

SCAG Toolbox Tuesday

Complete Streets & Pop-Up Urbanism

Presentation by Nat Gale & Carter Rubin

Great Streets Initiative

05/19/2015

A vibrant city street scene with people walking, sitting at outdoor cafe tables, and a speed limit sign. The image is overlaid with a blue tint. The text "WHAT IS GREAT STREETS?" is centered in white, bold, sans-serif font, flanked by horizontal lines above and below. In the bottom right corner, there is a purple logo for "GREAT L.A. STREETS" with a stylized grid of dots to the left.

WHAT IS GREAT STREETS?



MARKET ON SPRING
GROCERIES - DELI - EVERYDAY NEEDS

SPRING
OPEN

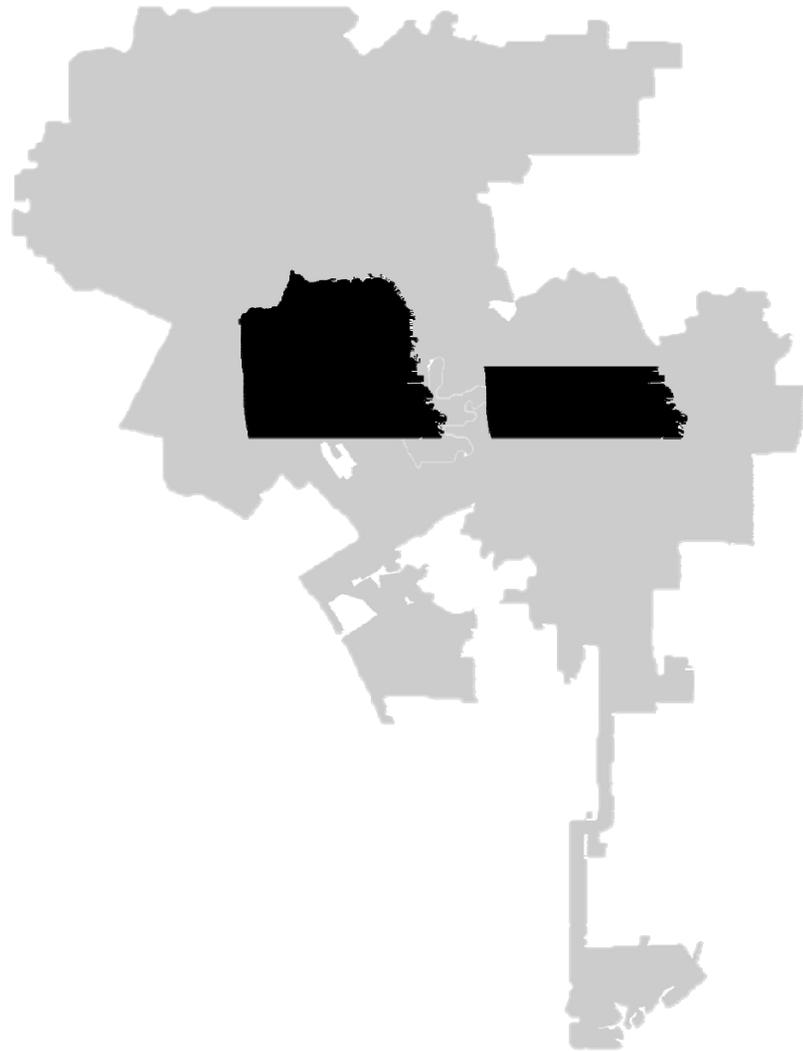
CLOEN MAPLE
DAY CLEANERS

ALTERATIONS
613

SYRUP
espresso bar | desserts

citygrill

HAYWARD
Italian



**15% of
Land Mass
in LA =
1.5 SFs**



85

FARMERS
MARKETS



LACMA
FRIDAY NIGHT

— JAZZ —
SERIES



NARCISO'S
MINI MARKET

MINI MARKET

Cyclery



WE'RE OPEN







LOCAL SCHOOLS

STAKEHOLDERS

**COMMUNITY
GROUPS**

**COUNCIL
OFFICES**

+ MORE



WHAT ATTRACTS
PEOPLE MOST, IT
WOULD APPEAR,
IS OTHER PEOPLE

— WILLIAM WHYTE



OUR VISION

TO MAKE OUR STREETS
THE CENTERPIECES OF
OUR COMMUNITIES.



GOALS

- INCREASE ECONOMIC ACTIVITY
- GREATER COMMUNITY ENGAGEMENT
- IMPROVE ENVIRONMENTAL RESILIENCE
- ENHANCE NEIGHBORHOOD CHARACTER
- SAFER & MORE SECURE COMMUNITIES
- IMPROVE ACCESS & MOBILITY





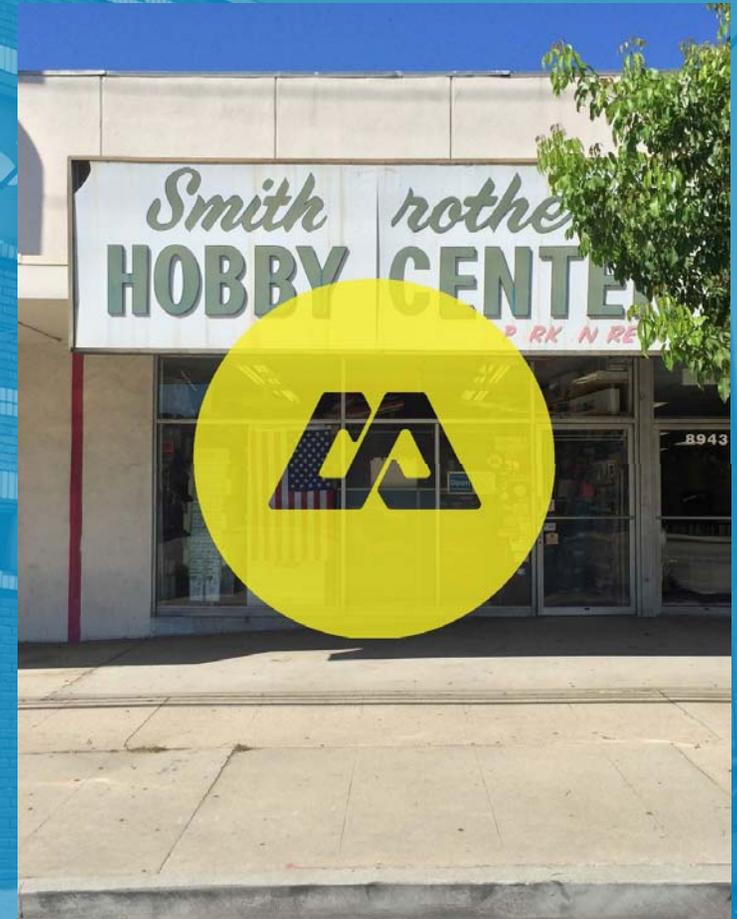
OUTREACH &
ENGAGEMENT

RESEDA BLVD



Your Community – Your Vision
NORTHRIDGE VISION

Rev 4 - March 2012



RESEDA BLVD



RESEDA BLVD

DESIGN CONCEPT

Based on the community feedback from Workshop 1 on January 27th, we further developed the "Sidewalk as a Living Room" concept. We heard community stakeholders suggestion about making the furniture and patterning more "Northridge". Thus, our concept builds on the mid-century modern style of the historic corridor.

We refined the designs to create a riff on the mid-century modern living room, including flagstone patterning, loungers, and couches to create unique intimate public spaces throughout the street. The following pieces are an example of what will be located in Phase I.

The flagstone sidewalk pattern will be applied on the surface of the sidewalk using two shades of gray.

The sidewalk furniture pieces will be custom designed using plywood that will be covered with paint and fastened to the sidewalk.

EXAMPLE FURNITURE COMPONENTS



COUCH



CHAIR/LOUNGER

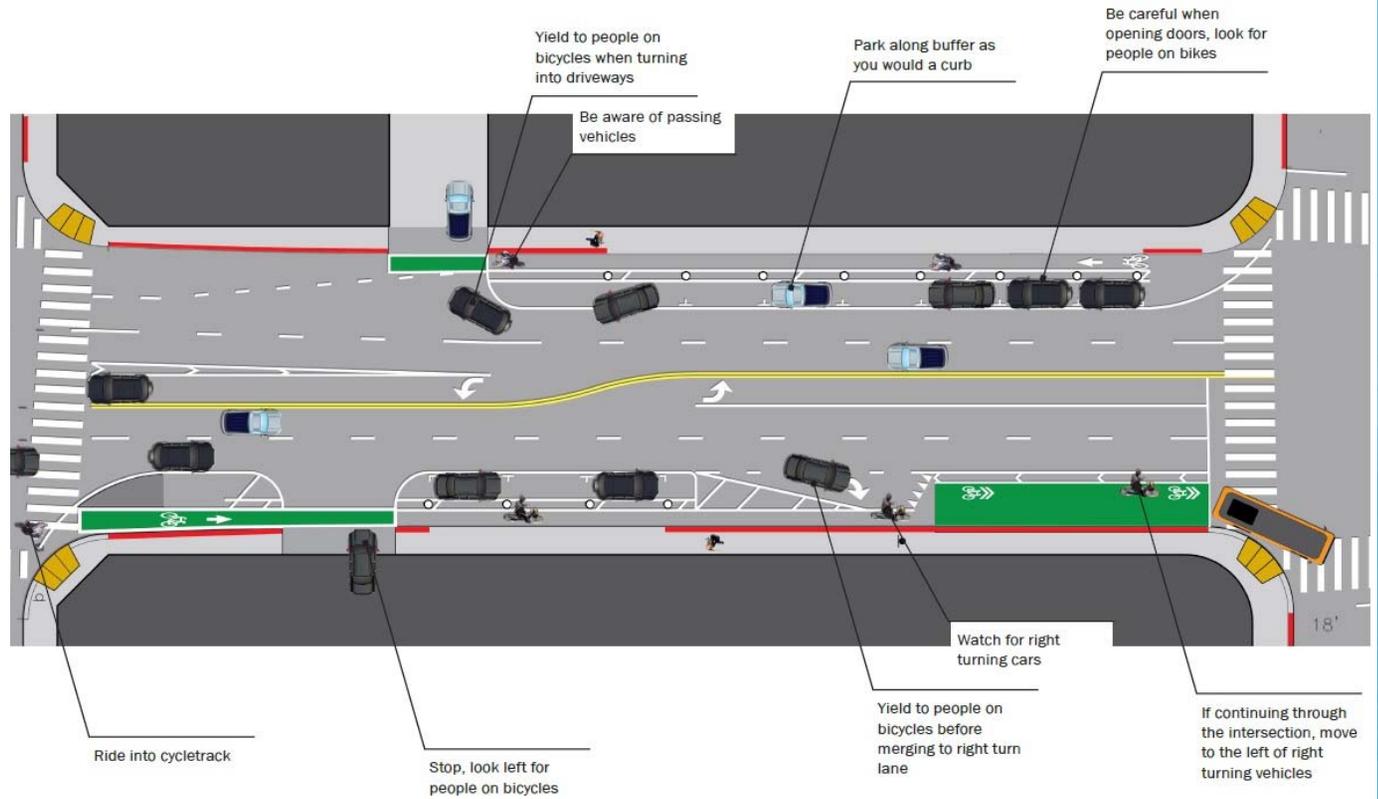
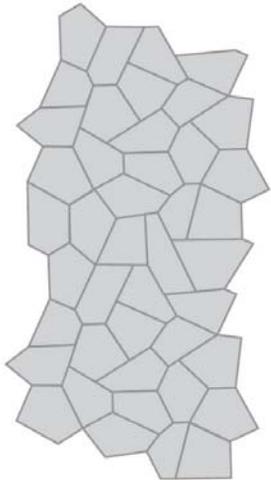


STOOL/OTTOMAN



TRASH CAN

FLAGSTONE SIDEWALK PATTERN



RESEDA BLVD

Before



After



CENTRAL AVE



PREVIOUS STUDY OF CENTRAL



CENTRAL AVENUE HISTORIC CORRIDOR STREETScape MASTER PLAN, 2009

Project Goals

- Create a specific identity for Central: look to the future, honor the street's rich history, respect changing cultures
- Create a vibrant street with thriving retail, dining and entertainment and pedestrian activity
- Acknowledge the variety of uses along the street and adopt designs that encourage specific commercial and residential districts
- Increase safety with improvements such as new lighting, crosswalks, and increased activity
- Improve sustainability
- Develop vacant or underutilized property

Recommendations

The final Plan included recommendations for trees, pedestrian lighting, landscaped traffic medians, crosswalk enhancements, sidewalk bumpouts, street banners, murals, and gateway monuments, to ultimately create a safe, attractive and inviting environment for the surrounding neighborhoods, visitors, and businesses.



Eric Garcetti



CENTRAL AVE



RECOMMENDED: "MAXIMIZE PEDESTRIAN SPACE"



In addition to the "bulbouts" and crosswalk improvements assumed for all alternatives, this alternative would improve conditions for pedestrians by widening sidewalks from 12 feet to as much as 17 feet. Because much of the space on sidewalks is used for trees and other types of "street furniture" as well as doors into businesses opening and closing, this would greatly increase the space available for walking, a major benefit.

This alternative would also:

- Maintain traffic capacity by moving left-turning vehicles out of the way of through traffic
- Benefit cyclists by providing "8 to 80" improvements on a parallel route
- Preserve parking
- Provide easier access to stores and restaurants
- Reduce truck volumes

Project Phasing:

Depending on the status of a forthcoming DWP utility undergrounding project, this new pedestrian space can be constructed with a phased approach. The first phase will be accomplished by reclaiming the roadway through striping and paint, similar to the Broadway Dress Rehearsal in downtown Los Angeles. Phase 2 will be a full build-out of the concrete sidewalk once funding is available or the DWP project is completed.



THE NEW 9th
SUNSHINE BOULEVARD
CONCEPT PLAN

Eric Garcetti
Mayor



CENTRAL AVE



WHAT IS A PLAY STREET?

PLAY /PLÁ/ V.

engage in activity for enjoyment and recreation rather than a serious or practical purpose.

JUGAR /XU'YAR/ V.

hacer algo con alegría y con el solo fin de entretenerse o divertirse.



CENTRAL AVE



CENTRAL AVE



FREE LOTS ANGELES



VENICE BLVD

ABOUT VENICE BLVD



VENICE BLVD EXTENDS 13 MILES from the Speedway in Venice to downtown Los Angeles. This transportation workhorse is one of the major thoroughfares across the City of Los Angeles, and it carries thousands of Angelenos in cars and buses and on bikes and foot every day.

Venice Blvd is designated as California State Route 17 from Lincoln Blvd to Crenshaw Ave. It has 3 travel lanes with left turn pockets at major intersections and on-street parking. The center median is as narrow as 8 feet and as wide as 20 feet.

Venice Blvd is a major transit corridor. A number of bus routes, including Metro Local 23 and Rapid 733, traverse the corridor.

Venice Blvd is a key east-west bike route. A bike lane runs along the sidewalk in each direction, extending from Pacific Ave in Venice to Crenshaw Blvd in Mid City. The Venice Blvd bike lanes are the longest continuous bike lanes in Los Angeles.

Venice Blvd has sidewalks that vary from less than 10 feet to more than 20 feet in width. Venice Blvd is at the heart of a neighborhood business district, as well as through large parking lots and big box stores, and even a recreational area.

PHOTOS COURTESY OF: CALTRANS; METRO; REGIONAL DEVELOPMENT AUTHORITY; CALTRANS; LADOT; LOS ANGELES PUBLIC WORKS

VENICE BLVD: A CHRONOLOGY

- 1897** - Pasadena & Pacific Railway Company starts construction of Venice Blvd from 18th St to Crenshaw Ave. It is named Venice Blvd in honor of Venice, Italy.
- 1902** - Los Angeles Pacific Railroad Company acquires the railroad connecting Venice and Santa Monica. The line is run over the center of Venice Blvd and eventually becomes the fastest traveled beach line out of Los Angeles. It also connects to a street track system spanning 1,142 miles across four counties.
- 1945** - Due to rising competition from rail lines and automobiles, patronage on the line gradually decreases.
- 1950** - Pacific Electric Railroad fully abandons rail service on Venice Blvd and instead uses trolley service.
- POST-1950** - Rails are removed from Venice Blvd and a central median is constructed in place.
- PRESENT** - Venice Blvd carries some 10,000 cars a day, plus thousands of bus passengers, bicyclists, and pedestrians.



THE GREAT STREETS INITIATIVE

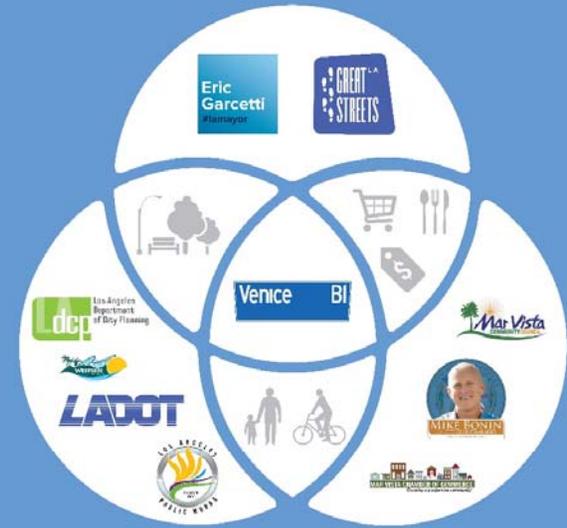
Los Angeles has more streets than anywhere else in America. At 7,500 centerline miles, our streets make up about 15% of all the land in the City of Los Angeles. They are our largest public asset, forming and reflecting the character of our neighborhoods, our people, and our City.

Our Great Streets Initiative will take advantage of this underutilized asset to support thriving neighborhoods. We will develop Great Streets that activate public spaces, provide economic revitalization, increase public safety, enhance local culture, and support great neighborhoods. By reimagining our streetscape, we can create transformative gathering places for Angelenos to come together, whether they travel by car, transit, bike or on foot.



VENICE BLVD, A GREAT STREET

Great Streets is a partnership with local communities to strengthen neighborhoods one main street at a time. Together we can work to enhance local culture, make great public spaces, and make safer streets for all Mayor Garcetti and Councilmember Bonin identified Venice Boulevard in Mar Vista as one of our first 15 Great Streets because of its unique neighborhood charm, vibrant businesses, and passionate residents. Our goal is to build on what already makes Venice Blvd great by enhancing economic activity, mobility, safety and sustainability.



WE'RE WORKING FOR YOU!

THE CITY OF LOS ANGELES

Our many departments are working together to plan for and bring improvements to your community.



THE GREAT STREETS INITIATIVE

Venice Blvd is one of the first 15 Great Streets. This project is a collaborative effort between the Office of Mayor Garcetti, Office of Councilmember Mike Bonin (District 11), Department of City Planning, Department of Public Works, and community groups and organizations.

THE WESTSIDE MOBILITY PLAN

This parallel effort of the Department of City Planning and Department of Transportation will also help to improve transportation options on the Westside. In coordination with the Great Streets Initiative, this effort includes planning for long-term streetscape improvements on Venice Blvd.



VENICE BLVD

