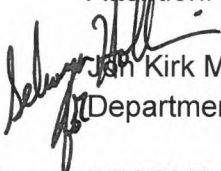


**CITY OF LOS ANGELES**  
**INTER-DEPARTMENTAL MEMORANDUM**

Date: June 18, 2014

To: Honorable City Council  
c/o City Clerk, Room 395  
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From:  John Kirk Mukri, General Manager  
Department of Transportation

Subject: **PEOPLE ST SPRING 2014 APPLICATIONS (Council File 13-1592)**

**SUMMARY**

The Los Angeles Department of Transportation (LADOT) recommends that the Council and Mayor adopt the list of seven recommended People St projects and authorize LADOT to proceed with implementation in conjunction with approved Community Partners.

**RECOMMENDATION**

That the Council, subject to concurrence by the Mayor:

1. ADOPT the recommended three plaza and four parklet projects for the People St spring 2014 application window, as listed in Table 1 of this report.
2. RESOLVE to close – pursuant to California Vehicle Code Section 21101(f), Article 6 of Chapter 3 of Division 1 of Title 7 of the Government Code, and the Circulation Element of the General Plan of the City of Los Angeles – the roadway segments or areas required as part of plaza project installation (listed in Table 1) to through vehicular traffic by installing traffic diverters or other fixed devices that prevent access to vehicular traffic, but allow through bicycle and pedestrian movements.
3. FIND that action classifies as a minor vacation and is categorically exempt under Article 7, Class 5(3), of the City of Los Angeles guidelines for the implementation of the California Environmental Quality Act (CEQA).
4. DIRECT LADOT to report back in 90 days on the status of the implementation of the People St program.

## **DISCUSSION**

Per Council direction (C.F. 13-1592), this report covers a list of plaza and parklet projects recommended by LADOT, in consultation with the Department of City Planning, Department of Public Works (specifically the Bureau of Street Services, Bureau of Engineering, and Bureau of Contract Administration) and Fire Department (LAFD), for further design development and installation. This inter-departmental group generated a collection of recommendations for each submitted application proposal's project viability and feasibility assessing program and application requirements, established site location criteria, and other operational design and safety considerations.

LADOT People St's introductory application cycle opened March 3, 2014 and closed April 30, 2014. During this time period, interested community groups were encouraged to: review each project type's application manual detailing project guidelines, required application documentation and materials, the application process (Attachments 1-2), and Community Partner responsibilities (Attachment 3); consult LADOT with questions regarding site feasibility via the People St program website, [peoplest.lacity.org](http://peoplest.lacity.org); and attend informational public application seminars led by LADOT staff.

At the end of the spring 2014 introductory application window, LADOT received ten parklet applications and five plaza applications.<sup>1</sup>

See Attachment 4, Application Summaries, for detailed information on each submitted application, including LADOT recommendations, Community Partner information, required application materials checklist, and other relevant project information.

### **Process and Next Steps**

As illustrated in Attachments 1-2, this report addresses the "initial application phase" of the People St process for plazas and parklets. Projects recommended to proceed in this report will then commence the second, "final application phase" of the People St process in which design development and a pre-installation evaluation occur before final designs and additional required documentation are submitted in advance of MOU issuance and, ultimately, project installation. As this phase is completed a new, annual application window will open in the fall from October 1—November 28, 2014. Pending resource availability, the anticipated fall 2014 application window may be deferred to opening fall 2015.

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<sup>1</sup> Although part of the family of project types available to the public for installation in repurposed roadway, bicycle corrals were not a part of the spring 2014 People St application cycle due to a the current backlog of prospective project locations with interested community partners generated by the Bicycle Program. Pending future funding and staff availability, LADOT Bicycle Program will reassess expansion of the bicycle corral pilot project and inclusion of bicycle corrals in future People Street cycles.

In addition, these recommended People St projects offer a demonstration of a toolbox of design elements that can serve to expedite “Phase One” implementation of larger, capital-intensive street improvement projects, such as those developed by the Great Streets Initiative (Executive Directive #1) of Mayor Eric Garcetti.

### **LADOT Project Recommendations**

LADOT is recommending to prioritize all seven projects recommended to proceed (Table 1), two of which are conditionally recommended. Per previous council report (CF 13-1592) up to four plazas are allowable per application cycle due to limited LADOT funding and staff resources to fulfill City responsibilities (Attachment 3); three plaza projects in this application cycle were found to meet all application requirements and site location criteria and no prioritization of projects is needed at this time. For parklets, materials and installation costs are the responsibility of Community Partners (Attachment 3); four parklet projects were found to meet program requirements. LADOT staffing is sufficient to administer these recommended parklet projects and, likewise, no prioritization is needed at this time.

To date, LADOT has communicated receipt of submitted applications and further communication is pending Council adoption of the recommended projects.

***Projects Recommended to Proceed (Table 1):*** These applications recommended to proceed to the design development phase of the People St process demonstrated the necessary organizational skills, capacity and initiative to be effective Community Partners. Additionally, these proposed plaza and parklet projects satisfy respective project site location and context criteria; provided evidence of community support; and if installed, will create a community asset in areas that lack access to existing public open space or areas that lack a public realm that facilitates pedestrian-oriented vibrancy.

A subset of these projects is *conditionally* recommended to proceed. These applications demonstrated all of the necessary conditions referenced above under the “Projects Recommended to Proceed” section, including meeting all site location criteria and submission of required application materials. However, the interdepartmental review team identified minor modifications to the proposed project that must be satisfied before proceeding with design development and eventual installation.

***Projects Recommended to Reapply (Table 2):*** These application proposals were submitted by applicants that demonstrated the necessary organizational skills, capacity and initiative to be a Community Partner. However, these application proposals did not meet one or more of the application requirements and/or staff found there to be site location feasibility issues that must be addressed for a viable project. LADOT

encourages applicants work closely with staff to address these issues, augment their overall project application package and reapply in the next application window, fall 2014.

**Projects Not Recommended to Proceed (Table 3):** These proposed plaza and parklet projects do not satisfy respective project site location and context criteria. In some cases, the applicant also did not submit one or more of the required application materials. After consultation with other City departments, LADOT does not recommend these projects to be installed, as proposed project site location and context cannot be adjusted in order to comply with required site location criteria and/or lack demonstrated proof of stakeholder and community outreach, restricting overall project feasibility/viability.

In addition, some of these project applicants had little to no communication with LADOT staff prior to submission and could benefit from staff guidance to develop successful future applications. These applicants are encouraged to reconsider project locations within the neighborhood and work closely with LADOT staff to fully develop novel applications over the next several months for the Fall 2014 application cycle, or with enough time to submit a robust application in future annual application cycles.

**Table 1: Projects Recommended to Proceed – People St Spring 2014**

PROJECT NAME	CD	FINDINGS
Bradley Avenue Plaza (Bradley Ave southeast of Van Nuys Blvd to alley)	7	<b>Recommended to proceed:</b> All application requirements and site location criteria satisfied
Lankershim Alley Plaza (Alley at 5225 Lankershim Blvd)	2	<b>Recommended to proceed:</b> All application requirements and site location criteria satisfied
1111 S. Hope Street Parklet	14	<b>Recommended to proceed:</b> All application requirements and site location criteria satisfied
15231 La Cruz Drive Parklet	11	<b>Recommended to proceed:</b> All application requirements and site location criteria satisfied
3272 Motor Avenue Parklet	5	<b>Recommended to proceed:</b> All application requirements and site location criteria satisfied
43 <sup>rd</sup> Place Plaza (W. 43 <sup>rd</sup> Pl between Leimert Blvd and Degnan Blvd)	10	<b>Conditionally recommended to proceed</b> <b>Conditions to be fulfilled:</b> Prior to design development and installation, the Community Partner shall agree to pay for the additional costs of the roadbed surface treatment, if different from the options detailed in the People St Kit of Parts for Plazas, and shall agree to modify the footprint of the plaza as recommended by LADOT staff. See Attachment 5, Recommended Plaza Footprint for the 43 <sup>rd</sup> Place Plaza.

3370 Motor Avenue Parklet	5	<p><b>Conditionally recommended to proceed</b></p> <p><b>Conditions to be fulfilled:</b> Prior to design development and installation, the Community Partner shall agree to either shift proposed parklet footprint to on-street parking spaces away from decommissioned driveway or pay for costs and secure all necessary permits (e.g. B-Permit) and approvals to restore curb along current footprint.</p>
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**Table 2: Projects Recommended to Reapply – People St Spring 2014**

PROJECT NAME	CD	FINDINGS
617 S. Centre Street Parklet	15	<p><b>Recommendations for reapplication:</b></p> <ul style="list-style-type: none"> <li>• Secure required letters of support from adjacent entities directly impacted</li> <li>• Augment application with additional proof of community support</li> <li>• Council District 15 has requested that LADOT re-design parking on this street from existing parallel parking to angled parking (see Attachment 6), necessitating reconsideration of appropriate project type to maximize project benefit within this new condition and confirmation of Community Partner desire to continue with a project footprint potentially larger in size. Work closely with LADOT staff and CD15 to reconsider project type pending angled parking project.</li> <li>• In the event angled parking is not installed per CD 15 request, existing parking spaces will need to be modified to meet DASH bus zone standard, since parking is too close to bus loading zone before they can be repurposed for a parklet. Parklet should be located one space in from the corner to meet People St Parklet site location criteria.</li> </ul>
301 W. 6 <sup>th</sup> Street Parklet	15	<p><b>Recommendations for reapplication:</b></p> <ul style="list-style-type: none"> <li>• Secure required documentation of support from adjacent entities and demonstrate overall community support</li> <li>• Proposed parklet is located on a street with incorrectly installed metered parking, with parking too close to stop sign at intersection. Work closely with CD 15 and LADOT to reconfigure parking to allow for parklet installation that meets site location criteria.</li> <li>• Proposed site does not comply with the site location criteria that requires parklet site be located one parking space in from the street corner.</li> </ul>

PROJECT NAME	CD	FINDINGS
315 W. 7 <sup>th</sup> Street Parklet	15	<p><b>Recommendations for reapplication:</b></p> <ul style="list-style-type: none"> <li>• Secure required documentation of support from adjacent entities and demonstrate overall community support</li> <li>• Proposed parklet is located on a street with incorrectly installed metered parking, with adjacent parking (commercial loading zone) too close to stop sign at intersection. Parking spaces will need to be reconfigured to meet red curb zone standard before they can be repurposed for a parklet.</li> <li>• Work with closely with CD 15 and LADOT to reconfigure parking to allow for parklet installation that meets site location criteria.</li> </ul>
Kinross Avenue Parklet	5	<p><b>Recommendations for reapplication:</b></p> <ul style="list-style-type: none"> <li>• Consider relocation of colored curb zone (passenger loading) to last existing on-street metered space before stop sign, or alternately, elimination of passenger loading zone</li> <li>• Secure required letters of support from entity that originally requested the colored curb zone and from adjacent entities directly impacted by project, including all businesses along the project frontage – offer these stakeholders opportunity to weigh in on shifting passenger loading (or not)</li> <li>• Augment application with additional proof of community support</li> </ul>

**Table 3: Projects Not Recommended to Proceed – People St Spring 2014**

PROJECT NAME	CD	FINDINGS
Westminster Avenue Plaza	11	<p><b>Recommendations for future project development:</b></p> <ul style="list-style-type: none"> <li>• Installing proposed plaza would obstruct emergency vehicle access to surrounding buildings that cannot be accommodated on adjacent streets and businesses would not be able to receive deliveries through surrounding street network. Work closely with LADOT staff and CD 11 to reconsider project location.</li> <li>• This proposed project is located within the California Coastal Zone and requires coordination with the California Coastal Commission. Work closely with LADOT staff and CD 11 to seek California Coastal Commission coordination and any necessary approvals</li> <li>• For any future applications, secure required application materials and seek broad community support for project with special attention to the delivery access issues in the area</li> <li>• Augment any future application with additional proof of community support</li> </ul>

<p>Bimini Place Plaza</p>	<p>13</p>	<p><b>Recommendations for future project development:</b></p> <ul style="list-style-type: none"> <li>• The existing street width does not provide enough vehicle “turn-around” clearance or alternate access for surrounding businesses via public streets. Installing the proposed plaza would also obstruct emergency vehicle access to surrounding buildings that cannot be accommodated otherwise. LADOT encourages the applicant to continue to work with the City and CD13 to find an appropriate project type to further amplify the investment this group has made in public realm enhancements within the neighborhood.</li> </ul>
<p>19<sup>th</sup> Avenue Parklet</p>	<p>11</p>	<p><b>Recommendations for future project development:</b></p> <ul style="list-style-type: none"> <li>• This street segment is exclusively for emergency vehicle access to surrounding buildings and contains no on-street parking to be repurposed.</li> <li>• This site is located within the California Coastal Zone and may require additional coordination.</li> <li>• LADOT encourages the applicant to work closely with the City and CD11 to find an appropriate project location and project type for a future application and to seek California Coastal Commission coordination and any necessary approvals.</li> <li>• Secure required letter of support from local Council office for any future project application</li> </ul>
<p>3280 Motor Avenue Parklet</p>	<p>5</p>	<p><b>Recommendations for future project development:</b></p> <ul style="list-style-type: none"> <li>• Proposed parklet is located on a street with a speed limit of 35 MPH with no required 5 feet buffer between the parklet footprint and the next vehicular travel lane. Curve of street combined with 35 MPH speed limit makes this site location unfeasible for a parklet per site location criteria. LADOT encourages the applicant to work closely with the City and CD 5 to find an appropriate alternate project location for a future application.</li> <li>• Secure required application materials and seek broad community support for future project application</li> </ul>

**BACKGROUND**

A People St *Plaza*, also known as a residual roadway plaza, creates accessible public open space by closing a portion of street to vehicular traffic. Seating, bicycle parking, and other public space amenities can be incorporated. Paint or another treatment is applied to the street surface, while large planters and other elements define the plaza perimeter.

A People St *Parklet* is an expansion of the sidewalk into one or more street parking spaces to create people-oriented places. Parklets are designed to provide a public

space for citizens to enjoy the atmosphere of the city around them, in places where either public open space is lacking or if the sidewalk width is not large enough to accommodate vibrant street life activities. Parklets introduce new streetscape features such as seating, plantings, bicycle parking, or elements of play.

A People St *Bicycle Corral*, also known as a “cyclestall,” is an on-street parking facility that accommodates up to 16 bicycles in the same area as a single vehicle parking space. Bicycle Corrals can be installed within vehicle parking lanes in areas with high levels of bicycling and demand for bike parking.

A People St *Community Partner* is an organization, group, or entity that signs a one-year renewable agreement, or MOU, with the City of Los Angeles to accept the responsibility for community outreach, design development, capital costs, installation, operation, management, and maintenance associated with their proposed project. Community Partners are also referred to as People St project “applicants.”

### **Related Council Actions and Motions**

On December 9, 2011, Councilmember Garcetti introduced a motion (C.F. 11-0183-S1) requesting the Department of Transportation develop processes in support of the People St Program (working title was “Streets for People”) and to install a plaza demonstration project in Silver Lake. The demonstration residual roadway plaza, now called Sunset Triangle Plaza, was installed in Silver Lake in March 2012.

On September 16, 2011, Councilmembers Perry and Huizar introduced a motion (C.F. 11-1604) requesting that the Department of City Planning, in consultation with LADOT and Department of Public Works, “assist with the implementation of parklet demonstration projects” and report back to the Transportation Committee and Arts, Parks, Health & Aging Committee on creating a citywide program similar to San Francisco’s “Pavements to Parks” program. Four demonstration parklets were installed in February 2013 in Highland Park, Downtown Los Angeles, and El Sereno.

In response to a motion by Council member Huizar (CF 09-1710), the City’s initial bicycle corral was installed in Highland Park by the LADOT Bicycle Program in February of 2011. The LADOT Bicycle Program went on to develop a pilot project to design, install and test 10 bicycle corrals in the public right-of-way with private partners who would commit to maintenance of the corrals by agreement. As a part of the program, social media (LADOT Bike Blog) was utilized to generate interest in the pilot project and now over 30 installations are pending. To date corrals have been installed by the Bicycle Program at the Sunset Triangle Plaza demonstration project; Glendale Boulevard in Atwater Village; and two bicycle corrals along Abbot Kinney Boulevard in Venice. Installation of two additional locations is pending in NoHo and Cypress Park.



Per Council File No. 13-1592, City Council authorized LADOT to administer the introductory Request for Proposals (RFP), or application cycle, for People St Program plaza and parklet projects, with a maximum of four plazas, throughout the City. Per this Council instruction, LADOT was directed to convene a group of interdepartmental City staff to review submitted People St Program application proposals and report to the Council after review of the application proposals with a list of projects recommended for design development and eventual installation.

### **FISCAL IMPACT**

No direct impact to the City's General Fund is anticipated.

However, with 5 metered parking spaces proposed to be repurposed as part of the recommended parklet projects, and 7 metered parking spaces to be repurposed as part of the recommended plaza projects, the total estimated impact to annual metered parking revenue would be \$12,448.75. In addition, revenue from parking enforcement (ticketing) would not be collected for those metered parking spaces.

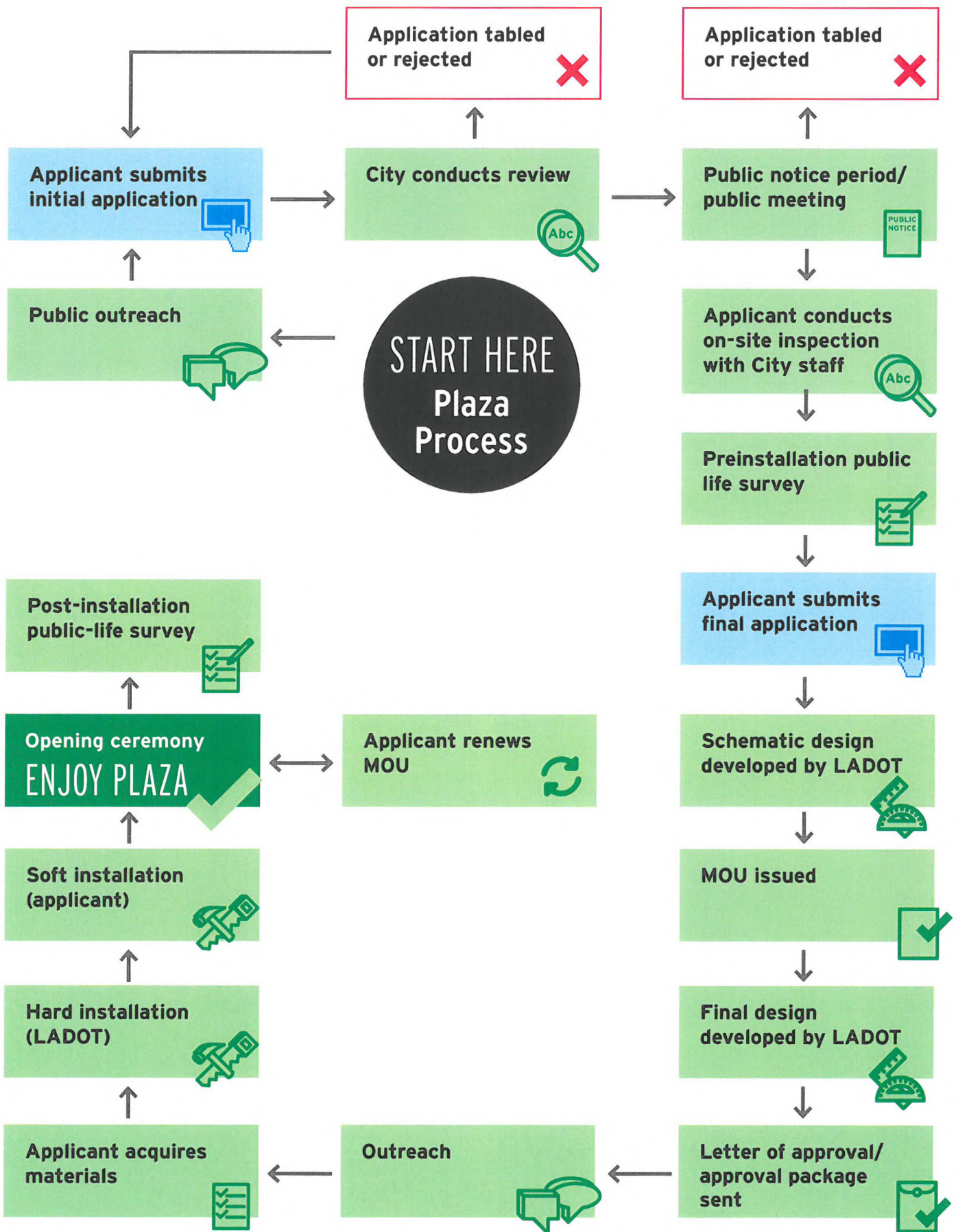
To install these projects, a total of \$400,000 is needed. Funds are available within Measure R Pedestrian Program Set Aside (Fund 51Q) to fund program activities and to reimburse the General Fund for city staff time spent on design development or other efforts.

JKM:vaw

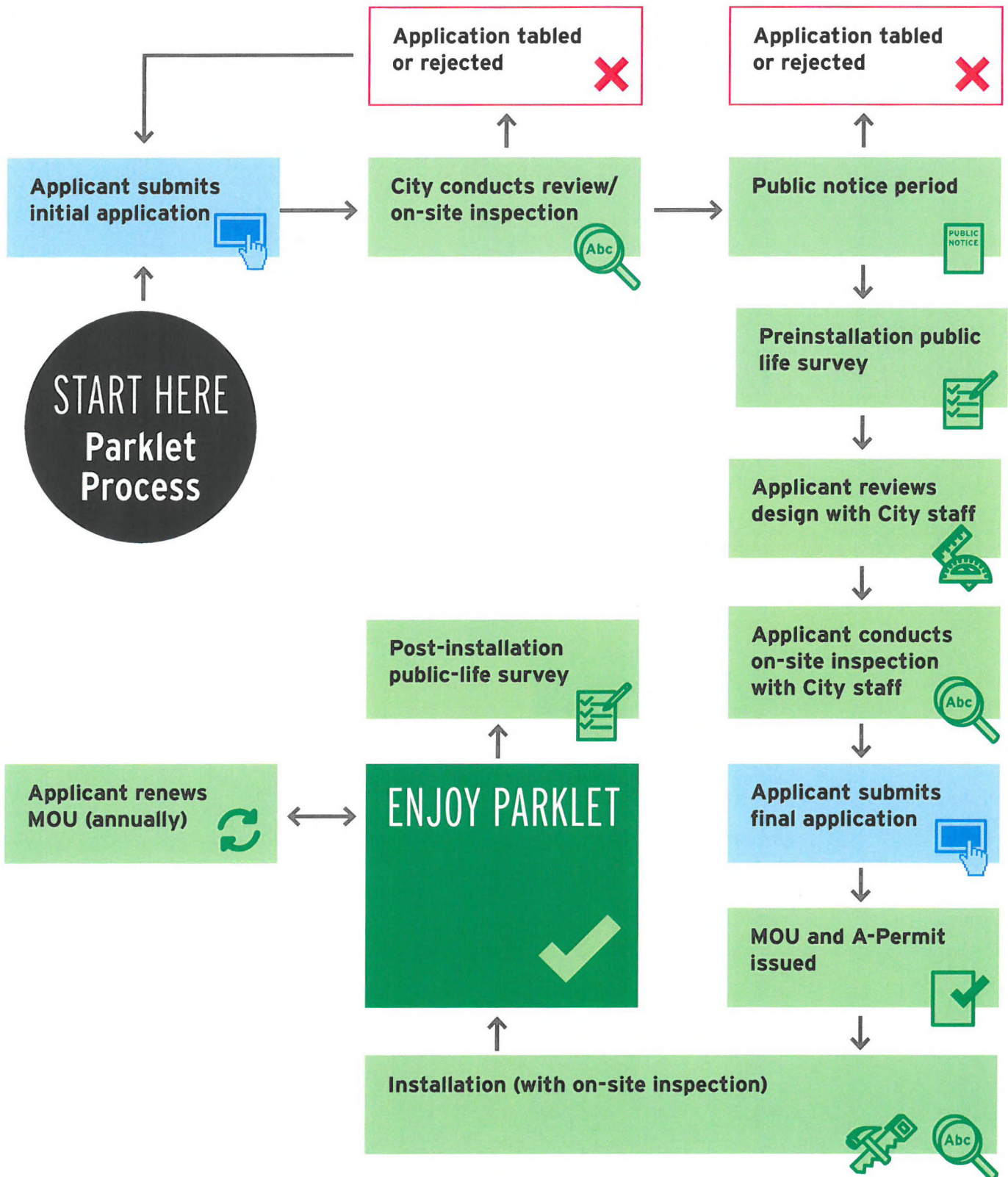
### **Attachment**

c: Deborah Weintraub, Bureau of Engineering  
John L. Reamer, Jr., Bureau of Contract Administration  
Nazario Saucedo, Bureau of Street Services  
Michael LoGrande, Department of City Planning

**Attachment 1: People St Plaza Process Chart**



**Attachment 2: People St Parklet Process Chart**



**Attachment 3: City of Los Angeles vs. Community Partner Responsibility**

## City of Los Angeles vs Community Partner Responsibility

PROJECT TYPES	COMMUNITY PARTNER RESPONSIBILITIES	LADOT RESPONSIBILITIES	COMMUNITY PARTNER COSTS	LADOT COSTS
<b>Plazas</b>	<ul style="list-style-type: none"> <li>• Furnishings</li> <li>• Maintenance</li> <li>• Programming</li> </ul>	<ul style="list-style-type: none"> <li>• Design Development</li> <li>• Surface Treatment</li> <li>• Perimeter Planters</li> <li>• Delineators</li> <li>• Identity + Wayfinding Signage</li> </ul>	Furnishings + Maintenance* (Varies) - See <b>Kit of Parts for Plazas</b>	~\$35,000 (Typical 10,000 sq. ft. Plaza) + Signage Costs
<b>Parklets</b>	<ul style="list-style-type: none"> <li>• Design Development</li> <li>• Materials</li> <li>• Installation</li> <li>• Maintenance</li> </ul>	<ul style="list-style-type: none"> <li>• Identity + Wayfinding Signage</li> </ul>	~\$40,000 - \$80,000 + Maintenance* (Varies) - See <b>Kit of Parts for Parklets</b>	Signage Costs
<b>Bicycle Corrals</b>	<ul style="list-style-type: none"> <li>• Maintenance</li> </ul>	<ul style="list-style-type: none"> <li>• Standard corral unit</li> <li>• Identity + Wayfinding Signage</li> </ul>	Maintenance* (Varies)	\$5,000 - \$10,000 + Signage Costs

\* Maintenance costs vary by project size, location, and ongoing operational budget of individual Community Partners

**Attachment 4: Application Summaries - Spring 2014 People St Application Cycle**





**People St**

**Submitted Application Summaries**  
SPRING 2014 APPLICATION CYCLE

**LADOT**

# Bradley Avenue Plaza



## LADOT RECOMMENDATIONS

**Recommended to proceed:** All application requirements and site location criteria satisfied

## PROJECT DESCRIPTION

Proposed Location: **Bradley Avenue between Van Nuys Boulevard and alley**

Proposed Size: **~4,500 square feet**

Neighborhood: **Pacoima**

Council District: **7**

Transportation District: **East Valley**

Engineering District: **Valley**

## APPLICANT INFORMATION

Name/Title: **Max Podemski, Planning Director**

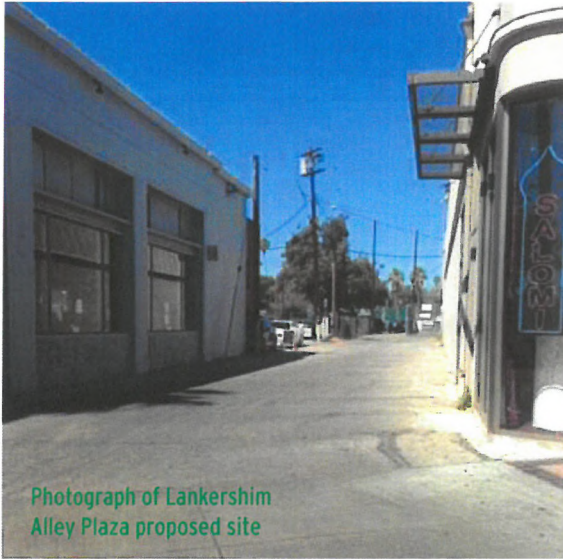
Organization: **Pacoima Beautiful**

Organization Type: **Nonprofit and community-based organization**

## PLAZA APPLICATION REQUIREMENTS

- Letter of support from local Council Office
- N/A**  Letters of support from nearby entities associated with special color curb zones, if applicable
- Minimum 4 letters of support from adjacent property owner(s), businesses, or others directly impacted by or front the Plaza
- Existing-Conditions Site Plan
- Existing-Conditions Photos
- Model and Color-Scheme Worksheet
- Programming Prospectus
- Budget and Maintenance Plan
- Financial Statements

# Lankershim Alley Plaza



Photograph of Lankershim Alley Plaza proposed site

## PROJECT DESCRIPTION

Proposed Location: **Alley off of Lankershim Boulevard near Magnolia Boulevard**

Proposed Size: **~3,500 square feet**

Neighborhood: **North Hollywood Arts District**

Council District: **2**

Transportation District: **East Valley**

Engineering District: **Valley**

## APPLICANT INFORMATION

Name/Title: **Aaron Auleta, Managing Director**

Organization: **NoHo BID**

Organization Type: **Business Improvement District**

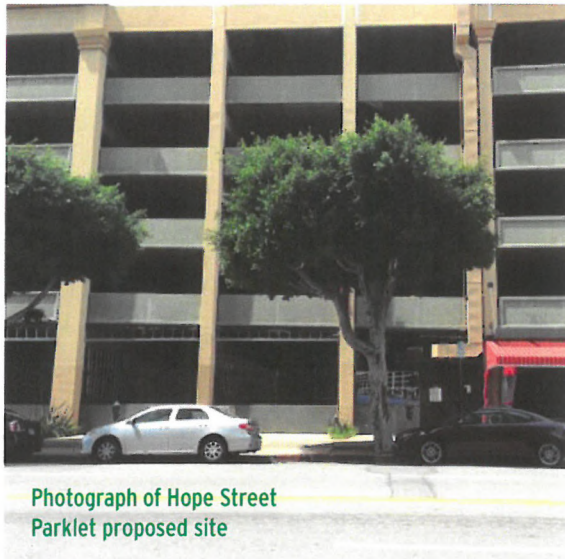
## LADOT RECOMMENDATIONS

**Recommended to proceed:** All application requirements and site location criteria satisfied

## PLAZA APPLICATION REQUIREMENTS

- Letter of support from local Council Office
- N/A**  Letters of support from nearby entities associated with special color curb zones, if applicable
- Minimum 4 letters of support from adjacent property owner(s), businesses, or others directly impacted by or front the Plaza
- Existing-Conditions Site Plan
- Existing-Conditions Photos
- Model and Color-Scheme Worksheet
- Programming Prospectus
- Budget and Maintenance Plan
- Financial Statements

# Hope Street Parklet



Photograph of Hope Street Parklet proposed site

## LADOT RECOMMENDATIONS

**Recommended to proceed:** All application requirements and site location criteria satisfied

## PROJECT DESCRIPTION

Proposed Location: **Fronting 1111 S. Hope Street at 11th Street**  
Proposed Size: **Two metered parking spaces**  
Neighborhood: **Downtown Los Angeles**  
Council District: **14**  
Transportation District: **Central**  
Engineering District: **Central**

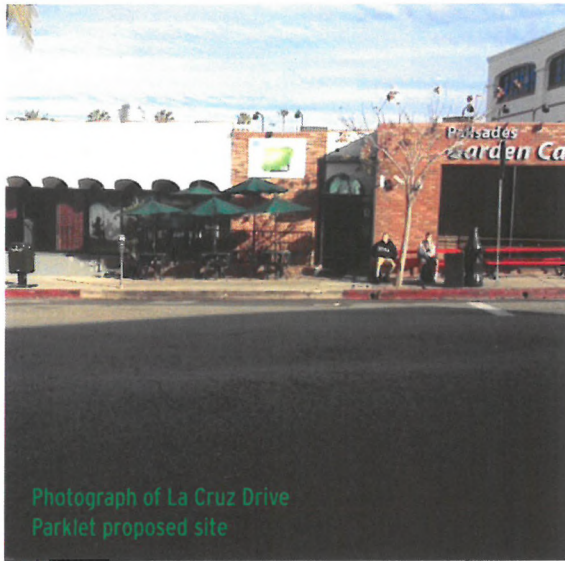
## APPLICANT INFORMATION

Name/Title: **Amanda Irvine, Director of Planning**  
Organization: **South Park BID**  
Organization Type: **Business Improvement District**

## PARKLET APPLICATION REQUIREMENTS

- Letter of support from local Council Office
- N/A**  Letters of support from nearby entities associated with special color curb zones, if applicable
- Letter(s) of support from adjacent property owner(s), businesses, or others directly impacted by or front the Parklet
- Existing-Conditions Site Plan
- Existing-Conditions Photos
- Model and Color-Scheme Worksheet
- Budget and Maintenance Plan

# La Cruz Drive Parklet



Photograph of La Cruz Drive  
Parklet proposed site

## LADOT RECOMMENDATIONS

**Recommended to proceed:** All application requirements and site location criteria satisfied

## PROJECT DESCRIPTION

Proposed Location: **Fronting 15231 La Cruz Drive at Alma Real Drive**

Proposed Size: **One metered parking space**

Neighborhood: **Pacific Palisades**

Council District: **11**

Transportation District: **Western**

Engineering District: **West Los Angeles**

## APPLICANT INFORMATION

Name/Title: **Don Scott, Board Member**

Organization: **Pacific Palisades PRIDE**

Organization Type: **Nonprofit and community-based organization**

## PARKLET APPLICATION REQUIREMENTS

- Letter of support from local Council Office
- N/A**  Letters of support from nearby entities associated with special color curb zones, if applicable
- Letter(s) of support from adjacent property owner(s), businesses, or others directly impacted by or front the Parklet
- Existing-Conditions Site Plan
- Existing-Conditions Photos
- Model and Color-Scheme Worksheet
- Budget and Maintenance Plan

# 3272 Motor Avenue Parklet



Photograph of 3272 Motor Avenue Parklet proposed site

## PROJECT DESCRIPTION

Proposed Location: **Fronting 3272 Motor Avenue at National Boulevard**  
Proposed Size: **One metered parking space**

Neighborhood: **Palms**  
Council District: **5**  
Transportation District: **Western**  
Engineering District: **West Los Angeles**

## APPLICANT INFORMATION

Name/Title: **Lee Wallach, President**  
Organization: **Motor Avenue Improvement Association**  
Organization Type: **Nonprofit and community-based organization**

## LADOT RECOMMENDATIONS

**Recommended to proceed:** All application requirements and site location criteria satisfied

## PARKLET APPLICATION REQUIREMENTS

- Letter of support from local Council Office
- N/A**  Letters of support from nearby entities associated with special color curb zones, if applicable
- Letter(s) of support from adjacent property owner(s), businesses, or others directly impacted by or front the Parklet
- Existing-Conditions Site Plan
- Existing-Conditions Photos
- Model and Color-Scheme Worksheet
- Budget and Maintenance Plan

# 43<sup>rd</sup> Place Plaza



## LADOT RECOMMENDATIONS

### **Conditionally recommended to proceed**

**Conditions to be fulfilled:** Prior to design development and installation, the Community Partner shall agree to pay for the costs of the roadbed surface treatment, if different from the options detailed in the People St Kit of Parts for Plazas, and shall agree to modify the footprint of the plaza as recommended by LADOT staff. See Attachment 5, Recommended Plaza Footprint for the 43rd Place Plaza.

## PROJECT DESCRIPTION

Proposed Location: **W. 43rd Place between Leimert Boulevard and Degnan Boulevard**

Proposed Size: **~11,500 square feet**

Neighborhood: **Leimert Village**

Council District: **10**

Transportation District: **Hollywood-Wilshire**

Engineering District: **Central**

## APPLICANT INFORMATION

Name/Title: **Delores Brown, President**

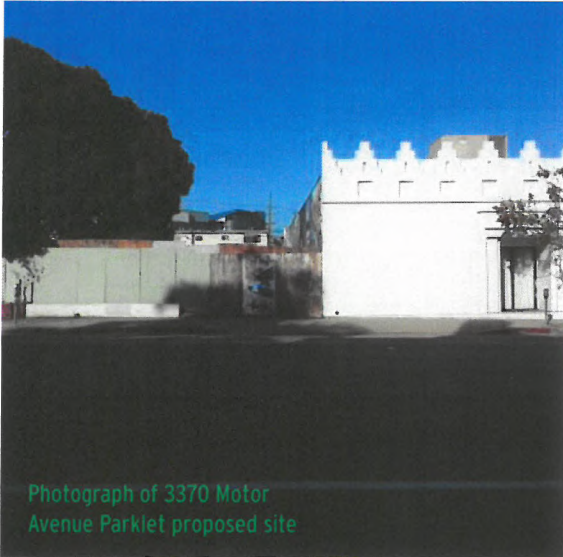
Organization: **Institute for Maximum Human Potential**

Organization Type: **Nonprofit and community-based organization**

## PLAZA APPLICATION REQUIREMENTS

- Letter of support from local Council Office
- Letters of support from nearby entities associated with special color curb zones, if applicable
- Minimum 4 letters of support from adjacent property owner(s), businesses, or others directly impacted by or front the Plaza
- Existing-Conditions Site Plan
- Existing-Conditions Photos
- Model and Color-Scheme Worksheet
- Programming Prospectus
- Budget and Maintenance Plan
- Financial Statements

# 3370 Motor Avenue Parklet



## PROJECT DESCRIPTION

Proposed Location: **Fronting 3370 Motor Avenue at National Boulevard**  
Proposed Size: **One parking space**  
Neighborhood: **Palms**  
Council District: **5**  
Transportation District: **Western**  
Engineering District: **West Los Angeles**

## APPLICANT INFORMATION

Name/Title: **Lee Wallach, President**  
Organization: **Motor Avenue Improvement Association**  
Organization Type: **Nonprofit and community-based organization**

## LADOT RECOMMENDATIONS

### **Conditionally recommended to proceed**

**Conditions to be fulfilled:** Prior to design development and installation, the Community Partner shall agree to either shift proposed parklet footprint to on-street parking spaces away from decommissioned driveway or pay for costs to restore curb along current footprint.

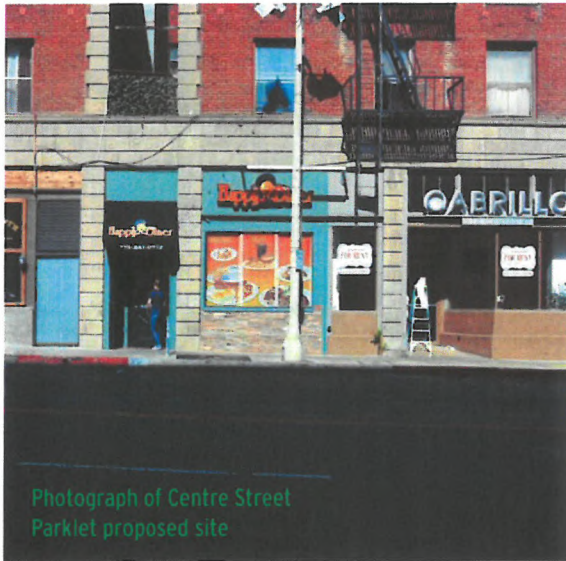
## PARKLET APPLICATION REQUIREMENTS

- Letter of support from local Council Office
- Letters of support from nearby entities associated with special color curb zones, if applicable
- Letter(s) of support from adjacent property owner(s), businesses, or others directly impacted by or front the Parklet
- Existing-Conditions Site Plan
- Existing-Conditions Photos
- Model and Color-Scheme Worksheet
- Budget and Maintenance Plan

N/A



# Centre Street Parklet



## LADOT RECOMMENDATIONS

### Recommended to reapply

#### Recommendations for reapplication:

- Secure required letters of support from adjacent entities directly impacted
- Augment application with additional proof of community support
- Council District 15 has requested that LADOT re-design parking on this street from existing parallel parking to angled parking (see Attachment 6), necessitating reconsideration of appropriate project type to maximize project benefit within this new condition and confirmation of Community Partner desire to continue with a project footprint potentially larger in size. Work closely with LADOT staff and CD15 to reconsider project type pending angled parking project.
- In the event angled parking is not installed per CD 15 request, existing parking spaces will need to be modified to meet DASH bus zone standard, since parking is too close to bus loading zone before they can be repurposed for a parklet. Parklet should be located one space in from the corner to meet People St Parklet site location criteria.

## PROJECT DESCRIPTION

Proposed Location: **Fronting 617 S. Centre Street at 6th Street**

Proposed Size: **One white zone (passenger loading) parking space**

Neighborhood: **San Pedro**

Council District: **15**

Transportation District: **Southern**

Engineering District: **Harbor**

## APPLICANT INFORMATION

Name/Title: **Stephen Robbins, Executive Director**

Organization: **San Pedro Waterfront BID**

Organization Type: **Business Improvement District**

## PARKLET APPLICATION REQUIREMENTS

- Letter of support from local Council Office
- Letters of support from nearby entities associated with special color curb zones, if applicable
- Letter(s) of support from adjacent property owner(s), businesses, or others directly impacted by or front the Parklet
- Existing-Conditions Site Plan
- Existing-Conditions Photos
- Model and Color-Scheme Worksheet
- Budget and Maintenance Plan

# 6<sup>th</sup> Street Parklet



## PROJECT DESCRIPTION

Proposed Location: **Fronting 301 W. 6<sup>th</sup> Street at Centre Street**

Proposed Size: **One metered parking space**

Neighborhood: **San Pedro**

Council District: **15**

Transportation District: **Southern**

Engineering District: **Harbor**

## APPLICANT INFORMATION

Name/Title: **Stephen Robbins, Executive Director**

Organization: **San Pedro Waterfront BID**

Organization Type: **Business Improvement District**

## LADOT RECOMMENDATIONS

### Recommended to reapply

### Recommendations for reapplication:

- Secure required documentation of support from adjacent entities and demonstrate overall community support
- Proposed parklet is located on a street with incorrectly installed metered parking, with parking too close to stop sign at intersection. Work closely with CD 15 and LADOT to reconfigure parking to allow for parklet installation that meets site location criteria.
- Proposed site does not comply with the site location criteria that requires parklet site be located one parking space in from the street corner.

## PARKLET APPLICATION REQUIREMENTS

- Letter of support from local Council Office
- Letters of support from nearby entities associated with special color curb zones, if applicable
- Letter(s) of support from adjacent property owner(s), businesses, or others directly impacted by or front the Parklet
- Existing-Conditions Site Plan
- Existing-Conditions Photos
- Model and Color-Scheme Worksheet
- Budget and Maintenance Plan

# 7<sup>th</sup> Street Parklet



## PROJECT DESCRIPTION

Proposed Location: **Fronting 315 W. 7th Street at Centre Street**  
Proposed Size: **One metered parking space**  
Neighborhood: **San Pedro**  
Council District: **15**  
Transportation District: **Southern**  
Engineering District: **Harbor**

## APPLICANT INFORMATION

Name/Title: **Stephen Robbins, Executive Director**  
Organization: **San Pedro Waterfront BID**  
Organization Type: **Business Improvement District**

## LADOT RECOMMENDATIONS

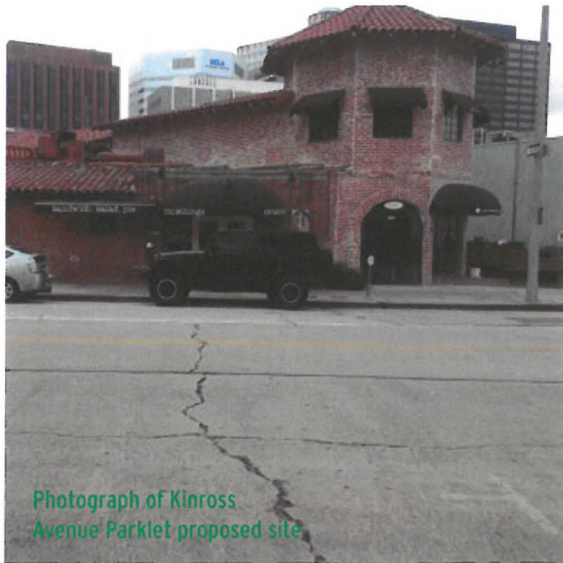
### **Recommended to reapply** **Recommendations for reapplication:**

- Secure required documentation of support from adjacent entities and demonstrate overall community support
- Proposed parklet is located on a street with incorrectly installed metered parking, with adjacent parking (commercial loading zone) too close to stop sign at intersection. Parking spaces will need to be reconfigured to meet red curb zone standard before they can be repurposed for a parklet.
- Work with closely with CD 15 and LADOT to reconfigure parking to allow for parklet installation that meets site location criteria.

## PARKLET APPLICATION REQUIREMENTS

- Letter of support from local Council Office
- Letters of support from nearby entities associated with special color curb zones, if applicable
- Letter(s) of support from adjacent property owner(s), businesses, or others directly impacted by or front the Parklet
- Existing-Conditions Site Plan
- Existing-Conditions Photos
- Model and Color-Scheme Worksheet
- Budget and Maintenance Plan

# Kinross Avenue Parklet



## LADOT RECOMMENDATIONS

### Recommended to reapply

#### Recommendations for reapplication:

- Consider relocation of colored curb zone (passenger loading) to last existing on-street metered space before stop sign, or alternately, elimination of passenger loading zone
- Secure required letters of support from entity that originally requested the colored curb zone and from adjacent entities directly impacted by project, including all businesses along the project frontage - offer these stakeholders opportunity to weigh in on shifting passenger loading (or not)
- Augment application with additional proof of community support

## PROJECT DESCRIPTION

Proposed Location: **Fronting 10874 Kinross Avenue at Glendon Avenue**  
Proposed Size: **Two parking spaces - One metered and one passenger loading (white curb zone) space**  
Neighborhood: **Westwood Village**  
Council District: **5**  
Transportation District: **Western**  
Engineering District: **West Los Angeles**

## APPLICANT INFORMATION

Name/Title: **Sheila Kouhkan, Deputy Director**  
Organization: **Westwood Village Improvement Association**  
Organization Type: **Business Improvement District**

## PARKLET APPLICATION REQUIREMENTS

- Letter of support from local Council Office
- Letters of support from nearby entities associated with special color curb zones, if applicable
- Letter(s) of support from adjacent property owner(s), businesses, or others directly impacted by or front the Parklet
- Existing-Conditions Site Plan
- Existing-Conditions Photos
- Model and Color-Scheme Worksheet
- Budget and Maintenance Plan

# Westminster Avenue Plaza



Photograph of Westminster Avenue Plaza proposed site

## PROJECT DESCRIPTION

Proposed Location: **Westminster Avenue between Speedway and Ocean Front Walk**

Proposed Size: **~3,500 square feet**

Neighborhood: **Venice**

Council District: **11**

Transportation District: **Western**

Engineering District: **West Los Angeles**

## APPLICANT INFORMATION

Name/Title: **Melissa Diner, Venice**

**Neighborhood Council Board Member**

Organization: **LXRY LTD**

Organization Type: **Other**

## LADOT RECOMMENDATIONS

**Not recommended to proceed**  
**Recommendations for future project development:**

- Installing proposed plaza would obstruct emergency vehicle access to surrounding buildings that cannot be accommodated on adjacent streets and businesses would not be able to receive deliveries through surrounding street network. Work closely with LADOT staff and CD 11 to reconsider project location.
- This proposed project is located within the California Coastal Zone and requires coordination with the California Coastal Commission. Work closely with LADOT staff and CD 11 to seek California Coastal Commission coordination and any necessary approvals
- or any future applications, secure required application materials and seek broad community support for project with special attention to the delivery access issues in the area
- Augment any future application with additional proof of community support

## PLAZA APPLICATION REQUIREMENTS

- Letter of support from local Council Office
- Letters of support from nearby entities associated with special color curb zones, if applicable
- Minimum 4 letters of support from adjacent property owner(s), businesses, or others directly impacted by or front the Plaza
- Existing-Conditions Site Plan
- Existing-Conditions Photos
- Model and Color-Scheme Worksheet
- Programming Prospectus
- Budget and Maintenance Plan
- Financial Statements

# Bimini Place Plaza



Photograph of Bimini Place Plaza proposed site

## PROJECT DESCRIPTION

Proposed Location: **Bimini Place between White House Place and 2nd Street**

Proposed Size: **~2,800 square feet**

Neighborhood: **Rampart Village**

Council District: **13**

Transportation District: **Hollywood-Wilshire**

Engineering District: **Central**

## APPLICANT INFORMATION

Name/Title: **Lois Arkin, Executive Director**

Organization: **Cooperative Resources & Services Project (CRSP)**

Organization Type: **Nonprofit and community-based organization**

## PLAZA APPLICATION REQUIREMENTS

- Letter of support from local Council Office
- Letters of support from nearby entities associated with special color curb zones, if applicable
- Minimum 4 letters of support from adjacent property owner(s), businesses, or others directly impacted by or front the Plaza
- Existing-Conditions Site Plan
- Existing-Conditions Photos
- Model and Color-Scheme Worksheet
- Programming Prospectus
- Budget and Maintenance Plan
- Financial Statements

## LADOT RECOMMENDATIONS

**Not recommended to proceed**  
**Recommendations for future project development:**

- The existing street width does not provide enough vehicle "turn-around" clearance or alternate access for surrounding businesses via public streets. Installing the proposed plaza would also obstruct emergency vehicle access to surrounding buildings that cannot be accommodated otherwise. LADOT encourages the applicant to continue to work with the City and CD13 to find an appropriate project type to further amplify the investment this group has made in public realm enhancements within the neighborhood.

N/A

# 19<sup>th</sup> Avenue Parklet



## PROJECT DESCRIPTION

Proposed Location: **19<sup>th</sup> Avenue between Speedway and Ocean Front Walk**  
Proposed Size: **Two parking spaces**  
Neighborhood: **Venice**  
Council District: **11**  
Transportation District: **Western**  
Engineering District: **West Los Angeles**

## APPLICANT INFORMATION

Name/Title: **Janelle Hoffman, Project Manager**  
Organization: **None Entered**  
Organization Type: **Property Owner, Ground-floor Business Owner**

## LADOT RECOMMENDATIONS

**Not recommended to proceed**  
**Recommendations for future project development:**

- This street segment is exclusively for emergency vehicle access to surrounding buildings and contains no on-street parking to be repurposed.
- This site is located within the California Coastal Zone and may require additional coordination.
- LADOT encourages the applicant to work closely with the City and CD11 to find an appropriate project location and project type for a future application and to seek California Coastal Commission coordination and any necessary approvals.
- Secure required letter of support from local Council office for any future project application

## PARKLET APPLICATION REQUIREMENTS

- Letter of support from local Council Office
- Letters of support from nearby entities associated with special color curb zones, if applicable
- Letter(s) of support from adjacent property owner(s), businesses, or others directly impacted by or front the Parklet
- Existing-Conditions Site Plan
- Existing-Conditions Photos
- Model and Color-Scheme Worksheet
- Budget and Maintenance Plan

# 3280 Motor Avenue Parklet



## PROJECT DESCRIPTION

Proposed Location: **Fronting 3370 Motor Avenue at National Boulevard**  
Proposed Size: **One parking space**  
Neighborhood: **Palms**  
Council District: **5**  
Transportation District: **Western**  
Engineering District: **West Los Angeles**

## APPLICANT INFORMATION

Name/Title: **Lee Wallach, President**  
Organization: **Motor Avenue Improvement Association**  
Organization Type: **Nonprofit and community-based organization**

## LADOT RECOMMENDATIONS

**Not recommended to proceed**  
**Recommendations for future project development:**

- Proposed parklet is located on a street with a speed limit of 35 MPH with no required 5 feet buffer between the parklet footprint and the next vehicular travel lane. Curve of street combined with 35 MPH speed limit makes this site location unfeasible for a parklet per site location criteria. LADOT encourages the applicant to work closely with the City and CD 5 to find an appropriate alternate project location for a future application.
- Secure required application materials and seek broad community support for future project application

## PARKLET APPLICATION REQUIREMENTS

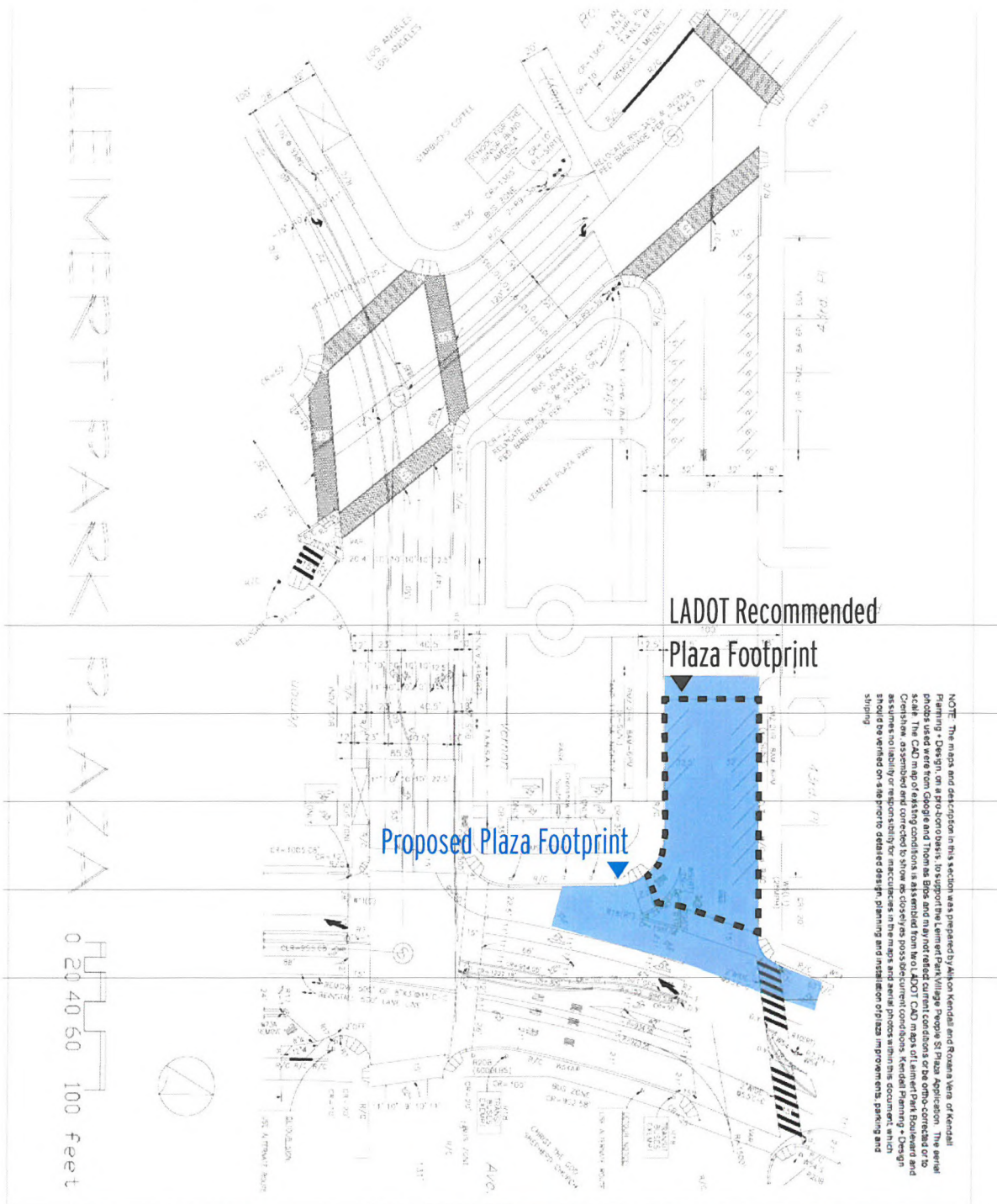
- Letter of support from local Council Office
- Letters of support from nearby entities associated with special color curb zones, if applicable
- Letter(s) of support from adjacent property owner(s), businesses, or others directly impacted by or front the Parklet
- Existing-Conditions Site Plan
- Existing-Conditions Photos
- Model and Color-Scheme Worksheet
- Budget and Maintenance Plan




**Attachment 5: Recommended Plaza Footprint for the 43rd Place Plaza**

# 43rd Place Plaza

## RECOMMENDED PLAZA FOOTPRINT



**NOTE:** The maps and description in this section was prepared by Allison Kendall and Roxana Viana of Kendall Planning + Design, on a pro-forma basis, to support the Lemert Park/Village People St Plaza Application. The aerial photos used were from Google and Thomas Birds and may not reflect current conditions or be ortho-corrected or to scale. The CAD map of existing conditions is assembled from two LADOT CAD maps of Lemert Park Boulevard and Overhiew, assembled and corrected to show as closely as possible current conditions. Kendall Planning + Design assumes no liability or responsibility for inaccuracies in the maps and aerial photos within this document, which should be verified on site prior to detailed design, planning and installation of plaza improvements, paving and striping.

JOB NO.	DATE	DRAWING TITLE	REVISIONS	NO	DATE	 <b>KENDALL PLANNING + DESIGN</b> Allison Kendall, LEED AP BD+C, CA Architect C-32796 tel. 310.586.1557 cell 310.460.8522 fax 310.829.4519 alison@kendallplanning.com 2502 California Avenue Santa Monica, CA 90403 www.kendallplanning.com	CONSTRUCTION BY
	SCALE	JOB TITLE					
DRAWING NO.	DRAWN BY	JOB ADDRESS					

**Attachment 6: Centre Street Angled Parking Request**



14-0415

**JOE BUSCAINO**  
Councilmember, 15th District

April 23, 2014

Jon Mukri, General Manager  
Department of Transportation  
100 South Main Street, 10<sup>th</sup> floor  
Los Angeles, CA 90012

Dear Mr. Mukri:

I would like to ask for your assistance with an installation of angled parking in downtown San Pedro.

As you know, San Pedro is going through a transformation and I am working tirelessly to foster economic development and revitalization in our downtown area. We are attracting new businesses and hosting special events that will draw people from throughout the region. That being said, we will need to increase the number of parking spaces in downtown San Pedro, and after consulting with your staff, we would like to pursue the installation of angled parking along Centre Street, from 3<sup>rd</sup> St. to 7<sup>th</sup> St. and along 7<sup>th</sup> St. from Centre to Beacon/Harbor. We have businesses that should be able to fund the installation of the striping if the plans are prepared.

Thank you in advance for your consideration. Please do not hesitate to contact my Deputy District Director Ana Dragin for more information. Ana can be reached at (310) 732-4512 and at [ana.dragin@lacity.org](mailto:ana.dragin@lacity.org).

Sincerely,

JOE BUSCAINO  
Councilman, 15<sup>th</sup> District  
City of Los Angeles

JB:ad

