Connect BEVERLY HILLS

MEET ME ON WILSHIRE & LA CIENEGA

March 2021 Draft

WILSHIRE BOULEVARD & LA CIENEGA BOULEVARD

Streetscape Plan & Design Standards

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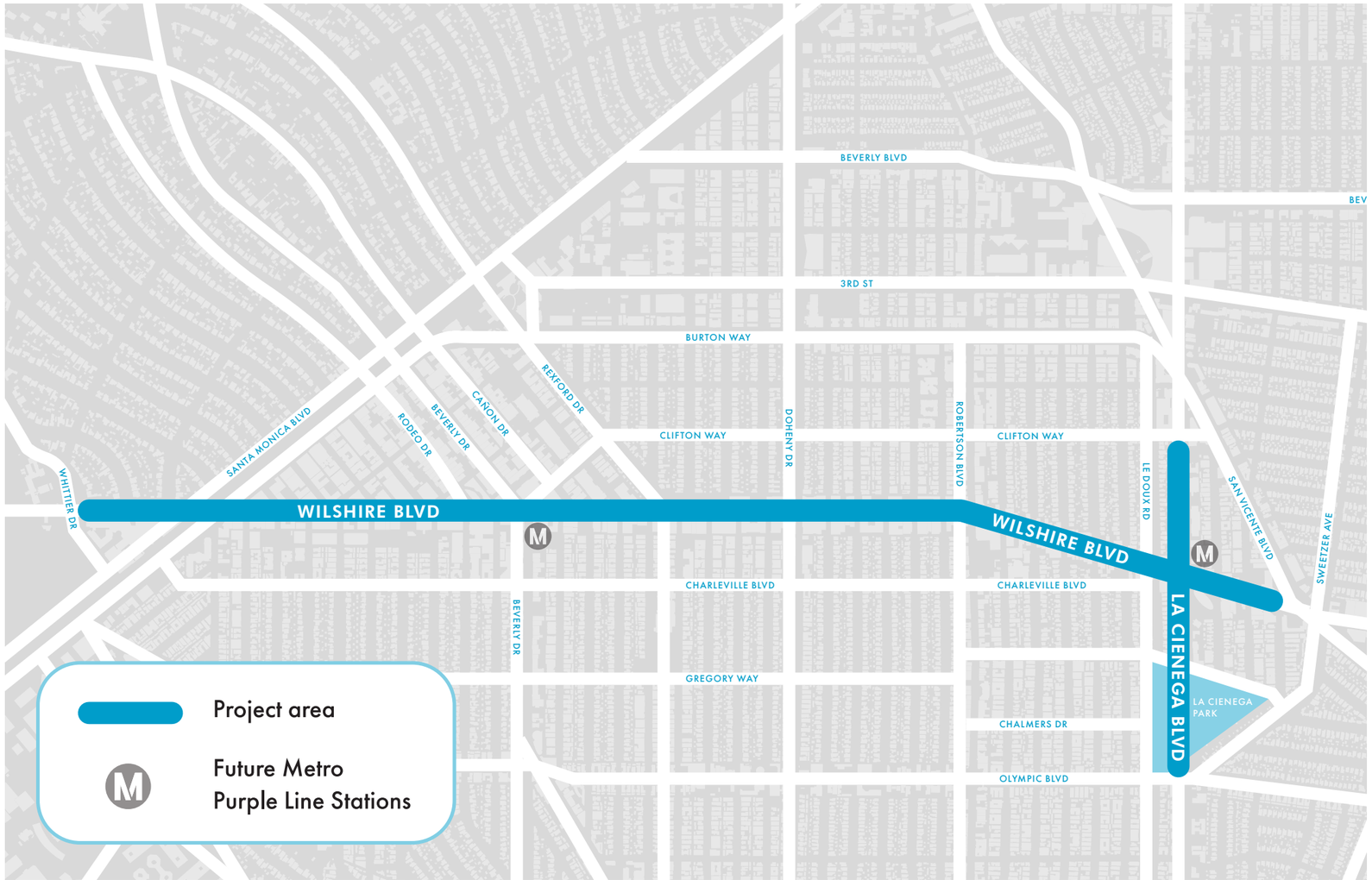
Table of Contents

1. Introduction

Introduction



Background

The City of Beverly Hills is currently undertaking an impressive series of efforts to define and implement citywide urban design priorities. Connect Beverly Hills: Meet me on Wilshire and La Cienega (Connect Beverly Hills or the Plan) is one such effort focused on preparing the City for the coming Metro D (former Purple) Line extension. The D Line extension will bring two new rail stations to Beverly Hills at Wilshire Boulevard/La Cienega Boulevard (projected to open in 2023) and Wilshire Boulevard/Reeves Drive (projected to open in 2025). The project area for Connect Beverly Hills includes the entire lengths of Wilshire and La Cienega Boulevards within city boundaries (three miles total) and includes the two future Metro rail stations.

What is Connect Beverly Hills?

When the subway opens, the City expects a dramatic increase in pedestrian activity along both Wilshire and La Cienega Boulevards through Beverly Hills. Connect Beverly Hills creates a streetscape plan and design standards for both boulevards to set the stage for an enhanced street environment in Beverly Hills that is safe, comfortable, and vibrant for residents and visitors alike.

Both boulevards are important commercial thoroughfares for the City today, but they also have the potential to provide a more rewarding experience for people visiting and traveling along them. Connect Beverly Hills offers a blueprint for how other commercial streets in the City can better serve

their neighborhoods. The Plan is the first step in creating a template that can be used to develop plans and standards for other commercial corridors. Project recommendations will be incorporated into future projects on Wilshire Boulevard and La Cienega Boulevard, including Metro street restoration as part of subway construction, the City's Capital Improvements Program, and private development projects.

Relevant Plans, Policies, and Programs

The Plan builds upon and implements a series of planning efforts initiated by the City. The most relevant plans, policies, and programs influencing Connect Beverly Hills are highlighted below.

Beverly Hills General Plan (2010 update)

The General Plan is comprehensive and provides a framework for the City's physical, economic, and social development, while sustaining natural environmental resources. The General Plan is long-range, considering how the City will change by the year 2025, while presenting policies and implementation programs to guide decisions over the next five-years.

Creating a Community Plan for Southeast Beverly Hills: Southeast in Motion (2015-2016)

Southeast in Motion is an effort to create a Community Plan for the Southeast Area of Beverly Hill to establish a framework to guide future physical development and investment. Across multiple meetings, stakeholders expressed interest in an improved pedestrian experience, easy access to the future Wilshire/La Cienega Metro station, and vibrant and active street life in the neighborhood.

Beverly Hills Complete Streets Plan (2019 Draft)

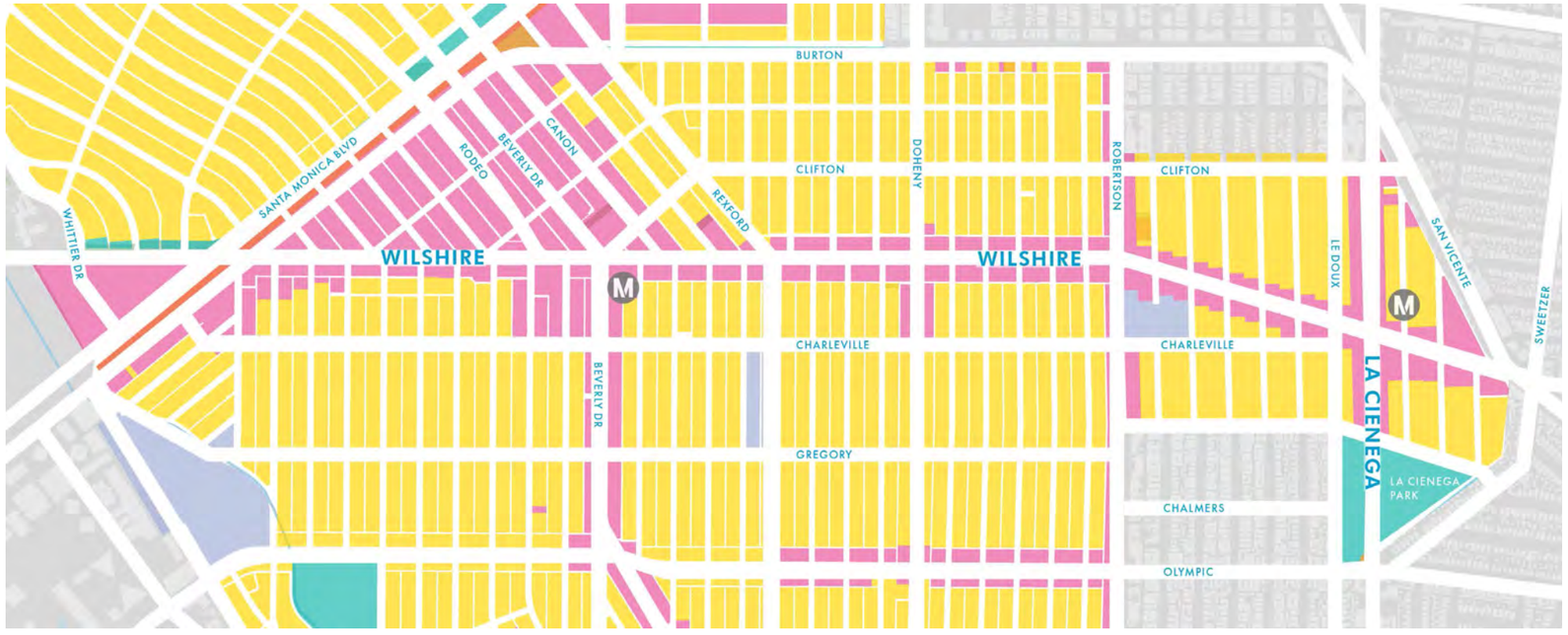
The Complete Streets Plan recommends infrastructure, programs, and policies to make Beverly Hills streets work better for everyone. It is a long-range document providing the City's overall transportation policy guidance. Through implementation of the Complete Streets Plan, the City aims to transform Beverly Hills from an auto-dominated community to one that embraces all modes of travel, reduces vehicle trips on our streets, and can be truly considered a world class bicycling city. The plan identifies a vision for the transportation network, guided by multi-modal goals and policies.

2. Existing Conditions

Existing Conditions

Wilshire and La Cienega Boulevards are dynamic main corridors for Beverly Hills and the surrounding jurisdictions, moving thousands of people through the greater Los Angeles region every day. Wilshire Boulevard, which makes up the majority of the project area, is an east-west arterial that spans across three cities including Beverly Hills. The boulevard is one of the older streets in the region and was originally used as a trail by indigenous peoples. Both boulevards have been associated with the role of the automobile and domination of the private car in 20th century Los Angeles.

Today, both corridors are home to many regional and local destinations, including Restaurant Row on La Cienega Boulevard and the Golden Triangle on Wilshire Boulevard, as well as diverse local institutions, offices, and businesses. Goods and services within the project area are central to and reachable from much of the greater Los Angeles region, and these destinations also serve local Beverly Hills neighborhoods.



Land Use and Built Form

Both boulevards are primarily zoned for commercial uses and are now part of the Mixed Use Overlay adopted by City Council in late 2020, which permits mixed use projects with both commercial uses and residential units. The blocks perpendicular to Wilshire and La Cienega Boulevards are predominantly residential, and a large portion of the surrounding residential neighborhoods are within a quick five minute walk of the commercial areas along both corridors. This means that with a safe and attractive walking environment, local residents can easily and comfortably access the destinations and services on the boulevards.

Buildings are critical in framing the streetscape by giving it shape, life and use. Wilshire and La Cienega Boulevards have a variety of architecturally significant buildings and the corridors are made up of an eclectic and attractive assortment of buildings of many styles and eras. However, much of the built form is at the scale best viewed from a vehicle, with many buildings lacking transparent facades and ground-level visual interest.

Access and Circulation

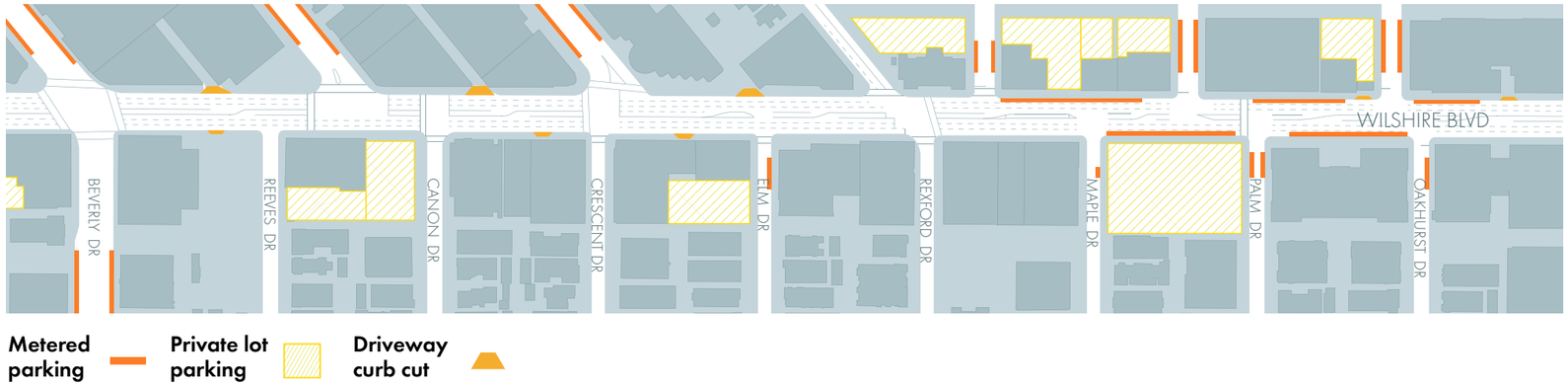
Streets make up the majority of the City's public space, and the way they are programmed and used can help build a rich and engaging social, cultural, and civic environment for Beverly Hills, in addition to providing a means for mobility.

Wilshire Boulevard and La Cienega Boulevards are both major six-lane arterials with active curbside lanes for through-traffic and on-street parking.

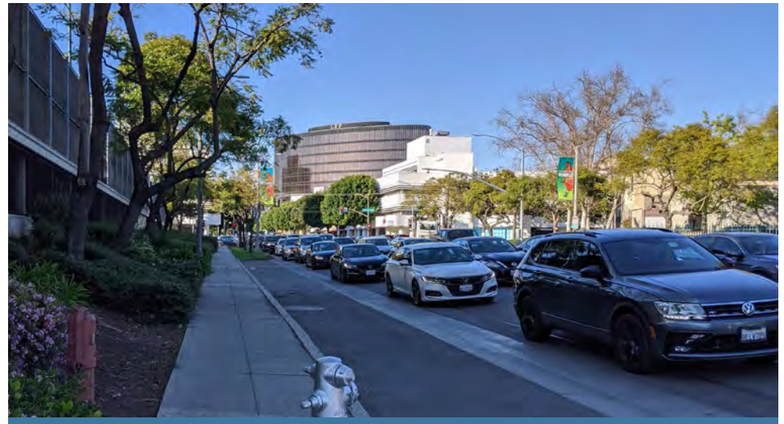
Private Motor Vehicles

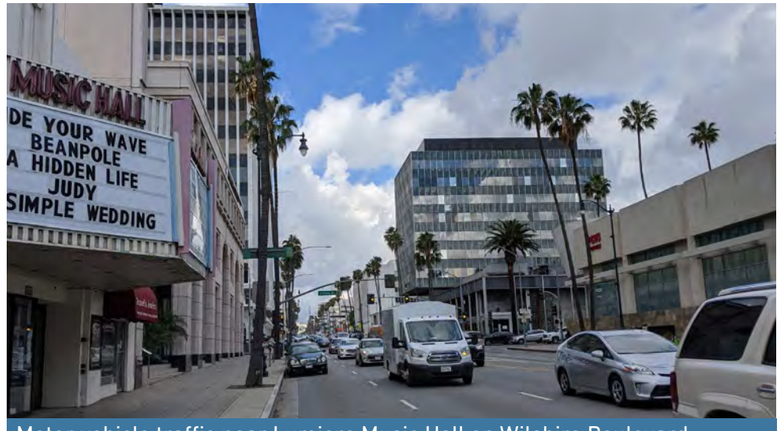
Reflecting the auto-oriented history of both boulevards, the majority of public space in the project area (approximately 60-70%) is dedicated to efficiently and quickly moving or storing private vehicles. At all times of day, there are at least two lanes of travel in each direction. During peak hours the on-street parking areas become an additional lane of travel. Average Daily Traffic (ADT) on Wilshire Boulevard within the project area is 38,473, and 48,911 on La Cienega Boulevard.

One-fifth of both corridors is fronted by surface parking lots, which provide convenient access for vehicles but can create safety concerns for people walking, biking, or taking transit. Surface lots also interrupt the sense of physical enclosure that helps make public space feel comfortable and inviting.

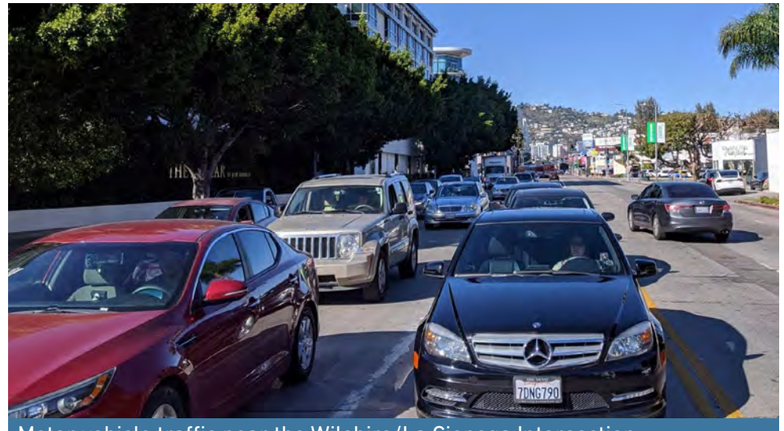



Motor vehicle traffic on La Cienega Boulevard


Motor vehicle traffic on La Cienega Boulevard



Motor vehicle traffic near Lumiere Music Hall on Wilshire Boulevard

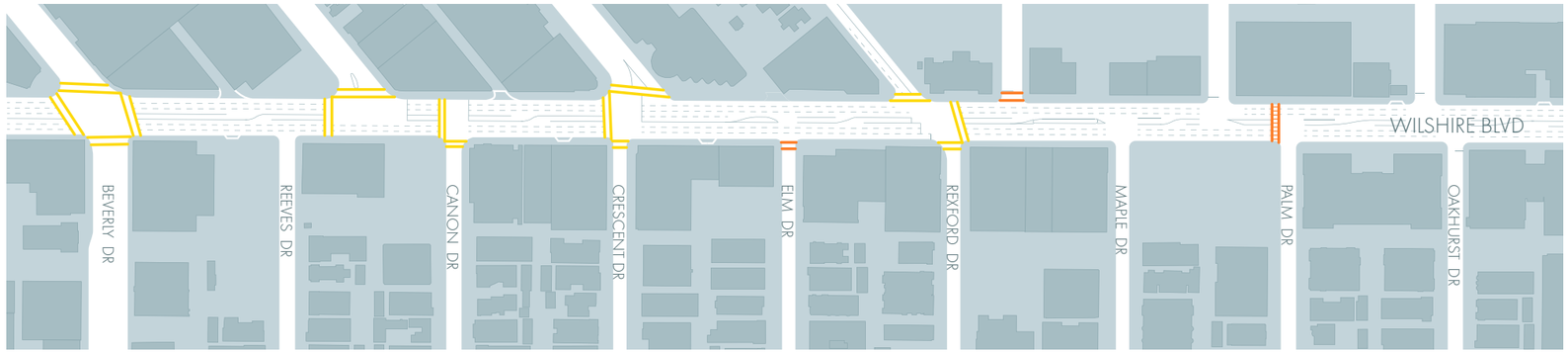

Motor vehicle traffic near the Wilshire/La Cienega Intersection

Pedestrian Network

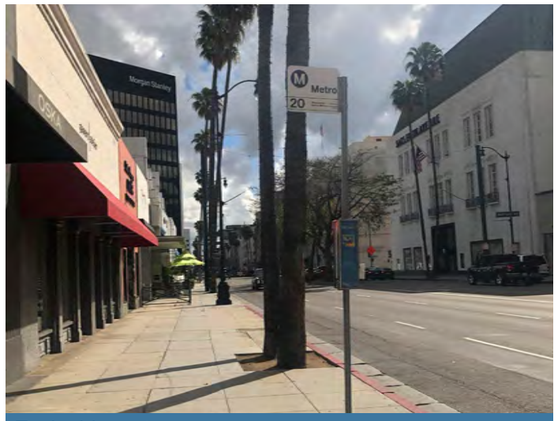
Sidewalks are mostly wide (15 feet) throughout the project area and are in good condition, creating safe and ample space for people walking. However, pedestrians can sometimes face long distances between safe opportunities to cross both boulevards. Long distances between crossings or challenging crossing opportunities can making walking feel inconvenient and dangerous. Highly visible and more frequent crossing opportunities can contribute to making a more walkable environment. The National Association of City Transportation Officials recommends that if it takes a person more than 3 minutes to walk to a crosswalk, wait to cross the street, and then resume, a crossing opportunity should be provided.

La Cienega Boulevard has an average of over 1000 feet between opportunities to cross the street (about a five minute walk), while Wilshire Boulevard has crossing opportunities approximately every 600 feet (around a three minute walk). Crossing types at intersections vary throughout the project area – 45% of intersections have no marked crosswalks at all, and 36% have only three crosswalk legs. The map on this page illustrates the variety of crossings on a small segment of Wilshire Boulevard. Angeled crossings and offset intersections (like those at Beverly Drive) result in large corner radii that allow for high-speed turns that can increase potential conflicts between drivers and pedestrians.

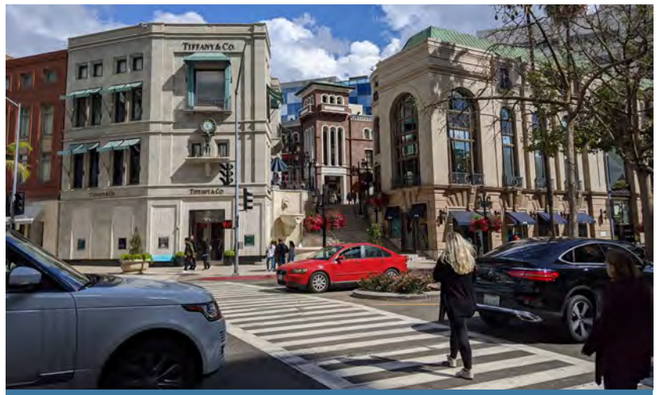
The Draft Complete Streets Plan identifies both boulevards as pedestrian enhanced corridors.



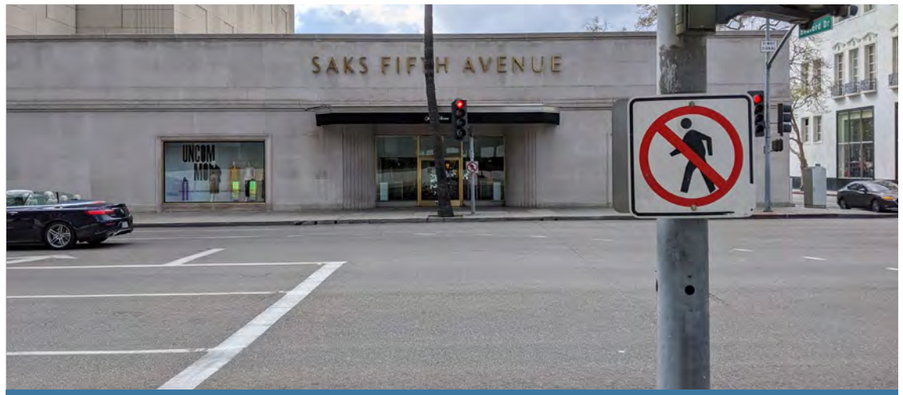
Transit riders waiting at the bus stop at Wilshire Blvd/Santa Monica Blvd



Typical bus stop



High-visibility crosswalk at Wilshire Blvd/Rodeo Drive

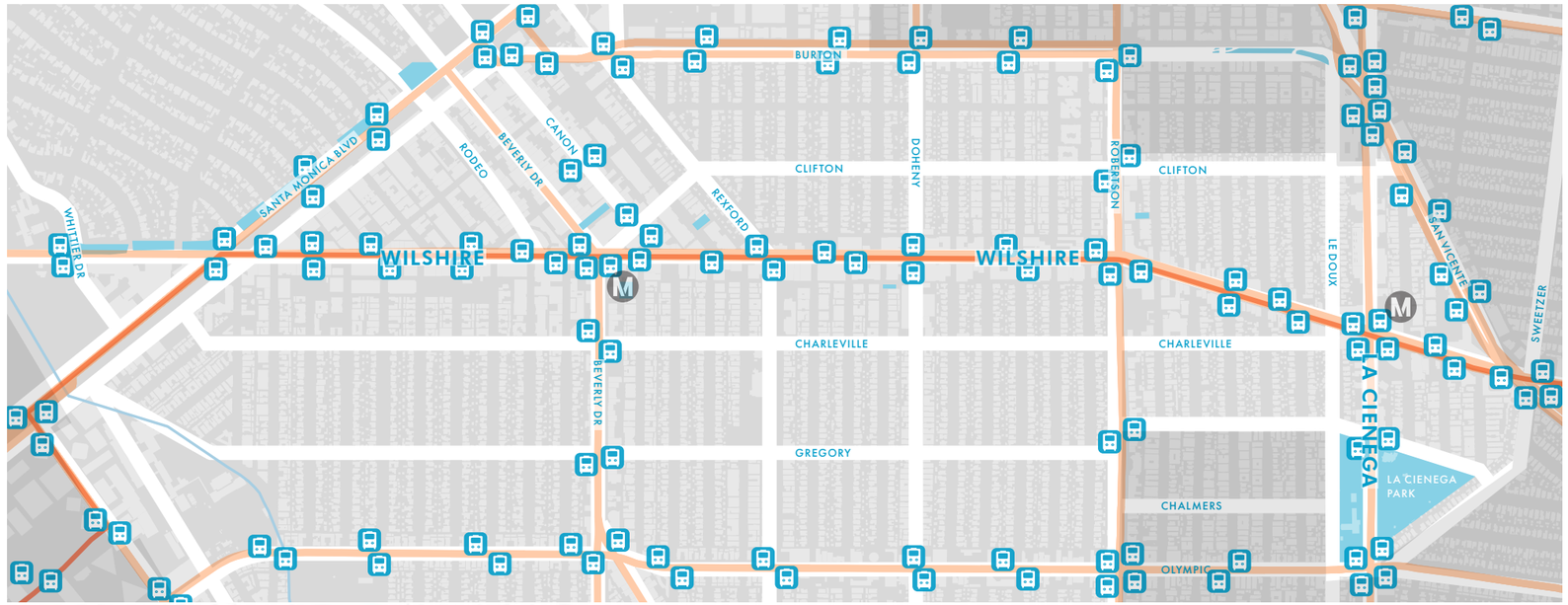


No crosswalk at the intersection of Wilshire Boulevard and Bedford Drive

Transit Network

Wilshire Boulevard is a highly-used transit street, providing transit connections across the city and throughout the greater Los Angeles region. Bus riders make up about 40% of the users who travel along the boulevard every day. Existing transit routes on both boulevards include Metro routes 20/720 and 105/705 and Antelope Valley Transit route 786, which connect the project area to destinations across the region. The many bus stops along both boulevards allow for convenient access to the region by transit.

Metro estimates that with the opening of the new rail stations, there will be approximately 62,000 daily transit users on Wilshire Boulevard, which would be the largest traveler group based on mode share for the boulevard. The existing bus stops within the project area could face challenges accommodating these additional transit riders, as many have limited amenities and lack shade or seating, and some have limited sidewalk space for transit riders to wait for the next bus (see images on the opposite page). The Draft Complete Streets Plan recommends developing bus stop standards to improve the bus rider experience.

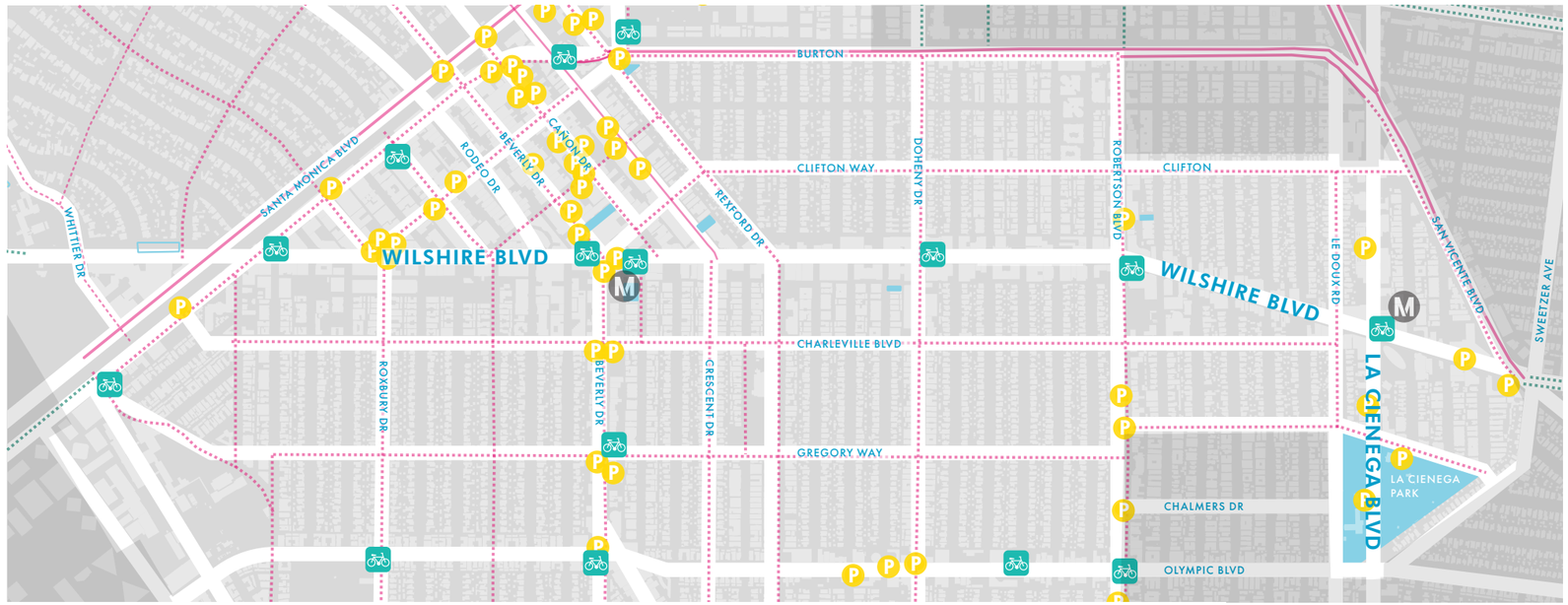


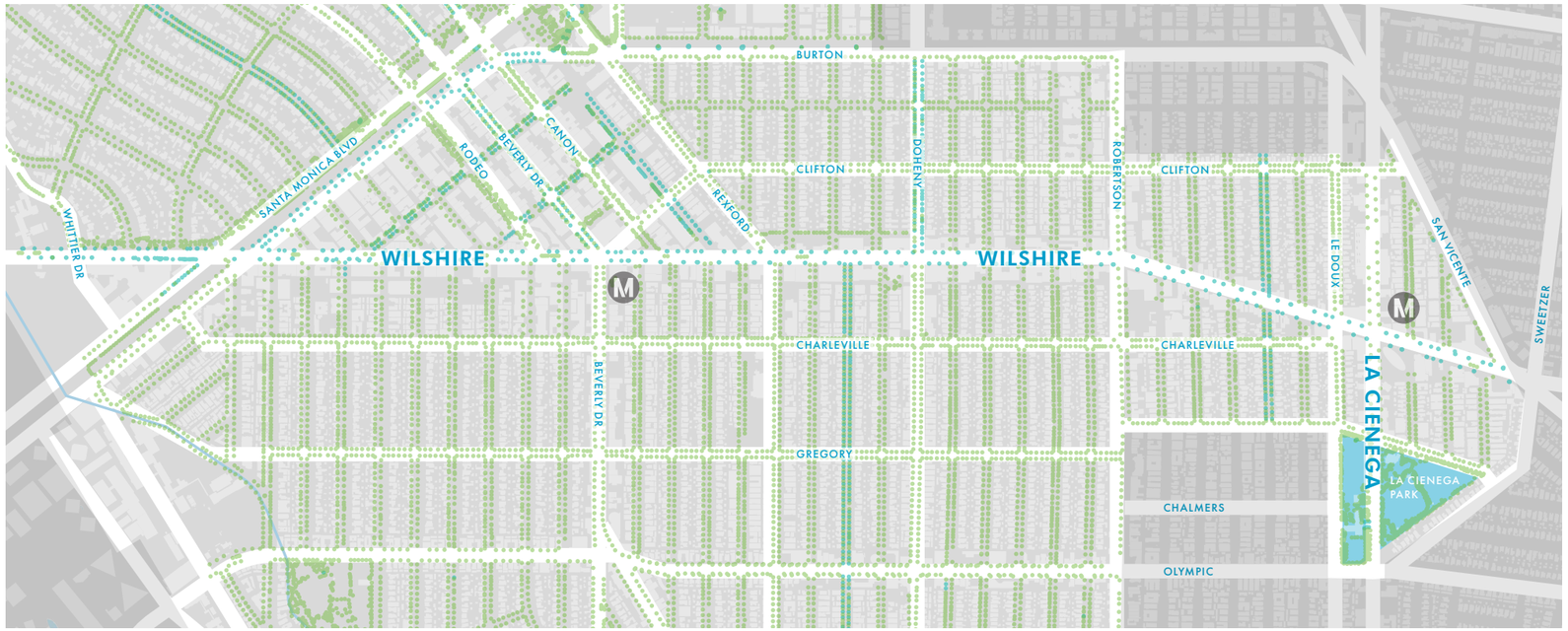
Bicycle Network

While there are no existing or proposed bicycle lanes on either boulevard (in alignment with the Draft Complete Streets Plan), there are multiple bike share and bike parking opportunities for cyclists along both corridors.

Bicycle facilities adjacent to the project area include a bike lane on Santa Monica Boulevard and sharrows on Crescent Drive. The Draft Complete Streets Plan includes a proposal for a shared bus/bike lane on Wilshire Boulevard, as well as proposals for bikeways that connect with or cross both boulevards, which would improve access to destinations along both streets for people on bikes.

During field visits, the project team observed few cyclists using Wilshire Boulevard or La Cienega Boulevard. Those people that did bike on the boulevards had to choose between sharing space with vehicles in the road, or sharing space with people walking on the sidewalks.





Ficus trees on La Cienega Boulevard

Palm trees on Wilshire Boulevard

Tree Canopy

The tree canopy along a street provides many benefits, including shade and a visual softness that make walking feel comfortable and pleasant.

The existing tree canopy along Wilshire Boulevard is made up of palm trees, creating an iconic look and feel for those traveling along the corridor. However, palms do not provide adequate shade for those walking or biking on the street.

In contrast to Wilshire Boulevard, the canopy along La Cienega Boulevard is made up of Ficus trees. These trees create a more pleasant and shaded walking environment than the palms on Wilshire Boulevard, but their root systems can disrupt and break up sidewalks.

Landscaping varies along both boulevards. Blocks within the Golden Triangle have attractive ground-level and hanging planters, but many blocks have no ground-level planting at all. While the landscaping around the Golden Triangle adds an aesthetic appeal with blooming flowers and greenery, it requires high-maintenance upkeep and is not cost-effective to install along longer stretches of the boulevard. Native and drought-tolerant plantings could provide more widespread landscaping with much lower levels of maintenance.

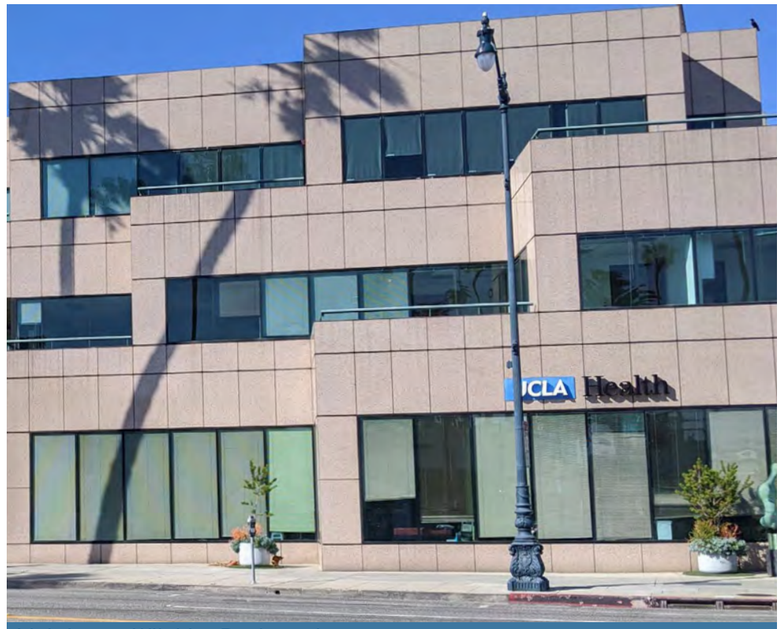
Street Furniture

Existing street furniture is usually well-organized and located neatly within the furnishing zone just adjacent to the curb. In general, both boulevards provide ample space to create a furnishing zone and unimpeded pedestrian access route (PAR).

In comparison to the streetscape within the Golden Triangle, which has a cohesive Beverly Hills identity, existing street furnishings in other segments of Wilshire and La Cienega Boulevards are varied in color and style,.

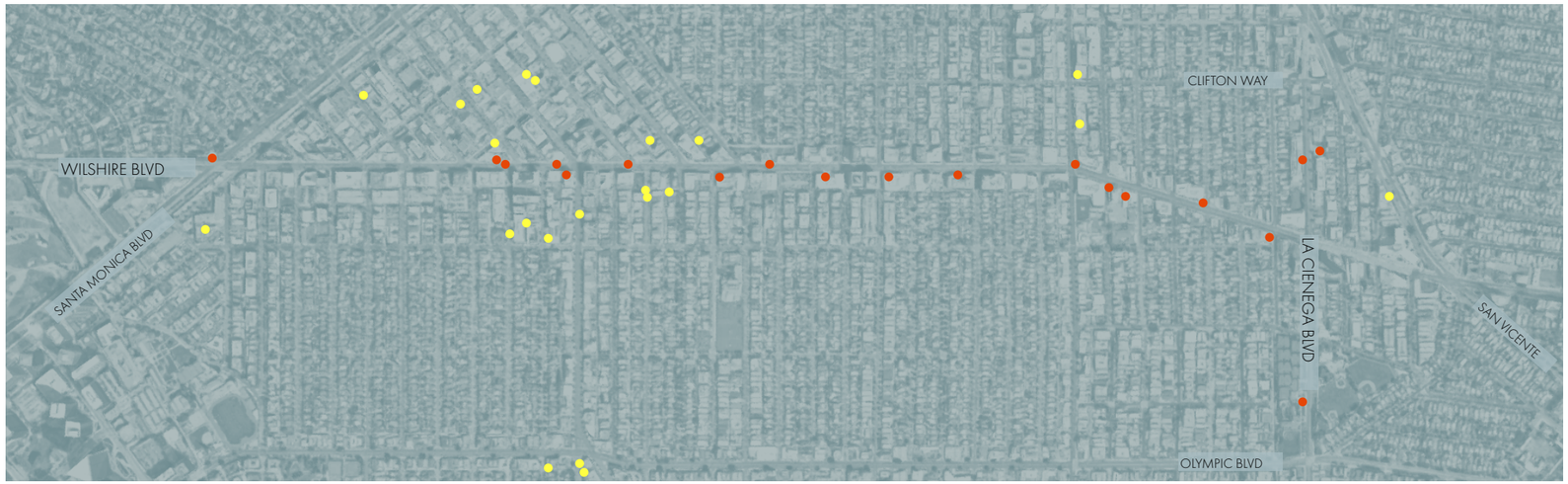
Seating is rather infrequent throughout the corridor, located mostly on private property adjacent to the right of way. Many lighting fixtures are decorative as well as functional, providing a brand and identity where it exists along the corridors. However, most lighting is designed to illuminate the roadway for vehicles, rather than to provide pedestrian-scale light.

Organized street furniture on Wilshire Boulevard



Lighting on Wilshire Boulevard

Lighting on La Cienega Boulevard

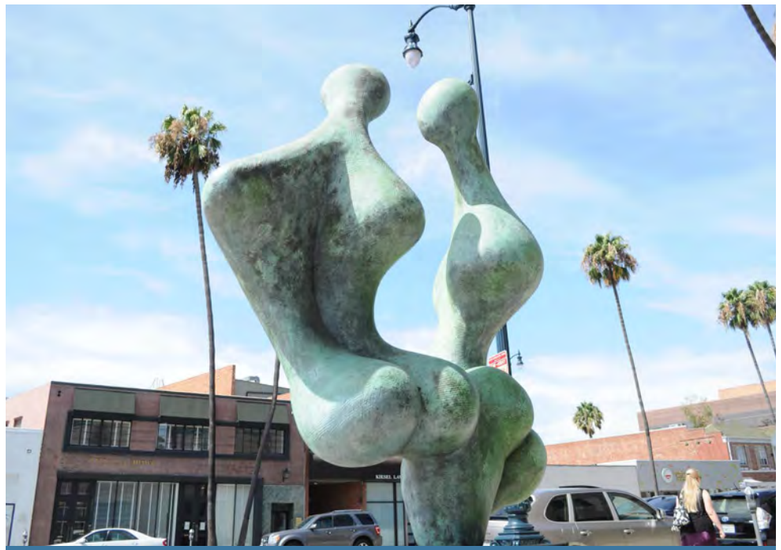


Public art installation within the project area

Public art installation outside the project area

Public Art

Public art plays an incredible role in making a place feel special and unique, and the City's Fine Art Program has a rich portfolio of fine art that reflects a diversity of artist and art styles. Despite the abundance of public art along both boulevards, the pieces themselves are not always prominent or front-and-center for visitors and residents to enjoy.



First Experience by Erin Binder at 8641 Wilshire Boulevard

The Unconscious by Franz West at 9465 Wilshire Boulevard

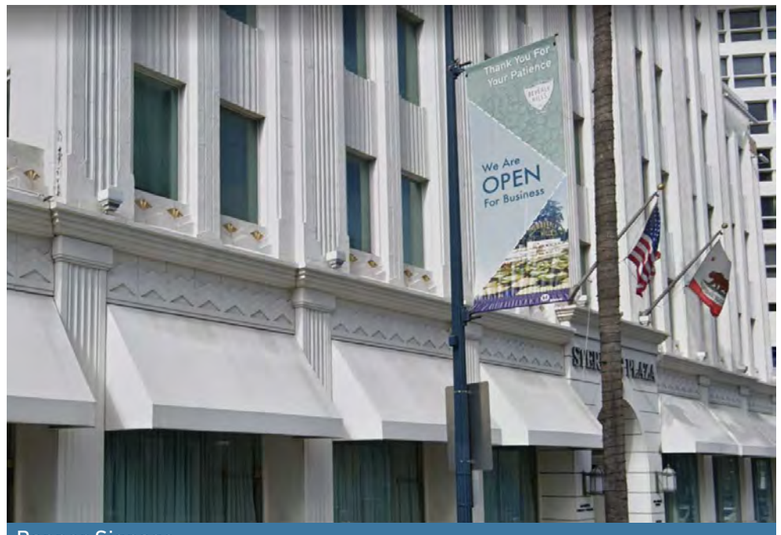
Signage & Wayfinding

Both boulevards have a variety of signage types serving a diversity of functions. The City has an established practice of integrating signage with lightpoles, which is an effective and efficient way to address drivers. The banner program in particular is a character defining element of the streetscape that promotes local and seasonal events, while contributing to a festive atmosphere.

While auto-oriented signage is plentiful to guide drivers to their destinations, there is limited wayfinding signage for people walking, biking or taking transit, and the majority of existing wayfinding signage is concentrated in the Golden Triangle.

With the opening of the new Metro rail stations, wayfinding signage will be critical to ensure riders know where they've arrived to and how to find their way back again. Existing signage is also static, which creates the opportunity to upgrade to more dynamic digital signage that can be regularly updated.

Roadway Signage



Banner Signage

Wayfinding Signage at a bikeshare kiosk

3. Outreach & Engagement

Outreach & Engagement

Outreach Goals

The Plan's engagement goals were threefold:

- Promote public awareness of the project
- Identify and engage with diverse key stakeholder groups
- Encourage participation and input on development of the Plan and standards

Audiences & Tactics

In order to get as much participation as possible, the project team divided the potential audiences for Connect Beverly Hills into eight key categories for outreach based on research of the project area along with input from city staff:

- City commissions and elected officials
- The business community including property and business owners as well as management
- Residents and families
- Neighborhood groups and local institutions
- The local workforce, including transit commuters
- Visitors, including tourists and tourism groups
- City staff, including Police and Fire

Impact of COVID-19

Outreach was originally planned to be in-person, with multiple public workshops and pop-up events. However, due to the onset of the COVID-19 pandemic, in-person activities were converted to an online environment, and all engagement was physically distanced in adherence with public health guidelines.

Project Advisory Committee

The Beverly Hills Traffic and Parking Commission (TPC) was appointed as the advisory body for the project by City Council in August 2020 due to the commission's expertise in pedestrian mobility infrastructure and their leadership on the Draft Complete Streets Plan. City and Consultant staff involved in the project presented to the TPC six times throughout the life of the project. In their role as the Project Advisory Committee, TPC members helped develop the vision for the Plan, guided recommendations, and gave feedback at critical stages of project development. TPC meetings also provided an additional opportunity for public comment and input.

Presentations and Staff Reports

City staff shared information about the project and solicited feedback from all 12 city commissions at key project milestones. Due to their scope and purview, the Architectural and Planning Commissions provided additional feedback related to the streetscape design of the commercial corridors. City staff also presented to neighborhood groups including the Chamber of Commerce, Rotary Club, and the Metro Section 2 Stakeholders Group.

Engagement Tactics

The project team took a multi-pronged approach to achieve our engagement goals. This included traditional mass outreach, local media spots, social media campaigns, targeted individual messaging, and environmental graphics.

Traditional Mass Outreach

Traditional mass outreach promotes public awareness with tactics that aim to reach as wide of an audience as possible. Tactics included e-blasts to a list of over 1000 stakeholders, four citywide mailers to over 28,000 addresses, targeted flyer distribution at the Beverly Hills Farmers Market, and door-to-door flyer deliveries to approximately 2,800 Beverly Hills addresses within ½ mile of the future Wilshire/La Cienega Station and Mobility Hub.

Media Outreach

The project team published press releases and pitched content to the media. As a result, the project received radio, newspaper, and web-based media coverage. Over the course of the project, seven local media outlets, including KCRW, The Beverly Hills Courier, Canyon News, and Park La Brea News Beverly Press, reported on Connect Beverly Hills and invited stakeholders to provide input and feedback.

Social Media

Social media uses a wide variety of tools to reach broad audiences. The City leveraged its own social media channels to support the project with posts on Facebook, Twitter and Instagram. To ensure that the posts reached stakeholders beyond existing followers of City social media accounts, we launched a paid campaign targeted to users across the entire city, reaching over 50,000 users with 500 click-throughs.

Virtual Engagement

Virtual engagement was necessary due to the constraints of COVID-19. In-person activities were transitioned to easily navigable virtual environments, including video calls, interactive surveys, online mapping, and collaborative design spaces for public meetings.

Hundreds of Beverly Hills stakeholders took part in our virtual engagement activities over the course of the project:

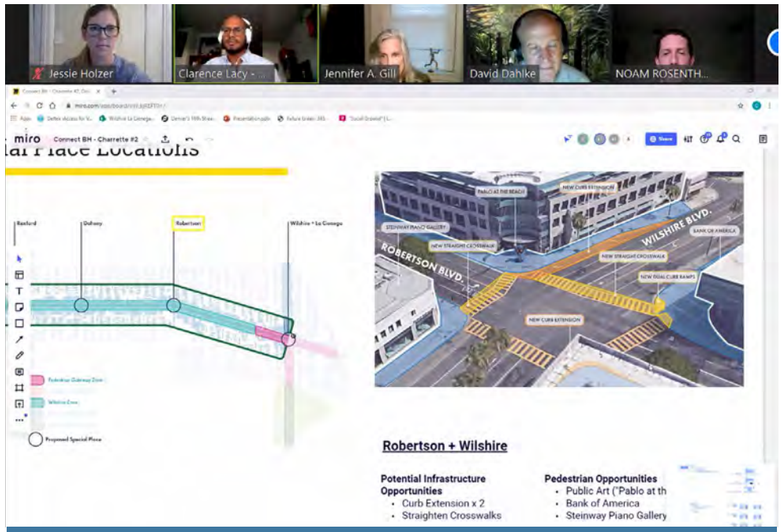
- **Virtual walk audit and interactive map** (82 participants): Community members provided vital background information about their experiences walking, biking, driving and taking transit on the boulevards.
- **4-day Discovery Charrette** (~60 participants): Stakeholders worked together to develop collaborative plans and concepts, and help create a shared vision for Wilshire and La Cienega Boulevards.
- **2-day Design Charrette** (~30 participants): Stakeholders reviewed street furnishings and landscaping ideas, identified special places of focus where amenities could be placed, and discussed which multi-modal amenities would be needed at the Mobility Hub
- **Design Preferences Survey** (200+ responses): Participants shared their preferences for types and styles of streetscape amenities they would like to see on the two streets, as well as ideas for the potential Mobility Hub.
- **1-hour stakeholder interviews** (~60 participants) with Commission Chairs/Vice Chairs, property owners and businesses along both corridors, and community group leaders and advocates
- **Project Explainer Video** (200+ views on YouTube, also aired on BHTV and shared in public meetings)

Environmental Graphics

Installing environmental graphics allowed for socially-distant in-person outreach to stakeholders who may not otherwise be familiar with the city projects and initiatives. Nearly 40 sidewalk decals were installed at key transit stops, in front of essential services, and at busy intersections throughout the project area, as well as in high-use pedestrian areas in the City of Beverly Hills. Pole signs were also installed at key intersections to promote public feedback on the Draft Plan.

Table 1: A matrix of key audience categories and engagement tactics

Audience	Tactics									
	Physical Mailers and E-blasts	Virtual Walk Audit	Interactive Online Map	Online Survey	Charrettes	Stakeholder Interviews and Calls	Traditional Media	Social Media (Organic and Boosted)	Sidewalk Decals	Presentations & Staff Reports
City Commissions and Elected Officials			X		X	X				X
Business Community	X	X	X	X	X	X	X	X	X	X
Residents and Families	X	X	X	X	X	X	X	X	X	X
Neighborhood Groups & Local Institutions	X	X	X	X	X	X	X	X	X	X
Local Workforce		X	X	X	X	X	X	X	X	X
Visitors	X	X	X	X					X	
City Staff		X	X		X		X	X	X	X



Virtual Charrette

CITY OF BEVERLY HILLS / NEWS

Residents Urged to "Connect" with New Metro Streetscape Plan

Beverly Hills City Councilman John Mirisch (left), Beverly Hills Mayor Lester Friedman (right) touring Metro Purple Line construction site with Mayor of Inglewood and Metro Board Chair James T. Butts, Jr.

DESIGN AND ARCHITECTURE

5 design things to do Oct 12 - 18

Written by Karen Bruckner, Frances Anderton • Oct. 12, 2020

You can help the city of Beverly Hills decide how to place street amenities. Photo: Courtesy of Conne Beverly Hills

5) Connect Beverly Hills Virtual Design Charrette: Meet me on Wilshire and La Cienega

Press coverage

CityofBeverlyHills
@CityofBevHills

Join us for two design workshops - known as charrettes - next week!
Connect Beverly Hills will develop a streetscape plan and design standards for Wilshire & La Cienega, and help prepare for the upcoming Metro Purple Line Extension that will bring two new stations to BH.

Social Media posts

Greetings,

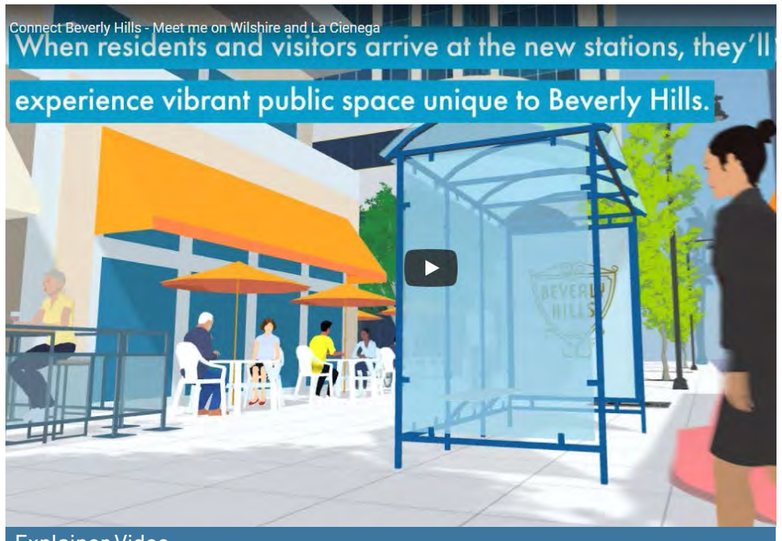
The City of Beverly Hills encourages you to take our quick 10-minute survey as a part of the Connect Beverly Hills: Meet Me on Wilshire and La Cienega project.

If you take the survey by **the end of this week**, your preferences for landscaping, sidewalk furniture, and other streetscape elements on Wilshire and La Cienega Boulevards will be incorporated into public presentations for the upcoming Virtual Design Charrette on October 14th from 3-7 PM and October 15th from 4-6 PM. Visit the project website to RSVP for the charrette and for more details.

What is Connect Beverly Hills?
This project will develop a streetscape plan and design standards for Wilshire and La Cienega Boulevards to help the City prepare for the upcoming Metro Purple Line Extension that will bring two new subway stations to Beverly Hills: Wilshire/La Cienega in 2023 and Wilshire/Rodeo in 2025. These rail stations are expected to bring a significant increase in pedestrian activity along the two corridors. This project will build upon ongoing efforts to make the streets more inviting through upgraded pedestrian amenities, such as landscaping, lighting, and bus shelters.

How can I learn more?

E-newsletter



Explainer Video

Sidewalk Decal

WHAT WE HEARD

Public feedback and comments throughout the course of the project followed four major themes.

1. Concern about the dominance of cars
2. Desire to improve safety and comfort for people walking and biking
3. Enthusiasm for a bold, vibrant, and attractive streetscape environment
4. Support for transformative, people-oriented change

Concern about the dominance of cars

- **Heavy traffic is a key noise generator:** Large volumes of vehicular traffic were seen as the main source of disruptive noise, contributing to people feeling uncomfortable or unsafe as bicyclists or pedestrians. Construction noise and driver frustration with delays related to construction (honking) were also highlighted.
- **Vehicular traffic creates negative environmental impacts:** With multiple lanes of traffic moving cars along both boulevards, pollution is a key concern. The City's General Plan calls out the importance of addressing traffic growth's impacts on air pollution as well as the need to reduce greenhouse gas emissions.

Desire to improve safety and comfort for people walking and biking

- **Walking and biking should be prioritized along the boulevards:** Safety and comfort for pedestrians should be prioritized, as well as an inviting and interesting walking environment. The majority of all virtual walk audit participants were interested in bicycle facilities along Wilshire Boulevard.
- **Both boulevards are challenging to navigate on foot or on bicycle:** Both boulevards have challenging crossings due to wide streets and skewed intersections, long block lengths, and many areas that lack pedestrian-oriented destinations. 70% of virtual walk audit participants only traveled by bike once a month or less on either boulevard, usually citing safety concerns around car traffic. 60% of virtual walk audit participants walk the boulevards only a few times a month or less, despite the large number of participants who lived or worked in the project area.
- **More trees and shade are needed for a pleasant walking experience:** The existing pedestrian environment is unwelcoming and dominated by concrete and a lack of shade. The majority of virtual walk audit participants recommended a better tree canopy as the #1 thing they would do to improve the pedestrian experience in the project area.

Enthusiasm for a bold, vibrant and attractive streetscape environment

- **Special places deserve special attention:** Certain nodes of activity would benefit from focused enhancement: the new Metro stations (the intersections of Wilshire Boulevard and La Cienega Boulevard and Wilshire Boulevard and Reeves Drive), the Golden Triangle, and the intersection of Wilshire Boulevard and Robertson Boulevard. These areas already experience or are predicted to experience heavier pedestrian activity than the rest of the corridors. In addition, Southeast Beverly Hills is an important node with opportunity for placemaking and building a strong neighborhood identity.
- **Need for a strong neighborhood identity and improved wayfinding**: The streetscape should have a brand and identity that is unique to Beverly Hills, which can be implemented through landscaping and street furniture.
- **Iconic and functional landscaping:** Existing palm trees on Wilshire Boulevard are "iconic", but could be supplemented with trees that provide more shade for people walking, as well as more lush greenery.
- **Comfortable and aesthetically pleasing street furnishings:** Existing street furniture is not abundant enough for the needs of people traveling along the boulevards, and the comfort and visual appeal of the furniture could be improved. 53% of survey respondents preferred street furniture that focuses on natural, durable and sustainable materials as well as green infrastructure. Respondents also wanted new furniture to reflect the city's "classic" identity and to find a way to blend a traditional style with more modern aesthetics.
- **Better streetscape amenities can lead to economic revitalization:** Streetscape improvements on Wilshire and La Cienega Boulevards can make the corridors more attractive to new investment and development. La Cienega Boulevard has a significant history as a "Restaurant Row," and improvements could encourage new types of retail and restaurants and increase pedestrian activity in the area.

Support for transformative, people-oriented change

- **Need for future-facing, people-focused planning:** The boulevards and the city must prepare for a future less dependent on private vehicles, especially with the new subway stations opening. Improvements should be flexible to adapt to lifestyle and transportation changes during and after the COVID-19 pandemic.
- **Tension between boulevards functioning as throughput vs prioritizing people walking, biking, or taking transit:** There is an inherent tension between allocating more space in the public right of way for people walking, biking, and taking transit and moving private motor vehicles as quickly and efficiently as possible.
- **Division over how to re-allocate space:** While support for transformative change was clear, how that change should look and happen was not unanimous. When the City is ready to tackle transformative change along these corridors, consideration of all modes must be considered in that process.

OUR VISION

Based on these findings, the project team developed a series of design principles that create the vision for Connect Beverly Hills:

People first

Create or enhance connections for people walking to meet current needs and prepare for more pedestrians when the new rail stations open.

Uniquely Beverly Hills

Use designs that reflect the iconic aesthetic of Beverly Hills.

Sustainable and inviting

Utilize drought-tolerant landscaping and environmentally responsible streetscape amenities.

Scalable and replicable

Create typologies and guidelines for the corridors that can be easily adapted to commercial corridors citywide.

Contextual to land use

Streetscape amenities should be responsive to existing and planned land use.

Place, not pass-through

The boulevards contain local and regional destinations, and the streetscape should create a vibrant and comfortable sense of place.

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4. Streetscape Plan

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HOW TO USE THIS CHAPTER

The Plan contains streetscape recommendations and concepts for Wilshire and La Cienega Boulevards that are aligned with public feedback and the project's vision. Concepts fall into three categories:

Essential Recommendations:
Infrastructure improvements applied along both corridors based on a methodology that prioritizes the safety and comfort of the boulevards' most vulnerable users. The Plan includes concept designs for 30 locations.

Focus Areas:
10 areas highlighted to share a detailed application of the Plan's design standards. Representative areas were selected based on community input, increased public space from essential recommendations, level of pedestrian activity, and other pedestrian-oriented characteristics.

Expanded Design Possibilities:
Concepts for re-allocating public space along both boulevards. These concepts are outside the scope of the project, but were included in response to stakeholder desire to explore further transformative change. Chapter 6 includes two concepts for space re-allocation for review in the future.

Essential Recommendations

What is "Essential"?

Essential recommendations include infrastructure improvements that help Wilshire and La Cienega Boulevards meet the demands of increased pedestrian volumes from the new Metro stations, make it more comfortable and inviting for people walking in the project area, and lay the foundation for additional potential improvements to the boulevards and across the city.

The recommendations included in this chapter help the City move forward on implementing recommendations from the Draft Complete Streets Plan (CSP) by evaluating feasibility of design options within the CSP and proposing specific design details for streets within the CSP's high level pedestrian network. These recommendations also move forward the high-level proposals from Metro's First/Last Mile Analysis for the areas around the Wilshire/Rodeo Station by providing concept design for pedestrian improvements.

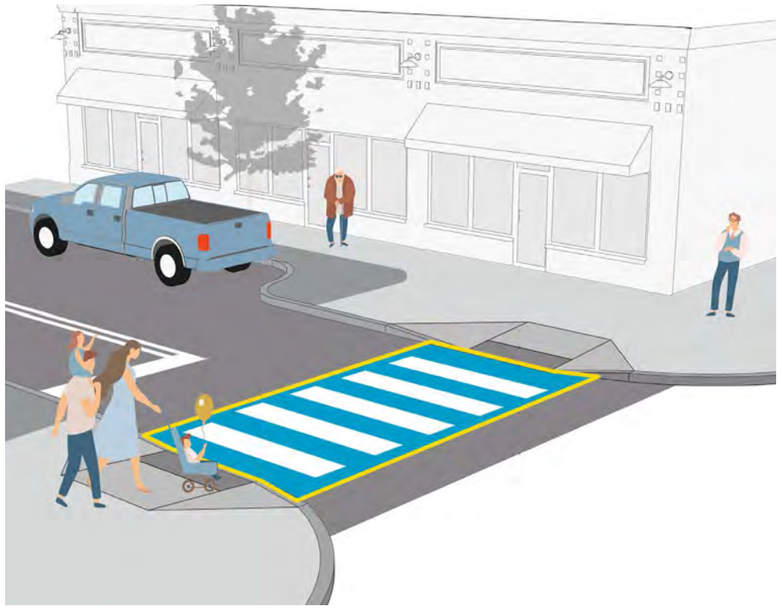
Essential Methodology

The following methodology provides a framework for infrastructure recommendations that can improve safety and comfort for pedestrians in the project area. The following pages describe "Essential Toolkit" elements that implement this methodology as well as provide corridor-wide recommendations for infrastructure improvements.

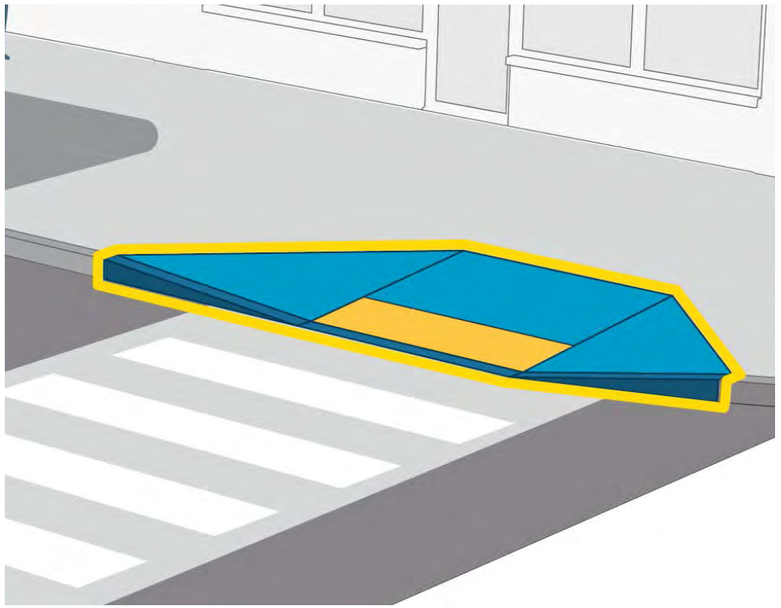
- **Increase opportunities for controlled/signalized crossings:** To improve the pedestrian experience and make it easier to cross the street, install a pedestrian signal (e.g., pedestrian hybrid beacon or standard pedestrian signal) or full traffic signal if signals are greater than 500' apart.
- **Shorten pedestrian crossings:** To limit pedestrian exposure and reduce space for conflicts between people driving and people walking, shorten all crossing distances with curb extensions or pedestrian median refuge areas (where space allows).
- **Normalize intersection geometry:** To reduce underutilized roadways and the potential for high-speed vehicular turns, repurpose under-utilized space at intersections with offset side streets and/or angled cross streets.
- **Consider dedicated pedestrian signal phasing at key intersections, and leading pedestrian intervals (LPIs) at signals with pedestrian activity:** With the introduction of Metro stations, pedestrian volumes will likely increase along both boulevards. Dedicated pedestrian signal phasing can improve crossing safety at key locations.

Essential Toolkit: Corridor-wide Elements

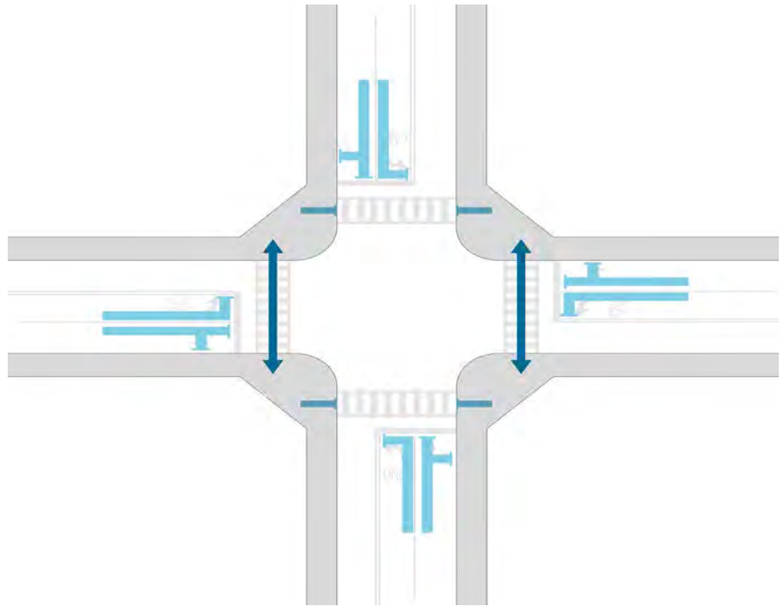
The following elements should be installed corridor-wide where applicable.



Upgraded high-visibility crosswalks: Improve visibility for people crossing the street.



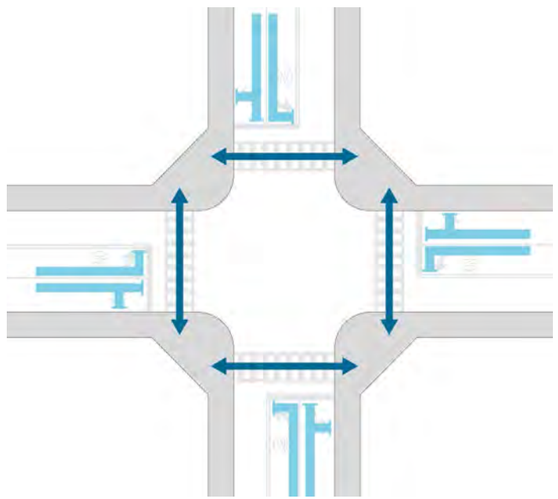
Upgraded curb ramps: Provide smooth and detectable transitions between the curb to the street for people in wheelchairs, with strollers, or other rolling devices.



Leading Pedestrian Intervals (LPIs) at signalized intersections: Provide people walking with a headstart to enter an intersection and enhances pedestrian visibility.

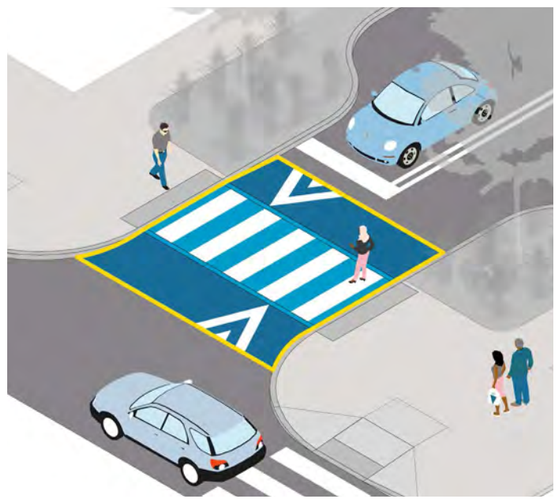
Essential Toolkit: Specific Elements

The following elements should be applied at key locations as identified on pages 31 and 32 based on meeting requirements from the methodology on previous pages.

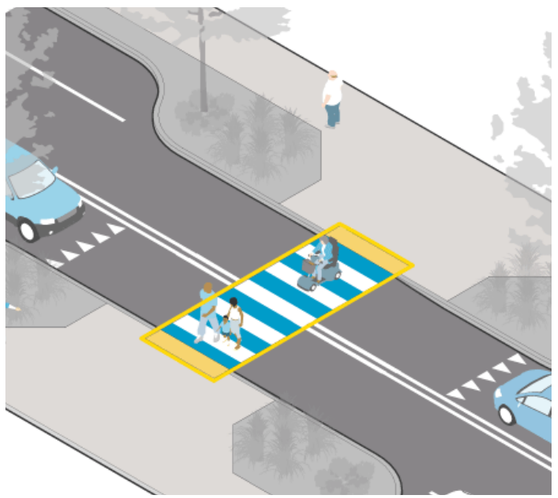


Exclusive pedestrian phasing: Stops all vehicular movements while people are crossing the street, improving safety for people walking in the intersection.

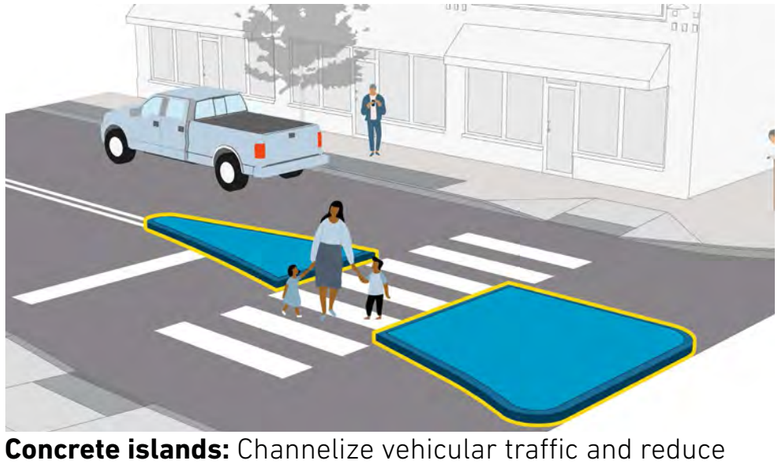
Curb extensions: Expand the sidewalk on side streets and reduce crossing distances for people walking.



Raised crosswalks: Increase visibility of people walking in intersections.



Midblock crossings: Improve safety for people crossing the street between long segments of unmarked crossings.



Concrete islands: Channelize vehicular traffic and reduce conflicts between drivers and people walking.

Pedestrian refuge islands: Create an area protected by curbs for people to wait while crossing the street.

Pedestrian signals: Improve safety for people crossing intersections and increase driver yielding behavior.

Recommendations List

The following 30 recommendations at specific intersections or midblock locations include elements from the Essential Toolkit applied according to the Plan's methodology. All recommendations include the corridor-wide Toolkit elements as applicable.

Diagrams for each location are found on pages 34-47.

Table 2: Essential Recommendations - Improvements and Locations

Location	Improvements
1. Wilshire Boulevard and Whittier Drive	• Relocate fire hydrant • Add new high-visibility crosswalks • Upgrade curb ramps with detectable warning surfaces
2. Wilshire Boulevard and N Santa Monica Boulevard	• Add new raised crosswalk
3. Wilshire Boulevard and S Santa Monica Boulevard	• Add new raised crosswalk • Upgrade to ADA-compliant curb ramps and upgrade crosswalks with high-visibility markings • Relocate traffic signal • Convert median island to pedestrian refuge island
4. Wilshire Boulevard and Linden Drive	• Remove diagonal crosswalk and replace with new crosswalk and reconstructed raised median • Upgrade to ADA-compliant curb ramps • Potential traffic signal relocation
5. Wilshire Boulevard, Roxbury Drive, and Brighton Way	• Upgrade to ADA-compliant curb ramps and upgrade crosswalks with high-visibility markings
6. Wilshire Boulevard and Bedford Drive	• Upgrade to ADA-compliant curb ramps and upgrade crosswalks with high-visibility markings • Move crosswalk to intersection • Potential traffic signal relocation for new curb ramps
7. Wilshire Boulevard, Camden Drive, and Dayton Way	• Add curb extensions with new curb ramps on Camden Drive and Dayton Way • Remove angled crosswalk and relocate east of Camden Drive • Upgrade to ADA-compliant curb ramps and upgrade crosswalk • Potential relocation of traffic signal for new curb ramp
8. Wilshire Boulevard and Rodeo Drive	• Remove diagonal crosswalk and replace with new crosswalk to connect to southeast corner • Straighten crosswalk and upgrade with high-visibility markings • Upgrade to ADA-compliant curb ramps with detectable warning surfaces • Consider exclusive pedestrian phasing
9. Wilshire Boulevard and Beverly Drive	• Add curb extension on the northwest side of Beverly Drive and remove the majority of the southbound right turn pocket for the future Wilshire/Rodeo Station North Portal • Add curb extension to the southeast side of Beverly Drive • Upgrade to ADA-compliant curb ramps and upgrade crosswalks with high-visibility markings • Consider exclusive pedestrian phasing
10. Wilshire Boulevard and Canon Drive	• Add curb extension on Canon Drive • Relocate crosswalk to intersection and extend the median • Upgrade to ADA-compliant curb ramps • Potential relocation of traffic signal for new curb ramp
11. Wilshire Boulevard and Crescent Drive	• Upgrade crosswalks with high-visibility markings • Add curb extension on Crescent Drive with new ADA-compliant curb ramps • Add new crosswalk and curb ramp on Wilshire Boulevard
12. Wilshire Boulevard and Palm Drive	• Add pedestrian refuge island and pedestrian signal • Add staggered crosswalk and new curb ramp • Upgrade to ADA-compliant curb ramps

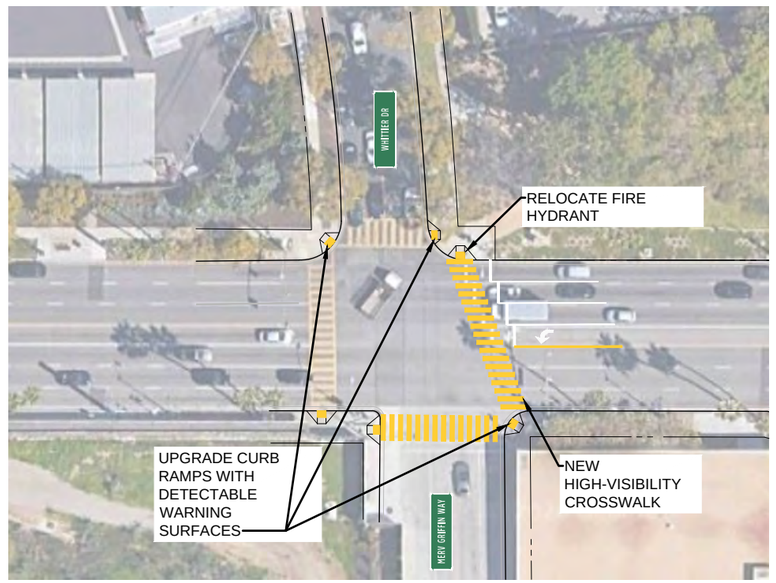
Table 2: Essential Recommendations - Improvements and Locations

Location	Improvements
13. Wilshire Boulevard and Doheny Drive	• Upgrade crosswalks with high-visibility crosswalk markings and upgrade curb ramps with detectable warning surfaces • Move bus stop on Wilshire Boulevard to the far side of the intersection
14. Wilshire Boulevard between Wetherly Drive and Almont Drive	• Add new crosswalk with curb ramps, pedestrian refuge island and pedestrian signal • Restrict parking immediately east and west of the new crosswalk for pedestrian visibility • Relocate light poles to accommodate new curb ramps
15. Wilshire Boulevard between Swall Drive and Clark Drive	• New raised median with pedestrian refuge island at the existing crosswalk
16. Wilshire Boulevard and Robertson Boulevard	• Consider exclusive pedestrian phasing and straighten crosswalks • Add curb extensions with new curb ramps on Wilshire Boulevard and Robertson Boulevard • Reduce curb radius to 25' at the southeast corner of the intersection and construct new curb ramps
17. Wilshire Boulevard and Hamel Drive	• Add new crosswalk with pedestrian signal across Wilshire Boulevard • Upgrade curb ramps with detectable warning surfaces and upgrade crosswalks with high-visibility markings
18. Wilshire Boulevard and Willaman Drive	• Upgrade to ADA-compliant curb ramps
19. Wilshire Boulevard and Stanley Drive	• Add new crosswalk with pedestrian signal across Wilshire Boulevard • Upgrade to ADA-compliant curb ramps and upgrade crosswalks with high-visibility markings
20. Wilshire Boulevard and Le Doux Road	• Upgrade to ADA-compliant curb ramps • Add decorative concrete directional median to formalize right-turn only movements
21. Wilshire Boulevard and La Cienega Boulevard	• Upgrade to ADA-compliant curb ramps and upgrade crosswalks with high-visibility markings • Consider exclusive pedestrian phasing
22. Wilshire Boulevard and Hamilton Drive	• Upgrade to ADA-compliant curb ramps and upgrade crosswalks with high-visibility markings
23. Wilshire Boulevard and Gale Drive	• Upgrade to ADA-compliant curb ramps and upgrade crosswalks with high-visibility markings
24. Wilshire Boulevard and Tower Drive	• Upgrade to ADA-compliant curb ramps and upgrade crosswalk across Tower Drive with high-visibility markings • Add new decorative concrete directional medians on Tower Drive
25. La Cienega Boulevard and Olympic Boulevard	• Upgrade to ADA-compliant curb ramps and upgrade crosswalks with high-visibility markings • Consider exclusive pedestrian phasing
26. La Cienega Boulevard between Gregory Way and Olympic Boulevard	• Add new crosswalk with pedestrian refuge island and pedestrian signal • Extend existing sidewalks to the new curb ramps • Restrict parking immediately north and south of the new crosswalk for pedestrian visibility
27. La Cienega Boulevard between Wilshire Boulevard and Gregory Way	• Add new crosswalk with pedestrian refuge island and pedestrian signal • Restrict parking immediately north and south of the new crosswalk for pedestrian visibility
28, La Cienega Boulevard and Gregory Way	• Upgrade to ADA-compliant curb ramps and upgrade crosswalks with high-visibility markings • Add curb extensions on Gregory Way
29. La Cienega Boulevard between Wilshire Boulevard and Clifton Way	• Add new crosswalk with pedestrian refuge island and pedestrian signal • Extend existing sidewalk to the new curb ramp • Restrict parking immediately north and south of the new crosswalk for pedestrian visibility
30. La Cienega Boulevard and Clifton Way	• Upgrade to ADA-compliant curb ramps and upgrade crosswalks with high-visibility markings • Add new high-visibility crosswalks across La Cienega Boulevard

1. Wilshire Boulevard & Whittier Drive

- Relocate fire hydrant
- Add new high-visibility crosswalks
- Upgrade to ADA-compliant curb ramps with detectable warning surfaces

Existing Conditions



Proposed Improvements

2. Wilshire Boulevard & N Santa Monica Boulevard

- Add new raised crosswalk for pedestrians crossing the right-turn slip lane from Wilshire Boulevard to travel westbound on N Santa Monica Boulevard

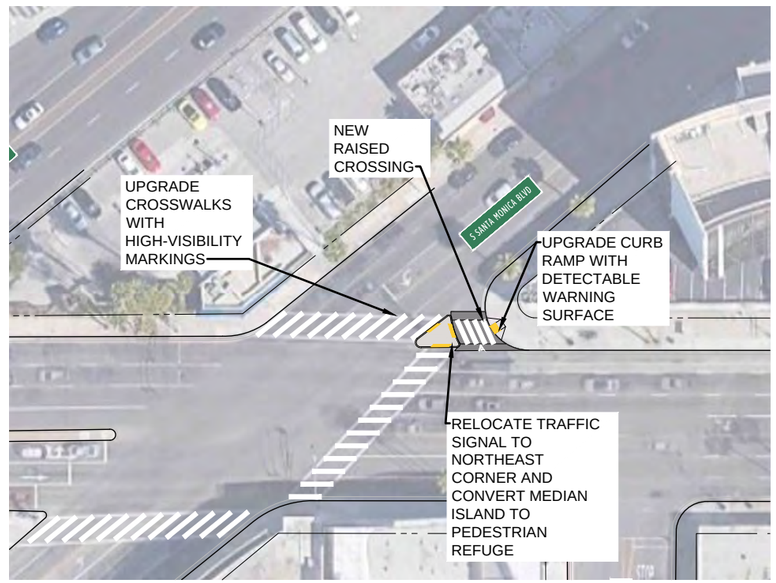
Existing Conditions

Proposed Improvements

3. Wilshire Boulevard & S Santa Monica Boulevard

- Add new raised crosswalk for pedestrians crossing the right-turn slip lane from Wilshire Boulevard to travel eastbound on S Santa Monica Boulevard
- Upgrade crosswalks with high-visibility markings
- Upgrade to ADA-compliant curb ramps with detectable warning surface
- Relocate traffic signal to the northeast corner
- Convert median island to pedestrian refuge island

Existing Conditions

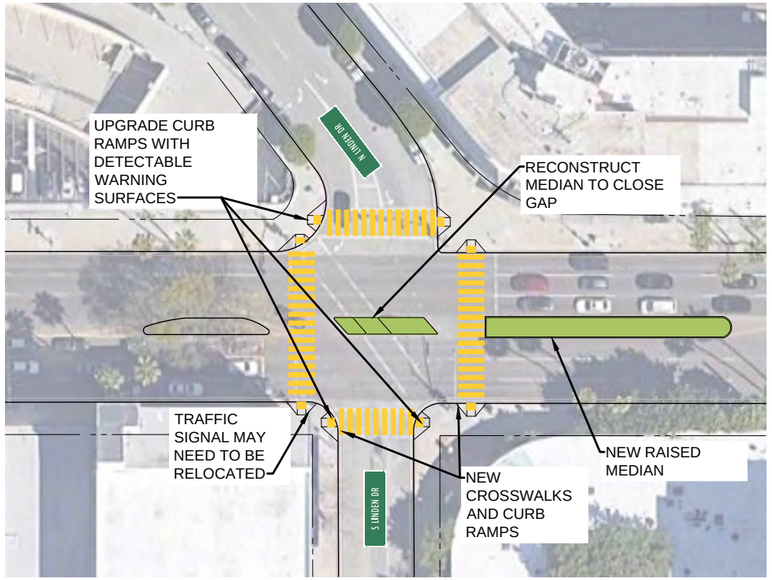


Proposed Improvements

4. Wilshire Boulevard & Linden Drive

- Remove diagonal crosswalk and replace with new crosswalk and reconstructed raised median
- Upgrade to ADA-compliant curb ramps with detectable warning surfaces
- Potential traffic signal relocation

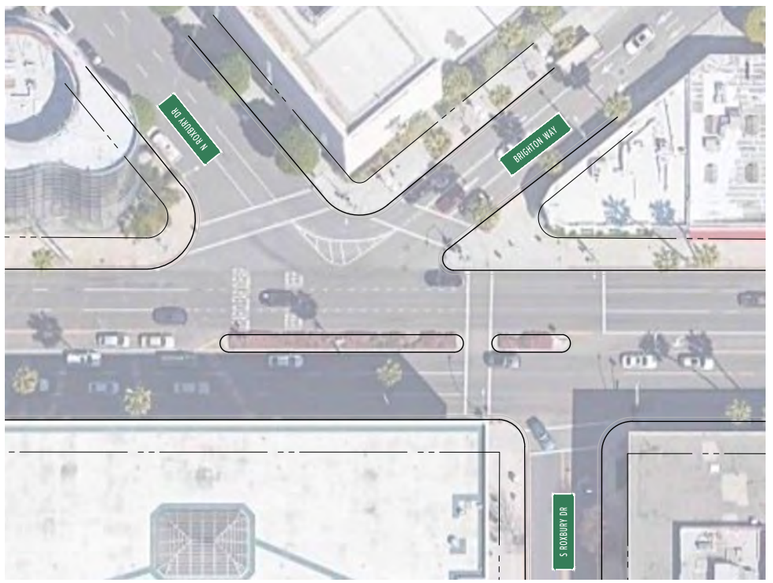
Existing Conditions



Proposed Improvements

5. Wilshire Boulevard, Roxbury Drive & Brighton Way

- Upgrade to ADA-compliant curb ramps with detectable warning surfaces
- Upgrade crosswalks with high-visibility markings



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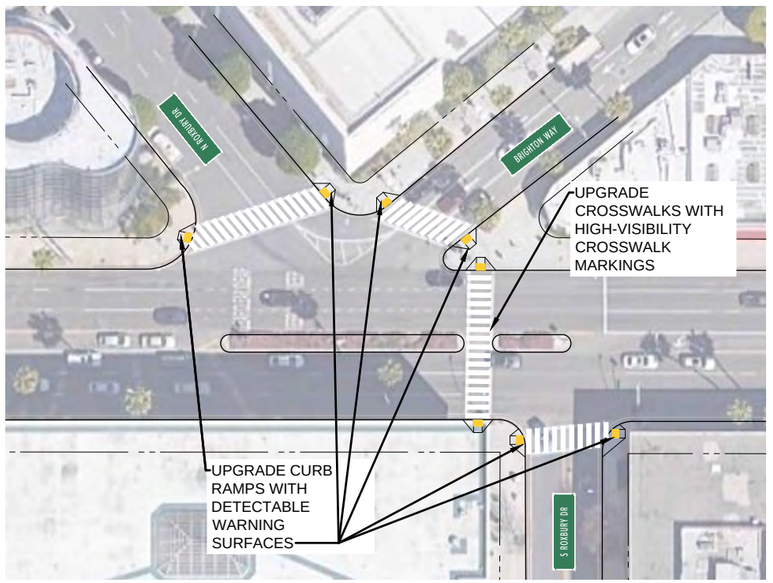
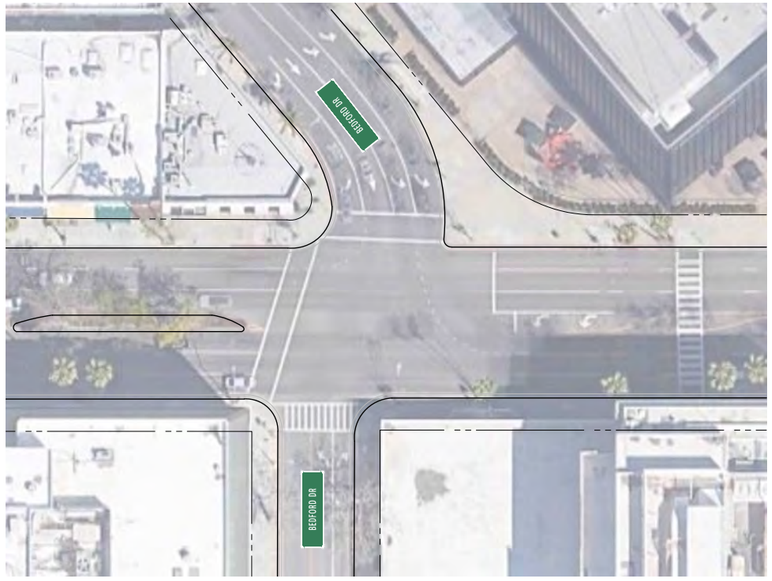


Proposed Improvements

6. Wilshire Boulevard & Bedford Drive

- Upgrade crosswalks with high-visibility crosswalk markings
- Upgrade to ADA-compliant curb ramps with detectable warning surfaces
- Move crosswalk to intersection
- Potential traffic signal relocation for new curb ramps



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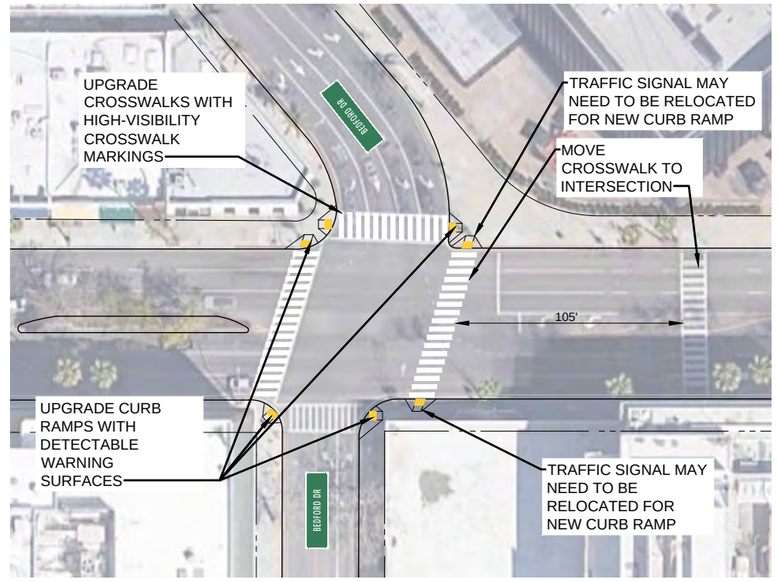
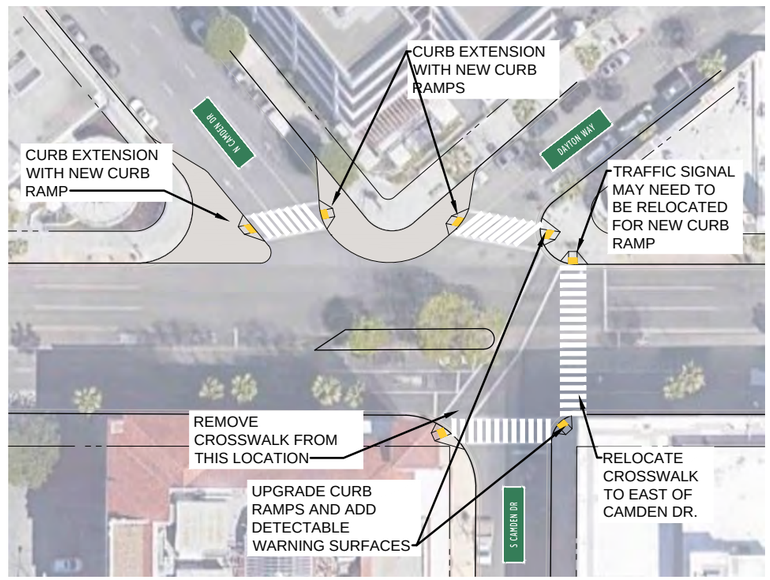


Proposed Improvements

7. Wilshire Boulevard, Camden Drive, & Dayton Way

- Add curb extensions with new curb ramps on Camden Drive and Dayton Way
- Remove angled crosswalk and relocate east of Camden Drive
- Upgrade to ADA-compliant curb ramps with detectable warning surfaces
- Potential relocation of traffic signal for new curb ramp

Existing Conditions

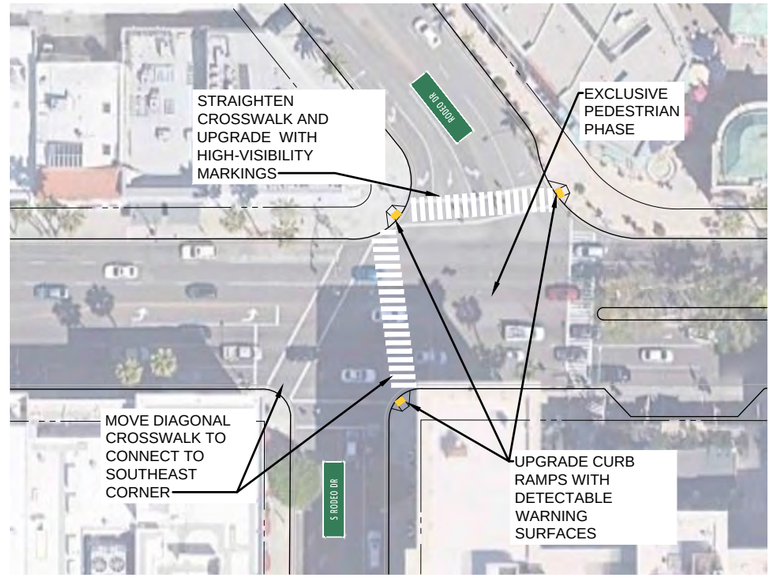


Proposed Improvements

8. Wilshire Boulevard & Rodeo Drive

- Remove diagonal crosswalk and replace with new crosswalk to connect to southeast corner
- Straighten crosswalk and upgrade with high-visibility markings
- Upgrade to ADA-compliant curb ramps with detectable warning surfaces
- Consider exclusive pedestrian phasing

Existing Conditions

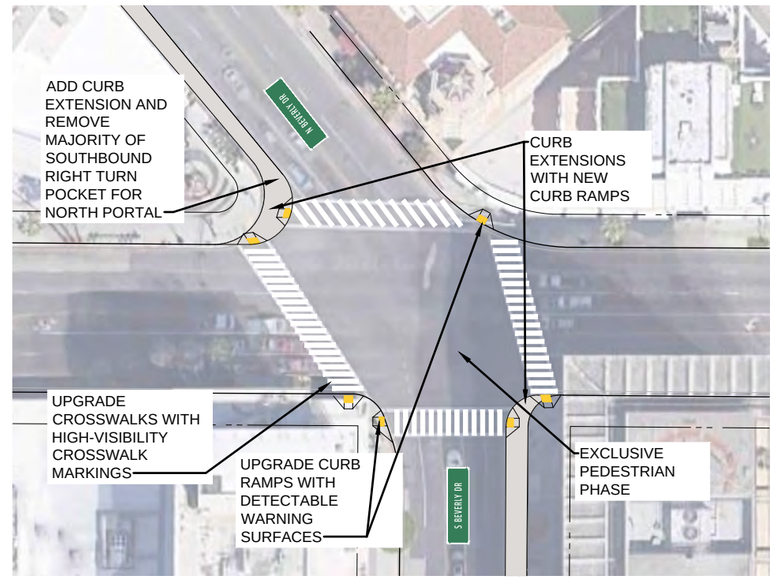


Proposed Improvements

9. Wilshire Boulevard & Beverly Drive

- Add curb extension on the northwest side of Beverly Drive and remove the majority of the southbound right turn pocket for the future Wilshire/Rodeo Station North Portal (requires confirmation of potential catch basin modification)
- Add curb extension to the southeast side of Beverly Drive (if addition does not conflict with the Wilshire/Rodeo Station appendages, also requires confirmation of potential catch basin modification)
- Upgrade to ADA-compliant curb ramps and upgrade crosswalks with high-visibility markings
- Consider exclusive pedestrian phasing

Existing Conditions

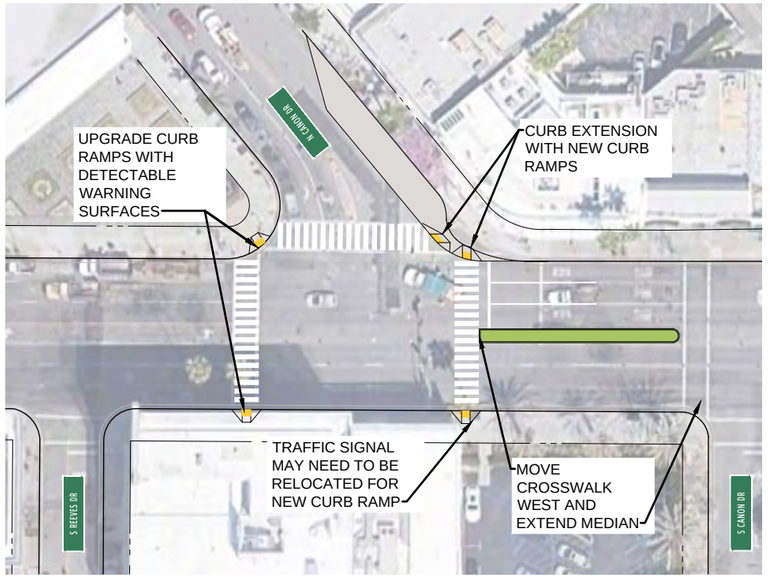


Proposed Improvements

10. Wilshire Boulevard & Cañon Drive

- Add curb extension on Cañon Drive (requires confirmation of potential catch basin modification)
- Relocate crosswalk to intersection and extend the median
- Upgrade to ADA-compliant curb ramps with detectable warning surfaces
- Potential relocation of traffic signal for new curb ramp

Existing Conditions

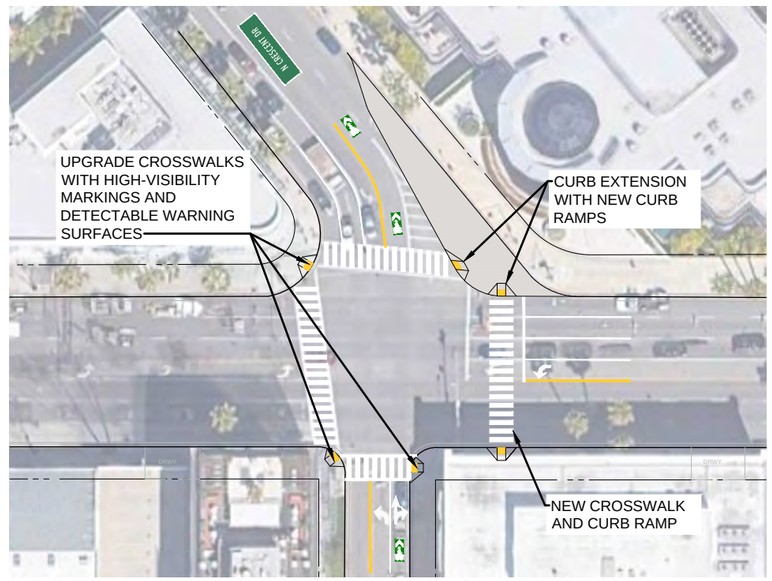


Proposed Improvements

11. Wilshire Boulevard & Crescent Drive

- Upgrade crosswalks with high-visibility markings
- Add curb extension on Crescent Drive with new curb ramps (requires confirmation of potential catch basin modification)
- Add new crosswalk and curb ramp on Wilshire Boulevard

Existing Conditions

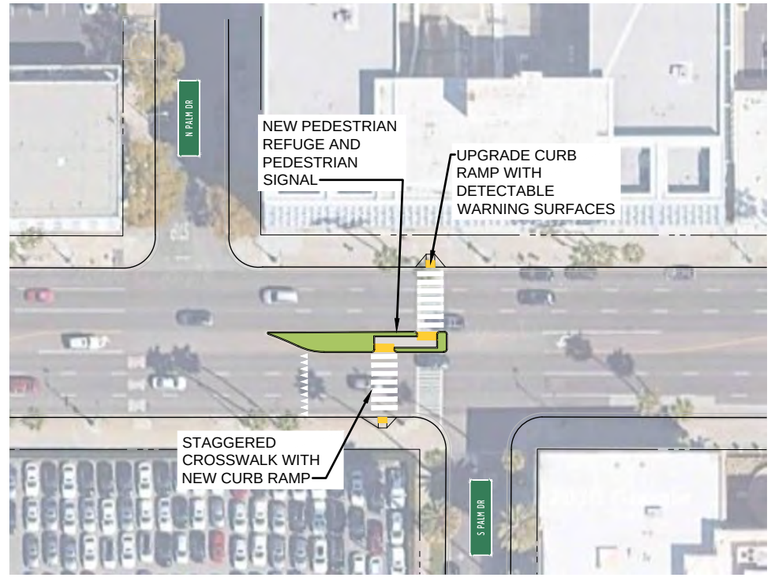


Proposed Improvements

12. Wilshire Boulevard & Palm Drive

- Add pedestrian refuge island and pedestrian signal
- Add staggered crosswalk and new curb ramp (per separate grant-funded project design)
- Upgrade to ADA-compliant curb ramps with detectable warning surfaces

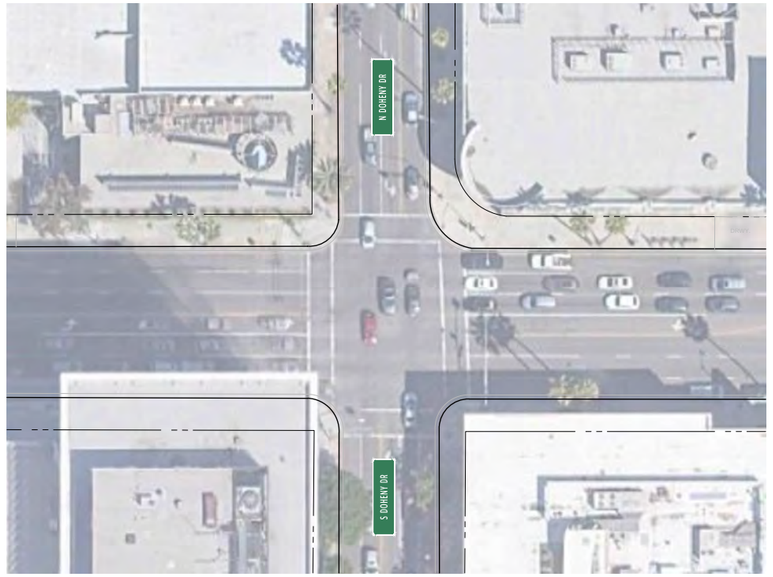
Existing Conditions



Proposed Improvements

13. Wilshire Boulevard & Doheny Drive

- Upgrade to ADA-compliant curb ramps with detectable warning surfaces
- Upgrade crosswalks with high-visibility markings
- Move bus stop on Wilshire Boulevard to the far side of the intersection



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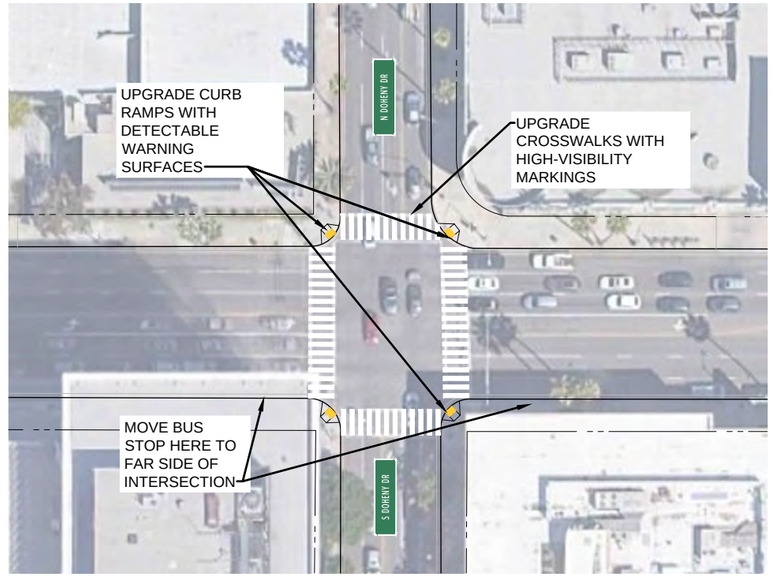
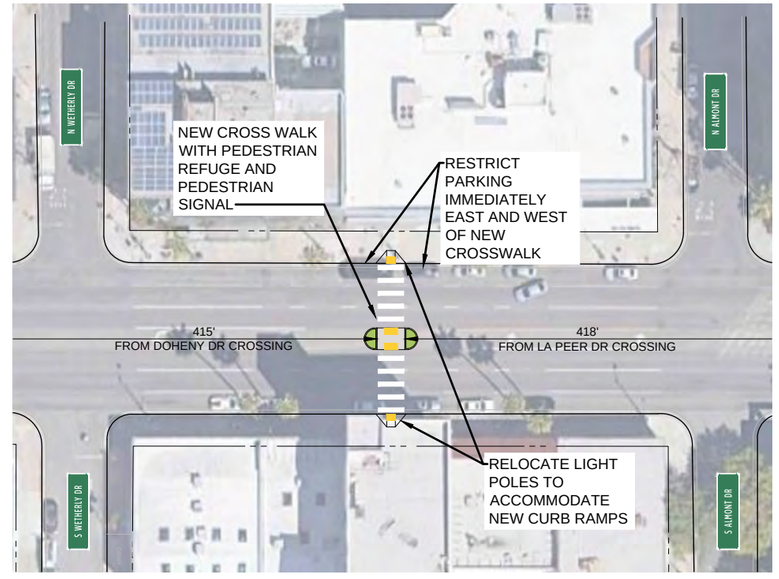


Proposed Improvements

14. Wilshire Boulevard between Wetherly Drive and Almont Drive

- Add new crosswalk with curb ramps, pedestrian refuge island and pedestrian signal
- Restrict parking immediately east and west of the new crosswalk for pedestrian visibility
- Relocate light poles to accommodate new curb ramps

Existing Conditions



Proposed Improvements

15. Midblock on Wilshire Boulevard between Swall Drive and Clark Drive

- New raised median with pedestrian refuge island at the existing crosswalk

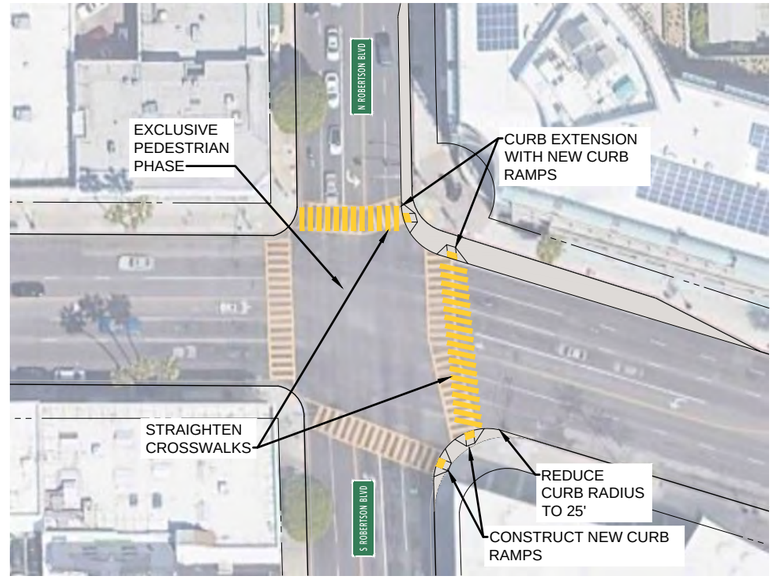
Existing Conditions

Proposed Improvements

16. Wilshire Boulevard & Robertson Boulevard

- Consider exclusive pedestrian phasing
- Add curb extensions with new curb ramps on Wilshire Boulevard and Robertson Boulevard (requires confirmation of potential catch basin modification)
- Straighten crosswalks
- Reduce curb radius to 25' at the southeast corner of the intersection and construct new curb ramps

Existing Conditions

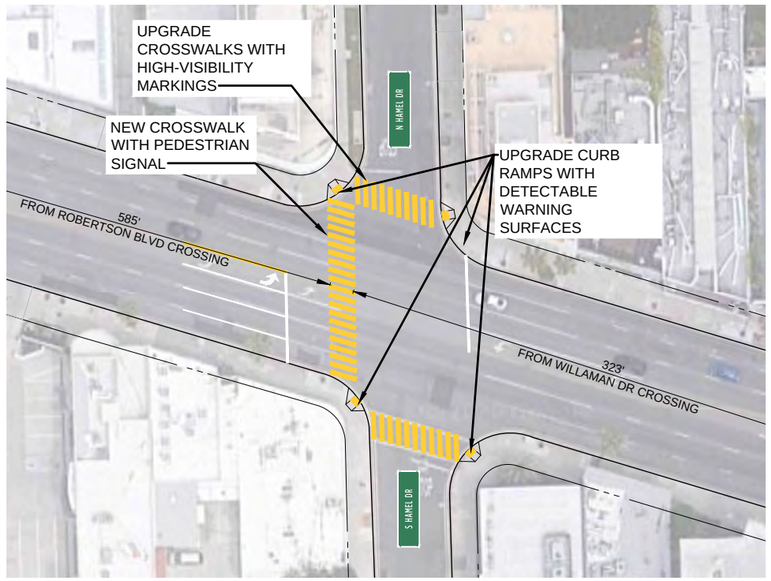


Proposed Improvements

17. Wilshire Boulevard & Hamel Drive

- Add new crosswalk with pedestrian signal across Wilshire Boulevard
- Upgrade crosswalks with high-visibility markings
- Upgrade to ADA-compliant curb ramps with detectable warning surfaces

Existing Conditions

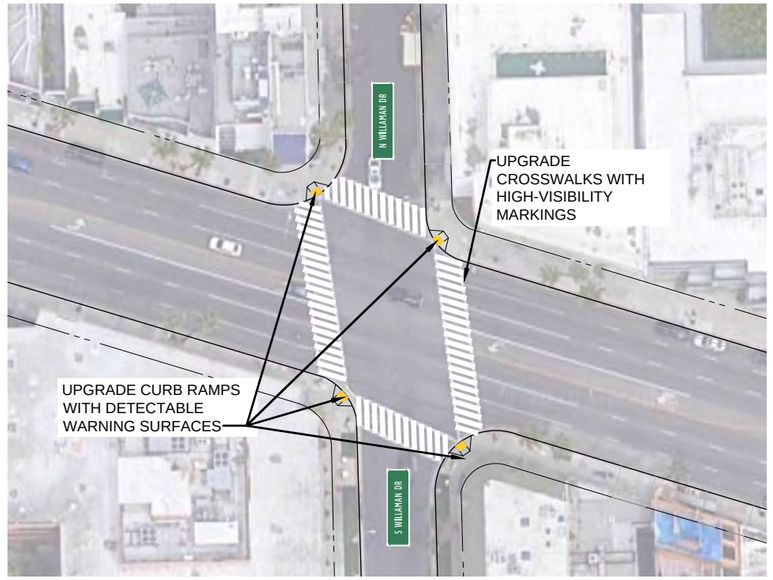


Proposed Improvements

18. Wilshire Boulevard & Willaman Drive

- Upgrade to ADA-compliant curb ramps with detectable warning surfaces
- Upgrade crosswalks with high-visibility markings

Existing Conditions

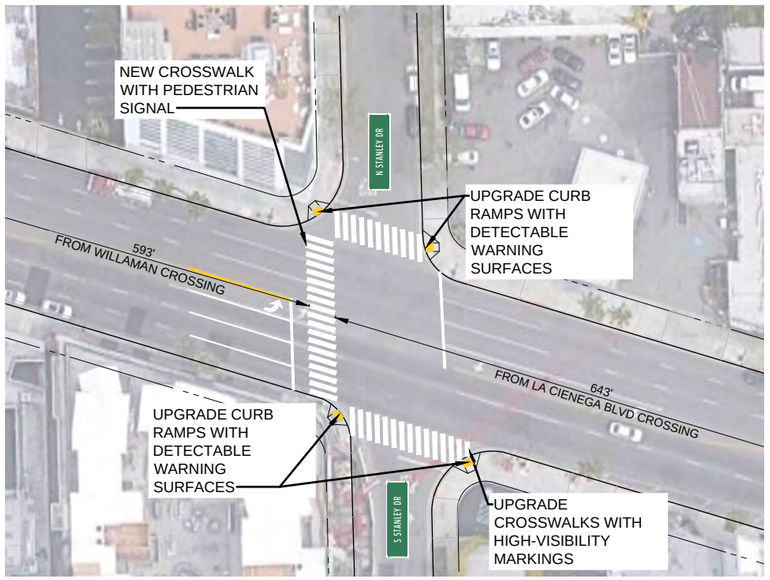


Proposed Improvements

19. Wilshire Boulevard & Stanley Drive

- Add new crosswalk with pedestrian signal across Wilshire Boulevard
- Upgrade crosswalks with high-visibility markings
- Upgrade to ADA-compliant curb ramps with detectable warning surfaces

Existing Conditions

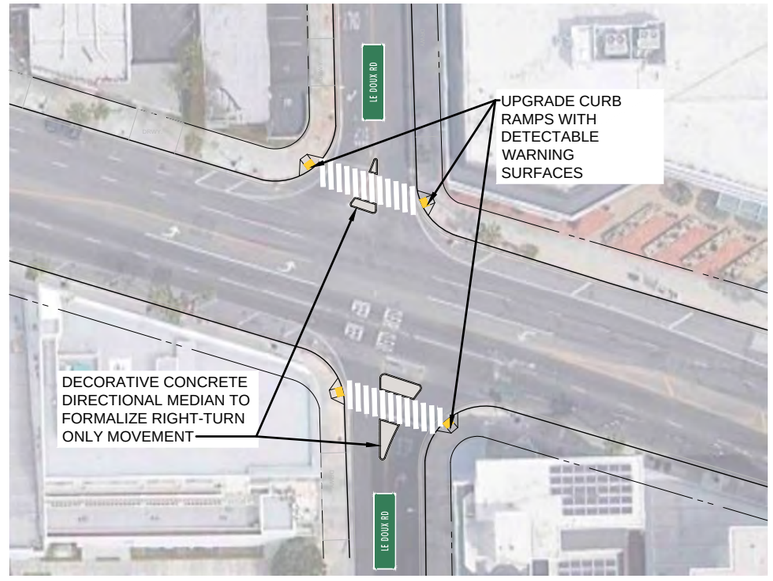


Proposed Improvements

20. Wilshire Boulevard & Le Doux Road

- Upgrade to ADA-compliant curb ramps with detectable warning surfaces
- Add decorative concrete directional median to formalize right-turn only movements

Existing Conditions

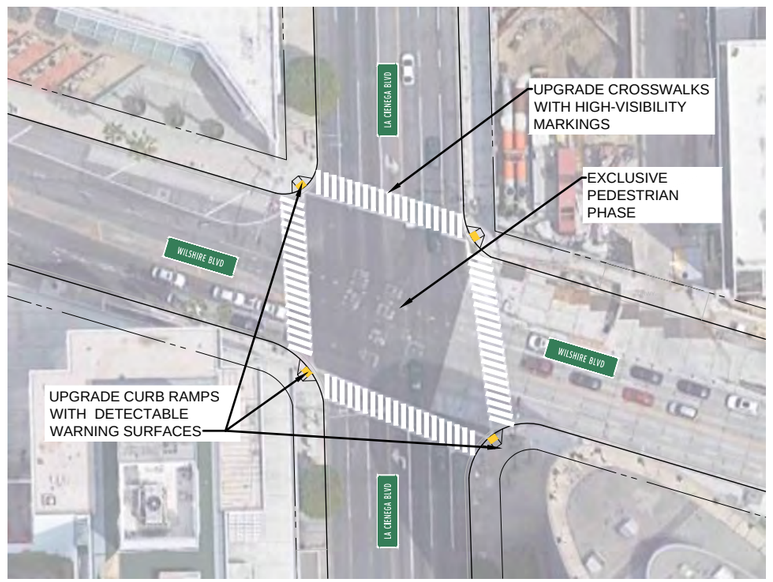


Proposed Improvements

21. Wilshire Boulevard & La Cienega Boulevard

- Upgrade crosswalks with high-visibility markings
- Consider exclusive pedestrian phasing
- Upgrade to ADA-compliant curb ramps with detectable warning surfaces

Existing Conditions

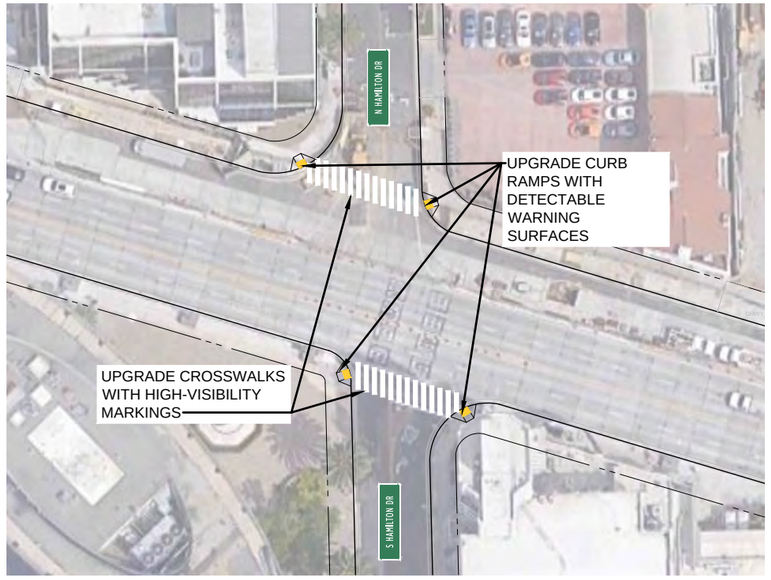


Proposed Improvements

22. Wilshire Boulevard & Hamilton Drive

- Upgrade to ADA-compliant curb ramps with detectable warning surfaces
- Upgrade crosswalks with high-visibility markings

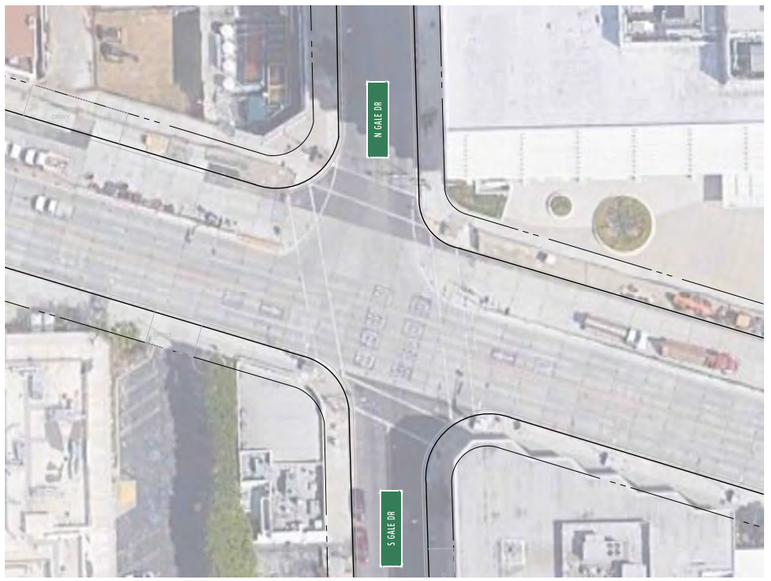
Existing Conditions



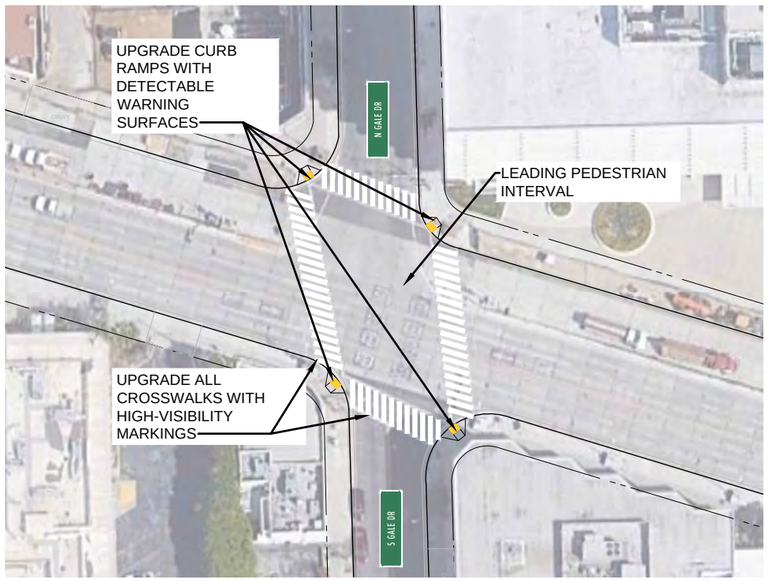
Proposed Improvements

23. Wilshire Boulevard & Gale Drive

- Upgrade to ADA-compliant curb ramps with detectable warning surfaces
- Upgrade all crosswalks with high-visibility markings



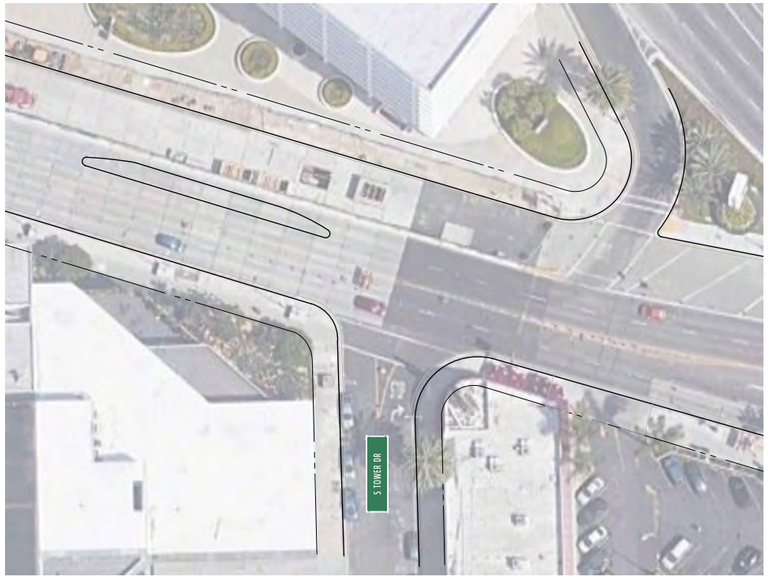
Existing Conditions



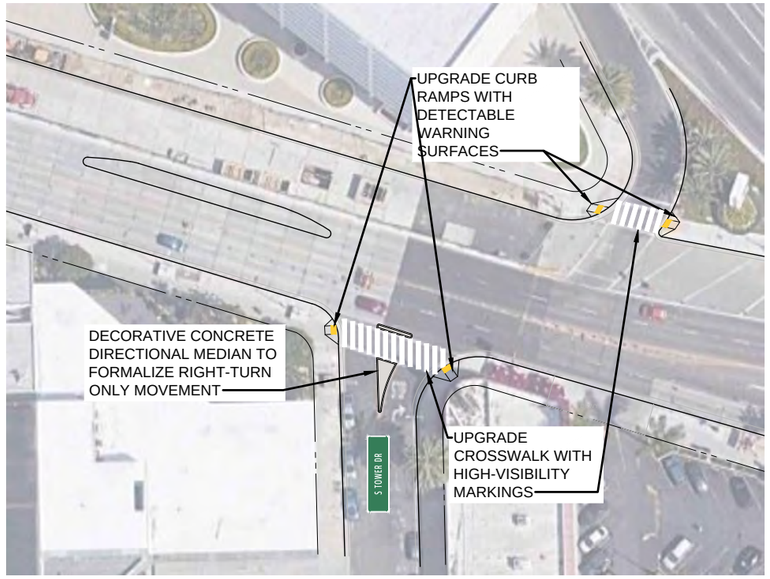
Proposed Improvements

24. Wilshire Boulevard & Tower Drive

- Upgrade to ADA-compliant curb ramps with detectable warning surfaces
- Add new decorative concrete directional medians on Tower Drive
- Upgrade crosswalk across Tower Drive with high-visibility markings and curb ramps at the north side of Wilshire Boulevards near the triangle median



Existing Conditions

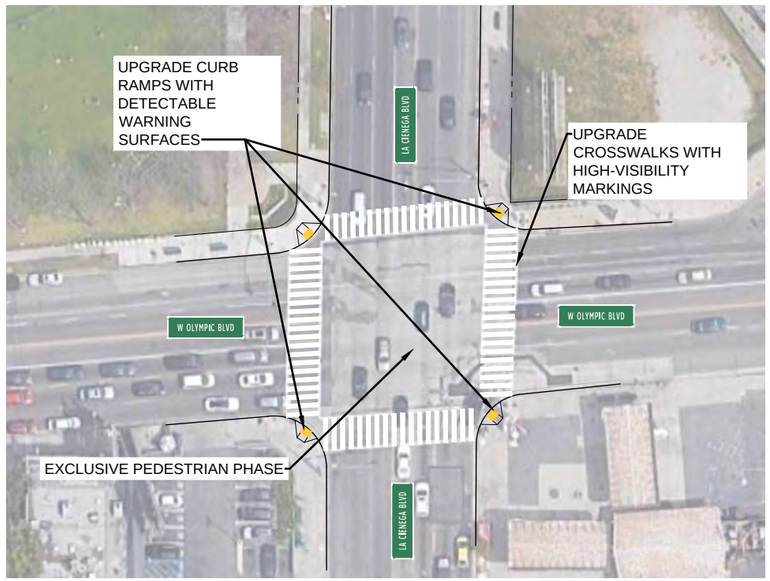


Proposed Improvements

25. La Cienega Boulevard and Olympic Boulevard

- Upgrade to ADA-compliant curb ramps with detectable warning surfaces
- Upgrade all crosswalks with high-visibility markings
- Consider exclusive pedestrian phasing

Existing Conditions

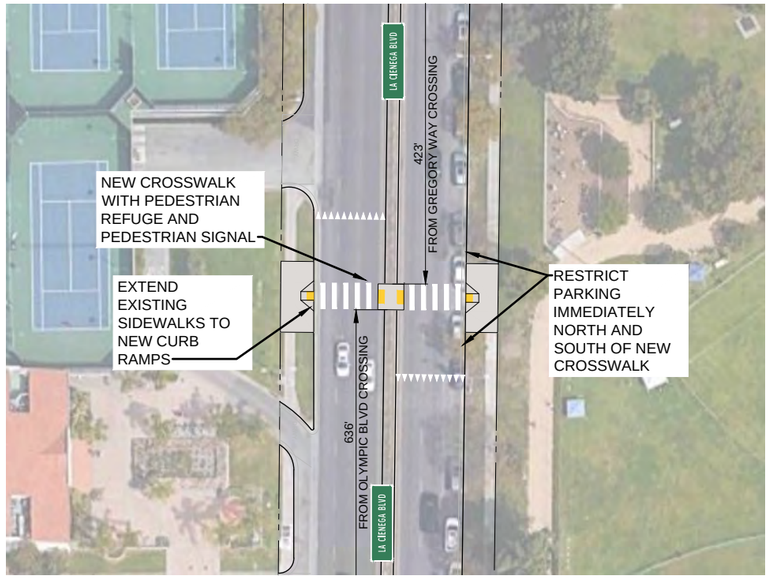


Proposed Improvements

26. La Cienega Boulevard between Gregory Way and Olympic Boulevard

- Add new crosswalk with pedestrian refuge island and pedestrian signal
- Extend existing sidewalks to the new curb ramps
- Restrict parking immediately north and south of the new crosswalk for pedestrian visibility

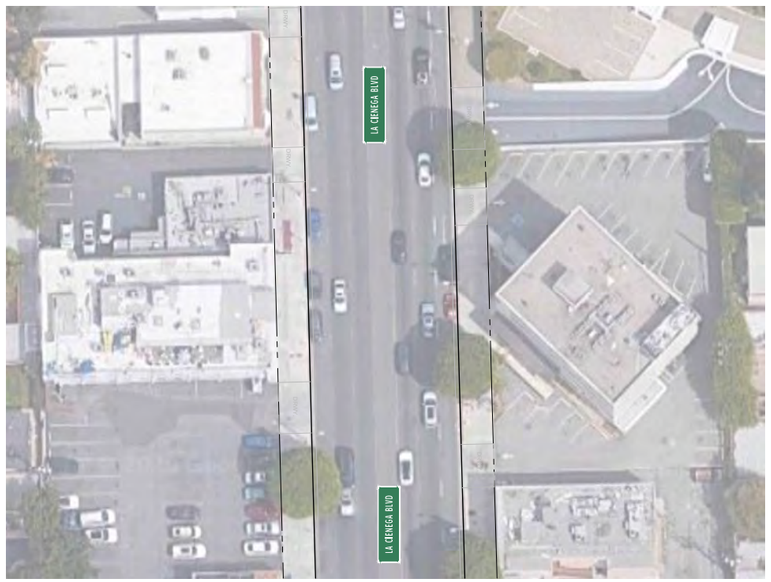
Existing Conditions



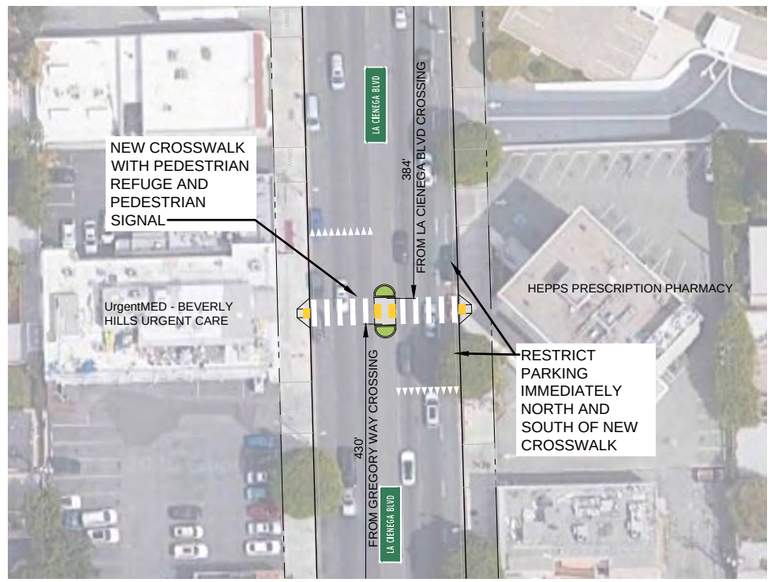
Proposed Improvements

27. La Cienega Boulevard between Wilshire Boulevard and Gregory Way

- Add new crosswalk with pedestrian refuge island and pedestrian signal
- Restrict parking immediately north and south of the new crosswalk for pedestrian visibility



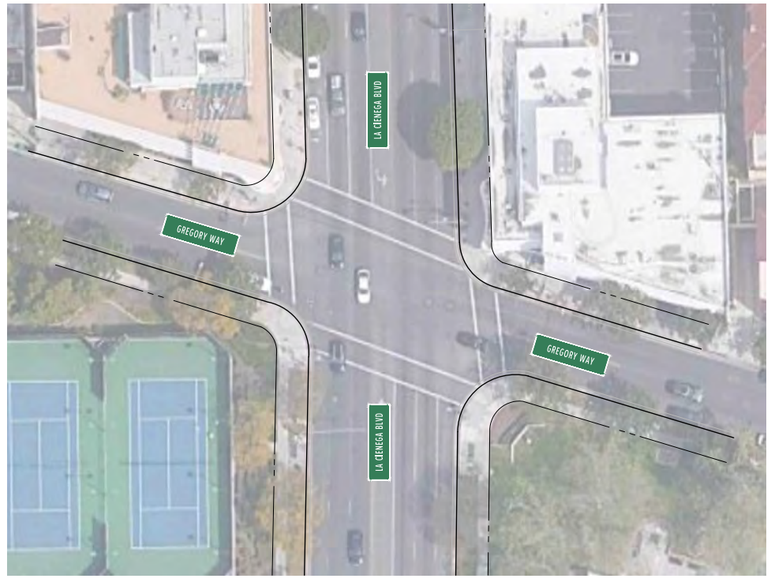
Existing Conditions



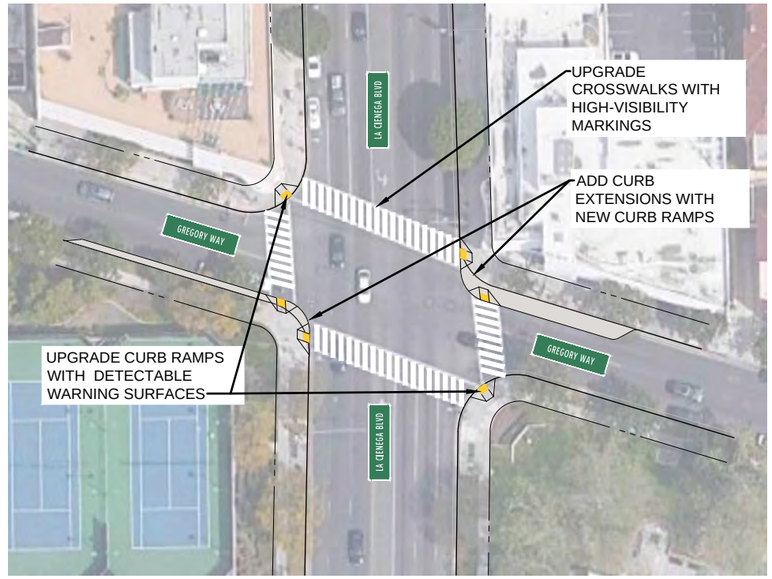
Proposed Improvements

28. La Cienega Boulevard and Gregory Way

- Upgrade crosswalks with high-visibility markings
- Add curb extensions on Gregory Way (requires confirmation of potential catch basin modification)
- Upgrade to ADA-compliant curb ramps with detectable warning surfaces



Existing Conditions

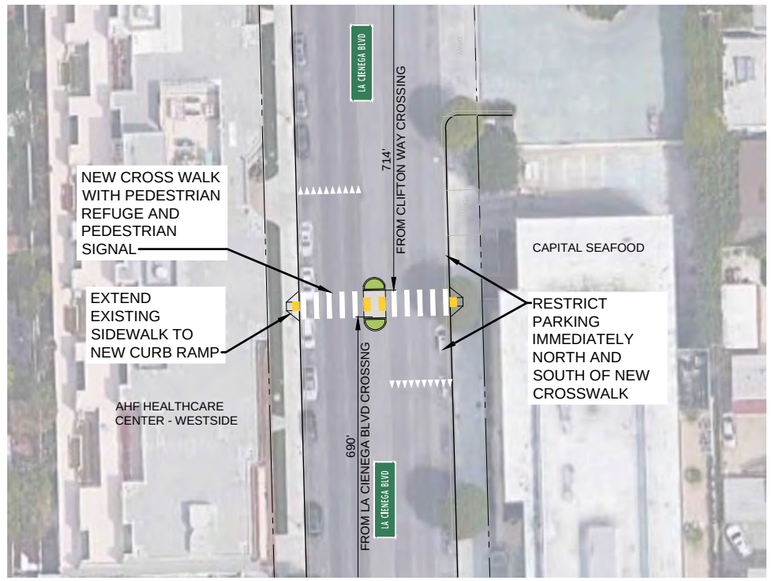


Proposed Improvements

29. Midblock on La Cienega Boulevard between Wilshire Boulevard and Clifton Way

- Add new crosswalk with pedestrian refuge island and pedestrian signal
- Extend existing sidewalk to the new curb ramp (requires confirmation of potential catch basin modification)
- Restrict parking immediately north and south of the new crosswalk for pedestrian visibility

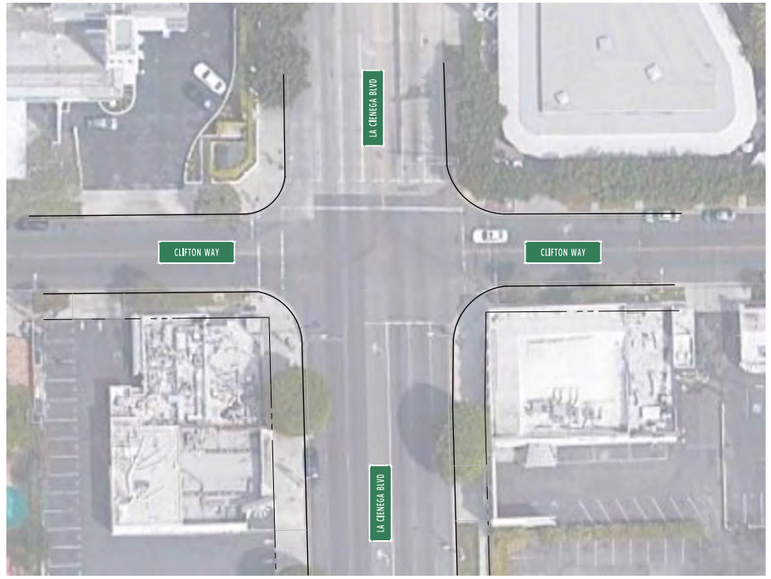
Existing Conditions



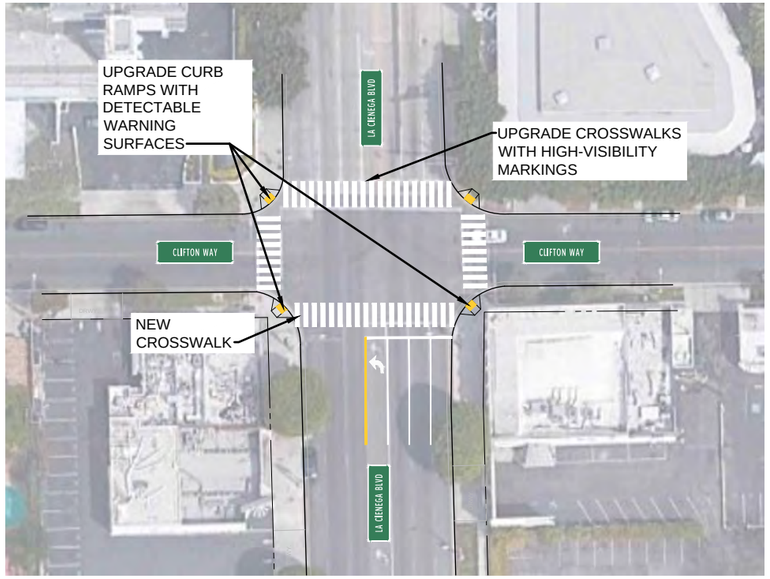
Proposed Improvements

30. Intersection of La Cienega Boulevard and Clifton Way

- Upgrade to ADA-compliant curb ramps with detectable warning surfaces
- Upgrade crosswalks with high-visibility markings
- Add new high-visibility crosswalks across La Cienega Boulevard



Existing Conditions



Proposed Improvements

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Character Zones & Focus Areas

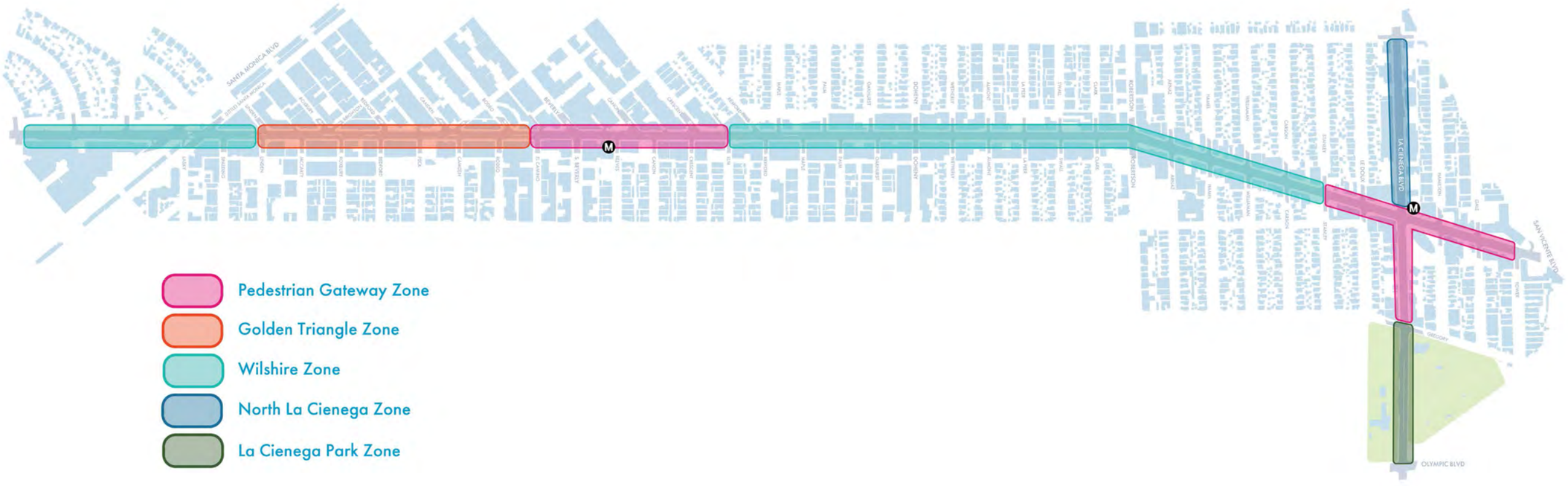
Character Zones

In addition to infrastructural changes to the street design—such as curb extensions and new crosswalks—there is also an opportunity for additional pedestrian-focused enhancements. These enhancements can create a more pleasant streetscape environment for people walking and rolling along Wilshire and La Cienega Boulevards.

The stretches of Wilshire Boulevard and La Cienega Boulevard that this plan addresses contain a range of different streetscape conditions and land use patterns. In order to create design solutions that are contextual and responsive to these varied conditions, the corridors have been divided into five "Character Zones."

While all zones will share certain cohesive design elements, each Character Zone will have a unique and distinct identity based on the surrounding environment and existing multimodal activity. These distinct characters will be shaped by the approach to sidewalk materiality, the frequency and placement of amenities (such as seating and signage), and the planting palettes.

Learn more about each Character Zone and their unique design treatments in the following section.

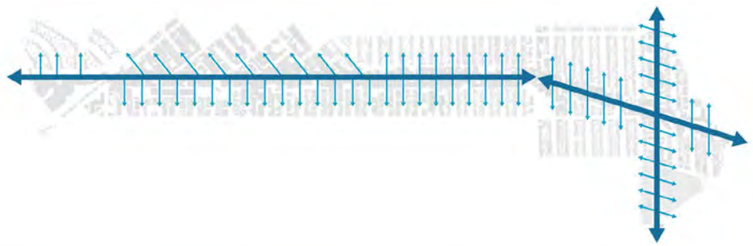


Pedestrian Realm Organization

The sidewalk is the primary canvas for the pedestrian experience and should accommodate a range of different needs: people walking and rolling between destinations; spaces for sitting and lingering; and spaces for streetscape amenities (such as lighting, trash bins, signage, and more).

The majority of the existing sidewalks along Wilshire Boulevard and La Cienega Boulevard are 15' wide. This width can be divided into four spaces: main path of travel or walkway, amenity zone, groundscape planting, and a convenience strip just adjacent to the curb (also known as a "clear zone"). When combined, these areas provide a generous 13-ft path of travel.

The division of sidewalk into these different spaces is influenced by the street geometries of Wilshire Boulevard, La Cienega Boulevard, and the surrounding street fabric. The angles that are created when these grids meet dictate the orientation of the sidewalk score lines and specialty pavers, and the boundaries of the groundscape planting areas.



Pedestrian Gateway Zone

In the Pedestrian Gateway areas, which have the most pedestrian activity, the sidewalk will consist of mainly hardscape with the intent of accommodating higher volumes of people walking. A 5-ft amenity zone will be designated by specialty pavers and will contain various streetscape amenities and furnishings, including higher densities of seating, bike racks, and wayfinding signage. New canopy trees will be planted among the existing palms.

Golden Triangle Zone

The Golden Triangle Zone will be highlighted as a special area through the use of specialty pavers across the entire width of the sidewalk. As another area with high pedestrian volumes, the sidewalk will consist of mainly hardscape to accommodate larger numbers of people and furnishings. New canopy trees will be planted among the existing palms.

Wilshire Zone

The Wilshire Zone will feature a 5-ft groundscape planting zone along the curb, with some breaks to allow for parallel parking access. This will help make the corridor feel greener and allow pedestrians to feel some buffer from the cars on the street. New canopy trees will be planted among the existing palms. The typical hardscape walk zone will be 8-ft wide and feature a rectangular scoring pattern in the concrete.

North La Cienega Zone

North La Cienega Zone will also feature a buffer of groundscape planting along the curb, varying from 0 to 5-ft wide to accommodate parallel parking access and areas where the existing ficus trees need larger tree-well areas. The 2-ft convenience strip at the curb will also support street parking, and create continuity with the Park zone further south on La Cienega Boulevard through its materiality (decomposed granite).

La Cienega Park Zone

The La Cienega Park Zone will aim to extend the park-like experience from the adjacent park onto the sidewalk. Alongside the main path of travel, the amenity zone's ground treatment will be decomposed granite. Within this amenity zone will be a 2-ft convenience strip at the curb, a 5-ft zone that contains plantings, seating and other furnishings, and then an additional 3-ft clear zone.

Focus Areas

Implementation of the design standards (described in Chapter 5) and essential recommendations (described in the previous section) apply to the full lengths of both boulevards. To illustrate how the recommendations can be applied, the Plan calls out 10 representative areas to focus on in detail. Depending on the available space in the public right of way, improvements and amenities at each representative area will be scaled appropriately.

These representative areas were selected based on the following criteria, with at least one representative area in each character zone:

- **Community input** on priority focus areas for improvements and enhancements
- **Increased public space** due to essential improvements
- **Existing or expected increase in pedestrian activity** from proximity to new Metro stations (proximity was defined as within 2 blocks of the future stations)
- **Distinct pedestrian-oriented or culturally significant characteristics** that can be highlighted with additional streetscape amenities. Examples of distinct characteristics include public art, areas of historic interest, or dense commercial uses.

The following pages include a design concept for a typical block within each of the five character zones and then concepts for specific "focus areas" within that character zone.

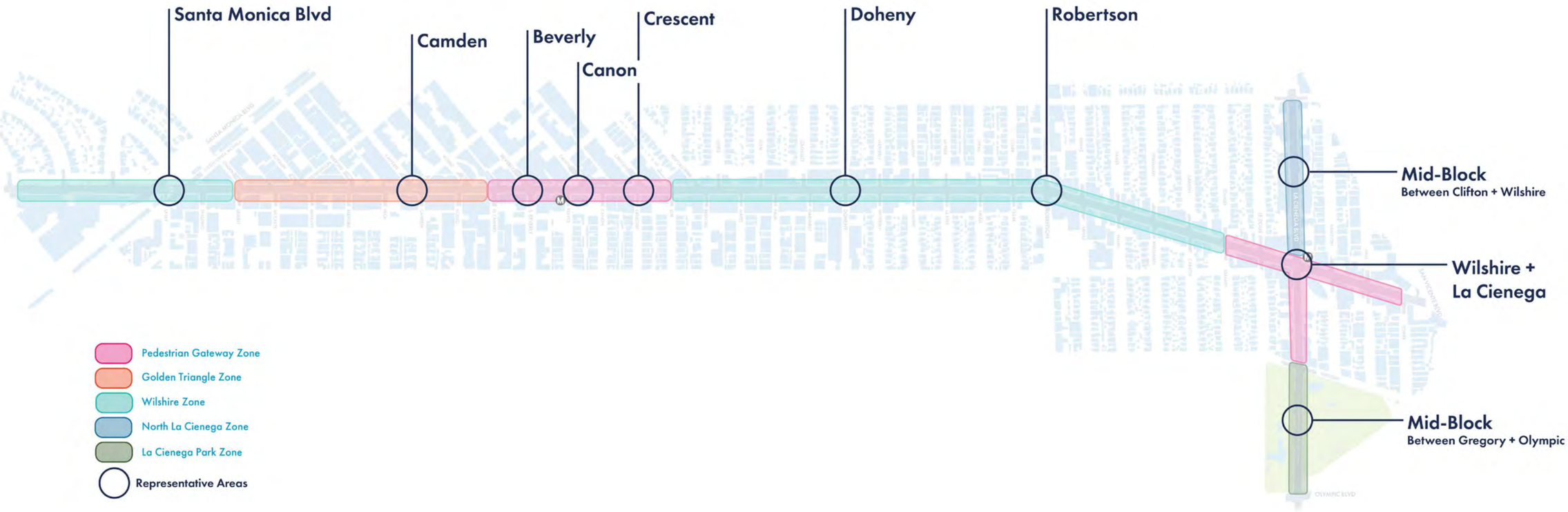
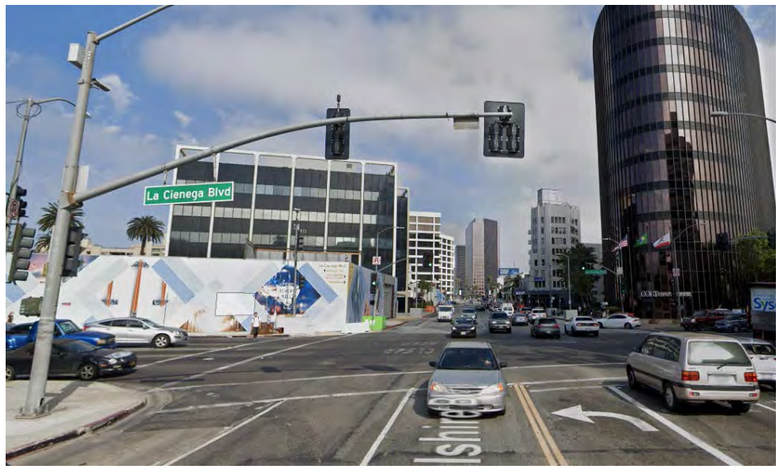


Table 3: List of Representative Focus Areas

Focus Area	Community priority	Increased public space	Increased pedestrian activity	Distinct characteristics
Wilshire Boulevard & La Cienega Boulevard			X	X
Wilshire Boulevard & Canon Drive		X	X	
Wilshire Boulevard & Beverly Drive	X		X	X
Wilshire Boulevard, Camden Way & Dayton Way		X	X	
Wilshire Boulevard & Crescent Drive		X		
Wilshire Boulevard & Robertson Boulevard	X			X
Wilshire Boulevard & S Santa Monica Boulevard				X
Wilshire Boulevard & Doheny Drive	X			
Midblock crossing on La Cienega Boulevard between Wilshire Boulevard and Clifton Way	X			X
Midblock crossing on La Cienega Boulevard between Gregory Way and Olympic Boulevard	X			X



Pedestrian Gateway Zone

Key Plan

Description & Characteristics

The Pedestrian Gateway Zones are located within two blocks of the future Metro stations at Wilshire Boulevard/La Cienega Boulevard and Wilshire Boulevard/Rodeo Drive. These areas will serve as a gateway to Beverly Hills, welcoming transit users and setting the tone for their experience of the City. Pedestrian Gateway zones will have high pedestrian activity, and the public realm should support the needs of everyone from local residents to first-time visitors.

Guidelines for Furnishings, Amenities, Features

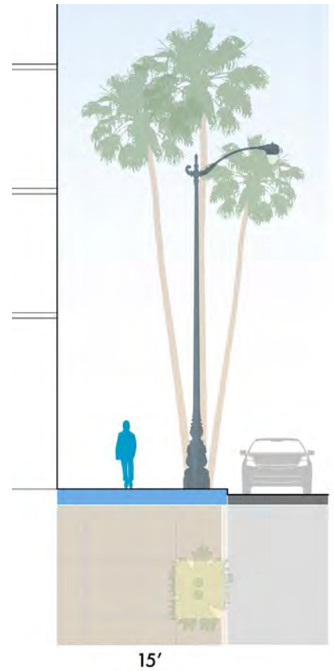
Given the expected increase in pedestrian volumes, these areas will feature a high density of seating and other amenities, with up to four clusters of seating per block. Seating will include a range of configurations and options, including benches and single seats, and nearby collections of planters to help provide a buffer from vehicular traffic.

Given the proximity to the Metro stations, these areas will feature a higher frequency of pedestrian wayfinding and signage. When appropriate, this Zone will also include identifying signage to help welcome visitors to Beverly Hills. Also given the proximity to transit, this zone will feature a higher density of bike racks.

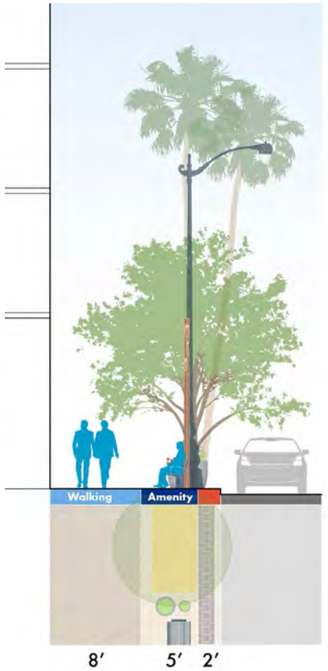
Like all Character Zones, Pedestrian Gateways will feature new pedestrian-scale light poles along the corridors, complementing the existing street lights with more human-scaled lighting. New canopy trees will provide more greenery and shade for pedestrians.

Typical Street Section

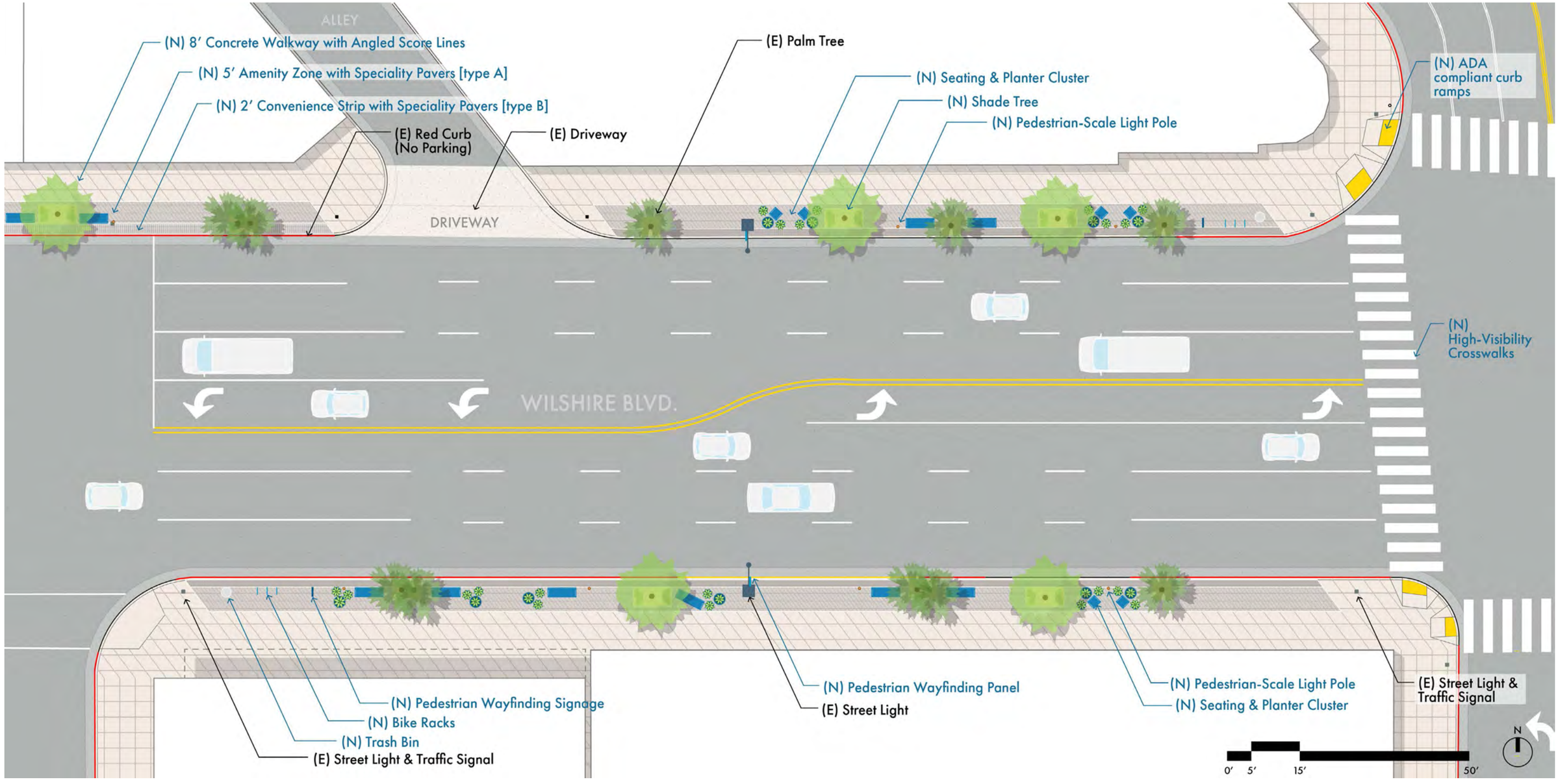
Existing



Proposed



Typical Block Plan for Pedestrian Gateway Zone



(N) New Streetscape Feature
(E) Existing Streetscape Feature

Wilshire Boulevard & N Beverly Drive

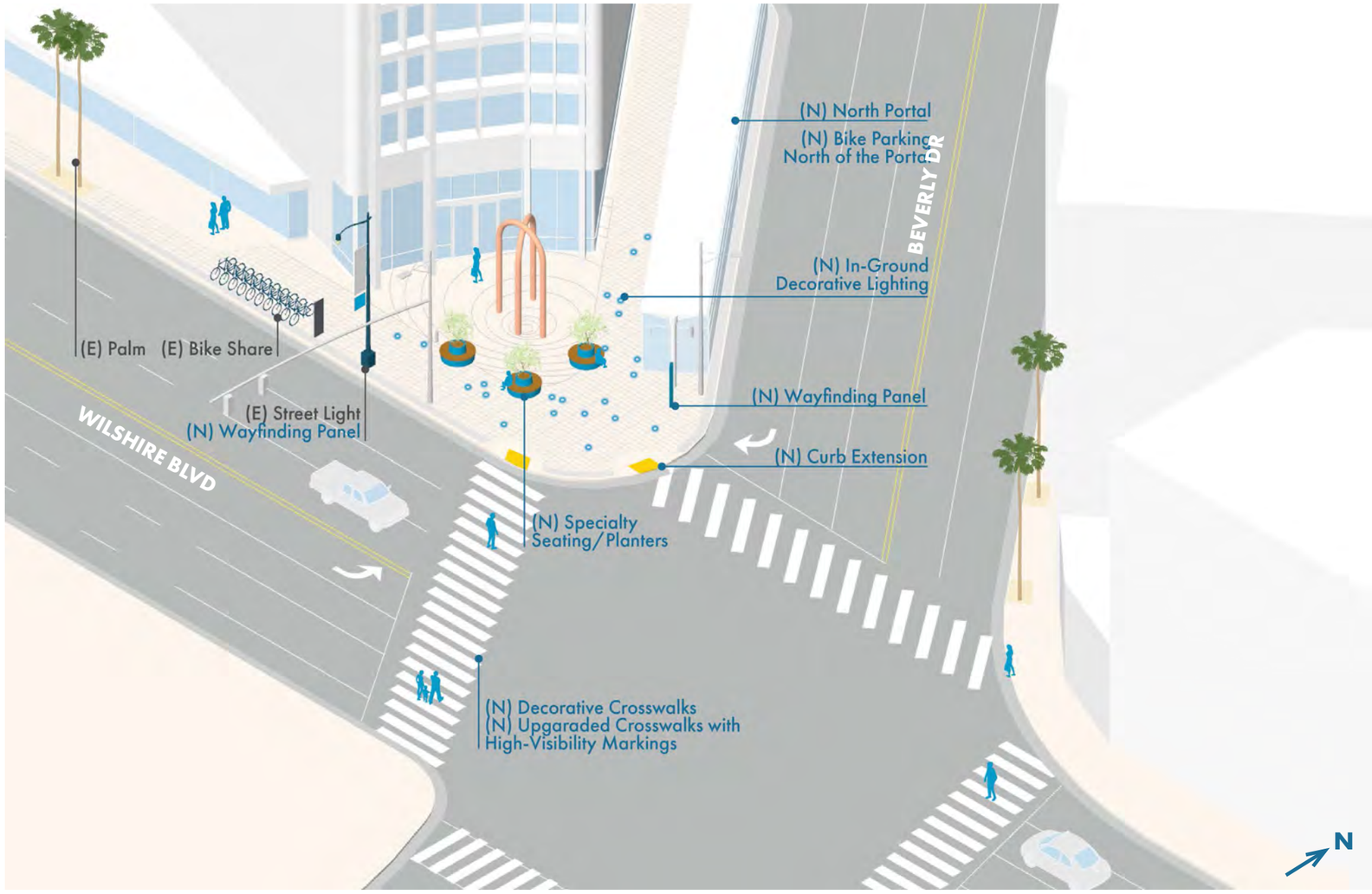
Description & Characteristics

Located a few blocks from the new Wilshire/Rodeo Metro station, the intersection of Wilshire Boulevard and Beverly Drive is scheduled to receive a new North Portal station entrance/exit. This North Portal will provide direct access to the dense commercial activity centers located north of Wilshire Boulevard in the Golden Triangle Area. As part of this infrastructural change, the majority of the southbound right turn pocket lane on Beverly Boulevard will be removed and replaced by an expanded sidewalk and the Portal. This intersection also hosts a large piece of public art, "Unconscious" by Franz West, which sits upon a decorative spiral paving pattern.

Design Enhancements

Proposed design enhancements for this intersection work to support the increased pedestrian activity coming in and out of the Metro Portal. This area should serve as a welcoming introduction to the City of Beverly Hills. Proposed enhancements include:

- New high-visibility crosswalks and ADA-compliant curb ramps
- In-ground decorative lighting
- Specialty seating and planters around the existing artwork that help create a unique sense of place
- Wayfinding panel nearby North Portal
- Consider exclusive pedestrian phasing



Wilshire Boulevard & N Cañon Drive

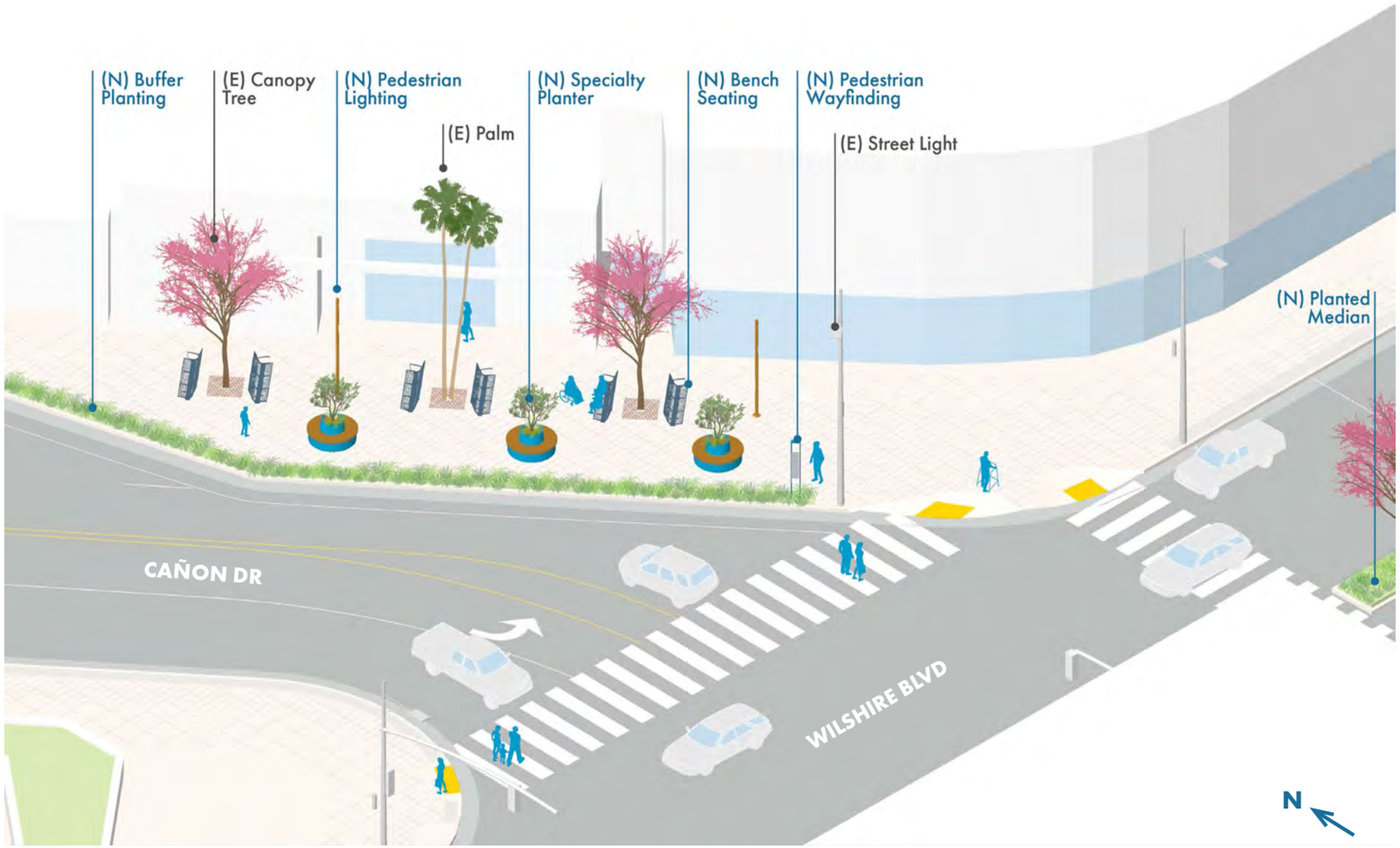
Description & Characteristics

The intersection of Wilshire Boulevard and Cañon Drive is one block from the new Metro Wilshire/Rodeo Station's main entrance on the southwest corner of Wilshire Boulevard/ Reeves Drive. Given this close proximity to the new Metro station, this intersection will be receiving higher volumes of pedestrian activity. A curb extension (which would not have any parking impacts) is also proposed for the northeast corner of the intersection along Cañon Drive, which would provide a wide sidewalk zone. There are a number of existing well-established trees, including palms and shade trees.

Design Enhancements

Proposed design enhancements for this intersection work to support the increased pedestrian activity near the Metro station. The proposed enhancements include:

- Curb extension along Cañon Drive, creating a large public space on the newly expanded sidewalk, demarcated with specialty pavers
- Planting strip along the curb through the curb extension to provide a buffer from the street traffic and new planted median on Wilshire Boulevard
- A mixture of bench seating under the existing trees and specialty bench/planters
- Wayfinding panel
- High visibility crosswalks and ADA-compliant curb ramps
- New pedestrian lighting



Wilshire Boulevard & N Crescent Drive

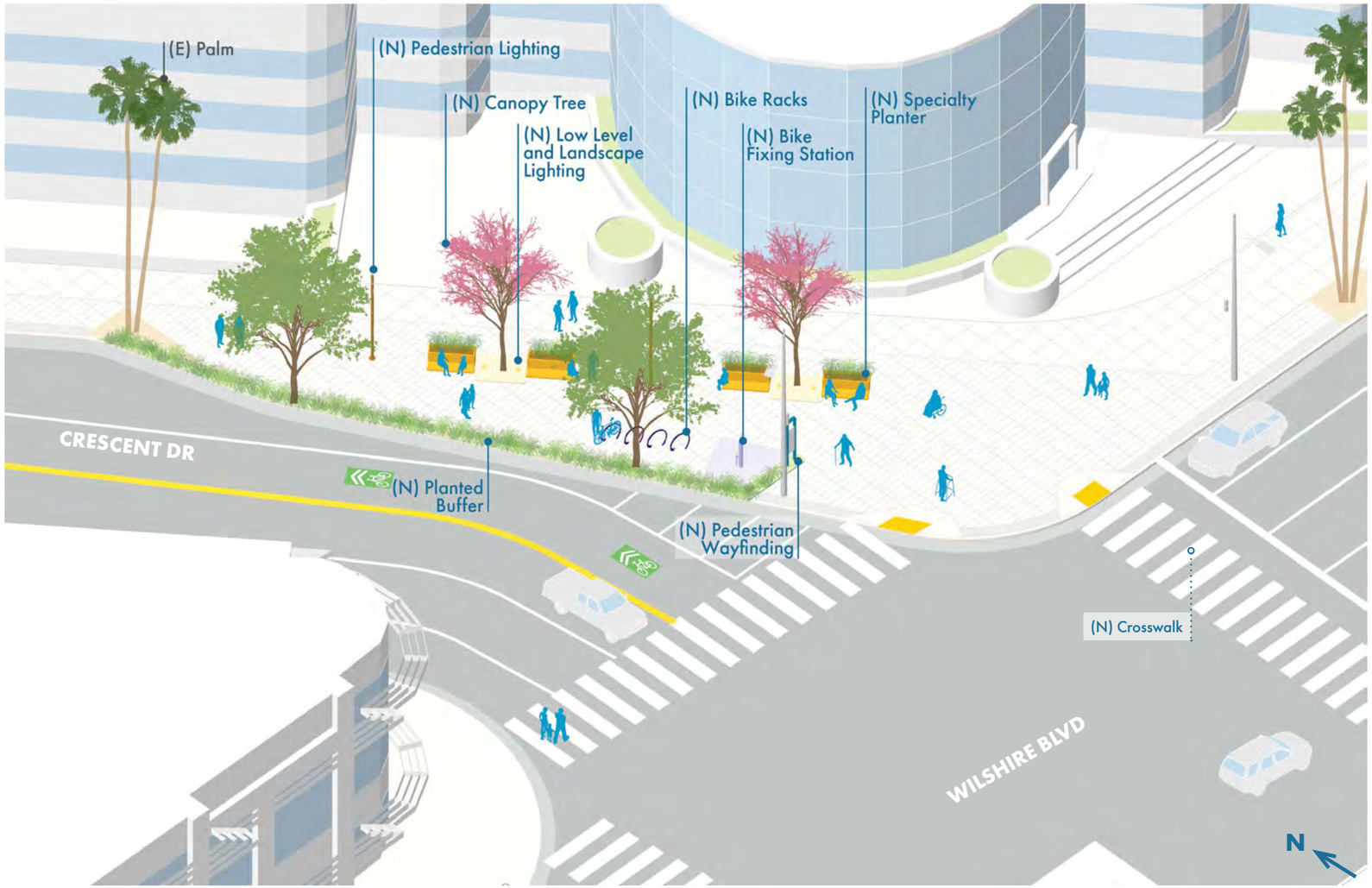
Description & Characteristics

The intersection of Wilshire Boulevard and Crescent Drive is within the Pedestrian Gateway Zone, with the angled street grid of the Golden Triangle to the north and the orthogonal street grid of southern Beverly Hills to the south. The adjacent buildings contain offices and bank tenants. Crescent Drive has many multi-family residential units and an existing bike route with shared lane markings.

Design Enhancements

Proposed design enhancements for this intersection work to provide a welcoming gathering space with a range of amenities to support local residents, workers, visitors, and tourists. The proposed enhancements include:

- Curb extension along Crescent Drive, creating a large public space on the newly expanded sidewalk, demarcated with specialty pavers
- Planting strip along the curb through the curb extension to provide a buffer from the street traffic
- New crosswalk connecting the northeast corner of Crescent Dr and Wilshire Boulevard south across Wilshire
- New specialty planter/bench seating and pot planters
- New pedestrian, low-level, and landscape lighting
- New bike racks & bike fixing station
- New pedestrian wayfinding
- High visibility crosswalks with ADA-compliant curb ramps



Wilshire Boulevard & La Cienega Boulevard

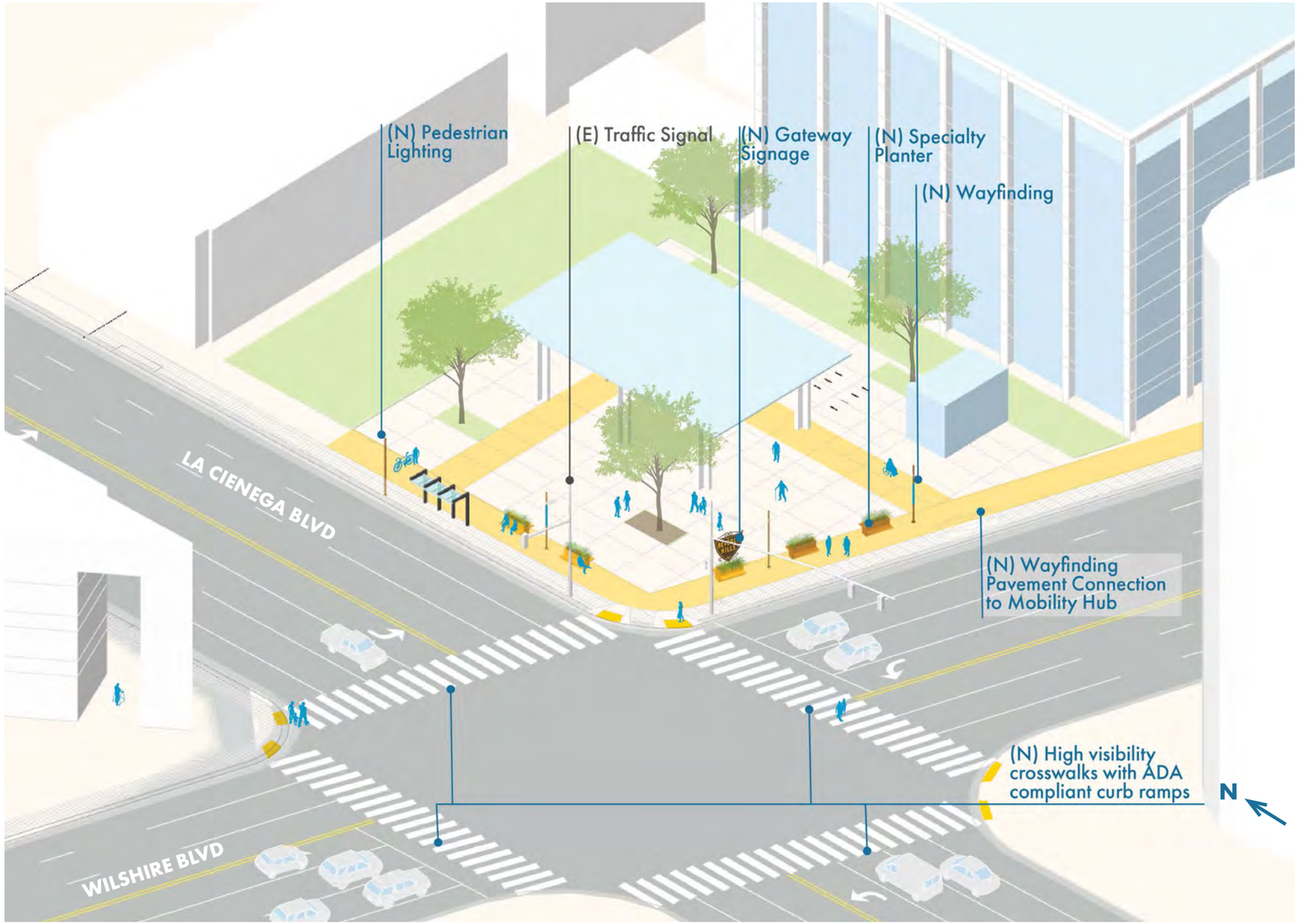
Description & Characteristics

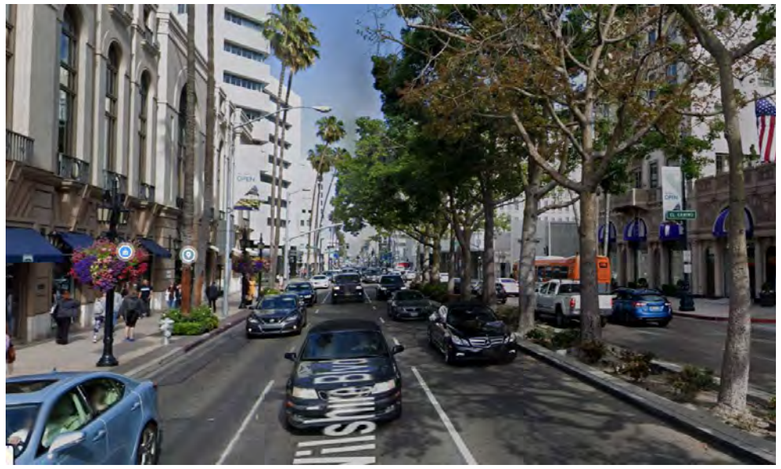
The intersection of Wilshire Boulevard and La Cienega Boulevard will contain the new station for the Metro D Line Wilshire/La Cienega station. Located at the northeast corner of Wilshire and La Cienega Boulevard, the new, one-story subway station will provide access to the trains below via escalators, elevators, and stairs.

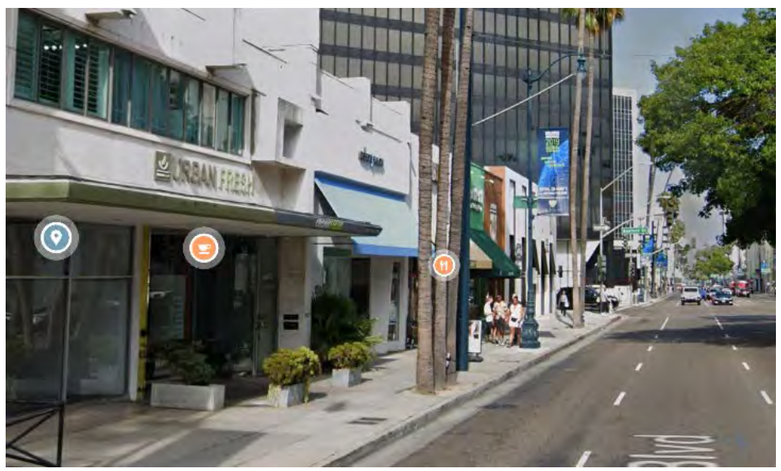
Design Enhancements

Proposed design enhancements for this intersection work to support the fact that this area will be receiving high amounts of pedestrian activity coming in and out of the Metro station. Metro will be designing the public spaces directly surrounding the station, but the public sidewalks around the station area provide an opportunity for placemaking that welcomes transit users to Beverly Hills. The proposed enhancements include:

- New high visibility crosswalks and ADA-compliant curb ramps
- Consider exclusive pedestrian phasing
- New gateway signage & wayfinding directing people to the Mobility Hub
- New specialty street furnishings (planters and benches)
- New pedestrian lighting







Golden Triangle Zone

Key Plan

Description & Characteristics

The Golden Triangle is an iconic Beverly Hills destination, with Wilshire Boulevard serving as its southern boundary. Filled with restaurants, retail, and inviting streetscape elements like decorative hanging planters, unique light poles, and planted medians, this is one of the most pedestrian-friendly and active segments of the corridor.

Guidelines for Furnishings, Amenities, Features

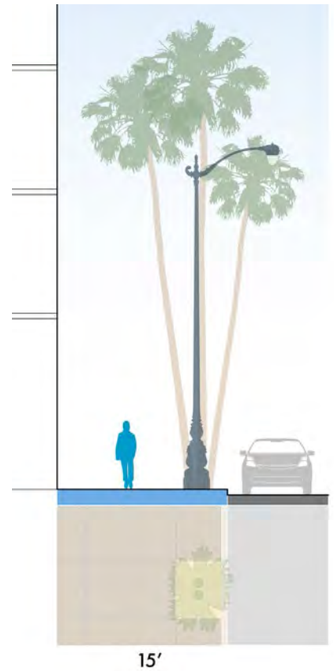
Given the high levels of pedestrian activity in the Golden Triangle, this zone will include a high frequency of seating, in a range of configurations (including benches, single seats, and nearby clusters of planters).

To highlight these streets as a unique destination in Beverly Hills, the ground treatment on the entire width of the sidewalk will be a specialty paver, with a 2-foot convenience strip at the curb to create continuity with the adjacent zones.

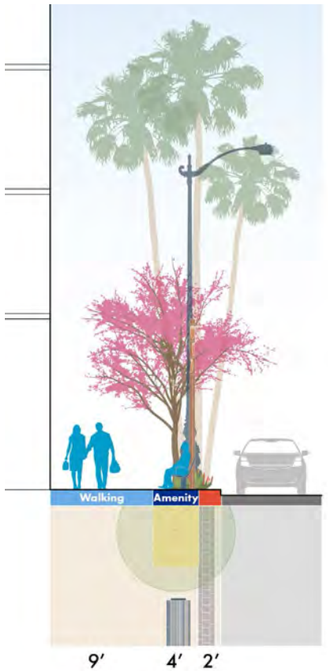
Also given the large number of visitors and proximity to transit, this zone will feature a high density of bike racks, and a relatively high frequency of pedestrian wayfinding signage. Like all zones, The Golden Triangle Zone will feature new pedestrian-scale light poles along the corridors, complementing the existing street lights with more human-scaled lighting. New canopy trees will provide more greenery and shade for pedestrians.

Typical Street Section

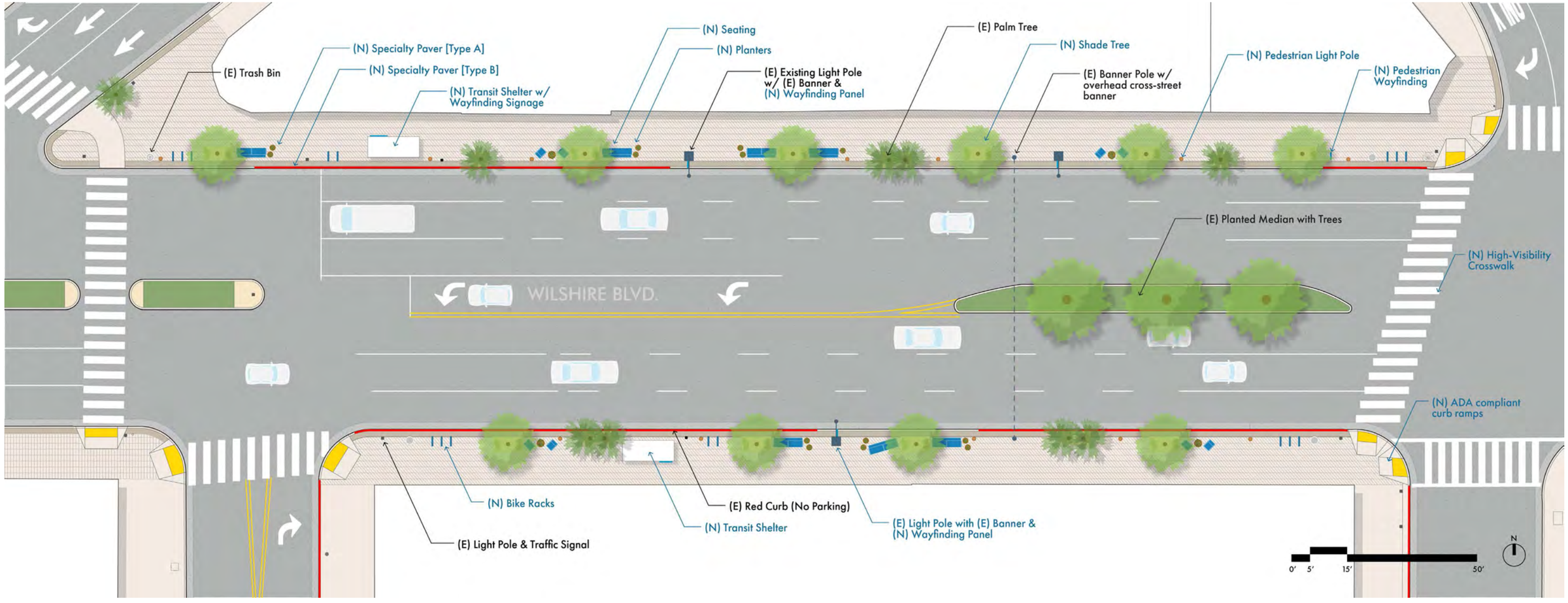
Existing



Proposed



Typical Block Plan for Golden Triangle Zone



(N) New Streetscape Feature
(E) Existing Streetscape Feature

Wilshire Boulevard & N Camden Drive & Dayton Way

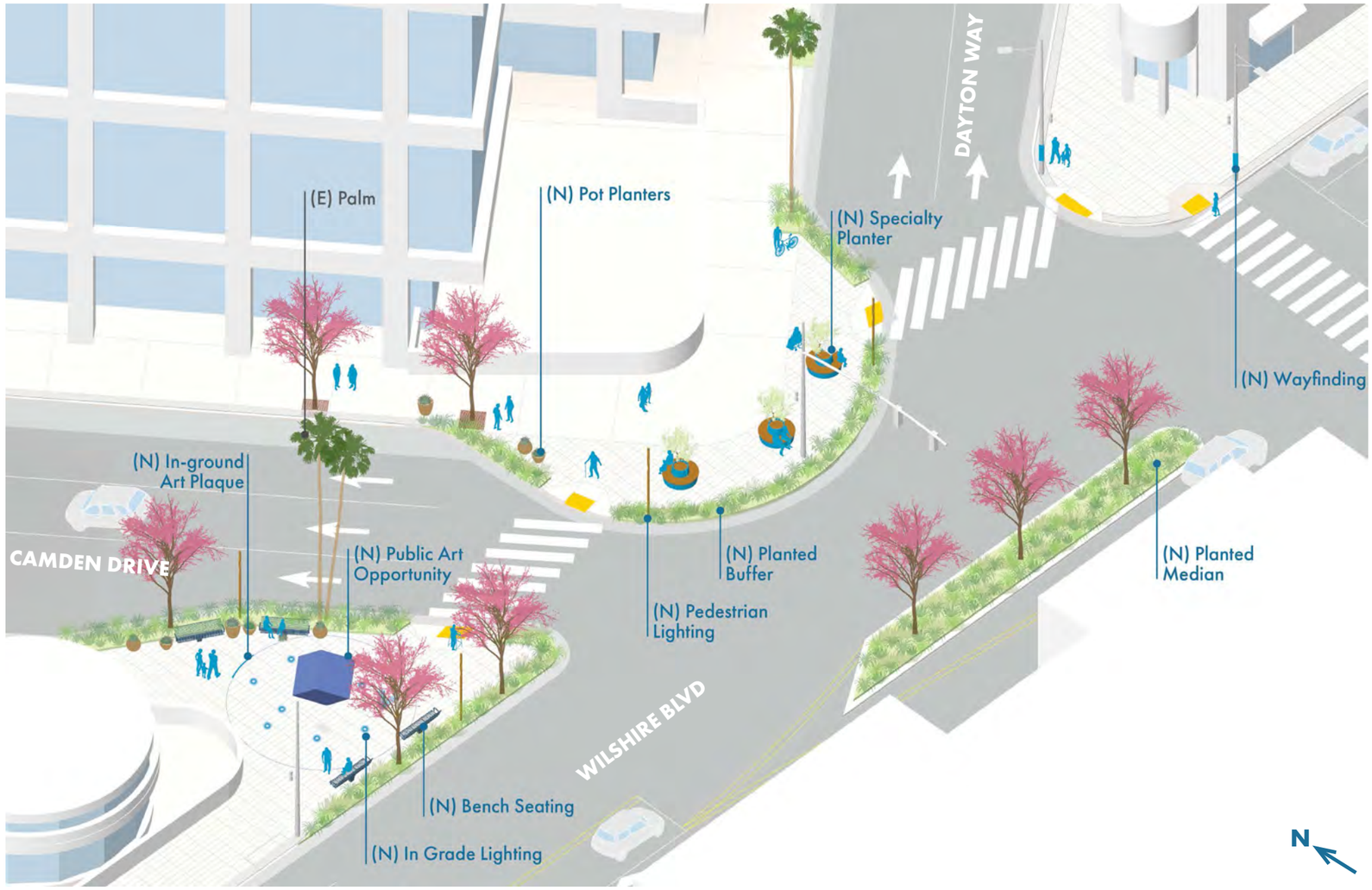
Description & Characteristics

The intersection of Wilshire Boulevard, Camden Drive and Dayton Way is an active commercial area located in the center of the Golden Triangle Zone. The buildings flanking the intersection contain retail, restaurants, offices, a gym, and banking services. There is also an existing planted median in the center of Wilshire.

Design Enhancements

Proposed design enhancements for this intersection include multiple curb extensions, which will create much larger public spaces on the sidewalks. Enhancements include:

- Curb extensions at the intersection of Camden Drive and Wilshire Boulevard on both sides of Camden Drive and at the intersection of Dayton Way & Wilshire Boulevard on the west side of Dayton Way
- Opportunity for new public art installation
- New specialty in-grade lighting (to light public art in collaboration with the artist)
- New (straightened) crosswalk across Wilshire Boulevard
- A range of seating options, including benches and specialty bench/planters
- Planting strip along curb edges to provide decorative plantings and a buffer from the street traffic
- New pedestrian, low-level, and landscape lighting



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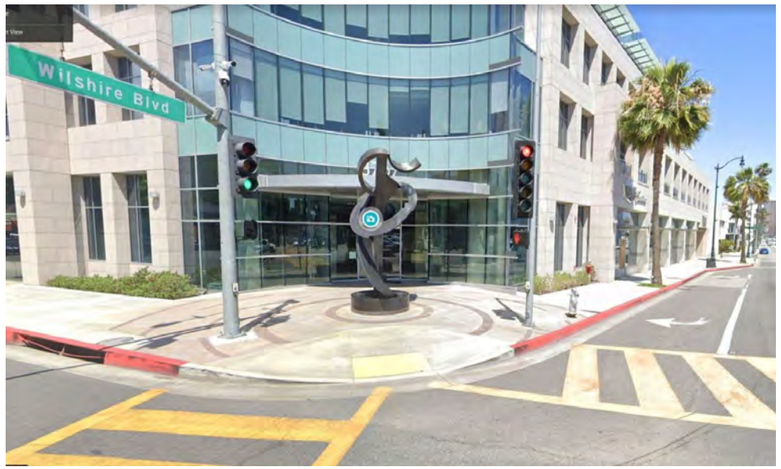


Wilshire Zone

Key Plan

Description & Characteristics

The Wilshire Zone describes stretches of Wilshire Boulevard west of Linden Drive and between Elm Drive and Stanley Drive. These stretches tend to be dominated by vehicle traffic. These areas of Wilshire Boulevard have lower concentrations of business storefronts and amenities, therefore feel more like a place pedestrians are moving "through" not "to".

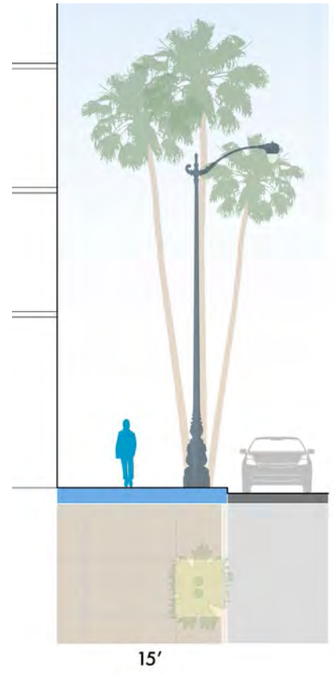
Guidelines for Furnishings, Amenities, Features

To create a sidewalk experience that is more pedestrian-friendly, this Zone will include a new planted parkway along the curb. Groundscape plantings in this parkway will help create a buffer from the street traffic, and increased greenery will make the sidewalk more inviting. A 2-foot convenience strip at the curb, along with strategically placed breaks in the planting strip, will allow for easy access to street parking. New canopy trees will provide more greenery and shade for pedestrians.

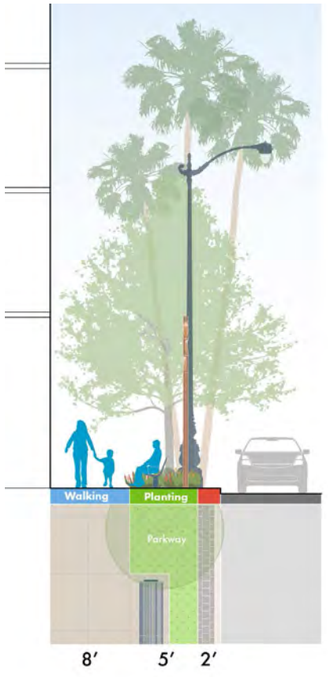
The Wilshire Zone will feature seating opportunities on each block. There will also be new bike racks, pedestrian-scale lighting, and wayfinding panels installed on existing light poles.

Typical Street Section

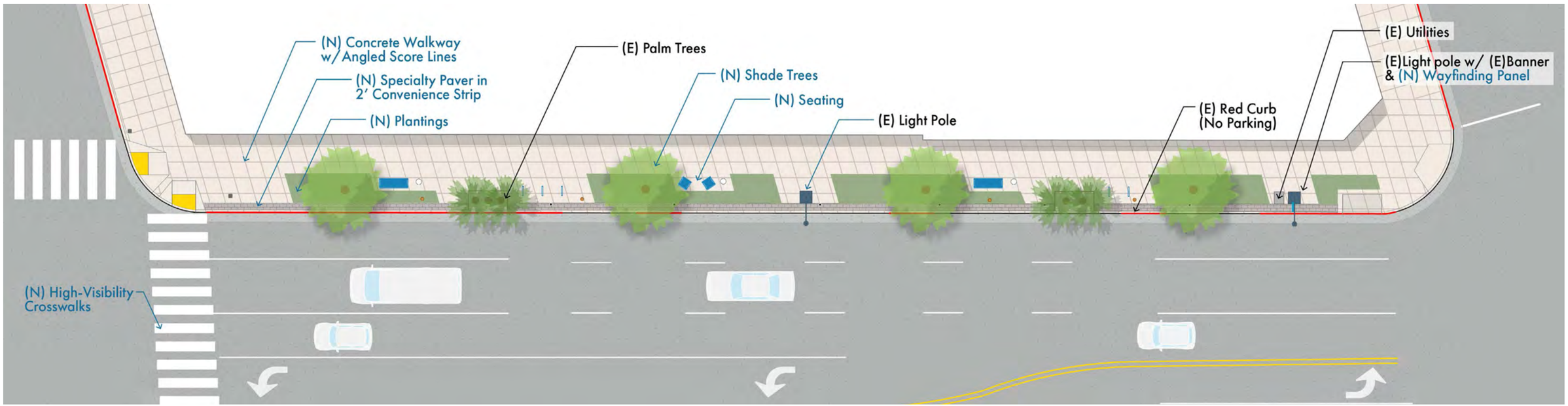
Existing



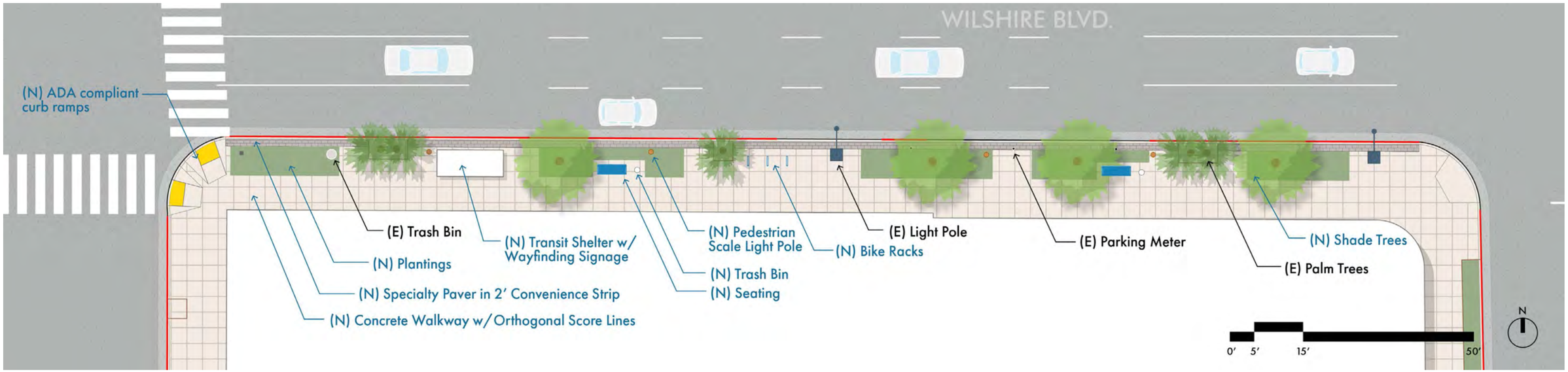
Proposed



Typical Block Plan (Wilshire Zone from Robertson Boulevard to Stanley Dr & Santa Monica Boulevard to Linden Dr)



Typical Block Plan (Wilshire Zone from Elm Dr to Robertson Boulevard & West of Santa Monica Boulevard)



(N) New Streetscape Feature
(E) Existing Streetscape Feature

Wilshire Boulevard & Santa Monica Boulevard

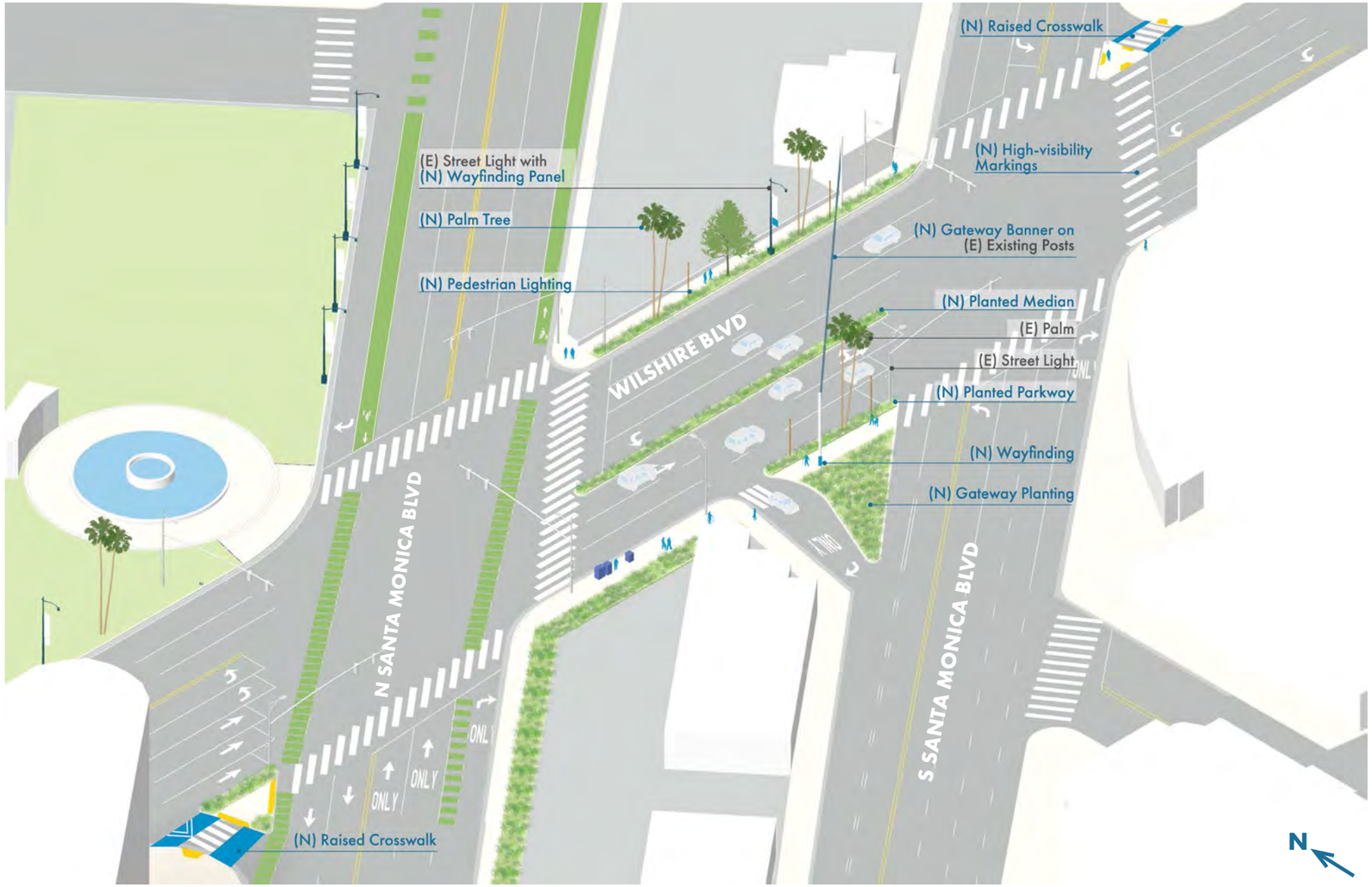
Description & Characteristics

Wilshire Boulevard and Santa Monica Boulevard is a major intersection, comprised of six travel lanes on North Santa Monica Boulevard, six lanes on South Santa Monica Boulevard, and up to eight lanes on Wilshire Boulevard. A strip with retail and parking is between North and South Santa Monica Boulevards. At the northwest corner of N Santa Monica and Wilshire Boulevard is the historic landmark fountain, and at the southwest corner is a public art installation titled "SWAY."

Design Enhancements

The proposed design enhancements for this area include:

- New high visibility crosswalks
- New raised crosswalk
- New ADA-compliant curb ramps
- New gateway signage on existing posts
- New plantings on the existing median and island
- New pedestrian-scale lighting
- New art/wayfinding applied to existing utility boxes
- New trees (where possible)



Wilshire Boulevard & Doheny Drive

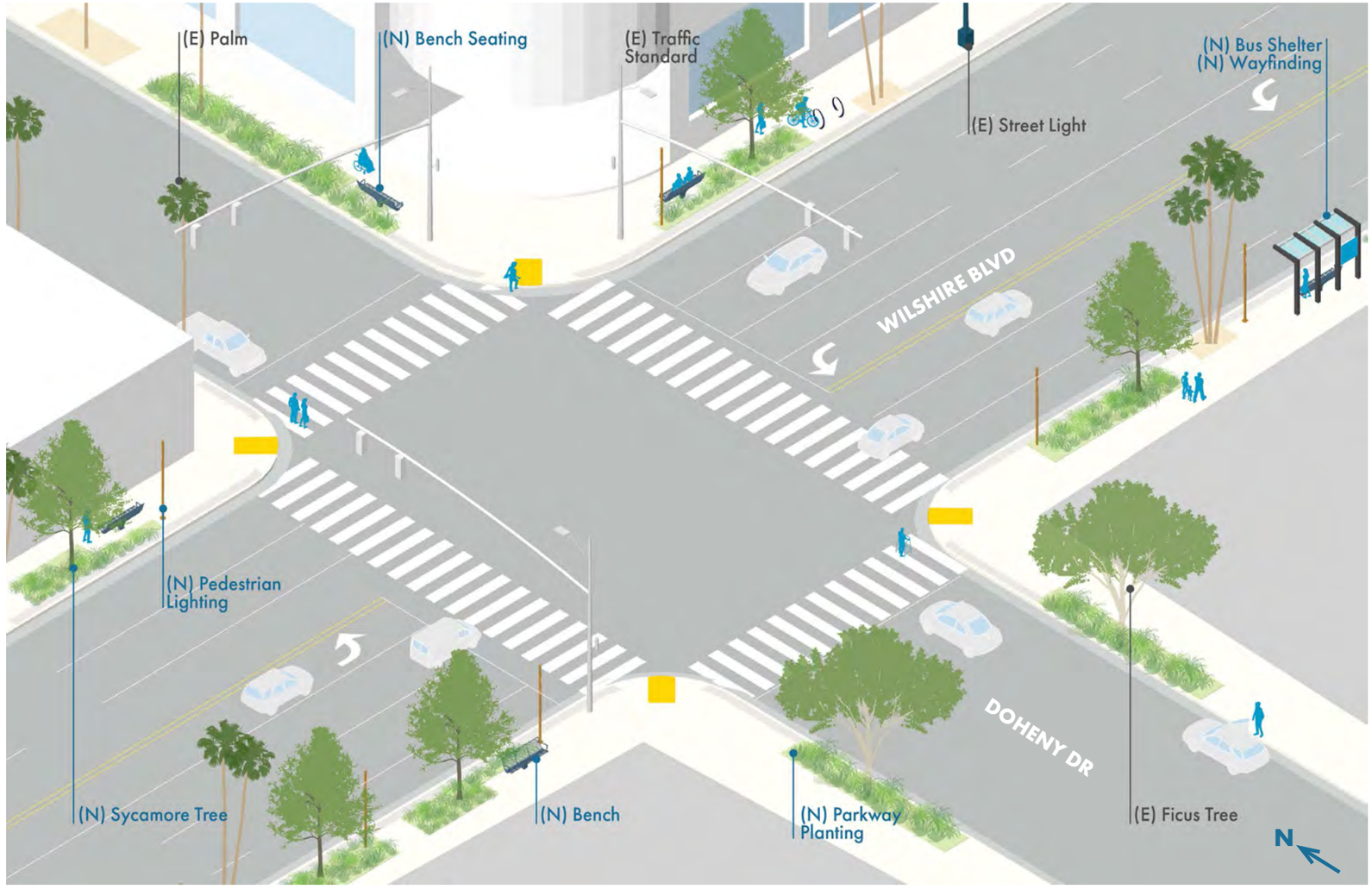
Description & Characteristics

The intersection of Wilshire Boulevard and Doheny Drive is surrounded by a Cedars-Sinai building, a drugstore, and office buildings. To the north on Doheny Drive is single-family housing, and to the south are additional commercial uses and the Writers Guild Theater, followed by residential streets.

Design Enhancements

The proposed design enhancements for this area include:

- New high visibility crosswalks
- New ADA-compliant curb ramps
- New parkway planting
- New pedestrian-scale lighting
- New shade trees
- New bus shelter
- New bike racks



Wilshire Boulevard & N Robertson Boulevard

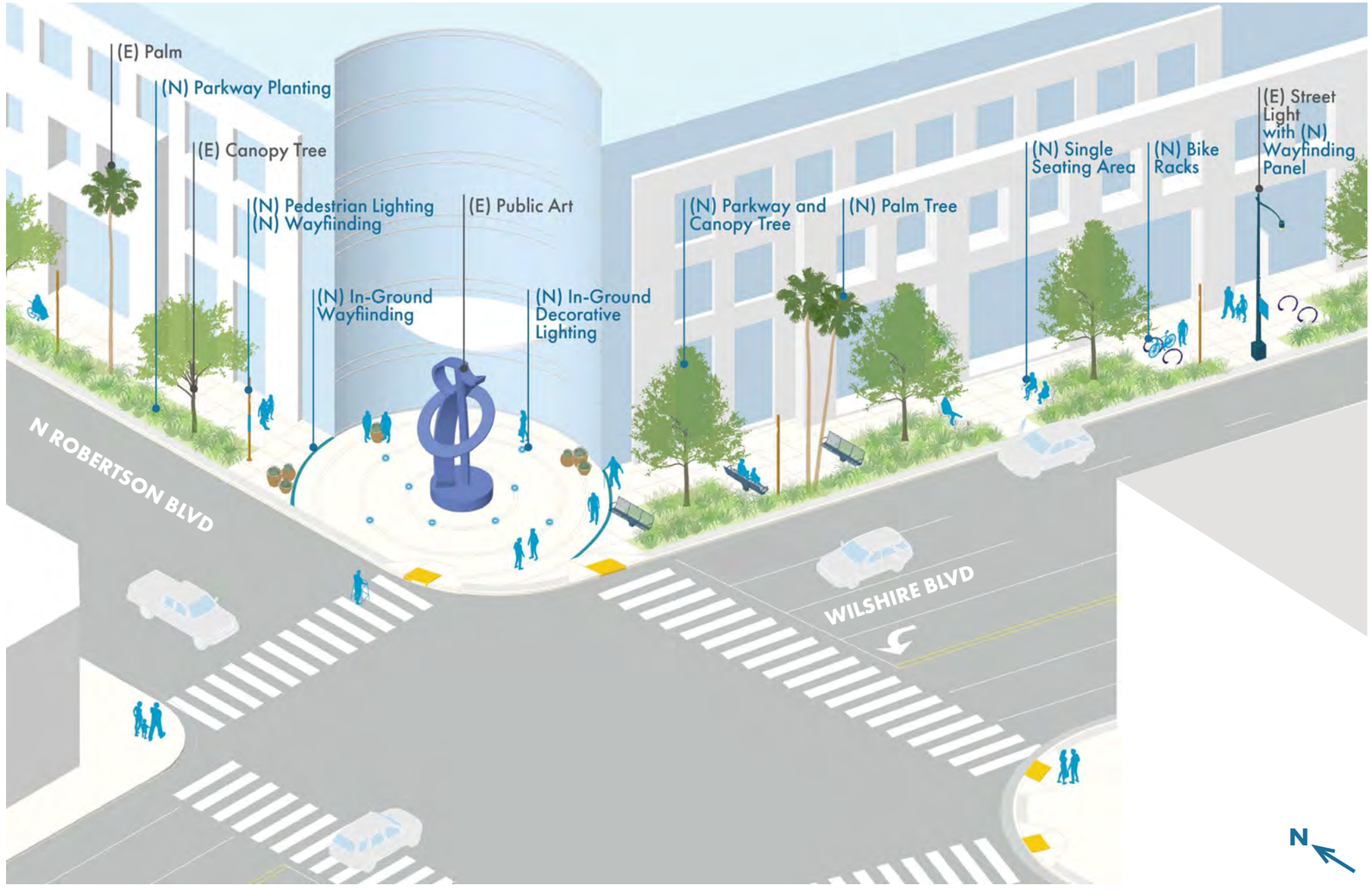
Description & Characteristics

The intersection of Wilshire Boulevard and Robertson Boulevard marks the point at which the orientation of Wilshire Boulevard shifts between an east/west direction (west of Robertson Boulevard) and a southeast/northwest direction (east of Robertson Boulevard). The northeast corner features a large public art installation, titled "Pablo at the Beach" by Guy Dill. Surrounding buildings contain Cedars-Sinai medical offices, car dealerships, retail, banking services, and offices.

Design Enhancements

The proposed design enhancements for this area include a curb extension along the north side of Wilshire Boulevard, east of Robertson Boulevard. This expanded sidewalk provides a new, large public space for plantings, gathering, and resting. Proposed design enhancements include:

- Curb extension along the north side of Wilshire Boulevard
- New plantings and seating areas in the expanded sidewalk
- New, upgraded, and straightened crosswalks with high-visibility markings
- Consider exclusive pedestrian phasing
- New pedestrian, low-level, and landscape lighting
- New bike racks



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North La Cienega Zone

Key Plan

Description & Characteristics

The North La Cienega zone includes the area known as "Restaurant Row" and is home to a number of iconic dining establishments. This stretch also features a number of medical institutions. An attractive avenue of canopy trees helps provide shade on the sidewalk. The width of La Cienega Boulevard, and the minimal number of crossings, prevents the two sides of the road from feeling well-connected.

Guidelines for Furnishings, Amenities, Features

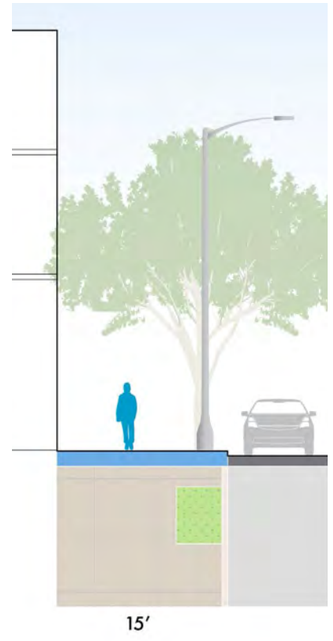
Aside from the existing canopy trees on this stretch of the corridor, the North La Cienega Zone has limited landscape features or pedestrian amenities. The planted parkway containing the existing ficus trees will be elongated and widened where possible to prevent further root conflict with the sidewalk. Shrubs and perennials will be planted in the parkway areas to enrich the landscape experience. New shade trees will be added in between the existing trees, making the street more welcoming to patrons of the nearby offices and restaurants.

The Zone will feature new pedestrian-scale light poles that complement the existing street lights. The amenity zone will also feature new benches.

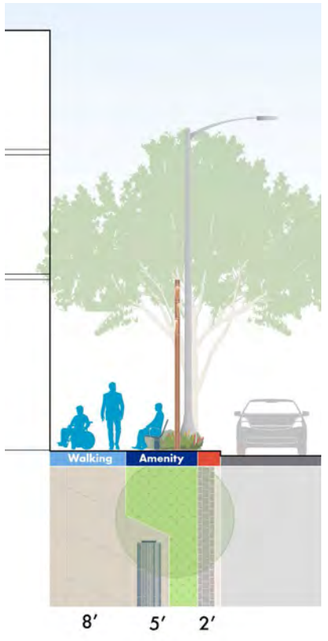
The scoring of the concrete sidewalk and shape of the planted areas are designed to reflect the street geometry of Wilshire Boulevard as it intersects La Cienega Boulevard.

Typical Street Section

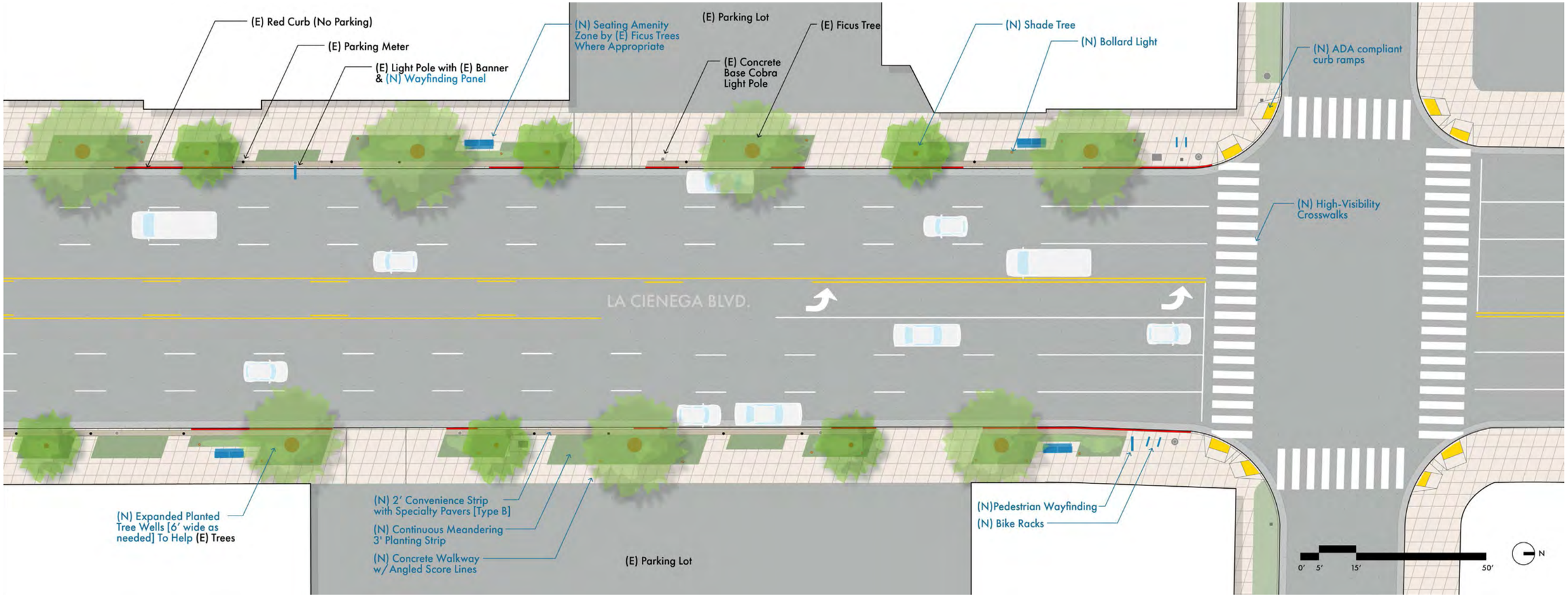
Existing



Proposed



Typical Block Plan for North La Cienega Zone



(N) New Streetscape Feature

(E) Existing Streetscape Feature

La Cienega Boulevard between Clifton Way & Wilshire Boulevard

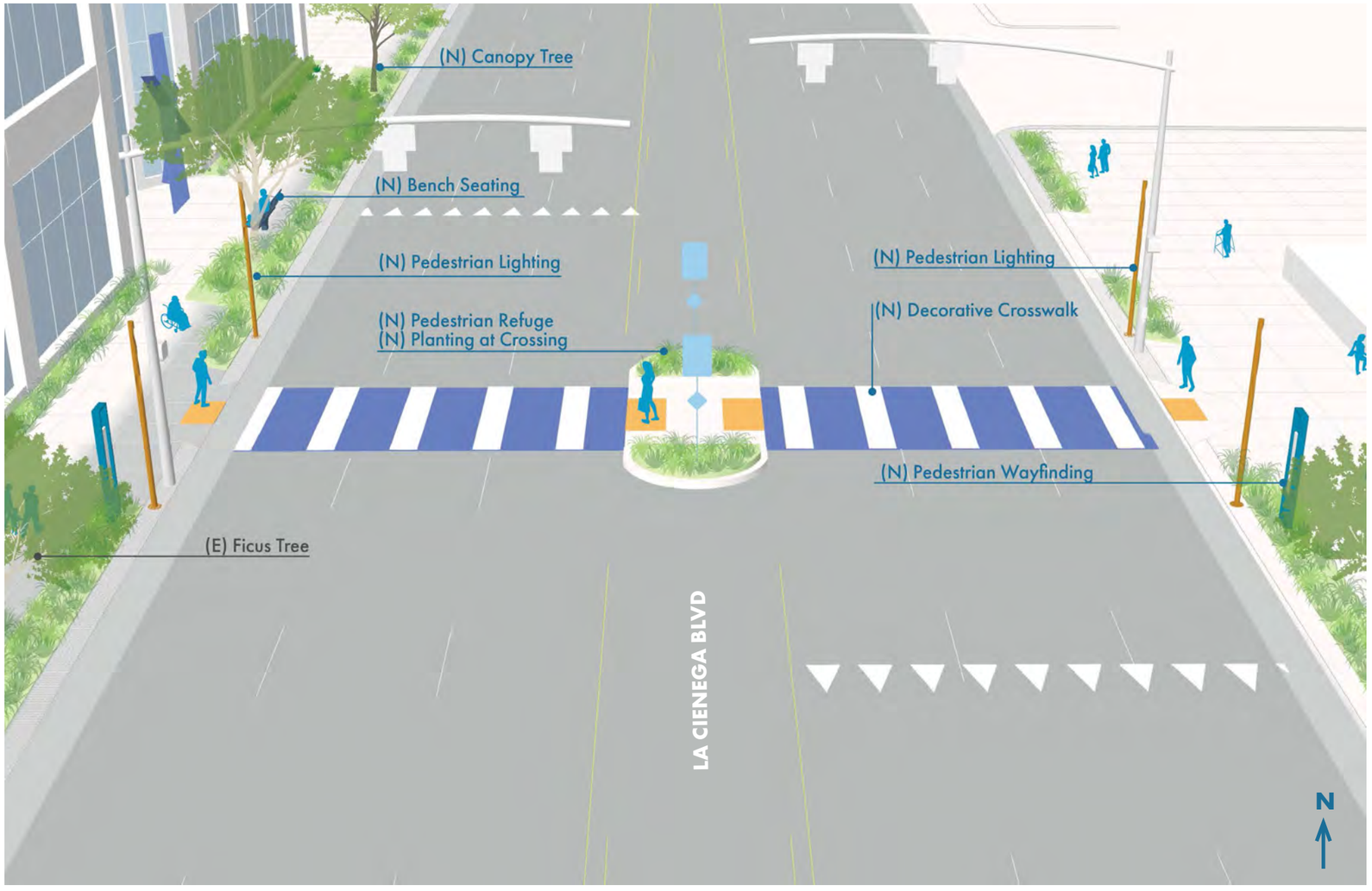
Description & Characteristics

A new mid-block crosswalk is proposed midway between Clifton Way and Wilshire Boulevard along La Cienega Boulevard to facilitate pedestrian movement to places that people want to go but that are not well served by the existing traffic network. A pedestrian refuge island is also proposed within the current turn lane to shorten travel distances within the vehicular right of way.

Design Enhancements

The new crosswalk can enhance pedestrian safety while encouraging heightened connectivity of the two sides of La Cienega Boulevard along Restaurant Row. Additional proposed enhancements include:

- Vertical elements like trees, landscaping and overhead signage will help identify the crosswalk and island to drivers
- Enhancement of the crosswalk with decorative markings
- New bench seating areas and parkway planting to create a more landscaped and lush experience along the sidewalk
- New pedestrian lighting



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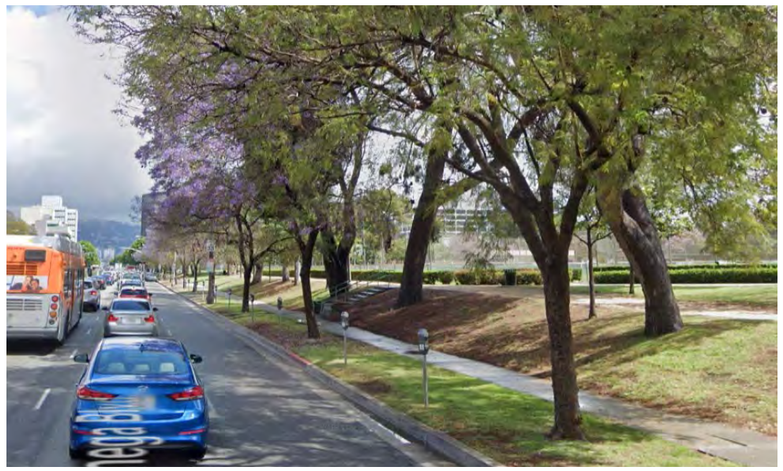


La Cienega Park Zone

Key Plan

Description & Characteristics

This section of La Cienega Boulevard is defined by the 17-acre La Cienega Park, which offers public green space and a range of recreation opportunities. Given the adjacency to La Cienega Park, these sidewalks will feature a wider pedestrian amenity zone and landscape planting area that feels like an extension of the park itself.

Guidelines for Furnishings, Amenities, Features

To extend the usability of the pedestrian walking area, some stretches of the grassy parkway will be replaced with a combination of stabilized and unstabilized decomposed granite. Others will be planted more lushly, with an enhanced shrub and perennial understory. A convenience strip will be provided at the curb where street parking is currently available.

The La Cienega Park Zone will feature new pedestrian-scale light poles and lighted bollards that complement the existing street lights with more human-scaled lighting.

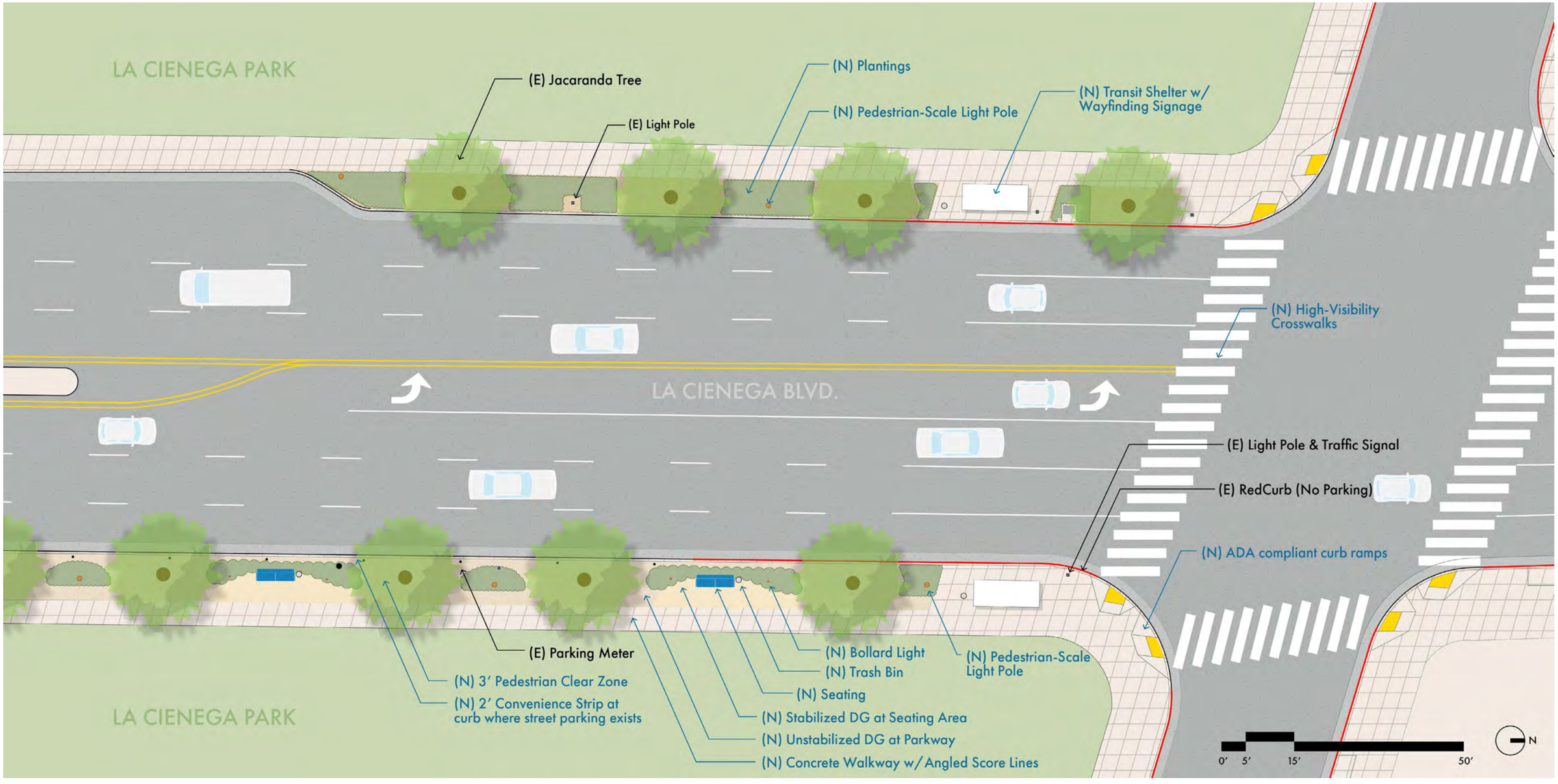
The scoring of the concrete sidewalk and shape of the planted areas are designed to reflect the street geometry of Wilshire Boulevard as it intersects La Cienega Boulevard.

Typical Street Section

Existing

Proposed

Typical Block Plan for La Cienega Park Zone



(N) New Streetscape Feature
(E) Existing Streetscape Feature

La Cienega Boulevard between Gregory Way & Olympic Boulevard

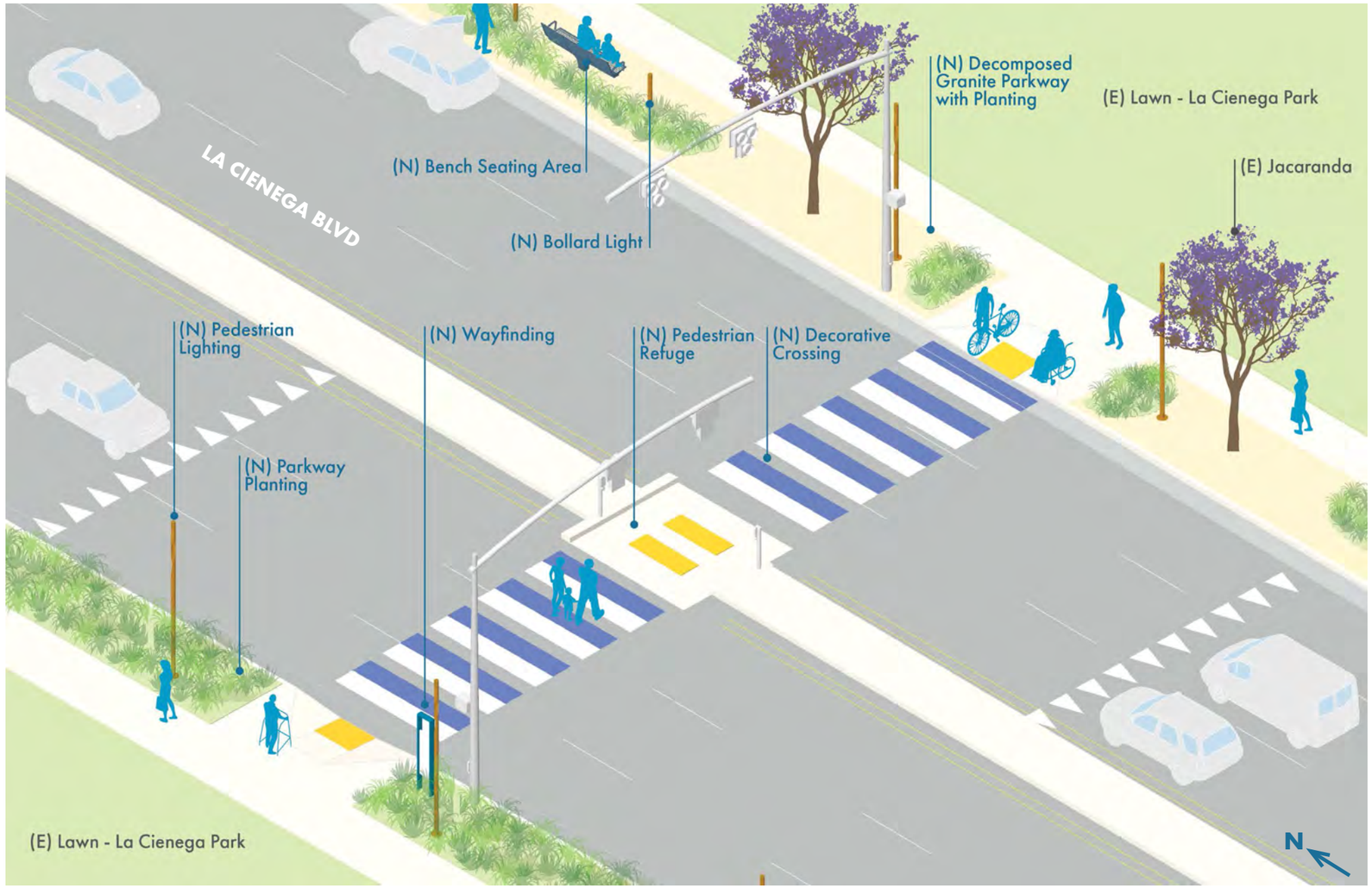
Description & Characteristics

A new mid-block crosswalk is proposed midway between Gregory Way and Olympic Boulevard along La Cienega Boulevard to facilitate pedestrian movement to places that people want to go but that are not well served by the existing traffic network. A pedestrian refuge island is also proposed along the current median to shorten travel distances within the vehicular right of way.

Design Enhancements

The new crosswalk can enhance pedestrian safety while encouraging heightened connectivity of the two sides of La Cienega Park. This area should serve as a welcoming introduction to the park as much as it signifies entry into Beverly Hills. Proposed enhancements include:

- Vertical elements like trees, landscaping and overhead signage will help identify the crosswalk and island to drivers
- Enhancement of the crosswalk with decorative markings
- New bench seating areas and parkway planting to extend the park-like experience into the sidewalk space
- New pedestrian lighting



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5. Design Standards

Design Standards

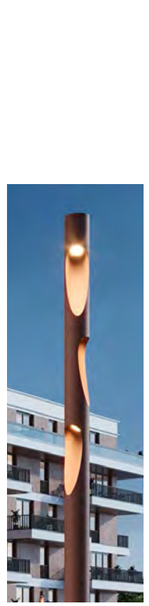
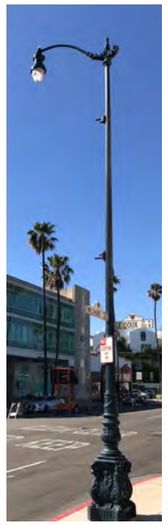
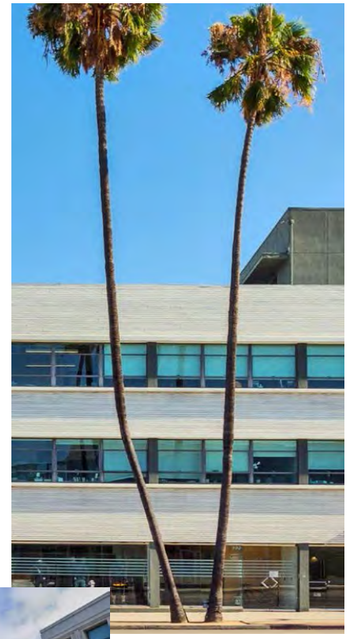
Streetscape elements like lighting, street furniture, landscaping, signage and wayfinding will work together to improve comfort and walkability along Wilshire and La Cienega Boulevards. Combined with infrastructure improvements, design standards help make the boulevards a more comfortable and vibrant place for all.

The pages that follow contain the materials, furnishings, and landscape palette organized by element type, as well as guidelines for placing materials on the street.

There will be a mix of consistency and variation in how these enhancements are applied. Some improvements will be installed in a way that is specific to each particular segment of the corridor, or what are referred to in Chapter 4 as the "Character Zones" along the two corridors. At the same time, certain materials and streetscape elements will repeat across Character Zones to ensure a cohesive design approach.

This chapter functions as a kit-of-parts of streetscape elements, while Chapter 4 (Streetscape Plan) sets the framework within which this kit-of-parts is applied. These two chapters should be used in tandem when considering any application of streetscape elements along the segments of Wilshire and La Cienega Boulevards that are addressed by this Plan.

Although the standards in this Plan apply to Wilshire and La Cienega Boulevards, they may be considered as citywide standards in the future.

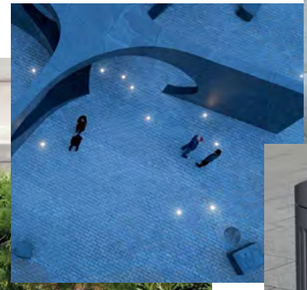












Design Themes

The design standards are directly informed by community input and guidance from the City of Beverly Hills staff. Throughout the public engagement process, Beverly Hills community members shared thoughts like the ones on the right, which focus on the desired look and feel for the Wilshire Blvd and La Cienega Blvd corridors.

Organic

The design standards and streetscapes palette are directly informed by public community input and guidance from the City of Beverly Hills staff. The online Community Survey asked respondents to identify their preferred "look and feel" of the future furnishings for the corridors. The majority selected "Organic City" to guide the material and furnishing design standards for the boulevards.

Modern and updated, yet classic

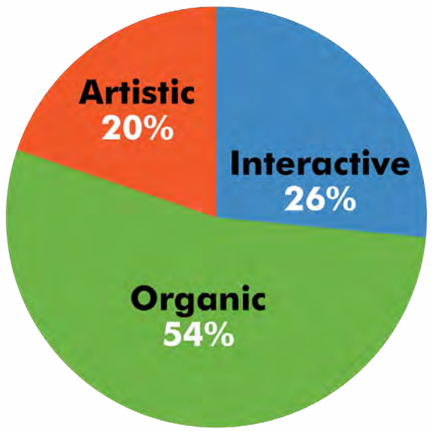
I think it should be more contemporary to reflect the values of the City we live in

Should be contemporary to fit sustainability goals of Beverly Hills

Reflect the place – Beverly Hills, SoCal

It could use an upgrade for a fresher look and to create areas with a sense of place.

New, exciting and evolving



Uniquely Beverly Hills

With "Organic City" as the starting point, the design standards were inspired by the ways Beverly Hills has taken unique ownership of organic forms, colors, and textures and patterns along these corridors, in other parts of the city, and throughout history.

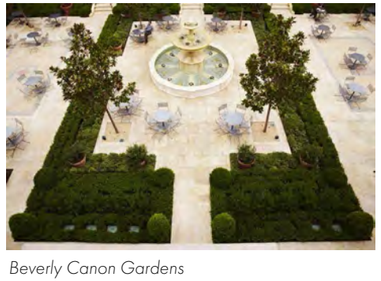
elegant

garden

stylish

refined

classic



Beverly Canon Gardens

Historic Aerial, 1919

Spanish Steps, Rodeo Drive

The Beverly Wilshire

Virginia Robinson Gardens

Iconic 76 Gas Station

"Home" (1992) Charles Arnoldi

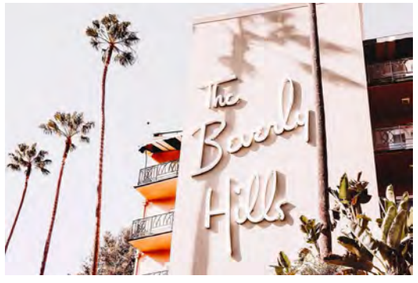
Sunset Park (Will Rogers Memorial Park)

9570 Wilshire

Pacific Mercantile Bank Building & Courtyard

Perpetual Savings Bank Building

"Spiral of Life" (1985) Baile Oakes

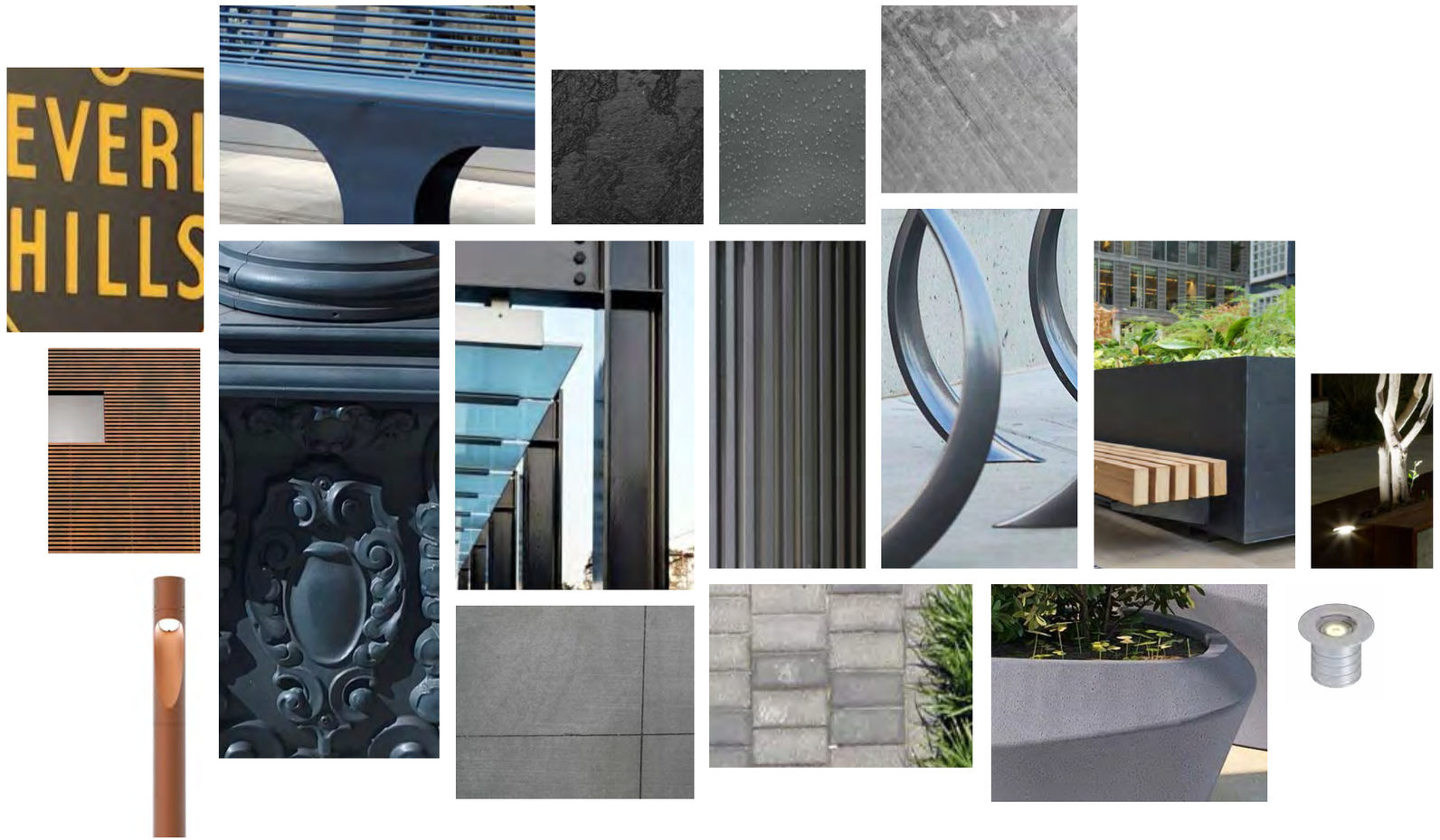


Beverly Hill Hotel

Streetscape Colors

The suggested color palette to the right is intended to provide continuity in the colors, materials, and finishes observed in the urban form of Beverly Hills today. The palette also invites variation and pops of new tones to create distinct moments, such as in the expression of a bench or the color and finish of a bike rack.

Final color swatch choices will require physical swatches to confirm the family of colors and material finishes. Direct coordination is needed with each streetscape furniture manufacturer to identify availability of desired colors, materials and finishes. Throughout this Chapter, the photo examples provided for each amenity are images provided by the vendors, and are not always reflective of the suggested color palette.



Reference Plan

The design standards are organized into the following categories and detailed on pages 84 - 104:

Furnishings

- Seating
- Trash & Recycling
- Bike Infrastructure
- Transit Shelters
- Pots and Planters
- Specialty Planters

Lighting

- Pedestrian Poles
- Bollards
- Accent Lighting

Paving

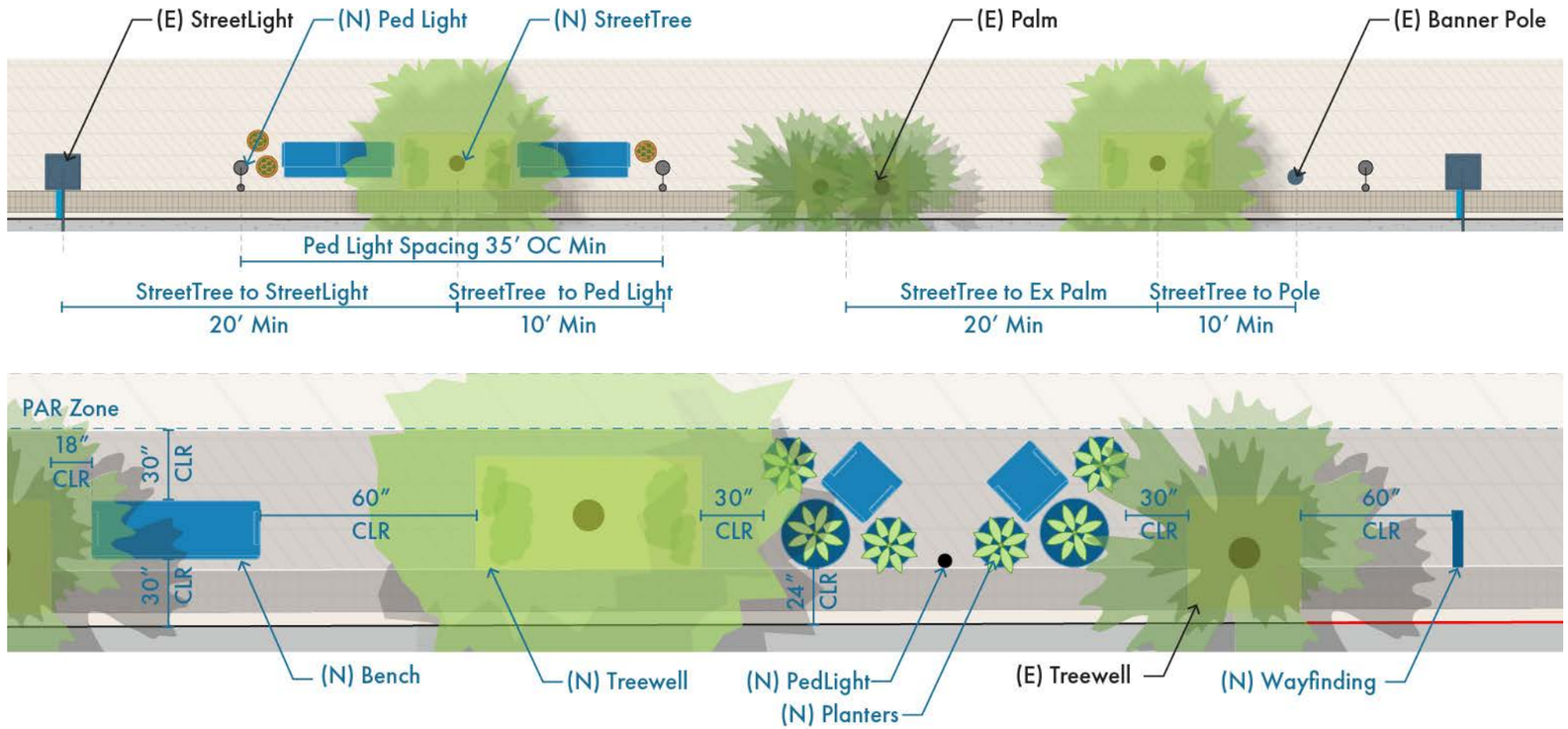
- Concrete Paving
- Pavers
- Tree Grates

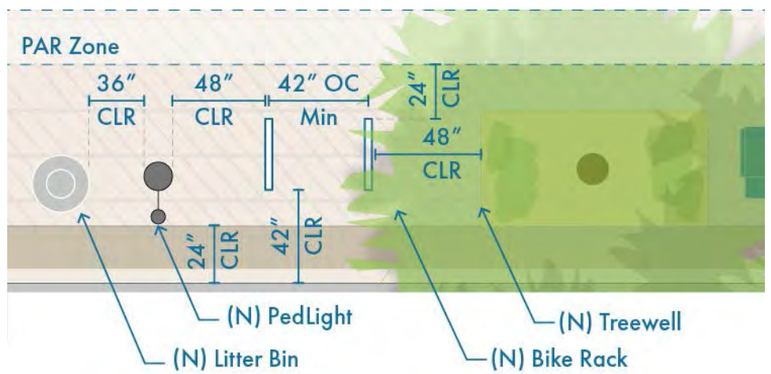
Signage & Wayfinding

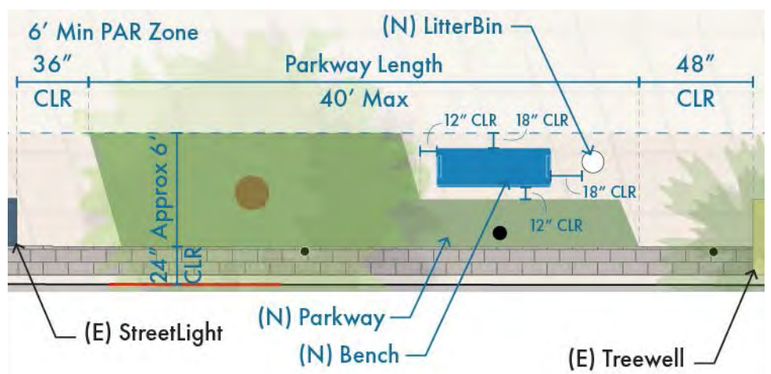
- Identity Signage
- Pole-Mounted Information
- Pedestrian Wayfinding
- Transit Signage
- Mobility Signage

Landscape

- Planter Layout and Guidelines
- Trees
- Shrubs and Perennials
- Irrigation







Typical locations and placement guidelines are subject to review and approval by the Department of Public Works.

Bench with Back

Description

- Model: Siardo S20R Bench with Armrests
  - Contact manufacturer for customization options to include armrests in the center of each bench
- Manufacturer: BENKERT-BAENKE
- Material / Color / Finish: Stainless steel type 304 / RAL 5023, 6034, 7004, or approved color from palette / Powder coated.
- Install: Embed in footing, depth is 600mm (~2')

Placement Guidelines

Benches to be installed either parallel to street, facing the sidewalk, or on either side of tree wells, perpendicular to street. Allow minimum 24" clearance at front of bench to PAR.

Minimum clearance from face of curb is 30". Minimum clearance from planting area or vertical obstruction is 12".

See the "Reference Plan" for placement guidelines and clearances.

Backless Bench

Description

- Model: Siardo S20R Stool Bench
  - Contact manufacturer for customization options to include armrests in the center of each bench
- Manufacturer: BENKERT-BAENKE
- Material / Color / Finish: Stainless steel type 304 / RAL 5023, 6034, 7004, or approved color from palette / Powder coated.
- Install: Embed in footing, depth is 600mm (~2')

Placement Guidelines

Backless benches to be installed where multi-directional seating is desired - mainly in plazas facing the sidewalk, or on either side of tree wells. Allow minimum 24" clearance at seating side of bench to PAR.

Minimum clearance from face of curb is 30". Minimum clearance from planting area or vertical obstruction is 12".

See the "Reference Plan" for placement guidelines and clearances.

Single-Seat

Description

- Model: Siardo 20R Bench 600
- Manufacturer: BENKERT-BAENKE
- Material / Color / Finish: Stainless steel type 304 / RAL 1012, 5023, 6034, or approved color from palette / powder coated.
- Install: Bolt-on (install depth of 80mm, or ~3") or embed in sub-paving footing (install depth of 250mm, or ~10")

Placement Guidelines

Installed in groups of 2 seats, facing the sidewalk, angled towards each other to create a seating area. Minimum clearance from face of curb is 30". Allow minimum 24" clearance at seating side of bench to PAR.

See the "Reference Plan" for placement guidelines and clearances.

Trash and Recycling Receptacles

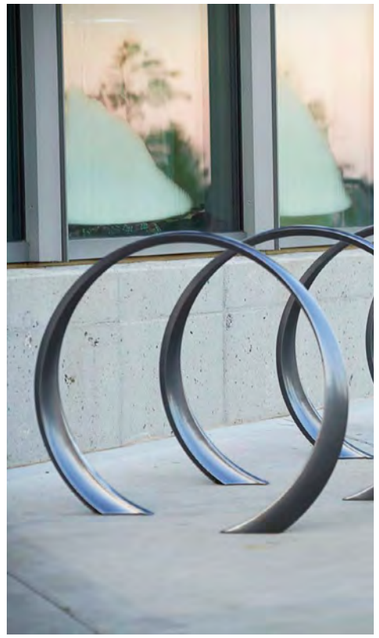
Description

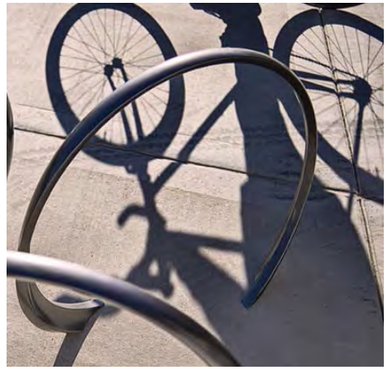
- Model: Litter Bin 610 with roof top
- Manufacturer: BENKERT-BAENKE
- Material / Color / Finish: Stainless steel type 304 / RAL 9022, or approved color from palette / Powder coated.
- Install: Bolt-on (install depth of 80mm, or ~3"), or concrete-in (install depth of 250mm, or ~10")

Placement Guidelines

Installed near intersections and seating groups. Minimum clearance from face of curb is 30". Minimum clearance of 18" between receptacle and other furnishing.

See the "Reference Plan" for placement guidelines and clearances.





Bike Rack

Description

- Model: Loop
- Manufacturer: Landscape Forms
- Material / Color / Finish: Cast Aluminum / Blue Ash / Pangard II
- Install: Threaded rod embed

Placement Guidelines

Installed near intersections and along bike routes.

See the "Reference Plan" for placement guidelines and clearances.

*Images describe product model only; see color and finish per specification below

Bicycle Service Station

Description

- Model: Fixit
- Manufacturer: Dero
- Install: Anchor and install per consultation with Dero Rack representative which anchor is appropriate for your application.
- Color / Finish: Iron Gray / Powder coated Steel

Placement Guidelines

Installed near intersections, along bike routes.

See the "Reference Plan" for placement guidelines and clearances.

Furnishings: Transit Shelters

Transit Shelter

Description

Transit shelters should reference the custom bus shelter designed for 3rd Street between Foothill Road and Civil Center Drive. This bus shelter frame is custom-made. New transit shelters will have side and back panels for enclosure or possible digital wayfinding integration. New transit shelters are encouraged to incorporate digital signage for maps, local time-based transit information, or both.

Placement Guidelines

Install at existing and new transit stops. Installed to allow free movement along all sides of the structure.

Review placement and clearances against local Metro standards.

Furnishings: Pots and Planters

Pots and Planters

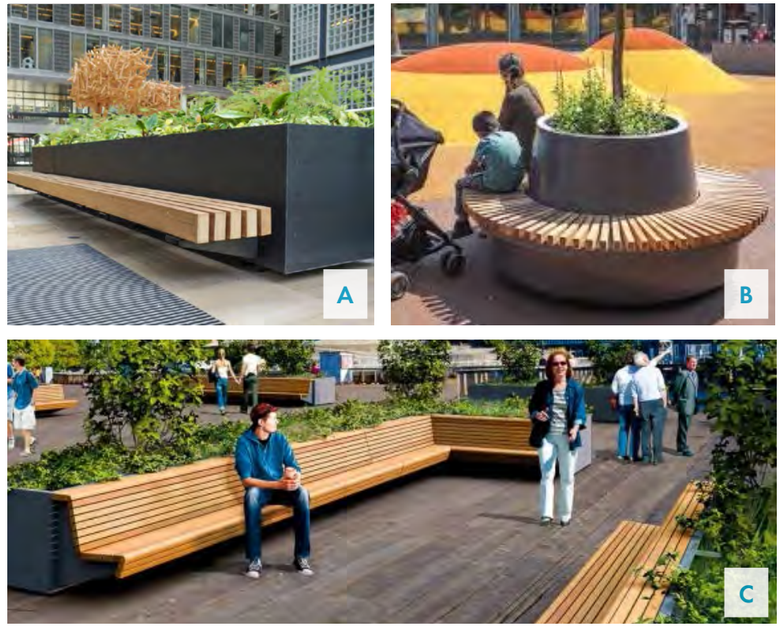
Description

- Model: Delta Collection
- Manufacturer: Tournesol Siteworks
- Description: Offered in standard, tall and low-profile sizes from 14"H to 42"H. Coordinates with Tournesol self-watering container irrigation products.
- Material / Color / Finish: Glass Fiber Reinforced Concrete (GFRC) / Colonial, Chaparral, Shark, or Shadow or custom color as approved by City of Beverly Hills / Acid Etch or Granite Finish.
- Install: All Tournesol Siteworks planter collections are designed to be direct planted in exterior applications. Pots are intended to be used with planting media weighing no more than 80 lb/cu ft saturated soil density. For heavier soils, additional reinforcement may be required.

Placement Guidelines

See the "Reference Plan" for placement guidelines and clearances.

Furnishings: Specialty Planters



Specialty Planters

Rough&Ready Hug a Tub by Streetlife (A)

- Planter: Aluminum powder coat in approved RAL color from palette.
- Seat: FSC hardwood or All Black TWIN material. Several seating layouts and tree planter sizes available. Contact manufacturer for customization options to include armrests in the center of each bench.

Green Circular Benches by Streetlife (B)

- Planter: Aluminum powder coat in approved RAL color from palette.
- Seat: Circular bench FSC hardwood or Bamboo Brown. Contact manufacturer for customization options.

Cliffhanger Shrubtub System by Streetlife (C)

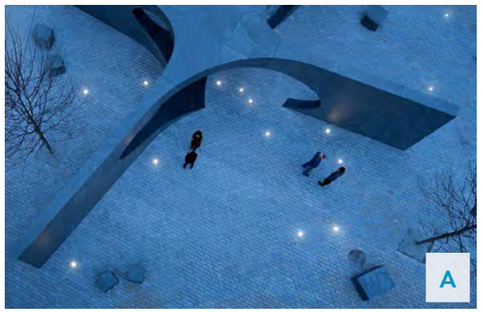
- Planter: Steel with double powder coat in approved RAL color from palette.
- Seat: Slats in FSC hardwood or Bamboo Brown. Contact manufacturer for customization options.

Placement Guidelines

Specialty Planters at plaza and where curb extensions allow. Allow minimum 24" clearance at seating side of bench to PAR. See the "Reference Plan" for placement guidelines and clearances.

Lighting

A



A

B

B

Pedestrian Poles

Description

- Model: Flindt Plaza
  - Product Code: 5747926015 (FINISH-37W/3000K-LUMEN-VOLT-35)
- Manufacturer: Louis Poulsen
- Color / Finish: Corten colored aluminum. Textured surface, powder coated.
- Material: Top: Cast aluminum. Head: Cast aluminum. Post: Extruded aluminum. Base plate: Cast aluminum. Diffuser Polycarbonate.
- Light source: 37W LED/3000K (Recommended to be confirmed by City with on-site mock-up)
- Lumen: 3014
- Mounting: 3 stacked light sections mounted onto 5.5" diameter Flindt Plaza pole, resulting in a total of 14'-18' tall. Pole mounts to a concrete base with 4 anchor bolts on a bolt circle of 9.5" diameter.
- Integration with Philips City Touch to be verified with the manufacturer.

Placement Guidelines

Pedestrian poles to be spaced 30'-35' on-center.

See the "Reference Plan" for placement guidelines and clearances.

Bollards

Description

- Model: Flindt Bollard
  - Product Code: 1000013900XX (31.5IN-FINISH-MOUNTING-15W/3000K-LUMEN-VOLT)
- Manufacturer: Louis Poulsen
- Color / Finish: Corten colored aluminum. Textured surface, powder coated.
- Material: Top: Cast aluminum. Post: Extruded aluminum. Base plate: Die cast aluminum. Lens: Clear polycarbonate. Anchor bolts: Zinc-plated steel.
- Light source: 15W LED/3000K (Recommended to be confirmed by City with on-site mock-up)
- Lumen: 591
- Mounting: Base plate: Mounted to a concrete base with 4 anchor bolts on a bolt circle of 8.9" diameter. Internal anchor base: Mounted to a concrete base with 3 anchor bolts on a bolt circle of 3.5". Direct burial: includes cross-bar for stabilization and slots for conduit entry.

Placement Guidelines

Bollard lights to be spaced between 10'-15' on-center.

See the "Reference Plan" for placement guidelines and clearances.

Accent Lighting

Exterior In-Grade Light (A)

- Description: Directional in-grade light with 1W or 2.5W LED
- Manufacturers: MP Lighting, Interlux, or accepted alternative
- Wattage: 1W / 2.5W
- Size: 2-1/4" (exposed)
- Material: Solid anodized aluminum or 316 stainless steel with tempered glass lens.

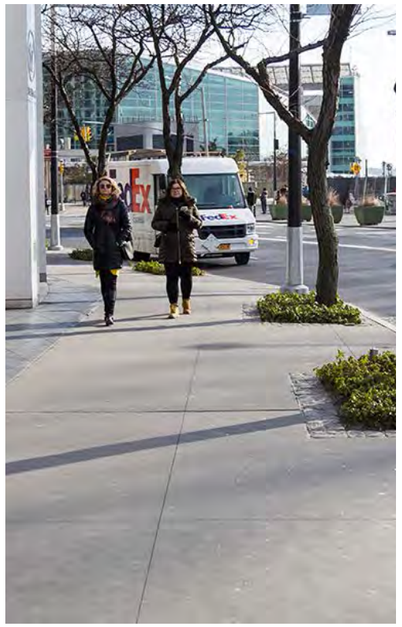
In-Ground Luminaries (B)

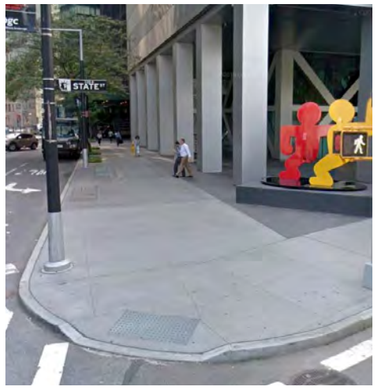
- Description: Flush in-grade small scale floodlights. Designed for directional or indicator lighting, uplighting of trees, walls, columns, or signage from ground surfaces.
- Manufacturers: Bega, BK Lighting, Lumascape Lighting, or accepted alternative
- Wattage: 8W
- Size: 3" or 4-5/8" (exposed)
- Material: Solid anodized aluminum or 316 stainless steel with tempered glass lens.

Placement Guidelines

See the "Reference Plan" for placement guidelines and clearances.

Paving





*Images describe product model only; see dimension, color and finish per specification below

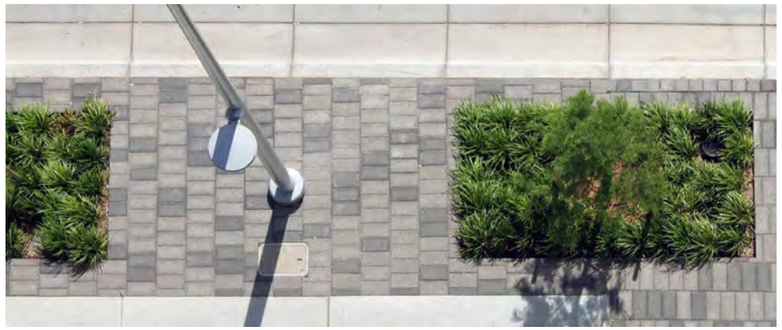
Concrete Paving

Description

- Integral color concrete.
- Jointing: Saw-cut joints and doweled construction joints where needed.
  - Dimensions: 4' x 8' Side Dimensions - Overall Dimension Varies
  - Angles: 39°, 72°, 90°; See Organizational Diagram on Page 48
- Thickness: 4" Minimum at Pedestrian Areas, 6" Minimum Reinforced at Driveways
- Color/Finish: Natural Gray Blend with Feldspar Finish

Placement Guidelines

See the "Reference Plan" and Character Zone illustrative plans in Chapter 4 for placement guidelines.



*Images describe product model only; dimension, see color and finish per specification below

Pavers

Specialty Paver (A)

- Manufacturer/Model: Hanover Custom Parallelogram
- Material/Color/Finish: Precast Concrete / Gettysburg Grey / Natural with Square Edge
- Dimensions: Sides 4" x 8" x 3" Overall Dimension Varies
  - Angles: 39°, 72°, 90°; See Organizational Diagram on Page 48
- Pattern: Stacked Bond, perpendicular to travel path

Specialty Paver (B)

- Manufacturer/Model: Hanover Traditional Prest Brick
- Material/Color/Finish: Precast Concrete / Charcoal / Natural with Square Edge
- Dimensions: 6" x 6" x 2 3/8"
- Pattern: Stacked Bond

Placement Guidelines

See the "Reference Plan" and Character Zone illustrative plans in Chapter 4 for placement guidelines.

*Images describe product model only; see color and finish per specification below

Tree Grates

Description

- Model: Broadway Tree Grate
- Manufacturer: Canterbury Designs
- Dimensions: 4' x 8'
- Finish: Natural Finish with Rust Inhibitor
- Materials: Cast Iron

Placement Guidelines

Tree grates to be used at new tree plantings only where necessary to accommodate pedestrian traffic.

See the "Reference Plan" for placement guidelines and clearances.

Signage & Wayfinding

Overview

Due to the custom nature of information and identity, it is recommended that Beverly Hills establish a custom signage design program to create a unified family of signs that meet the specific needs of the City.

The following pages include a certain amount of variety, and examples are included primarily for the purposes of illustrating function and format of necessary signs. The final sign system should have a common palette of materials, colors, and typography, creating a signage system that harmonizes with street furnishings and feels representative of the City of Beverly Hills.

The following pages outline recommended sign types, considerations for development, and placement so that all signage and wayfinding integrates with streetscape strategies.

Information

Mobility

Identity

Wayfinding

Signage & Wayfinding: Identity Signage

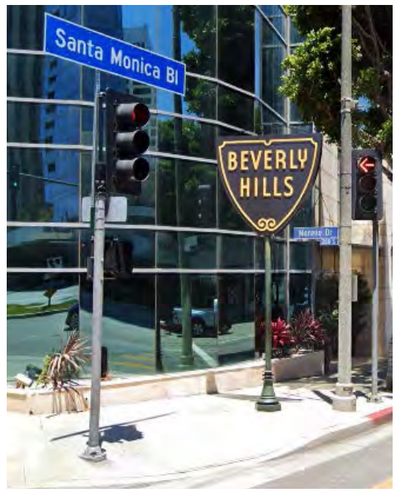
Monument Signs

Monument-style gateway signage is recommended in planters or medians, surrounded by planting. Seal is the most important element and should be the primary focus.

Existing Monument Signs

Pole Signs

Pole mounted identities may be used, but should be placed in medians surrounded by planting to avoid cluttering sidewalks.



Existing Signs

Signage & Wayfinding: Pole-Mounted Information

Mounting signs and banners to lightpoles is an efficient and attractive option to capture drivers' attention and accentuate the rhythm of the streets. By using existing infrastructure, this signage strategy reduces the need for single-use poles and footings, saving the city money and streamlining the appearance of the corridor.

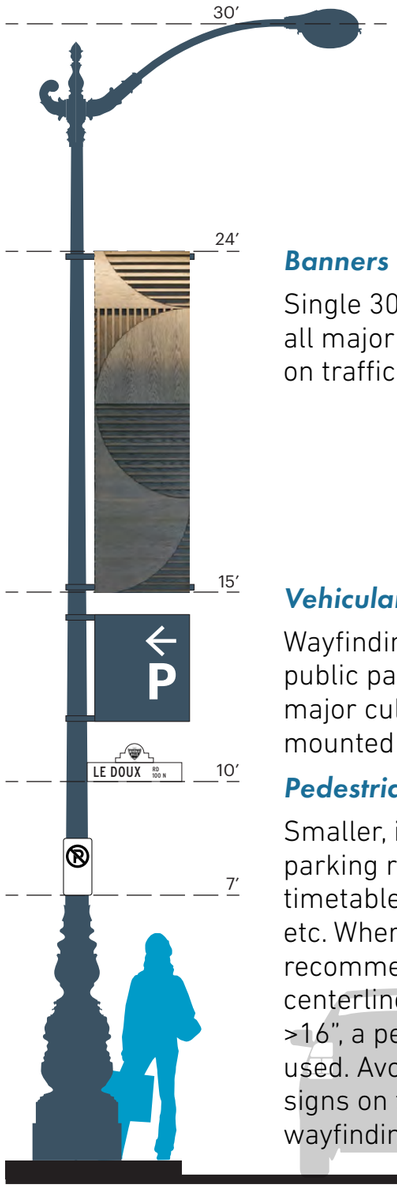
Lightpole-mounted signage **should**:

- be arranged in clear zones with vehicular information located above pedestrian information
- be orderly, stacking signs of similar widths wherever possible
- contain only one kind of information per panel, to minimize replacement costs

Lightpole-mounted signage **should not**:

- be overcrowded
- use more than two orientations on one pole
- repeat information on different signs affixed to the same post. This includes the city logo or shield, which should appear no more than once.

Note that pedestrian wayfinding should use pedestrian light fixtures (see following page).



Banners

Single 30" x 9' Banners standard on all major lightpoles, to be mounted on traffic side only.

Vehicular Wayfinding

Wayfinding panels to direct toward public parking, city services, and major cultural institutions. May be mounted with banner hardware.

Pedestrian Information

Smaller, immediate information—parking regulations, transit timetables, temporary notices, etc. Where the width <16", it is recommended to be mounted at centerline of pole. Where width >16", a perpendicular mount may be used. Avoid placing >2 information signs on the same pole. Pedestrian wayfinding may also be located here.

One-Way Ball Fillial Banner Mount

Vehicular Wayfinding

Collar Mount for Metro & MUTCD signs

Consider E-Ink electronic signs for information that will periodically be updated

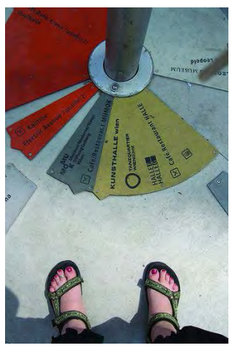
Signage & Wayfinding: Pedestrian Wayfinding

Pedestrian wayfinding is the most fine-grained element of the sign program and may encompass several sign types to accommodate different street conditions. The considerations below will be important for all types.

- Care must be taken to provide information in the high-traffic areas in which it is needed most, without obstructing the flow of the sidewalk.
- Should be designed to minimize the cost of updating information, through both panelization and selectivity regarding highlighted destinations.
- Consider durability and longevity of finish and assembly.

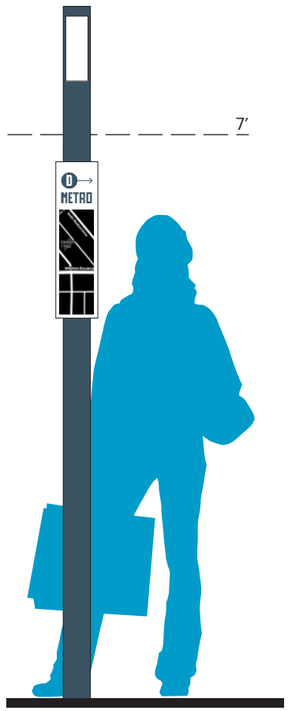
In Ground

As the most permanent sign format, in ground wayfinding should be reserved for information that is expected to last as long as the sidewalk itself—street names or other major landmarks, ideally those owned by the City. Recommended for use at key intersections only.



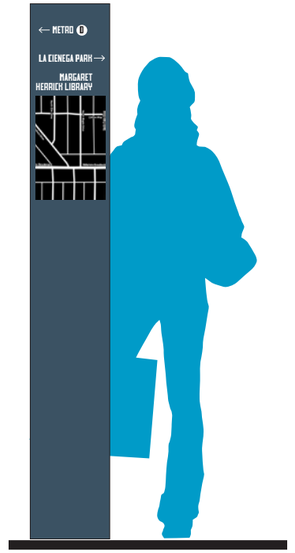
Pole Mounted

Wayfinding may be mounted to pedestrian poles, to maintain maximum walkable area in the public right of way. This format should be viewed as a bite of information, designed to get the viewer just far enough to take the next bite.



Freestanding

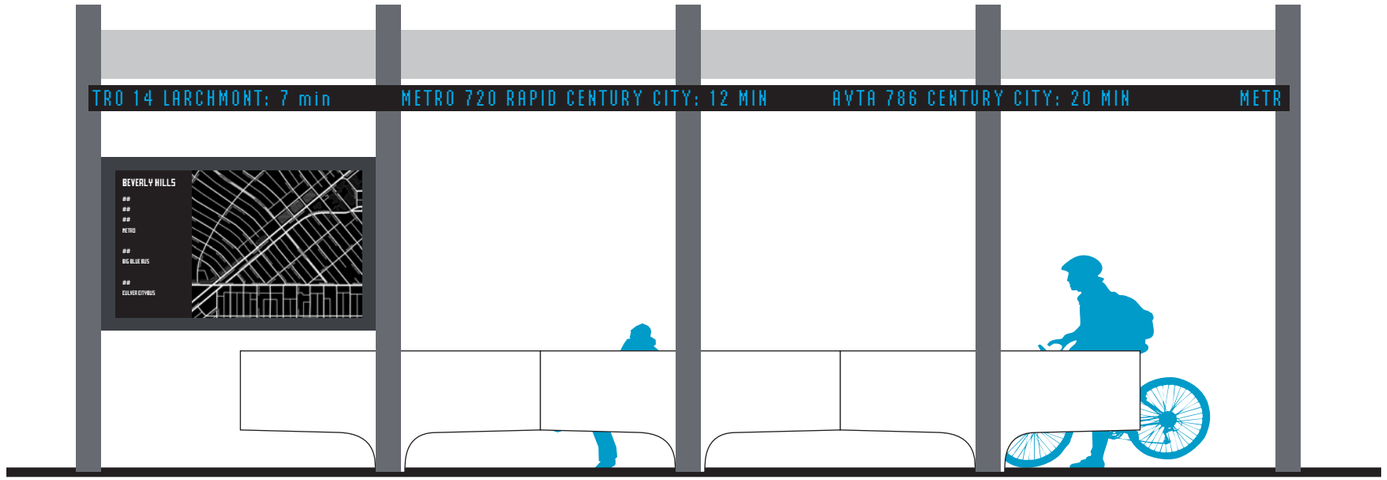
Freestanding wayfinding signage should be used only where there is no existing structure available, to provide maximum room for movement in the public right of way. Placement should be in line with street furniture (benches, planters, light poles). Digital displays should be considered, including interactives, particularly where a map is desired. Where static panels are used, they should be designed such that a single information panel may be updated without full sign replacement. Visual transparency is desirable, whether through transparent or perforated materials, to maintain visibility and safety for all.

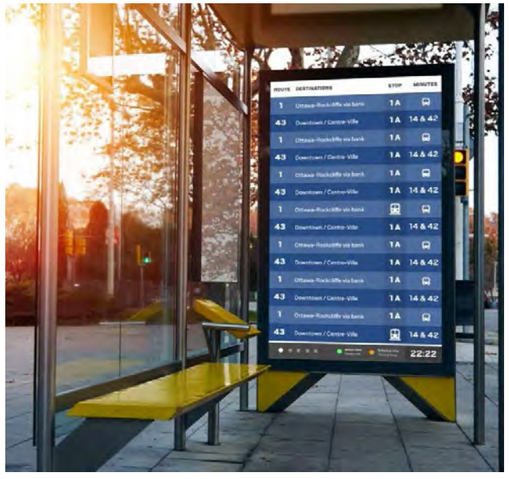


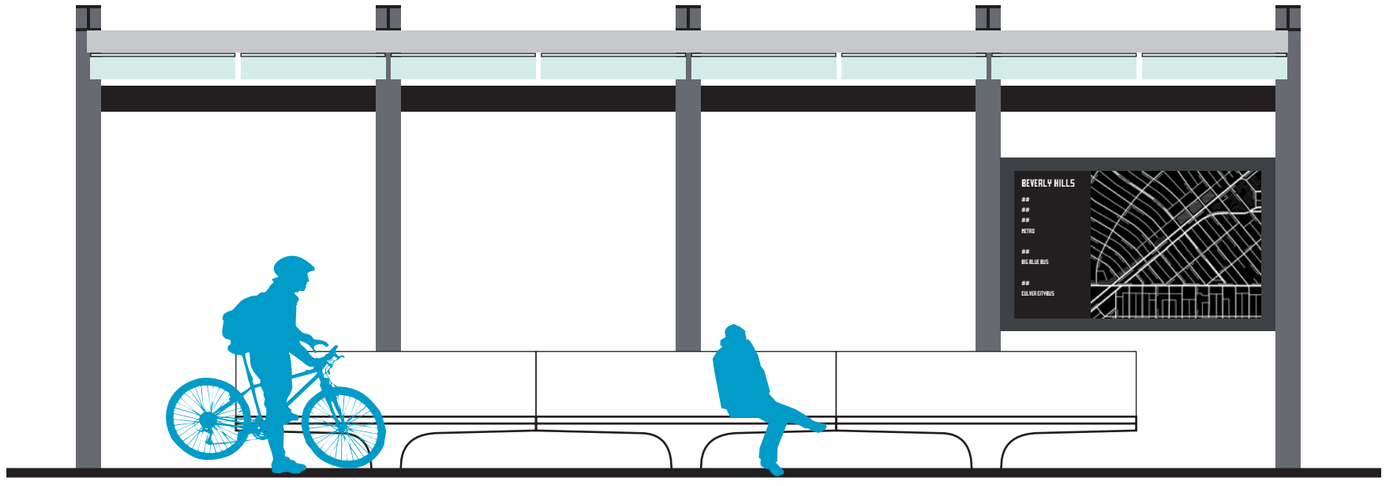
Signage & Wayfinding: Transit

Transit Shelters

New transit shelters are encouraged to incorporate digital signage for maps, local time-based transit information, or both.







Signage & Wayfinding: Mobility

Graphic Crosswalks

To be installed at intersections adjacent to transit stations and other key destinations to promote attention to pedestrian activity.

Graphic Crosswalks must be designed and approval sought as outlined in the Draft Complete Streets Plan.

Mobility Hub Supergraphics

Supergraphics can, in conjunction with graphic crosswalks, draw attention to mobility hubs. Installing bold and unique supergraphics at mobility hubs helps travelers view them as important landmarks. Supergraphics may offer information such as the D Line designation, or they may simply be artwork which establishes a visual identity for the specific station. These strategies can be implemented at the potential Mobility Hub near the Wilshire/La Cienega Station.

Murals at the Wilshire/Vermont Station complement rather than replace existing signage

Supergraphics can offer directional information

Unexpected surfaces provide opportunities for supergraphics

Landscape: Current Conditions

Beverly Hills Civic Center

Beverly Gardens Park

Rodeo Drive

Maple Drive

Almont Drive

N Cañon Drive

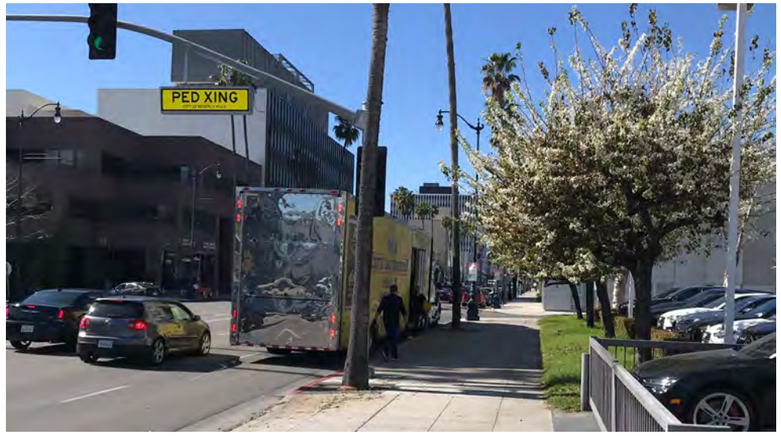
Landscape: Existing Trees

Inventory

Canopy condition on La Cienega Boulevard

Washingtonia on Wilshire Boulevard and Ficus on La Cienega Boulevard

Washingtonia on Wilshire Boulevard



Trees on private property on Wilshire Boulevard

Guidelines for Protecting and Preserving Healthy Trees

Preservation

- All existing trees should be investigated by a certified arborist to determine their viability, and protection zones necessary to maintain tree health through construction. A report should be made pre and post construction to determine which trees can be retained. This is especially important for existing Jacaranda, Ficus and Palms due to their prominence and importance to the streetscape.

Replacement and Relocation

- In the event that any tree is damaged during construction, it should be replaced with the appropriate species listed in this chapter. In the event that damaged tree is a palm it must be replaced with a palm.
- If any tree, other than ficus, needs to be relocated during construction, it must be relocated within that character zone at an appropriate spacing described in this chapter.

Guidelines for Existing Palms and Ficus

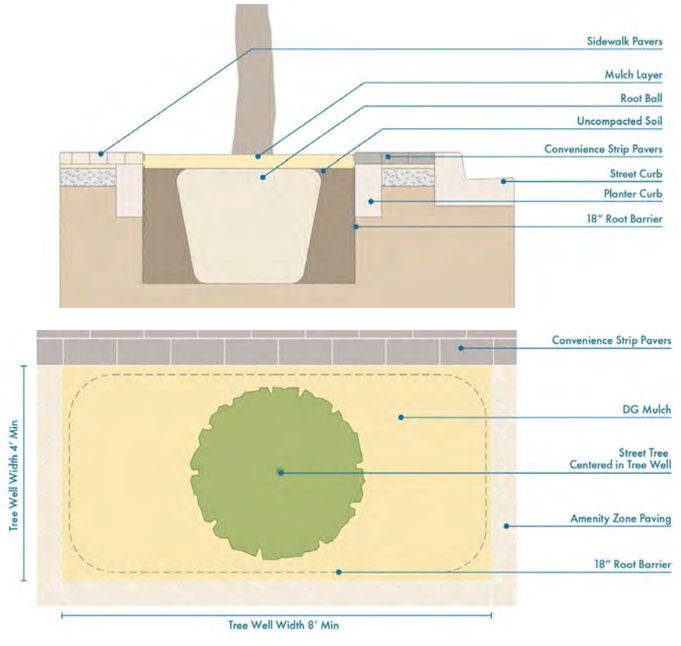
Existing Ficus

- The Ficus tree, ***Ficus microcarpa***, has become a ubiquitous street tree in Los Angeles, due to it being a tough, quick growing shade tree with a myriad of benefits. With its proliferation, concern arose about the appropriateness of these trees in tree wells and parkways. Many Ficus have been removed across the region due to conflicts with paving, buildings, roadways and utilities.
- In the City of Beverly Hills the Ficus provided much needed shade on some corridors and adds to the sense of place. Because of the infrastructural risks, it is recommended that these trees are phased out and removed incrementally. The Ficus along La Cienega are planted at a wide enough spacing that a new tree, Carrotwood should be interplanted, when it reached maturity the exiting Ficus can be removed and replaced with another Carrotwood tree. This would prevent a shock and immediate loss of canopy on these roadways that need the shade and sense of enclosure.

Existing Palms

- Wilshire Boulevard's existing street canopy consists dominantly of ***Washingtonia robosta*** (Mexican Fan Palm). Although these trees do not offer a lot of shade benefits, they are an iconic part of Beverly Hills. This plan aims to protect, maintain and complement the existing Palm trees. Because of their age, these palms must be monitored to ensure their structure is not compromised due to age or construction. As these palms become compromised, they should be replaced with new ***Washingtonia*** species. We recommend the city of Beverly Hills investigate replacing any failing palms with ***Washingtonia filifera*** or ***Washingtonia filibusta***, since the existing ***W. robusta*** are now considered an invasive exotic species.
- On blocks that feel imbalanced with palms, a new palm is recommended to be added in addition to new shade trees at a cadence that blends with the existing cadence.

Landscape: Planter Layout and Details



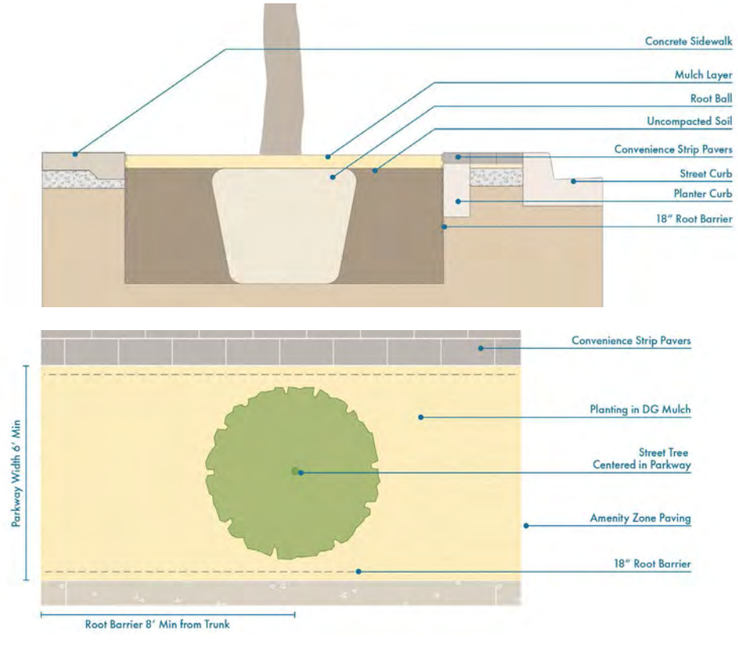
Tree Wells

Materials

- Tree wells should only be used in areas where high pedestrian circulation and activity prohibit the use of longer parkways.
- Tree wells are designed for use in the Pedestrian Gateway and Golden Triangle Zones.
- Tree wells should be designed for optimal tree health.
- All tree wells must contain a 3" mulch layer of unstabilized decomposed granite
- All tree wells to be lined with a 18" deep root barrier
- Where adjacent PAR is less than 6' wide, a tree grate can be used to allow for pedestrian movement.

Layout Dimensions

- Typical tree wells should be sized to 4'x8'.
- Tree wells should be located approximately 2' inboard from the face of curb, behind the convenience zone.



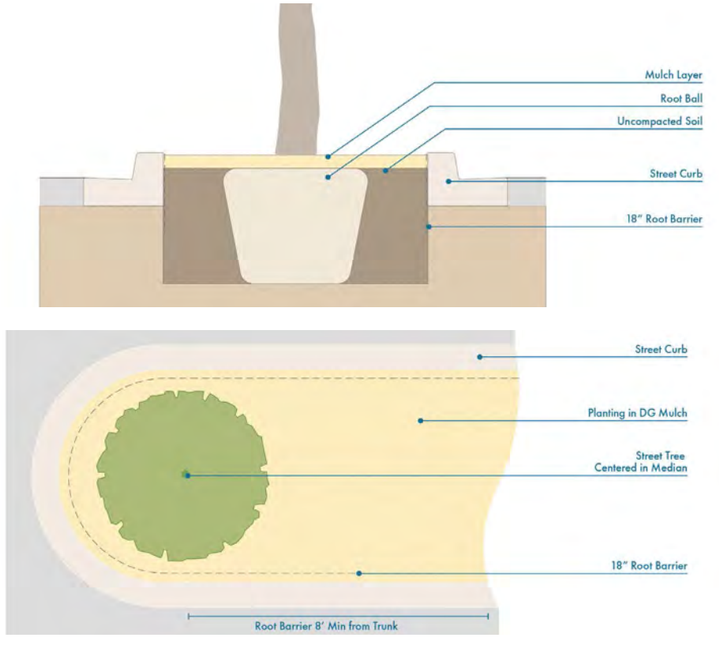
Parkway

Materials

- Parkways are preferred where space and pedestrian circulation allow.
- Parkways should have ground planting that is low maintenance water conscious and offers visual interest.
- Parkways are designated in the Wilshire Zone, North La Cienega Zone and the La Cienega Park Zone.
- All parkways must contain a 3" mulch layer of unstabilized decomposed granite
- All parkways to be lined with a 18" deep root barrier

Layout Dimensions

- Parkways should be a minimum width of 5 feet and maximum width of 7 feet.
- Parkways should have a minimum length of 10 feet and a maximum length of 40 feet where street parking is designated to allow for circulation to and from the curb.
- Parkway planting to be held approximately 2' inboard from the face of curb, behind the convenience zone.



Median Planter

Materials

- All planted medians with trees to be lined with a 18" deep root barrier
- All planted medians must contain a 3" mulch layer of unstabilized decomposed granite

Landscape: Planting Guidelines

Tree Spacing and Clearances

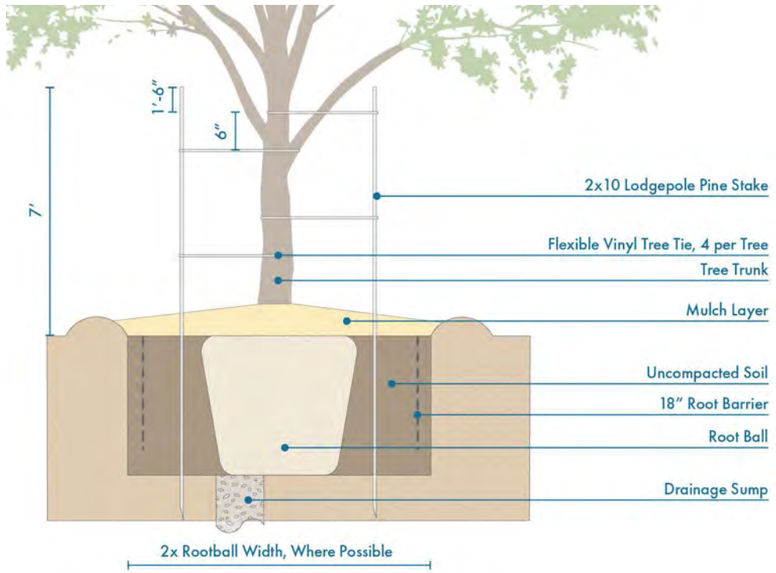
- Street trees should be planted at spacing that is species dependent - street tree spacing should be no closer than 80% mature canopy spread.
- Street trees should be planted in the center of the parkway or tree well.
- Trees are to be planted with the following clearances
    - 45' minimum from intersections
    - 20' minimum from existing palms
    - 20' minimum from street lights and power poles
    - 10' minimum from pedestrian light poles
    - 10' minimum from fire hydrants
    - 8' minimum from driveway aprons

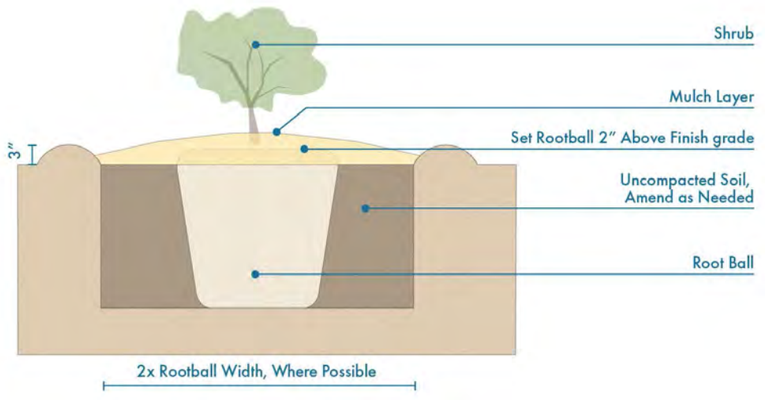
Size at Install

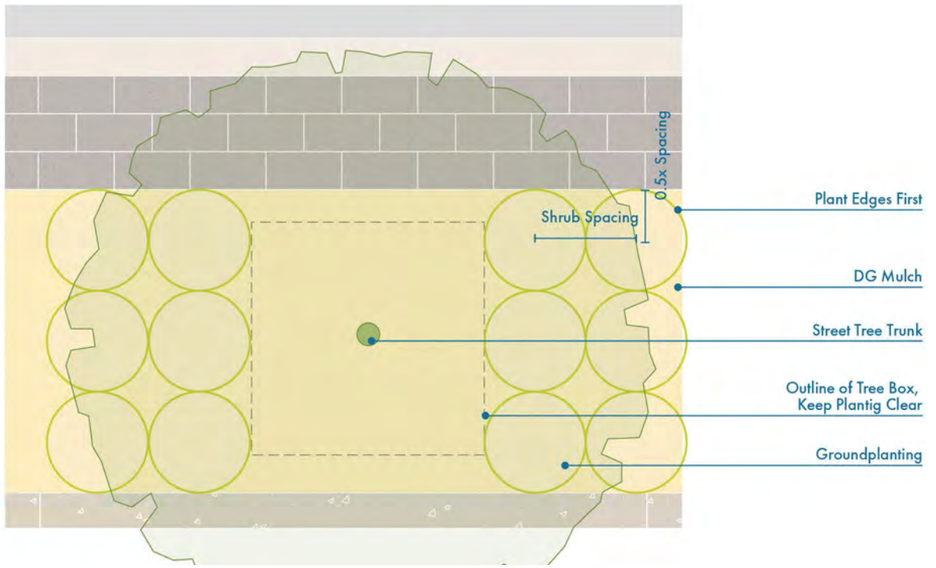
- All new street trees planted on the corridor should be a minimum 48" box
- New street tree planting should be selected and maintained to not conflict with pedestrian head heights.
- New ground planting should be appropriately sized. Recommended container sizes just as a guide. Sizing should be based on species.
    - Ornamental grasses and perennials - minimum 1 gallon
    - Groundcovers - minimum 1 gallon or flat
    - Shrubs - minimum 2 gallon
    - Succulent specimens - minimum 5 gallon

Soil Standards

- Plentiful uncompacted, high quality soil is key for healthy tree growth and full urban canopy.
- Prior to any planting, soil should be tested to ensure viability. If any amendments are necessary, they should be kept to a minimum.
- If viable, site sold should be used for all planting, imported should only be used when native soils are contaminated.
- Where possible, street trees to be planted with 600 cubic feet of available uncompacted soil.
- Where soil volumes are not available in planters and parkways, soil cells and structural soil can provide necessary uncompacted soil, air and water for tree roots.







Landscape: Character Zone Landscaping — Pedestrian Gateway

Trees

Cupaniopsis anacardioides
Carrotwood
Rounded Shape Evergreen Tree
40' H x 30' W; Growth Rate: Med
WUCOLS: Low; Sunset Zone: 16-24
Flower: Spring Inconspicuous
Fruit: Summer/Fall Medium Drupe
Wildlife Value: High
Spacing: 35' O.C.

Koelreuteria bipinnata
Chinese Flame Tree
Vase Shape Deciduous Tree
20'-40' H x 15'-30' W; Growth Rate: Slow
WUCOLS: Low; Sunset Zone: 8-24
Flower: Summer/Fall, Showy Yellow
Fruit: Fall, Large Capsules
Wildlife Value: Low
Spacing: 30' O.C.

Pistacia chinensis
Chinese Pistache
Rounded/PSreading Deciduous Tree
25'-35' H x 25'-35' W; Growth Rate: Med
WUCOLS: Low; Sunset Zone: 4-23
Flower: Spring Inconspicuous
Fruit: Summer/Fall Medium Drupe
Wildlife Value: Low
Spacing: 25' O.C.

Zelkova serrata
Cut Leaf Zelkova
Rounded or Spreading Deciduous Tree
50'-65' H x 50'-65' W; Growth Rate: Med
WUCOLS: Low; Sunset Zone: 3-21
Flower: Spring Inconspicuous
Fruit: Fall, Small Drupe
Wildlife Value: Insignificant
Spacing: 40' O.C.

Shrubs and Perennials

Achillea 'Moonshine' / Fern Leaf Yarrow
Full Sun Herbaceous Perennial
1'-2' H x 2'-3' W
Use: Mass, Border
WUCOLS: Low; Sunset Zone: 1-24
Flower: Yellow Spring/Summer
Summer Water: Mod/Occasional
Wildlife Value: Moderate
Spacing: 24" OC

Agave 'Moonshine' / Moonshine Agave
Full Sun Herbaceous Perennial
1'-2' H x 2'-3' W
Use: Specimen, Mass
WUCOLS: Low; Sunset Zone: 13, 20-24
Flower: None
Summer Water: Mod/Occasional
Wildlife Value: Insignificant
Spacing: 30" OC

Teucrium chamaedrys / Wall Germander
Full Sun Evergreen Shrub
1'-2' H x 2'-3' W
Use: Mass, Border
WUCOLS: Low; Sunset Zone: 2-24
Flower: Magenta, Summer
Summer Water: Occasional
Wildlife Value: Moderate
Spacing: 30" OC

Westringia 'Mundi' / Low Coast Rosemary
Full Sun Spreading Evergreen Shrub
1'-2' H x 4'-6' W
Use: Groundcover
WUCOLS: Low; Sunset Zone: 8, 9, 14-24
Flower: White, Year-round
Summer Water: Occasional
Wildlife Value: Moderate
Spacing: 36"- 48" OC

Eriogonum fasciculatum 'Little Rascal' /
Little Rascal Buckwheat
Full Sun, Shrubby Perennial
2'-3' H x 2'-3' W Use: Mass, Accent
WUCOLS: Low; Sunset Zone: 7-9, 12-24
Flower: White, Spring/Summer
Summer Water: Mod/Occasional
Wildlife Value: High
Spacing: 30" OC

Eriogonum grande var. rubescens /
San Miguel Island Buckwheat
Full Sun Shrubby Perennial
1'-2' H x 2'-3' W Use: Accent, Border
WUCOLS: Low; Sunset Zone: 5, 14-24
Flower: Red, Summer
Summer Water: Mod/Occasional
Wildlife Value: High
Spacing: 30" OC

Verbena lilacina 'De La Mina' /
Cedros Island Verbena
Sun to Light Shade Herbaceous Perennial
1'-2' H x 3'-4' W Use: Mass, Border
WUCOLS: Low; Sunset Zone: 12-24
Flower: Purple Spring/Summer
Summer Water: Mod/Occasional
Wildlife Value: High
Spacing: 36" OC

Lomandra 'Tanika' / Spiny-head Mat-rush
Full Sun to Part Sun Evergreen Grass
18"-2' H x 2' W
Use: Mass, Border
WUCOLS: Low; Sunset Zone: undefined
Flower: Yellow, Spring
Summer Water: None/Occasional
Wildlife Value: Moderate
Spacing: 18" OC

Pennisetum spathiolatum / Slender Veldt Grass
Full Sun Evergreen Grass
1'-2' H x 1'-2' W Use: Mass, Border
WUCOLS: Low; Sunset Zone: undefined
Flower: Tan, Spring/Summer
Summer Water: Occasional
Wildlife Value: Low
Spacing: 18"-24" OC

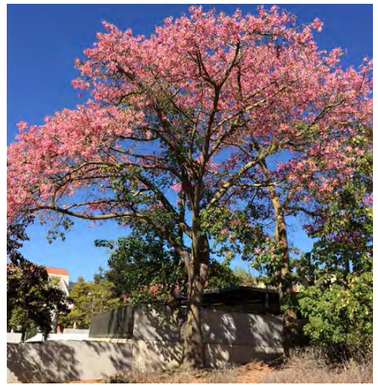
Character Zone Planting Concept

Arrival

The Pedestrian Gateway Zone landscape palette has been designed as a transition between the the hyper stimulating garden of the Golden Triangle and the more grand planting of the Wilshire Zone. This Zone's planting varies and should be planted to highlight the areas of arrival, major intersections, and transit hubs. The landscape should be sculpted to let users know they have arrived to the corridor and to Beverly Hills. The trees offer a mix of seasonality and evergreen enclosure. It is important that planting is strategic to emphasize the gateway character of this Zone.

Landscape: Character Zone Landscaping — Golden Triangle

Trees



Ceiba speciosa
Floss Silk Tree
Rounded Shape Partly Deciduous Tree
40'-60' H x 40'-50' W; Growth Rate: Slow
WUCOLS: Low; Sunset Zone: 12-24
Flower: Fall Showy Maroon, Pink, Red
Fruit: Spring/Summer, Large Capsule
Wildlife Value: Insignficant
Spacing: 35' O.C.

Handroanthus heptaphyllus
Pink Trumpet Tree
Rounded Shape Deciduous Tree
20'-30' H x 15'-25' W; Growth Rate: Slow
WUCOLS: Low; Sunset Zone: 15,16, 20-24
Flower: Spring/Winter Showy Pink
Fruit: Summer, Large Capsule
Wildlife Value: Insignficant
Spacing: 25' O.C.

Zelkova serrata
Cut Leaf Zelkova
Rounded or Spreading Deciduous Tree
50'-65' H x 50'-65' W; Growth Rate: Med
WUCOLS: Low; Sunset Zone: 3-21
Flower: Spring Inconspicuous
Fruit: Fall, Small Drupe
Wildlife Value: Insignificant
Spacing: 40' O.C.

Shrubs and Perennials

Amaryllis belladonna / Amaryllis Lily
Full to Partial Shade Blub
2'-3' H x 2'-3' W
Use: Specimen, Mass in Pots
WUCOLS: Low; Sunset Zone: 4-24
Flower: Pink, Fall/Summer
Summer Water: Mod/Occasional
Wildlife Value: Insignificant
Spacing: 6"-12" OC

Agave 'Moonshine' / Moonshine Agave
Full Sun Herbaceous Perennial
1'-2' H x 2'-3' W
Use: Specimen, Mass
WUCOLS: Low; Sunset Zone: 13, 20-24
Flower: None
Summer Water: Mod/Occasional
Wildlife Value: Insignificant
Spacing: 30" OC

Pennisetum spathiolatum / Slender Veldt Grass
Full Sun Evergreen Grass
1'-2' H x 1'-2' W Use: Mass, Border
WUCOLS: Low; Sunset Zone: undefined
Flower: Tan, Spring/Summer
Summer Water: Occasional
Wildlife Value: Low
Spacing: 18"-24" OC

Penstemon 'Margarita BOP' /
Margarita BOP Foothill Penstemon
Full Sun Evergreen Perennial
1'-2' H x 2'-3' W Use: Border, Accent
WUCOLS: Low; Sunset Zone: 7-24
Flower: Blue-Purple Spring/Summer
Summer Water: Occasional
Wildlife Value: High
Spacing: 30" OC

Bouteloua 'Blonde Ambition' /
Blonde Ambition Blue Grama
Full Sun Grass
1'-2' H x 1'-2' W Use: Pots, Mass, Border
WUCOLS: Low; Sunset Zone: 7-11, 14, 18-21
Flower: Green to Yellow Summer
Summer Water: Occasional
Wildlife Value: Moderate
Spacing: 16" OC

Eriogonum grande var. rubescens /
San Miguel Island Buckwheat
Full Sun Shrubby Perennial
1'-2' H x 2'-3' W Use: Accent, Border
WUCOLS: Low; Sunset Zone: 5, 14-24
Flower: Red, Summer
Summer Water: Mod/Occasional
Wildlife Value: High
Spacing: 30" OC

Teucrium chamaedrys / Wall Germander
Full Sun Evergreen Shrub
1'-2' H x 2'-3' W
Use: Mass, Border
WUCOLS: Low; Sunset Zone: 2-24
Flower: Magenta, Summer
Summer Water: Occasional
Wildlife Value: Moderate
Spacing: 30" OC

Rosmarinus officinalis 'Prostratus' /
Creeping Rosemary
Full Sun Prostrate Shrub
1'-2' H x 2'-3' W Use: Groundcover, Border
WUCOLS: Low; Sunset Zone: 4-24
Flower: Purple Winter/Spring
Summer Water: None/Occasional
Wildlife Value: Moderate
Spacing: 30" OC

Heuchera maxima / Island Alum Root
Sun to Light Shade Herbaceous Perennial
1' H x 1'-2' W
Use: Mass, Border
WUCOLS: Low; Sunset Zone: 15-24
Flower: Pinkish White, Spring
Summer Water: None/Occasional
Wildlife Value: Moderate
Spacing: 18" OC

Myoporum parvifolium / Australian Racer
Full Sun Evergreen Groundcover
1' H x 6'-12' W
Use: Groundcover
WUCOLS: Low; Sunset Zone: 8,9, 12-24
Flower: White Summer
Summer Water: Occasional
Wildlife Value: Low
Spacing: 36"-48" OC

Character Zone Planting Concept

Variance

Most of the pedestrian activity in the project area occurs in the Golden Triangle Zone. Both the trees and the ground planting are of a smaller scale and grain that aim to slow speeds. Medians are to be planted with the larger scale Cebia to match the existing median tree and fit with the seasonal nature of the flowering and deciduous trees. Ground Planting varies in scale and should be planted to be varied with accents that encourage pausing and enjoying the landscape. This is the most garden-like part of the project area.

Landscape: Character Zone Landscaping — Wilshire

Trees

Fraxinus angustifolia 'Raywood'
Raywood Ash
Rounded Deciduous Tree
40'-50' H x 20'-30' W; Growth Rate: Medium
WUCOLS: Low; Sunset Zone: 2-9, 14-24
Flower: Spring Inconspicuous
Fruit: None
Wildlife Value: Moderate
Spacing: 30' O.C.

Lophostemon confertus
Brishbane Box
Rounded Shape Evergreen Tree
30'-50' H x 10'-30' W; Growth Rate: Fast
WUCOLS: Low; Sunset Zone: 15-17, 19-24
Flower: Spring, Showy White
Fruit: Summer, Small White Capsule
Wildlife Value: Low
Spacing: 30' O.C.

Platanus x hispanica 'Bloodgood'
Bloodgood London Plane Tree
Rounded/Spreading Deciduous Tree
70'-85' H x 50'-70' W; Growth Rate: Fast
WUCOLS: Low; Sunset Zone: 2-24
Flower: Spring Inconspicuous
Fruit: Summer Medium Brown/Green Achene
Wildlife Value: Low
Spacing: 40' O.C.

Shrubs and Perennials

Eriogonum fasciculatum 'Little Rascal' / Little Rascal Buckwheat
Full Sun, Shrubby Perennial
2'-3' H x 2'-3' W Use: Mass, Accent
WUCOLS: Low; Sunset Zone: 7-9, 12-24
Flower: White, Spring/Summer
Summer Water: Mod/Occasional
Wildlife Value: High
Spacing: 30" OC

Lomandra 'Tanika' / Spiny-head Mat-rush
Full Sun to Part Sun Evergreen Grass
18"-2' H x 2' W
Use: Mass, Border
WUCOLS: Low; Sunset Zone: undefined
Flower: Yellow, Spring
Summer Water: None/Occasional
Wildlife Value: Low
Spacing: 18" OC

Salvia clevelandii 'Winnifred Gilman' / Winnifred Gilman Cleveland Sage
Full Sun Shrub Perennial
3'-4' H x 3'-4' W Use: Accent, Mass
WUCOLS: Low; Sunset Zone: 8,9,12-24
Flower: Purple Summer
Summer Water: Mod/Occasional
Wildlife Value: High
Spacing: 36" OC

Salvia mellifera 'Little Sur' / Black Sage
Full Sun Evergreen Woody Perennial
1'-2' H x 5' W
Use: Border, Groundcover
WUCOLS: Low; Sunset Zone: 7-9, 14-24
Flower: White Spring/Summer
Summer Water: None/Occasional
Wildlife Value: High
Spacing: 48" OC

Muhlenbergia 'White Cloud' / White Muhly
Full Sun Evergreen Grass
2'-3' H x 2'-4' W
Use: Mass, Accent
WUCOLS: Mod; Sunset Zone: 4-24
Flower: White Fall/Winter
Summer Water: Occasional
Wildlife Value: Low
Spacing: 36" OC

Muhlenbergia dubia / Pine Muhly
Full Sun Evergreen Grass
2'-3' H x 2'-3' W
Use: Border, Mass
WUCOLS: Low; Sunset Zone: 7-24
Flower: Tan Summer/Fall
Summer Water: Occasional
Wildlife Value: Low
Spacing: 30" OC

Westringia 'Mundi' / Low Coast Rosemary
Full Sun Spreading Evergreen Shrub
1'-2' H x 4'-6' W
Use: Groundcover
WUCOLS: Low; Sunset Zone: 8, 9, 14-24
Flower: White, Year-round
Summer Water: Occasional
Wildlife Value: Moderate
Spacing: 36"- 48" OC

Westringia 'Smokey' / Coast Rosemary
Full Sun Herbaceous Perennial
4'-6' H x 4'-6' W
Use: Accent
WUCOLS: Low; Sunset Zone: 8-9, 14-24
Flower: White Spring/Year-round
Summer Water: Occasional
Wildlife Value: Low
Spacing: 42" OC

Olea europaea 'Little Ollie' / Dwarf Olive
Full Sun Evergreen Shrub
4'-6' H x 4'-6' W
Use: Accent, Hedge, Pot
WUCOLS: Low; Sunset Zone:
Flower: None
Summer Water: None/Occasional
Wildlife Value: Insignificant
Spacing: 48" OC

Pennisetum spathiolatum / Slender Veldt Grass
Full Sun Evergreen Grass
1'-2' H x 1'-2' W Use: Mass, Border
WUCOLS: Low; Sunset Zone: undefined
Flower: Tan, Spring/Summer
Summer Water: Occasional
Wildlife Value: Low
Spacing: 18"-24" OC

Character Zone Planting Concept

Grandeur

In the Wilshire Zone planting must match the scale of large glass facades and heavy traffic along Wilshire while giving enough shade for anticipated increased pedestrian activity. The tree palette is focused on broad canopy for shade and fit within the grand boulevard scale of the existing palms. Ground planting should humanize the scale adding a bit of garden quality to a space that currently does not have a lot of pedestrian scale interest.

Landscape: Character Zone Landscaping — North La Cienega

Trees

Cupaniopsis anacardioides
Carrotwood
Vase Shape Evergreen Tree
40' H x 30' W; Growth Rate: Med
WUCOLS: Low; Sunset Zone: 16-24
Flower: Spring Inconspicuous
Fruit: Summer/Fall Medium Drupe
Wildlife Value: High
Spacing: 35' O.C.

Tipuana tipu
Tipu Tree
Rounded Shape Deciduous Tree
25'-50' H x 25'-50' W; Growth Rate: Med
WUCOLS: Low; Sunset Zone: 12-16, 18-24
Flower: Summer, Showy Yellow/Orange
Fruit: Summer/Fall Large Legumes
Wildlife Value: Low
Spacing: 40' O.C.

Shrubs and Perennials

Eriogonum fasciculatum 'Little Rascal' / Little Rascal Buckwheat
Full Sun, Shrubby Perennial
2'-3' H x 2'-3' W Use: Mass, Accent
WUCOLS: Low; Sunset Zone: 7-9, 12-24
Flower: White, Spring/Summer
Summer Water: Mod/Occasional
Wildlife Value: High
Spacing: 30" OC

Lomandra 'Tanika' / Spiny-head Mat-rush
Full Sun to Part Sun Evergreen Grass
18"-2' H x 2' W
Use: Mass, Border
WUCOLS: Low; Sunset Zone: undefined
Flower: Yellow, Spring
Summer Water: None/Occasional
Wildlife Value: Low
Spacing: 18" OC

Salvia mellifera 'Little Sur' / Black Sage
Full Sun Evergreen Woody Perennial
1'-2' H x 5' W
Use: Border, Groundcover
WUCOLS: Low; Sunset Zone: 7-9, 14-24
Flower: White Spring/Summer
Summer Water: None/Occasional
Wildlife Value: High
Spacing: 48" OC

Westringia 'Mundi' / Low Coast Rosemary
Full Sun Spreading Evergreen Shrub
1'-2' H x 4'-6' W
Use: Groundcover
WUCOLS: Low; Sunset Zone: 8, 9, 14-24
Flower: White, Year-round
Summer Water: Occasional
Wildlife Value: Moderate
Spacing: 36"- 48" OC

Muhlenbergia 'White Cloud' / White Muhly
Full Sun Evergreen Grass
2'-3' H x 2'-4' W
Use: Mass, Accent
WUCOLS: Mod; Sunset Zone: 4-24
Flower: White Fall/Winter
Summer Water: Occasional
Wildlife Value: Low
Spacing: 36" OC

Muhlenbergia dubia / Pine Muhly
Full Sun Evergreen Grass
2'-3' H x 2'-3' W
Use: Border, Mass
WUCOLS: Low; Sunset Zone: 7-24
Flower: Tan Summer/Fall
Summer Water: Occasional
Wildlife Value: Low
Spacing: 30" OC

Westringia 'Smokey' / Coast Rosemary
Full Sun Herbaceous Perennial
4'-6' H x 4'-6' W
Use: Accent
WUCOLS: Low; Sunset Zone: 8-9, 14-24
Flower: White Spring/Year-round
Summer Water: Occasional
Wildlife Value: Low
Spacing: 42" OC

Olea europaea 'Little Ollie' / Dwarf Olive
Full Sun Evergreen Shrub
4'-6' H x 4'-6' W
Use: Accent, Hedge, Pot
WUCOLS: Low; Sunset Zone:
Flower: None
Summer Water: None/Occasional
Wildlife Value: Insignificant
Spacing: 48" OC

Eriogonum grande var. rubescens / San Miguel Island Buckwheat
Full Sun Shrubby Perennial
1'-2' H x 2'-3' W Use: Accent, Border
WUCOLS: Low; Sunset Zone: 5, 14-24
Flower: Red, Summer
Summer Water: Mod/Occasional
Wildlife Value: High
Spacing: 30" OC

Character Zone Planting Concept

Enclosure

The North La Cienega Zone ("Restaurant Row") has a great deal of enclosure from the existing ficus canopy. With these trees' uncertain future, the recommended trees provide similar level of dense canopy and do not have the same risk to infrastructure as the existing ficus. Following this theme, the ground planting is selected to provide some level of buffer and enclosure at the ground plane, providing an opportunity for the sidewalk space to be transformed and occupied as a spill-out space.

Landscape: Character Zone Landscaping — La Cienega Park

Trees

Jacaranda mimosifolia
Jacaranda
Rounded Shape Deciduous Tree
10'-50' H x 15'-30' W; Growth Rate: Fast
WUCOLS: Low; Sunset Zone: 12-13, 15-24
Flower: Spring/Summer Showy Purple
Fruit: Fall, Large Capsule
Wildlife Value: Low
Spacing: 35' O.C.

Handroanthus heptaphyllus
Pink Trumpet Tree
Rounded Shape Deciduous Tree
20'-30' H x 15'-25' W; Growth Rate: Slow
WUCOLS: Low; Sunset Zone: 15,16, 20-24
Flower: Spring/Winter Showy Pink
Fruit: Summer, Large Capsule
Wildlife Value: Insignificant
Spacing: 25' O.C.

Shrubs and Perennials

Amaryllis belladonna / Amaryllis Lily
Full to Partial Shade Blub
2'-3' H x 2'-3' W
Use: Specimen, Mass in Pots
WUCOLS: Low; Sunset Zone: 4-24
Flower: Pink, Fall/Summer
Summer Water: Mod/Occasional
Wildlife Value: Insignificant
Spacing: 6"-12" OC

Heuchera maxima / Island Alum Root
Sun to Light Shade Herbaceous Perennial
1' H x 1'-2' W
Use: Mass, Border
WUCOLS: Low; Sunset Zone: 15-24
Flower: Pinkish White, Spring
Summer Water: None/Occasional
Wildlife Value: Moderate
Spacing: 18" OC

Myoporum parvifolium / Australian Racer
Full Sun Evergreen Groundcover
1' H x 6'-12' W
Use: Groundcover
WUCOLS: Low; Sunset Zone: 8,9, 12-24
Flower: White Summer
Summer Water: Occasional
Wildlife Value: Low
Spacing: 36"-48" OC

Westringia fruitcosa / Coast Rosemary
Full Sun Evergreen Shrub
4'-6' H x 4'-5' W
Use: Accent, Hedge
WUCOLS: Low; Sunset Zone: 8-9, 14-24
Flower: White Spring/Year-round
Summer Water: Mod/Occasional
Wildlife Value: Low
Spacing: 48" - 60" OC

Iris douglasiana 'Canyon Snow' /
White Douglas Iris
Sun - Shade Bulb Perennial
1'-2' H x 2'-3' W Use: Pots, Seasonal Accent
WUCOLS: Low; Sunset Zone:
Flower: White Spring/Summer
Summer Water: Occasional
Wildlife Value:
Spacing: 18" OC

Lomandra 'Tanika' / Spiny-head Mat-rush
Full Sun to Part Sun Evergreen Grass
18"-2' H x 2' W
Use: Mass, Border
WUCOLS: Low; Sunset Zone: undefined
Flower: Yellow, Spring
Summer Water: None/Occasional
Wildlife Value: Low
Spacing: 18" OC

Verbena lilacina 'De La Mina' /
Cedros Island Verbena
Sun to Light Shade Herbaceous Perennial
1'-2' H x 3'-4' W Use: Mass, Border
WUCOLS: Low; Sunset Zone: 12-24
Flower: Purple Spring/Summer
Summer Water: Mod/Occasional
Wildlife Value: High
Spacing: 36" OC

Olea europaea 'Little Ollie' / Dwarf Olive
Full Sun Evergreen Shrub
4'-6' H x 4'-6' W
Use: Accent, Hedge, Pot
WUCOLS: Low; Sunset Zone:
Flower: None
Summer Water: None/Occasional
Wildlife Value: Insignificant
Spacing: 48" OC

Muhlenbergia 'White Cloud' / White Muhly
Full Sun Evergreen Grass
2'-3' H x 2'-4' W
Use: Mass, Accent
WUCOLS: Mod; Sunset Zone: 4-24
Flower: White Fall/Winter
Summer Water: Occasional
Wildlife Value: Low
Spacing: 36" OC

Character Zone Planting Concept

Preservation

The planting palette in the La Cienega Park Zone focuses on preservation of the existing Jacaranda trees and the ambiance of the adjacent La Cienega Park. It is preferred that any new trees or replacement trees are Jacaranda. In the case where space is limited, the alternate Pink Trumpet Tree echoes the same seasonality and garden quality. The ground planting also works with the green and lush quality of the surrounding park. When possible, use a mix of mass planting to match the scale of the automobile, and small outcrop gardens that frame seating areas around existing trees.

Landscape: Irrigation Standards

Water Usage

- All planting should conform with all state and local water ordinances.
- Native and Mediterranean planting typically require less summer water, all irrigation should be calibrated to recommended summer watering and winter watering.
- All irrigation should be designed and implemented to minimize irrigation of unplanted surfaces and to minimize drainage of water onto paved surfaces.

Establishment Irrigation

- All new street trees and ground planting should be irrigated for a minimum of 1 year to promote and establish healthy root systems. Planting has been selected to require little supplemental irrigation after establishment periods.
- Once established, most planting will need little to no summer water. Where automatic irrigation exists, ensure watering schedule is adapted to installed vegetation.
- In areas with no automatic irrigation installed, ground planting should be truck watered on a monthly schedule appropriate to the installed vegetation.

Irrigation Systems

- All automatic irrigation systems should comply with state and local water ordinances.
- Raised planters and pots to be outfitted with self watering irrigation reservoirs.

6. Future Visioning

Visioning for the Future of the Boulevards

Connect Beverly Hills is just one step towards advancing a more pedestrian-friendly environment for the City, its residents, and visitors alike. Moving from planning to implementation is critical for the City to be able to accommodate anticipated pedestrian volumes and to establish a more balanced transportation system.

The City of Beverly Hills has already secured funding under Measure M for active transportation and first/last mile improvements. This means the City is ready for Day 1 implementation of certain elements including bus stop improvements along the length of La Cienega Boulevard and on Wilshire Boulevard east of Robertson Boulevard, as well as pedestrian wayfinding and first/last mile improvements around the future Wilshire/La Cienega Metro station. In addition, the City is working on conditions of approval for three private development projects that will implement some of the streetscape recommendations identified in this Plan.

While the City has made critical strides toward implementation, additional methods in a phased approach can help move the Connect Beverly Hills recommendations toward tangible outcomes.

Process Guidance

The following high-level recommendations are designed to focus the City's implementation strategy on high-needs users, leveraging existing funding and capital improvement programs, and taking advantage of future development opportunities.

Prioritize the most vulnerable users of the transportation system. The recommendations included in this document offer a blueprint for how the currently auto-oriented Wilshire and La Cienega Boulevards can better serve their context and create a more walkable environment. Project implementation often comes down to competing needs for resources throughout the City, and that tension will most likely apply to the implemntation process for this Plan. The 30 essential recommendations, along with critical elements from the design standards like transit shelters, are relatively low-cost and easy to implement in the short term. To advance the essential recommendations and priority street furnishings, the City should review its project criteria and consider pedestrian-focused criteria in funding allocation for projects.

Table 4 below includes an example from the City of Minneapolis, who recently overhauled their funding criteria for street projects.

Table 4: Sample Table from Minneapolis

Criteria	Points
Asset Condition	92
• Pavement Condition	66
• Pedestrian Facilities	8
• Safety	12
• Utility Needs	6
Equity	82
• Community Demographic Conditions	48
• Use and Mode Conditions	34

Find opportunities to integrate recommendations into projects within the City's Capital Improvements Projects (CIP). While budgets have been set and projects identified in the FY20-21 Capital Improvement Projects list, one way to expedite implementation is to review recommendations expressed in this document along with those included in currently budgeted CIPs and see if there is a way to augment the design of current projects to include recommendations. Similarly, City staff should review upcoming CIP projects in FY21-22 and beyond and consider ways to integrate essential recommendations into upcoming design phases and implementation. The City of Beverly Hills already has a CIP in place to implement the recommendations in this plan (CIP #720 Subway Streetscape).

Coordinate with upcoming Metro Station implementation and future development. The City is currently working with LA Metro to incorporate recommendations from this effort into the design work that will be implemented with construction of the new Metro stations. This effort should continue, and the City should provide Metro with conceptual work completed as part of this project as well as design standards for landscape and furnishing recommendations. Additionally, future development projects within the study area could be helpful in implementation of public realm improvements. Some of the streetscape recommendations in the right of way adjacent to new development could be integrated into developer plans and streetscape standards for landscape and furnishings could be recommended as part of the project approval process.

Seek out additional local, regional, and state sources of funding. There are multiple funding opportunities to implement the Plan's recommendations. Having an adopted plan in place can boost opportunities for additional funding. Funding sources that the City can explore include the following:

- *California Natural Resources Agency - Urban Greening*: Funds for projects that develop green infrastructure, including bicycle and pedestrian facilities.
- *Caltrans - Sustainable Transportation Planning Grants*: Funds for communities to do planning, studies, and design work

to identify and evaluate projects that improve bicycle and pedestrian connections.

- *Caltrans - State Transportation Improvement Program*: Funds for transportation-related capital improvement projects. Local agencies should work with regional transportation authorities to nominate projects for inclusion in the STIP.
- *California Transportation Commission - Active Transportation Program*: Funds for active transportation infrastructure and non-infrastructure projects.
- *California Transportation Commission - Solutions for Congested Corridors*: Funds projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan.
- *California Transportation Commission - Local Streets and Roads Program*: Funds for projects that support basic road maintenance, rehabilitation, and safety projects.
- *Los Angeles County Metropolitan Transportation Authority - Metro Active Transport Program*: Funds capital projects that are consistent with Metro's First/Last Mile Strategic Plan or Active Transportation Strategic Plan.
- *Southern California Association of Government - Sustainable Communities Program:* Funds for projects related to integrated land use, active transportation, or climate action and greenhouse gas reduction.
- *Strategic Growth Council - Affordable Housing and Sustainable Communities Program*: Funds transportation projects that support compact development and reduce greenhouse gas emissions, including projects that encourage connection to transit networks as well as bicycle and pedestrian facilities.

The City can be creative in working toward implementation of the recommendations included in this document, and it should prioritize the essential recommendations and key street furniture elements first. Additional recommendations should be considered with new development or redevelopment, and certainly should be integrated when Wilshire and La Cienega Boulevards are included in the City's plan for utility upgrades and full street reconstruction.

Expanded Design Possibilities

While the scope of Connect Beverly Hills did not include re-allocation of space in the public right of way, the project team heard a strong desire from community members to explore transformative change along Wilshire and La Cienega Boulevards, and to move further toward people-oriented streets. During virtual walk audits, public charettes, and the online survey, stakeholders expressed a strong desire to create more space for people walking and biking and to potentially deprioritize vehicles on Wilshire and La Cienega Boulevards. Public feedback provided no clear consensus on what specific space re-allocation was preferred.

The designs on pages 109 - 112 reflect two possible future "Expanded" options for both boulevards that respond to community desires:

- Re-allocating space from private vehicles to transit riders and bicyclists via a bus/bike lane
- Re-allocating space from private vehicles to people walking and rolling via an expanded sidewalk.

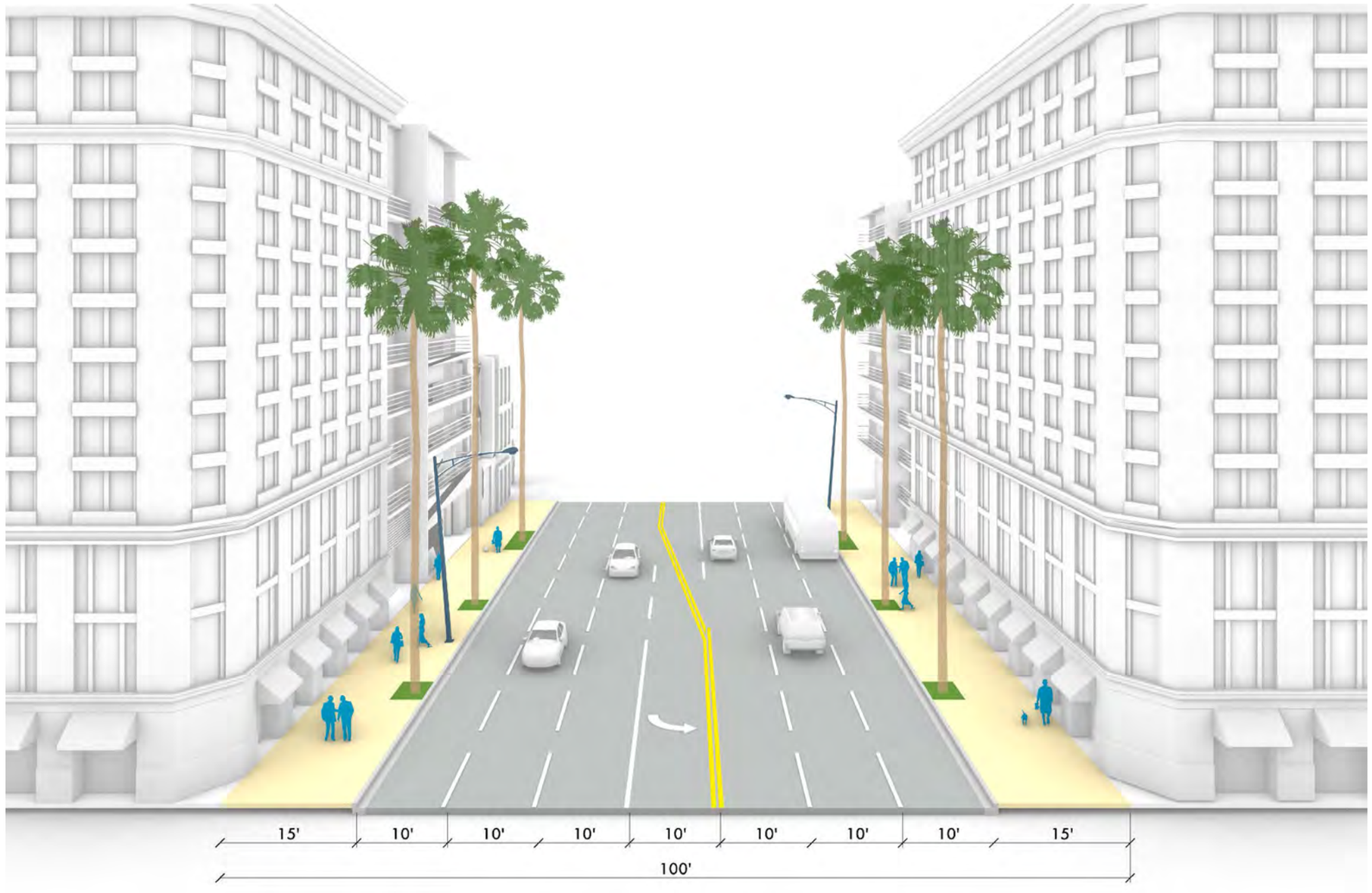
Further exploration, analysis, and community outreach outside the scope of this project are required to evaluate the feasibility and community desire for the following options, as well as evaluate additional alternatives.

Expanded Designs for Wilshire Boulevard

The majority of Wilshire Boulevard's public right of way consists of 70' of travel lanes with 15' sidewalks on either side. Expanded design options to consider include:

- **Bus/Bike Lane:** In this configuration, the existing 10' curbside lanes are converted into bus-and-bike-only lanes.
- **Extended Sidewalks and Full-Time Parking:** In this configuration, the sidewalk extends into the curbside lanes in locations where more pedestrian space is needed. Areas without sidewalk expansion become full-time parking spaces.

Existing



Extended Sidewalks and Full-Time Parking

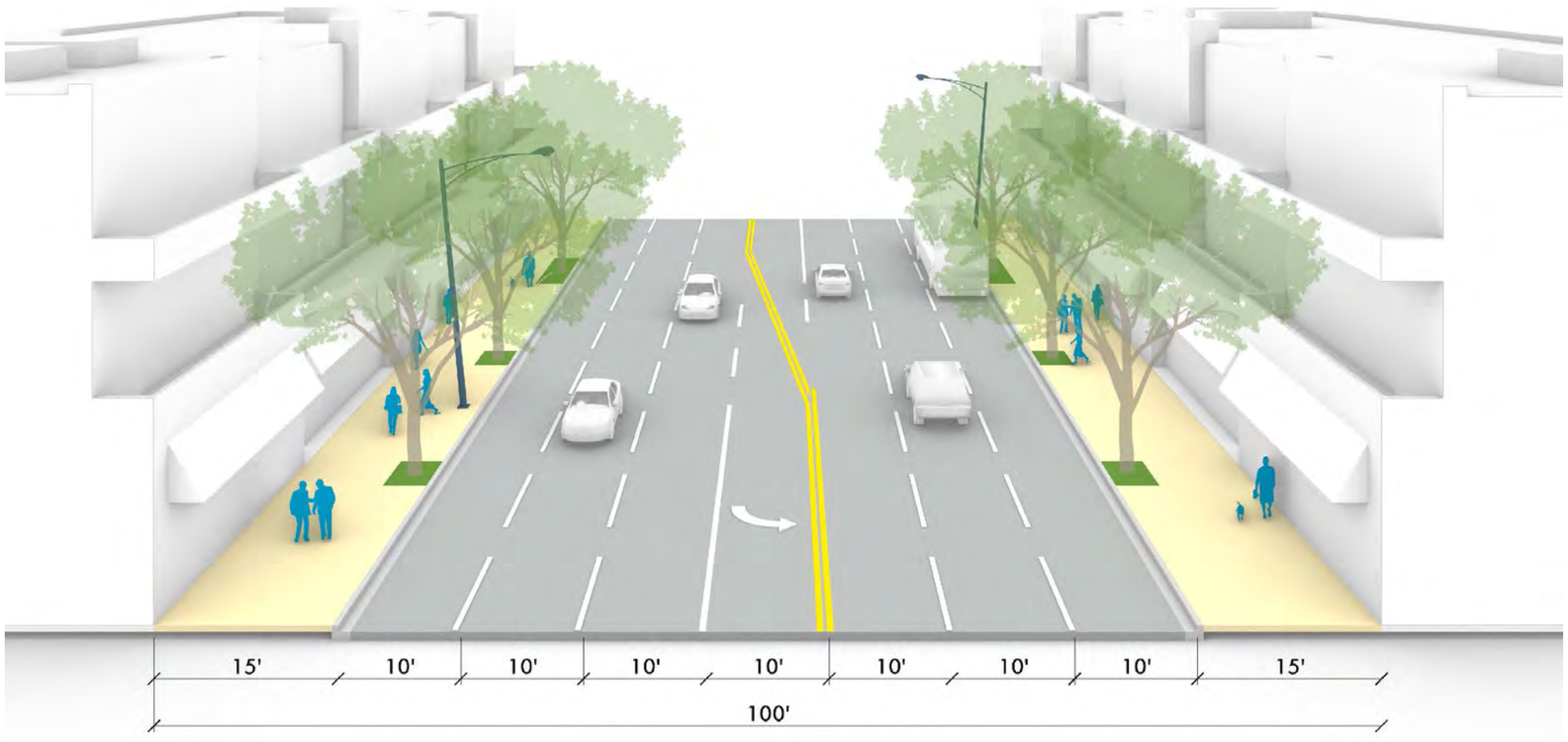
Bus/Bike Lane

Expanded Designs for La Cienega Boulevard

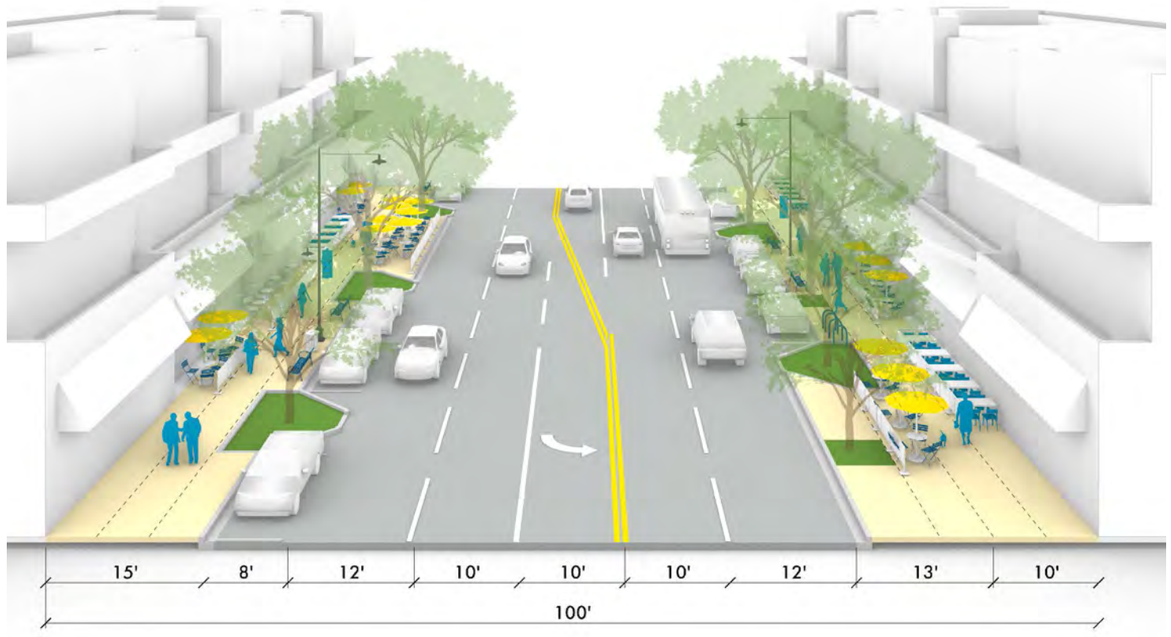
Like Wilshire Boulevard, La Cienega Boulevard's public right of way consists of 70' of travel lanes with 15' sidewalks on either side. Expanded design options to consider include:

- **Bus/Bike Lane:** In this configuration, the existing 10' curbside lanes are converted into bus-and-bike-only lanes.
- **Extended Sidewalks and Full-Time Parking:** In this configuration, the sidewalk extends into the curbside lanes in locations where more pedestrian space is needed. Areas without sidewalk expansion become full-time parking spaces.

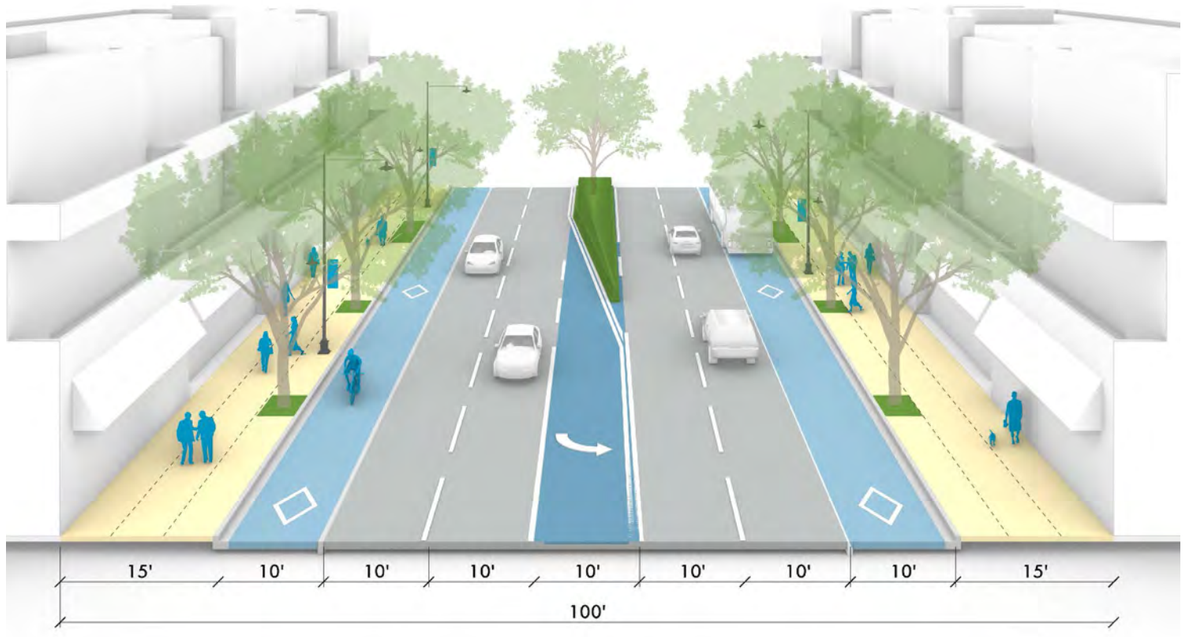
Existing



Extended Sidewalks and Full-Time Parking



Bus/Bike Lane



7. Mobility Hub

Mobility Hub Plan

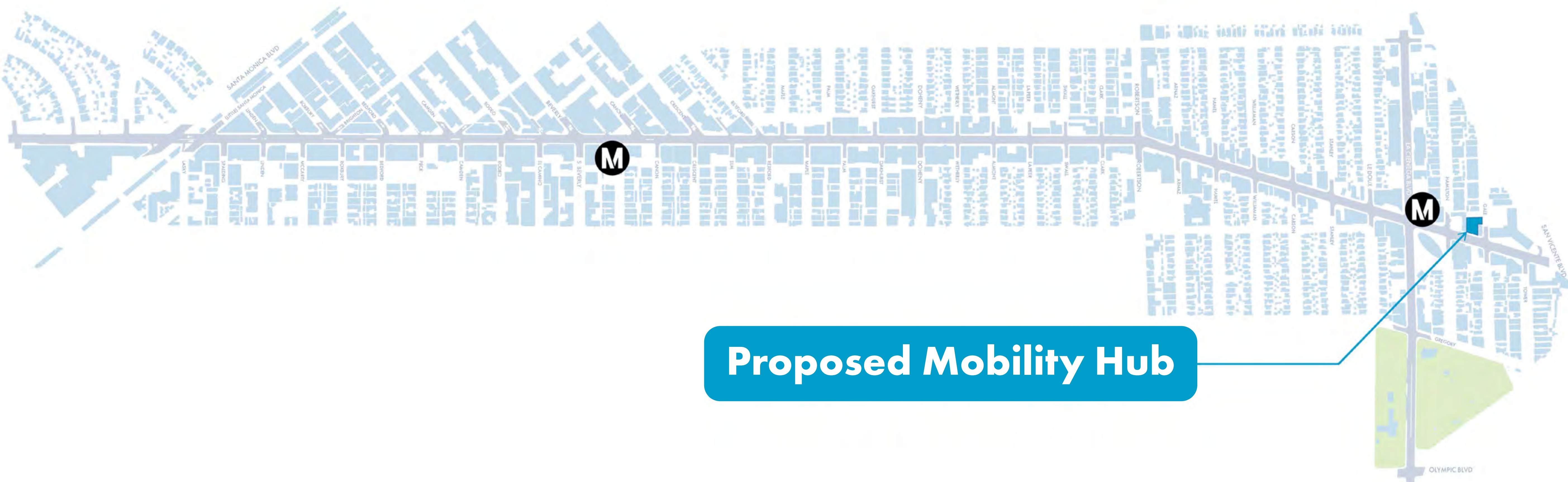
What is a Mobility Hub?

A mobility hub is a place where multiple transportation options or services come together, providing an integrated suite of mobility options. Mobility hubs often allow residents and visitors to explore more of the surrounding area without relying on a private vehicle. In addition to serving transportation functions, mobility hubs can provide additional amenities to the public, including places to rest, relax, gather, and grab a bite to eat.

Beverly Hills Mobility Hub

The City of Beverly Hills proposes using the vacant, city-owned lot at the Gale Staging Yard (8421 Wilshire Boulevard) to serve transportation and placemaking functions as a Mobility Hub for residents and visitors to Beverly Hills. The Mobility Hub is 18,630 square feet in size and is located approximately 600 feet (a ~3 minute walk) east of the future Metro Wilshire/La Cienega Station.

Site photos


Proposed Mobility Hub
SANTA MONICA BLVD
OLYMPIC BLVD
SAN VICENTE BLVD

Mobility Hub Vision & Priorities

The project team conducted multiple rounds of outreach and engagement with Beverly Hills residents, stakeholders, and city staff to determine the vision and priorities for the Mobility Hub. Stakeholders gave input on their goals, priorities, and desired amenities for the space in interviews, at the Discovery and Design Charrettes and via an online survey. The final priorities guiding amenity choice for the final site plan, as well as the first/last mile recommendations include:

- **Visibility and Access:** The Mobility Hub should be highly visible and easy to access whether people are traveling on foot, on bike, on transit, or by driving.
- **Efficiency and Wayfinding:** The distance between the Mobility Hub and the Metro station necessitate a clear and easily understandable wayfinding system between the two sites.
- **A Space for People:** Beyond serving transportation functions, the Mobility Hub must be an inviting public space for residents and visitors.

Mobility Hub Amenities

Based on the vision and priorities established during the engagement process, the final conceptual site plan incorporates the following amenities:

Transportation Amenities

- Pick up and drop off: Private vehicles, taxis, rideshare vehicles or a future shuttle can enter the Mobility Hub via Gale Drive to pick up or drop off passengers.
- Long-term and short-term bicycle parking: People riding bikes can utilize short-term bicycle racks or park their bikes in more secure long-term bicycle parking.

Placemaking/Public Space Amenities

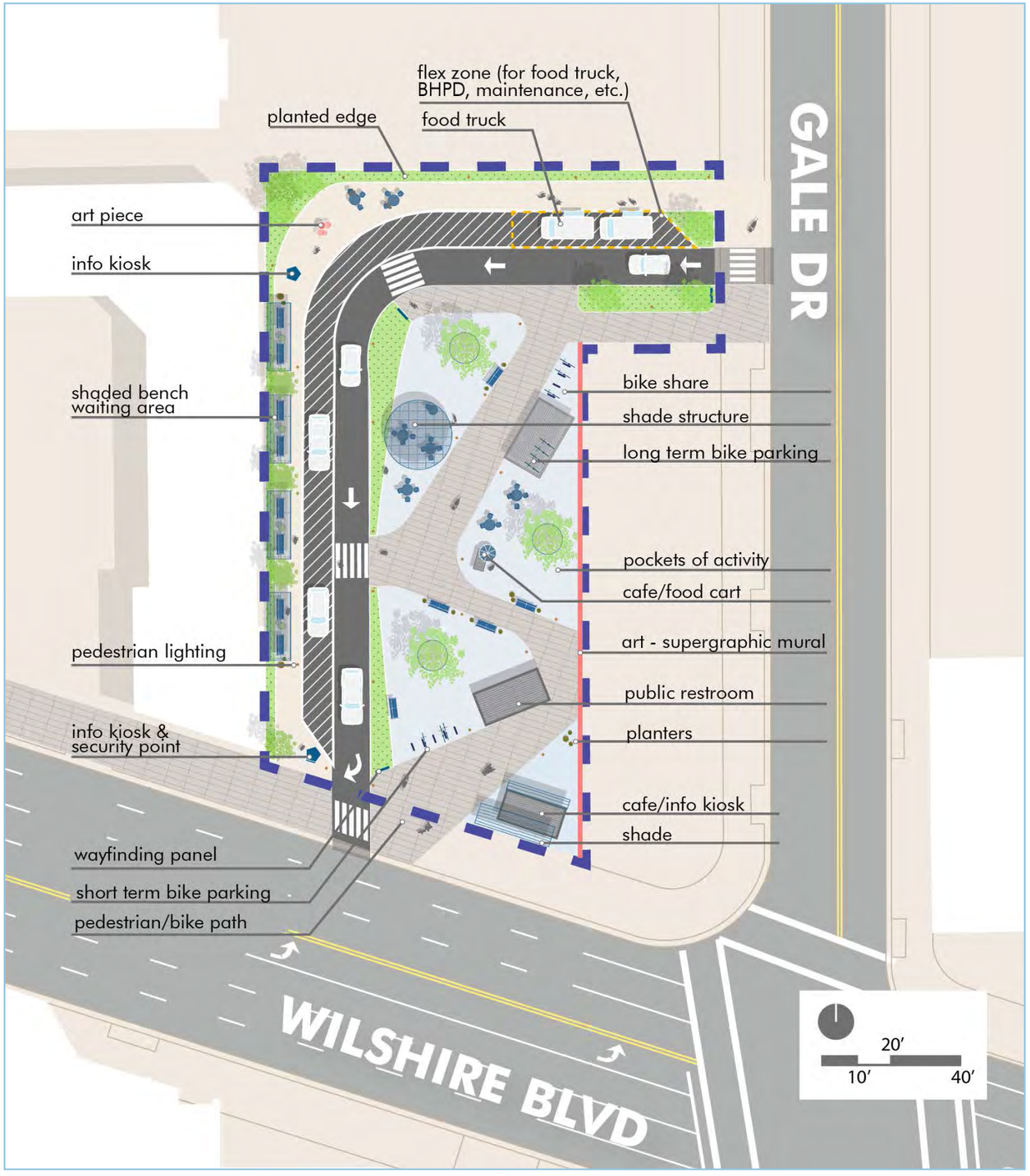
- Plaza: Seating, shade, landscaping, and open plaza space provide a comfortable area for people spending time at the Mobility Hub.
- Public restrooms: As the Metro station will not have restrooms available, the Mobility Hub provides restrooms for travelers.
- Food kiosk or café: A quick-food option allows travelers to grab a snack on the way to and from the Metro station or their final destination.
- Flexible parking space: Approximately 250' is available for vehicles to wait to pick up or drop off passengers. This space could also accommodate food trucks for a pop-up dining option or be reserved for city staff servicing the site.
- Informational kiosks: Kiosks can provide transit arrival times, orient travelers with a map of the area and also provide security services.
- Public art: The Mobility Hub provides a space for a future public art piece.

Most of the amenities included in this plan are proposed as easy-to-implement, off-the-shelf items that do not require customization. The adjacent city-owned parcel at 8423 Wilshire Boulevard may become available in future years, and the proposed conceptual site plan is meant to meet a pressing mobility need when the new Wilshire/La Cienega Metro Station opens, while including amenities that are flexible and can be adapted or expanded if the site footprint changes or grows in the future.

Conceptual Site Plan

This conceptual site plan includes the division of open space into separate activity areas, dispersion of enclosed space and amenities, and the opportunity for off-the-shelf products for enclosed amenities like long term bike parking, quick-service cafes, or restrooms.

With attention to adjacent uses, security, and environment, the proposed site plan is driven by the geometry of vehicular circulation and multimodal site access points. Despite lot size challenges, the Mobility Hub can provide both essential transportation and placemaking elements while optimizing open space and landscape to create a plaza experience. The southwest area is shaped by a meandering path, which can function as an extension of the Wilshire Boulevard sidewalk, with pockets of activity and services. A cafe is proposed along the Wilshire Boulevard streetscape to maintain this important urban edge. To respect neighboring adjacencies, landscaping and a wall mural define the edges of the site while contributing a lush and artful user experience. The back of the site can be activated with a proposed art piece, seating, and a flex zone for food trucks. Dispersed flexible seating and mobile planters on casters provide diverse possibilities for use in the space - a weekly farmers market, a quarterly book fair, or a daily lunch break can all occur here. With these design enhancements and potential, the Mobility Hub adds another space for visitors and residents to enjoy along Wilshire Boulevard.



LEGEND

- property line
- typical pavement
- specialty pavement
- accent ground treatment
- structure
- pick up/drop off
- furniture
- shade canopy
- landscape

First/Last Mile Analysis

A first/last mile analysis reviewed the existing transportation network and existing access to the Metro Station and Mobility Hub for drivers, pedestrians, bicyclists, and people taking transit; as well as the project area's curbside management policies for parking and pick-up / drop-off.

Walking

Existing sidewalks on Wilshire Boulevard and La Cienega Boulevard are generally 15' wide and provide comfortable conditions where most pedestrian movement is anticipated between the Metro Station and the Mobility Hub.

The intersections of Wilshire Boulevard/La Cienega Boulevard, Wilshire Boulevard/Gale Drive, Gale Drive/San Vicente Boulevard, and La Cienega Boulevard/Gregory Way are signalized and have pedestrian crossings provided on all legs of the intersection. The Wilshire Boulevard/Tower Drive intersection is unsignalized and has marked crossings only across the minor street legs. The San Vicente Boulevard/ Hamilton Drive and Wilshire Boulevard/Hamilton Drive intersections are stop-controlled for drivers on Hamilton Drive, with no marked crossings. The Hamilton Drive/Gregory Way and Gale Drive/Gregory Way intersections are all-way stop control and have pedestrian crossings on all legs.

ADA access along Wilshire and La Cienega Boulevard within the area of analysis is adequately maintained, with curb ramps at all crossings and organized street furniture allowing 6' or more of space on the sidewalk for people in wheelchairs.

Bicycling

There are no bicycle lanes connecting directly to the Mobility Hub or Metro Station. However, just outside of the city's boundaries, there is an on-street bicycle lane in the northbound direction on San Vicente Boulevard starting at Wilshire Boulevard in the City of Los Angeles. The City's Draft Complete Streets Plan includes no proposed bicycle facilities that would connect directly to the Mobility Hub or Metro Station but does include some facilities on nearby streets that would improve connections to the immediate area including proposed bike boulevards on Gregory Way and Le Doux Road (west of La Cienega Boulevard), as well as southbound bike lanes on San Vicente Boulevard within city limits.

The closest Beverly Hills Bike Share station is currently located at 325 La Cienega Boulevard in front of the La Cienega Tennis Center, about 0.3 miles or a six-minute walk from the Metro station. The Metro station plaza will also have space for a bikeshare station.

Driving

Pre-COVID-19 Average Daily Traffic (ADT) volumes were obtained from counts conducted in December 2019 and showed that Wilshire Boulevard carries approximately 40,000 ADT and La Cienega Boulevard approximately 50,000 ADT. These volumes are consistent with urban arterials in the region such as Olympic Boulevard and Santa Monica Boulevard, the latter of which includes on-street bike lanes and widened sidewalks in the City of Los Angeles and West Hollywood in addition to multiple lanes of vehicular traffic. A 2018 traffic count at the intersection of Wilshire Boulevard and La Cienega Boulevard showed turning movement volumes that range from approximately 50 to 130 right-turning vehicles per hour and 120 to 240 left-turning vehicles per hour.

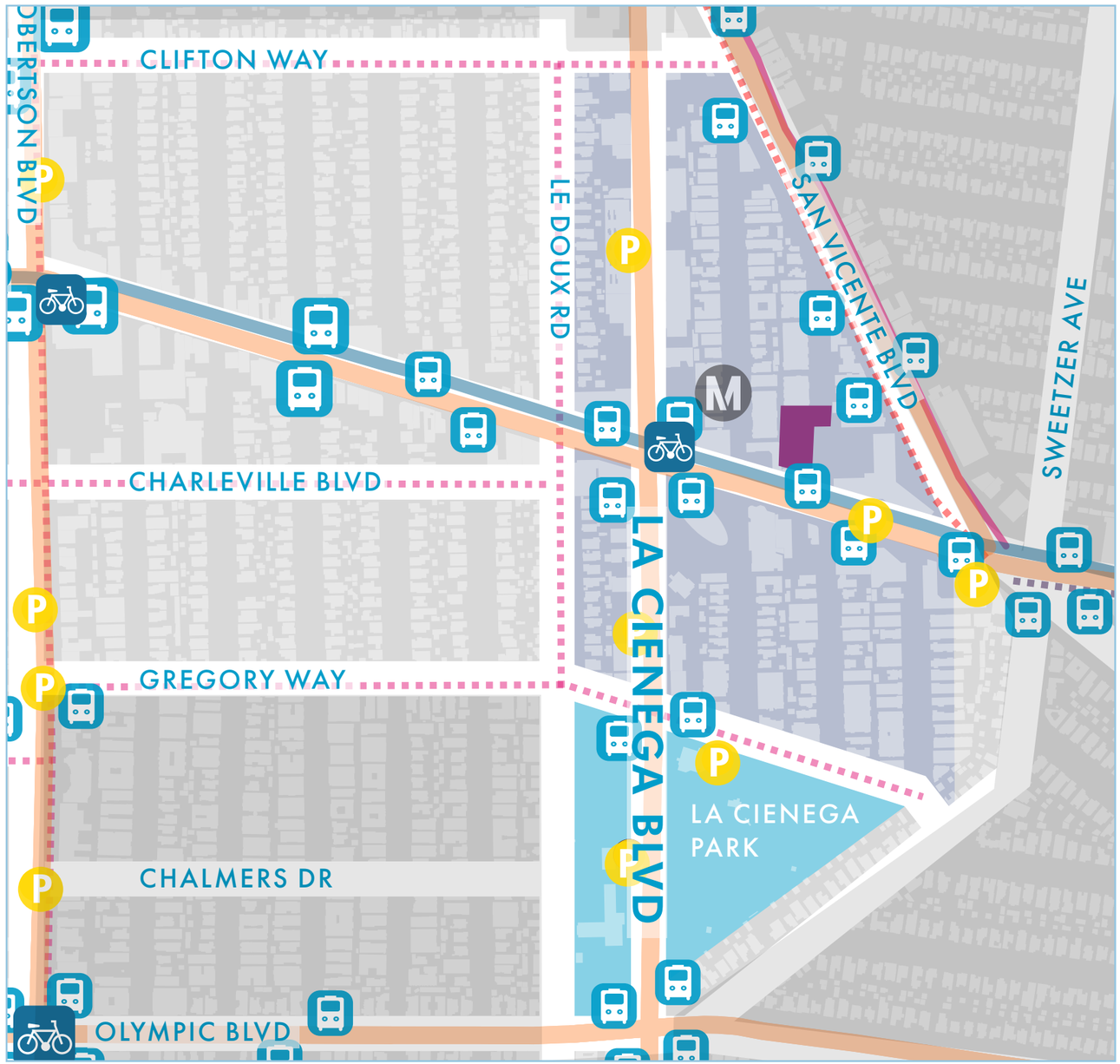
The intersection of Wilshire Boulevard and Hamilton Drive is unsignalized; left-turning traffic from Wilshire Boulevard are provided left-turn pockets but must find gaps in three-lanes of opposing traffic to turn onto Hamilton Drive, which can increase complexity for drivers to yield to pedestrians crossing Hamilton Drive. The intersection of Wilshire Boulevard and Gale Drive is signalized with left-turn pockets for traffic turning from Wilshire Boulevard onto Gale Drive. However, the signal includes permitted left-turn phasing that requires drivers to find gaps in three-lanes of opposing traffic while also yielding to pedestrians crossing Gale Drive.

Taking Transit

The opening of the Metro D Line Wilshire/La Cienega Station will increase connections to Metro's existing bus routes with stops near the Mobility Hub and Metro station (routes 20, 720, 786, 105, and 705).

Curbside Management

Both Wilshire Boulevard and La Cienega Boulevard have active curbside lanes for peak hour traffic and off-peak parking. Currently, the curb in front of the future Metro station is designated as a red curb zone that does not allow parking. Additionally, there are approximately four metered parking spaces available on the block of Wilshire Boulevard between Gale and Hamilton Drives, in front of the future Mobility Hub. The local streets north of Wilshire Boulevard (i.e., Gale Drive and Hamilton Drive) allow parking on both sides of the street, including residential permit parking, some metered parking (at the north end of Gale Drive), and two commercial loading zones (at the south end of Hamilton Drive).



First/Last Mile Network

First/Last Mile Recommendations

Based on the first/last mile analysis, the following recommendations include multimodal access improvements to, from, and between the Mobility Hub and the Wilshire/La Cienega Metro Station. The station and the Mobility Hub are approximately 600' apart and this connection must be logical, comfortable, and convenient to facilitate connections between the two sites.

These recommendations are context sensitive and prioritize the comfort and safety of users trying to access and connect between transportation services including pedestrians, bicyclists, and people with disabilities.

Pedestrian Improvements

It is important to consider that everyone becomes a pedestrian once they arrive at the Wilshire/La Cienega Metro Station or at the Mobility Hub, whether they are transferring between modes (bus to rail, rail to bike, etc.), getting dropped off by transit, TNC, or private vehicle, or walking in from the local neighborhood. The following improvements are recommended:

- Upgrade the crosswalks at Wilshire Boulevard/Gale Drive and Wilshire Boulevard/Tower Drive to high-visibility, continental crosswalks to increase the visibility of pedestrians crossing the street.
- Add high-visibility, continental crosswalks to formalize crossing movements across Hamilton Drive and increase the visibility of pedestrians crossing the street.
- Add leading pedestrian intervals at Wilshire Boulevard/Gale Drive to give pedestrians the opportunity to enter the intersection prior to vehicles so they are more visible to drivers. These treatments have been shown to reduce conflicts between vehicles and pedestrians.
- Add crosswalk striping across the Mobility Hub driveways to increase the visibility of people walking on the sidewalk through driveway aprons. The Mobility Hub design should maintain adequate sight lines for vehicles exiting the site to be able to see and react to pedestrians walking along Wilshire Boulevard.

Bicycle Improvements

In alignment with the Draft Complete Streets Plan, bike facilities are not included on Wilshire Boulevard or La Cienega Boulevard. However, the City may consider prioritizing implementation of southbound bike lanes on San Vicente Boulevard, as well as the bus/bike lane on Wilshire Boulevard in the future, as referenced in the "Expanded" concepts from Chapter 6.

To improve bicycling access to the Mobility Hub, Gale Drive should be designated as a bike boulevard to connect between proposed bike facilities on Gregory Way and San Vicente Boulevard. This is a relatively low-cost addition to the bikeway network that would require sharrow markings along Gale Drive and bicycle detection at the signalized intersection with Wilshire Boulevard.

Further exploration of the bus/bike lane concept with Beverly Hills stakeholders and community members could improve bicycling conditions on Wilshire Boulevard with the addition of a bicycling facility after Metro construction is completed.

Transit Improvements

Metro plans to relocate an existing bus stop to better connect bus users to the new Wilshire/La Cienega Station. The bus stop for the westbound Route 20/720 on Wilshire Boulevard will move from the west side of the Wilshire Boulevard/La Cienega intersection to the east side, directly in front of the new Metro station.

Interest in a potentially autonomous Beverly Hills shuttle was expressed during the stakeholder engagement process. Shuttle pick-up and drop-off would be accommodated on the Mobility Hub site, with space reallocated as needed if the shuttle comes online.

As previously mentioned in the Bicycle Improvements section, implementation of the design standards around transit amenities included in this plan and further exploration of the "Expanded" bus/bike lane concept for Wilshire Boulevard could improve transit conditions even further.

Driving Improvements

The new Metro Station is expected to increase pick-up and drop-off demands from private vehicles, taxis, and transportation network companies (TNCs). This may increase traffic volumes in the area. There are a number of existing, high-volume ridership Metro stations in the City of Los Angeles (e.g., Wilshire/Western, Wilshire/Vermont, Vermont/Beverly, and Vermont/Sunset) that currently function without designated off-street parking or curbside pick-up and drop-off areas.

Unlike the area studied for the D Line Wilshire/Rodeo Station North Portal, there will be no curbside access for pick-up and drop-off provided directly outside the Metro station. Also in contrast to the North Portal proposal, Connect Beverly Hills does not propose any re-allocation or reduction to current travel lanes, and the recommended design of the Mobility Hub will accommodate passenger pick-up and drop-off within the site.

The Mobility Hub will include an ingress driveway on Gale Drive and a right-out only egress driveway on Wilshire Boulevard. New trips coming to the site from the east and west on Wilshire Boulevard are not anticipated to be significant compared to existing traffic volumes on Wilshire Boulevard. However, there may be an increase in vehicular traffic on Gale Drive, particularly from drivers accessing the site from San Vicente Boulevard to the north of the site. Vehicles accessing the Mobility Hub may also increase the eastbound left-turn and westbound right-turn movements from Wilshire Boulevard onto Gale Drive.

To minimize congestion concerns, the project team recommends benchmarking and monitoring traffic volumes around the Mobility Hub site to determine which movements are affected, then developing appropriate mitigation strategies before construction begins. Recommended mitigation strategies include:

- Intersection modifications to discourage drivers accessing the mobility hub from turning onto Gale Drive from San Vicente Boulevard.
- Adding protected left-turn phasing at the intersection of Wilshire Boulevard and Gale Drive.

The pick-up and drop-off facility on the Mobility Hub site should be designed to accommodate expected demand within the site so that there is no queue build-up onto Gale Drive.

The Mobility Hub conceptual plan includes an off-street circulation aisle with space for nine vehicles to pull into a curbside lane to pick-up and drop-off passengers. These spaces can be used by taxis, transportation network companies (TNCs), and private vehicles.

To better understand and mitigate potential congestion as passengers are dropped off or picked up off-street within the Mobility Hub, the project team conducted a queuing analysis. This analysis did not include field surveys of the potential Mobility Hub site due to COVID-19 impacts on traffic volumes and the fact that the area is currently under construction.

The analysis studied a range of potential vehicle arrival rates and dwell times for pick-up and drop-off activity. The assumptions for the queuing analysis included:

- Drop-off: vehicles arrive at maximum rates ranging from 60 to 120 vehicles per hour (i.e., 1 to 2 vehicles per minute) during peak times and passenger drop-off takes an average of 30 seconds to 2 minutes per passenger to complete.
- Pick-up: vehicles arrive at maximum rates ranging from 30 to 60 vehicles per hour (i.e., 1 to 2 minutes between vehicles) and pick-up takes an average of 4 to 5 minutes per passenger to complete, which assumes that the vehicle is waiting on the site while the passenger books the service, walks to the site, and loads into the vehicle.

Results showed that the allocated space on-site will be sufficient to accommodate vehicle queues without spilling back onto the local street network. Short dwell times less than 5-minutes should be encouraged and could be reinforced through signage, pavement marking, and other measures.

An additional recommended driving improvement is to grind and overlay the pavement on Gale Drive from San Vicente Boulevard to WIlshire Boulevard.

Wayfinding and Signage

Improvements should be consistent with the Connect Beverly Hills Plan's design standards for wayfinding and signage. Wilshire Boulevard between La Cienega Boulevard and Gale Drive should be an area of particular focus, as this stretch will likely see high volumes of people walking between the Metro Station and the Mobility Hub.

Creating a strong visual connection between the Metro Station and the Mobility Hub through consistent wayfinding at eye-level or ground-level using a specific color or material is recommended. One method of ground-level visual connection could be implemented by extending the plaza paving within the Mobility Hub to the sidewalk, providing a clear link to navigate between the two sites. Additional suggestions beyond the Plan's design standards in Chapter 5 include:

- Close coordination with Metro to ensure signage near the station and at the Mobility Hub is consistent with existing Metro wayfinding.
- Incorporating technology such as kiosks and electronic signage for dynamic wayfinding and transit information.

WILSHIRE BOULEVARD & LA CIENEGA BOULEVARD

Streetscape Plan and Design Standards

March 2021 Draft