

Western Ave OPEN

Design Guidelines HOUSE

WELCOME:

Thank you for making the time to participate in today's Open House. Your input will be invaluable in our efforts to improve Western Avenue.

Western Ave is the primary N-S corridor of the South Bay, Peninsula, and San Pedro communities. The Cities of **Rancho Palos Verdes** and **Los Angeles** have teamed together to develop design guidelines to implement the recommendations out of the **Western Ave Corridor Vision Plan** and improve the corridor for residents, businesses, and visitors alike. These new guidelines will shape Western Avenue for the next generation to come and its recommendations will impact your potential of property holdings, the provision of additional amenities and infrastructure, and the overall image of the corridor.

These guidelines will apply to new developments as they come online and incrementally shape the corridor in line with the vision. They establish a framework for how buildings and the spaces between them (plazas, streets, parks, etc) can behave better.

These guidelines will be ineffective without your feedback and support. Please feel free to discuss any issues with staff. We have post-it notes available, which you are welcome to annotate and stick directly on the boards. We want to hear your thoughts!

Thank you!

TODAY:

Short presentations are scheduled for **10:30am** and **1:00pm** today. All work is open to the public for viewing during Open House Hours (10-2pm).

YOU ARE HERE

W SUMMERLAND AVE

Identifying 2.3 miles of Western Avenue as **THE STUDY AREA.**

NORTHERN SEGMENT

The Northern Segment is the least active of the segments. Because of its adjacencies (the Defense Fuel Support Point and Green Hills Cemetery), the Northern Segment is considered a predominately auto-oriented experience as it stretches between [John Montgomery Drive](#) and [Palos Verdes Drive North](#).

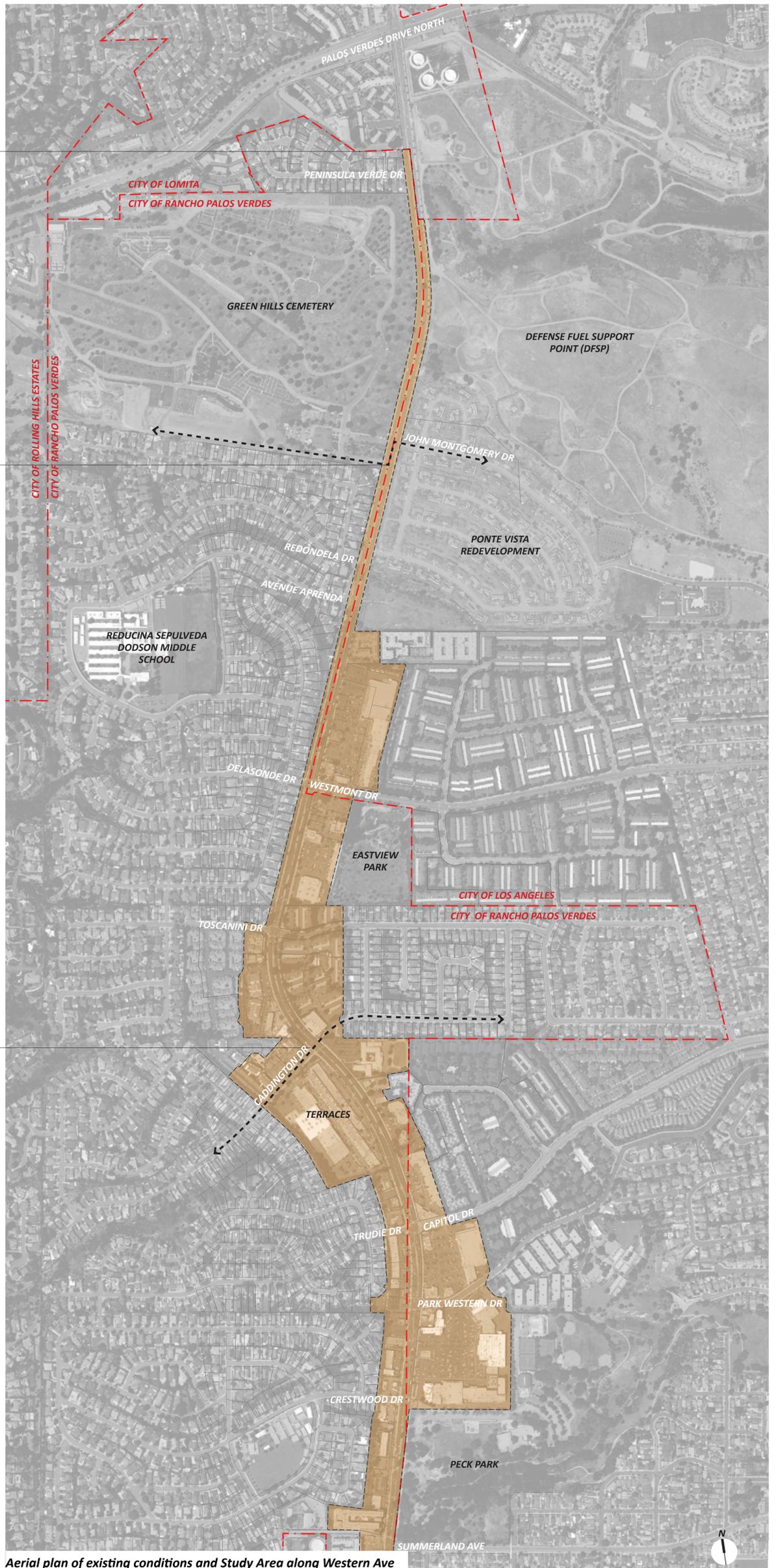
MIDDLE SEGMENT

The Middle Segment is located mid-corridor between [Caddington Drive](#) and [John Montgomery Drive](#). Here, single-family residential uses (backyards of homes on steep slopes) are located on the west, while commercial uses are on the east side of the street.

SOUTHERN SEGMENT

The Southern Segment is considered the commercial heart of the corridor. Here, between [Summerland Ave](#) and [Caddington Drive](#), the densest cluster of commercial uses occurs on both sides of the street.

The Study Area, for most of its length, forms the municipal boundary between the City of Rancho Palos Verdes (on the west) and the City of Los Angeles (on the east). Overall, Western Ave provides a diversity of uses and amenities to the South Bay, Peninsula, and San Pedro communities.



Aerial plan of existing conditions and Study Area along Western Ave

--- CITY BOUNDARY
--- WESTERN AVE STUDY AREA

Highlights from the Western Avenue Corridor VISION PLAN

In 2012, the City of Rancho Palos Verdes, funded by the Southern California Association of Governments (SCAG), embarked on a community-led effort to improve Western Avenue for residents, businesses, and visitors alike. The effort culminated in the Western Avenue Corridor Vision Plan which illustrated the shared aspirations and ideas of the community.

In 2014, the City of Rancho Palos Verdes, together with the City of Los Angeles, was awarded a second SCAG grant to fund the development of Design Guidelines for the implementation of the Vision Plan.

Key recommendations from the Vision Plan, which are reiterated in the Design Guidelines, include:

- **Reverse the existing relationship that buildings and surface parking lots have with the street.** New developments should create a strong building street wall along Western Avenue, while locating parking at the rear of the parcel.
- **Evolve the corridor into a complete street,** where the needs of all users (pedestrians, bicyclists, transit users, and automobiles) are equally met. Western Avenue should be usable by everyone, providing a safe and comfortable experience.
- **Facilitate vibrant pedestrian activity.** Locate active pedestrian-oriented uses (like retail shops, grocery stores, outdoor dining, restaurants, bars, theaters, libraries, etc) at the ground level of buildings with direct access from Western Avenue.
- **Improve the public realm.** Sidewalk widths should be 15 ft. minimum and should accommodate improved streetscape features (like landscape, street furniture, lighting, and other pedestrian amenities).
- **Use landscape, signage, and public art to beautify the corridor and establish a brand and identity for Western Avenue.** Landscaping should act as “green infrastructure” and consist of drought-tolerant and California-friendly native planting.



Conceptual sketch plan of potential improvements along Western Ave

Make it safer, easier, and more convenient to **SHARE THE ROADWAY.**

The Palos Verdes Peninsula and San Pedro communities have a long established tradition of recreational biking, particularly along the oceanfront and the hilly peninsula. Both the City of Rancho Palos Verdes and the City of Los Angeles recommend introducing north and south bikeways along Western Avenue in their long-range bike plans. Future implementation of bikeways should consider a balanced roadway approach to facilitate the appropriate safety, accessibility, and comfort of all users of the corridor.



Bike Lane (Class II Bikeway)



Bike Lane (Class II Bikeway)



Sharrow (Class III Bikeway)



Cycle Track (Unclassified Bikeway)



Cycle Track (Unclassified Bikeway)



Cycle Track (Unclassified Bikeway)



Cycle Track (Unclassified Bikeway)



Cycle Track (Unclassified Bikeway)

Use trees, planting, and “green infrastructure” to BEAUTIFY THE CORRIDOR.

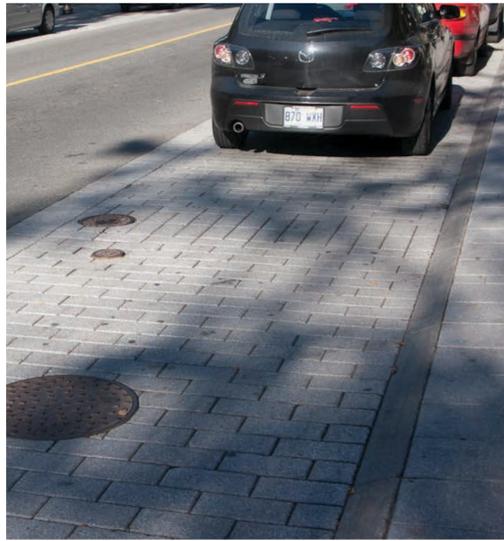
The suggested landscape design approach, including the street tree and plant palette, has been designed to address the varying nature of each of the three segments of the corridor. The design should respond and contribute to the experience of each segment, including the degree of active ground floor uses and pedestrian traffic.



In the Northern Segment, tall grasses that bend and blow as cars drive by, can be used to establish a unique identity for Western Ave.



The design of medians in the Middle and Southern Segments should incorporate existing mature trees, in addition to new trees.



Pervious paving and low-impact design (LID) solutions can be utilized along sidewalks, parking lanes, sidewalk planting, and/or bikeways. More than just contributing to sustainability, these techniques can aid in placemaking (giving an unique identity to Western Avenue), help slow traffic in high pedestrian traffic areas, and contribute to a more pedestrian-scaled environment.



The use of bio-swales; appropriately located curb breaks; roof gutter diversions; permeable parkway, median, and bike-lane surfaces; and other low-impact design (LID) landscape features are all encouraged.

Encourage new developments to create **GOOD URBAN FORM.**

Western Avenue, especially along the Southern Segment, is well-positioned to compete with other retail and entertainment destinations in the region. To do so, it must reverse the existing relationship that buildings and surface parking lots have with the street. New developments should create a strong building street wall along Western Avenue, while locating parking at the rear of the parcel. This helps to create a vibrant, active, pedestrian-friendly environment.



Ground floor uses should be active pedestrian-oriented uses that are accessible to the general public, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity in the public realm.



To promote placemaking and activity along the corridor, publicly accessible open spaces such as parks, plazas, and paseos are encouraged. Together, these places can help connect the public realm.



Street-facing facades should incorporate pedestrian-scaled elements, such as signage, balconies, awnings, doors, and windows to enliven the street and increase safety by adding "eyes on the street."

Options for implementing improvements along the SOUTHERN SEGMENT.

Option A - No Bikeway

In Option A, the existing curb to curb dimension remains unchanged. The widths of travel lanes are slightly reduced to allow for a wider landscaped median. On-street parking is kept on both sides of the street, with new sidewalk planting.



Option B - With Bikeway

In Option B, the existing curb to curb dimension remains unchanged. The widths of travel lanes are reduced to allow for a Class II Bikeway on both sides of the street. On-street parking is kept on both sides of the street, with new sidewalk planting.



Option C - Hybrid: With Curb Extensions and Bikeway

In Option C, the curb to curb dimension is enlarged by approximately 4ft. and travel lane widths are reduced to be able to accommodate protected Cycle Tracks and on-street parking on both sides of the street. New sidewalk planting and curb extensions are introduced throughout.



* The cross sections above illustrate typical new improvements that may be implemented along Western Avenue and are intended for discussion purposes only. They are not indicative of any new proposed development and do not propose changes to any existing building height restrictions. Existing maximum building heights shown are for reference only. Refer to the Western Avenue Specific Plan (per City of Rancho Palos Verdes) and the Los Angeles Municipal Code (LAMC) for more information on existing maximum building height and envelope restrictions.

** Minimum of 15ft wide sidewalk is desired.

Options for implementing improvements along the MIDDLE SEGMENT.

Option A - With Curb Extensions, No Bikeway

In Option A, the existing curb to curb dimension and travel lane widths remain unchanged. On-street parking is kept on both sides of the street, with new sidewalk planting and curb extensions.



Option B - No Curb Extensions, With Bikeway

In Option B, the existing curb to curb dimension remains the same. To make room for a protected cycle track on the west and a Class II Bikeway on the east, travel lane widths are reduced and on-street parking is removed on the west. New sidewalk planting is introduced throughout.



Option C - Hybrid: With Curb Extensions and Bikeway

In Option C, the curb to curb dimension is enlarged by approximately 7ft. and travel lane widths are reduced to be able to accommodate protected Cycle Tracks and on-street parking on both sides of the street. New sidewalk planting and curb extensions are introduced throughout.



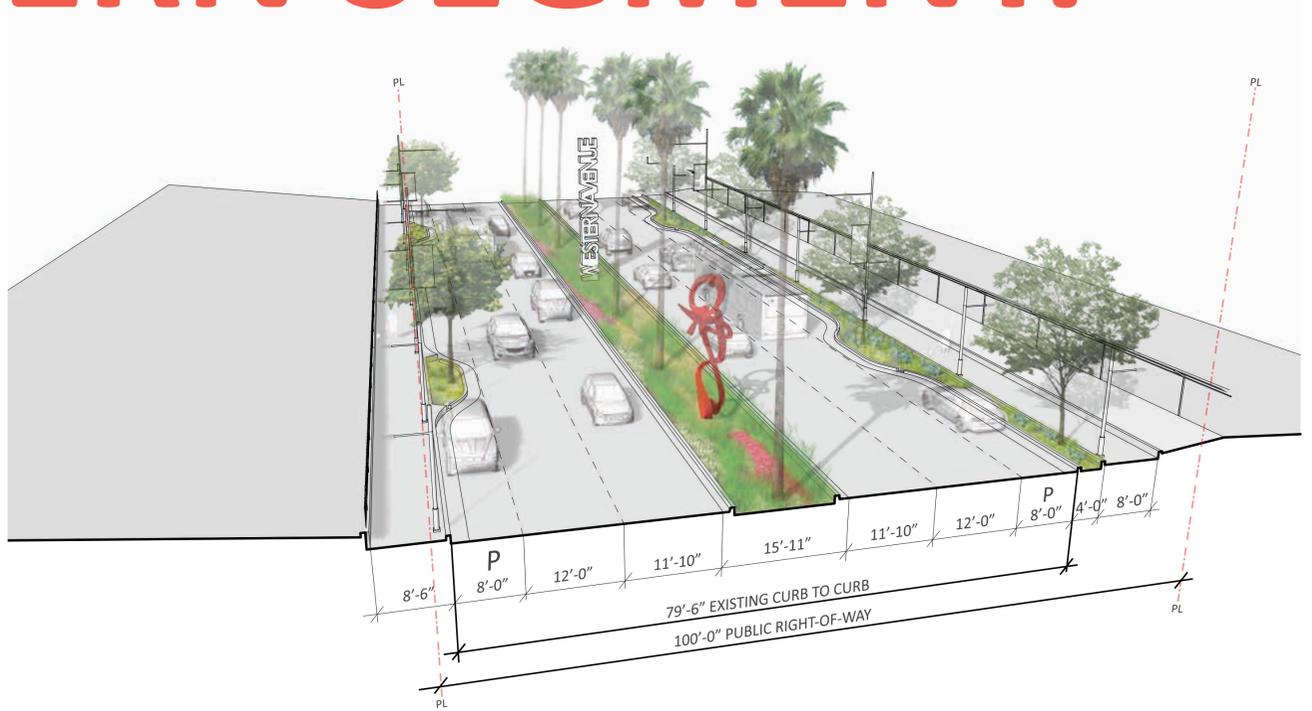
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** Minimum of 15ft wide sidewalk is desired.

Options for implementing improvements along the NORTHERN SEGMENT.

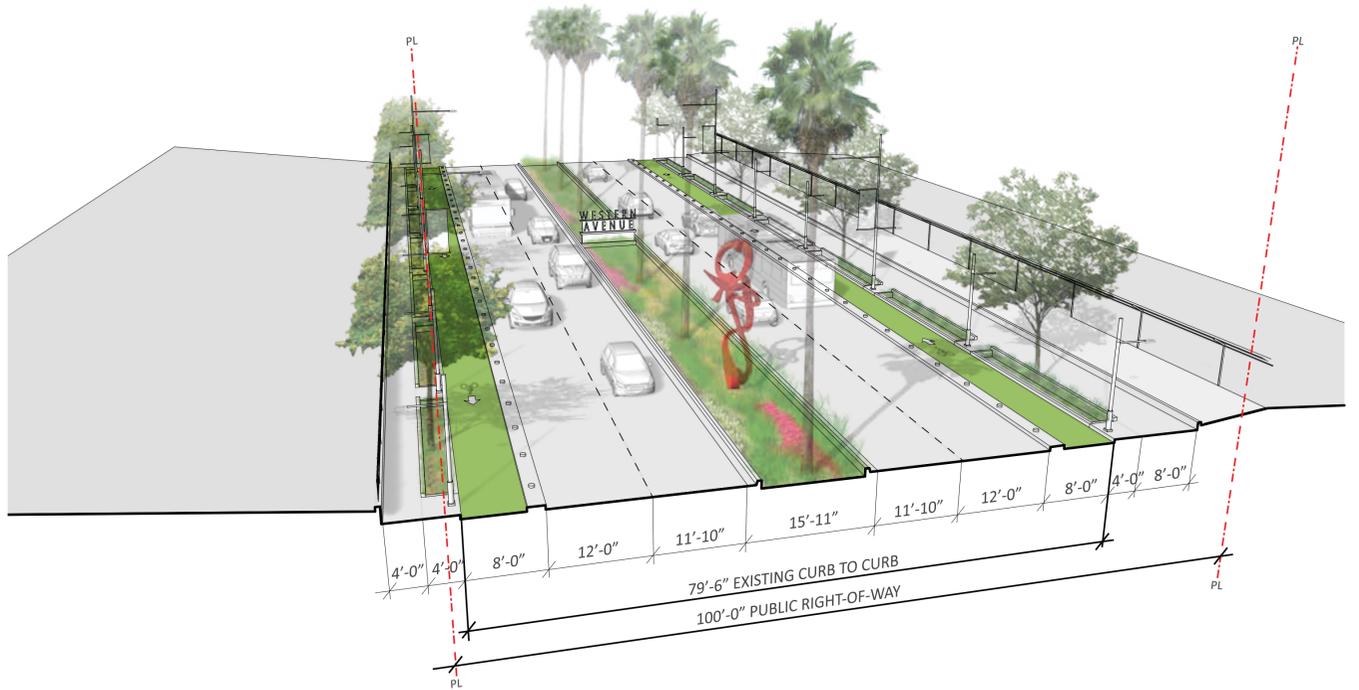
Option A - With Curb Extensions, No Bikeway

In Option A, the existing curb to curb dimension and travel lane widths remain unchanged. On-street parking is kept on both sides of the street, with new curb extensions and sidewalk planting. In the Northern Segment, branding signage and artwork in the median is encouraged.



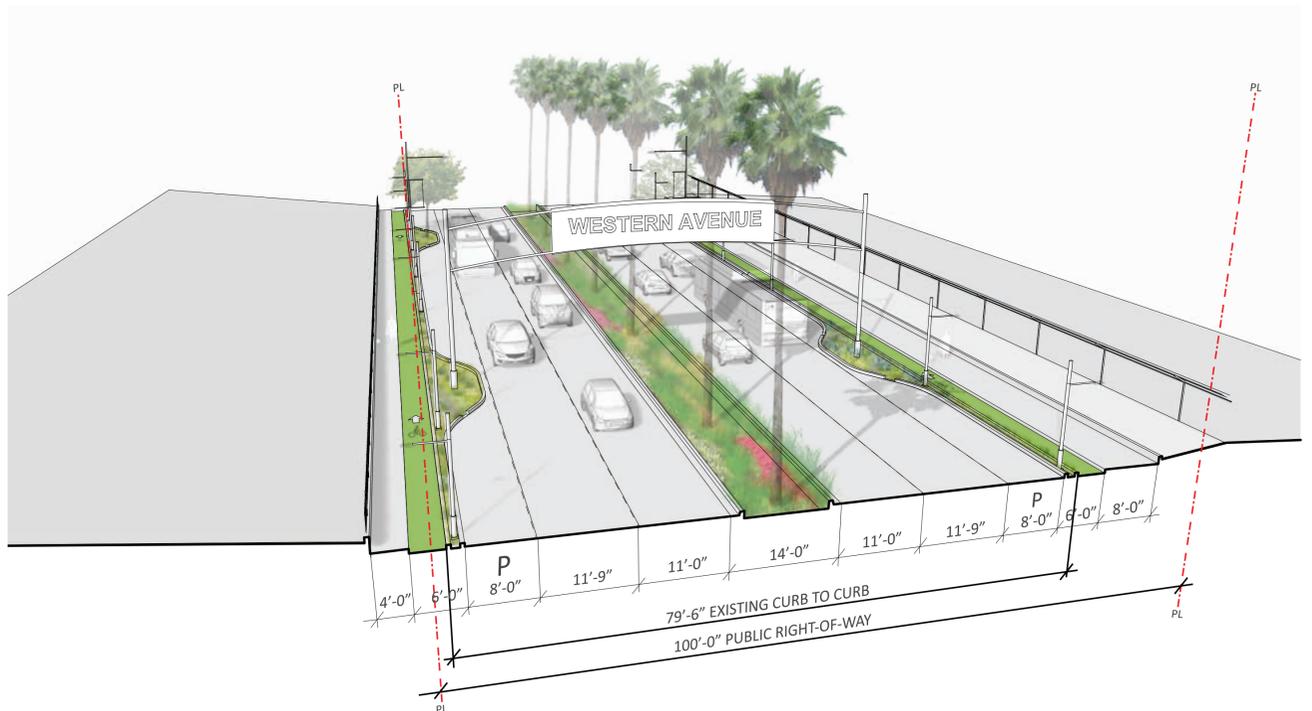
Option B - No Curb Extensions, With Bikeway

In Option B, the existing curb to curb dimension and travel lane widths remains unchanged. On-street parking is replaced by a protected Cycle Track on both sides of the streets, with new sidewalk planting. In the Northern Segment, branding signage and artwork in the median is encouraged.



Option C - Hybrid: Curb Extensions and Bikeway

In Option C, the curb to curb dimension is enlarged by approximately 8ft. and travel lane widths are reduced to be able to accommodate protected Cycle Tracks and on-street parking on both sides of the street. New sidewalk planting and curb extensions are introduced throughout. In the Northern Segment, branding signage and artwork in the median is encouraged.



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** Minimum of 15ft wide sidewalk is desired.