**PROJECT LOCATION:** The public right-of-way of Crenshaw Boulevard between I-10 Freeway and 79th Street (Exhibit A)

**PROPOSED PROJECT:** Crenshaw Boulevard Streetscape Plan

**REQUESTED ACTION:**

1. **Adopt** the Crenshaw Boulevard Streetscape Plan (Exhibit C) within the area shown on the attached map (Exhibit A).

2. Pursuant to Sections 15301 and 15304 of the CEQA Guidelines, **determine** that the Proposed Project is exempt from the California Environmental Quality Act (CEQA) for the reasons set forth in Categorical Exemption No. ENV-2015-1320-CE.

**RECOMMENDED ACTIONS:**

1. **Approve** the staff report as the City Planning Commission Report.

2. **Adopt** of the Crenshaw Boulevard Streetscape Plan (Exhibit C).

3. **Adopt** the Resolution to approve the Crenshaw Boulevard Streetscape Plan (Exhibit B).

4. **Determine** that the Project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301 Existing Facilities (Class 1) and Section 15304 Minor Alterations in Land (Class 4).

5. **Adopt** the attached Findings.
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Exhibits (Attached):
   A – Map
   B – Resolution
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PROJECT ANALYSIS

Project Summary

In 2012, the Los Angeles Department of City Planning (DCP) was awarded a Transit-Oriented Development Planning Grant from the Los Angeles County Metropolitan Transportation Authority (Metro) to do station area planning around six Crenshaw/LAX Line Light Rail Transit (LRT) stations. The goal of the grant is to encourage cities to develop regulatory changes that are supportive of transit as means to foster transit ridership, reduce automobile dependence and improve regional air quality. For the Crenshaw/LAX Line LRT stations nearest Crenshaw Boulevard, DCP opted to prepare a streetscape plan for Crenshaw Boulevard that aims to improve the pedestrian orientation of the corridor and complements ongoing Departmental efforts to update land use plans for the area.

The Proposed Crenshaw Boulevard Streetscape Plan (the Proposed Plan) provides a blueprint for streetscape improvements in the public right-of-way. Through a coordinated palette of street trees, street furnishings and other pedestrian improvement strategies, it also aims to reinforce district identity and support a range of multi-modal options along the corridor. The Proposed Plan identifies a palette of streetscape elements to be installed on the corridor whenever street improvements are constructed, including consistent street trees, street furniture and enhanced paving to improve the quality and safety of the street for all users. This long-range plan will be implemented as funds become available, by a combination of public and private projects.

The Proposed Plan area encompasses approximately five miles of Crenshaw Boulevard between Interstate 10 Freeway to the north and 79th Street, the boundary between the City of Los Angeles and the City of Inglewood, to the south. The Proposed Plan combines “unifying” streetscape elements that are intended to tie the corridor together visually and unique “district” streetscape elements that differentiate the corridor’s many distinct neighborhoods. The Proposed Plan includes a number of strategies that improve the pedestrian orientation of the street, such as curb extensions and median refuge islands, as feasible, to shorten pedestrian crossing distances and enhance safety. The Proposed Plan also identifies, but does not construct or mandate, an interim bike route that connects the five Metro Crenshaw/LAX Light Rail Transit (LRT) Line stations that are located near Crenshaw Boulevard, until a future time when a continuous bike lane can be constructed on the corridor, in accordance with the City’s adopted Mobility Plan 2035.

Background

Crenshaw Boulevard within the Proposed Plan area is a major north-south arterial accommodating many local and rapid buses and future light rail. The corridor also has many nodes of pedestrian activity, including neighborhood-serving commercial uses (e.g., retail, restaurants, commercial services, offices, etc.); a regional shopping center, the Baldwin Hills Crenshaw Plaza; residential uses; public parks, and the cultural district of Leimert Park Village. This portion of Crenshaw Boulevard consists primarily of low-rise, buildings. Recently, the pedestrian environment along the corridor was further enhanced with the construction of a People St. Plaza through the Los Angeles Department of Transportation’s (LADOT) People St. Program. Additionally, Metro is constructing the Metro Crenshaw/LAX Transit Corridor Project, a new 8.5 mile light rail connecting the corridor and the City of Inglewood to the regional transportation network through the Exposition Line LRT and the Green Line LRT. There will be five new stations located on or near Crenshaw Boulevard as a result of the LRT project. The light rail line is currently set to open in 2019. The Proposed Plan responds to the existing community context and planned future investments to facilitate the further improvement of the corridor by creating an inviting, safe, and walkable environment.
City land use plans and state legislation were referenced in the development of the Proposed Plan. The Proposed Plan is consistent with and will complement the plans and policies of the pending updates to the West Adams-Baldwin Hills-Leimert Community Plan and the existing Crenshaw Corridor Specific Plan. The Specific Plan revisions include a provision that requires projects on the corridor to comply with the Proposed Plan (upon adoption) to ensure that appropriate public realm improvements are constructed as new development occurs on the corridor. Additionally, the Proposed Plan furthers the goals of the SCAG Sustainable Communities Strategies, the 2008 Complete Streets Act (AB 1358) and SB 743 by helping to reduce vehicle miles traveled, promoting active modes of travel and creating a walkable street that connects a number of surrounding neighborhoods to the future Metro Crenshaw/LAX LRT stations.

The Proposed Plan is consistent with Metro First Last Mile Strategic Plan by encouraging improvements that facilitate easy, safe access to cultural amenities, businesses, neighborhoods, and the Metro system. Additionally, the Mayor’s Sustainable City Plan includes benchmarks and metrics to move the City towards a sustainable future. Through urban design and other strategies called for in the plan, as feasible, such as median refuge islands, curb extensions and midblock crossings, the Proposed Plan will help to implement the Vision Zero policy initiative on Crenshaw Boulevard with the goal of reducing traffic fatalities. Vision Zero is a movement to eliminate traffic fatalities in Los Angeles and a number of other cities such as New York, San Francisco, San Diego and Portland have in adopted a Vision Zero policy.

**Streetscape Elements**

The Proposed Plan will help facilitate the coordination and project review of public improvements on Crenshaw Boulevard by City departments. Table 3 in Chapter 4 of the Proposed Plan specifies the required improvements. The streetscape elements required by the Proposed Plan largely were chosen from among a palette of City-approved materials and meet the technical specifications (i.e. standard plans) adopted by LADOT and the Department of Public Works (DPW). LADOT and DPW will review and issue permits for any improvements in the public right-of-way at the time of installation and will further ensure that all improvements meet applicable standard plans.

Following the format of the Mobility Plan 2035 Complete Street Design Guide, the streetscape elements listed in the Proposed Plan, and discussed below, are divided into two categories: Sidewalk Treatments and Roadway Treatments.

**Sidewalk Treatments**

- **Street Trees.** Given the distinct neighborhoods along the corridor, the Proposed Plan requires different tree species for different segments to reinforce neighborhood identity and character. One tree, the Catalina Ironwood, is a unifying tree that is required throughout the corridor. The tree species that were chosen are largely native and drought tolerant. The tree species were also chosen for their ability to provide shade and seasonal color. All of the recommended trees are pre-approved for planting in the public right-of-way by DPW.

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1 Vision Zero policies included in this Plan are consistent with LADOT’s Great Streets For Los Angeles Strategic Plan and the Mayor’s Sustainable City Plan. The Mobility Plan 2035 includes a goal to decrease the pedestrian and bicycle fatality rate as related to traffic accidents to zero by 2035 (see pg. 38).
2 Vision Zero is modeled after the Swedish Government’s initiative to use progressive transportation planning and law enforcement to reduce the number of transportation-related fatalities to zero.
   http://bikeportland.org/2015/06/15/city-adopt-vision-zero-goal-embark-12-month-action-plan-process-144416
• **Street Lighting.** To create a unified street lighting system, the Streetscape Plan includes three types of street lighting (street scale, residential scale, and pedestrian scale) to promote a uniform distribution of light and to enhance the visibility for and safety of pedestrians. An assessment district may be required to fund any new pedestrian- and residential-scaled lighting on the corridor.

• **Street Furniture.** The City of Los Angeles has an adopted City Coordinated Street Furniture Program that provides a set palette of bus shelters, benches and trash receptacles that are installed at bus stops and can be found at some bus stops along the corridor. The Proposed Plan identifies the model of bus shelter to be used uniformly along the corridor. In addition to the City Coordinated Street Furniture Program, the Proposed Plan also requires the incorporation of a selected, “district” bench, bike rack and trash receptacle to be installed at midblock locations and other appropriate locations outside of bus stop areas.

• **Tree Well Area.** Tree wells along Crenshaw Boulevard will be treated with decomposed granite, low growing plants or mulch, as approved by DPW. A metal tree grate is required in the segment from 39th Street to 48th Street, an area of heavy pedestrian traffic roughly corresponding with the boundaries of the Greater Leimert Park Village/Crenshaw Corridor Business Improvement District. All tree well grates will be installed in full compliance with DPW standards and permitting procedures.

• **Curb Extensions.** Where feasible, curb extensions will be used to shorten the crossing distance in wider segments of the street, subject to approval by LADOT.

• **Curb Ramps and Sidewalk Paving.** The Streetscape Plan requires ADA-accessible curbs ramps, consistent with LADOT standards. It also requires special paving treatments that include colored concrete and diagonal scoring patterns that differ based on the segment, as a place-making feature.

• **Curb Radii and Convenience Strip.** The Streetscape Plan requires smaller curb radii (25 feet or less, to be constructed in accordance with adopted DPW and LADOT standard plans) in order to increase motorists’ visibility of pedestrians waiting to cross the street and to reduce the speed of turning vehicles at intersections. Convenience strips are also proposed to provide a zone between the curb and the unobstructed sidewalk for people to safely exit parked vehicles.

**Roadway Treatments**

• **Continental Crosswalks.** The Proposed Plan requires continental crosswalks, consistent with the City’s new adopted standard for crosswalks. This crosswalk design improves the visibility of the intersections and enhances pedestrian safety.

• **Midblock Crossings.** The Proposed Plan requires the addition of midblock crossings on long blocks to improve the walkability of the area, subject to LADOT approval. Continental crosswalks would be installed at these crossings, as well as signalized intersections. Currently, some segments of the corridor have blocks that range from 500 to approximately 1,300 feet in length; the goal is to have a crossing at least every 300 feet.

• **Median Refuge Islands.** Where feasible, the Proposed Plan encourages the installation of median refuge islands at intersections where roadway widths exceed 120 feet. The islands shorten crossing distances to improve the safety of pedestrians and can be coordinated with landscaped medians (existing or planned) to provide additional landscaping on the corridor.
**Bike Network.** The Metro Crenshaw/LAX Line LRT project includes the construction of a bike lane on Crenshaw Boulevard between 48th Street and 60th Street. The Proposed Plan incorporates this planned bike lane in the proposed cross sections and shows how it can connect to bike friendly streets in the vicinity, ensuring bicycle access to the stations from the surrounding neighborhoods.

**Illustrative Plans.** The Proposed Plan includes illustrative plans that show how the street will look with the proposed streetscape improvements. The Plan does not propose to change the configuration of Crenshaw Boulevard, but responds to changes along the corridor that will result from the construction of the Metro Crenshaw/LAX Line LRT project. Ultimately, the future proposed right-of-way width of Crenshaw Boulevard will match its current dimensions.

**Aspirational Drawings.** Throughout the public participation process, community stakeholders expressed interest in additional enhancements and streetscape elements for Crenshaw Boulevard. In response, aspirational drawings are provided in Appendix D of the Streetscape Plan to show how additional public realm improvements may be accommodated on the corridor in the future. These potential enhancements are consistent with policies in the Mobility Plan 2035, the Complete Street Design Guide and the City’s Vision Zero initiative.

The aspirational drawings depict the following potential future pedestrian and intersection enhancements:

- Future cross-sections with protected bike lanes
- Linear parks, plazas and green streets
- Scramble crosswalks and other intersection signal treatments
- Recommendations for the Great Street Initiative Program (segment between Florence Ave to 78th Street)

**Note:** The features shown in Appendix D of the Proposed Plan will require further environmental review and their own environmental clearances before they can be implemented.

**Summary of Changes to the Proposed Plan Since Approval by the Cultural Affairs Commission**

A number of revisions have been made to the Proposed Plan in response to public input at the June 18th hearing and ongoing coordination with the Department of Public Works. The changes are not substantive in nature; they typically involve technical clarifications and in all cases are consistent with the action taken by the Cultural Affairs Commission on May 21, 2015 (see discussion below on the Commission’s action). They are summarized as follows:

- An alternate unifying tree (California Sycamore) has been selected, to be used in the event that the preferred unifying tree (the Catalina Ironwood) is unavailable. The Department of Public Works informed DCP staff that tree nurseries may not have sufficient numbers of the Catalina Ironwood to plant along Crenshaw Boulevard. Thus, the selection of the California Sycamore as the alternate unifying tree allows the continuation of a unified aesthetic, in the event the Catalina Ironwood is unavailable.

- All references to the 1999 Transportation Element of the General Plan and the 2010 Bike Plan have been updated to reflect the recent adoption of the Mobility Plan 2035 as the new General Plan Element. The Mobility Plan 2035 incorporates the 2010 Bicycle Plan; thus, any references to the 2010 Bicycle Plan have been replaced with the appropriate reference in the Mobility Plan 2035. References in the text throughout the document and
appendices have been updated. Additionally, Figure 3, which references the interim bicycle route, has been updated.

- The key characteristics of the infill or replacement street trees have been updated under advisement from the Department of Public Works. Previously, a range of planting sizes was allowed; as revised, the Proposed Plan allows for 36” box trees to be planted. Planting trees of this size is better for the long term health of the tree.

- Where appropriate, the Proposed Plan has been updated to include additional information to ensure that any proposed projects in the right-of-way will meet the technical specifications detailed in DPW’s adopted standard plans for the various streetscape elements. Such references have been made throughout the document.

- In response to public input at the hearing, the Pedestrian Scale lighting is now recommended for the entire corridor, except for the segment between Coliseum Street and Martin Luther King Jr. Boulevard where the residential scale light is recommended. The street scale light continues to be recommended for the entire corridor.

- An alternate metal tree grate has been added at the advice of DPW staff. The recommended tree grate only comes in the 4’x4’ size; however the plan calls for 4’x6’ tree wells. The alternate tree grate (or an approved equivalent) has been identified that is the appropriate size and meets the same design objective.

Community Engagement

The Proposed Plan is the result of an extensive public participation process to receive input and feedback on the proposed elements, including street trees and street furniture. Over a two and one-half year period, beginning in October 2012, numerous public meetings and workshops were held with Certified Neighborhood Councils, community groups, area residents and business owners.

In March 2014, the DCP held several workshops on street trees and street furniture in response to concerns about the palette of street trees proposed in the first public draft of the plan and a growing interest in shifting the tree palette to native, drought tolerant trees. Public meetings were held to discuss a variety of street tree options with stakeholders, and this outreach lead to recommendation of a new street tree palette that is largely native and drought tolerant. The complete list of community meetings and workshops are provided in Public Hearing and Communications Section of this report.

Also in response to public input, a juried public art process was developed that guides the establishment of a committee through which the community can pursue public art projects, gateways and wayfinding signage as future streetscape projects. Through that process, community members may elect to engage artists to design streetscape elements (either those required by the Proposed Plan or other elective improvements) that reinforce the cultural identity of the corridor. Ultimately, public art and other design elements constructed in the public right-of-way must also be approved by the City’s Cultural Affairs Department through its established, formal process and issued appropriate DPW permits.

Department and Agency Review

The Proposed Plan has been reviewed by LADOT, DPW (Bureau of Engineering, Bureau of Street Services, and Bureau of Street Lighting), and the Department of Cultural Affairs. Since the
Summer of 2012, DCP staff has attended regular meetings with staff representatives from the LADOT, DPW (Bureau of Engineering, Bureau of Street Services, and Bureau of Street Lighting), Department of Cultural Affairs and Metro to get input on the Proposed Plan and has also participated in numerous interdepartmental meetings convened to guide Metro improvements to the right-of-way as part of the Crenshaw/LAX Line LRT project. The comments from the departments and agencies have been incorporated in the Proposed Plan.

**Key Issues**

**Bike Facilities**

The Proposed Plan includes an interim bike route that connects the future Crenshaw/LAX LRT stations on or near Crenshaw Boulevard and surrounding neighborhoods, linking planned bike facilities on Crenshaw Boulevard with existing bicycle facilitates on adjacent streets. As part of the construction of the Metro Crenshaw/LAX LRT Line, new bike lanes have been environmentally cleared and will be installed on Crenshaw Boulevard, between 48th Street and 60th Street, but full implementation of the City’s Mobility Plan (to have a continuous bike lane on Crenshaw Blvd.) is not currently proposed.

DCP staff has received comments both in support of and opposition to bike lanes on Crenshaw Boulevard. A large number of comments, including a letter from a coalition of sixteen (16) community groups, urged the DCP to include in the Proposed Plan implementation of a continuous bike lane, preferably protected bike lanes, along the entire length of Crenshaw Boulevard. Conversely, comments have also been received throughout the process from those who think Crenshaw Boulevard is not an appropriate street for bike lanes, because of the existing volume of vehicular traffic and concerns about the loss of vehicular lanes.

Continuous bike lanes on Crenshaw Boulevard would require removal of vehicular travel lanes in the majority of the corridor and will necessitate further environmental study. While this is not being proposed at this time, an appendix to the Plan (Appendix D) was developed as part of the Plan to show how protected bike lanes could be accommodated in the existing right-of-way in the future when required traffic and safety studies can be conducted. Under AB 2245, a project to install a continuous bike lane on the corridor would be exempt from the California Environmental Quality Act (CEQA), but, in order to use this exemption, the City would still be required to prepare an assessment of traffic and safety impacts and holding public hearings in areas affected by the bike lanes before Jan. 1, 2018.

**Street Trees**

Many comments received were in favor of the list of native and drought tolerant street trees that are recommended in the Proposed Plan. A few commenters were concerned that some trees were too small and requested that staff consider other trees species. Tree species are in part dictated by those that can thrive within the 4 x 6 foot space allotted to them in the sidewalk, and this becomes an important determining factor. The recommended trees were selected based on a number of factors including: community input, the suitability of their size in relation to the available sidewalk space and criteria (developed through the public input process) that they be native, drought tolerant, have adequate shade canopies and provide some seasonal color and interest. Given these criteria, there was the greatest consensus among the public on the recommended trees.

The Catalina Ironwood, proposed to be the unifying tree for the corridor based on its native origin, size, and seasonal color, fits many of the established criteria but may be difficult to procure in large quantities. In the event that adequate numbers of the Catalina Ironwood cannot be obtained, the Proposed Plan identifies the California Sycamore as a suitable alternative unifying tree.
Street Lighting
A number of commenters welcomed additional street lighting along the corridor and would also like to see sufficient security lighting in transit areas (this is in the purview of Metro) to promote a safer environment for pedestrians. Several community members mentioned that pedestrian scale lighting should be extended to additional areas along the corridor to further enhance safety in those pedestrian districts. In response to this input at the public hearing, the Proposed Plan has been revised to require the pedestrian scale lighting throughout the corridor.

Aspirational Drawings
DCP staff received many comments indicating community support for the Aspirational Drawings (Appendix D in the Proposed Plan). Many commenters welcome more pedestrian plazas, green streets, and protected bike lanes. As previously stated, these enhancements require further environmental review, resources and prioritization by other departments in order to be implemented.

Miscellaneous
Commenters were largely in support of the proposed street furniture and other streetscape elements shown in the Proposed Plan. One commenter at the public hearing stated that the metal tree grate should be reconsidered as a tree well treatment, due to the high costs associated with their installation and maintenance. Another expressed an interest in seeing more placemaking elements that commemorate the culture and history of corridor, particularly in the area between Adams and Exposition Boulevards. Given the subjectivity involved with developing these types of placemaking features, the Proposed Plan established the juried public art process to provide a forum for the community to initiate such projects in the future, with the support and guidance of the City.

Conclusion
The approval of the Proposed Crenshaw Boulevard Streetscape Plan will help implement the stated goals and policies of the West Adams Community Plan and other General Plan Elements and other plans adopted by the City of Los Angeles. In addition to community input, DCP staff worked with Council Offices, the Department of Cultural Affairs, Department of Transportation, the Department of Public Works, and Metro to ensure that this Proposed Plan is consistent with the goals and policies of those departments.
FINDINGS

Geographic Area. This Proposed Plan applies to the public right-of-way along Crenshaw Boulevard, from Interstate 10 Freeway to the north, to 79th Street to the south, an approximately five mile segment.

General Plan Findings. The Proposed Crenshaw Boulevard Streetscape Plan helps to implement the purposes, intent, and provisions of the West Adams-Baldwin Hills-Leimert (West Adams) Community Plan and the Mobility Plan 2035. Additionally, the Proposed Plan is consistent with the Proposed West Adams New Community Plan (adopted by City Planning Commission in April 2013 and currently proceeding through the remainder of the plan adoption process).

West Adams-Baldwin Hills-Leimert Community Plan
The currently adopted West Adams Community Plan’s Urban Design Chapter includes numerous policies on Community Design and Landscaping Guidelines that emphasize the importance of streetscape improvements to enhance the community’s identity. The Proposed Plan supports and helps implement a number of stated policy objectives and programs, such as:

Urban Design Chapter - Streetscape
1. Provide for a coordinated streetscape design at identified entries to the Plan Area that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public right-of-way.

2. Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts that will set standards and priorities for the selection and installation of, but not limited to, the following:
   a. street trees
   b. street lighting
   c. streetscape elements (sidewalk/crosswalk paving, street furniture)
   d. public signage

3. Establish streetscape and landscape standards for, but not limited to, the following corridors and districts:
   a. Crenshaw Boulevard from the Santa Monica Freeway to Florence

3. Identify locations for, and develop landscaped median strips within commercial streets, provided that there is adequate space, traffic flow, site access, and the proper street cross section to insert the medians.

Urban Design Chapter – Street Furniture
1. Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable, including such elements as bus and pedestrian benches, bus shelters, trash receptacles, newspaper racks, bicycle racks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian oriented areas.

2. Provide for the use of kiosks or other street furniture.
Urban Design Chapter – Street Lighting
1. Install new street lights in commercial districts which are pedestrian-oriented, attractively designed, compatible in design with facades and other street furniture, to provide adequate visibility, security, and a festive night time environment.

2. Establish a consistent street lighting type in areas designated historic, utilizing a light standard that is compatible with the historic commercial theme and coordinated with an overall street furniture and graphics/signage program.

Urban Design Chapter – Sidewalks/Paving
1. Re-pave existing sidewalks and crosswalks in principal commercial districts such as Crenshaw Boulevard, La Brea Avenue and La Cienega Boulevard, with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment and, for crosswalks, to visually and physically differentiate these from vehicle travel lanes and promote continuity between pedestrian sidewalks.

2. Develop sidewalk "pull-outs" at intersections, where they do not adversely impact traffic flow or safety, by extending the sidewalk to the depth of a parking stall, to accommodate landscaping and street furniture and reduce the width of the crosswalk.

The Proposed Plan establishes a blueprint for future street improvements and design enhancements for Crenshaw Boulevard. Transforming Crenshaw Boulevard into a complete street is necessary to create a vibrant, healthy street for all users. The enhancements along Crenshaw Blvd will encourage a safer, more social street with the additions of curb extensions, street trees, bike lanes and other streetscape improvements. Additional and coordinated street trees, street lighting and street furnishings will enhance the walkability of the area and foster transit ridership. Tree well grates and special paving are additionally recommended in areas with high pedestrian activity to add greater visual interest. In areas outside of the City’s Coordinated Street Furniture Program, bike racks and street furnishings, such as benches and trash receptacles are recommended to create a more generous pedestrian realm.

Additionally, pedestrian improvement strategies will increase the safety and comfort of pedestrians along the corridor. Continental crosswalks are proposed to improve crosswalk visibility. Midblock crossings are encouraged where block faces are longer than 500 feet. Median refuge islands are proposed at intersections with roadway widths larger than 120 feet. Pushbutton Integrated Accessible Pedestrian Signals are required at all signalized intersections.

Urban Design Chapter – Street Trees
1. Select species which (a) enhance the pedestrian character, and convey a distinctive high quality visual image for the streets, (b) are drought- and smog-tolerant, fire-resistant, and (c) complement existing street trees.

2. Establish a hierarchy for the street trees which shall include:
   a. Major Accent Trees
      These trees should be located at entry locations, intersections, and activity centers.

   b. Street Trees
      Select specific species to be the common tree for the street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another. In residential neighborhoods, the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.
c. *Ornamental or Special Plantings*
   At special areas along the street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention to those places.

3. **Provide for the installation of street trees along public sidewalks defining the types and spacing in accordance with a Street Tree Master Plan.**

The Proposed Plan includes a unifying street tree and placemaking district trees that will complement the very distinct, unique neighborhoods along the corridor. To promote a more sustainable streetscape plan, the street trees recommended for the Proposed Plan will provide shade, and are predominately native and drought-tolerant. Additionally, to reduce the opportunity for uprooted sidewalks or unhealthy trees, the Proposed Plan recommends street trees that thrive in the allocated parkway/tree well dimensions.

The recommended unifying street tree for Crenshaw Boulevard is the Catalina Ironwood. This native, drought-tolerant tree requires a tree well size between 4'-6', which fits the allotted tree well area throughout Crenshaw Boulevard where sidewalks are typically 10' to 15'. The Catalina Ironwood is an evergreen tree that is conical in shape, growing as tall as 40' and should be large enough to provide adequate shade.

The Desert Museum Palo Verde recommended for many segments of the corridor is a native and drought-tolerant tree that per DPW is recommended to have a minimum tree-well size of 3'-4', which can also be accommodated in the locations where it is being recommended. With a tree height of 25', the Desert Museum Palo Verde will complement the heights of buildings along Crenshaw Boulevard. The landscaped medians along Crenshaw Boulevard can accommodate larger sized trees than the sidewalks. The recommended trees for those areas are the Canary Island Pine, Torrey Pine, Coast Live Oak, which also serve as accent trees for the various districts.

**Mobility Plan 2035**

The Proposed Plan implements a number of Mobility Plan policies as follows:

Policy 1.2 *Complete Streets: Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.*

The Proposed Plan positions Crenshaw Boulevard as a complete street that provides a variety of mobility options. The Proposed Plan elevates the needs and safety of pedestrians and bicyclists by providing specific features for their benefit such as crosswalks, lighting, coordinated street furniture and many others.

Policy 2.2 *Complete Streets Design Guide: Establish the Complete Streets Design Guide as the City’s document to guide the operations and design of streets and other public rights-of-way.*

The Proposed Plan draws from the design and operational guidance of the Complete Street Design Guide as it pertains both to the types of street elements proposed and the pedestrian improvement strategies which include treatments like curb extensions, median refuge islands, smaller curb radii etc. The Complete Streets Design Guide’s goals of safety, vibrancy, and accessibility are also shared goals of the Proposed Plan.
Policy 2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

The Proposed Plan contains an array of high quality pedestrian features ranging from native trees, pedestrian lighting, special paving treatments and street furniture. The elements in the Proposed Plans will contribute to the comfort and safety of pedestrians along the corridor.

Policy 2.16 Scenic Highways: Ensure that future modifications to any scenic highway do not impact the unique identity or characteristic of that scenic highway.

The portion of Crenshaw Boulevard from I-10 to Slauson is designated as scenic. The Proposed Plan recognizes this special classification and through the proposed selection of street features will maintain the unique identity and character of that segment of the corridor.

Policy 3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City’s transportation system.

Many of the features included in the Proposed Plan intend to make the environment along Crenshaw Boulevard more accessible for a variety of modes of travel.

Policy 3.2 People with Disabilities: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

The Proposed Plan requires ADA-accessible curb ramps at intersections consistent with LADOT and DPW standard plans to allow safe and easy access to people in wheel chairs. The Proposed Plan also includes benches at midblock locations, these benches will provide places for people to rest while walking along the corridor. The Proposed Plan, following the Complete Streets Design Manual, has maintained a segment of the sidewalk for unobstructed paths of travel, easily allowing passage for people in wheelchairs and those with visual impairments.

Policy 3.5 Multi-Modal Features: Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

The Proposed Plan incorporates many first-mile, last-mile solutions to make the transportation options along Crenshaw Boulevard more easily accessible. The Plan encourages walking by making the pedestrian experience more safe and comfortable. The Plan identifies an interim bicycle route to connect new transit stations to the surrounding neighborhoods and requires as bicycle racks as part of the proposed palette of street furnishings. These features will make using various modes—walking, bicycling, riding transit, and driving—more seamless.

Policy 3.7 Regional Transit Connections: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

The Metro Crenshaw/LAX Line LRT will connect with the Metro Exposition and Green Lines. Improvements to Crenshaw Boulevard that support transit orientation and walkability will improve transit access to many parts of the City such as Downtown Los Angeles, the Westside and the Los Angeles Airport which are connected by these lines and will grant access to a number of important regional destinations and job centers. The Proposed Plan also enhances access to regional destinations on the corridor such as the Baldwin Hills Crenshaw Plaza and Leimert Park Village.
Policy 3.8 Bicycle Parking: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities

The Proposed Plan includes standards for the installation and coordination of bicycle parking facilities along the corridor.

Policy 4.4 Community Collaboration: Continue to support the role of community engagement in the design outcomes and implementation of mobility projects.

The Proposed Plan was developed in coordination with community members. The outreach for the plan included the creation of a website, mailing list, and 25 public meetings, workshops, and events. The juried public art process ensures continued community collaboration in the design of any future proposed public art or elective streetscape elements along the corridor.

CEQA Findings

The DCP, as the lead agency, determined that the Proposed Crenshaw Boulevard Streetscape Plan was exempt under the CEQA guidelines and the City’s CEQA Guidelines. A Notice of Exemption (ENV-2015-1320-CE) was prepared for the Proposed Plan. On the basis of the whole of the record before the lead agency, the City determined that substantial evidence supports finding that a Class 1 and Class 4 exemption is applicable to the project under both the State and City CEQA guidelines. Additionally, the City finds there are no applicable exceptions under Guideline Section 15300.2 to the exemptions based on a review of the whole record. The records upon which this decision is based are located at the Department of City Planning in Automated Records, 200 North Spring Street, Los Angeles, CA 90012.
PUBLIC HEARING AND COMMUNICATIONS

On June 18, 2015, the DCP conducted an Open House and Public Hearing at the Los Angeles Department of Water and Power Community Room, 4030 Crenshaw Boulevard, 90008. Approximately 3,883 public notices were mailed to all property owners and 1 in 10 occupants within 500’ of Crenshaw Boulevard. A public notice was placed on the project’s website, www.latnp.org and on the DCP website, www.planning.lacity.org. E-mail notification was also sent to a list of nearly 1,000 on the project’s list of interested parties and an official ad was placed in the Daily Journal on May 14, 2015. The Public Hearing was attended by 54 people. Below is a summary of the public testimony received on June 18, 2015 and the total written correspondence received by DCP staff by June 26, 2015 (the end of the public comment period):

Public Speakers: 12
Comment Forms Submitted at the Public Hearing: 4
Comment Letters Received: 12

Support

Of those individuals who provided testimony at the Public Hearings, nearly all of them were in support of the draft Crenshaw Boulevard Streetscape Plan. However, some commenters had recommendations for changes or outstanding concerns they would like to see addressed. The Key Issues section of this Staff Recommendation Report includes a complete summary of issues raised by the public.

Opposed

Of those individuals who provided testimony at the Public Hearings, one speaker, who also emailed a letter, was dissatisfied with the Proposed Plan and had concerns that pedestrian lighting is not included in the Park Mesa Heights/Hyde Park area. A couple commenters were disappointed that continuous bike facilities are not provided along the entire length of Crenshaw Boulevard. The Key Issues section of this Staff Recommendation Report includes a complete discussion of changes made to the Plan to address the comments or how the Plan otherwise responds to those topics.

Post Hearing Outreach

In addition, staff provided a presentation and status update on the Streetscape Plan at the Empowerment Congress West Area Neighborhood Council Town Hall Meeting, at the Neighborhood Council’s request, on July 11, 2015.

Plan Adoption Process

Per DCP policy, Streetscape Plan Adoption requires approval by the Cultural Affairs Commission, the Board of Public Works and the City Planning Commission. The policies outline an alternative procedure for streetscape plan adoption which is not being pursued in this instance.

Cultural Affairs Commission

DCP staff presented the Crenshaw Boulevard Streetscape Plan to the Cultural Affairs Commission on Thursday, May 21, 2015 at Figueroa Plaza, 201 N Figueroa St, 90012. DCP staff presented an overview of the Proposed Plan, which was followed by Commission discussion. Many Commissioners were supportive of the Proposed Plan. Several had questions, but one Commissioner in particular described the streetscape elements and treatments as rather basic and felt they were not befitting the cultural and historic importance of Crenshaw Corridor—in particular
that it lacked color and visual interest. DCP staff responded to these comments by explaining that the Proposed Crenshaw Boulevard Streetscape Plan establishes a baseline of improvements for certain streetscape elements along Crenshaw Boulevard and elements proposed in the Proposed Plan are largely limited to those pre-approved by DPW, given general City concerns about maintenance responsibility. Staff shared the challenges with implementing streetscape plans in the City due to resource constraints and noted the Juried Public Art process was established to provide a forum for community-initiated projects that could complement and augment the baseline requirements of the Proposed Plan. It was also explained that the City does not have funding to build out the entirety of the Streetscape Plan in a single public improvement project, but that the plan would be implemented over time by a combination of public and private projects. Ultimately, the Cultural Affairs Commission approved the draft Crenshaw Boulevard Streetscape Plan with one vote in opposition.

**Board of Public Works**

This hearing has not been scheduled yet. The Proposed Plan will be transmitted to the Board of Public Works subsequent to CPC consideration and action.

**Public Outreach**

Since 2012, the Los Angeles Transit Neighborhood Plans team has conducted numerous outreach meetings to engage the community in the Crenshaw Boulevard Streetscape Plan. Staff specifically engaged the members of the four (4) Certified Neighborhood Councils that fall within the Streetscape Plan’s boundaries: West Adams Neighborhood Council, United Neighborhoods Neighborhood Council, Empowerment Congress West Area Neighborhood Council and Park Mesa Heights Community Council.

Following is a list of all the community meetings held on the Proposed Plan:

<table>
<thead>
<tr>
<th>Meeting</th>
<th>Date</th>
<th>Type of Meeting</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. South Los Angeles Alliance of Neighborhood Councils Meeting</td>
<td>Thur. May 17, 2012</td>
<td>Neighborhood Council</td>
</tr>
<tr>
<td>5. Empowerment Congress West Area Neighborhood Development Council Meeting</td>
<td>Thur. Sept. 6, 2012</td>
<td>Neighborhood Council</td>
</tr>
<tr>
<td>8. Metro Crenshaw/LAX Community Leadership Council POD Meeting</td>
<td>Thur. Apr. 18, 2013</td>
<td>Community Meeting</td>
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<tr>
<td>9. Workshop - Good Shepherd Episcopal Church</td>
<td>Tues. June 25, 2013</td>
<td>Community Workshop</td>
</tr>
<tr>
<td>10. Workshop - West Angeles Villas Community Room</td>
<td>Wed. June 26, 2013</td>
<td>Community Workshop</td>
</tr>
<tr>
<td>11. Park Mesa Heights Unity Fest</td>
<td>Sat. Aug. 31, 2013</td>
<td>Community Event</td>
</tr>
<tr>
<td></td>
<td>Event Description</td>
<td>Date</td>
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<tr>
<td>15.</td>
<td>Empowerment Congress West Area (Town Hall)</td>
<td>Sat. Dec. 7, 2013</td>
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<tr>
<td>17.</td>
<td>Leimert Park Village BID Meeting</td>
<td>Mon. Feb. 10, 2014</td>
</tr>
<tr>
<td>21.</td>
<td>Park Mesa Heights Unity Fest</td>
<td>Sat. Aug. 23, 2014</td>
</tr>
<tr>
<td>22.</td>
<td>South Los Angeles Alliance For Mobility Meeting</td>
<td>Thur. Mar. 19, 2015</td>
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