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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) is one such effort focused on developing design standards to be incorporated into private development projects and 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 and several planned/in-progress development projects open, the City expects a dramatic increase in pedestrian activity along both Wilshire and La Cienega Boulevards through Beverly Hills. As such, Connect Beverly Hills creates design standards for both boulevards to set the stage for an enhanced street environment 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. Adoption of these design standards is the first step in creating a template that can be used to
develop 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 design standards build upon and implement 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 Hills 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 (2021)**
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 multimodal goals and policies.

**Metro First Last Mile Plan for Sections 2 and 3 of the Purple Line Extension (2020)**
This Plan is part of Metro’s First Last Mile project at-large, and it includes the development of first/last mile station area plans for the stations on Sections 2 and 3 of the Purple (D) Line (Wilshire/Rodeo, Century City/Constellation, Westwood/UCLA, and Westwood/VA Hospital). For each station, the Plan identifies pedestrian-focused and wheel-mode focused projects that improve safety and access along specified routes.
2. 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.

The following sections summarize the existing streetscape conditions to inform the design standards and future mobility planning efforts outside of this project.

### 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, most of the 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.
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 make walking feel inconvenient and dangerous. Highly visible and more frequent crossing opportunities can contribute to 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 (about 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. Angled 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. Wide corner radii can lead to longer crossing distances, often create issues with ramp alignment, and can impact pedestrian visibility.

The Complete Streets Plan identifies both boulevards as pedestrian enhanced corridors.
**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 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 street, there are multiple bike parking opportunities for cyclists along both corridors (including former bikeshare stations that were converted to public bike parking areas). Bicycle facilities adjacent to the project area include a bike lane on Santa Monica Boulevard and sharrows on Crescent Drive. The 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.
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.
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.

The Unconscious by Franz West at 9465 Wilshire Boulevard
First Experience by Erin Binder at 8641 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 abundant to guide drivers to their destinations, there is limited wayfinding signage for people walking, biking or taking transit. Most of the 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.
3. Outreach & Engagement
Outreach & Engagement

Outreach Goals
The engagement goals for the design standards were:
• 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
To encourage robust participation, 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 enhancements and their leadership on the 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 standards, guided recommendations, and gave feedback at critical stages of project development. TPC meetings also provided an additional opportunity for public comment.

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 1,000 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 paid campaigns targeted to users across the entire city, reaching over 80,000 users with 700+ 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 a potential future 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 a potential future 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**: Received 400+ views on YouTube. Also aired on BHTV and shared in public meetings.

- **Public Comment Period** (200+ comments): Over a one-month period, community members added comments to an interactive PDF viewer of the Draft Plan.

### 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

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<th>Audience</th>
<th>City Commissions and Elected Officials</th>
<th>Business Community</th>
<th>Residents and Families</th>
<th>Neighborhood Groups &amp; Local Institutions</th>
<th>Local Workforce</th>
<th>Visitors</th>
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Residents Urged to "Connect" with New Metro Streetscape Plan

Press coverage

Connect Beverly Hills: Meet me on Wilshire and La Cienega

Take our survey!

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
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.

Vehicle 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 opportunities 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 future lifestyle and transportation changes.

• 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 included in the process.
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.
4. 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, and 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.

These design standards function as a kit-of-parts of streetscape elements, meaning 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. At the same time, certain materials and streetscape elements will repeat across the entire corridor to ensure a cohesive design approach.

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 Boulevard and La Cienega Boulevard corridors.

Organic

The design standards and streetscape 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

Artistic

Interactive

Organic

20%

26%

54%
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, textures, and patterns along these corridors, in other parts of the city, and throughout history.
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.
Character Zones

The stretches of Wilshire Boulevard and La Cienega Boulevard that these design standards address 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 pages and throughout the design standards.
Pedestrian Realm Organization

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, as well as an additional 3-ft clear zone.

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.
The design standards are organized into the following categories and detailed on the following pages:

**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.
**Furnishings: Seating**

**Bench with Back**

**Description**
- Model: Siardo S20R Bench with Armrests
  - Contact manufacturer for customization options to include armrests in the center of each bench prior to installation
- 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**
Bench 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 prior to installation
- 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.
Furnishings: Trash & Recycling

Trash and Recycling Receptacles

Description
- Model: Litter Bin 610 with roof top (trash and recycling collected in the same bin)
- 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.

Bike 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.
**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.

It is recommended that standards shown here are applied citywide to have consistent, recognizable transit shelters throughout Beverly Hills to allow for seamless transitions from one bus line to another.

**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.

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**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.

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**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 on each bench prior to installation.

**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 to include armrests on each bench prior to installation.

**Cliffhanger Shrub Tub 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 to include armrests on each bench prior to installation.

**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

#### 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.
- 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.

#### 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.
- 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.

#### 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

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°
- 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" for placement guidelines and clearances.

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°
- 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” for placement guidelines and clearances.

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 and 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 guidelines so that all signage and wayfinding integrates with streetscape strategies.
### Signage and Wayfinding: Identity Signage

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

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

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**Existing Monument Signs**

**Existing Signs**
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.
Signage and 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 interactive displays, 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 and Wayfinding: Transit

Transit Shelters
New transit shelters are encouraged to incorporate digital signage for maps, local time-based transit information, or both. Coordinate with Metro’s Signage and Environmental Graphics Design group for any Metro-related signage.
Signage and 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 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 transit stop designation, or they may simply be artwork which establishes a visual identity for the specific station.

Murals at the Wilshire/Vermont Station complement rather than replace existing signage
Supergraphics can offer directional information
Unexpected surfaces provide opportunities for supergraphics
**Signage and Wayfinding: Private Buildings**

**Private Building Signage**

To encourage signage that creates interest at the pedestrian level, it is recommended that the City allow Projecting Signs along Wilshire and La Cienega Boulevards to be approved at the staff-level, as well as allowing illuminated window signs to be located below 7’ above sidewalk and allowing them to occupy the same total area as other types of Business Identification signs.

Additionally, to recognize the important role of Marquee and Canopy signage historically in the district, we recommend permitting illumination for these sign types, allowing up to 6 colors to be used on Marquee signs and approved at the staff-level, and allowing Canopy signs to hang below architectural canopies, provided the letters do not extend below 8’ above sidewalk.

(From left to right)

- Projecting sign image via Lei Han
- Projecting sign image via Bill Smith
- Marquee sign image via Abhijit Patil
- Canopy sign image via WineCountry Media / napavalley.com
Landscaping Standards
The landscaping standards in this chapter have been developed in coordination with the City’s Urban Forest Management Plan (UFMP), and are consistent with the UFMP’s recommendations. Recommendations in the UFMP include expanding the tree canopy cover with tree species that are suitable for the urban environment and resilient to climate change. The UFMP is expected to be adopted by City Council in Fall 2021.
Landscape: Existing Trees

Inventory

Canopy condition on La Cienega Boulevard

Washingtonia on Wilshire Boulevard and Ficus on La Cienega 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. If 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 reaches 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 robusta* (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 filifusta*, 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.

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
### 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. Work with Metro as needed for tree placement.
• 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 soil 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

<table>
<thead>
<tr>
<th>Species</th>
<th>Common Name</th>
<th>Type</th>
<th>Size</th>
<th>Growth Rate</th>
<th>Uses</th>
<th>WUCOLS</th>
<th>Sunset Zone</th>
<th>Flower</th>
<th>Fruit</th>
<th>Wildlife Value</th>
<th>Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Koelreuteria bipinnata</td>
<td>Chinese Flame Tree</td>
<td>Vase Shape Deciduous Tree</td>
<td>20'-40' H x 15'-30' W</td>
<td>Slow</td>
<td>Use: Mass, Border</td>
<td>WUCOLS: Low; Sunset Zone: 1-24</td>
<td>Use: Yellow Spring/Summer</td>
<td>Summer/Fall, Showy Yellow</td>
<td>Fruit: Fall, Large Capsules</td>
<td>Wildlife Value: Low</td>
<td>Spacing: 3' O.C.</td>
</tr>
<tr>
<td>Eriogonum fasciculatum ‘Little Rascal’</td>
<td>Little Rascal Buckwheat</td>
<td>Full Sun, Shrubby Perennial</td>
<td>2’-3’ H x 2’-3’ W</td>
<td>Use: Mass, Accent</td>
<td>WUCOLS: Low; Sunset Zone: 7-9, 12-24</td>
<td>Use: White, Spring/Summer</td>
<td>Summer Water: Mod/Occasional</td>
<td>Wildlife Value: High</td>
<td>Spacing: 30” OC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pistacia chinensis</td>
<td>Chinese Pistache</td>
<td>Rounded Shape Evergreen Tree</td>
<td>40’ H x 30’ W</td>
<td>Growth Rate: Med</td>
<td>Use: Mass, Border</td>
<td>WUCOLS: Low; Sunset Zone: 4-23</td>
<td>Use: Inconspicuous</td>
<td>Fruit: Fall, Small Drupe</td>
<td>Wildlife Value: Insignificant</td>
<td>Spacing: 20’ O.C.</td>
<td></td>
</tr>
</tbody>
</table>

## Shrubs and Perennials

<table>
<thead>
<tr>
<th>Species</th>
<th>Common Name</th>
<th>Type</th>
<th>Size</th>
<th>Growth Rate</th>
<th>Uses</th>
<th>WUCOLS</th>
<th>Sunset Zone</th>
<th>Flower</th>
<th>Summer Water</th>
<th>Wildlife Value</th>
<th>Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Verbena lilacina ‘De La Mina’</td>
<td>Cedros Island Verbena</td>
<td>Sun to Light Shade Herbaceous Perennial</td>
<td>1’-2’ H x 3’-4’ W</td>
<td>Use: Mass, Border</td>
<td>WUCOLS: Low; Sunset Zone: 12-24</td>
<td>Use: Purple Spring/Summer</td>
<td>Summer Water: Occasional</td>
<td>Wildlife Value: High</td>
<td>Spacing: 36”-48” OC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Achillea ‘Moonshine’</td>
<td>Fern Leaf Yarrow</td>
<td>Full Sun Herbaceous Perennial</td>
<td>1’-2’ H x 2’-3’ W</td>
<td>Use: Specimen, Mass</td>
<td>WUCOLS: Low; Sunset Zone: 13, 20-24</td>
<td>Use: Red, Summer</td>
<td>Summer Water: Mod/Occasional</td>
<td>Wildlife Value: High</td>
<td>Spacing: 30” OC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agave ‘Moonshine’</td>
<td>Moonshine Agave</td>
<td>Full Sun Herbaceous Perennial</td>
<td>1’-2’ H x 2’-3’ W</td>
<td>Use: Mass, Border</td>
<td>WUCOLS: Low; Sunset Zone: 2-24</td>
<td>Use: White, Year-round</td>
<td>Summer Water: Occasional</td>
<td>Wildlife Value: Moderate</td>
<td>Spacing: 36”-48” OC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Teucrium chamaedrys</td>
<td>Wall Germander</td>
<td>Full Sun Evergreen Shrub</td>
<td>1’-2’ H x 1’-2’ W</td>
<td>Use: Mass, Border</td>
<td>WUCOLS: Low; Sunset Zone: 9</td>
<td>Use: Magenta, Summer</td>
<td>Summer Water: Occasional</td>
<td>Wildlife Value: Moderate</td>
<td>Spacing: 36” OC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Westringia ‘Mundi’</td>
<td>Low Coast Rosemary</td>
<td>Full Sun Spreading Evergreen Shrub</td>
<td>1’-2’ H x 4’-8’ W</td>
<td>Use: Groundcover</td>
<td>WUCOLS: Low; Sunset Zone: 8, 9, 14-24</td>
<td>Use: White, Year-round</td>
<td>Summer Water: Occasional</td>
<td>Wildlife Value: Moderate</td>
<td>Spacing: 36” OC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eriogonum grande var. rubescens</td>
<td>San Miguel Island Buckwheat</td>
<td>Full Sun Shrubby Perennial</td>
<td>1’-2’ H x 2’-3’ W</td>
<td>Use: Mass, Border</td>
<td>WUCOLS: Low; Sunset Zone: 5, 14-24</td>
<td>Use: Red, Summer</td>
<td>Summer Water: Occasional</td>
<td>Wildlife Value: High</td>
<td>Spacing: 30” OC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lomandra ‘Tanika’</td>
<td>Spiny-head Mat-rush</td>
<td>Full Sun to Part Sun Evergreen Grass</td>
<td>18’-2’ H x 2’ W</td>
<td>Use: Mass, Border</td>
<td>WUCOLS: Low; Sunset Zone: 3-21</td>
<td>Use: Yellow, Spring</td>
<td>Summer Water: None/Occasional</td>
<td>Wildlife Value: Moderate</td>
<td>Spacing: 18”-24” OC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pennisetum spathiolatum</td>
<td>Slender Veldt Grass</td>
<td>Full Sun Evergreen Grass</td>
<td>1’-2’ H x 1’-2’ W</td>
<td>Use: Mass, Border</td>
<td>WUCOLS: Low; Sunset Zone: undefined</td>
<td>Use: Tan, Spring/Summer</td>
<td>Summer Water: Occasional</td>
<td>Wildlife Value: Low</td>
<td>Spacing: 18”-24” OC</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Character Zone Planting Concept

### Arrival

The Pedestrian Gateway Zone landscape palette has been designed as a transition between 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. For tree placement and maintenance, coordinate with Metro as necessary. It is important that planting is strategic to emphasize the gateway character of this Zone. It is recommended that landscaping standards shown here be applied citywide to update the landscape across similar corridors, as applicable.
### Trees

- **Zelkova serrata**
  - Cut Leaf Zelkova
  - Rounded or Spreading Deciduous Tree
  - 50’-60’ 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.

- **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
  - Summer Water: Mod/Occasional
  - Wildlife Value: Insignificant
  - Spacing: 36”-48” O.C.

- **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
  - Summer Water: Occasional
  - Wildlife Value: Moderate
  - Spacing: 36”-48” O.C.

- **Rosmarinus officinalis ‘Prostratus’**
  - Creeping Rosemary
  - Full Sun Prostrate Shrub
  - 1’-2’ H x 2’-3’ W
  - Use: Groundcover, Border
  - WUCOLS: Low; Sunset Zone: None
  - Summer Water: None/Occasional
  - Wildlife Value: Moderate
  - Spacing: 30” O.C.
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**
  - Brisbane 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: 2-9
  - Flower: Spring Inconspicuous
  - Fruit: Summer, Small White Capsule
  - 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: Occasional
  - Wildlife Value: Moderate
  - Spacing: 30' O.C.

- **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' O.C.

- **Lomandra 'Tanika'** / Spiny-head Mat-rush
  - Full Sun to Part Sun Evergreen Grass
  - 3'-4' H x 3'-4' W, Use: Accent, Mass
  - WUCOLS: Low; Sunset Zone: undefined
  - Flower: Yellow, Spring
  - Summer Water: None/Occasional
  - Wildlife Value: Low
  - Spacing: 18' O.C.

- **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: None/Occasional
  - Wildlife Value: Low
  - Spacing: 30' O.C.

- **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: undefined
  - Flower: None
  - Summer Water: None/Occasional
  - Wildlife Value: Insignificant
  - 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

- **Westringia 'Smoke'** / 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

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. For tree placement and maintenance, coordinate with Metro as necessary. 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. It is recommended that landscaping standards shown here be applied citywide to update the landscape across similar corridors, as applicable.

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Wilshire Boulevard and La Cienega Boulevard Design Standards

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Landscape: Character Zone Landscaping — North La Cienega

**Trees**

Cupaniopsis anacardoides
Carobwood
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: Occasional
Wildlife Value: Low
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: Low
Spacing: 48’ 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: undefined
Flower: None
Summer Water: None/Occasional
Wildlife Value: Insignificant
Spacing: 48’ 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. For tree placement and maintenance, coordinate with Metro as necessary. 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. It is recommended that landscaping standards shown here be applied citywide to update the landscape across similar corridors, as applicable.
Landscape: Character Zone Landscaping — La Cienega Park

Trees

Jacaranda mimosifolia
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.

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; Full/Summer
Summer Water: Occasional
Wildlife Value: Insignificant
Spacing: 6'-12' O.C.

Heuchera maxima / Island Alum Root
Sun to Light Shade Herbaceous Perennial
1'-2' 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' DC

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

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

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: 4-24
Flower: White; Full/Summer
Summer Water: None/Occasional
Wildlife Value: Insignificant
Spacing: 48' O.C.

Shrubs and Perennials

Westringia fruticosa / 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: Occasional
Wildlife Value: Moderate
Spacing: 48' - 60' O.C.

Myoporum parvifolium / Australian Racer
Sun to Light Shade Evergreen Groundcover
1'-2' H x 1'-3' W
Use: Groundcover
WUCOLS: Low; Sunset Zone: 12-24
Flower: White; Summer
Summer Water: Occasional
Wildlife Value: Low
Spacing: 36'-48' DC

Myoporum parvifolium / Australian Racer
Full Sun Evergreen Groundcover
1'-2' H x 1'-3' W
Use: Groundcover
WUCOLS: Low; Sunset Zone: 12-24
Flower: White; Summer
Summer Water: Occasional
Wildlife Value: Low
Spacing: 36'-48' DC

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.

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: 12-24
Flower: White; Spring/Summer
Summer Water: Occasional
Wildlife Value: High
Spacing: 36" OC

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

Myoporum parvifolium / Australian Racer
Sun to Light Shade Evergreen Groundcover
1'-2' H x 1'-3' W Use: Groundcover
WUCOLS: Low; Sunset Zone: 12-24
Flower: White; Summer
Summer Water: Occasional
Wildlife Value: Low
Spacing: 36'-48' DC

Westringia fruticosa / 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: Occasional
Wildlife Value: Moderate
Spacing: 48' - 60' O.C.

Myoporum parvifolium / Australian Racer
Full Sun Evergreen Groundcover
1'-2' H x 1'-3' W
Use: Groundcover
WUCOLS: Low; Sunset Zone: 12-24
Flower: White; Summer
Summer Water: Occasional
Wildlife Value: Low
Spacing: 36'-48' DC

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. For tree placement and maintenance, coordinate with Metro as necessary. 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. It is recommended that landscaping standards shown here be applied citywide to update the landscape across similar corridors, as applicable.
**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.