



LIVABLE BOULEVARDS STREETScape PLAN

February 2018

Overview & Project Area

The Department of City Planning (DCP) is developing the Livable Boulevards Streetscape Plan for five street segments on the Westside that would create new guidelines for streetscape improvements in the public right-of-way. Examples of the types of improvements in the Plan include: street trees, street furniture, and pedestrian-scale street lights. The Plan also encourages pedestrian safety improvements such as high visibility crosswalks and median refuge islands. The Plan includes the following five Westside street segments:

Street	Boundary
1.) Pico Blvd (“Pico Green”)	Centinela Ave to 405 Fwy
2.) Pico Blvd (“Pico Patricia”)	405 Fwy to Patricia Ave
3.) Motor Ave	10 Fwy to Venice Blvd
4.) Centinela Ave	Washington Blvd to Jefferson Blvd
5.) Venice Blvd	Lincoln Blvd to Inglewood Blvd

What is the intent of the Streetscape Plan?

The Livable Boulevards Streetscape Plan aims to reinforce neighborhood or district identity; enhance walking, bicycling & transit experiences; promote sustainable practices; improve overall corridor aesthetics and livability; and create an attractive street for local businesses and their patrons.

How was the Streetscape Plan developed?

The Streetscape Plan was prepared with extensive community input. Notably, many of the streetscape segments were selected based on previous community-initiated visioning efforts. Building off of these previous efforts, Planning staff conducted community walking tours, surveys, and workshops in order to build consensus around the streetscape concepts. Additionally, the city departments responsible for public right of way improvements provided technical review. For more information about the work initiated for each segment, see the “History” section in Appendix B.1 to B.5 of the Livable Boulevards Streetscape Plan.

What are the next steps for this Streetscape Plan?

In early 2018, the Streetscape Plan will be heard by the City Planning Commission and the Board of Public Works for approval. In December 2016 the Streetscape Plan was heard by the Cultural Affairs Commission. Previously on June 23rd, 2016, a staff public hearing was held for the Streetscape Plan along with the updates to the two existing Westside transportation improvement and mitigation Specific Plans.

How will the streetscape plan be implemented?

The plan is intended to be implemented incrementally over time as new projects, both publicly and privately financed, are constructed. Examples of public agency streetscape investments include improvements initiated by the City of Los Angeles Department of Public Works and other governmental entities. Examples of private streetscape investments include improvements initiated by local Business Improvements Districts or private developers proposing development projects fronting the public rights of way along a streetscape segment.

What is the relationship to the Coastal Transportation Corridor and the West LA Transportation Improvement and Mitigation Specific Plan updates?

The development of the Streetscape Plan is a component of the Department of City Planning and the Department of Transportation’s effort to update two existing transportation improvement and mitigation Specific Plans that establish Transportation Impact Assessment fee programs on the Westside. The fees collected by these two Specific Plans would help fund the types of public right-of-way improvements envisioned by the Streetscape Plan.

More Information: If you have questions, comments, or want to be included on our mailing list, please contact Steven Katigbak at steven.katigbak@lacity.org or call 213.978.1349.

FIGURE 1 - LIVABLE BOULEVARDS STREETScape PLAN BOUNDARY MAP

