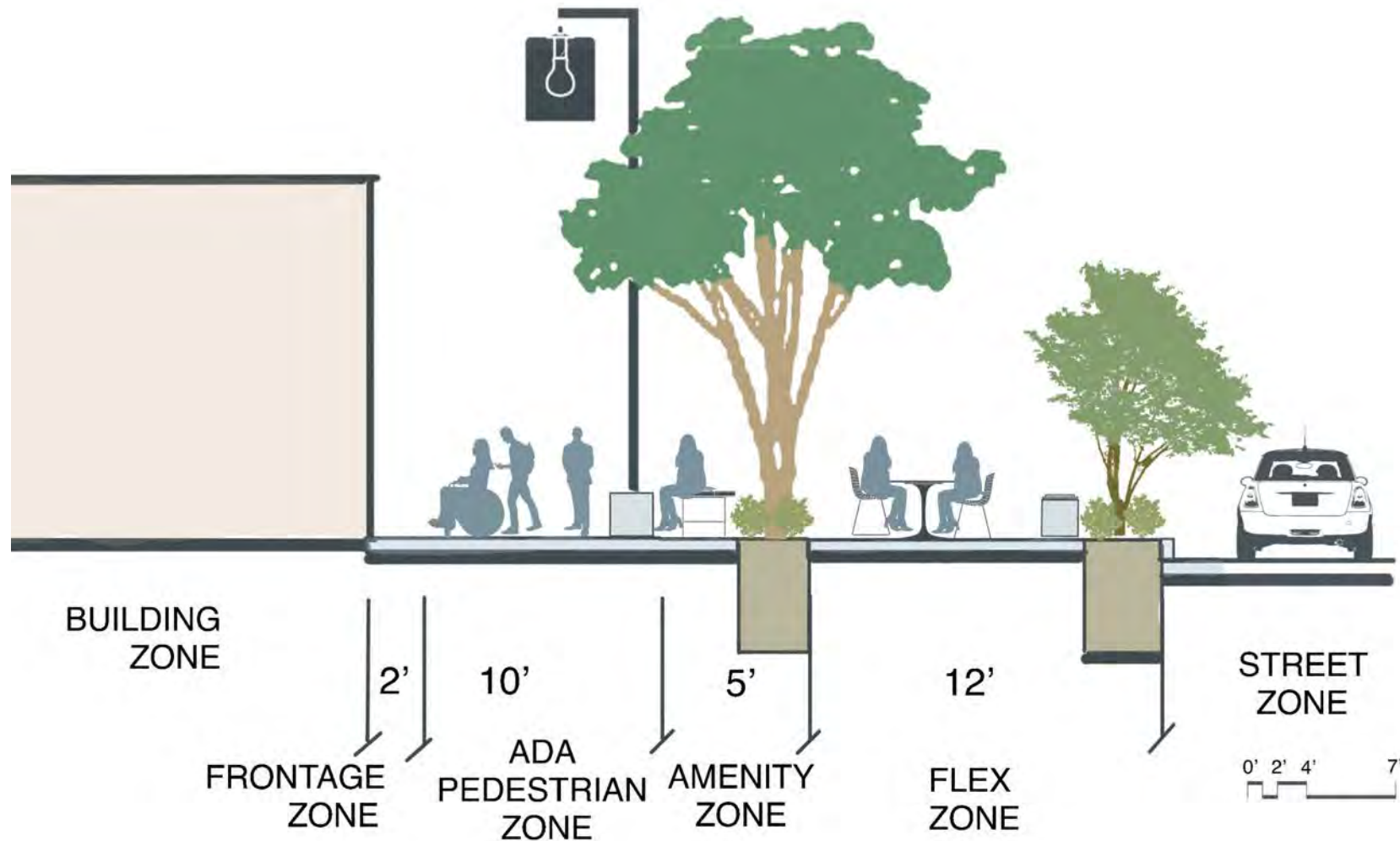
- ENCOURAGE HEALTHY RECREATIONAL GATHERING, WALKING, RUNNING, BICYCLING
- BOOST ECONOMIC ACTIVITY AND VISIBILITY OF STOREFRONT BUSINESS
- PRIORITIZE PEOPLE OVER CARS AND SAFETY OVER SPEED
- ACCOMMODATES, NARROWER STREET, BIKE LANES, BUS BULBS, WIDER SIDEWALKS, OUTDOOR DINING, SITE FURNISHINGS, LIGHTING, SEATING, STREET TREES AND LID PLANTINGS
- PROMOTES WALKABLE COMMUNITIES



Wide sidewalks provide abundant space for public seating that encourages social interaction. Trees placed adjacent to seating provide shade and contribute to a comfortable, attractive pedestrian environment



COMPLETE STREET SIDEWALK SECTION



Benefits Of Complete Street Design :

- * While its primary function is to provide a safe and accessible means of travel for pedestrians traveling along the street, the sidewalk area can also be a vibrant place where people can enjoy the urban environment.
- * The Sidewalk Area can be partitioned into four zones: Frontage Zone, Pedestrian Zone, Amenity Zone, and Flex Zone.
- * Frontage zone highlights building entry points as an important feature of the urban environment.
- * ADA pedestrian zone is a clear path of travel at the building storefront for ADA accessibility and all users.
- * Amenity zone includes tree canopy in planters, seating, trash receptacles and lighting, this activates and enlivens the sidewalk environment.
- * The flex zone includes street amenities with the large allowable space, like cafe dining that increases business revenue by attracting patrons and providing additional seating space.

DESIGN METHODOLOGY : SUSTAINABLE INFRASTRUCTURE

Streetscape ecosystem is to mimic nature, building reciprocal relationships within an interconnected system to sustainably enhance the local environment, its resources, the community, and the local economy.

- STREETWATER MANAGEMENT IS THE FUNDAMENTAL INGREDIENT FOR COMPONENTS OF A STREETSCAPE ECOSYSTEM
- MAXIMIZE THE BENEFICIAL ASPECTS OF RAIN AND STORMWATER
- DESIGN STREETS WITH SITE APPROPRIATE VEGETATION THAT MAXIMIZES ENVIRONMENTAL AND SOCIAL BENEFITS
- CANOPY TREES PROVIDE SUMMER SHADE THAT COOLS THE STREETS AND HARDSCAPE FROM WHICH THE STREETWATER IS HARVESTED
- THESE SHELTERED MICRO-CLIMATES CREATE IDEAL LOCATIONS FOR PEOPLE TO GATHER, WALK AND BIKE
- SUSTAINABLE INFRASTRUCTURE WHICH LEADS TO A NEW GREEN STREET MOVEMENT PROMOTING VALUABLE RESTORATION OF ECOLOGICAL PROCESS OF URBAN STREETS
- INTEGRATE STORM WATER MANAGEMENT SO THE STREETS ARE FREE OF FLOODING IN HEAVY RAINS WITH OPTIMAL GROUND WATER RECHARGE
- DEVELOP URBAN GREEN BELTS AS ENERGY NEUTRAL CITIES REDUCING GROUND WATER DEPLETION
- IMPROVING URBAN AIR QUALITY WITH CO2 SEQUESTRATION USING LESS REFLECTIVE MATERIALS AND TREE CANOPIES



Walking path across the parkway provides access from parked cars to sidewalk

DESIGN METHODOLOGY : ROAD DIET CALMING STREETS

The goal of a road diet is to ensure the safety, accessibility, and convenience of all users, pedestrians, bicyclists, transit riders and motorist is accommodated.

- NARROWING AND/OR REMOVAL OF MOTOR VEHICLE LANES
- TRAFFIC CALMING MEASURES FOR WIDER SIDEWALKS, LANDSCAPED SPACES, BICYCLE LANES, LINEAR PARKS, AND/OR ON STREET PARKING
- INTEGRATE CONNECTIVITY AND TRAFFIC CALMING WITH PEDESTRIAN-ORIENTED DESIGN TO CREATE SAFE AND INVITING PLACES
- BOULEVARD MED HIGH DENSITY IS 18' FRONTAGE 6' PED FURNITURE 6-8' CURB 6" MAINTAIN 13'W
- SHARROWS SHARED ROAD WAYS / BICYCLE BOULEVARDS WITH REDUCED SPEED / BUFFER BIKE LANES WITH PAINTED DIVIDER
- REDUCE SPEEDS WITH CALMING MEASURES EVERY 250-300 FT, SLOW WITH DECORATIVE PAVING AND CURB BULB OUTS
- FEWER COLLISIONS FEWER INJURIES AND FEWER DEATHS - INCREASE SAFETY INCREASE WALKABILITY

Traffic Calming Classification		Framework Street			Framework Street or Non-Framework Street	Non-Framework Street	
Conventional Street Classification		Boulevards in Transition (partially calmed)	Regional Boulevard	Community Boulevard	Community Avenue	Neighborhood Avenue	Local Street
Posted/Design/Target/Operating Speed (mph)		35 mph +	25 to 30 mph	20 to 30 mph	20 to 30 mph	20 to 25 mph	20 mph or below
Transition Zone from/to higher speed environment							
Entrance Features (architecture/landscaping/monument)							
Cross-Section Measures	Reduction in number of lanes						
	Reduction in width of lanes						
	Long Median / Continuous Median						
	Short Median / Refuge						
	Short Medians on Curves						
	Bulb-outs						
	Curb and Gutter						
	Curbless / Flush Streets						
	Flush Medians						
	Pedestrian Scale Lighting						
	Street Trees						
	Building up to the right-of-way						
	Lateral Shifts						
	Shared Spaces						
	Bike Lanes / Protected Bike Lanes / Cycle Tracks						
	Textured and/or Colored Paving Materials (parking, lanes, bike lanes, crossings, intersections, general purpose lanes, turn lanes, medians)						
	On-Street Parking	Parallel					
Back-in angled							
Front-in angled							
Right-angle							
Valley gutters used in conjunction with parking							

Traffic Calming Classification			Framework Street			Framework Street or Non-Framework Street	Non-Framework Street
Periodic Measures	Horizontal Measures	Roundabouts					
		Mini-Roundabouts					
		Mini Traffic Circles					
		Impellers (T-Intersections)					
		Two-lane chicanes					
		One-lane chicanes (yield condition)				≥ 3,000 ADT	≥ 3,000 ADT
	Narrowings	Short medians					
		Medians on curves					
		Yield Streets				≥ 1,500 ADT	≥ 1,500 ADT
		Pinch Points				≥ 3,000 ADT	≥ 3,000 ADT
		Bulb-outs					
	Vertical Measures	Raised Intersections					
		Raised Crosswalks					
		Flat-top Speed Humps (speed tables)					
		Speed Cushions					
Not Traffic Calming Measures	Vertical Changes	Rumble Strips (for warning purposes)					
		Speed Bumps					

Note: Many of these measures can be combined in a variety of ways that are too numerous to list in this chart.

Legend	Appropriate
	Appropriate on specific circumstances
	Not Appropriate

DESIGN PRINCIPLES : URBAN STREETSCAPE

PROJECT GOAL : CREATE A SPACE PEOPLE WANT TO RETURN TO, SAFE, ACCESSIBLE, EASY TO NAVIGATE

- * Define the space of the street.
- * Define the pedestrian space.
- * Calm traffic and protect the pedestrian from cars.
- * Filter the sunlight.
- * Bring order to the street.
- * Visually soften the streetscape.

- * Introduce the beauty of nature.
- * Walkable streets have spatial enclosure.
- * In heat people want shade, in cold people want sunlight.
- * Streets are safer with windows, doors, storefronts, balconies.
- * Walkable streets are a series of integrated network connections.
- * People draw to places with richness, texture and character.

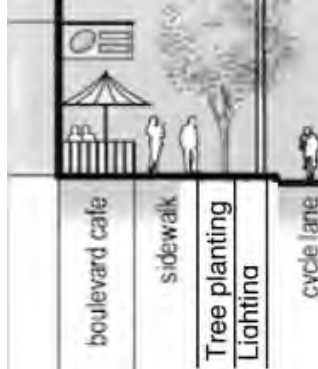
BUFFER STREET

Protect pedestrians from cars



ORDER WITH DESIGN

Define the space of the street



BEAUTIFY THE NEIGHBORHOOD

Soften the edges with a new ecosystem



SPACIAL ENCLOSURE

Add detail to buildings to define the space



DAPPLED SUNLIGHT

Allow shade in summer and light in winter



PEOPLE DRAW TO RICHNESS

Elements rich in texture and character



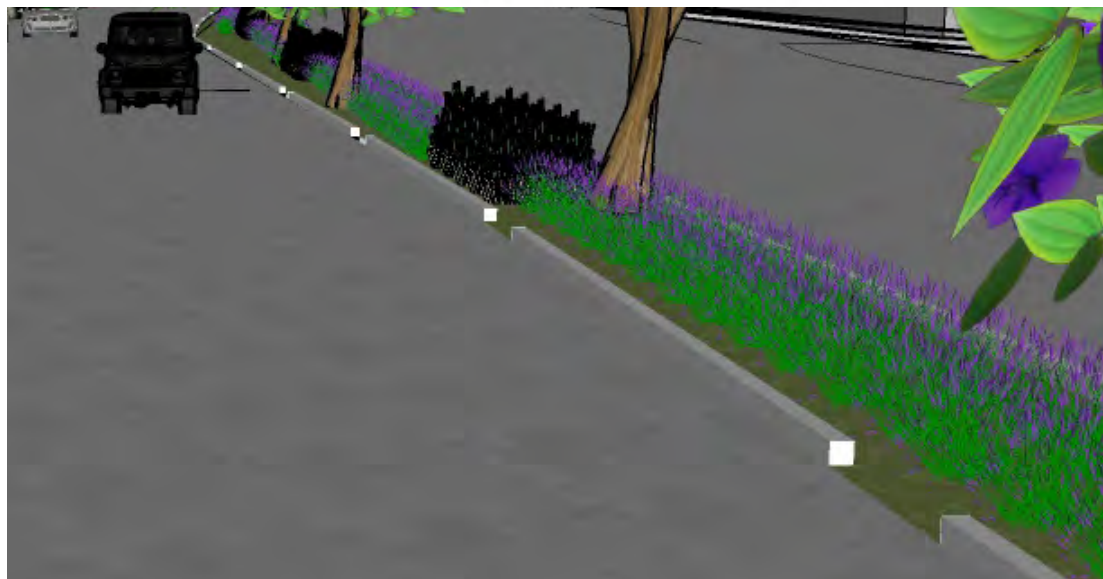
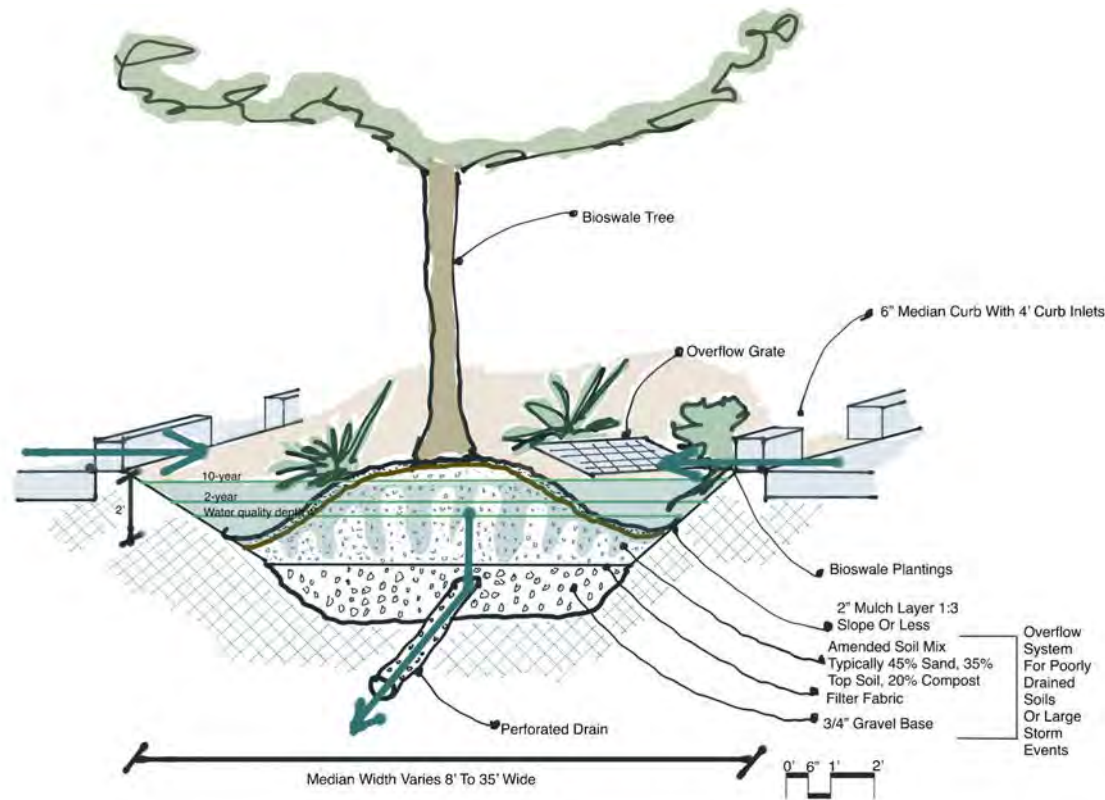
DESIGN PRINCIPLES : LID RAIN WATER INFILTRATION

PROJECT GOAL : OPTIMIZE URBAN INNER CITY SUSTAINABLE INFRASTRUCTURE

- TRADITIONAL DESIGN IS SPEEDY REMOVAL OF WATER FROM THE STREET TO STORM DRAINS AND SEWERS
- TO RECLAIM STREETWATER AS A RESOURCE AND ALLOW TO NOURISH TREES AND SOILS ON ITS PATH TO GROUND OR SURFACE WATERS
- STREETS TO WORK WITH BOTH DRY AND WET WEATHER SOURCES OF WATER
- DURING THE WET WINTER IN S CALI THE RAIN IS A BYPRODUCT AND PRIMARY SOURCE OF STREETWATER
- DURING SUMMER DRY SEASON MAN-MADE SOURCES ARE URBAN RUNOFF FROM IRRIGATION, CAR WASHING AND URBAN ACTIVITIES
- STREETWATER MANAGEMENT SEEKS TO USE AND STORE WATER ON-SITE TO CLEAN NATURALLY AND USE AS A RESOURCE
- INTEGRATE WITH TRAFFIC CALMING MEASURES WITH CURB INLETS TO PLANTERS FOR GROUNDWATER RE-CHARGE AND TO HYDRATE THE PLANTINGS AND TREES



DRAINAGE DESIGN OF MEDIAN CURB INLETS AND STREET WATER COLLECTION







MEDIAN
BIOSWALE
CURB
INLETS

DRAINAGE DESIGN OF STREETWATER COLLECTION



LEGEND :

-  EXISTING STORM DRAINS TO COLLECT WATER IN AN OVERFLOW EVENT
-  STREET WATER COLLECTION TO MEDIAN CURB INLETS 2.6 ACRES
-  CURB INLETS BOTH SIDES OF MEDIAN
-  DIRECTION ARROW FLOW OF WATER

Benefits of stormwater collection :

- * Sustainable stormwater infrastructure filters pollutants from water and restores the natural hydrological cycle, protecting water resources.
- * Incorporating green elements into streets improves mental and physical health through better air quality, valuable shade, beautification, and contact with nature in areas where access to parks is limited.
- * Incorporating natural systems into the built environment promotes ecosystem health and urban resilience.

STORMWATER MANAGEMENT : DESIGN ELEMENTS

PERMEABLE PAVING
PARKING LOTS WITH
SHADE CANOPIES EVERY
4 SPACES



Permeable Pavers With Trees In Planters

PERMEABLE PAVING
INTERSECTIONS WITH
COLORED PAVING
AND RAISED TO SLOW
DOWN VEHICLES



Colored Permeable Paving At Intersections

CURB INLETS AT MEDIANS
TO COLLECT STORMWATER
AND RAIN WATER
PLANTINGS WITH
GROUNDWATER INFILTRATION



Curb Inlets



Large Canopy Street Trees

TRADITIONAL
STORMWATER COLLECTION
BASINS TO COLLECT
OVERFLOW WATER
DURING A STORM



Storm Drain On S Orlando Ave

AMENITY ZONE : DESIGN ELEMENTS

ADA PEDESTRIAN ZONE



ADA Accessible



10'W Walkable Zone



Storefront Pedestrian Zone

STREET LIGHTING



30'H LAMP POSTS
EVERY 30' ALONG
PERIMETER OF
PEDESTRIAN ZONE

SEATING AND SHADE CANOPIES



Bench Seating



Bench Seating



Tree Canopies

TRASH RECEPTACLES

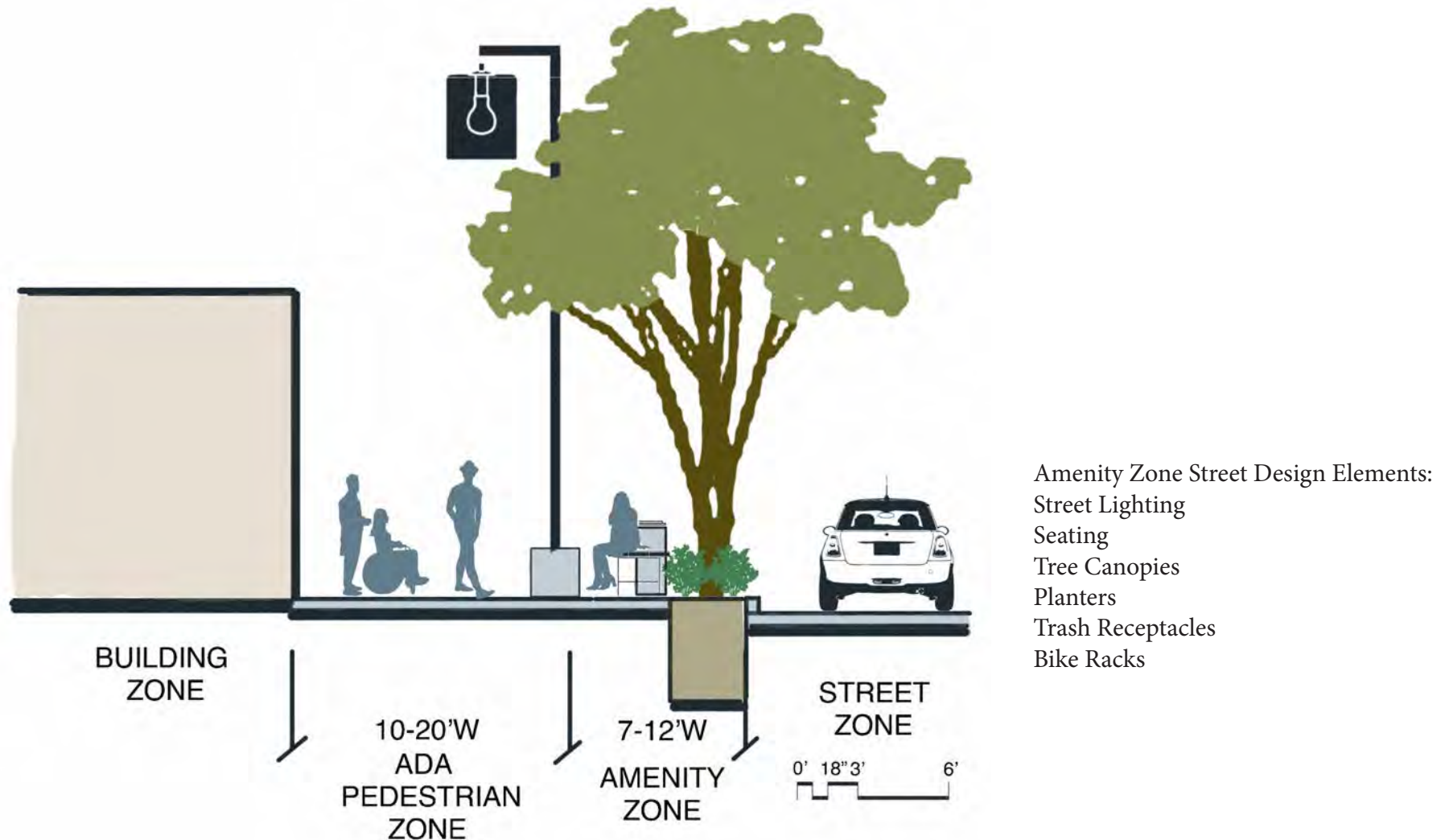


Trash
Receptacle



Recycle
Receptacle

AMENITY ZONE SIDEWALK SECTION



Benefits Of Complete Street Sidewalk Amenity Zone Design :

- * Well-designed, properly-located, and appropriately scaled street lighting improves pedestrian accessibility and mobility by illuminating side walks, crosswalks, curb ramps, and signs as well as barriers and potential hazards, and, contributes to the identity of a district or neighborhood, and serves as a strong unifying element in the streetscape.
- * Waste receptacles should be located near high activity generators such as major civic and commercial destinations, at transit stops, and near street corners.
- * Well-placed utilities and other infrastructure reduce clutter on the sidewalk, improve pedestrian safety, reduce maintenance conflicts with other street amenities, allow for more landscaping and trees.

PROJECT PRECEDENT 1 : SOUTH GRAND BLVD GREAT STREETS INITIATIVE, ST. LOUIS, MISSOURI

Designed by Design Workshop, Inc in 2011 with Retail, Streetscape and Transportation

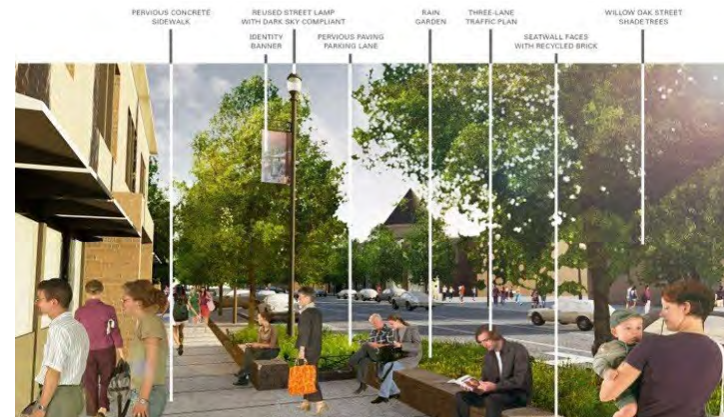
- Projected to reduce vehicle emissions by 50%
- Projected to reduce the peak ground-level temperature
- Increased annual sales tax revenue
- Sidewalk widths were increased from 5 to 15 feet
- The percentage of pervious surfaces increased from 2% to 50%
- Rain gardens, bulb-outs, native trees and perennials and forbs that will filter and infiltrate stormwater.

KEY TAKE AWAY:

1. LID RAIN INLETS
2. SUCCESSFUL STREETSCAPE



BEFORE / AFTER



PROJECT PRECEDENT 2 : CONGRESS AVE, AUSTIN, TEXAS

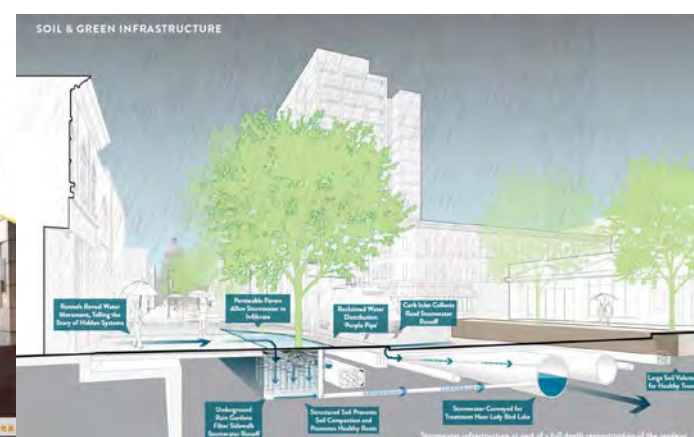
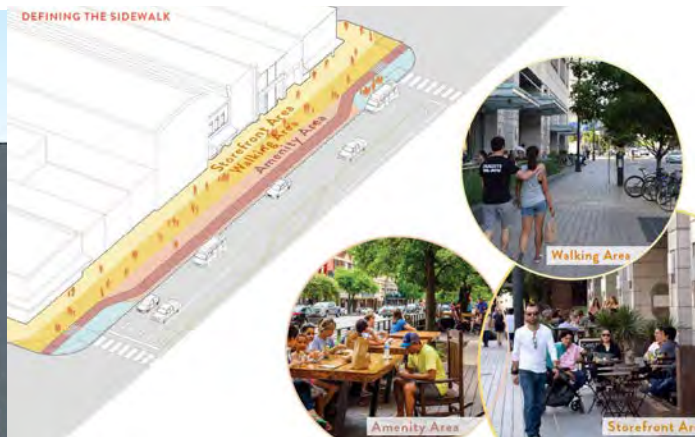
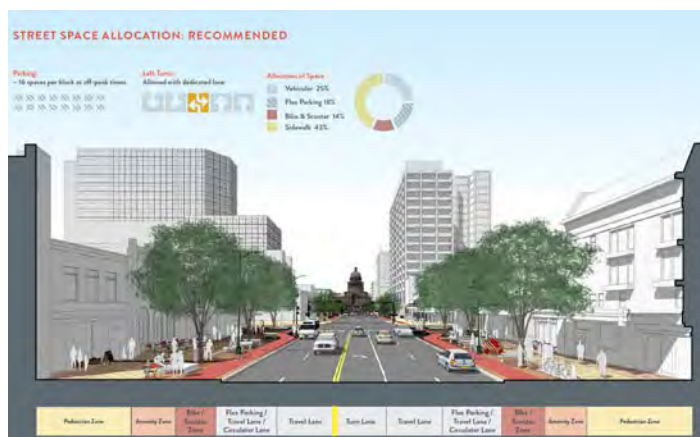
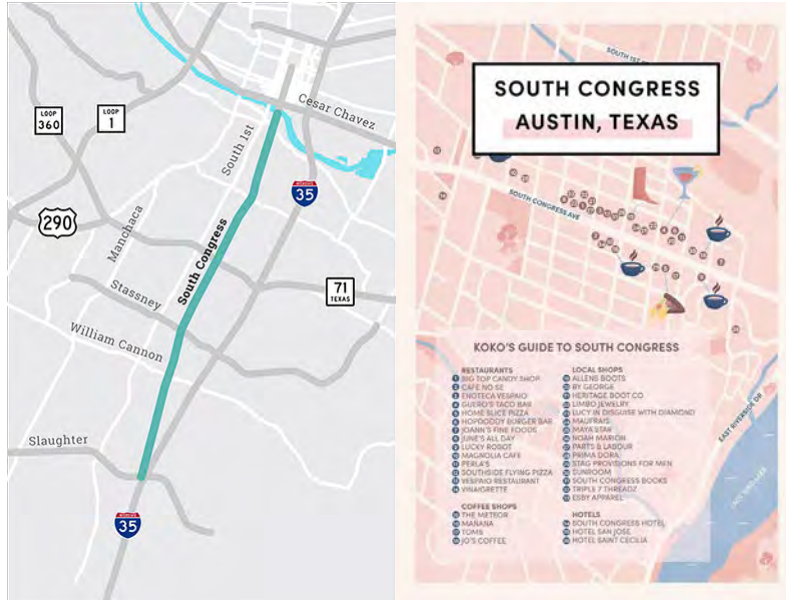
Location is State Capitol in Austin, Texas, several miles to Lady Bird River.

Streetscape improvements by Urban Design Initiative in 2020

- Held public events to choose design program, more trees, vehicle lanes, bigger sidewalks, improve safety
- Walking space on sidewalk, update historical lighting, oak tree, bicycle lane, ADA parking, LID rain inlets
- Civic Stage, Central, and Green Gateway.

KEY TAKE AWAY:

1. SUCCESSFUL STREETSCAPE
2. MILE LONG PARKLETS FOR PEOPLE TO ENJOY THE OUTDOORS
3. BEAUTIFYING THE ENVIRONMENT WITH NATURAL ECOSYSTEM



PROJECT PRECEDENT 3 : LA JOLLA BOULEVARD, SAN DIEGO, CA

Location is intersection at La Jolla Boulevard in Bird Rock Neighborhood

Intersection conversion of a 5 lane road

- Parents were complaining of children not being able to cross the busy boulevard by themselves to school
- A design charrette was created in 2002 and the design was built in 2008
- The new concept included a median, one 11-foot travel lane in each direction, park assist lanes next to the parallel parking lane, and a wider park assist lane next to the angles parking on the west side of the street
- The five lane intersections that were controlled by two or four-way stop control and signals were converted to single lane roundabouts
- The traffic volumes have decreased from 22,000 vehicles per day to 17,000 vehicles per day
- The pedestrian and bicycle volumes have increased enormously
- Road Diet for school children



La Jolla Boulevard intersection before and after roundabout: San Diego, CA (Credit: Michael Wallwork)

KEY TAKE AWAY:

1. REDUCED SPEEDS ON THE BOULEVARD
2. REDUCED WIDTH OF ROAD
3. GREEN INFRASTRUCTURE
4. LID MANAGEMENT

PROJECT PRECEDENT 4 : CHAMPES-ELYSEES, PARIS, FRANCE

Nearly 2 kilometers in length, this historic thoroughfare runs from Place de la Concorde to the majestic Arc de Triomphe.

Redesigned by Bernard Huet in 1994, with removed side access lanes to increase pedestrian space and incorporate underground parking.

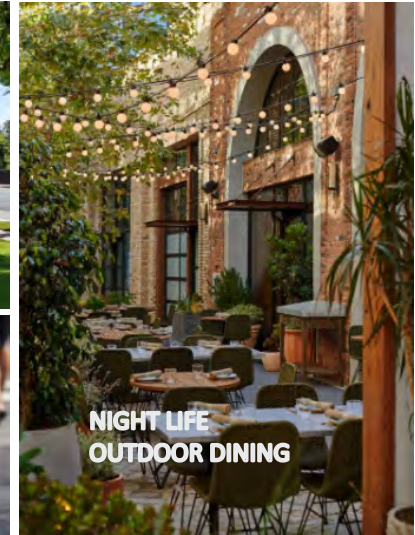
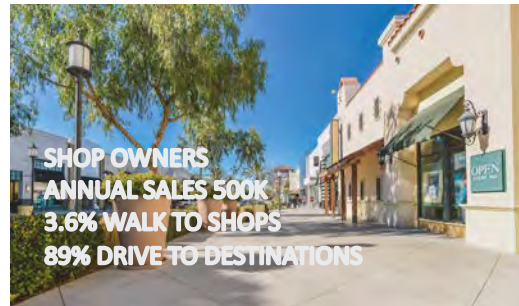
- It is visited each day by nearly 300,000 people, who come to admire its majestic monuments, enjoy a shopping spree, or get caught up in the excitement of the major festive events that are organized here.
- In the 17th century that André Le Nôtre, gardener to the Sun King, traced its original path.
- A stroll on the avenue (affectionately referred to by Parisians as 'les Champs') offers an opportunity to browse products from many renowned French brands.
- Foodies will find many delights to sample on a stroll along the Champs-Élysées.
- The Champs-Élysées is a cultural hotspot, boasting cinemas, theatres, exhibition venues.
- A number of events take place on the Champs-Élysées all year round, Bastille Day, Schneider Electric Marathon de Paris, Tour de France, and in June, the Champs-Élysées Film Festival takes over the avenue, placing the spotlight on the best independent French and American films over an 8-day period with screenings, talks and showcase events.



KEY TAKE AWAY:
1. INNER CITY CONNECTIVITY
2. WIDENED SIDEWALKS
3. LARGE CITY FUNCTIONS



USERS OF URBAN STREETSCAPE



POTENTIAL USER / STAKE HOLDERS / DEMOGRAPHICS

(Neighborhood Niche Grade - WLA)

- *School kids and family WHITE 10.5% BLACK 7.6% ASIAN 5.9% LATINO 73.6% PUBLIC SCHOOLS B-
- *Movers of commercial goods TRANSPORTATION 15% FOOD 13% ENTERTAINMENT 5% CASH 3% APPAREL 3%
- *Exercise enthusiasts IRREGULAR EXERCISE 22% SEDENTARY 31% HEALTH & FITNESS A+
- *Community Event Participants i.e. Earth Day Event and Walking Fund Raisers MEDIAN AGE 30 ALL USERS ALL ETHNICITY
- *Local Neighborhood Occupants GOOD FOR FAMILIES A- COST OF LIVING D HOUSING C-
- *Visitors to local shopping 3.6% WALK CRIME & SAFETY B- DRIVERS 89%
- *Visitors to local museums VISITOR TO LA MUSEUM OF ART ANNUALLY 1.5 MIL TO LA BREA TAR PITS ANNUALLY 400K
- *Cafe visitors NIGHT LIFE A+ DIVERSITY A
- *Families visiting the streetscape PUBLIC SCHOOLS B- MEDIAN AGE 30 CONNOISSEURS PEOPLE ON WAY HOME FROM WORK
- *Community event planning OUTDOOR ACTIVITIES A WEATHER A+
- *City regulated demonstration gardens for sustainable gardens FAMOUS GARDENS OF LA 18+ LA BOTANICAL GARDENS 10+
- *Cafe owner stake holder on San Vicente Blvd ANNUAL SALES \$500K
- *Store owner stake holder to bring user to the San Vicente Blvd redesign LOCAL WORKFORCE 43% AVERAGE REVENUE \$1-2 MIL
- *Bicyclists LATINOS 49% WORK COMMUTES 1% MEN COMMUTING 1.6% WOMEN COMMUTING .6%
- *Persons with disabilities ALL AGES ALL ETHNICITIES ADA ACCESSIBILITY
- *Users of public transportation USERS 10.8% BIKERS 1% BIKE SHARE 1% ALL AGES ALL ETHNICITY

WEST LOS ANGELES DEMOGRAPHICS:

14,625 People In WLA / Median age is 37 / 50.05% Males & 49.95% Females / 68% US Born Citizens

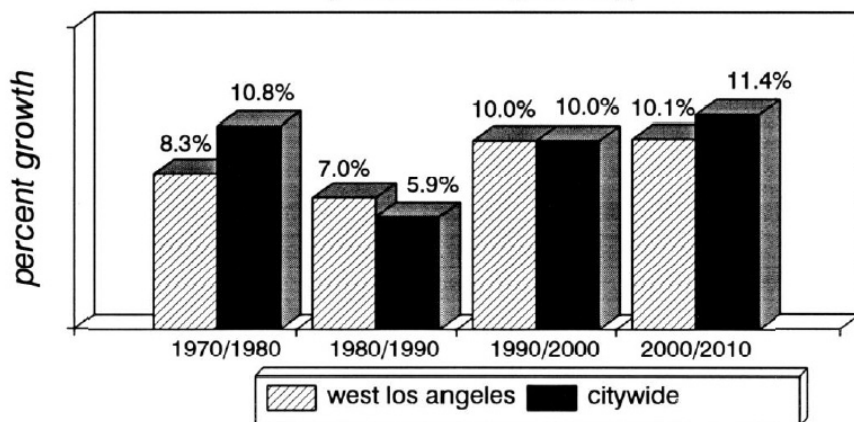
The Median Household Income is \$109,618 / 40% Single Family Residences / 63% Renters / Median Home Price \$809,000

8,484 People Per Square Mile

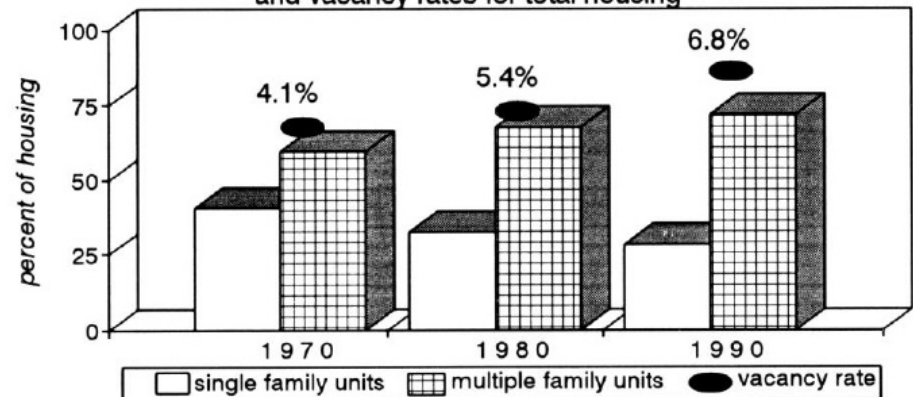
10% High School Degree / 14% College Certificate / 40% Bachelor's Degree / 8.4% Veterans

household growth rate comparison

(occupied dwelling units only)



single family dwelling units, multiple family dwelling units, and vacancy rates for total housing



EXISTING SITE TO NEW DESIGN COMPARISON

EXISTING SITE / USERS / PARKING DESCRIPTIONS :

- *Peak Hours Of Usage : 11am to 8pm M-F : weekends 9am-10pm
- *Number of Users : 23 storefronts = 20 people per unit + 30 for the restaurant = 490 users at any given time
Plus transit users 20 people and 3 bicyclists
- *Parking : Total parking spaces = 111 spaces including 12 handicap parking spaces
Retail Lot 30 spaces / 2 handicap / 1 Van accessible : Streetscape Lot 18 spaces / 2 handicap : South Lot 19 spaces
Front of Streetscape 2 handicap spaces : Front of Hospital 2 handicap spaces (hospital has a parking garage)
1 Bus Zone : Side Streets 44 spaces / 3 handicap spaces

NEW SITE / USERS / PARKING DESCRIPTIONS :

- *Peak Hours Of Usage : 11am to 8pm M-F : weekends 9am-10pm
- *Number of Users : 23 storefronts = 20 people per unit + 30 for the restaurant = 490 users at any given time
Plus transit users 40 people and 3 bicyclists
- *Employee/Staff : 3 full time maintenance crew members : 1 security guard at streetscape
- *Parking : Total parking spaces = 108 spaces including 10 handicap parking spaces
Retail Lot 14 spaces / 1 handicap / 1 Van accessible : Streetscape Lot 40 spaces / 2 handicap : South Lot 10 space / 1 handicap
Front of Streetscape 2 handicap spaces : Front of Hospital 0 handicap spaces (hospital has a parking garage)
2 Bus Zone : Side Streets 44 spaces / 3 handicap spaces

REVENUE GENERATORS :

- *Wedding Ceremonies in Sculpture Garden *Outdoor Cafe Dining *Parking Meters *\$1/Hour Plug In Use At Two Cyber Hubs
- *Sidewalk Event Fundraisers For Community *Movie Night In South Parking Lot On Building Facade

GOVERNING AGENCIES :

State Governing Agencies:

MWELO Chapter 2.7 Title 23 Waters of California Code of Regulations

ADA Accessibility Chapters Title 24 Building Standards Code of California Code of Regulations

Division 2 Department of Transportation Title 21 Public Works of California Code of Regulations

City of Los Angeles Streets Standards Guide

City of Los Angeles Property Address is Governed by Wilshire Community Plan

Fire: South Bureau / 18 Battalion / District Fire Station 61

Streets / Parkways Governed by Urban Forest Management Plan / Green Procurement Program

City Parks / City of Los Angeles Department of Recreation and Parks

Landscape / City of Los Angeles Landscape Ordinance

California Department of Transportation, City Planning, Public Works

GOVERNING PLANT LISTS :

1. WUCOLS IV Water Use Classification of Landscape Species - UC Davis

2. California Friendly Landscaping at Los Angeles Department of Water and Power LADWP

- a. low water trees b. low water shrubs c. low water vines d. low water ground covers e. low water perennials
- f. low water ornamental grasses g. California native plants h. lawn alternatives i. screens and hedges
- j. attracts butterflies k. attracts birds l. attracts hummingbirds m. erosion control plants n. deer resistant plants
- o. low maintenance shrubs p. low maintenance trees q. clay soil plants r. sandy soil plants s. under oaks
- t. plants for containers u. fragrant plants v. autumn color x. shade plants y. vines z. fast growing plants
- aa. small spaces bb. spring interest cc. summer interest dd. fall interest ee. winter interest

SOIL MITIGATION FOR INNER CITY PLANTINGS:

Includes 4' deep planter wells with organic loamy soil amendments and bark mulch top dressing to all planters.

FUNDING :

Surface Transportation Program

Congestion Mitigation and Air Quality Improvement

Land and Water Conservation Fund

Active Transportation Program

Environmental Enhancement and Mitigation Program

Private Donor

GOALS

IMPROVE STREETSCAPE

IMPROVE STREETSCAPE

- * Connect the surrounding community to the proposed streetscape
- * Softening the sidewalk community with architectural details, shade, and signage

INTEGRATE SUSTAINABILITY

INTEGRATE SUSTAINABILITY

- * Bridging the new decorative plantings with ecology and sustainable infrastructure
- * Optimal placement of tree canopies creating a micro-climate effect in the city center

CONNECT COMMUNITY

CONNECT COMMUNITY

- * Bike buffer lane between streetscape and boulevard, punctuated with a metro bus stop for double bus loading and unloading
- * Appealing the parklets with activities that invite all ages, users and abilities
- * Threshold influences bringing the cultural connection to city center

CALM TRAFFIC

CALM TRAFFIC

- * Reducing the boulevard speed to 35 MPH allowing the community to take to the 1/3 mile with cultural and entertainment benefits
- * Blending the road diet elements with ecological refuge of vegetation and stormwater recharge

OBJECTIVES

- CONTEXT SENSITIVE DESIGN
- VIBRANT STREETS
- ECONOMIC REVITALIZATION
- COMMUNITY
- ADA PEDESTRIAN ZONES
- AMENITY ZONES
- OUTDOOR GARDENS/ INFILTRATION

- GREEN SUSTAINABLE INFRASTRUCTURE
- GROUND WATER RECHARGE
- SHADE CANOPIES
- GREEN STREETSCAPE DESIGN
- PERMEABLE PAVING INTERSECTIONS
- PERMEABLE PARKING LOTS
- STORMWATER CURB INLETS
- WATER SUSTAINABLE PLANTINGS
- OPTIMAL CO₂ SEQUESTRATION

- COMMUNITY ENHANCEMENT
- ADA ACCESSIBLE ZONES
- SAFER BIKE ROUTES
- MORE WALKABLE
- COMMUNITY CONNECTIVITY
- TRANSIT BUS HUB

- SAFER STREETS
- SLOWER ROAD SPEEDS
- SIDEWALK WIDENING
- WALKABLE ZONES
- 2 LESS PARKING LANES

VISION : STREETSCAPE ECOSYSTEM



With the new vitality of the planted urban landscape, an urban ecosystem is created with natural systems into the built environment.

CONNECTIVITY TO COMMUNITY



Factors that should be considered include the physical characteristics of the street, urban vs. suburban context, surrounding land uses, collision history, and expected pedestrian and roadway demand.

ROAD DIET



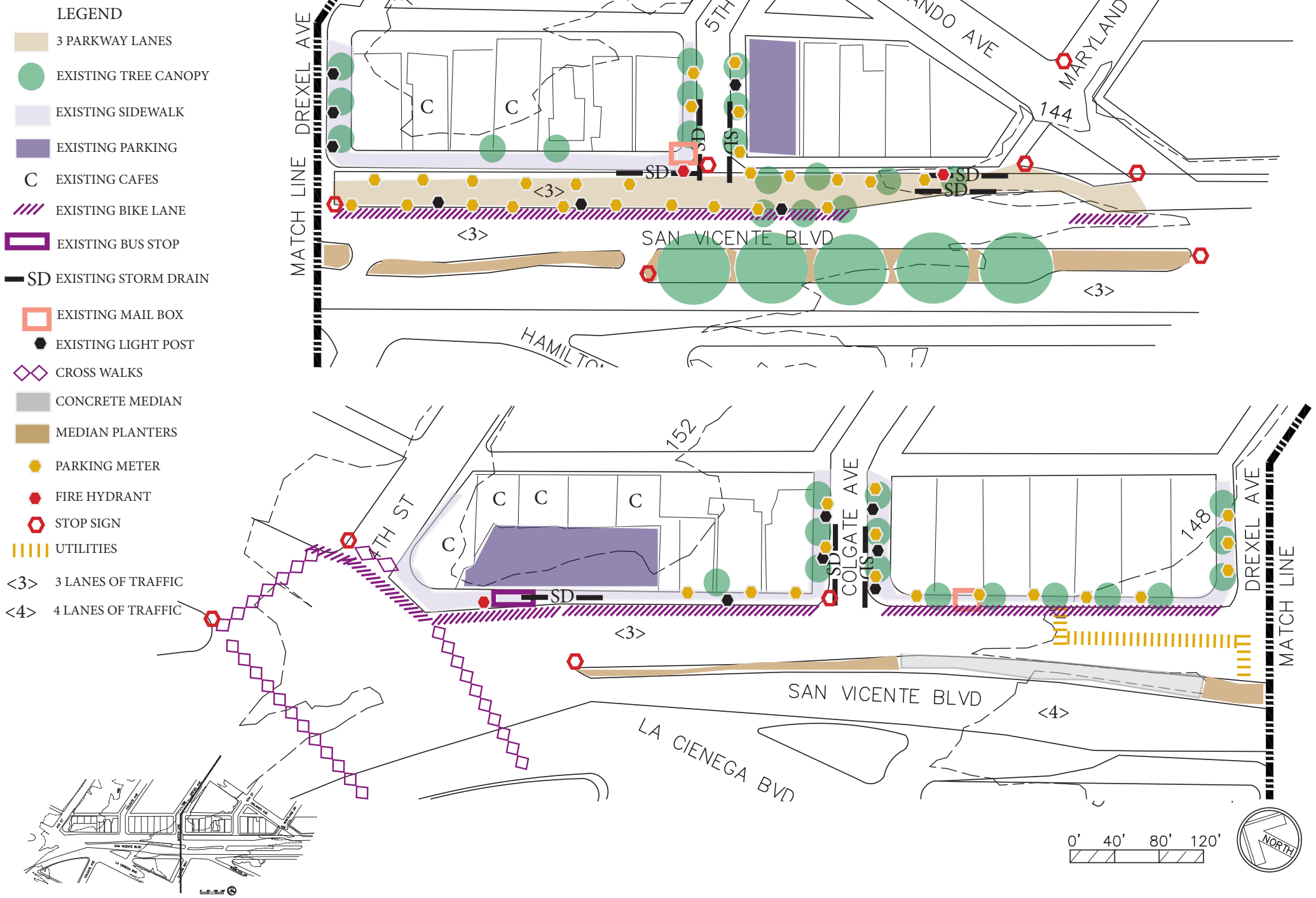
A younger population desirous alternative to the automobile like walking and biking, while the older generation and children benefit from safer wider sidewalks, shade canopies, and seating.

WATERSHED



Incorporating natural ecosystems into the built environment promotes ecosystem health and urban resilience. Use the street to restore connections to the natural water cycle, and make comprehensive, citywide investments to see watershed-level benefits.

SITE INVENTORY



SITE CIRCULATION

LEGEND

PRIMARY VEHICLE - 45 MPH



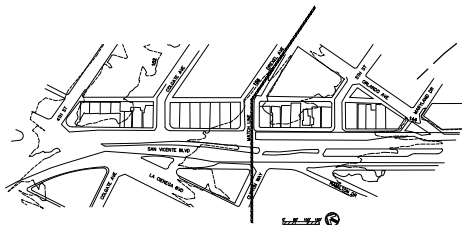
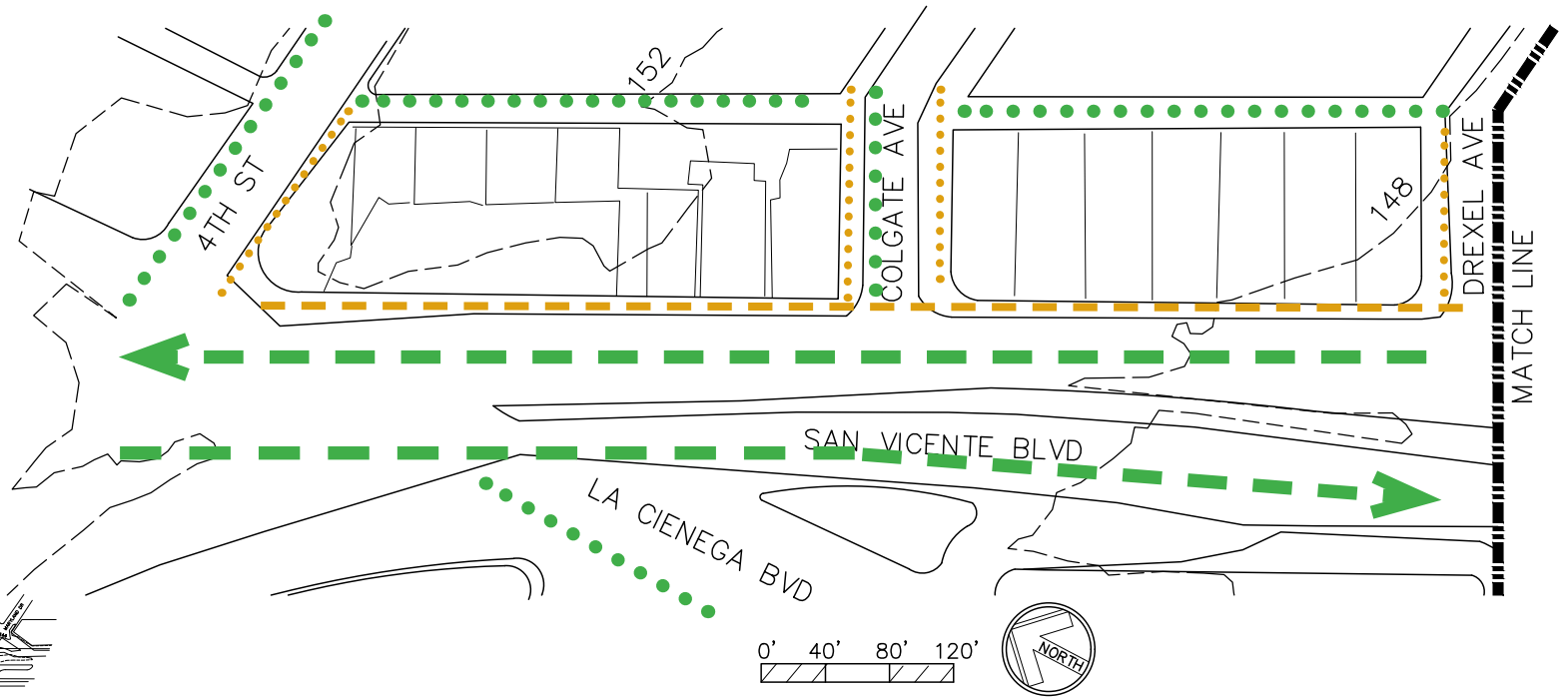
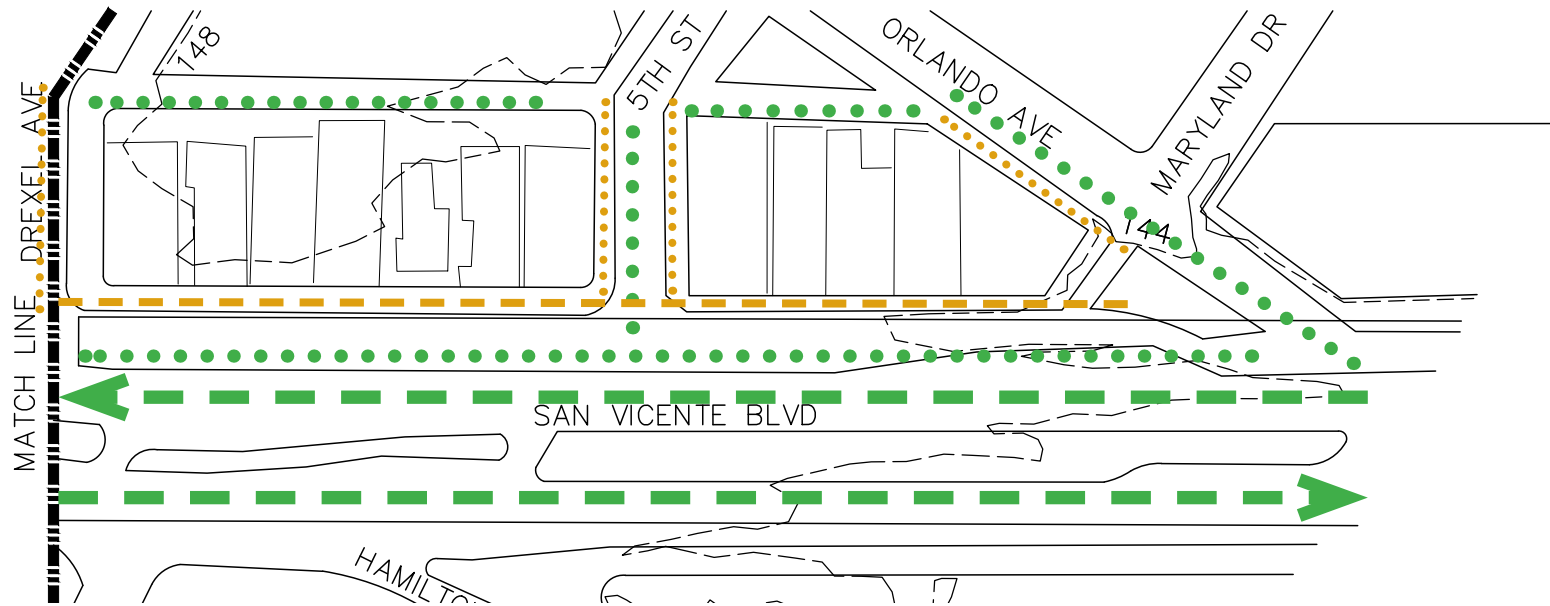
SECONDARY VEHICLE - 25 MPH



PRIMARY PEDESTRIAN



SECONDARY PEDESTRIAN



SITE PLAN
WITH MATCH LINE

0' 40' 80' 120'



AUTO DAILY TRIPS

LEGEND :

PRIMARY VEHICLE
PATH OF TRAVEL

SECONDARY VEHICLE
PATH OF TRAVEL

DATA :

AUTO DAILY TRIPS %
TYPICAL 900 CARS PER LANE PER HOUR
FOR ARTERIAL HIGH CAPACITY URBAN ROAD

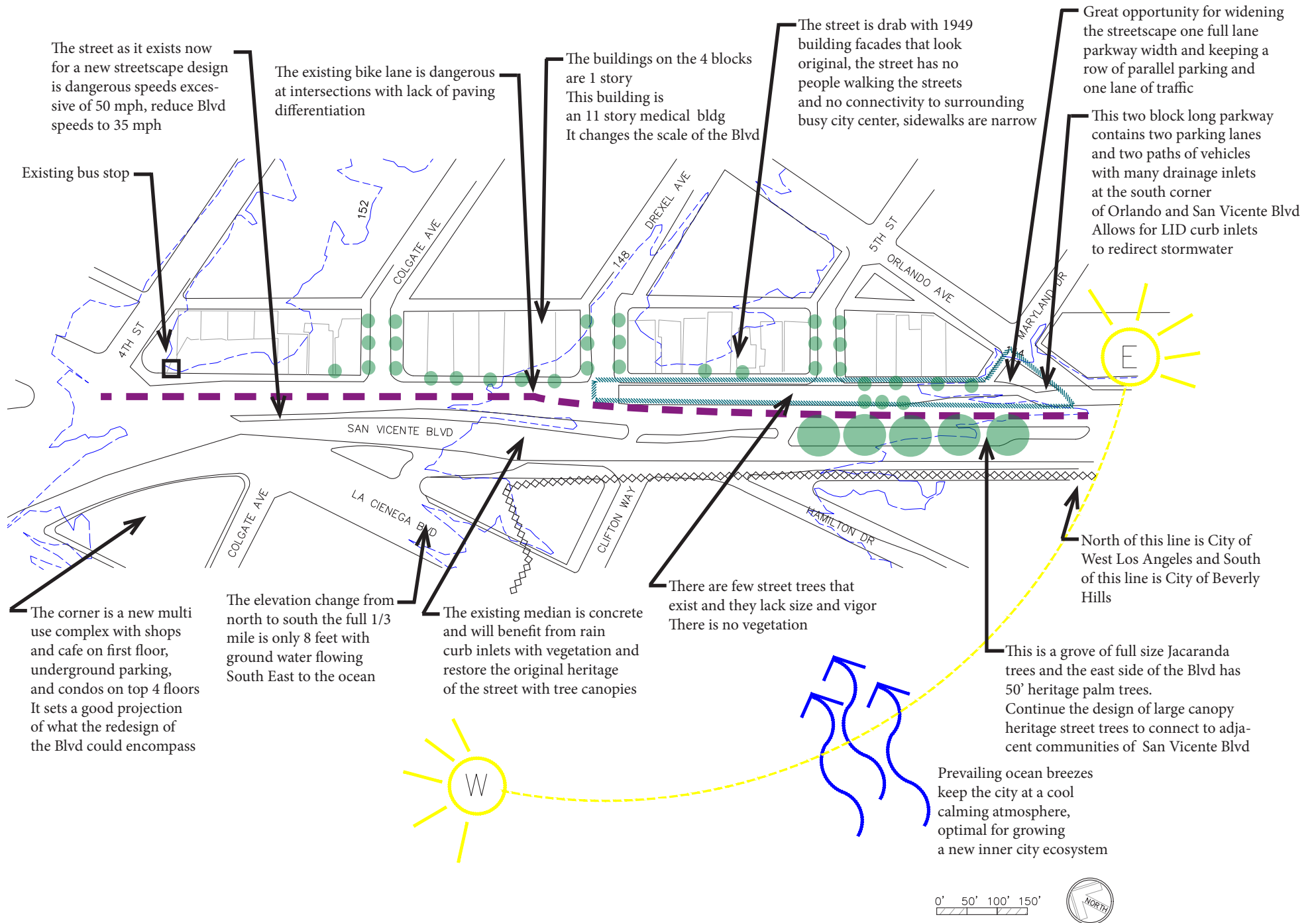


- AM Peak period : 6:00 am – 9:00 am
- Midday Periods: 9:00 am – 3:00 pm
- PM Peak Periods: 3:00 pm- 7:00 pm
- Off-Peak Periods: 7:00 pm – 6:00 am
- AM Peak Hour: 8:00 am – 9:00 am
- PM Peak Hour: 5:00 pm- 6:00 pm

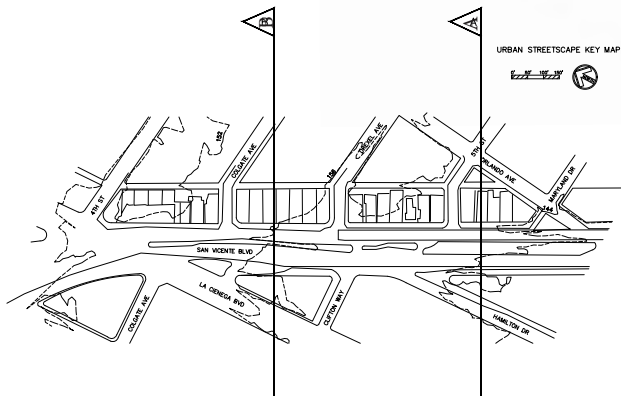
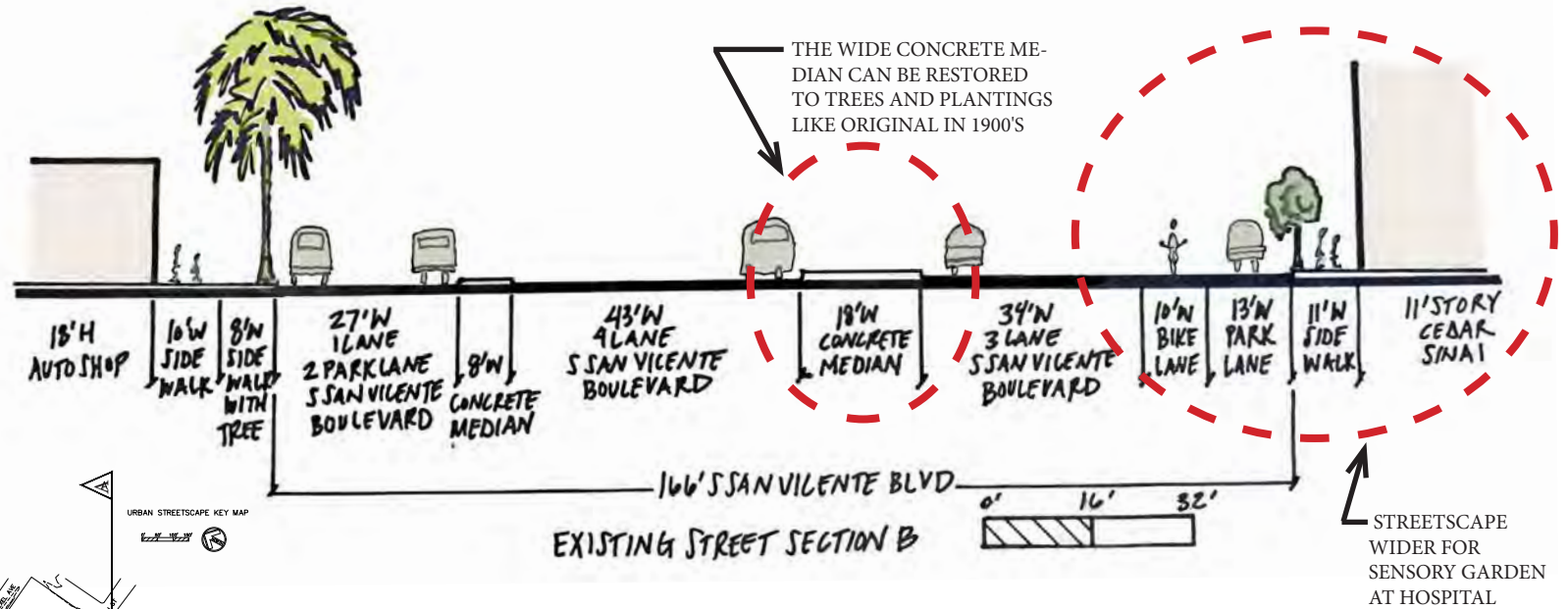
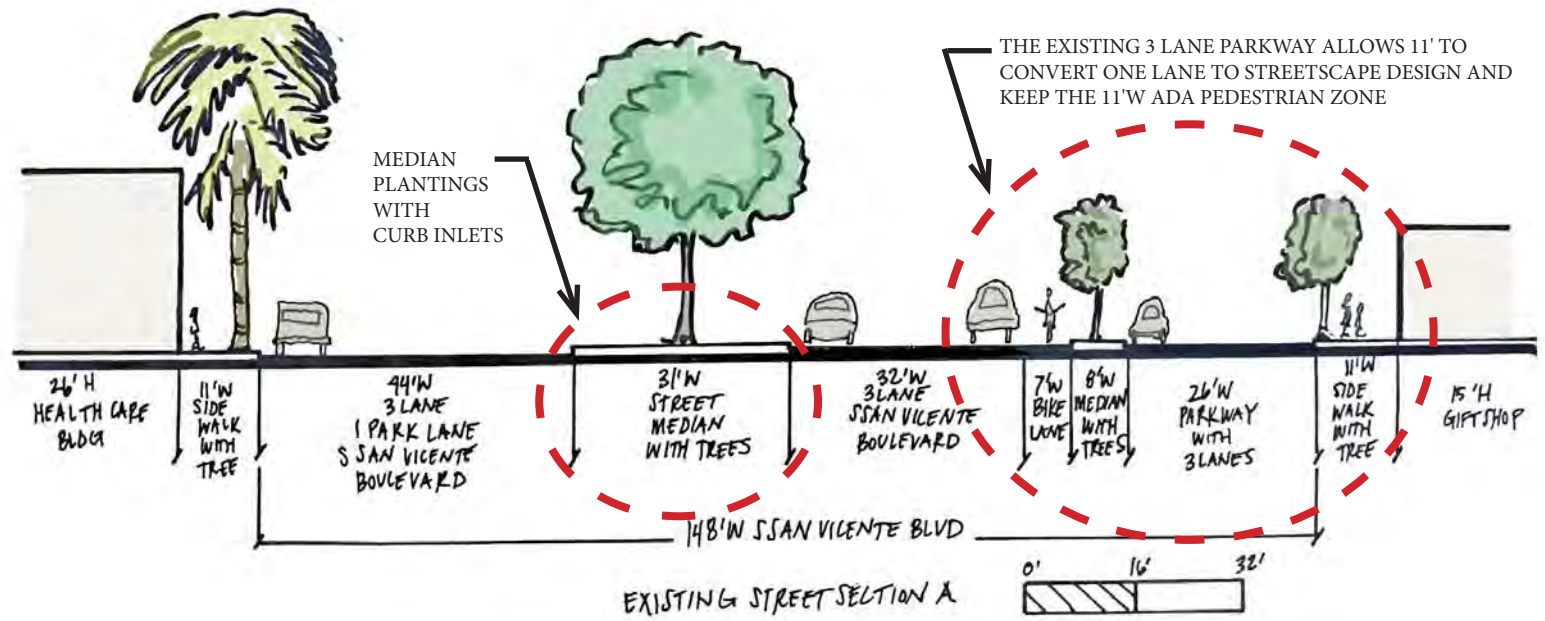
Comparison of Total Daily and PM Peak Period (3 PM - 7 PM) Two-Way Roadway Segment Volumes

Location	ADT			4-7PM Peak		
	2013	2019	Diff vs 2013	2013	2019	Diff vs 2013
Ocean Ave N/o San Vicente Blvd	7,381	7,673	4%	2,417	2,541	5%
San Vicente Blvd W/o Lincoln Blvd	19,678	20,363	3%	5,574	5,795	4%
San Vicente Blvd E/o 26th St	28,378	29,391	4%	7,709	8,052	4%
14th St S/o San Vicente Blvd	3,537	3,659	3%	1,046	1,091	4%
San Vicente Blvd W/O 4TH ST	6,695	11,421	71%	1,935	3,768	95%

SITE ANALYSIS

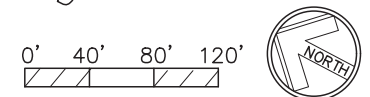
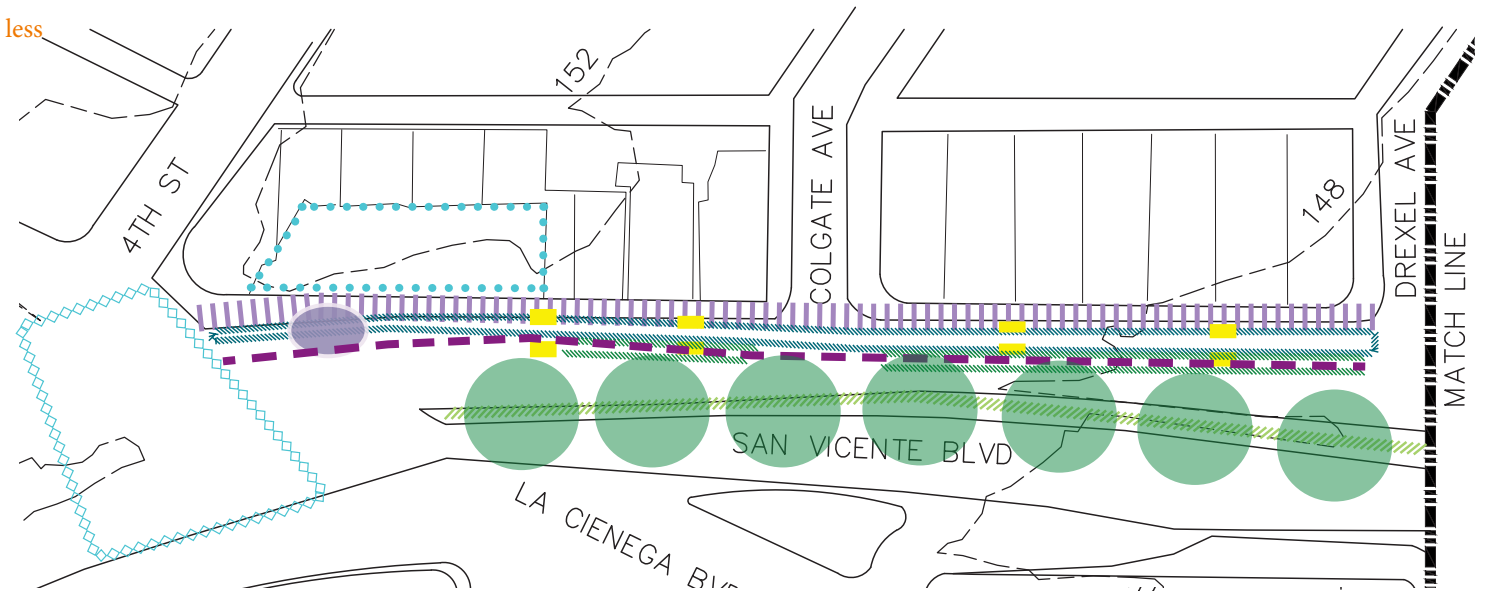
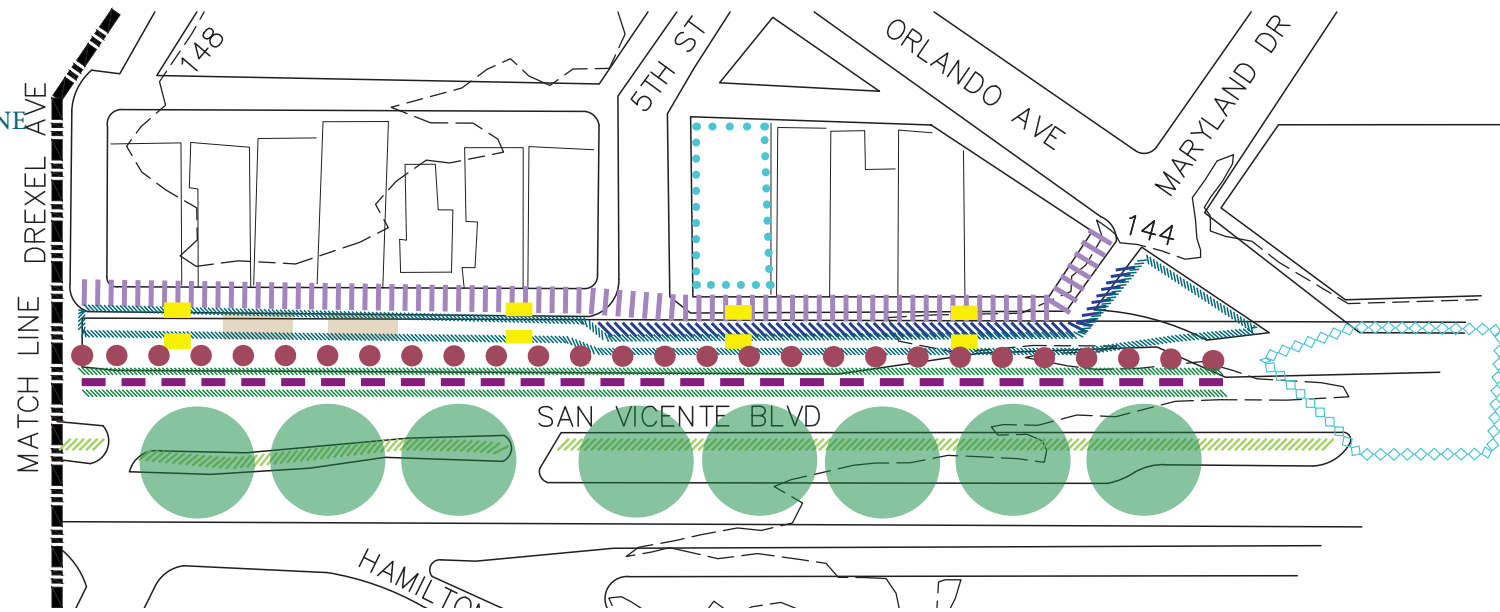
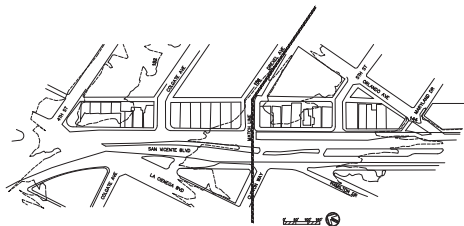


EXISTING STREET SECTIONS



OPPORTUNITIES

- ADA ACCESSIBLE PEDESTRIAN ZONES**
The 10'W ADA pedestrian zone at the storefront
- SITE FURNISHINGS AND AMENITY ZONE**
Street furnishings to elaborate the street
- WIDENED SIDEWALK**
This allows for outdoor context sensitive design for the vibrant vitality of inner city
- OUTDOOR CAFE DINING**
Outdoor community gathering
- URBAN STREETSCAPE**
Outdoor community gathering spaces
- PARALLEL PARKING WITH ONE LANE**
Conserve the original design of street
- ROAD DIET FOLIAGE BUFFER**
This zone will maintain for a safety barrier
- SAFER BIKE ROUTES**
will act as a zone to protect the pedestrians
- TRANSIT BUS HUB**
Newly built underground metro connection less than a mile away
- MEDIAN STORMWATER CURB INLETS**
Allows water to enter the planter and infiltrate into the ground
- PERMEABLE PAVING INTERSECTIONS**
These zones slow down traffic with infiltrating water at the same time
- PERMEABLE PAVING PARKING LOTS**
Permeable paving allows for ground water infiltration, planters and tree canopies
- REPEAT STREET TREE DESIGN**
Plant large tree canopies to repeat the street tree design of adjacent Boulevards



CONSTRAINTS

IMPROVE
STREETSCAPE

INTEGRATE
SUSTAINABILITY

CONNECT
COMMUNITY

CALM
TRAFFIC

- NARROW SIDEWALKS
It is narrow and uninviting

- ▲ UNSAFE STREET SPEEDS
Lowering the speeds on the street from 45MPH to 35MPH

- |||| UTILITIES UNDERGROUND
No plantings allowed in this location

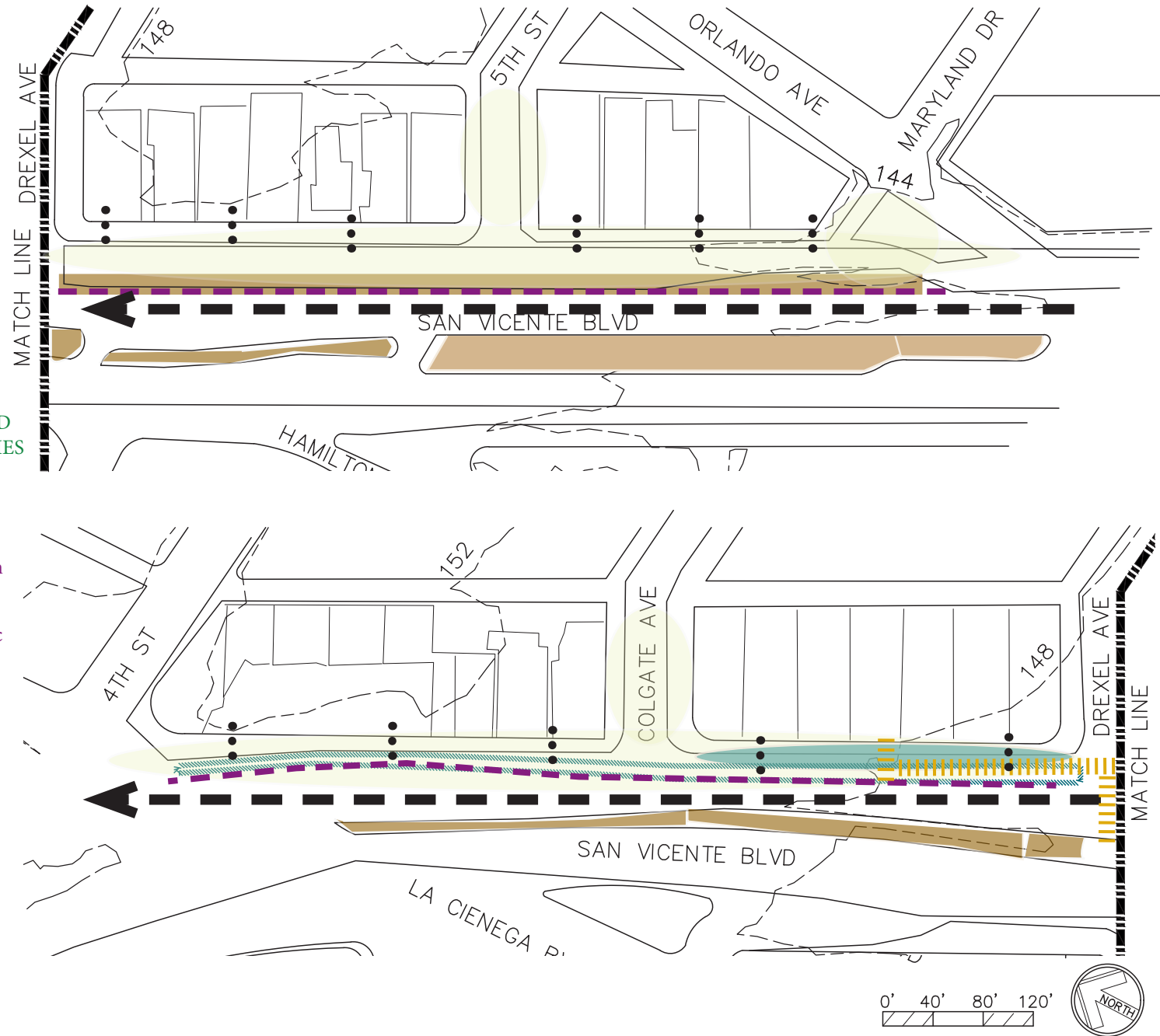
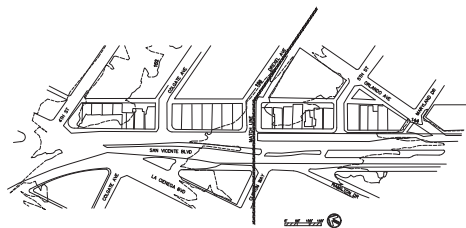
- UNSAFE EXISTING BIKE LANE
The existing bike lane is not marked through intersections and very unsafe

- EXISTING CONCRETE SURFACES
Laden with concretes surfaces and drab storefronts.

- NO PLANTS IN THE PLANTERS AND LACK OF VIGOROUS TREE CANOPIES
The city soil is lacking nutrient to give vitality to the new foliage

- PARKING SPACES LOST
12 parking spaces lost to the new design

- ▨ NARROW STREETSCAPE DESIGN
Keeping 33'W street for 3 lanes of traffic



PROGRAM ACTIVITIES / FACILITIES

IMPROVE STREETSCAPE	INTEGRATE SUSTAINABILITY	COMMUNITY CONNECTIVITY	CALM TRAFFIC
<p>WIDENED STREETSCAPE AT MEDICAL BUILDING WITH SENSORY HEALING GARDEN 2,259 SF</p> <p>WIDENED STREETSCAPE S-EAST SECTION IN EXISTING PARKWAY 9,923 SF</p> <p>OUTDOOR CAFE DINING 2,000 SF</p> <p>CYBER HUB 1,800 SF</p> <p>OUTDOOR RESTROOM FACILITY MAINTENANCE SHED 1,000 SF</p> <p>DOG PARK 500 SF</p>	<p>PERMEABLE INTERSECTION WITH CALMING PAVING 56,015 SF</p> <p>PERMEABLE PARKING LOT WITH TREE CANOPY 9,468 SF</p> <p>PERMEABLE PARKING LOT WITH MOVIE NIGHT 5,345 SF</p> <p>STREET MEDIANS WITH LID CURB INLETS TREE CANOPIES AND FOLIAGE 26,515 SF</p>	<p>WIDENED BIKE LANE 3,771 SF</p> <p>BIKE RENTAL 800 SF</p> <p>ADA ACCESSIBLE STOREFRONT SIDE WALK 7,180 SF</p> <p>BUS HUB FOR TWO BUS PARKING LESS THAN 1 MILE FROM WILSHIRE METRO 3,771 SF</p> <p>2 ADA PARKING SPOTS IN FRONT OF S-EAST SECTION OF SAN VICENTE WITH 29 PARALLEL PARKING SPACES 7,459 SF</p>	<p>PLANT BUFFER ZONE BETWEEN STREETSCAPE AND BIKE LANE 4,442 SF</p> <p>REDUCE STREET SPEEDS FROM 45 MPH TO 35 MPH</p> <p>SPECIAL CROSSWALK PAVING TO KEEP PEDESTRIANS SAFE AND SLOW DOWN TRAFFIC 1,600 SF</p>

DESIGN PROGRAM

IMPROVE STREETSCAPE



Vibrant streets community gardens



Context sensitive design sitting spaces



Community gathering spaces



ADA accessible pedestrian zones

INTEGRATE SUSTAINABILITY



With rain water inlet planters there is opportunity to place many shade trees



Green streets with rain water inlets and outdoor ecological gardens



Green streets
Green infrastructure



Stormwater management
permeable paving

CONNECT COMMUNITY



These zones are along the storefront and allow for access of all users



Connect the design of adjacent street tree canopies to this length of S San Vicente



A continuous bike lane paving keeps the bike lane safer



2 bus parking will give great community connection to newly built underground Metro on Wilshire

CALM TRAFFIC



With rain water inlet planters there is opportunity to place many shade trees



Safer road speeds from 45MPH to 35MPG

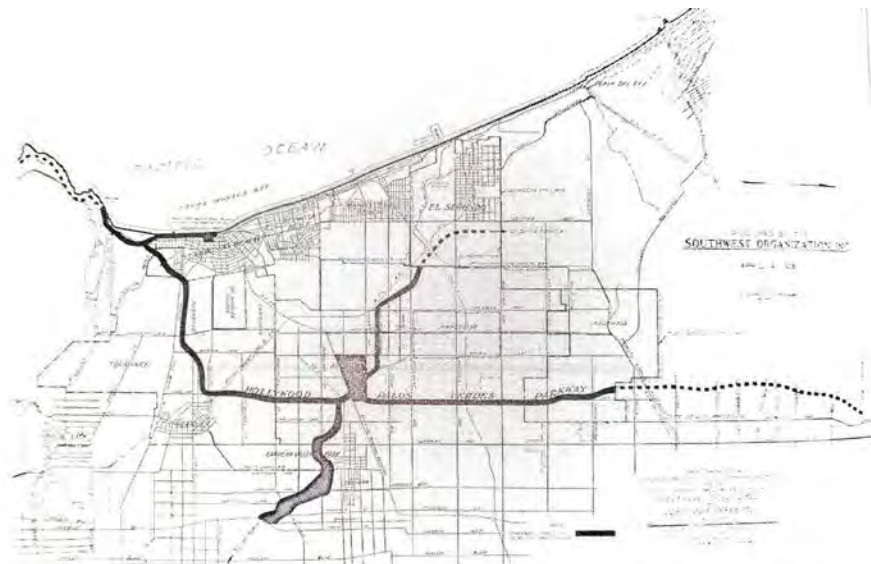


A foliage buffer zone allow for pedestrian safety



Stormwater management with permeable paving and the special paving will slow down drivers

URBAN STREETSCAPE REVITALIZATION BOOK REFLECTIONS



This plate 47 map indicates in 1930 the Hollywood Palos Verdes Parkway design by Olmsted-Bartholomew's plan for the Los Angeles Region.

'Eden By Design' By: Greg Hise William Deverell

"The greenways through the inner city were never built, instead we designed square city blocks designed for cars and buildings. With opportunity and good design we can give green infrastructure to the inner city with parkways, green city streetscapes and tree canopies within the existing urban infrastructure. Green infrastructure will insure natural sustainability of the land, reduce the heat island effect, and redirect street water into the ground for ground water infiltration."

'THE IMAGE OF THE CITY' By: Kevin Lynch

"The city is not built for one person, but for great numbers of people, of widely varying backgrounds, temperaments, occupations, and class. Our analyses indicate a substantial variation in the way different people organize their city, in what elements they most depend on, or in what form qualities are most congenial to them. The designer must therefore create a city, in what elements they most depend on, or in what form qualities are most congenial to them. The designer must therefore create a city which is as richly provided with paths, edges, landmarks, nodes, and districts as possible, a city which makes use of not just one or two form qualities, but all of them. If so, different observers will all find perceptual material which is congenial to their own particular way of looking at the world. While one man may recognize a street by its brick pavement, another will remember its sweeping curve, and a third will have located the minor landmarks along its length."



'THE IMAGE OF THE CITY' By: Kevin Lynch

"Environmental images are the result of a two-way process between the observer and his environment. The environment suggests distinctions and relations, and the observer-with great adaptability and in the light of his own purposes-selects, organizes, and endows with meaning what he sees. The image develops now limits and emphasizes what is seen, while the image itself is being tested against the filtered perception input in a constant interacting process. Thus the image of a given reality may vary significantly between different observers."

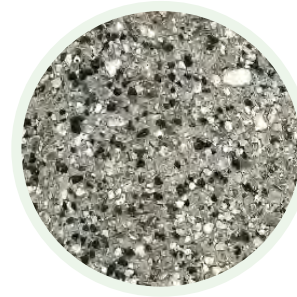


STREETSCAPE DESIGN MATERIALS

PERMEABLE PAVING PARKING LOTS



Wausau Tile
V-Series Permeable Paver
(Plank 8"x14")

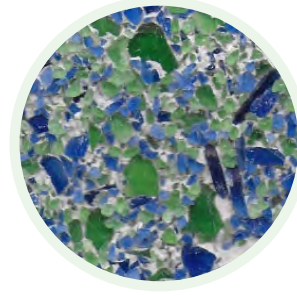


VAR-50

PERMEABLE PAVING INTERSECTIONS WITH COLORED PAVERS



Wausau Tile
V-Series Permeable Paver
(Plank 8"x14")



Color A16-517

COLORED PAVERS AT CROSSWALKS AND COLORED PAVER PEDESTRIAN ZONES



Crosswalk:
Unilock
Optilock 10"x10"x3"
Color Natural



Pedestrian Zone:
Unilock
Optilock 10"x10"x3"
Color Granite

MEDIUM GRAY CONCRETE AT STREETSCAPE ZONES AND AMENITY ZONES WITH 6' SCORELINES



Sand Finish Concrete
With 6' Scorelines



Davis Color
Mesquite



Iris Leaf Inlay
In Concrete

PLANT PALETTE SELECTIONS :

IRIS GARDEN PLANTINGS



18-24"

Iris douglasiana



18-24"

Iris wilsonii



18-24"

Iris 'Variegata'

CURB INLET RAIN GARDEN PLANTINGS



2-4'

Carex Spissa
San Deigo Sedge



2-3'

Penstemon
'Margarita Bop'



2-3'

Echinacea purpurea



2-3'

Aster
'Point St George'



2-3'

Chondropetalum
'El Campo'



2-3'

Muhlenbergia dubia

SENSORY GARDEN MEDICINAL PLANTINGS



2'x6'

Rosmarinus
'Huntington Carpet'



3-5'

Salvia
'Ponzo Blue'



2-3'

Lavandula
'Goodwin Creek Grey'



2-3'

Lavandula
'Provence'



3-4'

Buxus
'Suffruticosa'

STREET TREES - SMALL - MEDIUM - LARGE CANOPIES



Small
Chitalpa 'Pink Dawn'
20-30'



Medium
Tipuana Tipu
30-50'



Large
Jacaranda mimosifolia
30-60'

DESIGN METAPHOR : LINEAL IRIS LEAF

LINEAL LEAF :

LINEAL DESIGN OF STREETSCAPE OF S SAN VICENTE BLVD

TYPE OF LEAF :

IRIS DOUGLASIANA, DOUGLAS IRIS

(PERENNIAL HERB 2'-6" H X 2-4' W EVERGREEN BLUE FLOWER

WINTER SPRING)

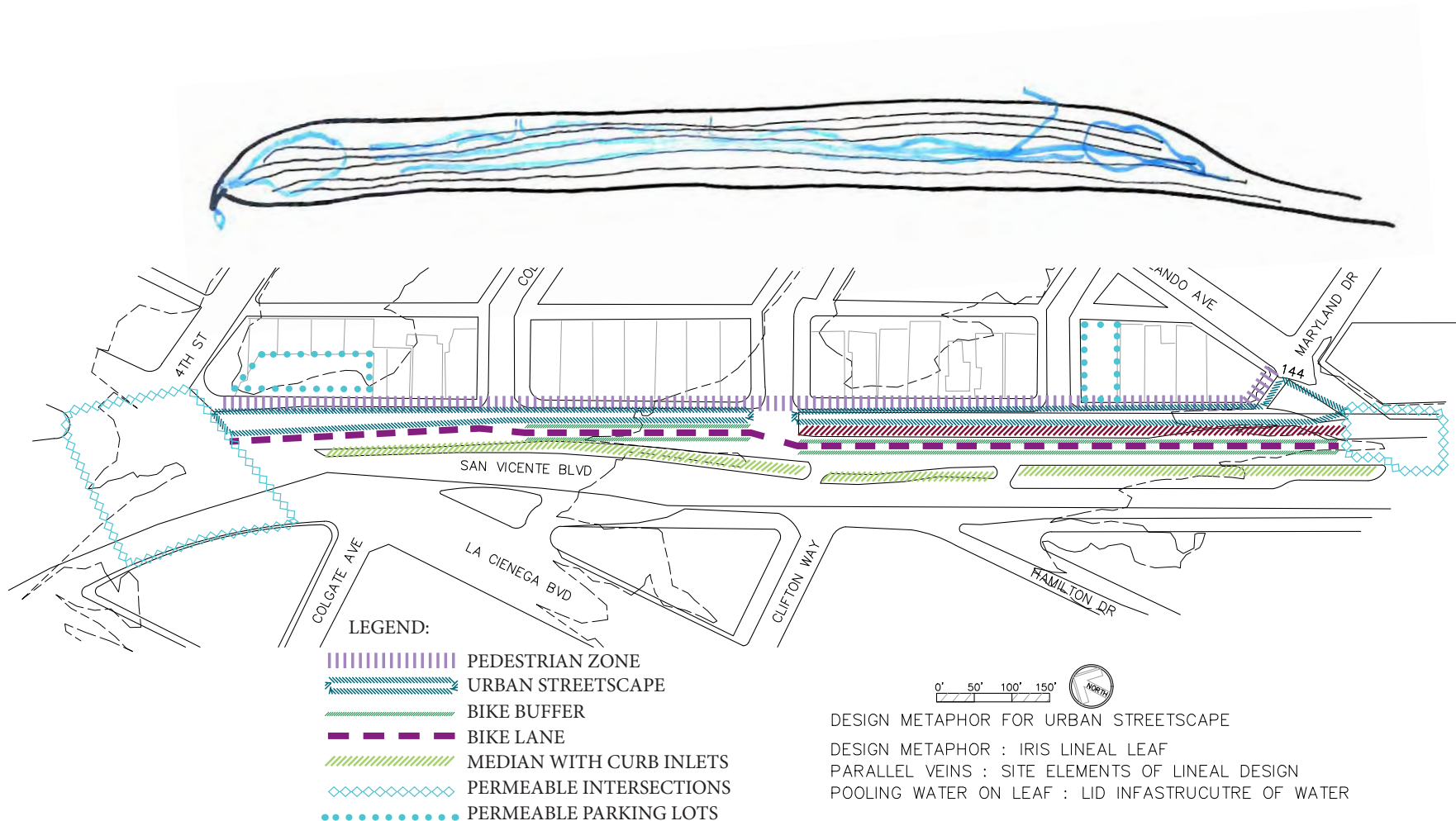
VEINS OF LEAF :

MEDIAN STREET, TRANSIT, PARKLETS CONNECTIVITY

POOLING WATER :

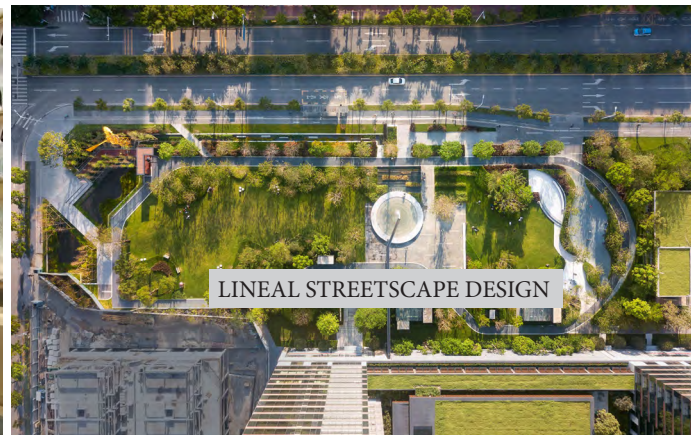
VEGETATED PLANTER GARDENS / SYNTHESIS FOLIAGE & WATER /

CO2 SEQUESTRATION

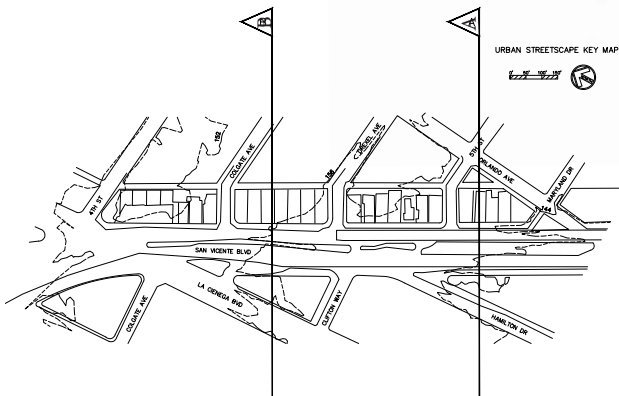
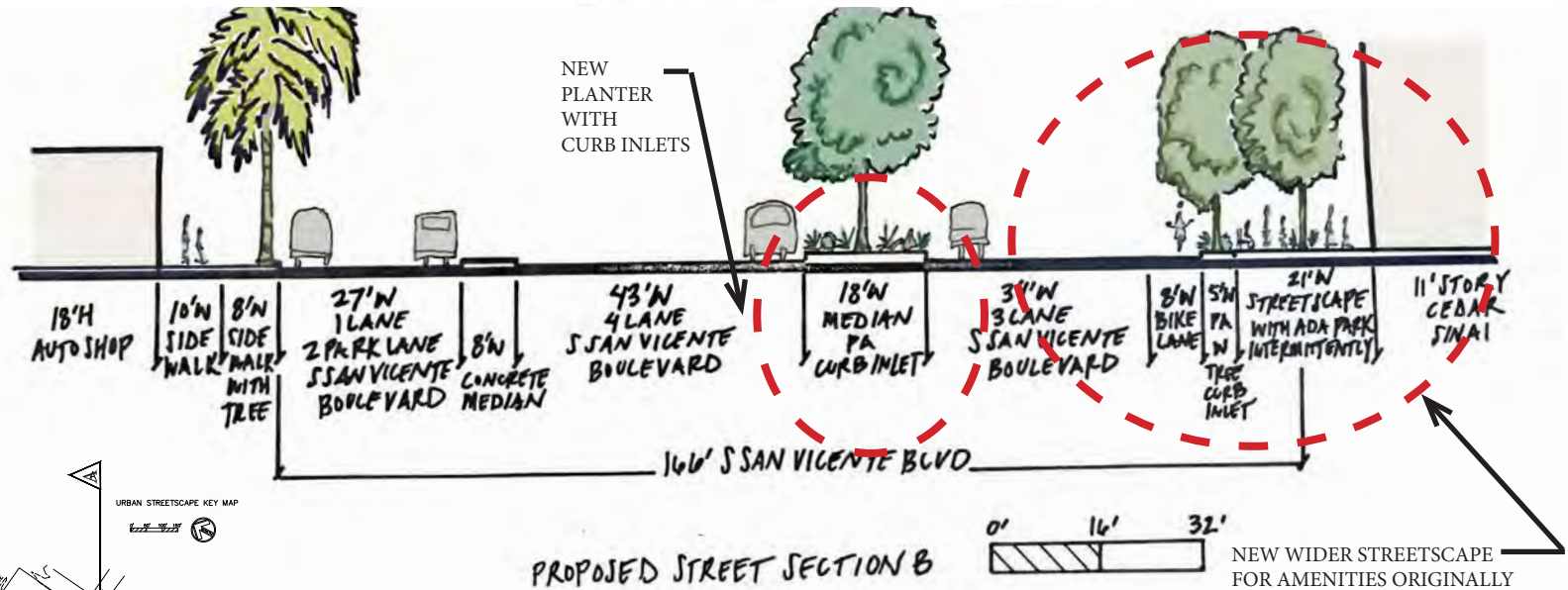
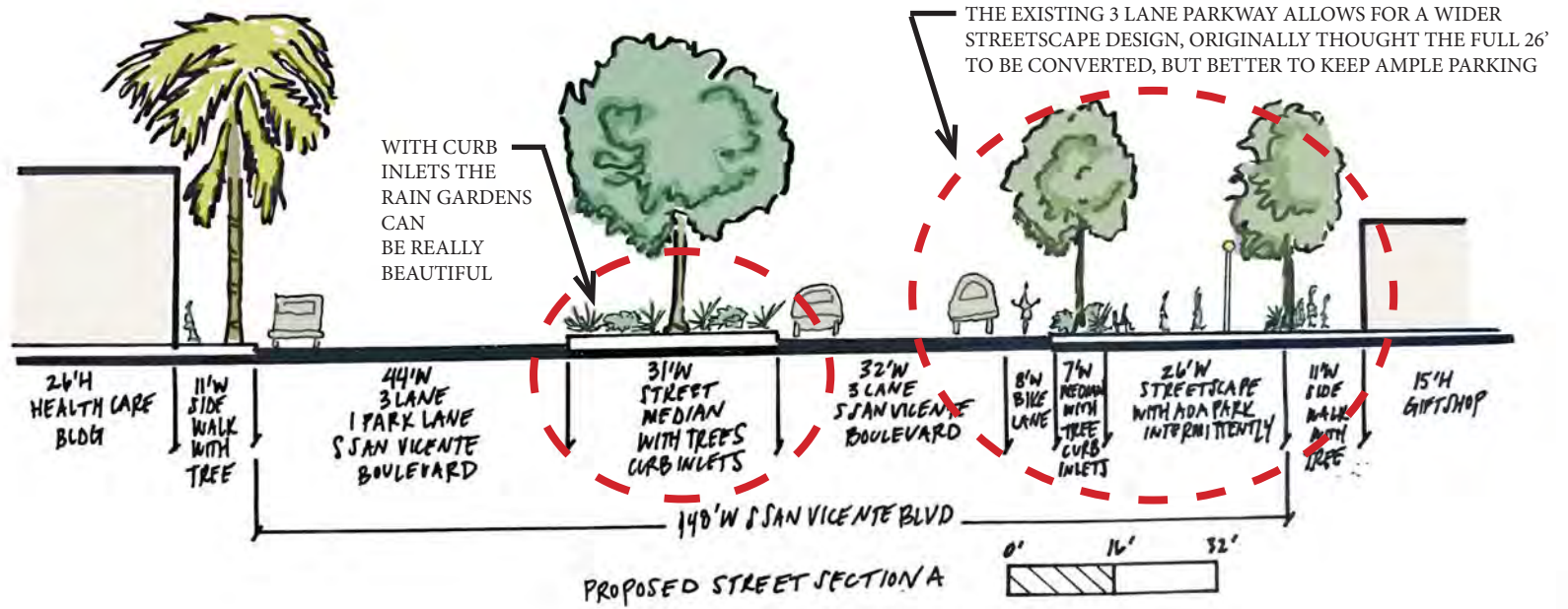


DESIGN METAPHOR IN LANDSCAPE ARCHITECTURAL FORM

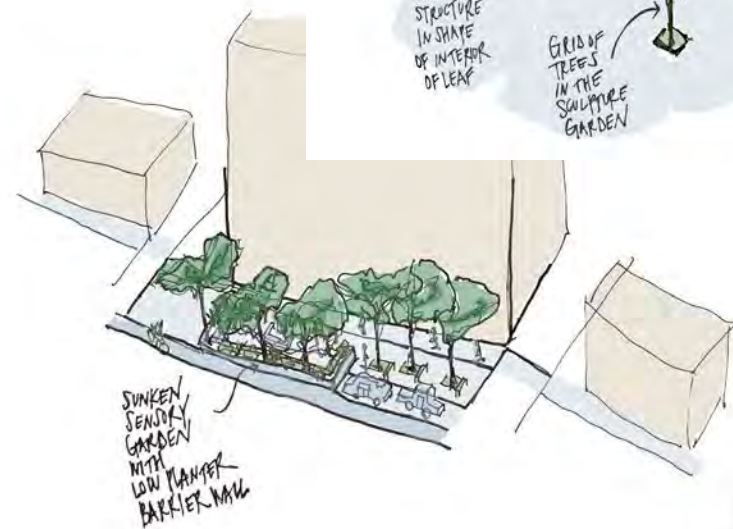
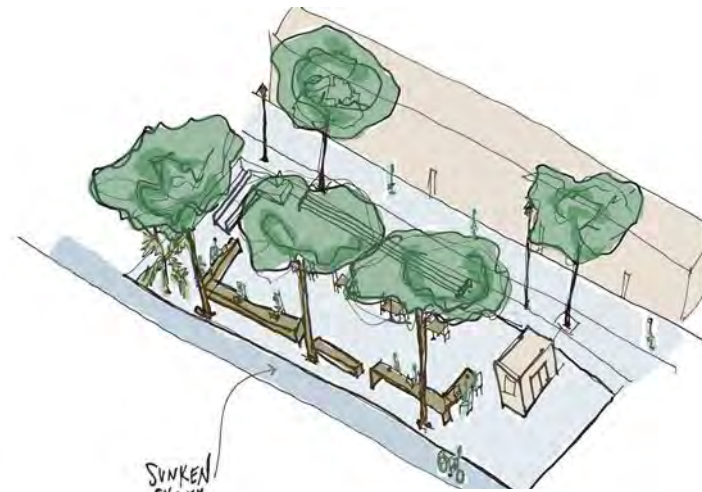
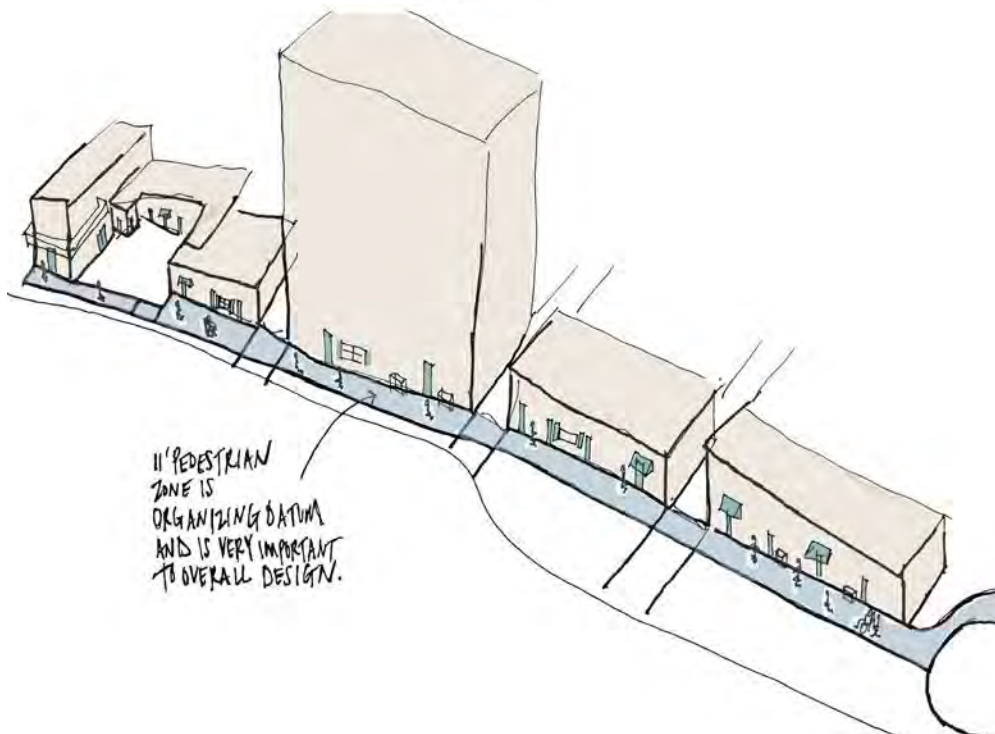
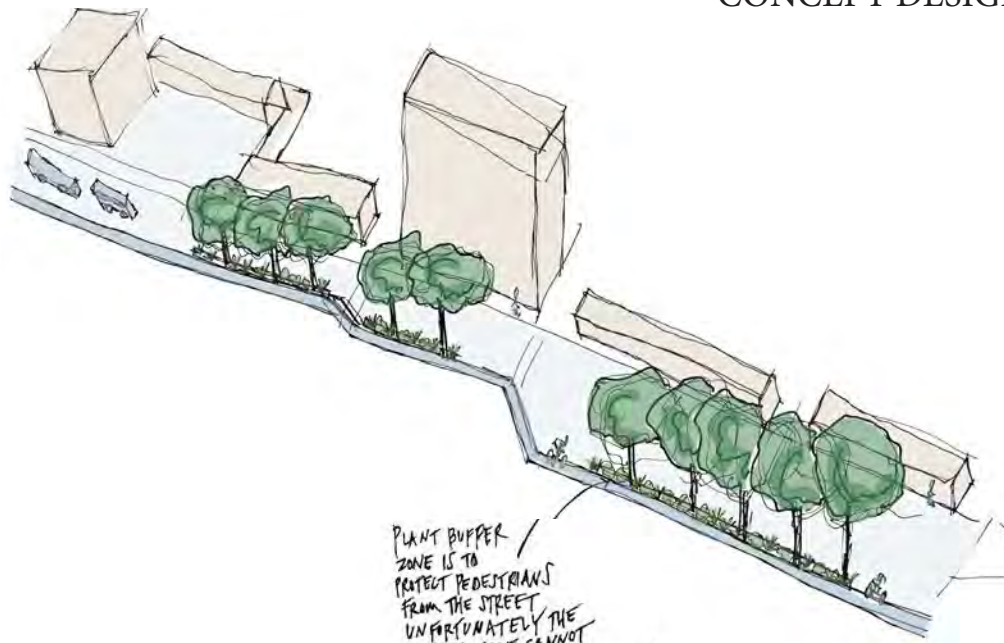
DESIGN METAPHOR : LINEAL IRIS LEAF

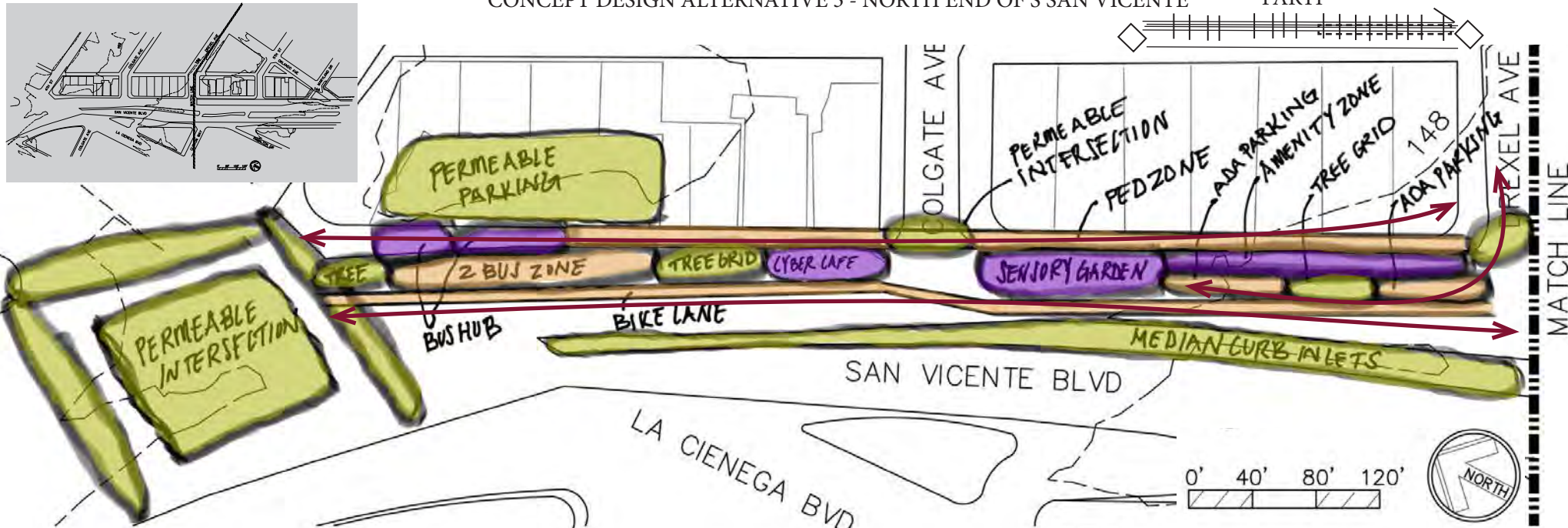
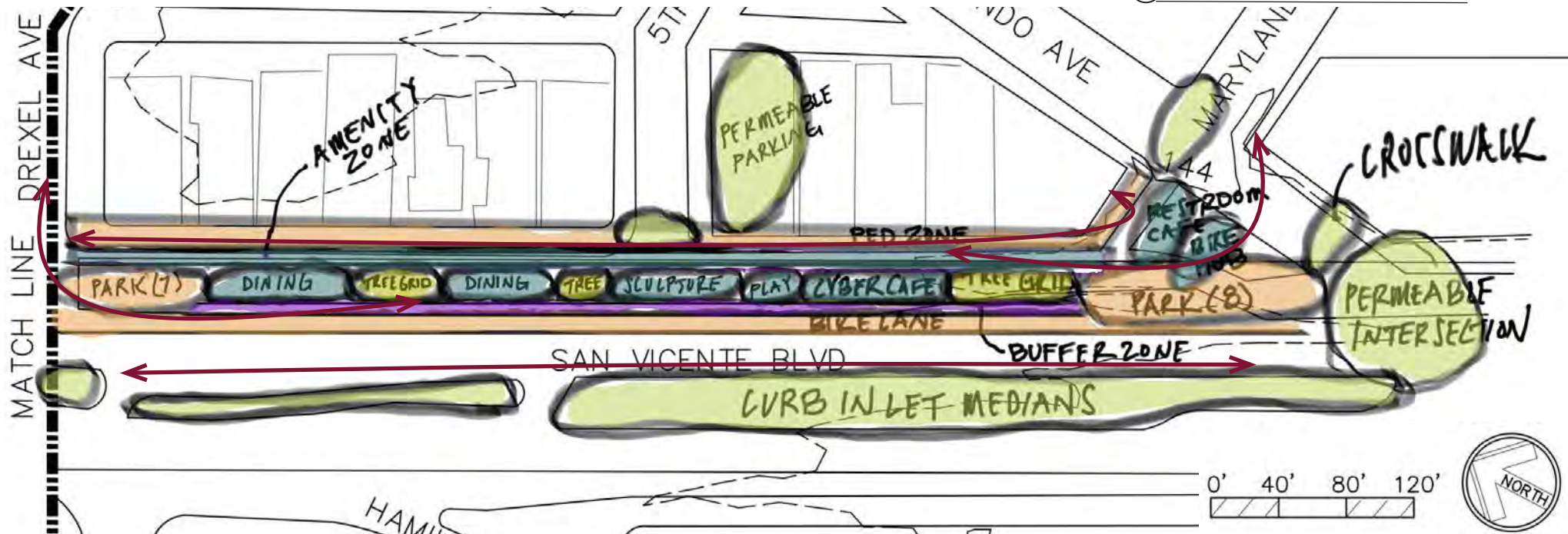


PROPOSED STREET SECTIONS

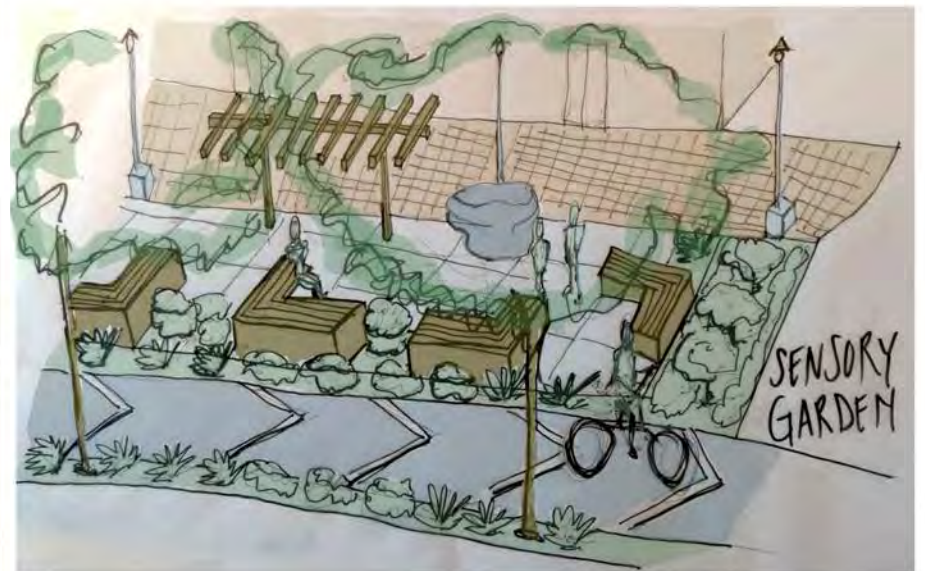
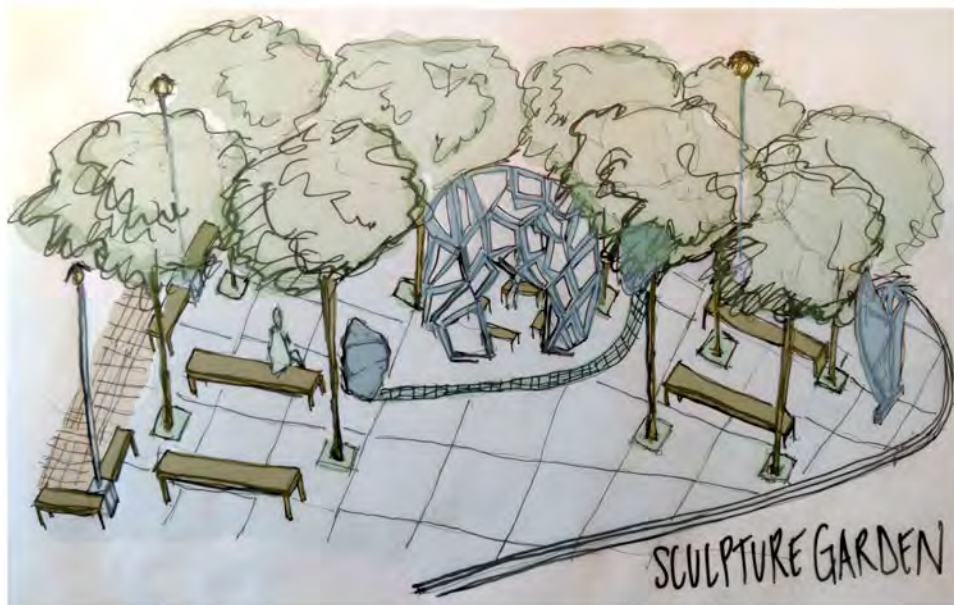


CONCEPT DESIGN SKETCHES

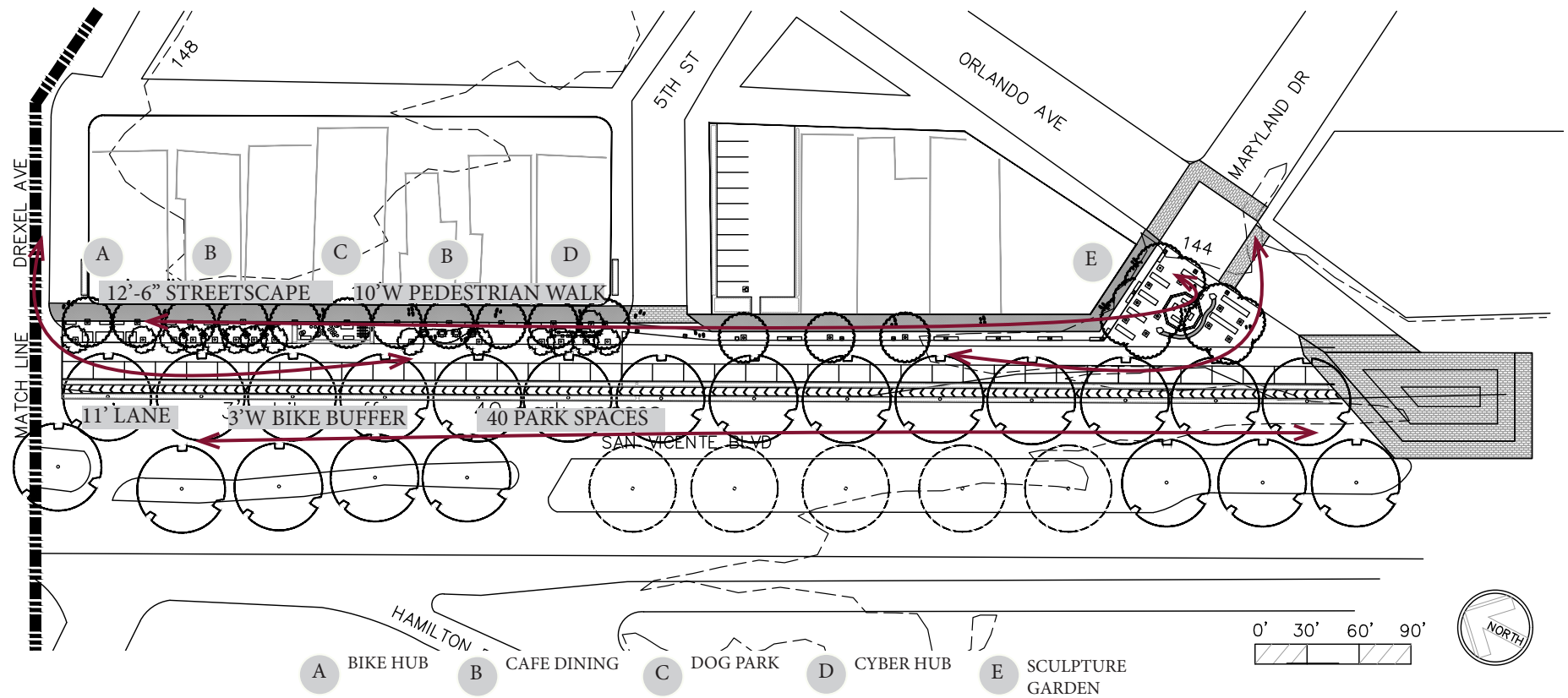




FINAL CONCEPTUAL DESIGN SKETCHES



FINAL CONCEPTUAL DESIGN - SOUTH END PORTION OF S SAN VICENTE



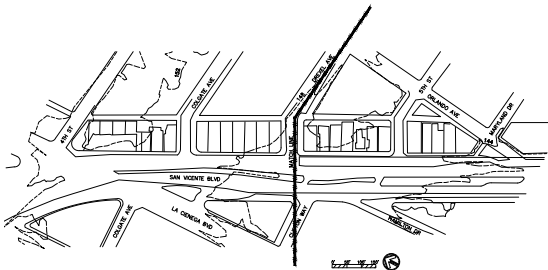
WRITTEN CHRONICLE OF DESIGN DECISIONS:

PROS

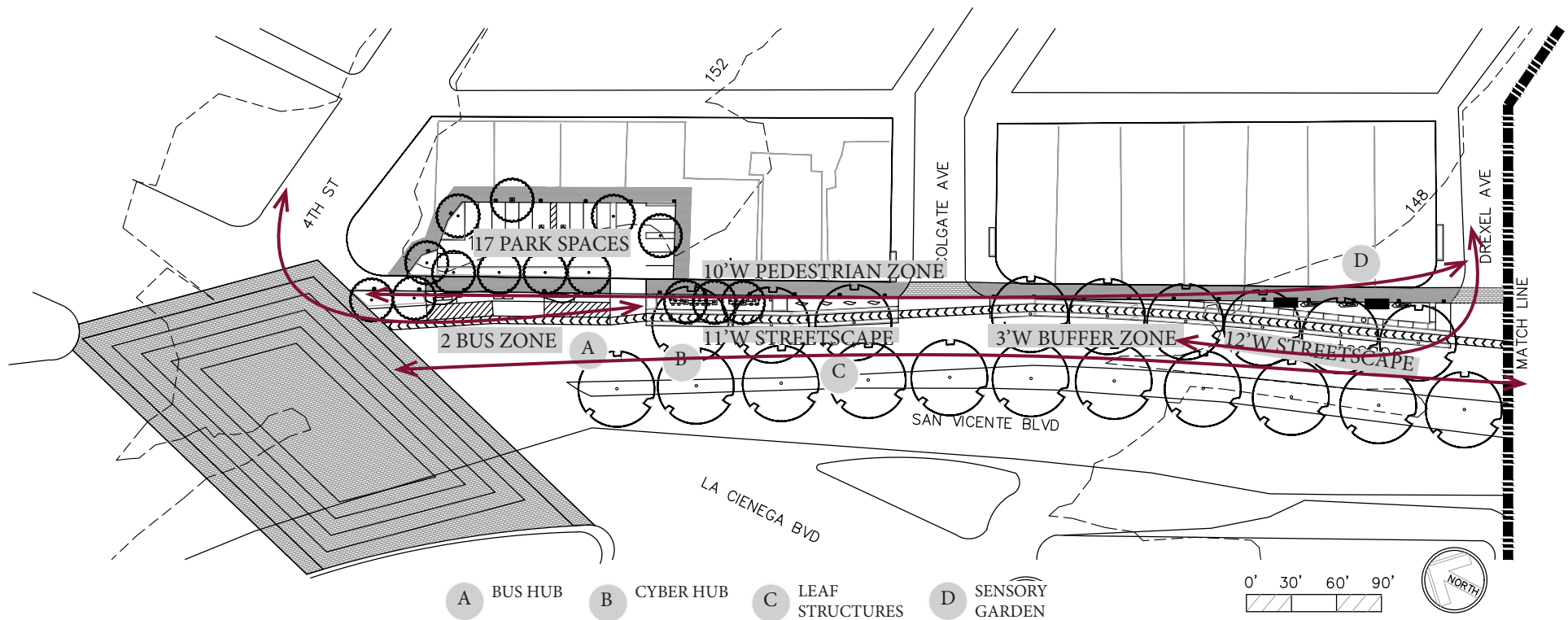
- * Pedestrian zone is a datum to gather and organize a pattern of nodes along the lineal form.
- * Lineal sequence of elements, spaces, openness, and enclosure tell a story of community connectivity in the inner city
- * Amenity zone takes up excess space required for good design of datum spaces, but allow for the street amenities in a lineal form, like the ped zone. Amenity zone allows for people to traverse from space to space because all spaces are linear nodes on a line.
- * Streetscape cafe dining placed as close as possible to the two cafes, Bike Hub is placed on corner for easy access. The dog park, cyber hub and restroom and shed is placed in the 12'=-6" widest portion of streetscape, and the sculpture garden is set on the corner with most space to allow for a grid of trees with benches below and a centrally placed leaf overhead structure. The plant buffer and bike lane is continuous on this south portion of the block.

CONS

- * Intersection relates to E side of the street, and really should connect across the street to its entirety.
- * The linear design is hard to create intimate spaces with lack of space in the sidewalk widths, while still acquiring all the amenities needed for complete streetscape design.
- * The spaces are segregated rather than flowing together.



FINAL CONCEPTUAL DESIGN - NORTH END PORTION OF S SAN VICENTE



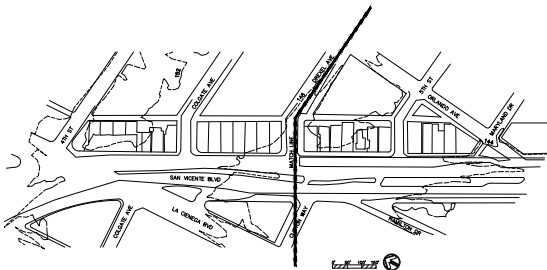
WRITTEN CHRONICLE OF DESIGN DECISIONS:

PROS

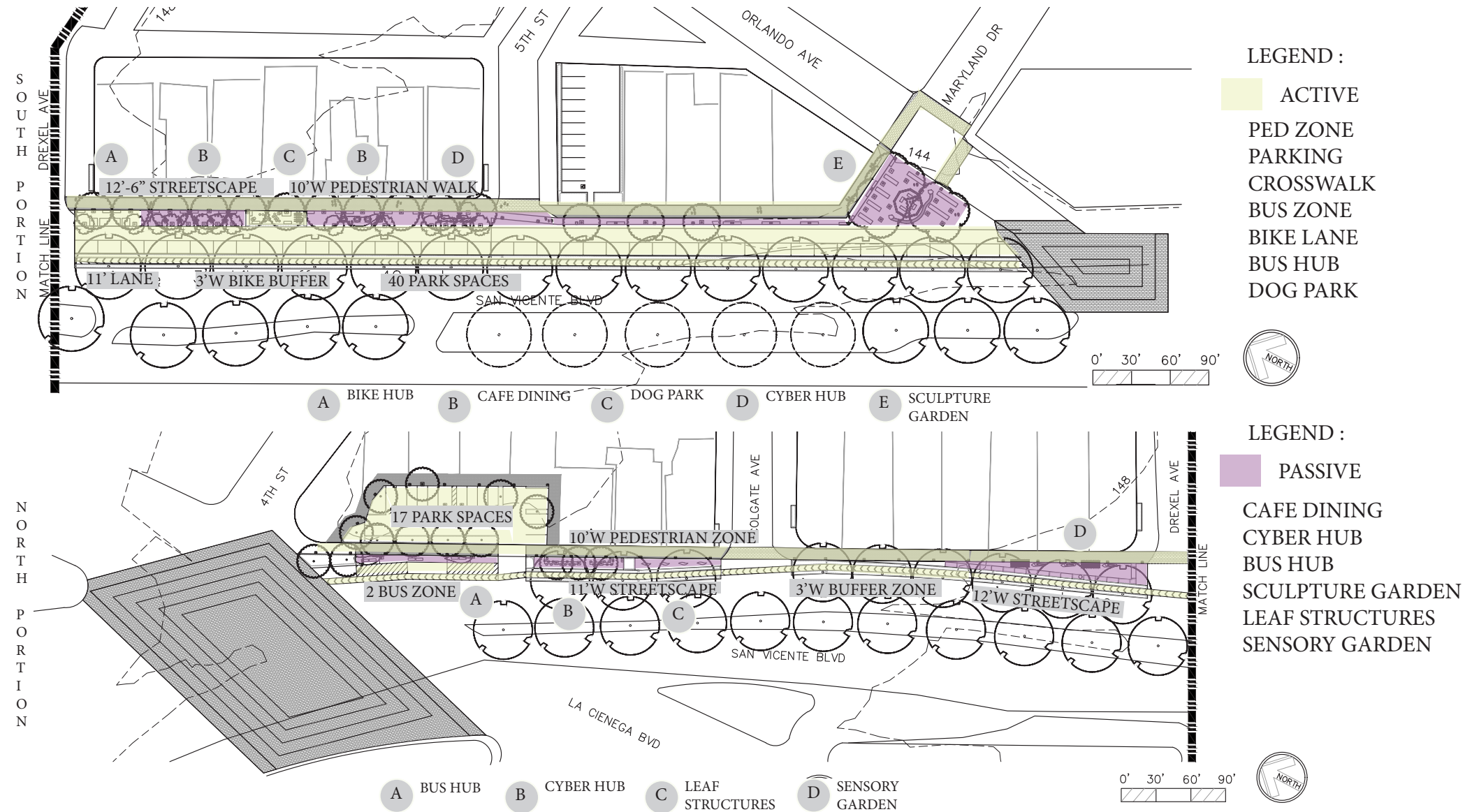
- * Sensory garden characters will completely enhance the healing properties of the medical facility with smell, visual and physical focal placement.
- * Path space relationships give movement and destinations to each zone, keeping the lineal sequence of spaces allows for many designed spaces along the axis of the pedestrian zone.
- * Planters in front of the SE corner of medical building are strategically placed, so do not interrupt underground utilities. Trees are placed in as many locations as possible.
- * Median curb inlets and plantings will really beautify the street and blend with other sections of the Blvd.
- * The N intersection is very grand and will completely slow down vehicles with raised permeable decorative paving.
- * Two bus hub is very useful for the two bus loading and unloading zone placed at the existing bus stop. The cyber hub is located as close to the bus stop for commuters and passerby's.

CONS

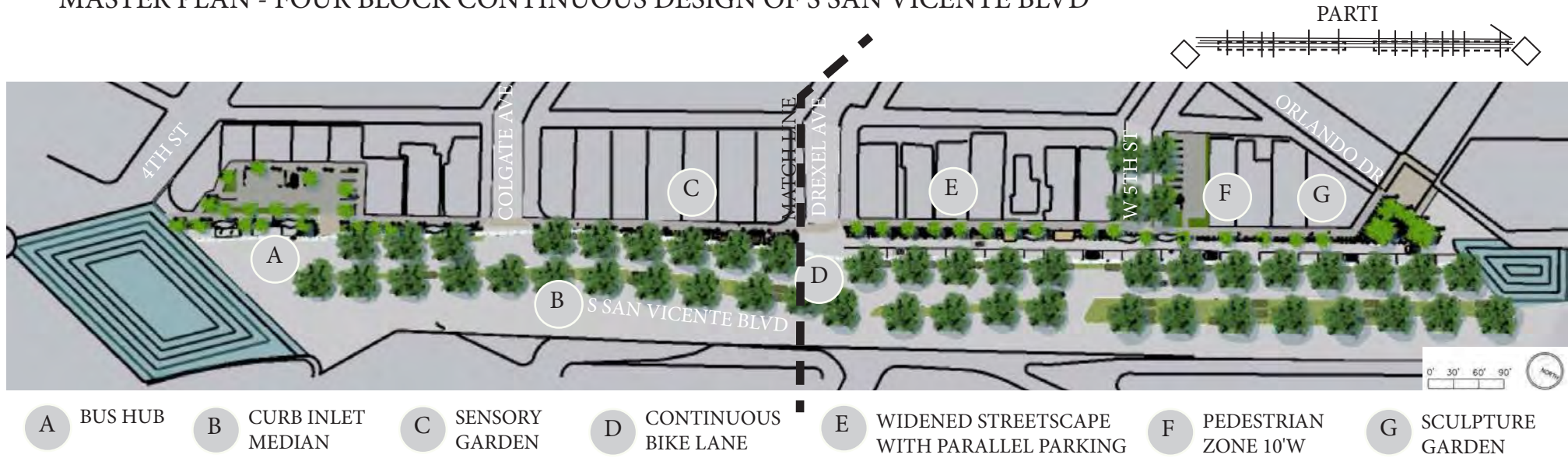
- * An amenity zone was removed from the design due to lack of width and the amenity features will be placed into other designated zones.
- * The plant buffer zone along the bike path stops before the bus loading and unloading zone, although the bike lane is continuous through this portion of the Blvd.
- * Parallel parking in front of the medical building is lost and replaced with a sensory garden, allowing for the new streetscape design. The medical building has a parking garage.



ACTIVE / PASSIVE RECREATIONAL SPACES



MASTER PLAN - FOUR BLOCK CONTINUOUS DESIGN OF S SAN VICENTE BLVD



A BUS HUB



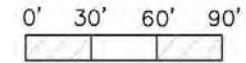
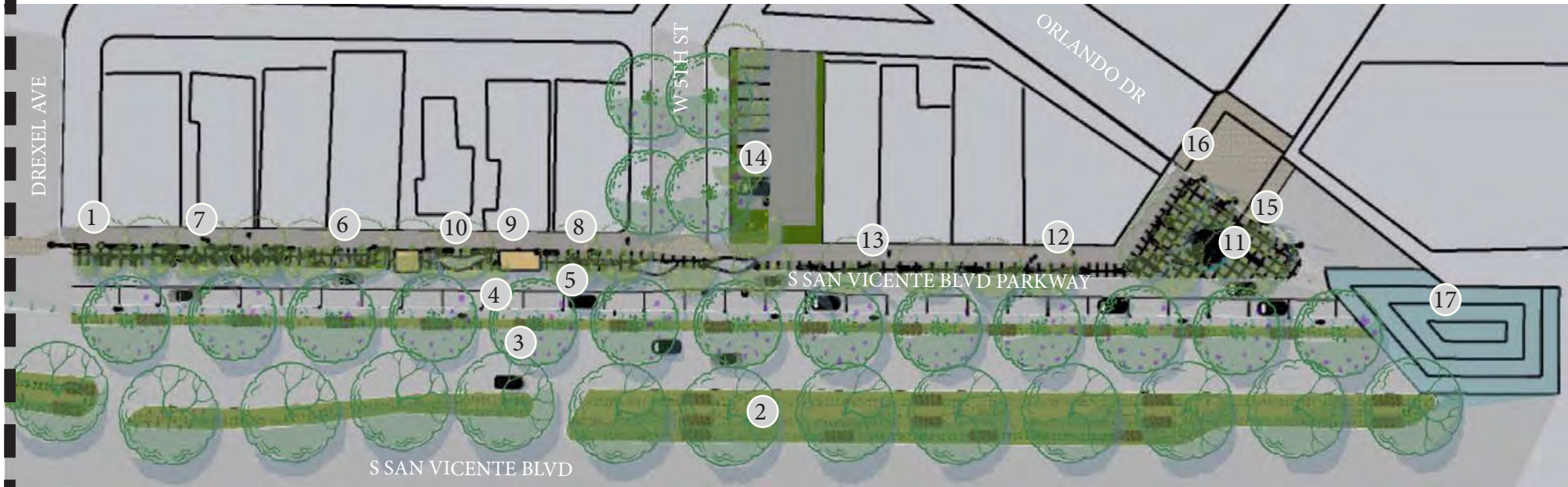
G SCULPTURE GARDEN WITH BIKE LANE

MASTER PLAN - SOUTH END PORTION OF S SAN VICENTE

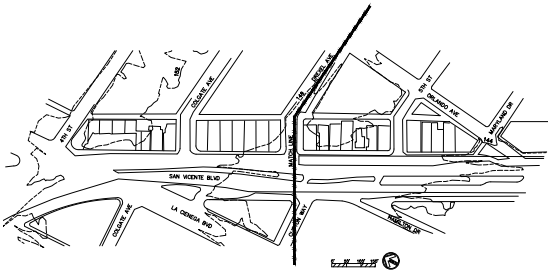
PART I



MATCH LINE



- | | | |
|---|---------------------------------|---|
| 1 BIKE HUB | 6 DOG PARK | 11 SCULPTURE GARDEN WITH TREE GRID |
| 2 PLANTED MEDIAN WITH CURB INLETS AND LARGE TREES | 7 CAFE DINING WITH SMALL TREES | 12 10'W PEDESTRIAN ADA ZONE |
| 3 6'W BIKE BUFFER WITH LARGE TREES | 8 CYBER HUB WITH SMALL TREES | 13 5'W AMENITY ZONE WITH BENCHES AND MEDIUM TREES |
| 4 5'W BIKE LANE | 9 RESTROOM / SHED | 14 PERMEABLE PARKING LOT |
| 5 29 PARALLEL PARKING AND 2 ADA SPACES | 10 CAFE DINING WITH SMALL TREES | 15 LIGHT POSTS EVERY 30' |
| | | 16 CROSSWALK PAVER PATTERN |
| | | 17 PERMEABLE PAVING INTERSECTION AND TO SLOW DOWN TRAFFIC |



SOUTH END PORTION OF S SAN VICENTE PERSPECTIVES



LEAF BENCHES / LEAF STRUCTURES



DOG PARK / PARALLEL PARKING

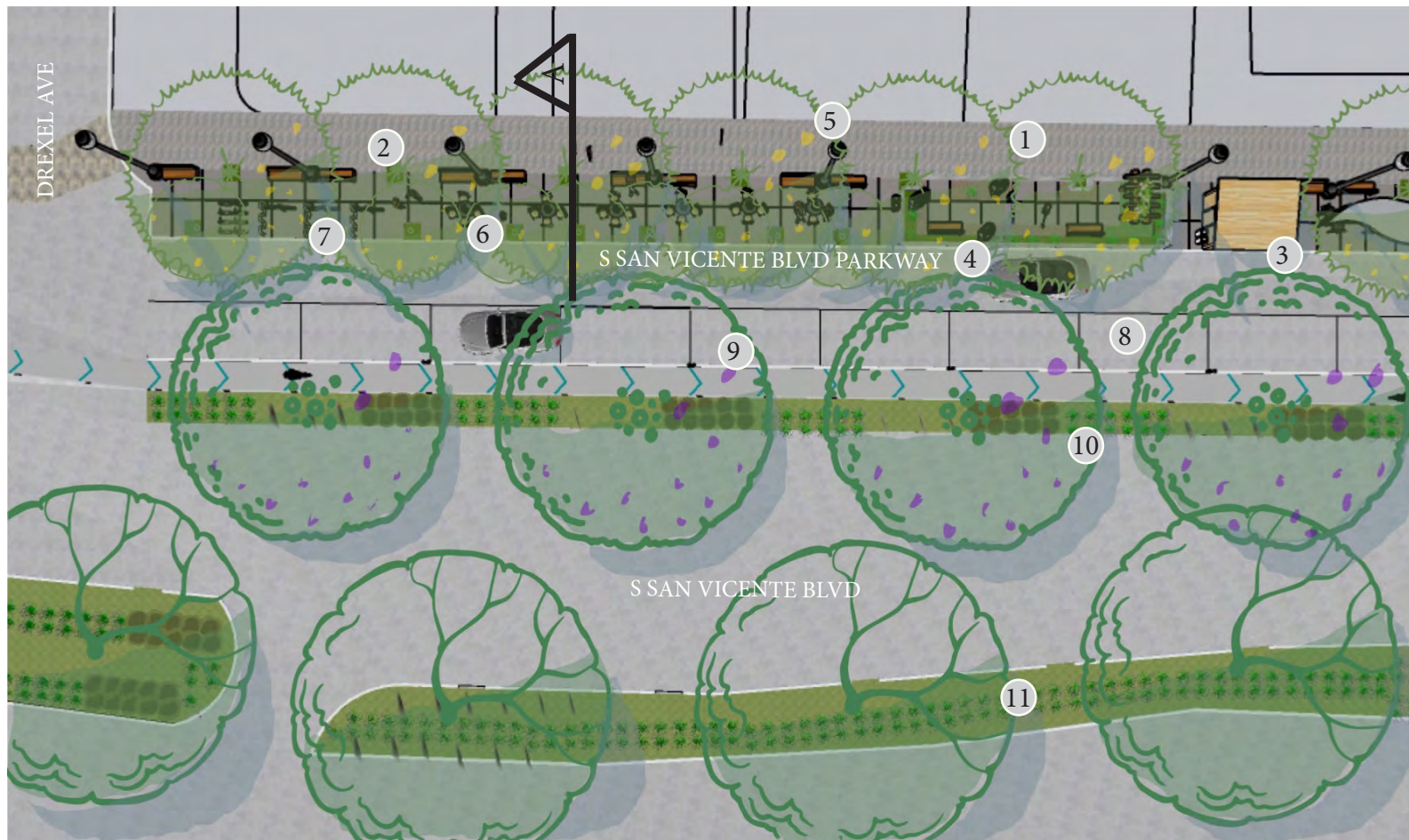


CAFE DINING / BIKE HUB



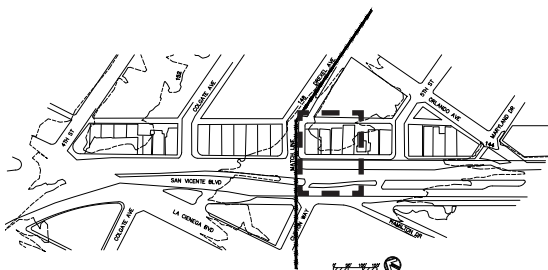
SCULPTURE GARDEN / BIKE LANE

MASTER PLAN - SOUTH END PORTION OF S SAN VICENTE ENLARGEMENT 1

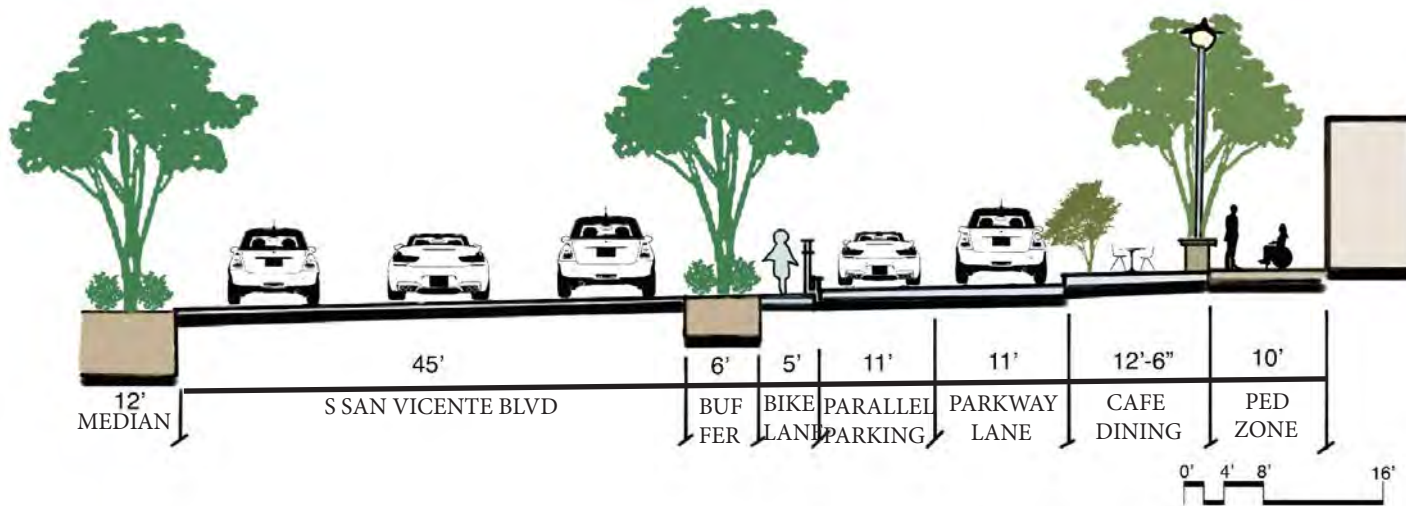


- 1 10'W PEDESTRIAN ADA ZONE
- 2 MEDIUM TREES
- 3 MAINTENANCE SHED
- 4 DOG PARK
- 5 30' LIGHT POSTS AND BENCHES
- 6 CAFE DINING WITH SMALL TREES
- 7 BIKE HUB
- 8 29 PARALLEL PARKING SPACES WITH 2 ADA AND ONE LANE
- 9 5'W BIKE LANE
- 10 6'W BIKE BUFFER
- 11 PLANTED MEDIAN WITH CURB INLETS AND LARGE TREES

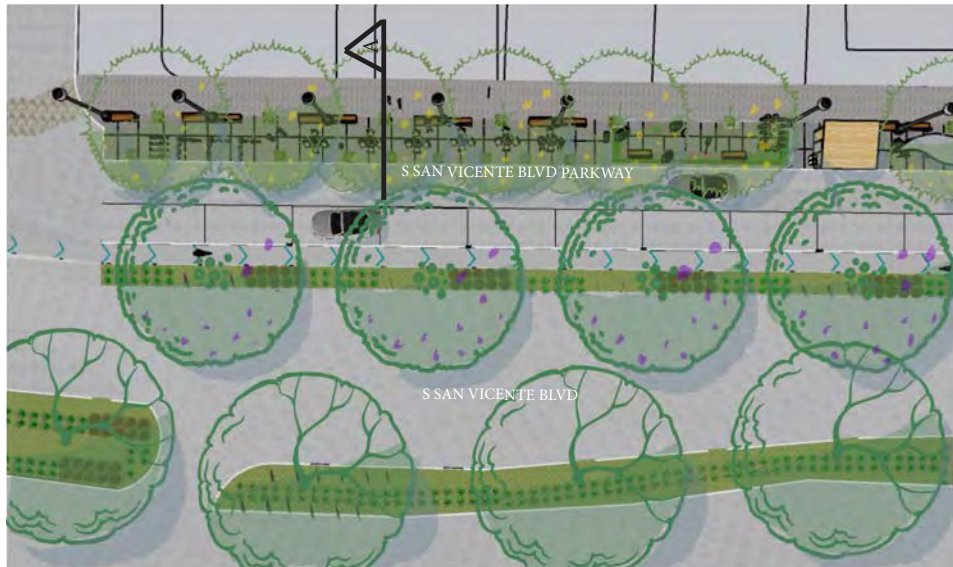
0' 4' 8' 12' 16'



MASTER PLAN - SOUTH END PORTION OF S SAN VICENTE ENLARGEMENT 1 : SECTION AND INSPIRATION IMAGES



SECTION A



Cafe Dining



Designated Bike Lane



ADA Pedestrian Zone

SOUTH END PORTION OF S SAN VICENTE ENLARGEMENT 1 PERSPECTIVES



BIKE HUB / BIKE LANE



CAFE DINING / STREETScape PARKING

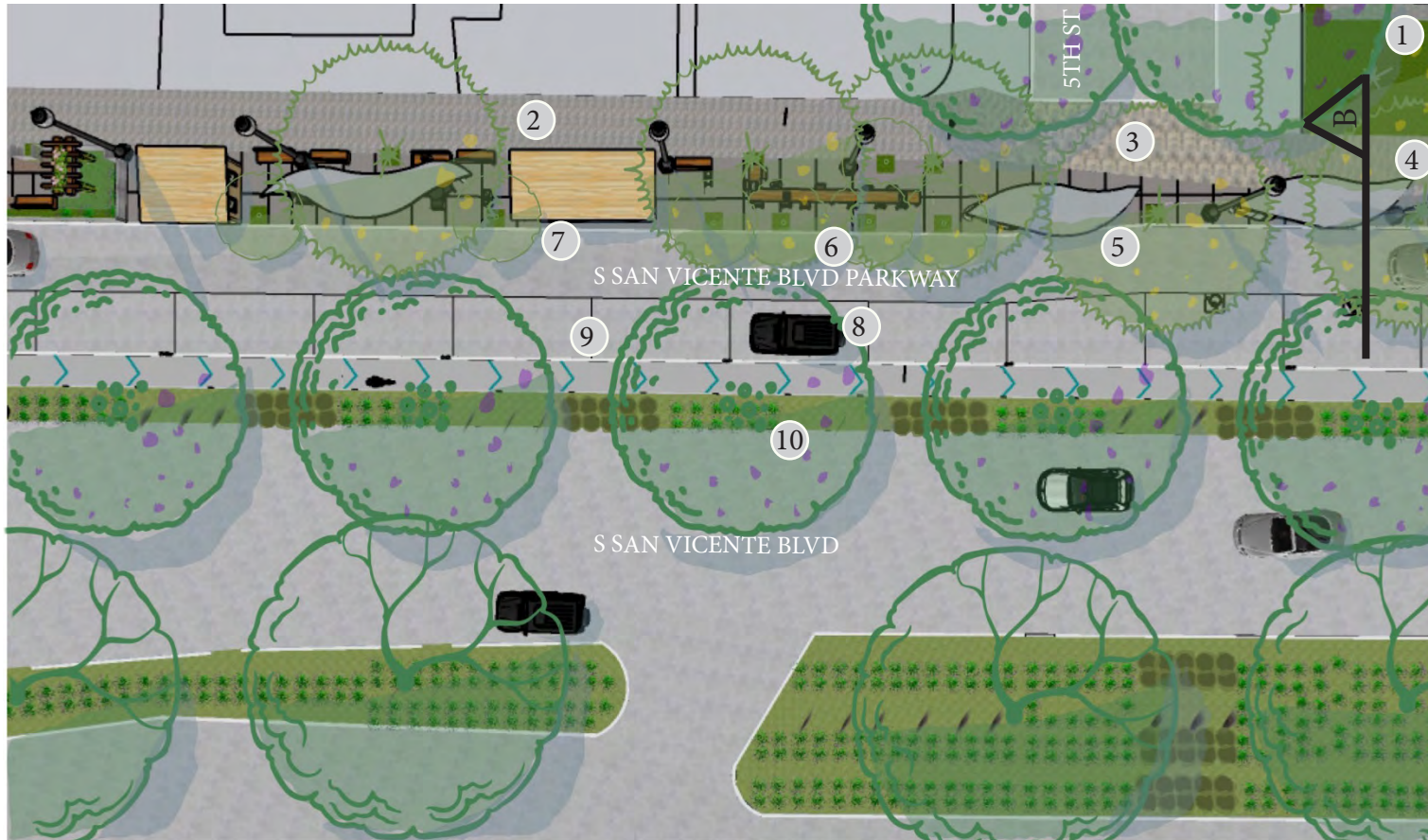


DOG PARK

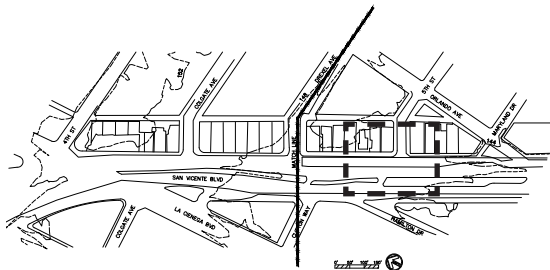
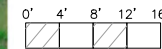


MAINTENANCE SHED

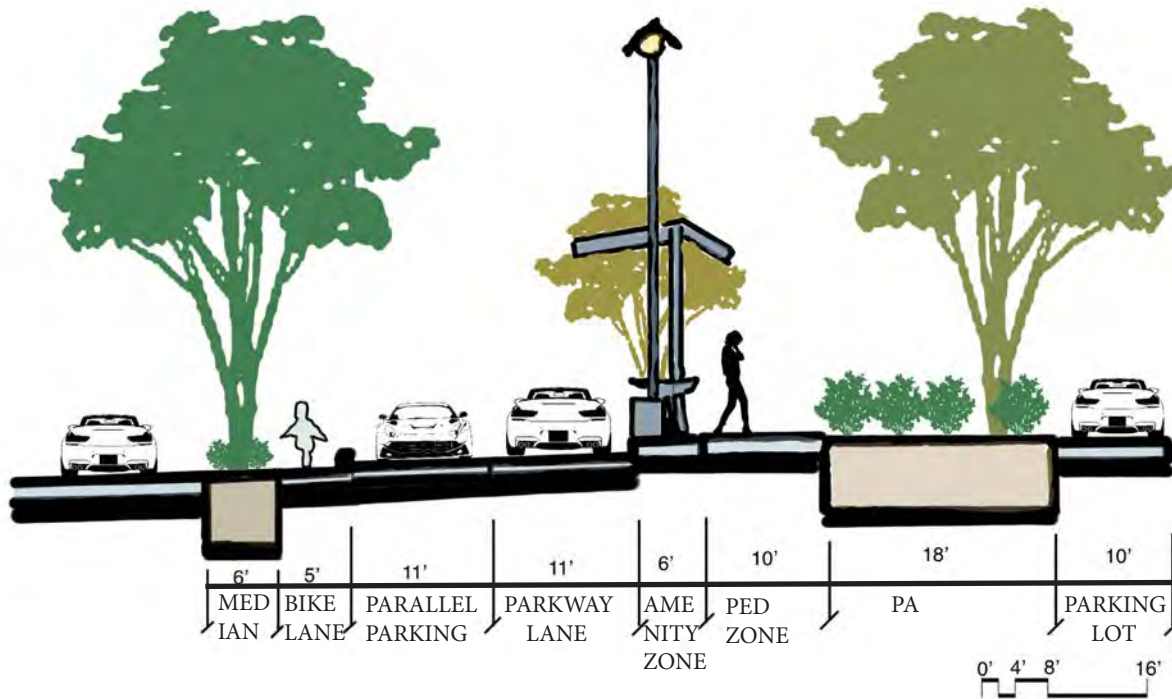
MASTER PLAN - SOUTH END PORTION OF S SAN VICENTE ENLARGEMENT 2



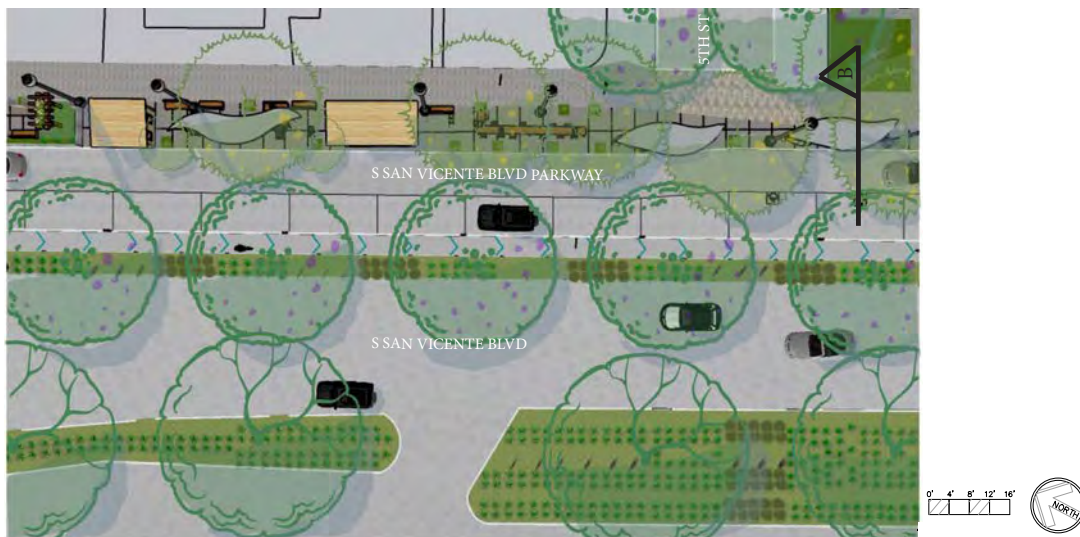
- 1 PERMEABLE PAVING PARKING LOT
9 PARKING SPACES WITH 1 ADA SPACE
WITH PLANTINGS AND MEDIUM TREES
- 2 10'W PEDESTRIAN ADA ZONE
- 3 CROSSWALK PAVING
- 4 MEDIUM TREES, LIGHT POSTS AND
BENCHES IN AMENITY ZONE
- 5 OVERHEAD STRUCTURE AND BENCHES
IN SHAPE OF A LEAF
- 6 CYBER HUB WITH SMALL TREES
- 7 RESTROOM / SHED
- 8 29 PARALLEL PARKING SPACES
WITH 2 ADA AND ONE LANE
- 9 5'W BIKE LANE
- 10 6'W BIKE BUFFER



MASTER PLAN - SOUTH END PORTION OF S SAN VICENTE ENLARGEMENT 2 : SECTION AND INSPIRATION IMAGES



SECTION B



Leaf Overhead Structure



Leaf Benches



Amenity Zone Trees and Light Posts

SOUTH END PORTION OF S SAN VICENTE ENLARGEMENT 2 PERSPECTIVES



RESTROOM



CAFE DINING / LEAF STRUCTURE

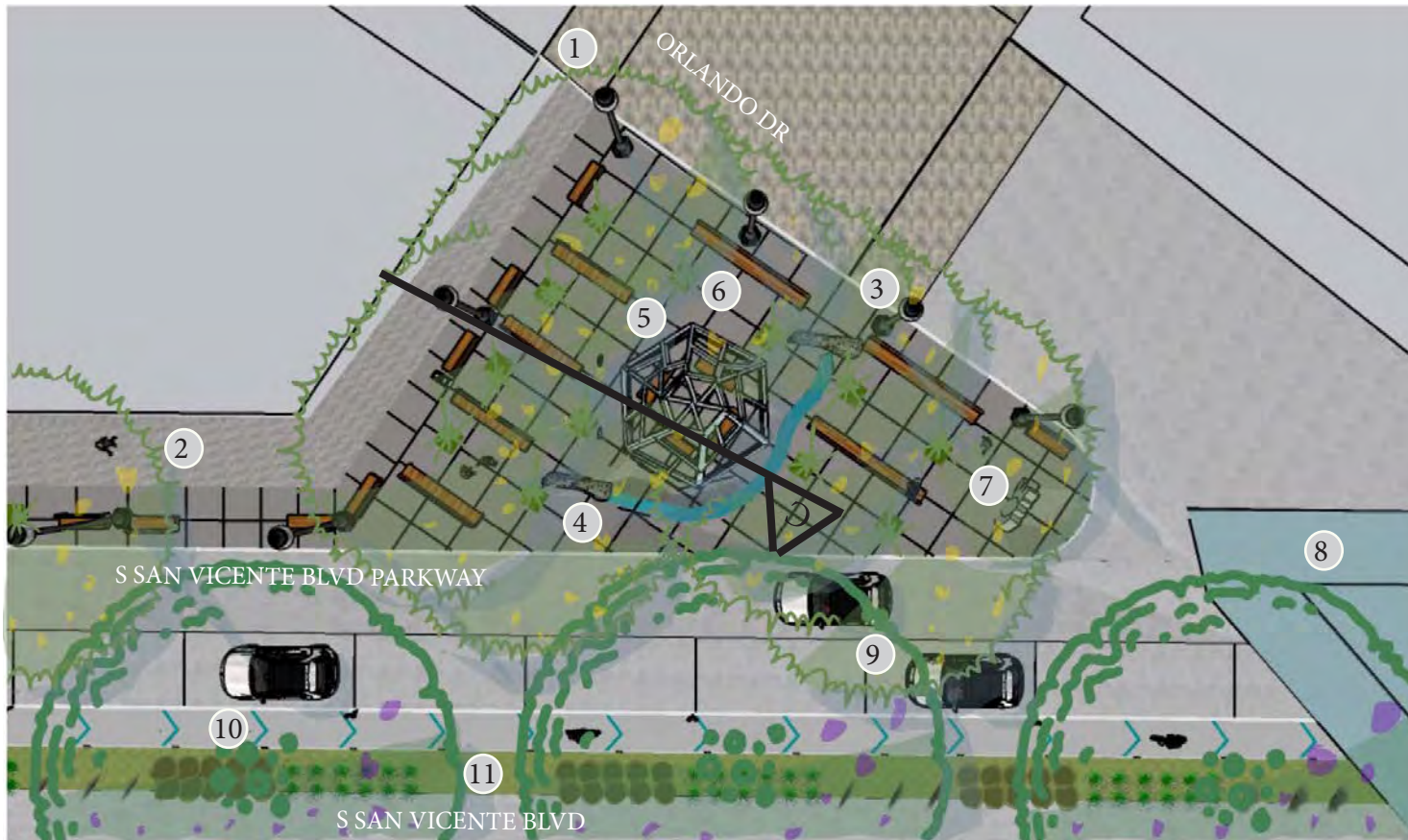


CYBER CAFE

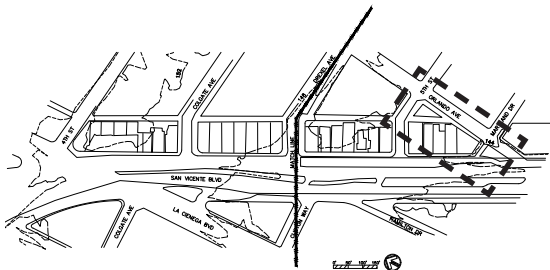
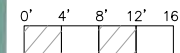


LEAF STRUCTURE AND LEAF BENCHES

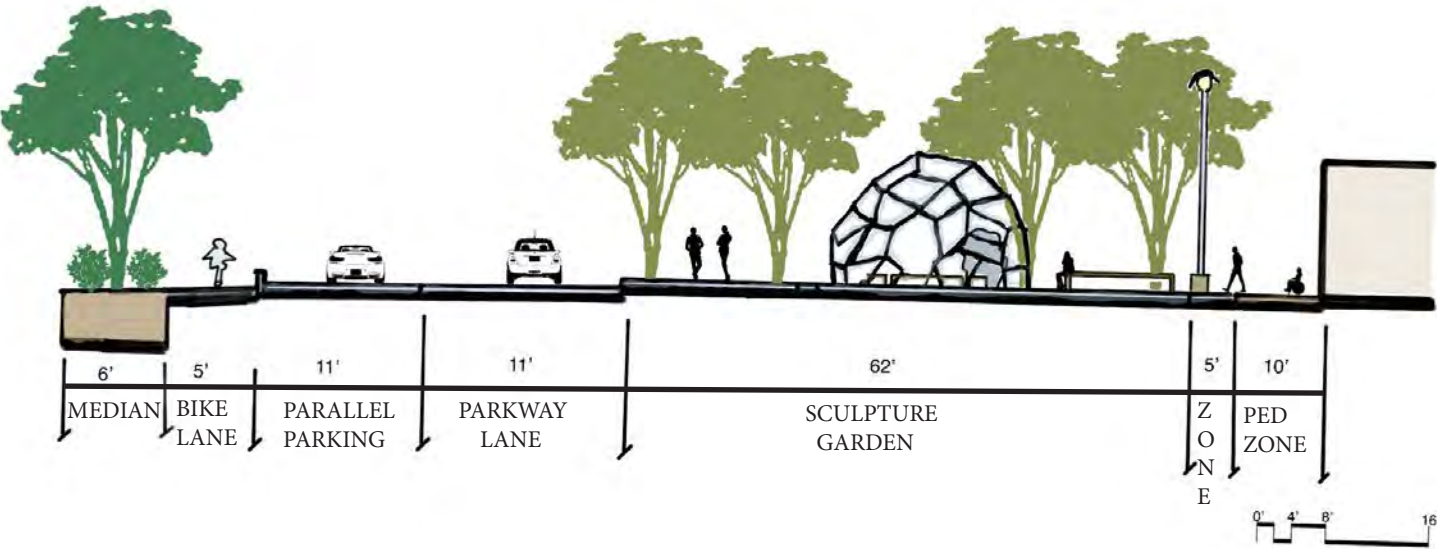
MASTER PLAN - SOUTH END PORTION OF S SAN VICENTE ENLARGEMENT 3



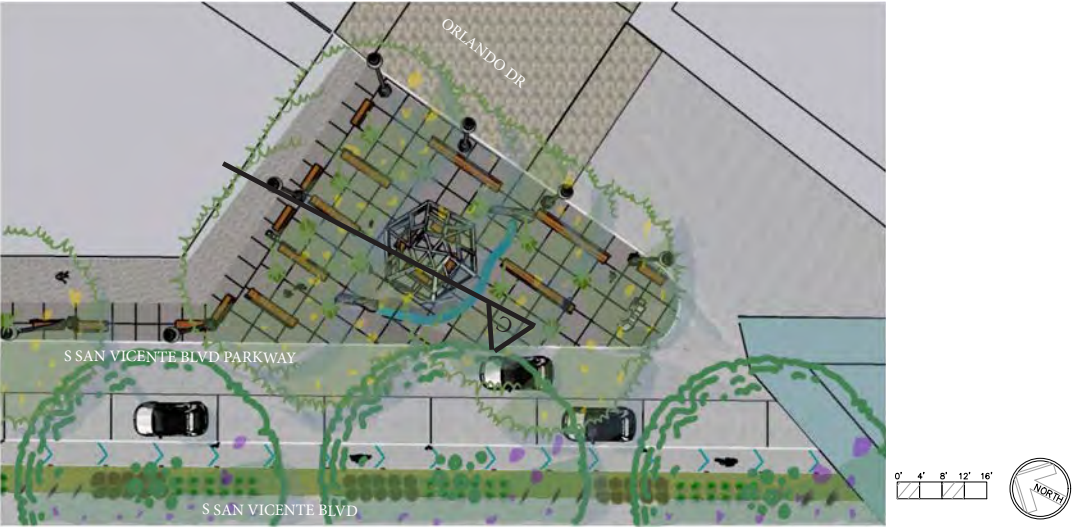
- 1 CROSSWALK PAVING
- 2 10'W PEDESTRIAN ADA ZONE
- 3 LIGHT POSTS EVERY 30'
- 4 SCULPTURE WITH LARGE BOULDERS AND BLUE TILED DRY STREAM BED
- 5 LARGE OVERHEAD STRUCTURE IN THE SHAPE OF INTERIOR OF LEAF PATTERN
- 6 GRID OF MEDIUM TREES
- 7 LARGE LEAF SCULPTURE
- 8 PERMEABLE PAVING INTERSECTION AND TO SLOW DOWN TRAFFIC
- 9 29 PARALLEL PARKING SPACES WITH 2 ADA AND ONE LANE
- 10 5'W BIKE LANE
- 11 6'W BIKE BUFFER



MASTER PLAN - SOUTH END OF S SAN VICENTE
ENLARGEMENT 3 : SECTION AND INSPIRATION IMAGES



SECTION C



Steel Overhead Structure in Shape of Interior of a Leaf



Grid of Trees



ADA Pedestrian Zone

SOUTH END PORTION OF S SAN VICENTE ENLARGEMENT 3 PERSPECTIVES



TILED RIVER WITH BOULDERS AS SCULPTURE /
OVERHEAD STRUCTURE IN SHAPE OF INTERIOR OF LEAF



AMENITY ZONE

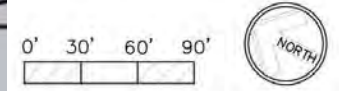


TREE GRID / BENCHES / LEAF SCULPTURE



BIKE BUFFER / BIKE LANE / PARALLEL PARKING

PART I



- [illegible]

NORTH END PORTION OF S SAN VICENTE PERSPECTIVES



BUS HUB / IRIS GARDEN



CYBER HUB / BIKE LANE

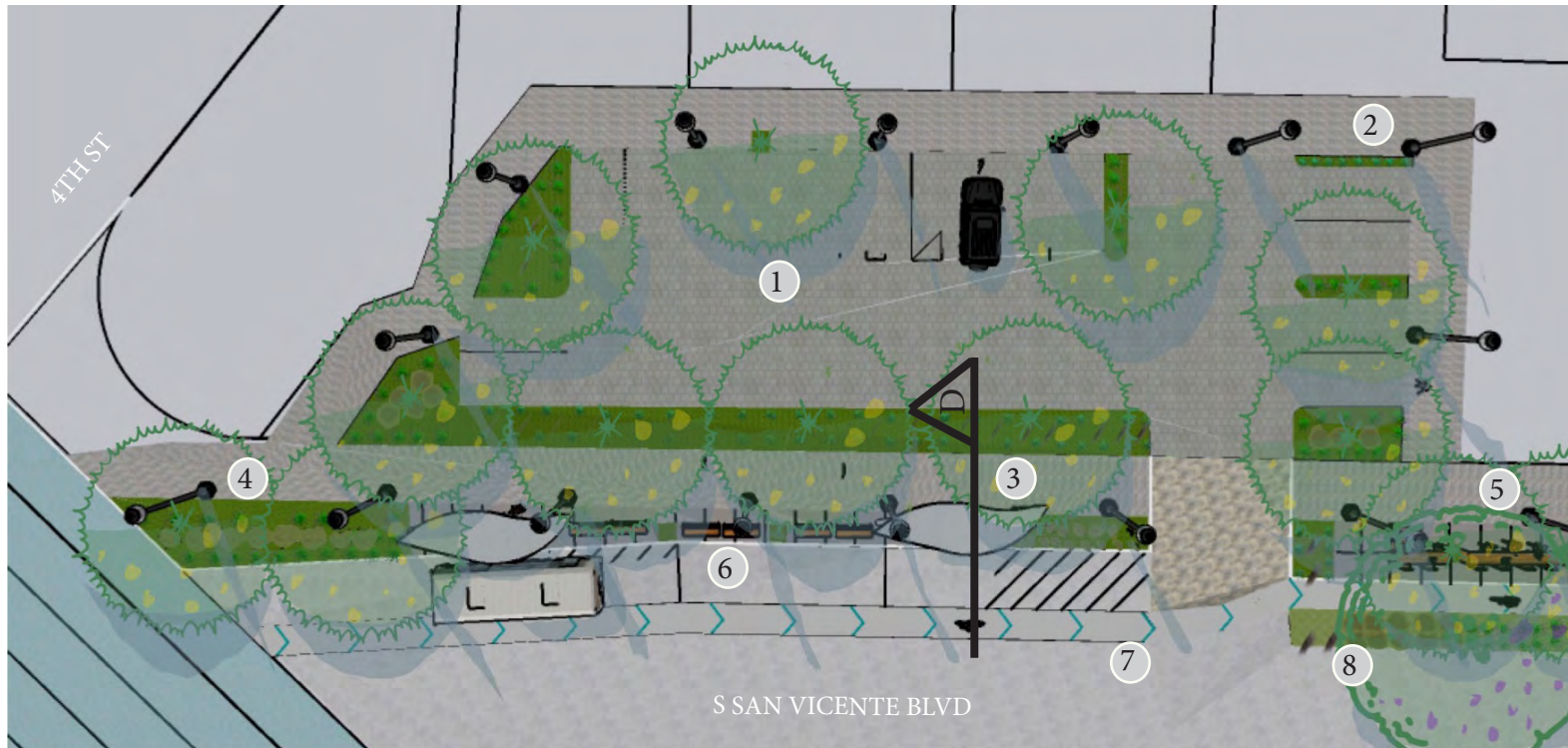


CURB INLET MEDIAN WITH LARGE CANOPY TREES

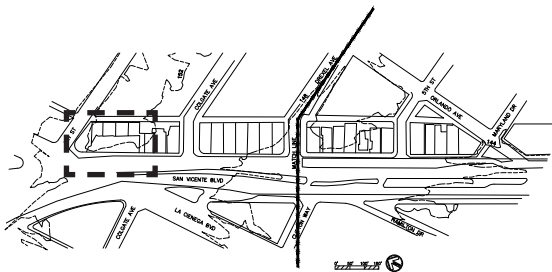
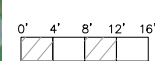


SENSORY GARDEN / BIKE LANE / BIKE BUFFER

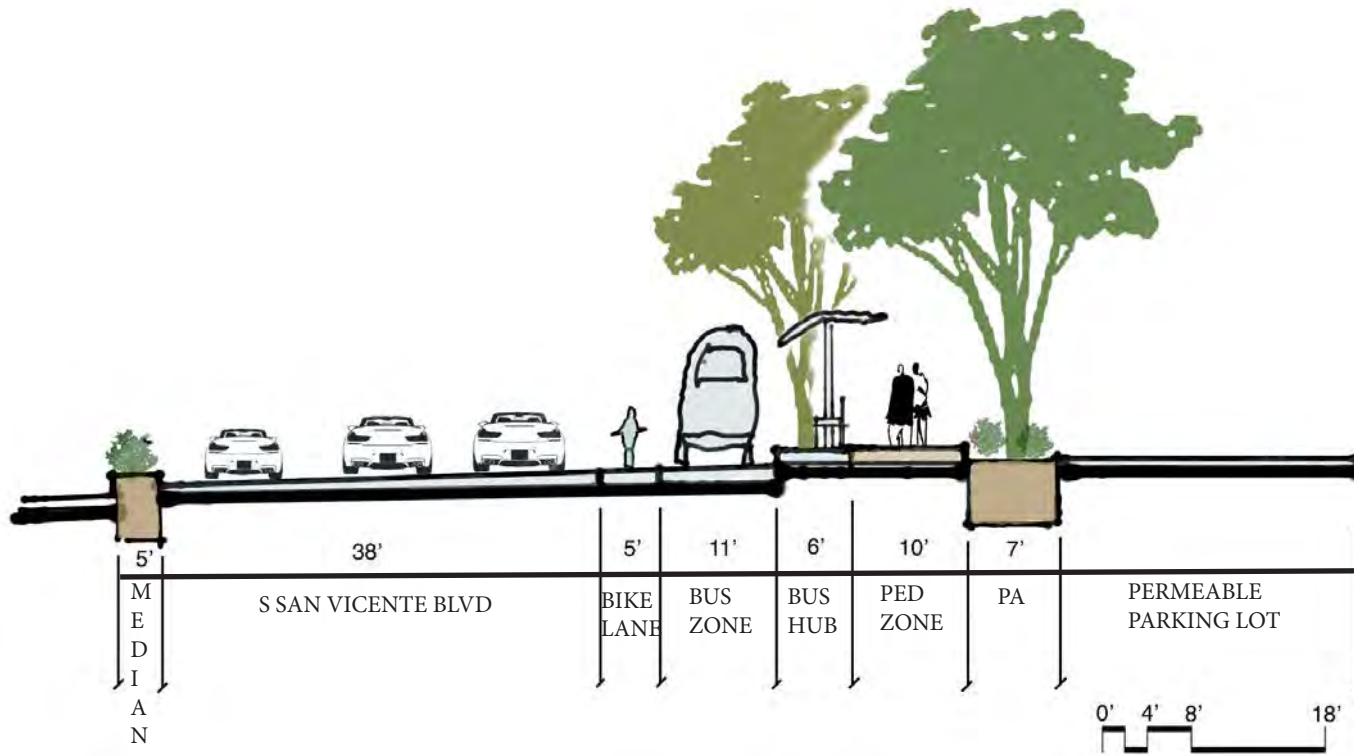
MASTER PLAN - NORTH END PORTION OF S SAN VICENTE ENLARGEMENT 1



- 1 PERMEABLE PAVING PARKING LOT WITH PLANTINGS AND MEDIUM TREES
- 2 10'W PEDESTRIAN ADA ZONE
- 3 BUS HUB WITH OVERHEAD LEAF STRUCTURE AND BENCHES
- 4 PLANTER WITH MEDIUM TREES
- 5 CYBER HUB WITH MEDIUM TREES
- 6 2 BUS ZONE
- 7 5'W BIKE LANE
- 8 6'W BIKE BUFFER WITH LARGE TREES



MASTER PLAN - NORTH END PORTION OF S SAN VICENTE ENLARGEMENT 1 : SECTION AND INSPIRATION IMAGES



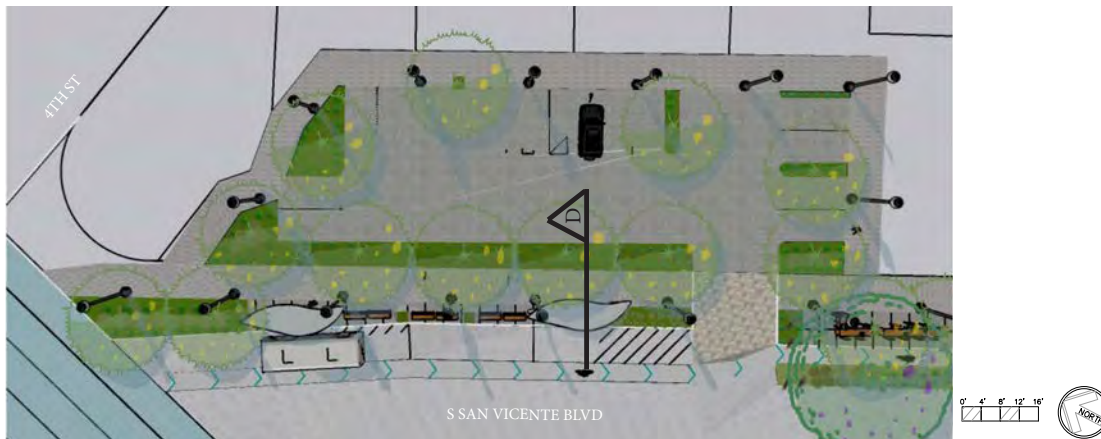
SECTION D



Leaf Overhead Structure



2 Bus Zone



Complete Streetscape Plantings with Trees

NORTH END PORTION OF S SAN VICENTE ENLARGEMENT 1 PERSPECTIVES



BUS HUB / 2 BUS ZONE



LEAF STRUCTURE / BUS HUB / BIKE LANE

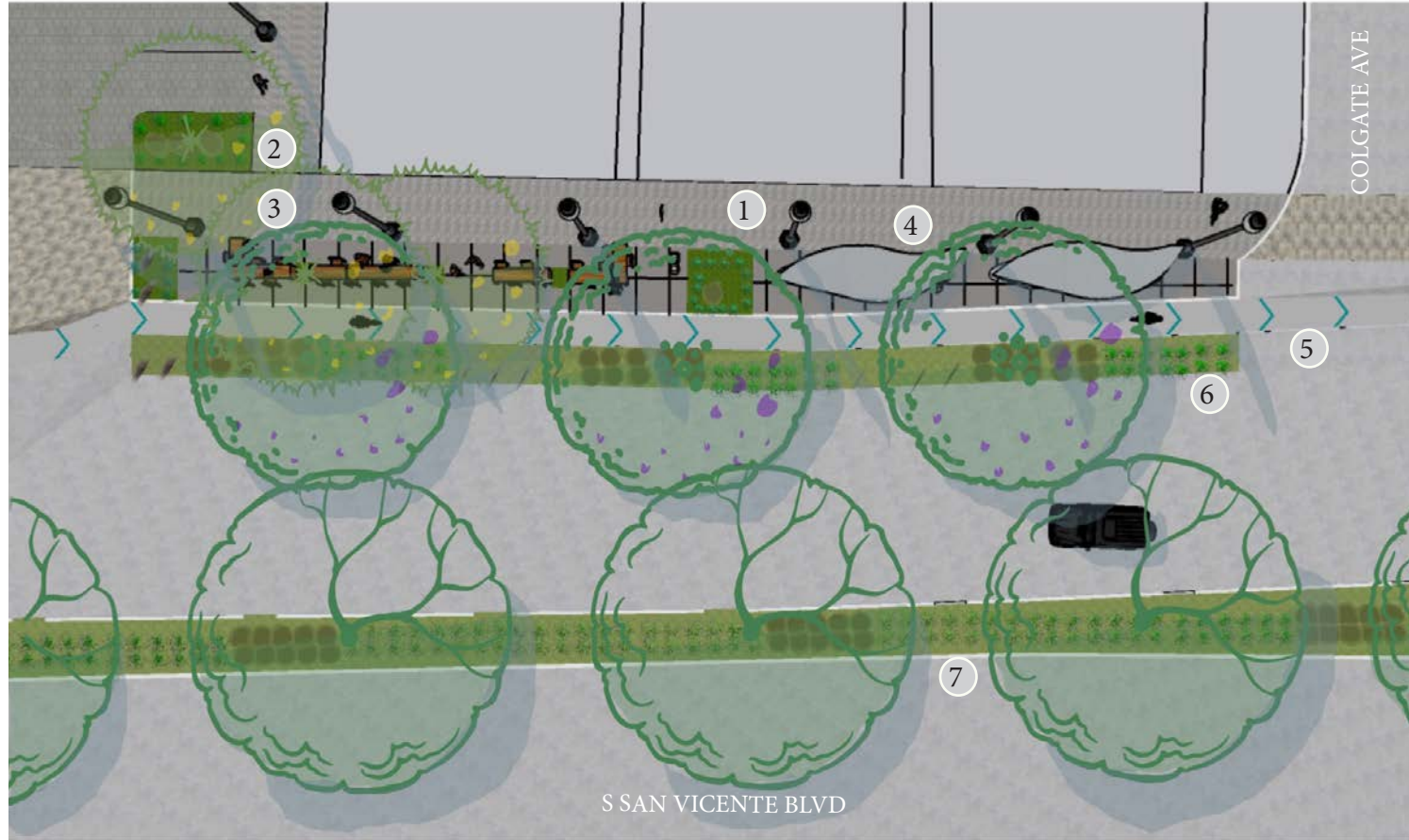


LEAF SHADE CANOPIES / IRIS GARDEN

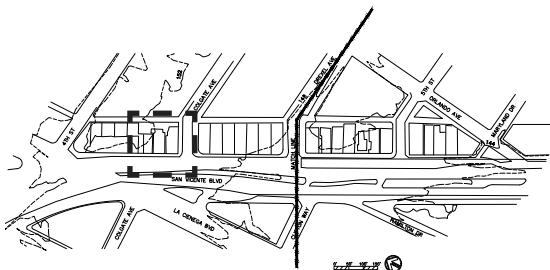
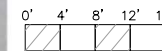


CYBER HUB/ BIKE LANE

MASTER PLAN - NORTH END PORTION OF S SAN VICENTE ENLARGEMENT 2



- 1 10'W PEDESTRIAN ADA ZONE
- 2 PLANTER WITH MEDIUM TREES
- 3 CYBER HUB WITH MEDIUM TREES
- 4 OVERHEAD STRUCTURE AND BENCHES IN SHAPE OF A LEAF
- 5 5'W BIKE LANE
- 6 6'W BIKE BUFFER WITH LARGE TREES
- 7 PLANTED MEDIAN WITH CURB INLETS AND LARGE TREES



NORTH END PORTION OF S SAN VICENTE ENLARGEMENT 2 PERSPECTIVES



CROSSWALK PAVING / GARDENS / BIKE BUFFER



CYBER HUB / BIKE LANE / BIKE BUFFER

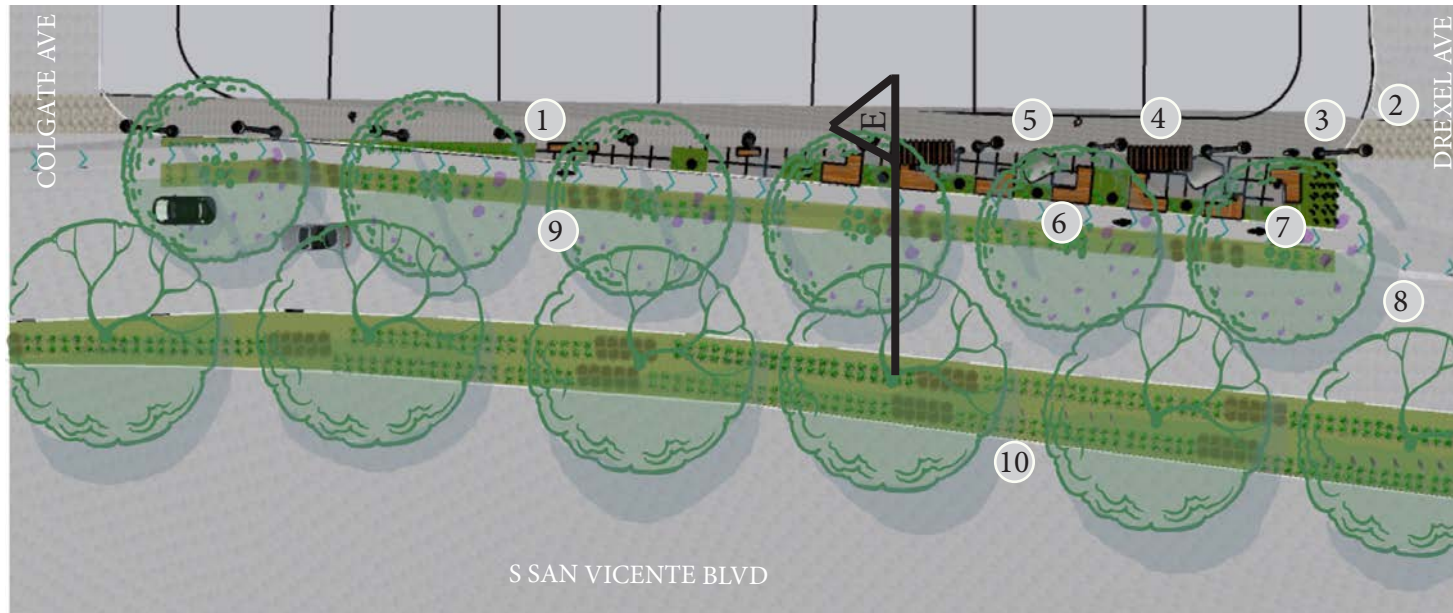


LEAF SHADE CANOPIES / LEAF BENCHES

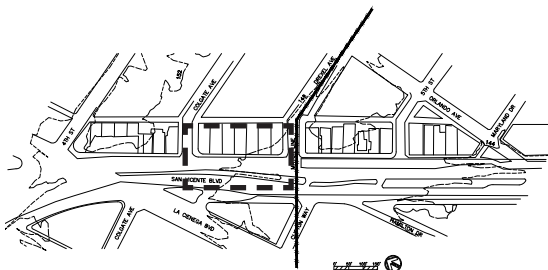
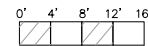


ADA PEDESTRIAN ZONE

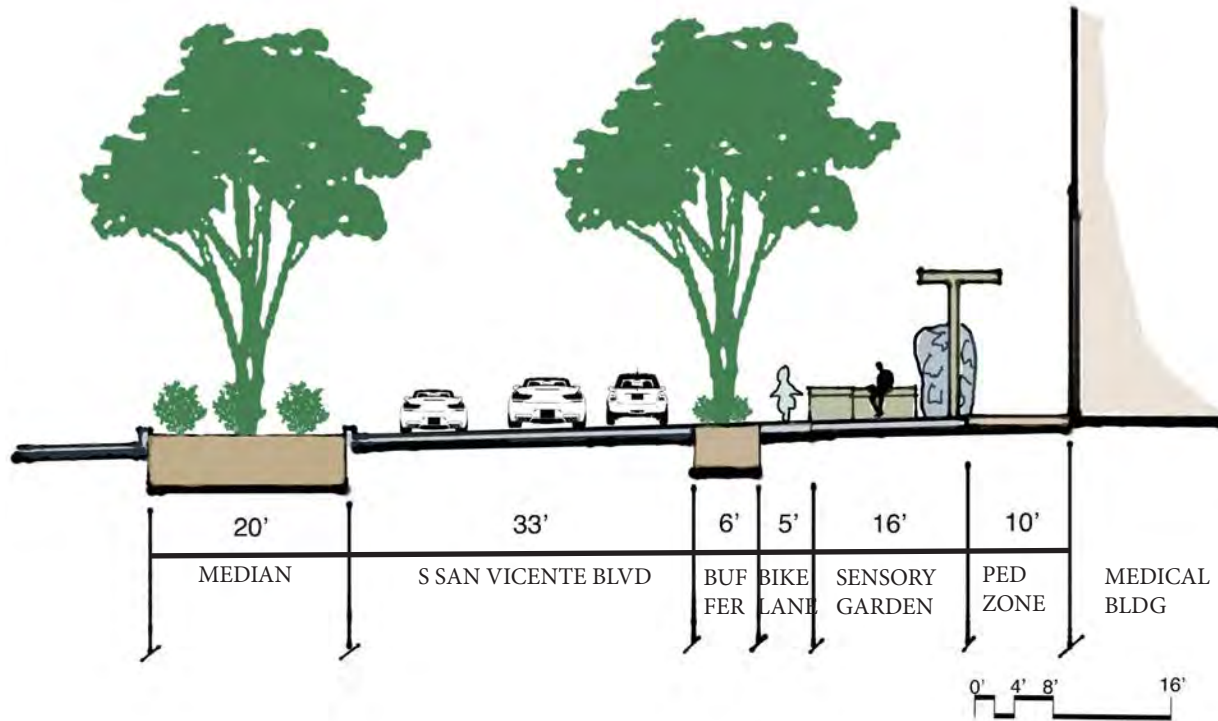
MASTER PLAN - NORTH END PORTION OF S SAN VICENTE ENLARGEMENT 3



- 1 10'W PEDESTRIAN ADA ZONE
- 2 CROSSWALK PAVING
- 3 LIGHT POSTS EVERY 30'
- 4 WOOD OVERHEAD STRUCTURE
- 5 LARGE BOULDERS
- 6 4'W WOOD BENCHES
- 7 PLANTER WITH SENSORY AND HEALING HERB GARDEN PLANTINGS
- 8 5'W BIKE LANE
- 9 6'W BIKE BUFFER WITH LARGE TREES
- 10 PLANTED MEDIAN WITH CURB INLETS AND LARGE TREES



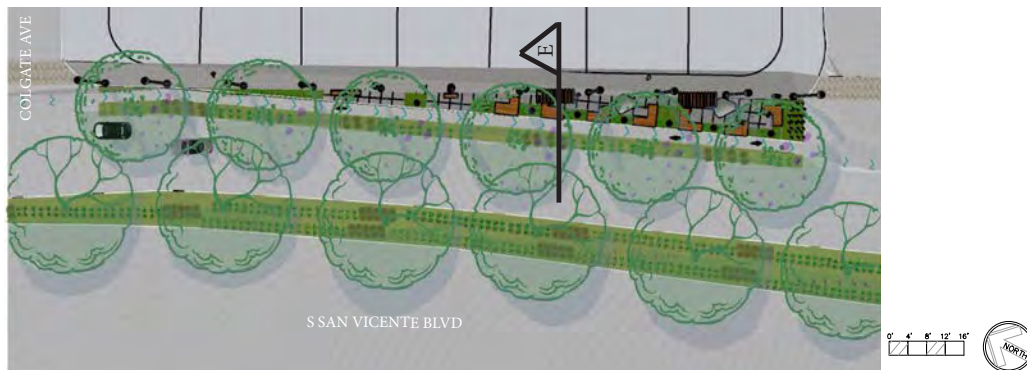
MASTER PLAN - NORTH END PORTION OF S SAN VICENTE ENLARGEMENT 3 : SECTIONS AND INSPIRATION IMAGES



Bike Lane with Bike Buffer



Sensory Garden Plantings at Medical Bldg



Curb Inlet Bioswale Median

NORTH END PORTION OF S SAN VICENTE ENLARGEMENT 3 PERSPECTIVES



AMENITY ZONE / BIKE LANE / BIKE BUFFER



SENSORY GARDEN / BIKE LANE / CURB INLETS

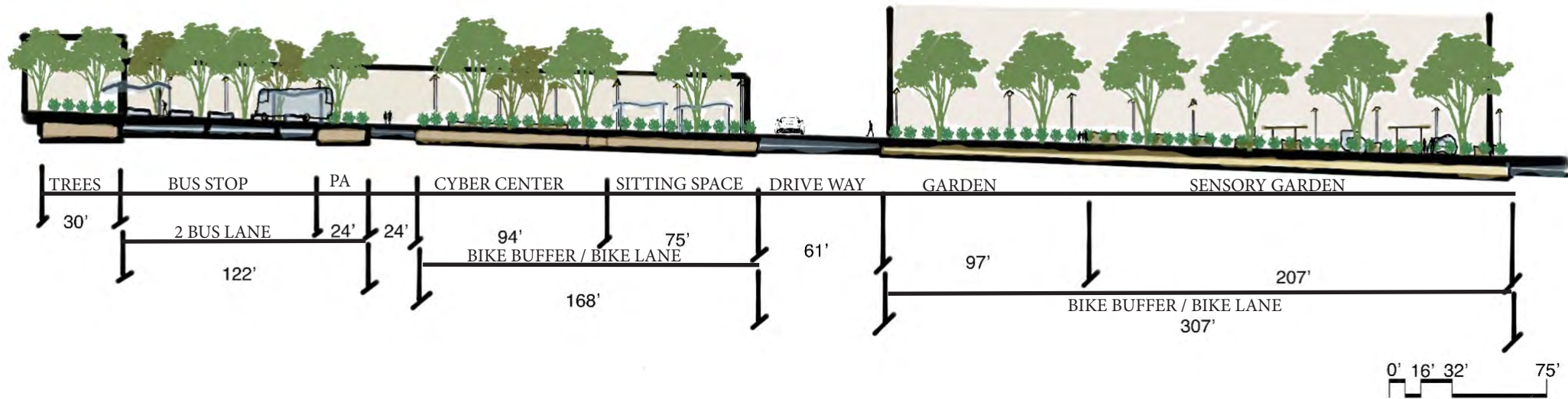


SENSORY GARDEN / BIKE LANE / BIKE BUFFER

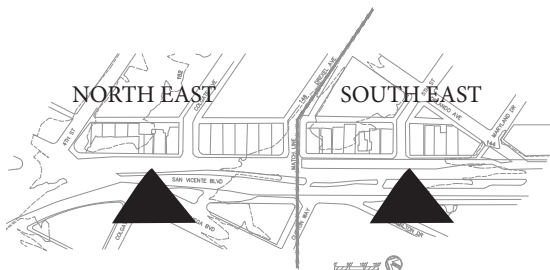
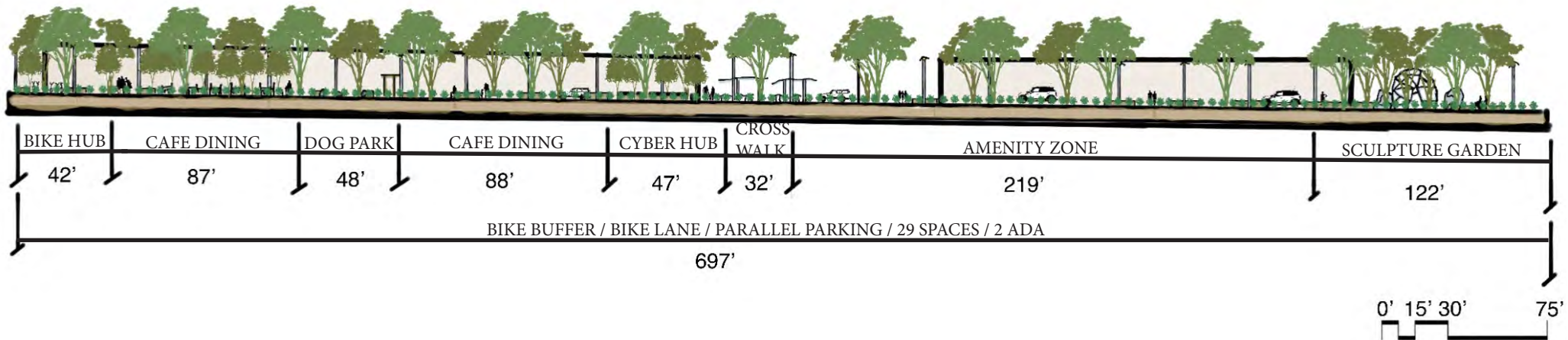


SENSORY GARDEN / BIKE LANE

NORTH-EAST ELEVATION - NORTH PORTION OF S SAN VICENTE



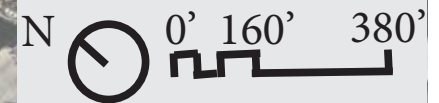
SOUTH-EAST ELEVATION - SOUTH PORTION OF S SAN VICENTE



STREETSCAPE WIDTHS OVER AN AERIAL IMAGE AND DESIGN OVERLAY



FUTURE STREETSCAPE DESIGN FROM WILSHIRE BLVD TO LA CIENEGA BLVD



LEGEND :



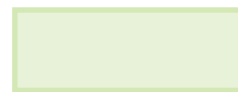
PROPOSED URBAN STREETSCAPE



FUTURE URBAN STREETSCAPE



CURB INLET BIOSWALE PLANTED
MEDIAN WITH HERITAGE TREE
CANOPIES



NORTH PARK WITH 300'H LANDSCAPE
MONUMENT / CORNER OF LA CIENEGA
AND S SAN VICENTE



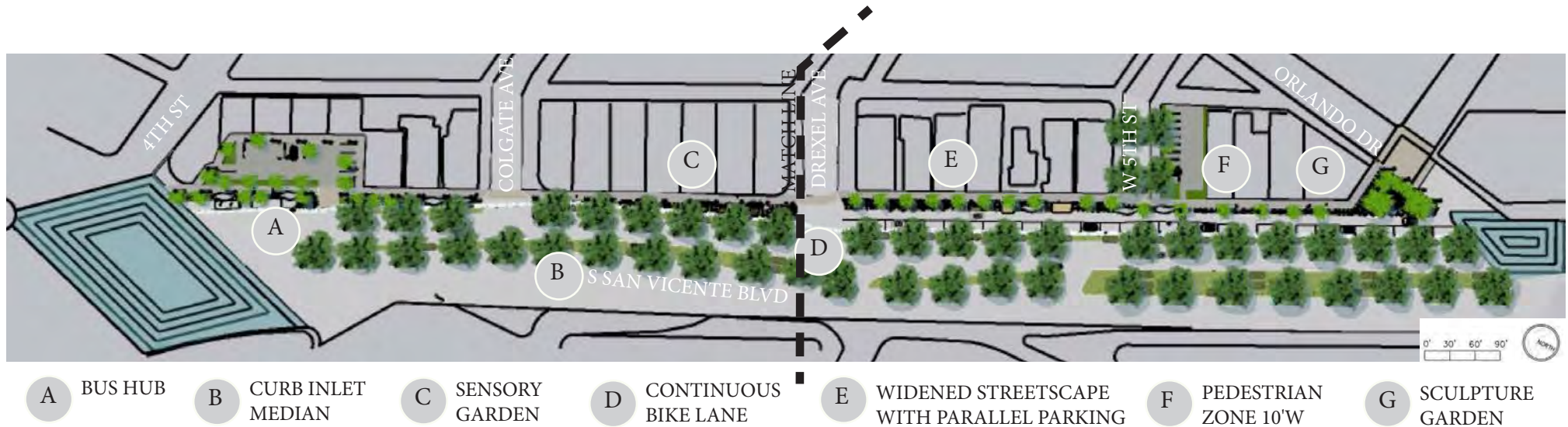
SOUTH PARK CORNER OF WILSHIRE
AND S SAN VICENTE



PERMEABLE PAVING INTERSECTIONS
WITH RAISED PAVING TO SLOW DOWN
THE STREET CARS

URBAN STREETSCAPE CONCLUSION

MASTER PLAN - FOUR BLOCK CONTINUOUS DESIGN OF S SAN VICENTE BLVD



IMPROVE
STREETSCAPE

INTEGRATE
SUSTAINABILITY

CONNECT
COMMUNITY

CALM
TRAFFIC

SUCCESSFUL CONCLUSIONS :

- The streetscape design blends with the community and the users of the existing buildings, giving context sensitive design to the new streetscape.
- S San Vicente Blvd is vibrant with a new community setting for the users of the streetscape. It will bring vitality to the neighborhood with beauty and usable spaces for all ages and all abilities.
- The ADA pedestrian zone is unifying design principles stretching the entire four blocks with no obstacles.
- The successful amenity zones bring seating, trees, and night lighting to the streetscape.
- Micro climates have been obtained by ample planter pockets and tree shade canopies.
- Two newly designed permeable paving parking lots with shade canopies and amenity zones.
- 4 blocks of street medians converted to curb inlets for bioswale rain water, ground re charge.
- The intersections are permeable paver's raised to slow down traffic as well as infiltrate water.
- The beautification of the new green street scape design adds character and benefits the environmental conditions for inner city green streetscape retrofit.
- The community is enhanced with plant ers and sitting spaces, with tree canopies and overhead structures.
- ADA accessible zones are a storefront necessity and allow users to gravitate to the new streetscape program.
- The bike route is marked with paving, continuous through intersections and has a plant buffer zone for protection from traffic.
- Enhancement of walkable zones and ample seating with shade.
- The streets are slower in front of the streetscape due to raised paving in intersections.
- Sidewalks are widened to allow for more foot traffic.
- The bike lane has a plant buffer zone for added safety and community identity.

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PHOTO SOURCE CATALOGUE:

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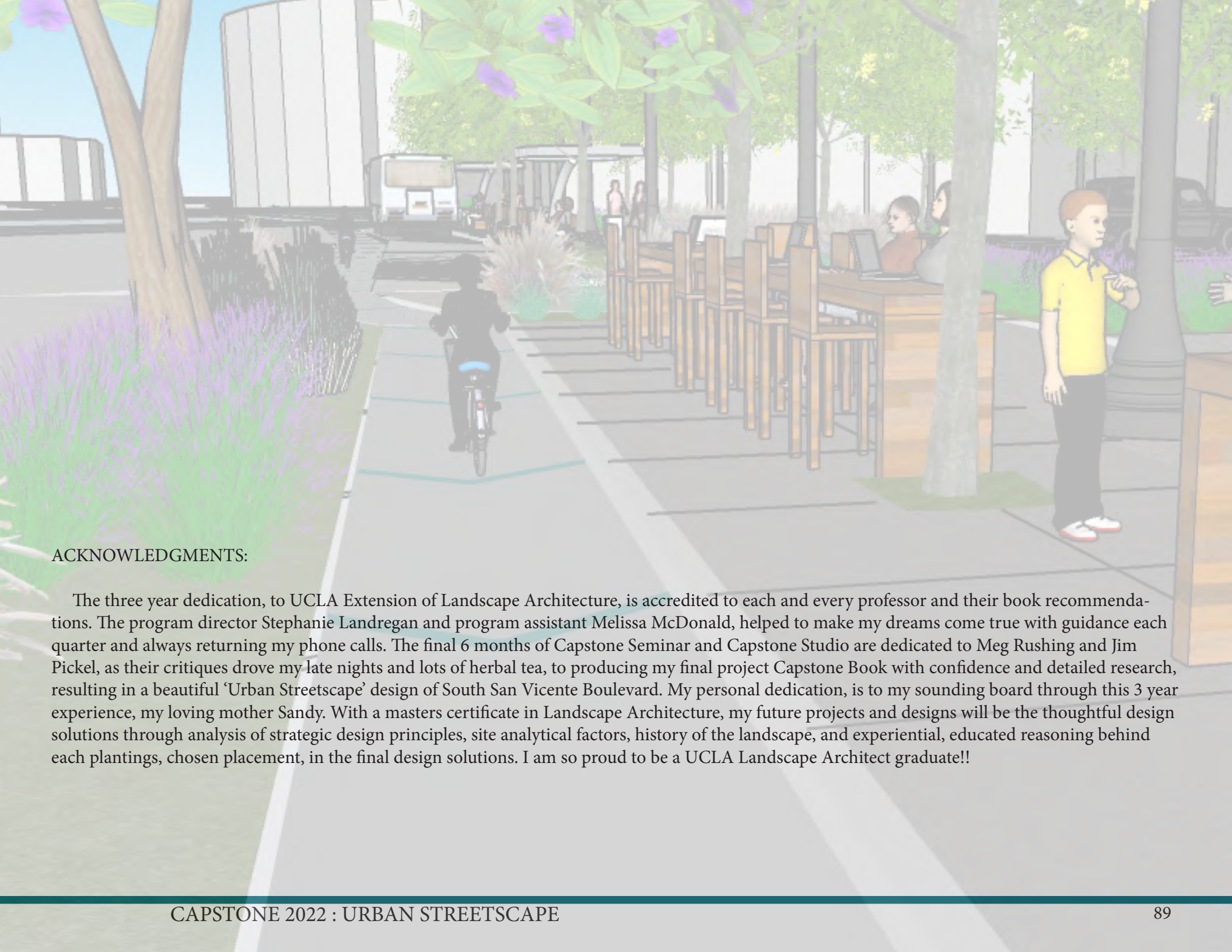
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76% INCREASE RATIO OF PLANTING SPACES
 TOTAL PLANTERS BEFORE DESIGN : 2,475 SF / .06 ACRES
 TOTAL PLANTERS AFTER DESIGN : 10,471 SF / .24 ACRES

96% INCREASE RATIO OF PERMEABLE PAVING
 TOTAL IMPERMEABLE SF BEFORE DESIGN : 70,828 / 1.6 ACRES
 TOTAL PERMEABLE SURFACE AFTER DESIGN : 67,843 SF / 1.6 ACRES

100% INCREASE RATIO OF CURB INLET BIOSWALE MEDIAN INFILTRATION
 TOTAL MEDIAN INFILTRATION PLANTERS : 26,515 SF / .6 ACRES
 TOTAL INFILTRATION STREET WATER COLLECTION TO INLETS : 58,139 SF / 1.3 ACRES
 AVERAGE LA ANNUAL RAINFALL 16" : COLLECTS 843,831 GALLONS OF WATER PER YEAR

ANNUAL BIOSWALE WATER COLLECTION
 IS 1.3 OLYMPIC SIZE SWIMMING POOLS