

# LOS ANGELES SPORTS AND ENTERTAINMENT DISTRICT

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## *Streetscape Plan*

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# LOS ANGELES SPORTS AND ENTERTAINMENT DISTRICT STREETSCAPE PLAN

## Section 1.

### INTRODUCTION

On September 4, 2001, Ordinance No. 174,226, the Los Angeles Sports and Entertainment District (LASED) Specific Plan was adopted along with a draft of the Streetscape Plan found in the appendix of the Specific Plan. The concept draft has served as a guide for the development of this Streetscape Plan. Like most streetscape plans, this Plan will be implemented in phases as both private and public development takes place along the sidewalks and streets within the Streetscape Plan boundaries. The Streetscape Plan Area has already undergone some improvements as a result of the construction of the Staples Center in 1999.

The Los Angeles Sports and Entertainment District Streetscape Plan provides guidelines and standards for improvements in the public right-of-way within the Los Angeles Sports and Entertainment District and along Figueroa Street from 7<sup>th</sup> Street to Venice Boulevard. The principal objective of this Streetscape Plan is to develop attractive, functional, safe and enjoyable streets and pedestrian friendly sidewalks that connect to and complement the Downtown context and support the creation of a unique regional sports and entertainment destination within Downtown Los Angeles.

Within the public right-of-way, a coordinated system of streetscape elements, including a system of uniquely themed environmental graphics, will depict the District's special purpose and identity and define its area. Wide sidewalks, street trees, street furniture, and pedestrian-oriented lighting will make the District's streets comfortable for pedestrians and will support pedestrian-oriented activity along those streets. Public signage will distinctly communicate the District, its tenants, and its activities and events. These will support the colorful and lively atmosphere of the District and the surrounding neighborhood.

### BOUNDARIES

This plan applies to the public right-of-way, adjacent to the parcels included in the LASED Specific plan and along Figueroa Street north and south of the District (the Streetscape Plan Area). The shaded area on the map in Figure 1 denotes the boundaries for the Los Angeles Sports and Entertainment District Streetscape Plan. Streetscape elements addressed by this plan include, but are not limited to the following: sidewalk widths and paving patterns; crosswalks; medians; street trees; street lights; street furniture such as information kiosks, benches, trash receptacles, news vending machines and bicycle racks; and public art and signage in the public right-of-way.

## Section 2.

### GOALS AND PRINCIPLES

#### A. Goals

The goals of the Los Angeles Sports and Entertainment District Streetscape Plan are as follows:

1. **Reinforce the hierarchy of streets.** Streets within the Streetscape Plan Area will be distinguished according to their design and function. A particular objective will be to further the development of the Figueroa corridor as a grand ceremonial street. The design of streets shall be in accordance with the Section 5 on Street Segments described later in the document.
2. **Promote pedestrian safety and comfort.** Streetscape design contributes to safe and comfortable movement on foot within the Streetscape Plan Area. This is most readily accomplished through designation of a clear, adequately sized and protected pedestrian zone along the Streetscape Plan Area's sidewalks, augmented by a high degree of streetscape amenity. In particular, pedestrians rely on protection from the dangers of the automobile; therefore, street furniture and street trees are typically sited adjacent to the curb to establish a clearly identified barrier between the vehicular roadway and the zone of pedestrian movement. Streetscape amenities that promote pedestrian safety and comfort include canopy trees, pedestrian scaled lighting, street furniture (benches, trash receptacles, planters, etc), and wayfinding signage.
3. **Build a strong interface between building and sidewalk.** A strong interface between building and sidewalk is critical to achieving a high level of street activity within the Streetscape Plan Area. Building details and features such as storefront entries create visual interest and introduce a human scale along the street. Building entries and storefront window displays that face the street are strongly encouraged, as are building features that provide sidewalk shade and increase pedestrian comfort, such as architecturally integrated canopies, awnings and arcades. Outdoor seating and dining along sidewalks is also encouraged, but must maintain a clear zone for pedestrian movement.
4. **Contribute to the District's identity.** The Streetscape Plan promotes a special district identity, emphasizing a coordinated system of design and location of street trees, street lighting, street furniture, street signage, as well as other amenities. The environmental graphics program is especially important to this idea, which includes a system of themed directional and wayfinding

signage that identifies the District, its tenants, and various events and activities.

## B. Principles

The Streetscape Plan is based on a set of principles. These principles are:

1. **Activity.** Focus activity on the street. The Streetscape Plan should encourage a vibrant pedestrian-oriented environment, with activity centered along property edges at the interface between building and street. Guidelines and standards based on this principle include generous sidewalks, street furniture, lighting, environmental graphics, and other amenities that contribute to attractive and enjoyable streets.
2. **Pedestrian Orientation.** Encourage a non-internalized open-air configuration, including plazas and paseos that extend the surrounding urban grid resulting in a pedestrian orientation. The inclusion of the Central Plaza and 11<sup>th</sup> Street Pedestrian Area add to this principle, providing the public with a gathering place for community events.
3. **Safety.** Design streets and sidewalks so that pedestrian and automobile traffic can coexist safely. Components of the Streetscape Plan such as the periodic closure of 11<sup>th</sup> Street between Georgia Street and Figueroa Street to protect pedestrians from oncoming vehicular traffic during events is largely based on this principle.
4. **Individuality.** Promote the District's identity as a unique entertainment, sports and retail destination through streetscape improvements, which include the planting pattern of street trees, the location of street furniture, the implementation of an environmental graphics program of themed directional, wayfinding, and similar signage, and the incorporation of public art.
5. **Compatibility.** Complement surrounding development and build linkages to the neighboring South Park District and Downtown through a coordinated system of street trees, street furniture, street lighting, environmental graphics and special paving. Much of this Plan was devised to be consistent with the original streetscape improvements for Staples Center completed in 1999 and to create effective transitions from the Sports and Entertainment District to residential South Park and the Downtown Core.

## Section 3.

### ADMINISTRATION

The standards established by the LASED Streetscape Plan apply to all projects, public and private, within the public right-of-way.

#### A. **Project Definition**

Public Projects subject to the provisions of the Streetscape Plan include all projects in the public right-of-way undertaken by the City of Los Angeles, including the Department of Public Works and the Community Redevelopment Agency.

Private projects subject to the provisions of the Los Angeles Sports and Entertainment District Streetscape Plan are those which require approval by the City Engineer and A-Permit, Revocable Permit, or B-Permits to be issued by the Department of Public Works. These permits are required for all street furniture, temporary and permanent signs, and any other addition to the public right-of-way. In addition to general standards required of streetscape improvements by the City of Los Angeles, a proposed project must be consistent with the Streetscape Plan as a condition of approval.

#### B. **Project Approval and Permits**

Private implementation of streetscape elements must be approved by the City, often by different or multiple departments. City agencies can also assist private implementation of streetscape projects through their design expertise, approval process, or even the availability of possible funds through state and federal grants. Refer to Section 5, Streetscape Elements, for all City Departments that approve each streetscape component and contact each one for their specific approval procedures and requirements.

##### 1. **Department of Public Works**

###### **Permits:**

Streetscape project approval results in the issuance of a permit by the Department of Public Works. Three different types of permits are issued for streetscape projects, each with varying levels of review. Projects are reviewed citywide for consistency with general City standards and specifications for projects in the public right-of-way. By approving the Streetscape Plan, the Board of Public Works has adopted the guidelines and standards contained in the plan as its own policies. This means that beyond general City standards and specifications that apply to streetscape projects, each project will be reviewed for consistency with the Streetscape Plan as a condition of approval and permitting by the Department of Public Works. The following is a description of the types of permits required for streetscape projects.

- a. A-Permit  
The A-Permit is the first level of street improvement permits and is issued over the counter with no project plans. Items typically permitted through this type of review are new or improved driveways and sidewalks. A nominal fee may be charged for plan check, filing, and inspection. For anything other than standard street improvements (i.e. a concrete sidewalk) a Revocable Permit is also required.
  
- b. Revocable Permit  
Revocable Permits are the second or mid-level of street improvement permits. Improvements utilizing materials other than standard concrete (i.e. brick or granite pavers) require a Revocable Permit. Revocable Permit applications require the submittal of accurate drawings and are reviewed by the various Bureaus within the Department of Public Works for safety and liability issues. Improvements approved through the Revocable Permit process are maintained by the permittee. Failure by the permittee to keep the improvement in a safe and maintained condition allows the City to revoke the permitting rights at which point a permittee is requested to restore the street to its original condition. Projects requiring approval through the Revocable Permit process include improvements within the public right-of-way that do not change the configuration of the street. A moderate fee is assessed for plan check, administrative filing, and inspection and the applicant is typically required to provide proof of liability insurance.
  
- c. B-Permit  
The B-Permit is reserved for streetscape projects requiring the highest level of review. Approval through the B-Permit process is required for projects that are permanent in nature and developed to a level that allows the City to maintain the improvement permanently. A B-Permit is usually issued for improvements that change the configuration of the street, traffic patterns, or other substantial permanent changes to the streetscape. Projects subject to the B-Permit review process require professionally prepared drawings submitted on standard City (Bureau of Engineering) drawing sheets and are reviewed by all public agencies affected by the improvements. A fee commensurate with development is assessed for plan check, administration, and inspection.

Construction bonding is required to ensure that the improvements are installed, and various levels of insurance are required.

**Shop Inspection:**

All projects in the public-right-of-way are subject to Shop Inspection by the Department of Public Works Bureau of Contract Administration. This requirement applies to major and minor projects including construction of bus shelters, benches, bike racks, gateway monuments, and permanent signs in the public right-of-way. The purpose of this inspection is to assure quality in materials and construction. All Streetscape Project Plans shall include a note with the following text:

*“Shop Fabrication shall be made only from approved shop drawings and under inspection by the Bureau of Contract Administration. To arrange for inspection, call (213) 580-1392 two (2) weeks in advance for items more than fifty (50) miles outside of the City of Los Angeles, and 24 hours in advance for others.”*

2. **Department of City Planning**

a. **Review:**

Review of streetscape projects by the City Planning Department is only required when the streetscape project includes any streetscape elements, which have yet to be established in the plan, such as:

- 1) crosswalk paving
- 2) medians
- 3) loading and drop-off zones
- 4) street trees
- 5) tree light fixtures
- 6) special lighting
- 7) street furniture
- 8) signs

b. **Document Submittal Requirements:**

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

- 2) Photographs (as applicable)
  - subject site
  - existing streetscape elements
  - proposed streetscape elements

**C. Implementation**

This plan will be implemented over time through public and private investment in the Streetscape Plan Area. Private implementation will occur through investments by the Figueroa Corridor Business Improvement District and any future Business Improvement Districts in the area. Public agency implementation will result from improvements made by the City of Los Angeles through its Community Redevelopment Agency, Department of Public Works or other public agencies, such as the Metropolitan Transportation Agency, as outlined in the Development Agreement. For instance, implementation may occur through publicly sponsored projects such as expansion of the LA Convention Center.

**D. Maintenance**

Successful implementation of this Streetscape Plan requires not only that its standards be enforced, but that all approved projects be maintained. The master developer or his assignees shall continue to comply with the existing Maintenance Agreement with the Department of Public Works that was established in 1999 for the maintenance of the street trees planted at that time and will prepare new Maintenance Agreements for additional improvements provided by the developer within the public right-of-way and required setback, as required by the Department of Public Works. To ensure regular and consistent maintenance of all street trees, the existing tree maintenance agreements and all future tree maintenance agreements shall be the sole responsibility of the master developer or his assignees and shall not be transferred to individual developers.

**E. Plan Elements and Organization**

This Streetscape Plan is organized by street. Streets warrant different streetscape treatment based on their physical dimensions and anticipated levels of activity. For the Los Angeles Sports and Entertainment District this means that Figueroa Street, as a major thoroughfare has one set of standards as do each of the other streets. Components of the streetscape plan for each street rely on standard Streetscape Element Requirements found in Section 7. Unless otherwise indicated in the following sections, refer to Section 7 for detailed Streetscape Element Requirements.

## Section 4.

### DEFINITIONS

The following words and phrases, whenever used in this document, shall be construed as defined in this section. Words and phrases not defined herein shall be construed as defined in Section 12.03 of the LAMC.

**Bollards:** A vertical freestanding short post used as a barrier to traffic.

**CRA Edge Band:** Twelve (12)-inch wide bands of brick or granite pavers that line the edge of curbs as shown in *Figure 9*.

**Directory Sign:** A pedestrian oriented sign directing visitors on foot to public services and businesses as defined in Section 16 of the LASED Specific Plan.

**Eleventh Street Pedestrian Area:** That area within the public right-of-way of 11<sup>th</sup> Street, between Figueroa Street and Georgia Street, which is designated for pedestrian activity as defined in Section 4 in the LASED Specific Plan.

**Enhanced Sidewalk Paving:** The combination of paving materials (granite, brick, stone, etc.), texture (saw cuts) and/or patterns used to suggest traffic flow, emphasize landscape features such as statues or fountains to unify design and create a pleasant walking sensation.

**Gateway Marker:** A sign which provides a distinctive visual identifier for a particular area.

**Loading and Drop-Off Zone:** An off-street space or berth adjacent to a building or group of buildings, for the temporary parking of a noncommercial vehicle for the loading and unloading of merchandise and passengers.

**Master Developer:** Los Angeles Arena Land Company and any successor in interest

**Median:** A divider strip separating traffic traveling in opposite directions.

**Mountable Curb:** According to the Bureau of Engineering, Street Design Manual, mountable curbs are generally restricted to landscaped portions of median strips, traffic islands, and shoulders, where they act as partial barriers to normal vehicular traffic, but can be readily mounted by vehicles.

**Pedestrian Zone:** An 8-foot clear zone in the center of the sidewalk reserved for pedestrian traffic.

**Star Plaza:** Star Plaza is the main gathering place at the front entrance of STAPLES Center.

**Wayfinding Sign:** A pedestrian or auto oriented sign which indicates the route to, direction of or location of a given goal, or which provides regulatory or service information of a non-advertising character as defined in Section 16 in the LASED Specific Plan.

## Section 5.

### STREETSCAPE ELEMENTS

Streetscape elements addressed by this plan include infrastructure, landscape, street lighting, signage and street furniture. A rich variety of streetscape elements will be combined to create an identifiable district theme and an active pedestrian environment. The key components of the Streetscape Plan are:

#### A. Infrastructure

Infrastructure elements, as defined by the Planning Department for purposes of Streetscape Plans, include sidewalks, crosswalks, medians, parking, drop off, valet and loading zones. These elements provide for ease and safety of movement throughout the Streetscape Plan Area and contribute to a secure pedestrian environment.

1. Sidewalks: The width and treatment of sidewalks is an important element of the pedestrian streetscape. In particular, adequately sized sidewalks are essential for such desired activities and uses as strolling, window shopping and sidewalk dining, as well as for street trees and furniture. New sidewalks that will be wide enough to accommodate projected pedestrian volumes and sidewalk activity with a consistent paving pattern that unifies the entire District will be installed incrementally with each new development project. Required sidewalk widths for all streets in the District are shown in **Figure 4**.
  - a. **City Approval:** Paving patterns and any enhanced paving in the District will be approved by:
    - 1) Community Redevelopment Agency
    - 2) Bureau of Street Services, Department of Public Works
    - 3) Bureau of Engineering, Department of Public Works
    - 4) Department of Public Works, Bureau of Street Services, Street Use Inspection Division.
  - b. **Guidelines and Standards:**
    - 1) Paving patterns for sidewalks appropriate to the hierarchy of streets and street widths shall include those specified in Section 7, unless the CRA approves an alternative for the District.
    - 2) Enhanced sidewalk treatment may be provided along the 11<sup>th</sup> Street Pedestrian Area and at additional locations along Figueroa Street and Olympic Boulevard to identify major uses and entrances. Sidewalk enhancements will primarily be

achieved through a change in paving texture, color and/or materials.

- 3) Sidewalk width will vary according to street as specified in Section 7.
- 4) A minimum 8 foot pedestrian zone shall be maintained on all sidewalks within the Streetscape Plan Area to accommodate pedestrian traffic. To the extent feasible this zone will follow a straight line down the street. Street furniture, trees, and similar amenities shall be located outside of this zone, either between the curb and the pedestrian zone or in the required setback adjacent to the sidewalk.
- 5) Sidewalks on Figueroa Street between the northerly boundary of the District to 7<sup>th</sup> Street and the southerly boundary of the District to Venice Boulevard should incorporate enhanced sidewalk treatments in the form of upgraded paving materials to reflect the importance of Figueroa Street as a pedestrian linkage between the District and the surrounding Downtown. The most frequently used upgrades in this area have been granite and brick pavers.

- c. **Maintenance:** The Master Developer will be responsible for cleaning, graffiti removal, repair and replacement. However, at the time a new project is constructed, the entire sidewalk corresponding to that development must be removed and replaced by the Developer.

2. **Crosswalks:** Crosswalks indicate that there is a dedicated zone for pedestrian crossing, and provide a clearly visible demarcation to motorists approaching the crosswalk.

- a. **City Approval:**  
Los Angeles Department of Transportation (LADOT)
- b. **Guidelines and Standards:**
  - 1) Subject to LADOT approval, 30' foot crosswalks will be provided at Figueroa Street/Olympic Boulevard, Figueroa Street/Pico Boulevard, 12<sup>th</sup> Street/Flower Street, and Pico Boulevard/Flower Street, where and as feasible.
  - 2) Enhanced crosswalk paving to include a combination of paving materials

(granite, brick, stone, etc.), texture (saw cuts) and/or patterns will be provided at key signalized intersections along Figueroa.

- c. **Maintenance:** The Bureau of Street Services will be responsible for cleaning, graffiti removal, repainting, repair and replacement. LADOT will be responsible for striping.
3. **Medians:** The Downtown Strategic Plan, South Park Design Guidelines and Figueroa Corridor Economic Strategy call for a landscaped median on Figueroa Street where feasible. Depending upon left-turn pocket length requirements established by the City it may be possible to install several 100' foot medians between 11<sup>th</sup> Street and Pico Boulevard.
- a. **City Approval:**
    - 1) Los Angeles Department of Transportation (LADOT).
    - 2) Bureau of Engineering, Department of Public Works
    - 3) Bureau of Street Services, Department of Public Works
  - b. **Guidelines and Standards:**

Medians may be installed on Figueroa Street only under the following conditions:

    - 1) the street is restriped to provide an equal number of lanes in each direction with the median along the centerlines of the street and
    - 2) each median segment is at least 100 feet long and at least 10 feet wide.
  - c. **Maintenance:** The Master Developer will be responsible for regular pruning, weed control, plant replacement, and irrigation repair and replacement.
4. **Parking Lanes:**
- a. **City Approval:**

Los Angeles Department of Transportation (LADOT)
  - b. **Guidelines and Standards:**

In general, parking lanes and curb-side parking will be well maintained, but will not require any enhancements or unique design treatment.
  - c. **Maintenance:** LADOT will be responsible for regular re-striping and repair.

5. **Loading, Drop-off and Bus Zones:**
    - a. **City Approval:**  
Los Angeles Department of Transportation (LADOT)
    - b. **Guidelines and Standards:**
      - 1) In general, loading and drop-off zones within the public right-of-way will be well maintained, but will not require any enhancements or unique design treatment except the 11<sup>th</sup> Street Pedestrian Area.
      - 2) The paving material and design of any loading or drop-off zone located within the 11<sup>th</sup> Street Pedestrian Area shall be consistent with overall treatment of the 11<sup>th</sup> Street Pedestrian Area.
      - 3) Special paving, consisting of a change in material, texture and color may be provided with other loading/drop-off zones, but is not required.
    - c. **Maintenance:** LADOT will be responsible for regular re-striping and repair.
  
  6. **11<sup>th</sup> Street Pedestrian Area:** The design and treatment of the 11<sup>th</sup> Street Pedestrian Area will differentiate this space from the standard street.
    - a. **City Approval:**
      - 1) Los Angeles Department of Transportation (LADOT)
      - 2) Bureau of Engineering, Department of Public Works
      - 3) Bureau of Street Services, Department of Public Works
    - b. **Guidelines and Standards:**
      - 1) Paving will be coordinated with the adjacent Star Plaza at STAPLES Center and the Central Plaza.
      - 2) Mountable curbs, removable bollards and/or similar devices will define the edge of vehicular traffic when operating as a through street.
    - c. **Maintenance:** The Master Developer will be responsible for cleaning, regular re-striping and repair.
    - d.
- B. **Landscape**  
Landscape enhances an area by creating a clean, naturally and visually pleasing streetscape, which encourages pedestrian traffic.

1. **Street Trees:** Street trees are an especially important streetscape improvement, making the sidewalk more comfortable for pedestrians, making the street more attractive, and giving scale to wide streets.
  - a. **City Approval:**  
Street Tree Division of the Bureau of Street Services, Department of Public Works
  - b. **Guidelines and Standards:**
    - 1) Street tree species and spacing will vary with the street hierarchy, as established and approved in 1999 by the CRA and Public Works as a result of the development of the STAPLES Center. (see Section 6).
    - 2) Planting specifications will be those approved in 1999 (see Section 7).
    - 3) For the most part, the street tree species approved in 1999 will remain as the standards for the District. Each street has a different tree species appropriate to its character and ties into the street tree plan for the entire Downtown. Species for each street are described in Section 6 and summarized in Section 7. The box size requirements vary with species and are listed in Section 6 and 7.
    - 4) Spacing shall typically range from 20 to 23 feet on center as specified in Section 6.
    - 5) The existing street tree locations that were approved in 1999 will be maintained where feasible. Where the existing street trees must be removed as a result of required street widening, they shall be relocated or replaced at the same station locations along the new sidewalk.
    - 6) Planting specifications for all new and relocated street trees are described in detail in Section 7 and are consistent with the specifications used for the 1999 street tree planting. The key components are:
      - a) 4-foot x 8-foot tree wells with a stabilized decomposed granite surface or 6' x 6' tree well with cast-iron tree well covers with minimum 24" diameter openings.
      - b) structural soil to a depth of 3 feet under the entire width of the sidewalk within 25 feet of

- c) all new or relocated street trees.
- c) subsurface drip irrigation in each tree well.
- d) 3" stabilized decomposed granite (Gail Materials California Gold with Stabilizer Solution premixed) on the tree well surface, compacted per supplier's specification, or 6' x 6' cast iron tree well covers approved by the City of Los Angeles (retrofit grates that do not have frames are not acceptable).

c. **Maintenance:** The Master Developer will be responsible for regular pruning, plant replacement, and irrigation repair and replacement.

**C. Street Lighting**

There are two types of street lights in the District: roadway lights and pedestrian-scale lights.

1. **Roadway Lights:** Illuminate both the roadways and sidewalks to the levels required by the Bureau of Street Lighting for safety and security.
  - a. **City Approval:** Street lights that reinforce the historic context of the District in Downtown Los Angeles, which include the Olympic Special and the roadway light with steel fluted pole were selected and approved in 1999 by:
    - 1) Bureau of Street Lighting, Board of Public Works
    - 2) Cultural Affairs Department
  - b. **Guidelines and Standards:**
    - 1) Those guidelines adopted in 1999 remain the standards for the District. They include re-lamped and refurbished existing roadway lights.
    - 2) All light poles will be located adjacent to the curb as required by the Bureau of Street Lighting.
    - 3) If the streets are widened or narrowed, the existing street lights shall be moved along with the new curb line to maintain the existing street light and tree spacing pattern.
    - 4) The remaining roadway lights that were not refurbished in 1999, will be re-lamped, refurbished and re-spaced in

conjunction with adjacent development to match the established standard.

- 5) All refurbished roadway lights will be Spring Street Green (Amersfield finish as specified by the BSL).
- 6) The approved specifications for each street in the District are described in detail in Section 6 and 7.

c. **Maintenance:** Maintenance is provided by the Bureau of Street Lighting funded through the assessment process. *Any additions or changes to the rates must be approved by all affected property owner through the Proposition 218 process.*

2. **Pedestrian Street Lights:** Provide ornamentation to supplement the required illumination level. Pedestrian street lights contribute to the pedestrian scale of the District by adding a soft glow of light on the sidewalk.

a. **City Approval:** Reinforce the historic context of the District while remaining consistent with the existing street light pattern along Figueroa:

- 1) Bureau of Street Lighting, Board of Public Works
- 2) Cultural Affairs Department

b. **Guidelines and Standards:**

- 1) Street lights that are consistent with those already installed along Figueroa are the standard for the District. They include pedestrian lights on 12' octagonal poles with a post top fixture as shown in Figure 13.
- 2) Pedestrian lights will be added between roadway lights where they do not currently exist.
- 3) The approved pedestrian light, which is specified for most streets in the District is the post top light on 12' octagonal pole. The exceptions are:
  - a) the west side of Figueroa Street and south side of 11<sup>th</sup> Street adjacent to STAPLES Center and the Convention Center, where the CD953C2 ("hockey puck") is used.
  - b) Flower Street south of the District where replicas of the historic UM1906s will be used.
- 4) All new pedestrian lights will be Spring Street Green (Amersfield finish as specified by the BSL).

- 5) On Figueroa street north and south of the District, the pedestrian light currently used at bus stops, the 12' octagonal poles with a teardrop fixture, shall be installed.
  - 6) The approved specifications for each street in the District are described in detail in Section 6 and 7.
- c. **Maintenance:** Maintenance is provided by the Bureau of Street Lighting funded through the assessment process. *Any additions or changes to the rates must be approved by all affected property owner through the Proposition 218 process.*
3. **Coordinated Street Tree/Street Light Spacing Pattern:** The street light locations and spacing, which were carefully coordinated with street tree planting in 1999 to optimize both, will remain as the standard for the Streetscape Plan Area.
- a. **City Approval:** This spacing pattern was carefully reviewed and approved by:
    - 1) Bureau of Street Lighting (BSL)
    - 2) Street Tree Division of the Bureau of Street Services, Department of Public Works
  - b. **Guidelines and Standards:**
    - 1) Fixtures will meet IES standards as adopted by the City to provide illumination required by BSL.
    - 2) The pattern for locations where a double row of trees is required is illustrated in **Figure 6**.
    - 3) The pattern for locations where a single row of trees is required is illustrated in **Figure 5**.
    - 4) The typical spacing as illustrated in **Figures 5 and 6** consists of the following: cobra lights spaced 90 to 110 feet apart with a pedestrian light centered between them and two street trees between each cobra and pedestrian light, spaced 20 feet from the cobra light (in some cases this dimension may be a few feet less, but may not be less than 15 feet, for the approved street trees only) and 20 to 26 feet from one another, resulting in spacing of 10 to 13 feet between the pedestrian light and adjacent trees.
    - 5) Where there is a second row of trees, an additional tree is provided in parallel with the roadway light.

- c. **Maintenance:** Lighting repair, replacement, electrical service responsibility. Irrigation, pruning, weeding and landscape replacement.

- 4. **Special Lighting:** Special lighting that adds to the District's sense of place will be permitted within the public right-of-way, provided that it does not interfere with pedestrian movement, vehicular safety, the approved street light/street tree spacing pattern, or other required streetscape elements. Examples of special lighting include accent lighting of landscape and architectural features, and seasonal light displays celebrating holidays or special events. Additionally, temporary light fixtures related to special events will be permitted within the 11<sup>th</sup> Street Pedestrian Area during periods of closure to vehicular traffic. Special lighting may be installed with a revocable permit. The infrastructure for this lighting will be maintained by the permit holder and not BSL.

D. **Street Furniture**

Street furniture will be incorporated to enhance the pedestrian experience. Street furniture will be provided as appropriate in conjunction with each development project. A family of furniture elements, including, but not limited to, benches, trash receptacles, kiosks and bicycle racks, will be used throughout the Streetscape Plan Area. Specific furniture has not been selected but will be selected prior to approval of the first development project. If the Streetscape Plan Area is subject to the Citywide Contract with Viacom Decaux LLC, then street furniture selections will be changed to correspond accordingly.

- 1. **Benches:** Benches enhance the pedestrian environment by providing for pedestrian comfort, and by creating meeting locations that encourage social interaction among pedestrians.
  - a. **City Approval:**
    - 1) Street Use Division of the Bureau of Street Services, Department of Public Works (DPW)
    - 2) Department of City Planning
    - 3) Bureau of Engineering, DPW
  - b. **Guidelines and Standards:**
    - 1) The design of benches shall be coordinated throughout the Streetscape Plan Area in order to provide a consistent look, and shall be sited to not interfere with the required clear pedestrian zone.
    - 2) In general, benches will be located within the 4-foot wide zone of the sidewalk between the curb and

- pedestrian zone or if approved by the property's owner, in the private setback directly adjacent to the edge of the public right-of-way.
          - 3) A minimum of two benches shall be provided per 500 linear feet of block frontage.
          - 4) All benches shall have GCP-1000 anti-graffiti gloss coating solution or equal substitute.
        - c. **Maintenance:** The Master Developer or the Street Furniture Provider will be responsible for graffiti removal and replacement.
2. **Bicycle Racks:** Bicycle racks enhance the pedestrian environment by creating bicycle parking that is secure, convenient and easily accessible.
  - a. **City Approval:**
    - 1) Los Angeles Department of Transportation (LADOT)
    - 2) Department of City Planning
    - 3) Bureau of Engineering, Department of Public Works
  - b. **Guidelines and Standards:**
    - 1) The design of bicycle racks shall be coordinated throughout the Streetscape Plan Area in order to provide a consistent look, and shall be sited to not interfere with the required pedestrian zone.
    - 2) In general, bicycle racks will be located within the 4-foot wide zone of the sidewalk between the curb and pedestrian zone or if approved by the property's owner in the private setback directly adjacent to the edge of the public right-of-way.
    - 3) One bicycle rack with parking for six bicycles shall be provided per 500 linear feet of block frontage.
  - c. **Maintenance:** The Master Developer or the Street Furniture Provider will be responsible for graffiti removal, repair and replacement as necessary.
3. **Bus Shelters:** Bus shelters create an attractive space for bus stop sites with high levels of pedestrian use. They encourage transit use, and provide shelter from atmospheric changes, wind, sun and rain.

- a. **City Approval:**
    - 1) Street Use Division, Bureau of Street Services, Department of Public Works
    - 2) Los Angeles County Metropolitan Transportation Authority (LACMTA)
  
  - b. **Guidelines and Standards:**
    - 1) Six bus shelters shall be installed throughout the project area at locations to be agreed upon by the Bureau of Street Services and LACMTA.
    - 2) The design of bus shelters shall be coordinated throughout the Streetscape Plan Area in order to provide a consistent look, and shall be sited to not interfere with the required clear pedestrian zone.
    - 3) In general, bus shelters will be located within the 4-foot wide zone of the sidewalk between the curb and pedestrian zone or if approved by the property's owner, in the private setback directly adjacent to the edge of the public right-of-way.
    - 4) All bus shelters shall have GCP-1000 anti-graffiti gloss coating solution or equal substitute.
  
  - c. **Maintenance:** LACMTA or the Street Furniture Provider will be responsible for graffiti removal, repair and replacement, plus lighting responsibility and related financial commitment.
4. **Newspaper Vending Machines:** Newspaper vending machines should be located to provide ease of identification and eliminate potential obstructions in the pedestrian right-of-way. Well-designed news racks that are appropriately placed can make an aesthetic contribution to the streetscape providing an amenity to businesses and patrons.
- a. **City Approval:**
    - 1) Street Use Division of the Bureau of Street Services, Department of Public Works
    - 2) Department of City Planning
  
  - b. **Guidelines and Standards:**
    - 1) The design of newspaper vending machines shall meet the standards set forth in Section 42.00 of the LAMC.
    - 2) In general, newspaper vending machines will be located within the 4-foot wide zone of the sidewalk between

the curb and pedestrian zone or if approved by the property's owner, in the private setback directly adjacent to the edge of the public right-of-way.

- 3) A maximum of one (1) stacked four-unit or two-unit newspaper vending machine may be provided per 500 linear feet of block frontage.
- 4) Each unit shall be a maximum of 3'-6" tall and affixed to the sidewalk.

c. **Maintenance:** The vendor will be responsible for graffiti removal, repair and replacement.

5. **Transit Kiosks:** Transit Kiosks provide information about the available transit in the area, and dispense tickets and passes.

a. **City Approval:**

- 1) Bureau of Street Services, Department of Public Works
- 1) Los Angeles Department of Transportation (LADOT)
- 3) Los Angeles County Metropolitan Transportation Authority (LACMTA)
- 4) Department of Public Works, Bureau of Street Services, Street Use Inspection Division.

b. **Guidelines and Standards:**

- 1) The design of transit kiosks shall be coordinated throughout the Streetscape Plan Area in order to provide a consistent look, and shall be sited to not interfere with the required clear pedestrian zone.
- 2) Up to two transit kiosks, one off of Olympic Boulevard and one off of Figueroa Street shall be provided.
- 3) In general, transit kiosks shall be located within the 4-foot wide zone of the sidewalk between the curb and pedestrian zone or if approved by the property's owner, in the private setback directly adjacent to the edge of the public right-of-way.
- 4) All transit kiosks shall have GCP-1000 anti-graffiti gloss coating solution or equal substitute.

c. **Maintenance:** LACMTA or the Street Furniture Provider will be responsible for graffiti removal, repair and replacement, plus lighting responsibility and related financial commitment.

6. **Trash Receptacles:** Trash receptacles promote a clean streetscape and enhance the pedestrian environment.
  - a. **City Approval:**
    - 1) Street Use Division of the Bureau of Street Services, Department of Public Works (DPW)
    - 2) Department of City Planning
    - 3) Bureau of Engineering, DPW
  - b. **Guidelines and Standards:**
    - 1) The design of trash receptacles shall be coordinated throughout the Streetscape Plan Area in order to provide a consistent look, and shall be sited to not interfere with the required clear pedestrian zone.
    - 1) In general, trash receptacles will be located within the 4-foot wide zone of the sidewalk between the curb and pedestrian zone or if approved by the property's owner, in the private setback directly adjacent to the edge of the public right-of-way.
    - 3) A minimum of two trash receptacles shall be provided per 500 linear feet of block frontage.
    - 4) All trash receptacles shall have GCP-1000 anti-graffiti gloss coating solution or equal substitute.
  - c. **Maintenance:** The Master Developer will be responsible for trash collection, replacement, cleaning and graffiti removal.

**E. Public Signage**

A coordinated public signage program will contribute to the aesthetics and function of the District. Public signage includes street signs, directional signs, gateway markers and pedestrian-oriented directories. A key purpose of this signage is to clearly identify on-site facilities and assist wayfinding. Public signage will also complement the active and lively atmosphere of the District; its design will take its cue from the District's role as a sports and entertainment district, and will evoke an energetic character.

1. **Gateway Markers:** A gateway marker is a sign which provides a distinctive visual identifier for the District.
  - a. **City Approval:**
    - 1) Street Use and Engineering, Bureau of Street Services, Department of Public Works
    - 2) Los Angeles Department of

- 3) Transportation (LADOT)  
Bureau of Engineering, Department of Public Works
- 4) Department of Building and Safety

b. **Guidelines and Standards:**

- 1) Large freestanding signs will mark entry into the District.
- 2) Located at important gateways, these elements will be dynamic and colorful, typically in the form of pylons.
- 3) Smaller scaled vertical monument signs identifying the District shall also be permitted at minor gateways and intersections.
- 4) Design of these signs shall be consistent with the vibrant character of the District and conform to Sign Regulations and Guidelines in the Los Angeles Sports and Entertainment District Specific Plan.

- c. **Maintenance:** The Master Developer will be responsible for graffiti removal, repair, replacement and lighting responsibility.

2. **Directional Signs:** Directional signs guide vehicular traffic to appropriate destinations and identify other appropriate locations such as parking.

a. **City Approval:**

- 1) Los Angeles Department of Transportation (LADOT)
- 2) Street Use Division, Bureau of Street Services, Department of Public Works

b. **Guidelines and Standards:**

- 1) Up to a total of \$25,000 shall be spent on fixed directional signage on access/egress corridors in the Streetscape Plan Area.
- 2) Directional signs shall clearly identify facilities and assist in guiding traffic.
- 3) Design of these signs shall be consistent with the vibrant character of the District and conform to Sign Regulations and Guidelines in the Los Angeles Sports and Entertainment District Specific Plan.

- c. **Maintenance:** The Master Developer in conjunction with LADOT will be responsible for graffiti removal, repair and replacement.

3. **Directory Signs:** Directory signs include wall-mounted and freestanding pedestrian oriented signs directing visitors on foot, and accommodating public services and commercial businesses located within the District.
  - a. **City Approval:**
    - 1) Bureau of Street Services, Department of Public Works
    - 2) Department of Public Works, Bureau of Street Services, Street Use Inspection Division.
  - b. **Guidelines and Standards:**
    - 1) Directory signs should be sited near pedestrian access to and from parking facilities, or important public gathering areas.
    - 2) Freestanding directory signs may be located within the public right-of-way, provided they do not interfere with the required pedestrian zone.
    - 3) Design of these signs shall be consistent with the vibrant character of the District and conform to Sign Regulations and Guidelines in the Los Angeles Sports and Entertainment District Specific Plan.
  - c. **Maintenance:** The Master Developer will be responsible for graffiti removal, repair and replacement.

**F. Public Art**

Public art will be vital in establishing the District’s identity, and will be provided as required by the City’s public art program, as administered by the Community Redevelopment Agency (CRA).

**Public Art Component:** The master developer will work with the CRA’s public art coordinator to design a public art component for the District.

- a. **City Approval:**
  - 1) Cultural Affairs Department
  - 2) Community Redevelopment Agency (CRA)
  - 3) Bureau of Engineering, Department of Public Works
- b. **Guidelines and Standards:**

The public art component may be located on the development site and integrated into the project design, in the public right-of-way or at another location as determined by the CRA and developer as most appropriate.

- c. **Maintenance:** Cleaning as necessary, graffiti removal, restoration, replacement and preservation.

**Section 6.**

**STREET SEGMENTS**

This streetscape plan is organized by street classifications.

A. **Figueroa Street (Olympic Boulevard to Pico Boulevard)**

Figueroa Street is the District’s major north-south corridor connecting Downtown with USC and Exposition Park, carrying large volumes of both vehicular and pedestrian traffic. Along the way, the street ties together Bunker Hill, the Financial District, STAPLES Center, the Convention Center, major office towers, and local landmarks (Hotel Figueroa, Variety Arts Center). It is a highly visible ceremonial entry and “front door” to downtown Los Angeles. Both the *Downtown Strategic Plan* and *Figueroa Corridor Economic Development Strategy* identify it as one of downtown’s primary streets.

Because of its critical role within the Downtown, Figueroa Street will have a formal design treatment that presents an aura of grandeur. Street trees will be planted as a processional colonnade, alternating large canopy trees with tall palms. Sidewalks will be wide, accommodating large crowds and significant sidewalk activity including outdoor dining. Special intersection treatment and major gateway markers will also communicate the importance of this street. It is, in all respects, a “grand street” and a special address in Los Angeles.

1. **Infrastructure:**

a. **Sidewalks:**

- 1) Along Figueroa Street between Olympic Boulevard and Pico Boulevard, sidewalks shall be a minimum of 15 feet wide with an 8-foot wide private setback on the adjacent property.
- 2) The sidewalk and setback shall appear and function as a single integrated space, even though ownership is partly public and partly private.
- 3) Three distinct use zones shall be provided on the sidewalk as illustrated in the cross section in **Figure 7**. The cross section shows:
  - a) A 4 to 6-foot wide zone along the curb in which trees, street lights, fire hydrants and other functional elements are located and street furniture, including trash receptacles, benches and

- b) bicycle racks may be located. A minimum 8-foot wide traffic zone.
- c) A minimum 8-foot wide commercial activity zone, which includes the second row of street trees. The centerline of the tree trunks must be located a minimum of 7 feet from the face of the building.
- 4) All existing sidewalk paving shall be replaced with new sidewalk paving, using the sidewalk paving detailed in Section 7 or approved alternate.

b. Crosswalks:

- 1) Crosswalks will be widened as required by LADOT.
- 2) The existing stamped asphalt crosswalks may be replaced with a higher quality, more permanent material, such as stamped concrete or other material approved by the Department of Public Works.

c. Medians:

- 1) Medians may be installed on Figueroa only under the following conditions:
  - a) the street is restriped to provide an equal number of lanes in each direction with the median along the centerline of the street
  - b) each median segment is at least 100 feet long and at least 10 feet wide.
- 2) Any new medians shall include shrubs and short plants.
- 3) The ground cover palette should include red varieties of flax (*Phormium 'Rubrum'*, *'Dark Delight'*, *'Dusky Chief'*), Yellow Wild Iris (*Dietes Bicolor*), and Blue Oat Grass (*Helictotrichon sempervirens*).

2. **Landscape:**

Street Trees:

- 1) Except on the west side of Figueroa Street south of 11<sup>th</sup> Street, street trees on Figueroa Street in the District shall be in double rows in parallel (not staggered) according to the approved street light/street tree pattern, resulting in spacing between trees of

- approximately 20 feet.
- 2) For each pair of trees, the tree along the edge of the street is in the public right-of-way and the other tree is located within the private setback.
- 3) The property line may be demarked by a score line, saw cut or other element that is integral to the sidewalk design and is approved in conjunction with the final sidewalk design.
- 4) The centerline of the tree trunks in the row shall be a minimum of 7 feet from the adjacent building face.
- 5) The approved street tree species of Figueroa Street, except on the west side of the street south of 11<sup>th</sup> Street, is the London Plane 'Bloodgood' (*Platanus acerifolia* 'Bloodgood' - minimum of 36" box size). Pairs of Mexican Fan Palms (*Washingtonia Robusta* - minimum 30-foot trunk height at planting) may be alternated with pairs of London Plane trees.
- 6) On the west side of Figueroa Street south of 11<sup>th</sup> Street, the existing street trees shall remain. The street tree planting at that location was designed to unify STAPLES Center and the Convention Center and to distinguish those facilities from the rest of the area.

3. **Street Lighting:**

- a. Roadway and Pedestrian Lights:
  - 1) Except on the west side of Figueroa Street south of 11<sup>th</sup> Street, the District street lighting approved in 1999 shall be installed.
  - 2) New street lighting shall be the same as installed in 1999, consisting of 400W metal halide luminaries on 30-foot tall electroliers, spaced 112 feet on center. Post top pedestrian lights on 12' octagonal poles shall be installed at the corners centered between the street lighting.
  - 3) On the west side of Figueroa Street south of 11<sup>th</sup> Street, the existing street lighting shall be maintained. That street lighting was developed together with the street tree planting to unify STAPLES Center and the Convention Center and to distinguish them from the rest of District.

- b. Street Light/Street Tree Pattern:
  - 1) The pattern illustrated in **Figure 5** shall be used on Figueroa Street, except on the west side south of 11<sup>th</sup> Street. It will result in a typical spacing between street trees of approximately 20 feet.
  - 2) The sketches in **Figure 8** illustrate the character of the Figueroa Street as it looks today and as it will look with future development.

4. **Public Signage:**

Gateway Markers:

- a. Major gateway markers may be provided at the intersections of Figueroa Street and Pico Boulevard, and Figueroa Street and Olympic Boulevard.
- b. Smaller district identification monuments may be provided elsewhere along Figueroa Street, especially at the 11<sup>th</sup> Street and 12<sup>th</sup> Street intersections.
- c. Gateway markers and district identification sign design is not further specified herein, but shall meet the Sign Regulations and Guidelines described in the LASED Specific Plan.

C. **Figueroa Street (Olympic Boulevard to 7<sup>th</sup> Street and Pico Boulevard to Venice Boulevard)**

1. **Infrastructure:**

- a. Sidewalks:
  - 1) Along Figueroa Street north and south of the District, sidewalks adjacent to any new development shall be a minimum of 12 feet wide with a 8-foot wide private setback on the adjacent property.
  - 2) The sidewalk and setback shall appear and function as a single integrated space, even though ownership is partly public and partly private.
  - 3) The property line may be demarked by a score line, saw cut or other element that is integral to the sidewalk design and is approved in conjunction with the final sidewalk design for each project developed on Figueroa Street north and south of the District.
  - 4) Three distinct use zones shall be provided on the sidewalk as illustrated in the cross section in **Figure 7** and

- described previously.
- 5) Adjacent to new development projects, existing sidewalk paving shall be replaced with new sidewalk paving, using the CRA's standard Downtown Edge Band shown in **Figure 9** or approved alternate. (The Bureau of Contract Administration shall also approve Edge Band Construction. *Please note: Requirements listed in the Edge Band Notes may change over time. Contact the appropriate department for current procedures.* )
  - 6) New sidewalks should incorporate upgraded paving materials, such as granite or brick pavers, to reflect the importance of Figueroa Street as a pedestrian linkage between the District and the surrounding Downtown area.
  - 7) The design of upgraded sidewalks should relate to the building and site design, as well as to any already existing enhanced sidewalk treatment on the remainder of the block face.

b. Crosswalks:

- 1) Crosswalks will be widened as required by LADOT.
- 2) The existing stamped asphalt crosswalks may be replaced with a higher quality, more permanent material, such as stamped concrete or other material approved by the Department of Public Works.

c. Medians:

- 1) Medians may be installed on Figueroa Street only under the following conditions
  - a) the street is re-stripped to provide an equal number of lanes in each direction with the median along the centerline of the street.
  - b) each median segment is at least 100 feet long and at least 10 feet wide.
- 2) Any new medians shall include shrubs and other short plants.
- 3) The ground cover palette should include red varieties of flax (*Phormium 'Rubrum', 'Dark Delight', 'Dusky Chief'*), Yellow Wild Iris (*Dietes Bicolor*), and Blue Oat Grass (*Helictotrichon sempervirens*).

2. **Landscape:**

Street Trees:

- a. North and south of the District on Figueroa Street, double rows of trees shall be planted adjacent to new development, where the combined sidewalk/setback width permits (see **Figure 5**).
- b. Adjacent to existing development, where the combined sidewalk/setback width is less than 23 feet, single rows of trees (see **Figure 6**) shall be planted.
- c. On Figueroa Street north and south of the District, the London Plane 'Bloodgood' (*Platanus acerfolia* 'Bloodgood' - minimum 36" box size) shall be planted.

3. **Street Lighting:**

- a. Pedestrian Lights:  
On Figueroa Street north of the District, the 12' octagonal pole pedestrian lights with teardrop fixture, which is currently installed at bus stops, shall be added between existing roadway lights to achieve the same street lighting pattern as in the District.
- b. Street Light/Street Tree Pattern:  
The pattern illustrated in **Figures 5 or 6** shall be used on Figueroa Street north and south of the District. It will result in a typical spacing between street trees of approximately 20 feet.

C. **Olympic Boulevard and 11<sup>th</sup> Street**

Olympic Boulevard and 11<sup>th</sup> Street are important east-west downtown streets, identified by the Downtown Strategic Plan (DSP) as "Avenidas". According to the DSP, these streets are to be "improved with planting, paving, lighting, signage and furnishing" to create pedestrian friendly corridors that link the various downtown districts and future civic open space, becoming over time "the most prominent civic streets of Downtown". With large, regularly spaced canopy trees, these streets will be somewhat less grand in scale and stature than Figueroa Street. A wide sidewalk will provide pedestrians with a comfortable distance from moving vehicles. 11<sup>th</sup> street between Figueroa Street and Georgia Street will be designed for temporary closure to traffic to allow its use as a gathering place for public activities and special events, and is described in greater detail under the 11<sup>th</sup> Street Pedestrian Area.

1. **Infrastructure:**

Sidewalks:

- a. Along Olympic Boulevard and 11<sup>th</sup> Street between Figueroa Street and Georgia Street, sidewalks shall be a minimum of 15 feet wide with an 8-foot wide private setback on the adjacent property.
- b. The sidewalk and setback shall appear and function as a single integrated space, even though ownership is partly public and partly private.
- c. The property line may be demarked by a score line, saw cut or other element integral to the sidewalk design and is approved in conjunction with the final sidewalk design.
- d. Three distinct use zones shall be provided on the sidewalk as illustrated in the cross section in **Figure 7** and described for Figueroa Street.
- e. On the remainder of Olympic Boulevard and 11<sup>th</sup> Street, minimum 15-foot wide sidewalks within the public right-of-way shall be provided.
- f. All existing sidewalk paving shall be replaced with new sidewalk paving as specified in Section 7 or an approved alternate.

2. **Landscape:**

Street Trees:

- a. On the sidewalks that are a minimum of 15 feet wide with an 8-foot wide private setback, street trees shall be planted in double rows in parallel (not staggered) according to the approved street light/street tree spacing pattern, resulting in a spacing between trees of approximately 20 feet on Olympic and 23 feet on 11<sup>th</sup> Street.
- b. For each pair of trees, the tree along the edge of the street is in the public right-of-way and the other tree is located within the private setback.
- c. The centerline of the tree trunks in the private setback row shall be a minimum of 7 feet from the adjacent building face.
- d. On the other sidewalks that are a minimum of 15-foot wide, a single row of trees shall be planted at the same spacing.

- e. The approved street tree species along Olympic Boulevard are London Plane 'Columbia' (*Platanus acerifolia* 'Columbia' - minimum 36" box size) from Figueroa Street to the Harbor Freeway and Southern Magnolia (*Magnolia grandiflora* - minimum 36" box size) from Figueroa Street east to Flower Street.
- f. The approved street tree species along 11<sup>th</sup> Street is Chinese Flame (*Koelreuteria bipinnata* - minimum 36" box size). On the south side of 11<sup>th</sup> Street directly in front of STAPLES Center, Mexican Fan Palms are alternated with the Chinese Flame trees.

3. **Street Lighting:**

- a. Roadway and Pedestrian Lights:
  - 1) The south side of Olympic Boulevard between Figueroa Street and Cherry Street shall consist of refurbished Olympic Specials (UM 40314) with 250 W metal halide luminaries, spaced 90 to 100 feet on center. The cobrahead fixtures shall be replaced with an "acorn" style fixture to restore this lighting to its original look. The pedestrian lights shall be centered between them with two trees between each set of roadway and pedestrian lights.
  - 2) On 11<sup>th</sup> Street, except along the south side between Figueroa Street and Cherry Street, the street lighting pattern established on the north side of 11<sup>th</sup> Street between Figueroa Street and Cherry Street shall be continued. That street lighting, which was installed in 1999, consists of 400W metal halide luminaries on 30-foot tall steel fluted electroliers, spaced 110 to 120 feet on center. At the corners, pedestrian lights are centered between them with two trees between each set of roadway and pedestrian lights.
  - 3) On the south side of 11<sup>th</sup> Street adjacent to STAPLES Center and the Convention Center, maintain the existing street lighting, which was developed in concert with Convention Center lighting.
- b. Street Light/Street Pattern Pattern:
  - 1) The pattern illustrated in **Figure 5** shall be used where minimum 15-foot wide sidewalks plus 8-foot private setbacks

- are required.
- 2) The pattern in **Figure 6** shall be used where minimum 15-foot wide sidewalks are required.
- 3) These patterns will result in a typical spacing between street trees of approximately 20 feet on Olympic Boulevard and 23 feet on 11<sup>th</sup> Street.

4. **Public Signage:**

Gateway Markers/District Identification

Monuments:

- a. District identification monuments may be provided at intersections along these streets.
- b. District identification sign design is not further specified herein, but shall adhere to the Sign regulations and Guidelines in the LASED Specific Plan.

D. **Flower Street**

Flower Street operates as a major north-south vehicular arterial (south bound only). The Metro Blue Line runs along a portion of Flower Street between Wilshire Boulevard and Washington Boulevard. A Blue Line station serving South Park and the Sports and Entertainment District is located on Flower Street north of Pico Boulevard. Flower Street also defines the eastern boundary of the Sports and Entertainment District, and marks the transition from the commercial activity along Figueroa Street to the South Park residential district. For these reasons, the design will emphasize a pedestrian friendly atmosphere. Sidewalks will be sufficiently wide for comfortable pedestrian movement.

1. **Infrastructure:**

Sidewalks:

- a. Maximum 15' wide sidewalks shall be provided along Flower Street.
- b. All existing sidewalk paving shall be replaced with new sidewalk paving as specified in Section 7 or an approved alternate.

2. **Landscape:**

Street Trees:

The existing Indian Laurel trees (*Ficus macrophylla* 'Green Gem') established by the CRA for the entire length of Flower Street in Downtown shall be maintained and infilled as needed to meet the required street light/street tree pattern, with a tree-to-tree spacing of 28'.

3. **Street Lighting:**
  - a. Roadway Lights:  
Ornamental UM 1906 street lights (either refurbished or replicas) shall be installed between existing roadway (cobra) lights on Flower Street.
  - b. Street Light/Street Tree Pattern:  
The pattern illustrated in **Figure 6** shall be used.

4. **Public Signage:**

District Identification Monuments:

- a. District monuments may be provided at intersections along this street.
- b. District identification design is not further specified herein, but shall meet Sign Regulations and Guidelines described in the LASED Specific Plan.

E. **12<sup>th</sup>, Georgia, and Francisco Streets**

12<sup>th</sup> Street, Georgia Street, and Francisco Street are important pedestrian links to the surrounding areas. Their design will be pedestrian friendly, with canopy trees and pedestrian lighting. Sidewalks will be sufficiently wide for comfortable pedestrian movement. Francisco Street is located outside the Streetscape Plan Area. However, because it is an important future connection to the Financial District to the north, streetscape improvement specifications are included.

1. **Infrastructure:**

Sidewalks:

- a. Minimum 15-foot wide sidewalks within the public right-of-way shall be provided on the local collector streets.
- b. All existing sidewalk paving shall be replaced with new sidewalk paving, as specified in Section 7 or an approved alternate.

2. **Landscape:**

Street Trees:

The approved street tree species are as follows:

- a. 12<sup>th</sup> Street - Ipe (*Tabebuia impetiginosa* - minimum 36" box size)

- b. Georgia Street - Mexican Sycamore (*Platanus Mexicana* – minimum 36” box size)
- c. Francisco Street - Species to match that selected for Francisco Street north of 9<sup>th</sup> St.

3. **Street Lighting:**

- a. Roadway and Pedestrian Lights:
  - 1) The existing alternating roadway light pattern shall be replaced with an opposite pattern that adheres to the approved pattern for other streets in the District, that is, roadway lights spaced 90 to 110 feet apart with pedestrian lights centered between them, and with roadway lights aligned with one another on both sides of the street. (This change is subject to complying with City adopted IES standards for the safety of vehicular and pedestrian safety.)
  - 2) The existing roadway lights shall be used and shall be supplemented with matching refurbished roadway lights.
  - 3) The post top pedestrian lights on 12' octagonal poles shall be installed between the roadway lights according to the approved pattern.
- b. Street Light/Street Tree Pattern:  
The pattern illustrated in **Figure 6** shall be used.

4. **Public Signage:**

District Identification Monuments:

- a. District identification monuments may be provided at intersections along these streets.
- b. District identification design is not further specified herein, but shall meet the Sign Regulations and Guidelines described in the LASED Specific Plan.

F. **Cherry Street**

Cherry Street is primarily devoted to providing access to service and parking. Narrower sidewalks are permitted, as well as an informal planting scheme.

1. **Infrastructure:**

Sidewalks:

- a. Minimum 12-foot wide sidewalks along Cherry Street.
- b. All existing sidewalk paving shall be replaced with new paving as specified in Section 7 or approved alternate.

2. **Landscape:**

Street Trees:

- a. The approved street tree for Cherry Street is Brisbane Box (*Tristania conferta* - 24" box).
- b. A single row of street trees shall be planted, according to the approved street light/street tree spacing pattern in **Figure 6**, resulting in a spacing between trees of approximately 20 to 23 feet.

3. **Street Lighting:**

Roadway Lights:

Pedestrian lights are not required along Cherry Street. Roadway lighting to be determined by the Bureau of Street Lighting.

G. **11<sup>th</sup> Street Pedestrian Area**

11<sup>th</sup> Street between Georgia Street and Figueroa Street will permit temporary off-peak closure to vehicular traffic for special events and safe pedestrian flows between STAPLES Center and the Central Plaza. The design will be differentiated from a standard street, with special emphasis given to paving design, treatment of the curb, and temporary street closure devices.

1. **Infrastructure:**

a. Paving:

- 1) Special paving treatment will differentiate the portion of the street subject to temporary closure.
- 2) The design of this pavement shall be coordinated with the design of the Central Plaza and Star Plaza at STAPLES Center.

b. Removable Bollards, Mountable Curbs and Other Devices:

- 1) Vehicular space will be marked with a mountable curb, removable bollards, and/or similar devices approved by the Department of Transportation for

- pedestrian safety during periods of non-closure of the street.
- 2) Closure of the street to through traffic shall be accomplished with attractive traffic barriers, removable bollards and/or similar devices approved by the Department of Transportation.

2. **Landscape:**

- a. Planters:  
Removable planters shall be permitted within the vehicular way of the 11<sup>th</sup> Street Pedestrian Area.
- b. Street Trees:
  - 1) Street trees shall be required along the sidewalk of the 11<sup>th</sup> Street Pedestrian Area, generally continuing the pattern established by that portion of 11<sup>th</sup> Street not subject to closure.
  - 2) An exception to this pattern will be permitted, however, along the sidewalk in front of the Central Plaza and Star Plaza at STAPLES Center; no street trees shall be required to permit an easier flow of pedestrians across these spaces, and to maintain site lines for large gatherings and celebrations in these contiguous plazas.

3. **Street Lighting:**

Roadway and Pedestrian Lights:

- a. No permanent lighting fixture shall be permitted within the vehicular space of the 11<sup>th</sup> Street Pedestrian Area. (This change is subject to complying with City adopted IES standards for the safety of vehicular and pedestrian safety.)
- b. Temporary lights may be introduced during closure, in conjunction with scheduled activities and events.
- c. Permanent street light fixtures within the sidewalk space shall be provided along the 11<sup>th</sup> Street Pedestrian Area, generally continuing the pattern established by that portion of 11<sup>th</sup> Street not subject to closure.

4. **Public Signage:**

Public Signs:

- a. No permanent sign fixture shall be permitted within the vehicular space of the 11<sup>th</sup> Street Pedestrian Area.
- b. Temporary signage may be introduced during closure in association with scheduled activities and events.

5. **Street Furniture:**

a. Temporary Street Furniture:

- 1) No permanent street furniture shall be permitted within the vehicular space of the 11<sup>th</sup> Street Pedestrian Area.
- 2) Temporary furniture may be introduced during closure, in conjunction with scheduled activities and events.
- 3) Temporary furniture may include tables, chairs, benches, kiosks, vendor booths and carts, planters, etc.
- 4) Removable grandstands and similar facilities shall likewise be permitted.

b. Permanent Street Furniture:

- 1) Street furniture shall be required along the sidewalk of the 11<sup>th</sup> Street Pedestrian Area, generally continuing the pattern established by that portion of 11<sup>th</sup> Street not subject to closure.
- 2) An exception to this pattern will be permitted, however, along the sidewalk in front of the Central Plaza and Star Plaza at STAPLES Center; no street furniture shall be required to permit an easier flow of pedestrians across these spaces.

**Section 7.**

**STREETSCAPE ELEMENT REQUIREMENTS**

**A. Boundaries<sup>1</sup>**

Minimum Sidewalk Widths by Street

<b>Street</b>	<b>Public Right of Way</b>	<b>Private Setback</b>	<b>Total</b>
<b>Figueroa Street (7<sup>th</sup> Street to Venice Boulevard)</b>			
7 <sup>th</sup> to Olympic	12'	8'	20'
Olympic to Pico	15'	8'	23'
Pico to Venice	12'	8'	20'
<b>Olympic Boulevard</b>			
Flower St. - Figueroa St.	15'	0'	15'
Figueroa St. - Georgia St.	15'	8'	23'
Georgia St. - Cherry St.	15'	0'	15'
<b>11<sup>th</sup> Street</b>			
Flower St. - Figueroa St.	15'	0'	15'
Figueroa St. - Georgia St.	15'	8'	23'
Georgia St. - Cherry St.	15'	0'	15'
<b>Flower Street</b>			
North of 11 <sup>th</sup>	15'	0'	15'
South of 11 <sup>th</sup> (east side)	12'	0'	12'
South of 11 <sup>th</sup> (west side)	15'	0'	15'
<b>12<sup>th</sup> Street</b>			
<b>Georgia Street</b>			
<b>Francisco Street</b>			
<b>Cherry Street</b>			

Additional setbacks may be provided as long as the setback establishes a consistent building street wall along the entire block face.

<sup>1</sup> If the adjacent roadway is narrowed, the portion of sidewalk in the right-of-way will be more than indicated below. For example, if the roadway on 11<sup>th</sup> Street between Figueroa Street and Georgia Street is narrowed by 10 feet and that 10-foot width is added to the sidewalk on the north side of the street, the sidewalk width within the right-of-way at that location will be 25 feet.

These guidelines are based upon those Design Guidelines in Appendix A of the LASED Specific Plan.

**B. Sidewalk Paving Pattern**

The entire Streetscape Plan Area shall incorporate the CRA Edge Band as depicted in the illustration in **Figure 9**. However, the subsequent notes in **Figure 9** shall only apply to the Sports and Entertainment District. In addition, only the LASED Specific Plan shall be subject to the sidewalk paving details described below with the exception of the illustration in **Figure 9**.

Prior to construction of the sidewalks in the District, the developer shall provide samples of all materials to the CRA for approval. Thereafter, the contractor shall finish one sidewalk section that includes one black band at a cobra light, one black band at a tree well and the gray field between (28' to 32' long) for inspection and approval by the City Engineer, Bureau of Contract Administration, CRA and owner prior to installation of the remaining sidewalks.

**1. Materials and Finishes:**

<b>Section</b>	<b>Materials</b>
Edge Band	Granite
Sidewalk	Concrete, granite, limestone. If Concrete, use black sand in lieu of standard beach sand in the mix for 8'-wide bands at tree wells and roadway lights. If granite, use slip resistant black granite for 8'-wide bands at tree wells and roadway lights and gray granite for fields between bands. Granite shall be Solistone HG58 (black) and HG94 (gray) or equal, 24" x 24" pavers with 1/8" joints and grout to match pavers.
Joints	If concrete, joint shall be sawcut 1/8" wide x 1/4" deep. If granite, joint shall be 1/8". The joint between the black band and gray field shall match the black band.

**2. Paving Between Property Line and Building Wall**

On Figueroa Street in the District, Olympic Boulevard and 11<sup>th</sup> Street west of Figueroa, where an 8'-building setback from the property line is required, the paving in that setback shall be a continuation of the sidewalk paving.

If the building is set back more than 8' from the property line on the above-listed streets or is set back from the property line on any other street, the sidewalk paving pattern shall continue to the building wall, unless an alternative paving pattern is approved. It is anticipated that the paving pattern in the building setback will vary from sidewalk paving pattern to demarcate outdoor

dining areas, reinforce corner architectural elements and designate building entries.

**3. Variations in Paving**

If approved by the CRA, paving that is different from the sidewalk paving in the District may extend up to 4' from the property line onto the sidewalk at building entries for a width of up to 8'. In some cases, as approved by the CRA, paving that differs from the sidewalk paving may extend up to 4' from the property line onto the sidewalk in other locations, for example, to accentuate key architectural elements.

**C. Street Lights**

***Roadway Lights***

<b>Element</b>	<b>Requirement</b>
Electrolier	Existing to be refurbished consistent with 1999 refurbishing adjacent to temporary surface parking.
Luminaire	Existing
Lamp	To be relamped with metal halide (MH) lamps consistent with 1999 relamping
Color	Spring Street Green

***Pedestrian Lights***

<b>Element</b>	<b>Requirement</b>
Electrolier	ELA 8 sided pole with Type II pullbox 70W MH
Luminaire	12' Octagonal Pole with Post Top Fixture
Lamp	70W MH (3,000 KV to provide warm yellow rather than blue tone)
Color	Spring Street Green

D. **Street Trees**

**Street Trees by Street**

<b>Street</b>	<b>Botanical Name</b>	<b>Common Name</b>	<b>Size</b>
<b>Figueroa Street</b>	<i>Platanus mexicana</i>	Mexican Sycamore	36" box
Optional - alternate with	<i>Washingtonia robusta</i>	Mexican Fan Palm	30" trunk
<b>Olympic Boulevard</b>			
West of Figueroa Street	<i>Platanus mexicana</i>	Mexican Sycamore	36" box
East of Figueroa Street	<i>Magnolia grandiflora</i>	Southern Magnolia	36" box
<b>11<sup>th</sup> Street</b>	<i>Koelreuteria bipinnata</i>	Chinese Flame	36" box
<b>Flower Street</b>	<i>Koelreuteria bipinnata</i>	Chinese Flame	24" box
<b>12<sup>th</sup> Street</b>	<i>Tabebuia impetiginosa</i>	Ipe	36" box
<b>Georgia Street</b>	<i>Platanus mexicana</i>	Mexican Sycamore	36" box
<b>Francisco Street</b>	To match species selected for Francisco St. north of 9 <sup>th</sup> Street.		
<b>Cherry Street</b>	<i>Tristania conferta</i>	Brisbane Box	24" box

E. **Structural Soil Specification and Detail**

Structural soil shall be installed under all sidewalks (both on public right-of-way and the required adjacent setback) for the entire width of the sidewalk and for the length of the sidewalk within 25 feet of any new or relocated street tree.

**F. Clearance of Other Elements from Street Trees**

Following the procedure established for streetscape element spacing for the 1999 street tree planting, street trees and street lights shall be jointly located prior to the siting of any other new elements, such as water meters, gas meters and fire hydrants, within the 4-foot wide edge zone of all sidewalks. Those other elements shall be placed at the required distances from the street trees.

Required clearances from the center line of trees to the edge of other streetscape:

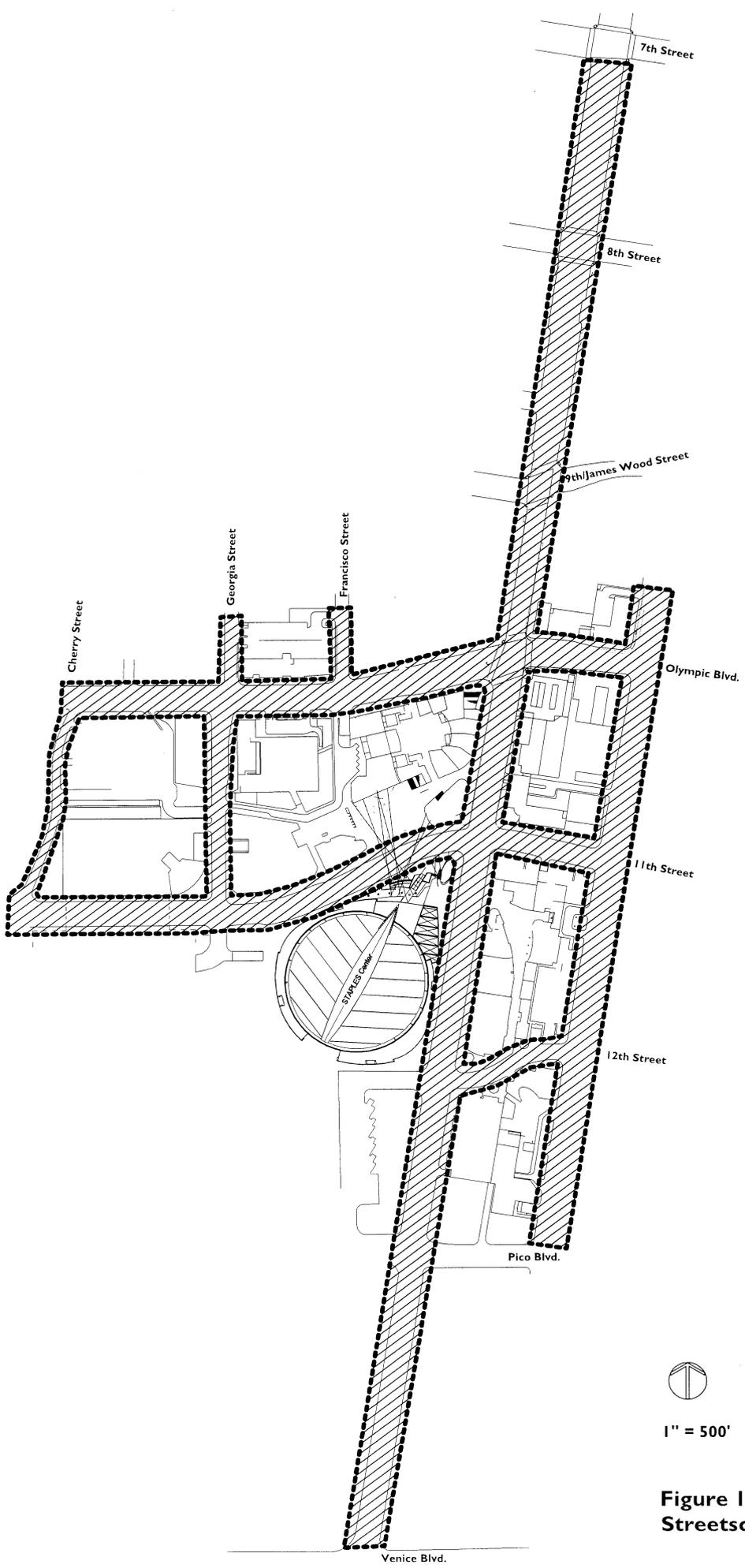
<b>Description</b>	<b>Clearance</b>
Edge of water and gas meters, underground vaults	5 feet
Edge of driveway aprons and crosswalks	5 feet
Centerline of fire hydrants	10 feet
Centerline of street lights	
- <i>Roadway</i>	15 to 20 feet
- <i>Pedestrian</i>	8 to 10 feet
Edge of alley entrances	20 feet
Intersection of curb line tangents as street intersections	45 feet
Edge of railroad tracks/crossings	100 feet

**DEPARTMENT OF CITY PLANNING**

Con Howe, Director of Planning  
Gordon B. Hamilton, Deputy Director  
Robert H. Sutton, Deputy Director

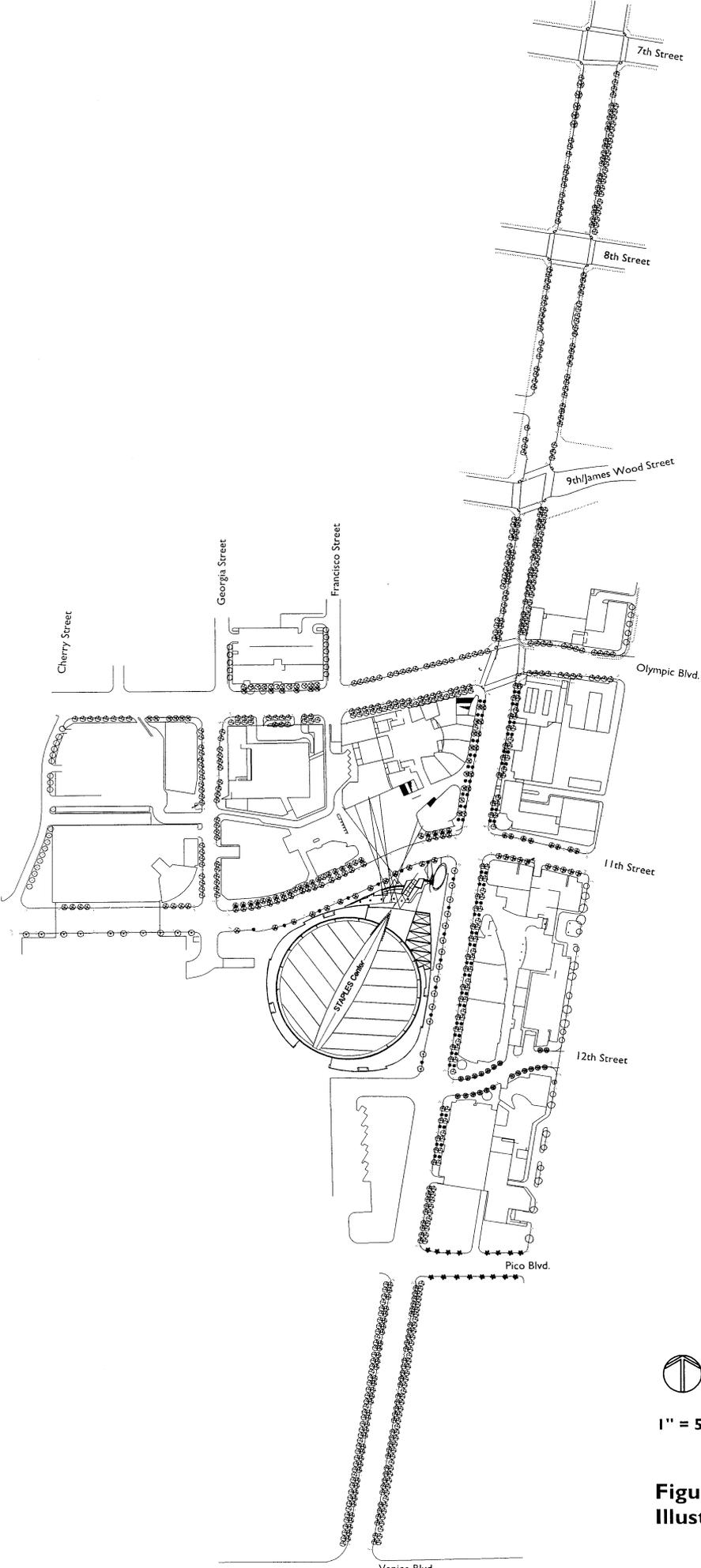
**COMMUNITY PLANNING**

Dav Gay, Principal Planner  
Charlie Rausch, Senior City Planner  
Ron Maben, City Planner  
Megan Hunter, Planning Assistant



1" = 500'

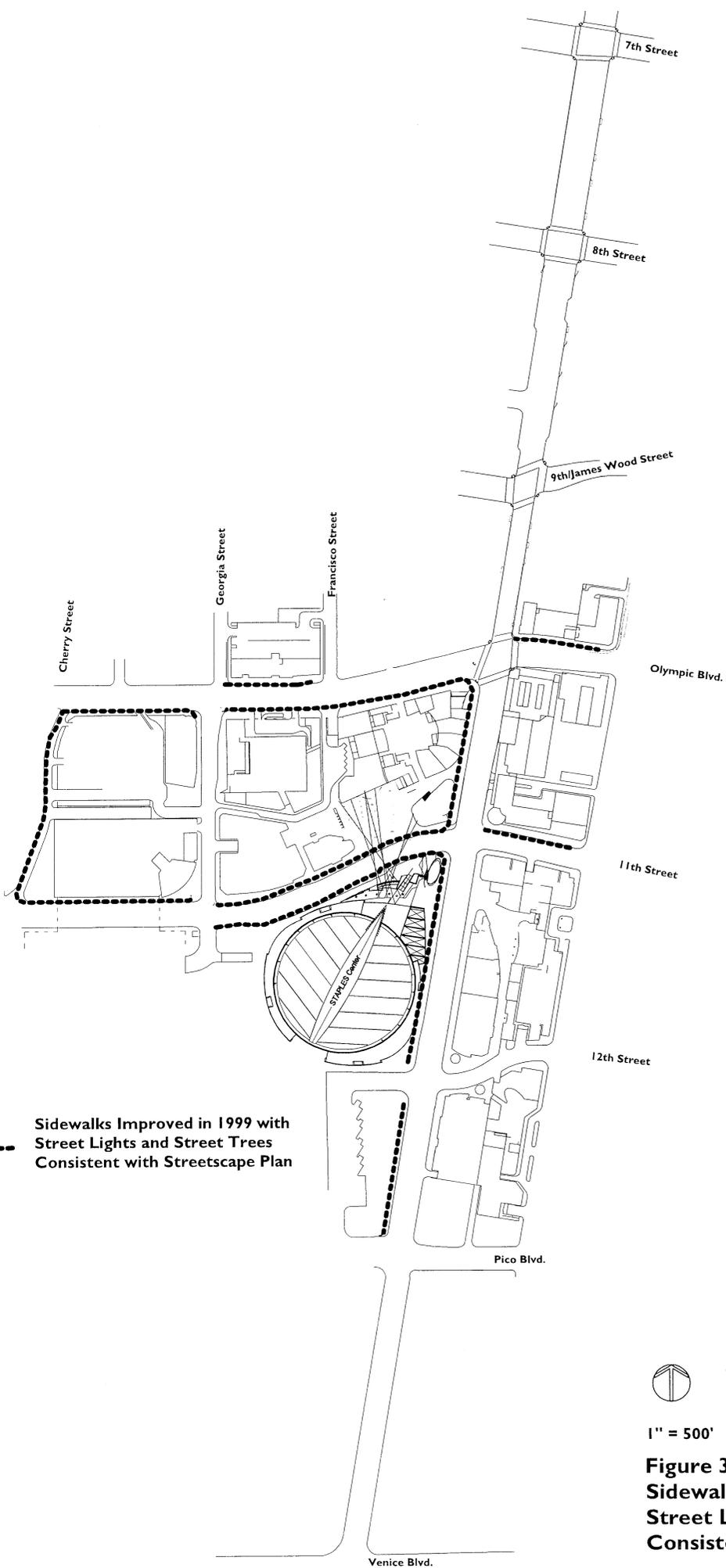
Figure 1  
Streetscape Plan Boundaries



1" = 500'

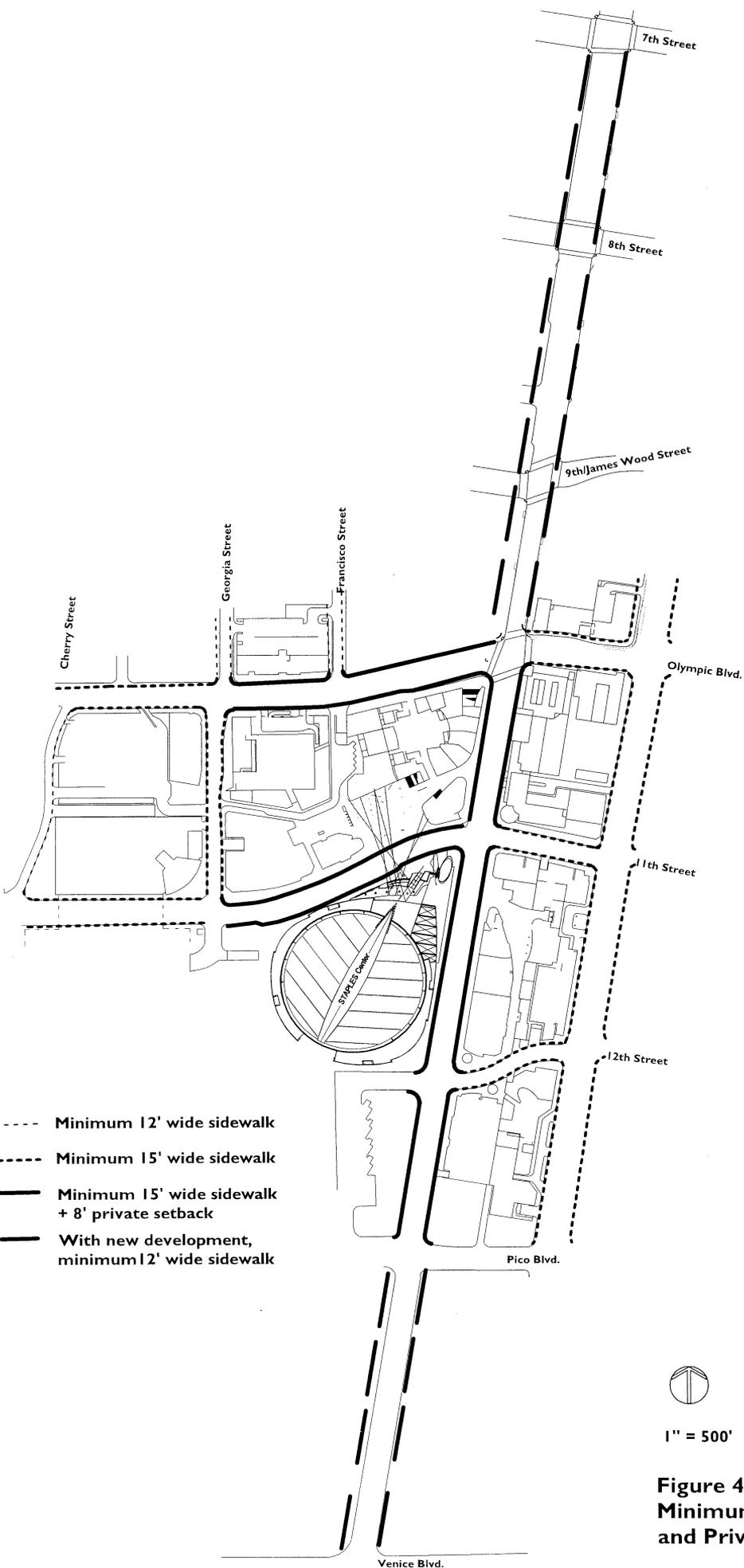
**Figure 2**  
**Illustrative Streetscape Plan**

Venice Blvd.



1" = 500'

**Figure 3**  
**Sidewalks Improved in 1999 with**  
**Street Lights and Street Trees**  
**Consistent with Streetscape Plan**



- Minimum 12' wide sidewalk
- - - - - Minimum 15' wide sidewalk
- Minimum 15' wide sidewalk + 8' private setback
- With new development, minimum 12' wide sidewalk



1" = 500'

**Figure 4**  
**Minimum Widths of Sidewalks**  
**and Private Setbacks**

ROADWAY LIGHTING: COBRA HEADS ON EXISTING POLES

NEW PEDESTRIAN-SCALE LIGHT: KING LUMINAIRE K56 ON ELA 8-SIDED CAST ALUMINUM POLE

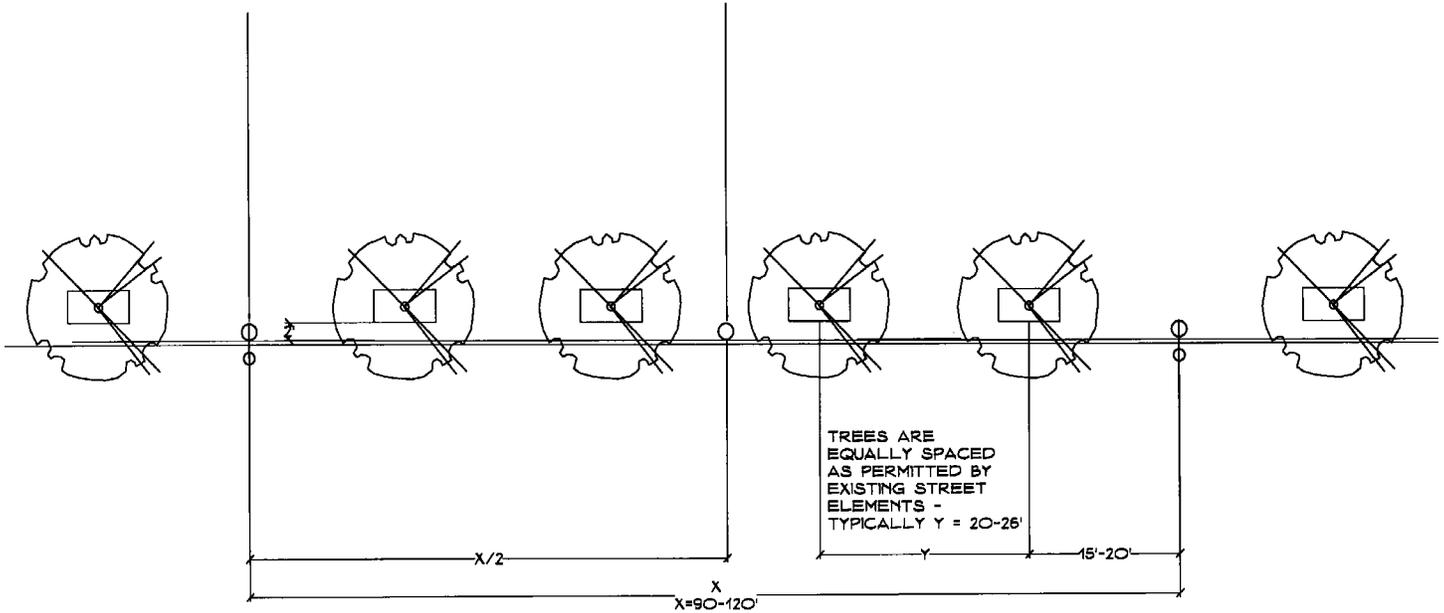


Figure 5

Street Lighting/Street Tree Pattern - *Single Row of Trees*

ROADWAY LIGHTING: COBRA HEADS ON EXISTING POLES (SEE STREET LIGHTING PLANS).

NEW PEDESTRIAN-SCALE LIGHT: KING LUMINAIRE K56 ON ELA 8-SIDED CAST ALUMINUM POLE (SEE STREET LIGHTING PLANS).

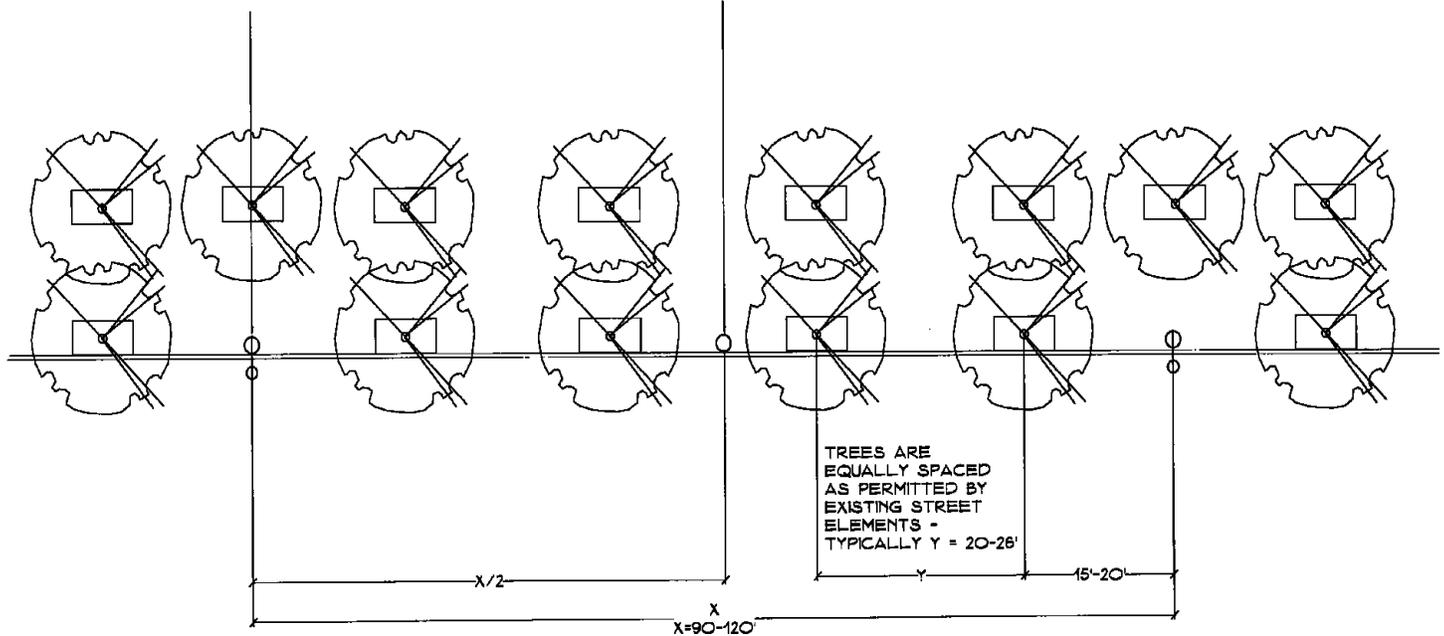
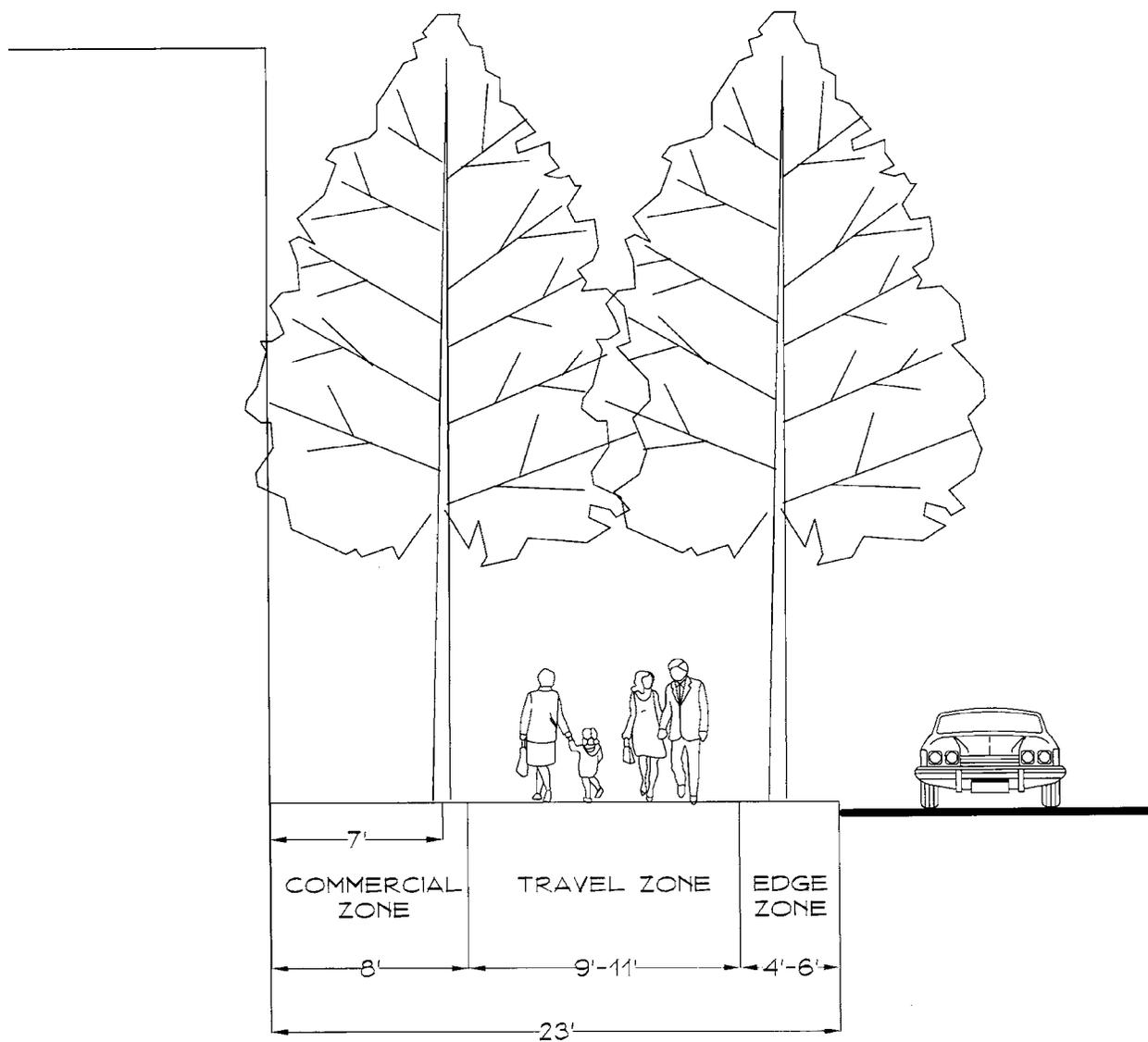
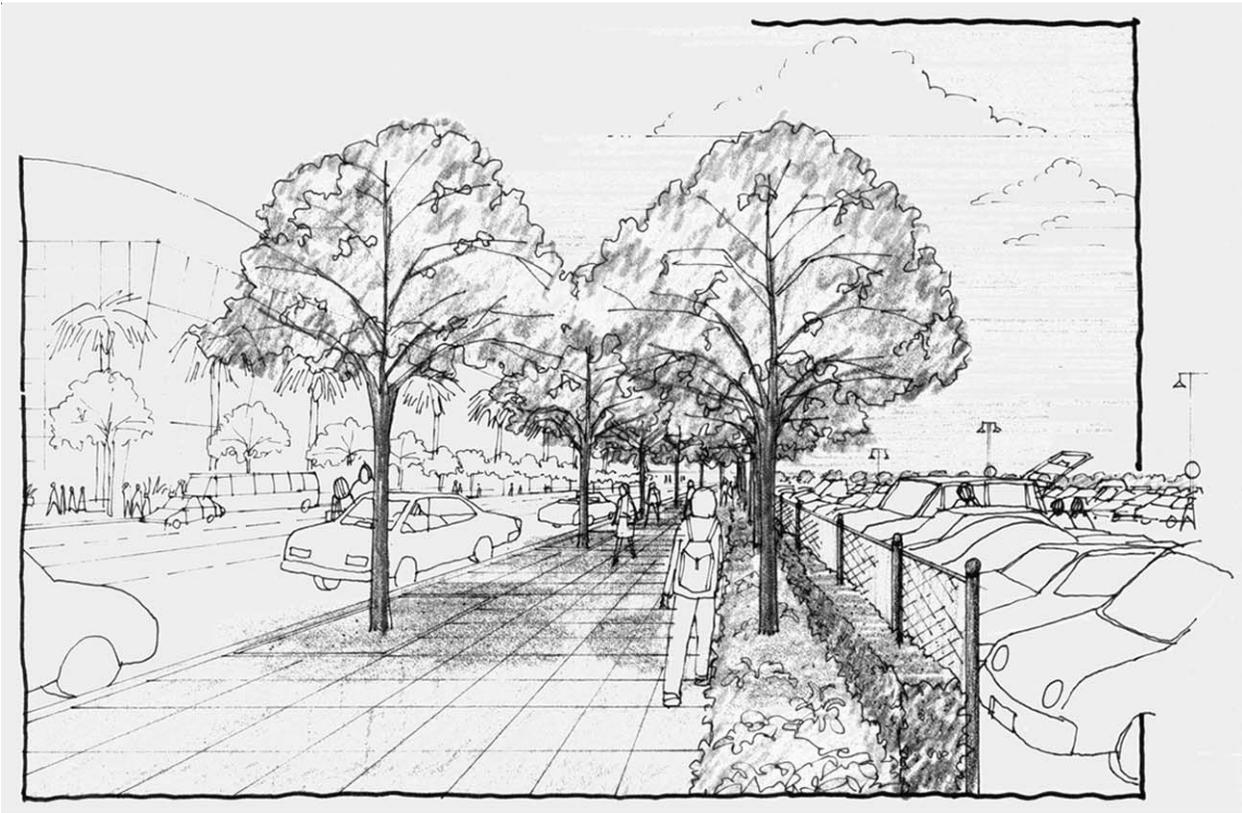


Figure 6

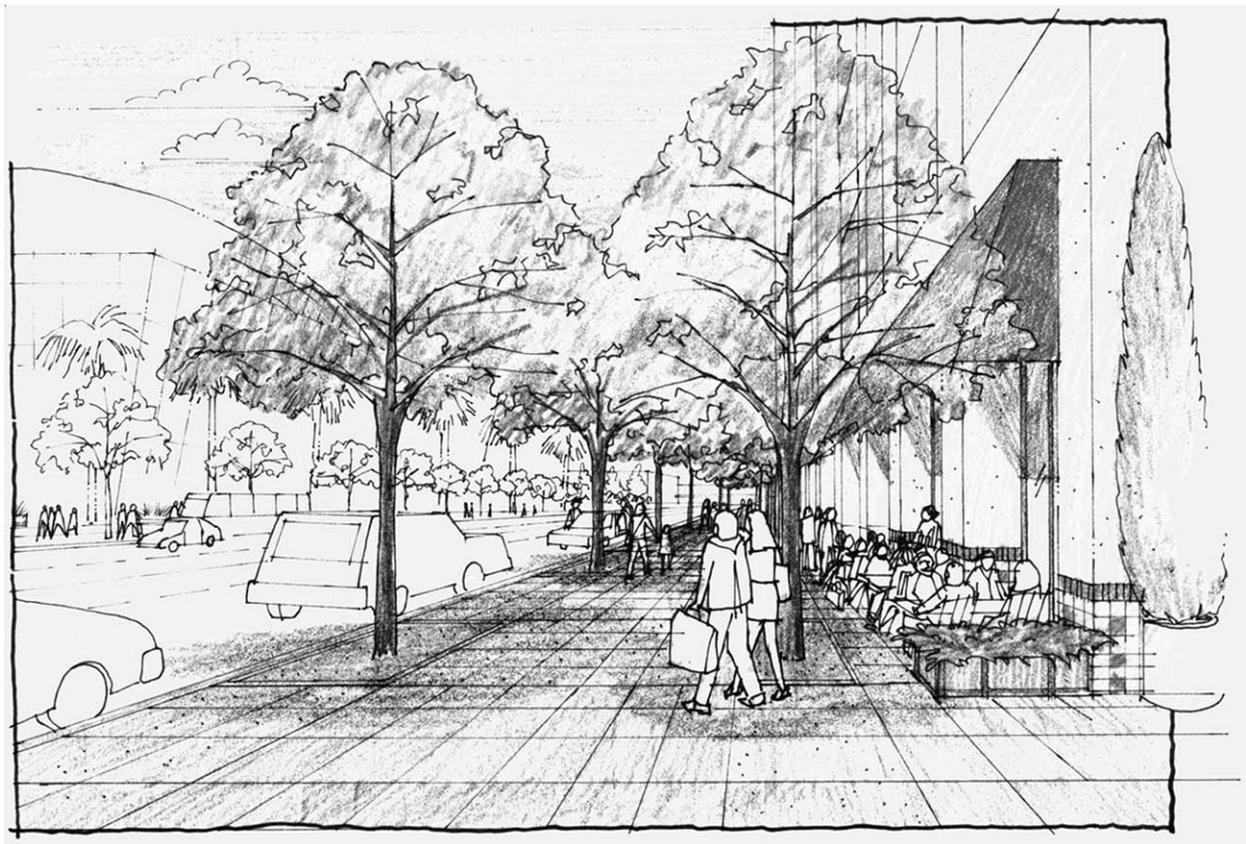
Street Lighting/Street Tree Pattern - *Double Row of Trees*



**Figure 7**  
**Sidewalk Use**  
*(Example of how to Divide the Sidewalk Area)*



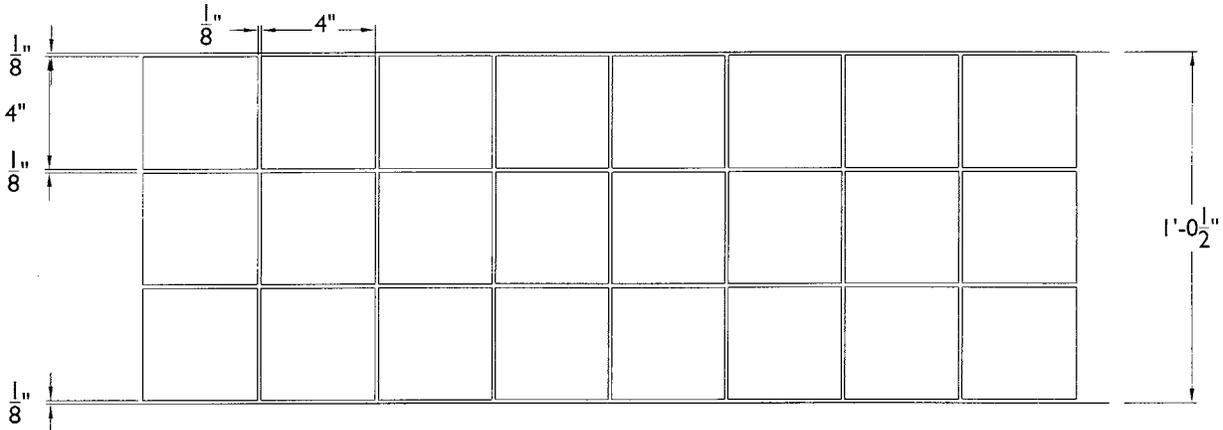
**Figure 8**  
**Existing Double Row of Trees**



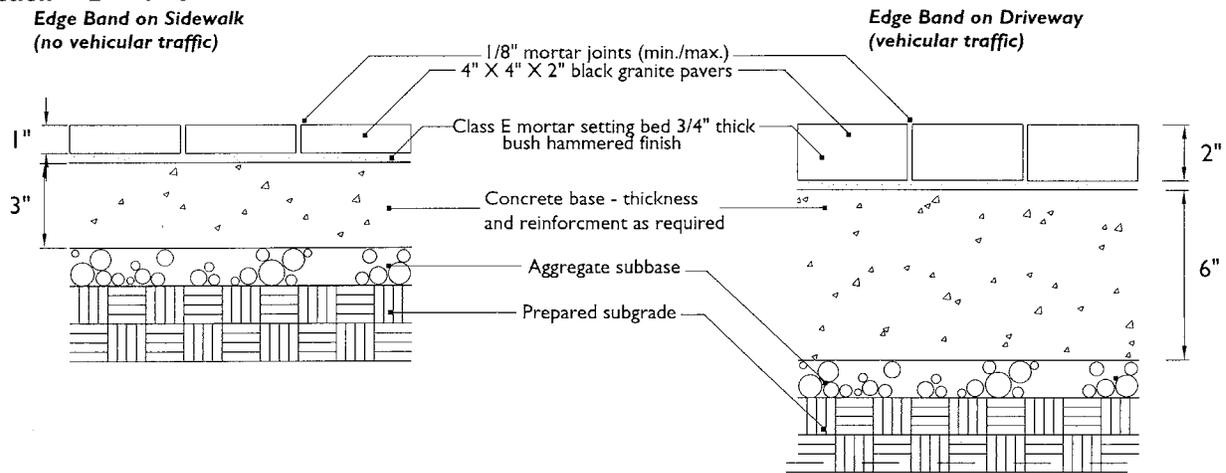
**Figure 8**  
**Future Development Double Row of Trees**

**Figure 9**  
SIDEWALK EDGE BAND DETAIL

**Plan View 2" = 1'-0"**



**Section 2" = 1'-0"**

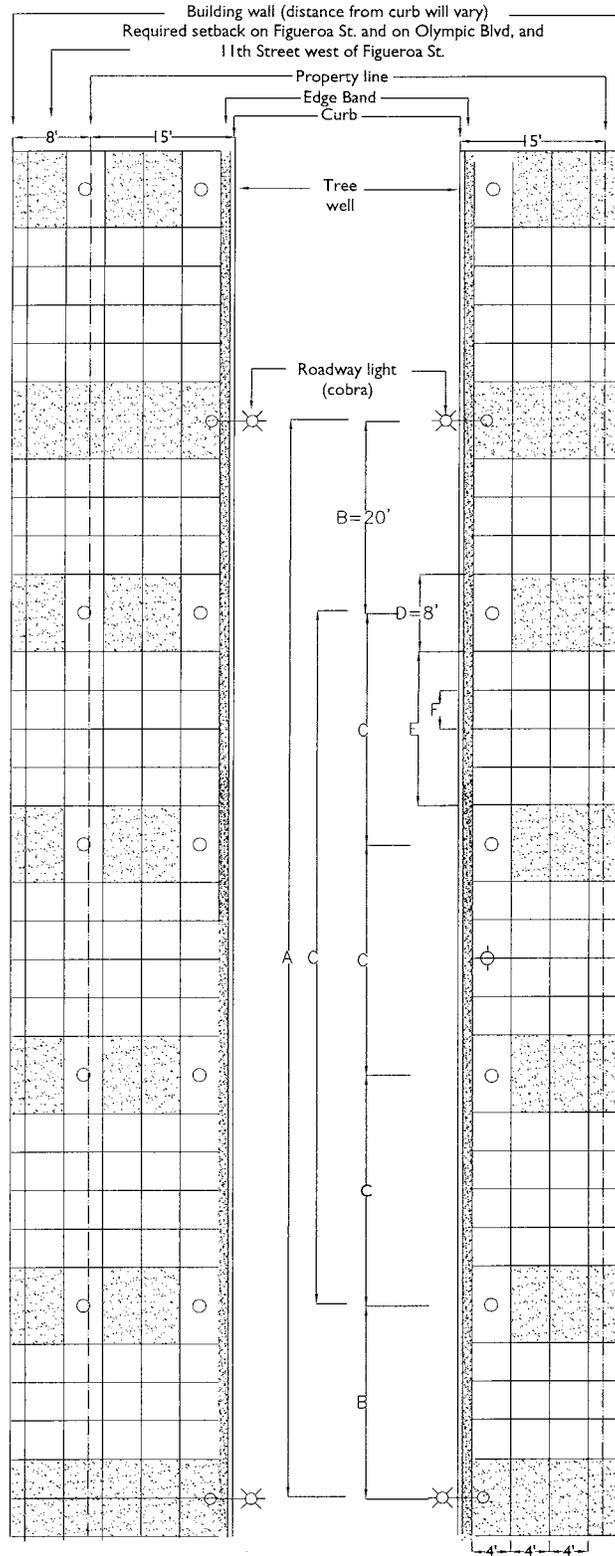


**Edge Band Construction Notes**

1. Edge band shall be granite as specified below, unless an alternative material is approved by CRALA and the City Engineer.
2. Granite paver is Solistone (323-931-0444) black granite HG58, 4" x 4", smooth cut edges, bush hammered finish to meet ADA requirements for non-slip surfaces or equal. Thickness shall be min. 1" for sidewalks and 2" for driveway aprons or other areas that will be subject to vehicular traffic. Concrete thickness shall be as required by City Engineer.
3. Submit paver sample to the CRALA and the City Engineer for approval prior to installation.
4. Contractor shall finish one edge band section 4' long for inspection and approval by the City Engineer, CRALA and Owner prior to installation of remaining pavers.
5. Mortar for paver setting bed shall be one part portland cement and four parts damp sand by volume; addition of hydrate lime is permissible in a quantity not exceeding 10% of the cement content.
6. Grout shall be a sand and cement mix (a ratio of 2-1/2 parts fine silica sand and 1 part portland cement is typically used). Grout color shall match paver. Submit grout color sample to CRALA and Owner prior to installation.

**Figure 10**

**SIDEWALK PAVING PATTERN LAYOUT**



A = Roadway light spacing of 90' - 120'

B = required spacing of street trees from roadway lights, that is, 20'

C = spacing between street trees (20' to 26'-8"):

If roadway lights are 90' to 99' apart, then  $C = A - (2 \times B \text{ or } 40')/2$

If roadway lights are 100' - 120' apart, then  $C = A - (2 \times B \text{ or } 40')/3$

D = Tree well length of 8'

E = Space between edges of tree wells, typically 12' to 18'-8"

F = Sawcut or paving module consisting of equal divisions of dimension E, ranging from 3'-6" to 4' 6"

ILLUSTRATIVE STREETSCAPE LAYOUT

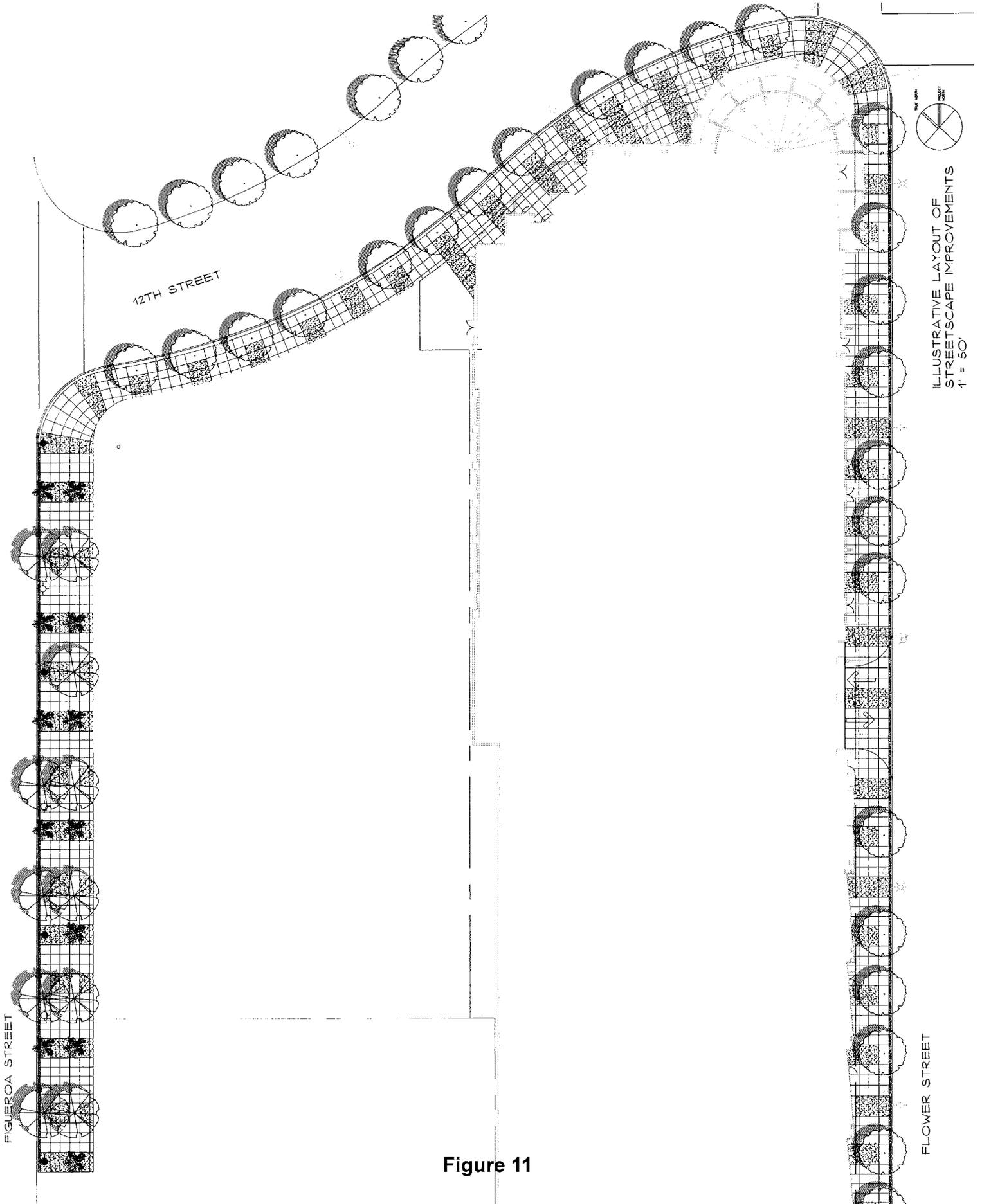


Figure 11



**Olympic Special Detail**



**30' Electrolier with Steel Fluted Pole**



**Olympic Special**

**Figure 12. Photo of Roadway Lighting**



**12' Octagonal Pole With Post Top  
Fixture**



**Detail of Post Top Fixture**

**Figure 13. Photo of Pedestrian Lighting**