



STAFF REPORT

Meeting Date: April 21, 2015
To: Honorable Mayor & City Council
From: Steven Zoet, Director of Community Services
Subject: Proposed Improvement Options for the La Cienega Blvd. Median
Between Olympic Blvd. and Gregory Way
Attachments: 1. Renderings of Proposed Options

INTRODUCTION

City Council directed staff to research and provide improvement options to the fence and median structure that currently exists in La Cienega Boulevard between Olympic Boulevard and Gregory Way. This structure was installed by the City many years ago to deter mid-block pedestrian crossings that would occasionally occur between the park on the east and the Tennis Center on the west. The parking structure associated with the Tennis Center also serves the majority of park patrons and, as a result, improper pedestrian jaywalking occasionally occurs between the two locations.

Over the years, the structure has fallen into disrepair and poor appearance due to vehicular strikes, the loss of historic landscaping and other site conditions that have rendered it visually unappealing and a detraction from the gateway function that the area serves as commuters enter the City from the southeast.

DISCUSSION

The existing fence and median structure continues to serve the purpose of being a barrier and deterrent to unauthorized mid-block crossings that would occur if the structure were not present. In an effort to improve its appearance and better utilize the structure as a gateway feature into the City several design concepts have been developed to modernize and improve its aesthetics. Drought tolerant plant materials that could survive within the prevailing site conditions are also being suggested as a way to soften its appearance and improve its aesthetics.

The Recreation and Parks Commission was presented with three proposed design options from Dean Howell with the design firm Gruen Associates at their February 24th, 2015 meeting. Mr. Howell and Gruen Associates have designed

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all of the City's gateway features and were asked to present various concepts that would work within or make better use of the existing site conditions.

In addition to the options presented, the Recreation and Parks Commission discussed the possibilities of developing an actual mid-block crossing with signalization. The purpose of this proposed option was to create a formal and safer crossing opportunity to accommodate those who still choose to cross at this location as well as an option for those who otherwise cross within the designated crosswalks located at Olympic Boulevard and Gregory Way.

Staff consulted with Senior Traffic Engineer Bijan Vaziri who advised that for pedestrian safety, traffic flow and non-conformance to what the State Manual requires for mid-block crossings introducing this type of surface crossing is not warranted and would not be advised.

FISCAL IMPACT

Staff previously budgeted and City Council has approved \$180,000 in the City's Capital Improvement budget for restoration work to occur. Due to increased costs since the time of the initially proposed improvements and the desire to assure the ability to include plant materials that were not originally proposed staff is recommending that an additional sum of \$90,000 be included in next fiscal year's CIP requests under the City's Infrastructure Fund.

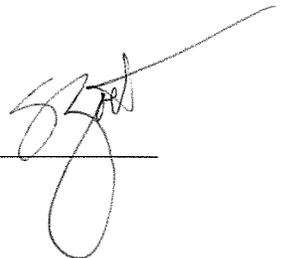
If City Council approves a design concept, construction documents will be prepared and bid. Actual costs of the project will then be known and an award of contract will be brought back to the Council for approval this summer.

RECOMMENDATION

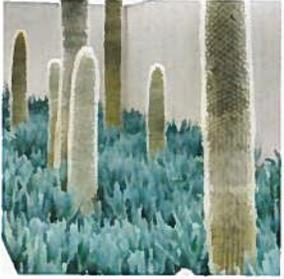
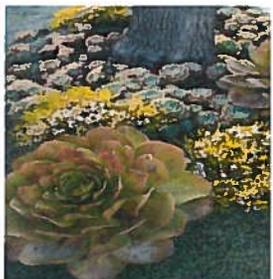
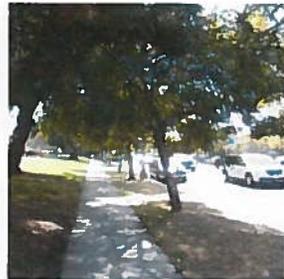
The Recreation and Parks Commission discussed all of the proposed options and generally supported design option number two. However, the Commission did not take an official vote and preferred to defer the matter to the discretion of City Council. It was asked that the additional option of a mid-block crossing be researched and included if feasible. As previously noted, a mid-block crossing does not meet State warrants and would not be supported by our Traffic Engineer due to public safety and traffic flow related concerns so it is not being included as a viable option for City Council's consideration.

Staff respectfully requests City Council direction on this matter.

Steven Zoet
Approved By



Attachment 1



APRIL 21, 2015

GRUENASSOCIATES

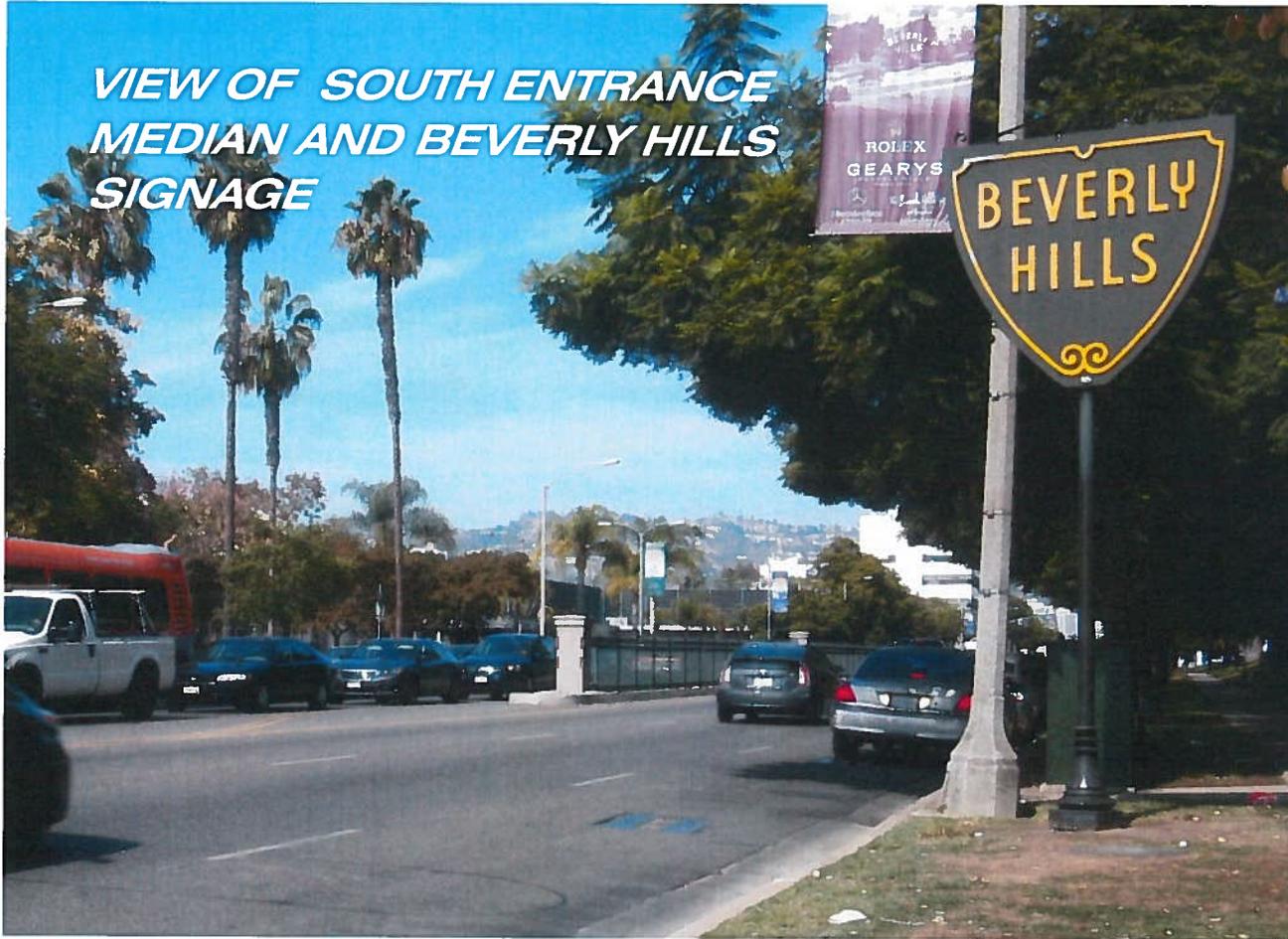


La Cienega Median Enhancement



La Cienega Median Enhancement

*VIEW OF SOUTH ENTRANCE
MEDIAN AND BEVERLY HILLS
SIGNAGE*

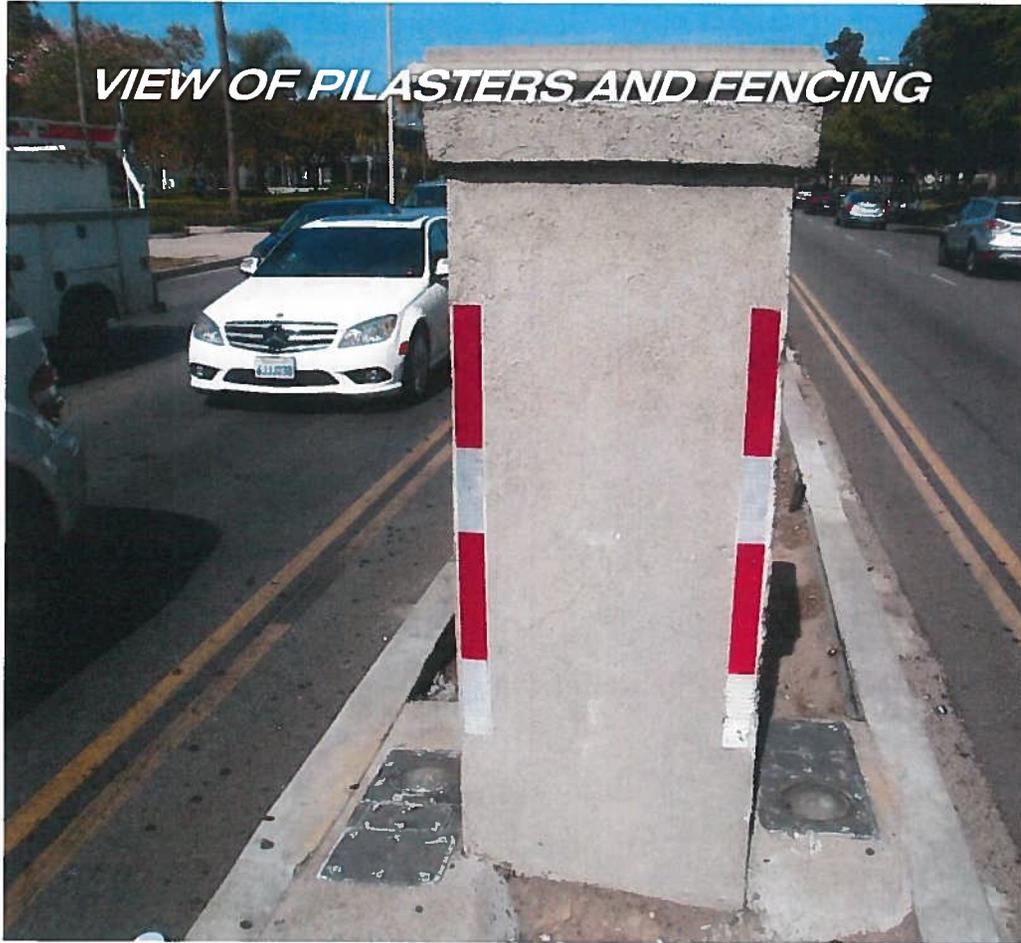


Median is approximately 607' long and 5' wide with a pilaster and fencing barrier along the entire length.

La Cienega Median Enhancement



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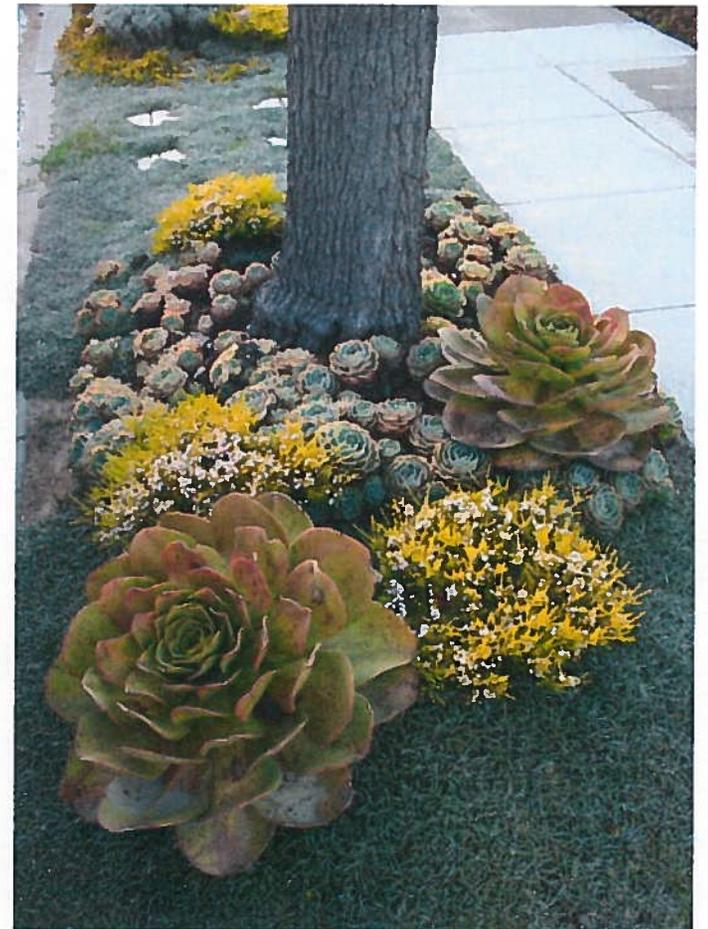


La Cienega Median Enhancement



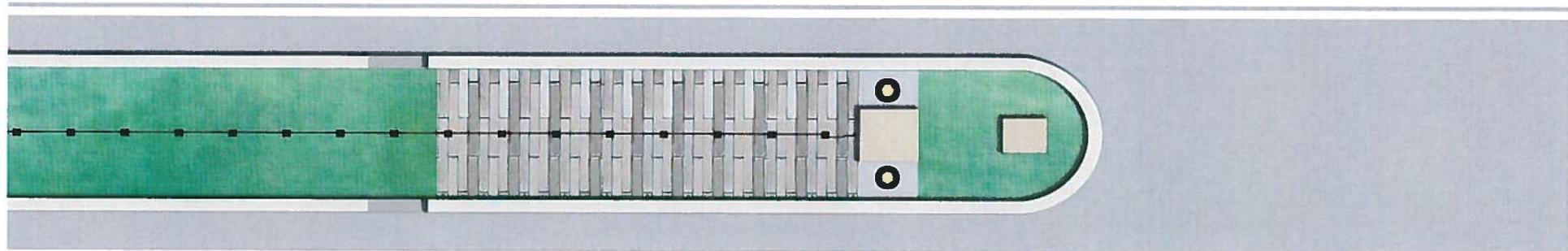
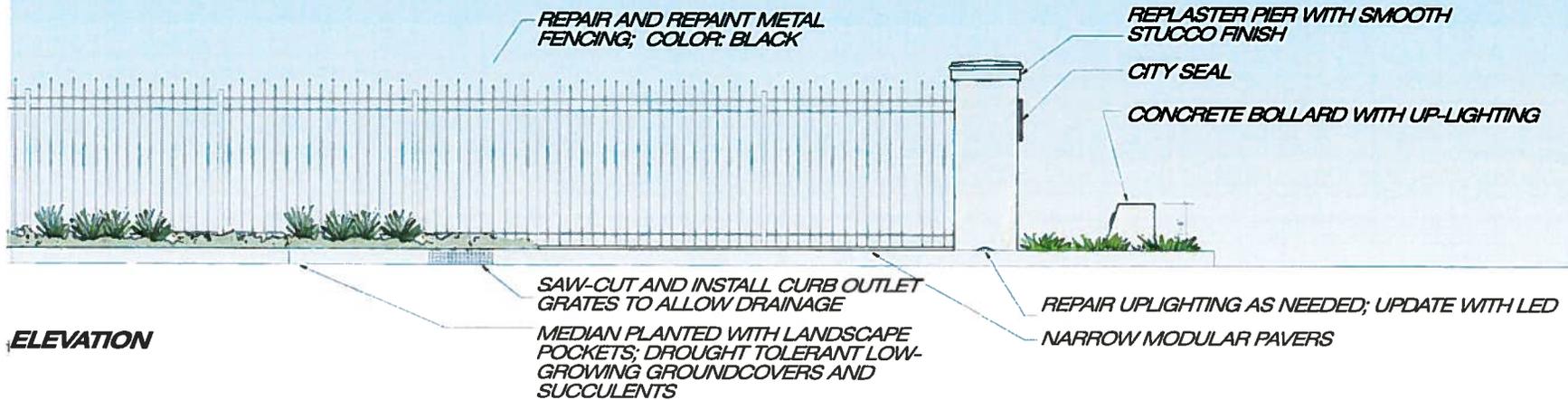
La Cienega Median Enhancement

CONCEPTUAL DESIGN- PLANT PALETTE



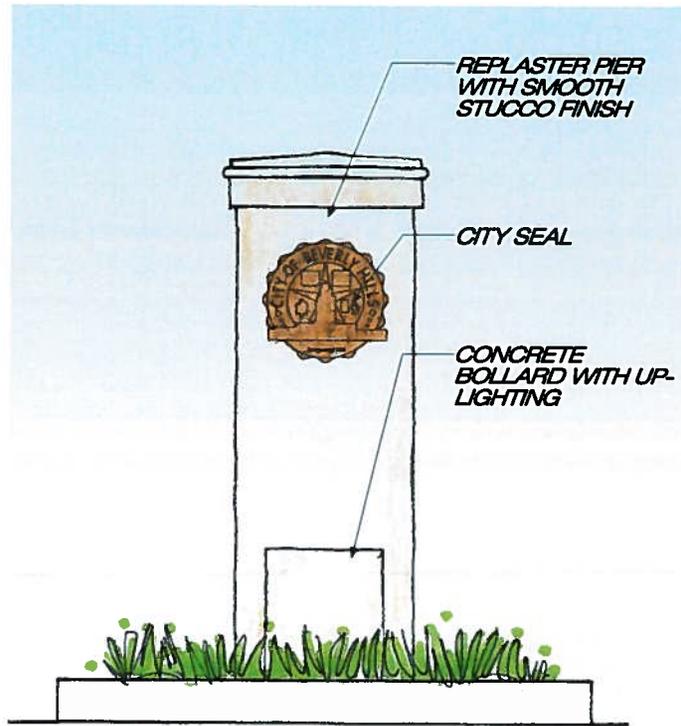
La Cienega Median Enhancement

CONCEPTUAL DESIGN- OPTION 1



La Cienega Median Enhancement

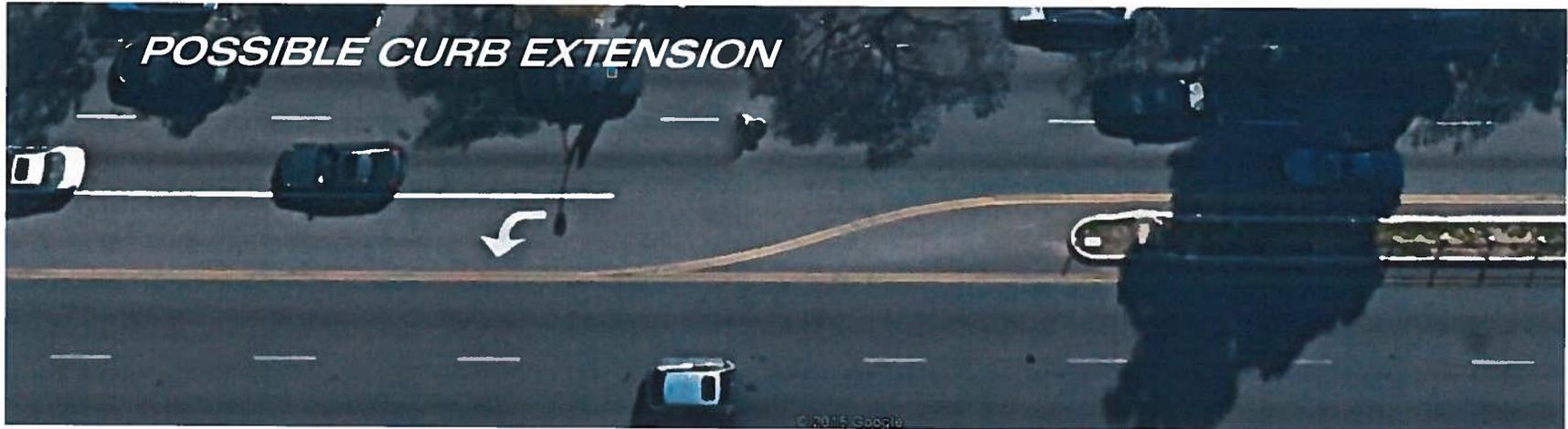
CONCEPTUAL DESIGN- OPTION 1



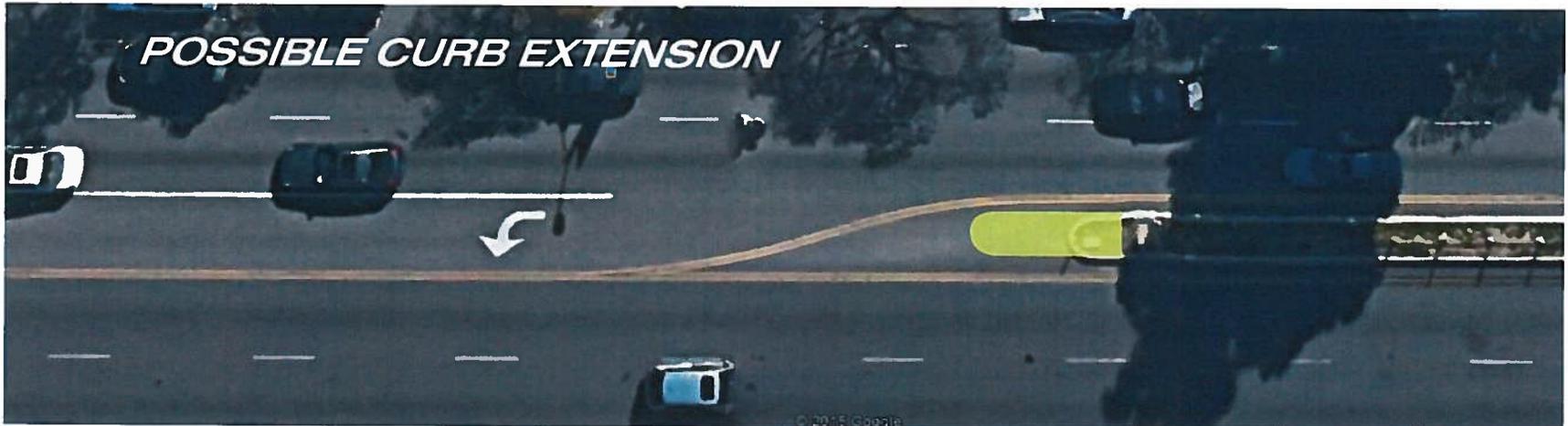
ELEVATION



La Cienega Median Enhancement

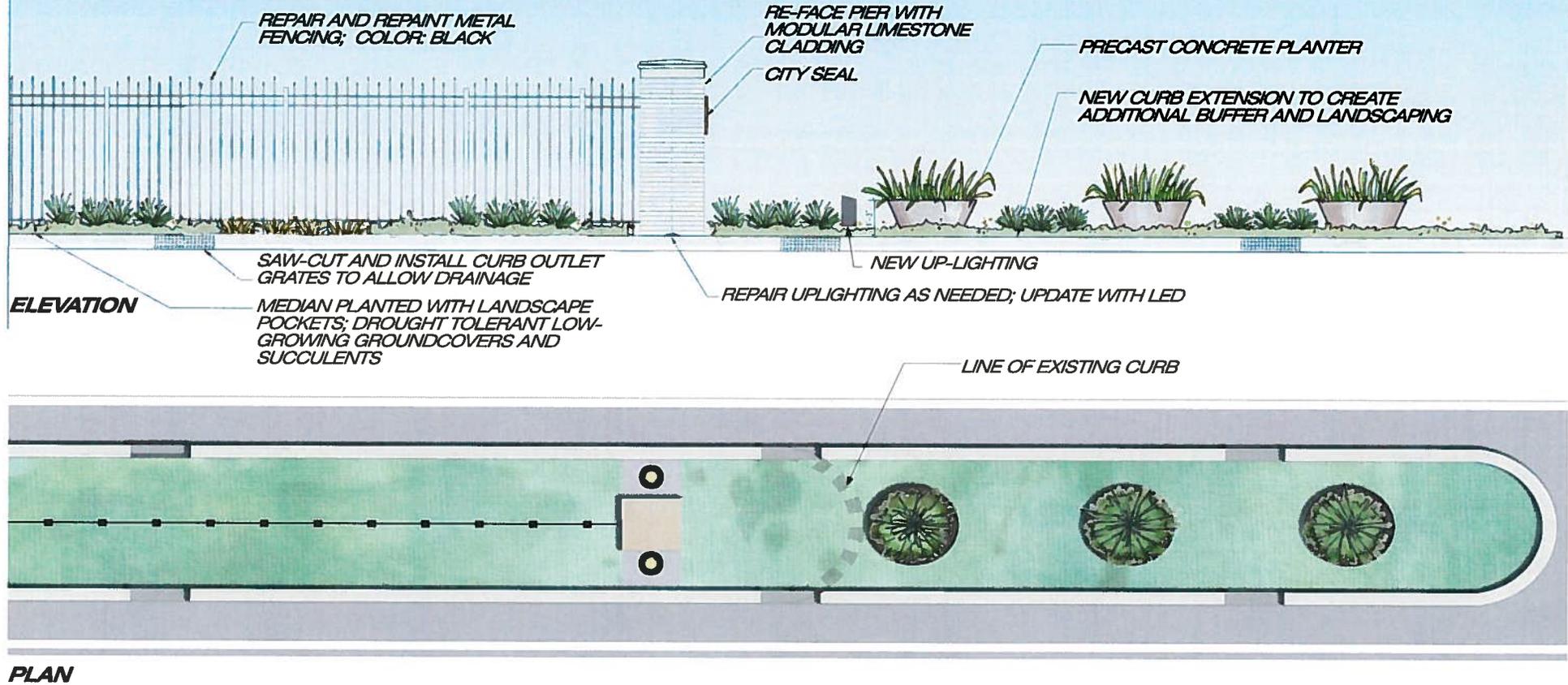


La Cienega Median Enhancement



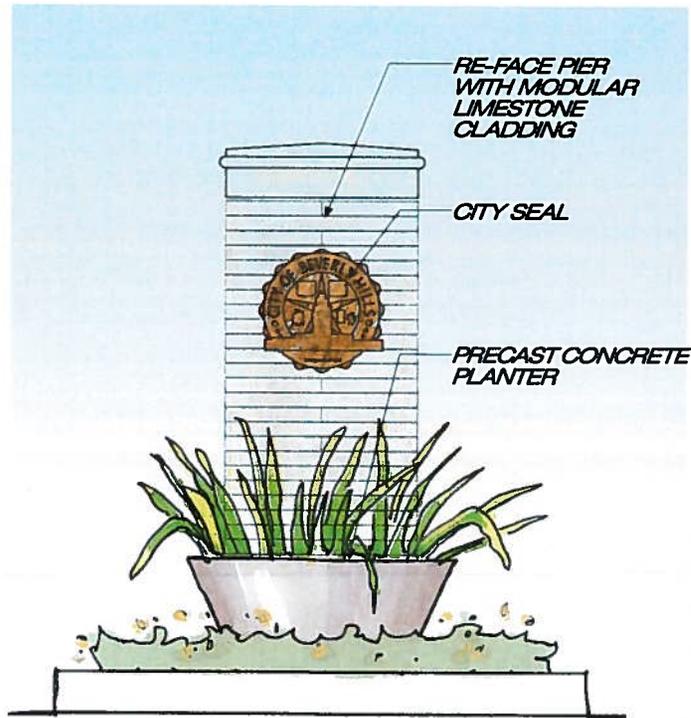
La Cienega Median Enhancement

CONCEPTUAL DESIGN- OPTION 2



La Cienega Median Enhancement

CONCEPTUAL DESIGN- OPTION 2

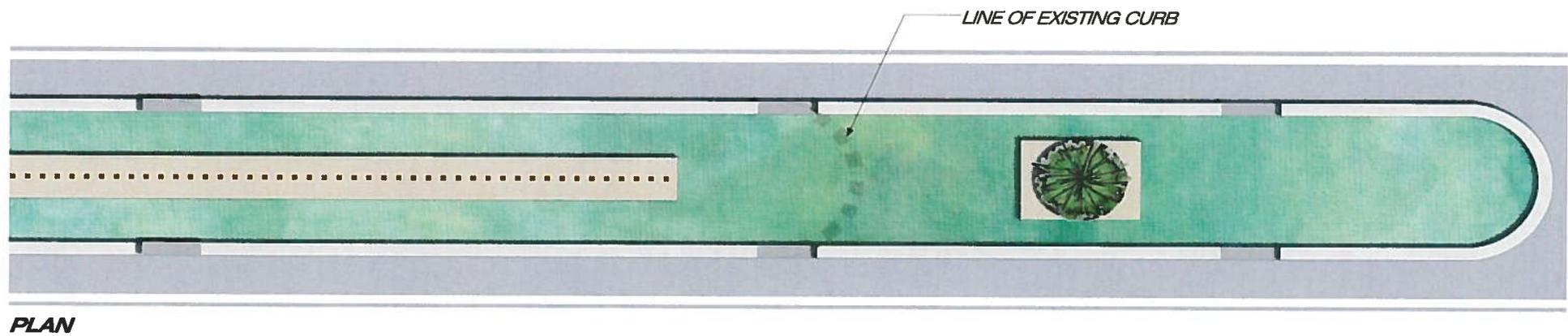
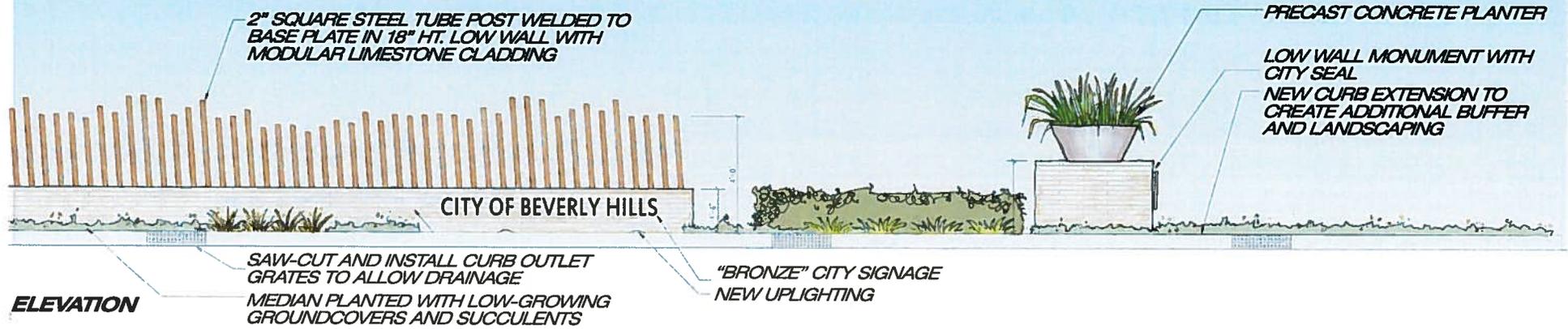


ELEVATION



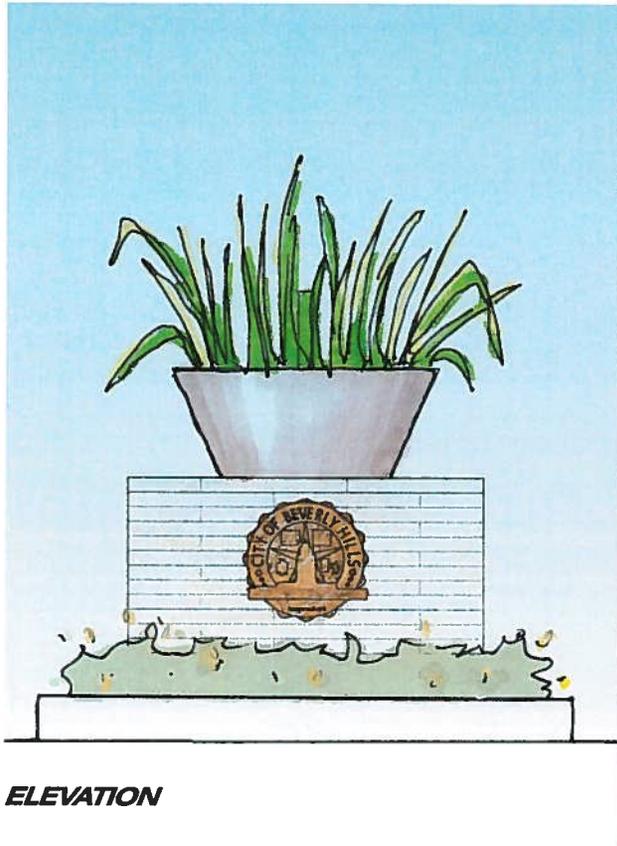
La Cienega Median Enhancement

CONCEPTUAL DESIGN- OPTION 3

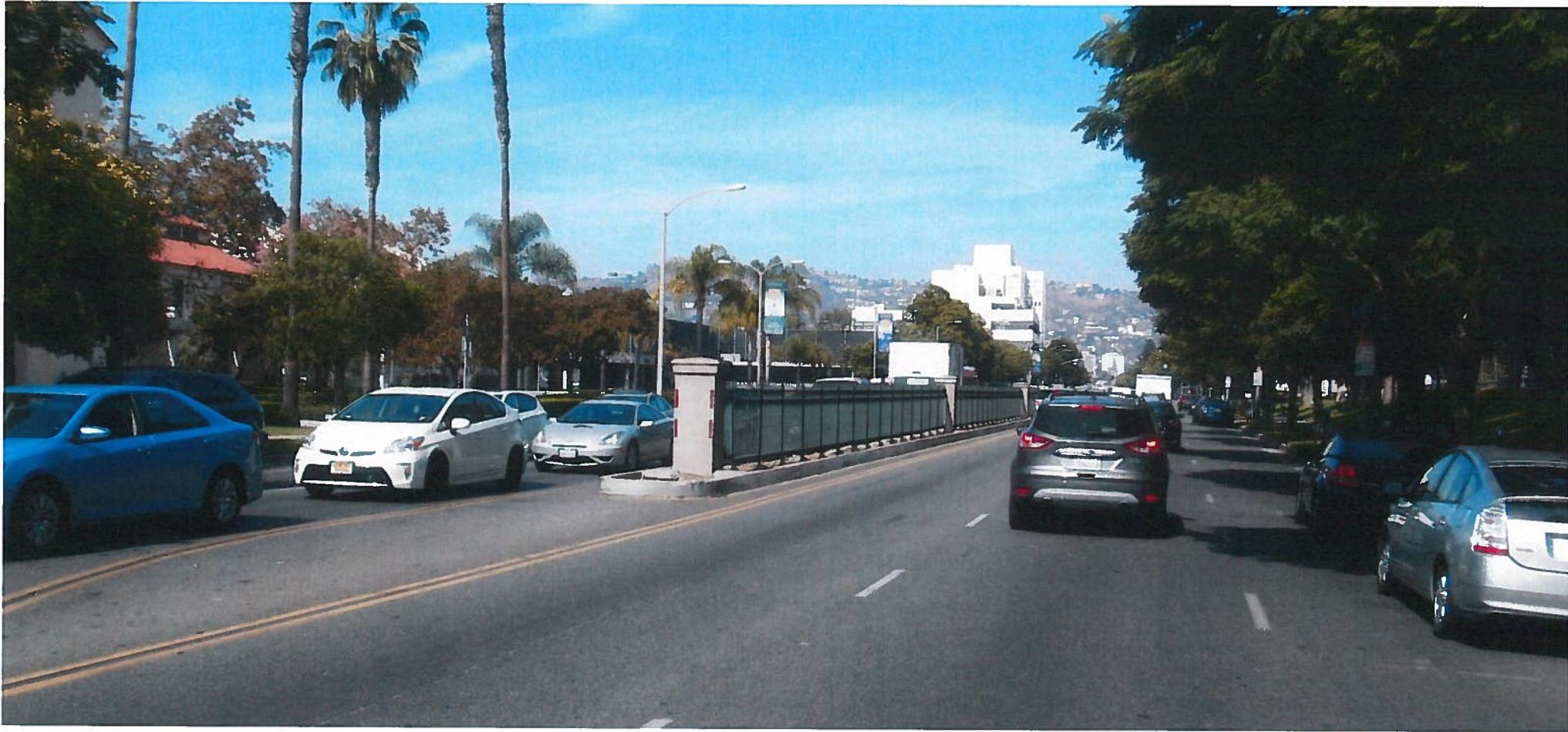


La Cienega Median Enhancement

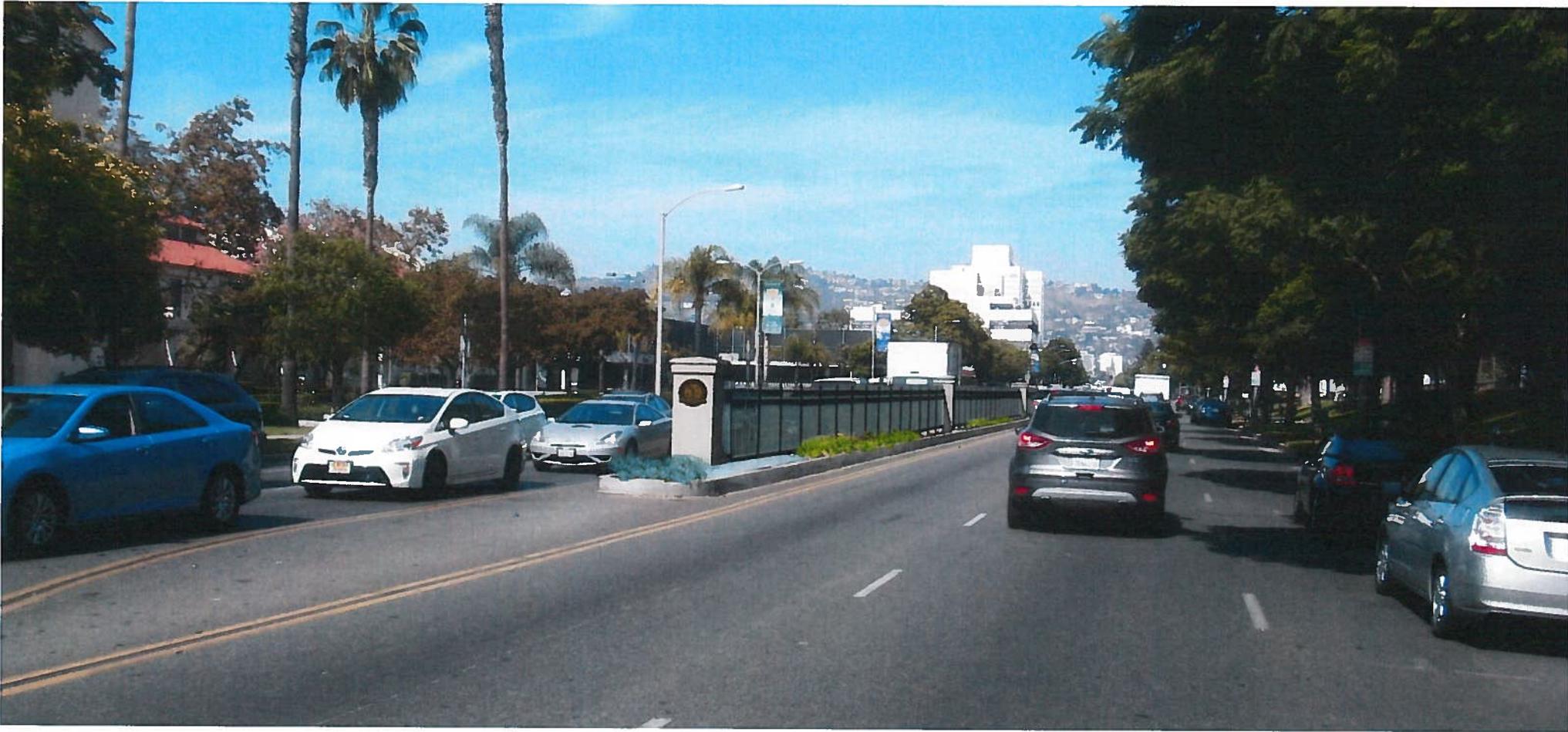
CONCEPTUAL DESIGN- OPTION 3



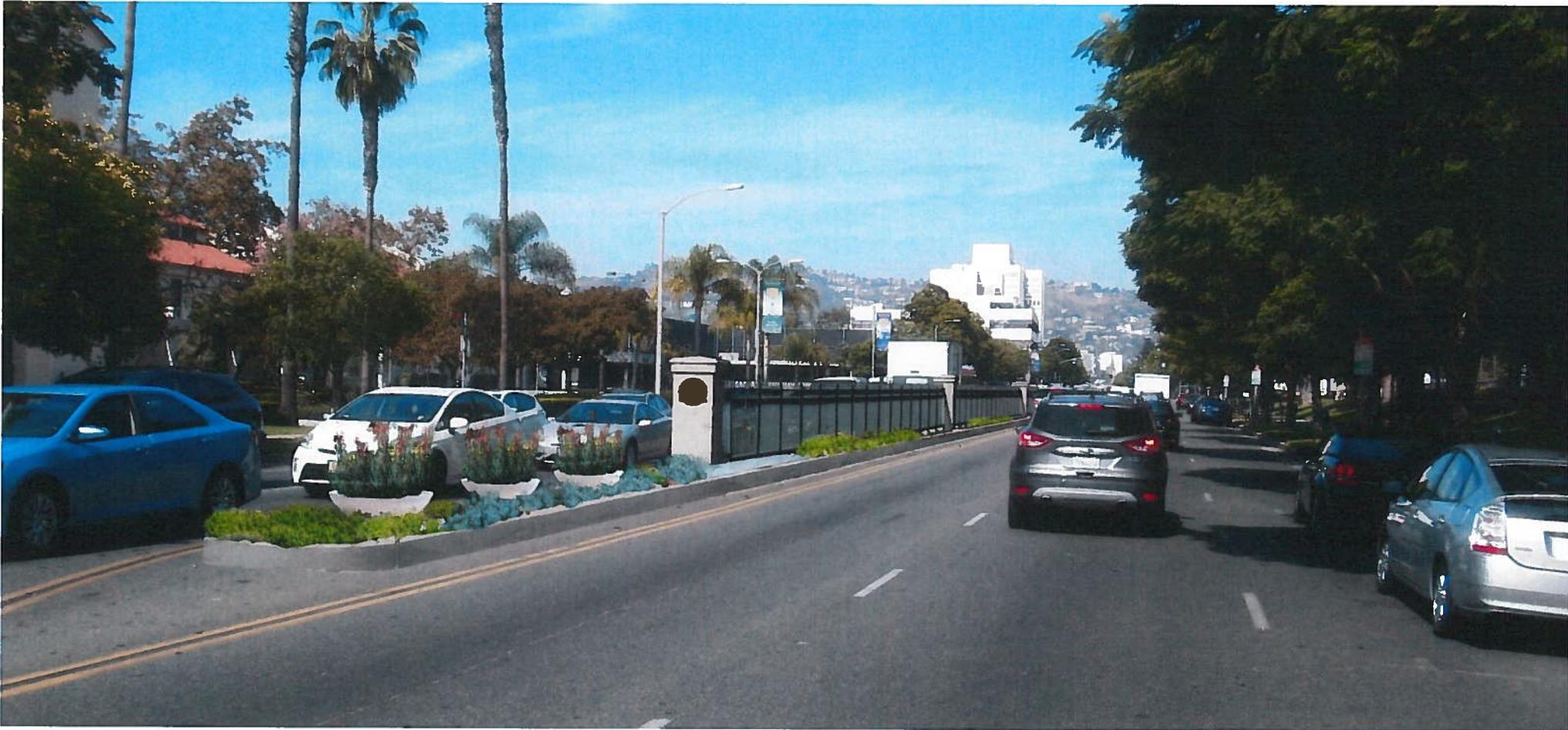
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