INTRODUCTION / OVERVIEW

The Watts Greenstreets program consists of a series of detailed concept proposals for improving public rights-of-way in Watts, together with final construction documents for the 103rd Street segment from Central Avenue to the Metro Blue Line train station at Graham Street.

The Watts Greenstreets report is funded by the State of California Rivers and Mountains Conservancy (RMC). The work program is intended to fulfill key elements of the RMC goals within its Urban Program, addressing park, recreation, natural resource and water quality objectives within the urban sections of RMC’s service area.

Greenstreet elements proposed consist of tree planting, parkway improvements, cross-walks, medians and stormwater BMPs.

The City of Los Angeles has $1.25 million dollars for street improvements along 103rd Street. The source of funds is METRO call-for-projects.

103rd Street is under City jurisdiction at the Central Avenue intersection, from Success Avenue to the train station and from the train station to Grape Street. The County of Los Angeles has jurisdiction of 103rd Street from 90 feet east of the Central Avenue intersection to Success Avenue.

As part of the Watts Greenstreets project, construction documents and site survey have been provided to the City and County.

The recommended elements have been identified by site analysis of existing conditions, consistency coordination with City and County traffic and street engineering guidelines and aligning existing approved agency plans with community preferences.

The plan covers a total of 26,000 linear feet of public rights-of-way, including heavily used public streets, bike lanes and alleys, the METRO Blue Line Right-of-Way and the Cultural Crescent linear greenway and internationally significant Watts Towers. The Watts Towers are a State of California historic site under the management of the City of Los Angeles.

The Watts Greenstreets plan identifies a potential for adding an estimated total of 285 new trees, a more than doubling in urban tree cover from the existing calculated total of 222 existing street trees in the project target area. All plant recommendations are per the Los Angeles River Master Plan or utilizing a drought tolerant plant palette.

In addition to site analysis and recommendations within the project area, the Watts Greenstreets plan has assisted in securing further funding for closely-related improvements, consisting of $250,000 from the National Endowment for the Arts for the “Artists Pathways” improvements and $525,000 of State Proposition 84 funds for Phase I greening along Central Avenue south from 103rd Street.

Providing final construction documents, the plan will enable improvements along 103rd St to begin in advance of schedule, while also freeing approximately $250,000 in funds for direct application for construction. In addition, the plan is intended as a platform for seeking and securing future funding for final design and construction of additional segments, such as Green Alleys and along the Metro Blue Line.

Finally, the Greenstreets plan is intended to directly support economic development, housing and job-creation goals for Watts. The project segments link public parks, key civic sites such as the public library, post office, public transit bus stops and the major hub at the Blue Line Station.
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RECOMMENDATIONS - CONTINUING PROGRESS

CENTRAL AVENUE MASTER PLAN

- Implement Phase I of Central Avenue Master Plan via State of CA Prop 84
- Use / improve on design and project management approach used on 103rd St.
- Determine whether matching federal funds exist for further work
- Participate in US EPA planning process for Watts Watershed Compton Creek
- Define / seek funding for Compton Creek segments of Central Avenue Master Plan

103RD STREET IMPROVEMENTS

103rd Street / Central Intersection
- Work with City of Los Angeles Street Services to implement improvements

LA County Section (Central to Success)
- Work with LA County to continue implementation of improvements

LA City Section (Success to Train Station)
- Work with City of Los Angeles Street Services to implement improvements

Train Station to Grape Street
- Work with City of Los Angeles Street Services to define final plans and to implement improvements

TRAIN STATION / ARTISTS’ PATHWAY

- Continue public process for design of Artists’ Pathways project

WATTS TOWERS/ CULTURAL

- Participate as needed / requested in planning, design and improvement efforts

METRO BLUE LINE

- Seek funding for greening improvements along Blue Line Right-of-Way and for City of Los Angeles segments adjacent to Blue Line
- Connect Blue Line greening with existing and planned parks along Right-of-Way
- Improve crosswalks and traffic islands as pedestrian ways to Blue line Station

GREEN ALLEYS

- Coordinate proposals with LA City-wide Green Alley program
- Seek funding to carry out plans, as first phase of City Green Alley program
- Consider Watts-wide alley analysis and greening / improvement program

OFF RIGHT-OF-WAY OPPORTUNITIES

- Work with property owners on recommendations for areas & improvements outside of Right-of-Way

Katherine Spitz Associates, Inc.
## GREEN STREET ELEMENTS MENU

<table>
<thead>
<tr>
<th>VALUE</th>
<th>PROJECT ELEMENT</th>
<th>ELEMENT DESCRIPTION</th>
<th>103RD STREET</th>
<th>OTHER SECTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>GREEN SPACES</td>
<td>Street Trees</td>
<td>New or replaced street trees to develop effective, beneficial canopy</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Green Alley</td>
<td>Reworking alley to function as green space with features such as planting, permeable paving, art opportunity</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Green Gateway</td>
<td>Creation of unique green, landscaped area to promote arrival and identity</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Pocket Parks/Green Spaces</td>
<td>Finding opportunities for green space with features such as planting, permeable paving, art opportunity</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Green Parkway</td>
<td>Enhancement of existing or addition of new parkway to add green, provide buffer for pedestrians from traffic</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Setback Landscape</td>
<td>Work with property owners to develop green landscapes in setback to augment narrow streetscape conditions</td>
<td></td>
<td>-</td>
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<tr>
<td></td>
<td>Parking Edge and Fence Treatment</td>
<td>Beautify existing parking lot edges and fences with landscaping</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>WATERSHED</td>
<td>Permeable Parking</td>
<td>Retrofit existing impermeable surfaces with permeable parking options to reduce runoff and urban flooding</td>
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<td>X</td>
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<tr>
<td></td>
<td>Permeable Parkway</td>
<td>Enhancement of existing or addition of new permeable pathway to add infiltrate stormwater</td>
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<td>-</td>
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<tr>
<td></td>
<td>Turf Conversion to Drought-tolerant Landscape</td>
<td>Convert excess turf areas to drought-tolerant landscapes to reduce irrigation needs and beautify streets</td>
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<tr>
<td>MOVEMENT</td>
<td>Bus Stop Amenities &amp; Street Furniture</td>
<td>New Bus Shelters to shade riders, improve circulation. New benches, trash receptacles, signs</td>
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<td>-</td>
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<tr>
<td></td>
<td>Connectivity - Crosswalks</td>
<td>New crosswalks to help pedestrians access key facilities or locations</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>Connectivity - New Pathway</td>
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<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sidewalk Clearance</td>
<td>Reconfiguration of existing sidewalk elements to provide effective pedestrian clearance or walkways</td>
<td>X</td>
<td>X</td>
</tr>
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<td></td>
<td>Entry Treatments</td>
<td>Enhanced building entrances to encourage pedestrian access and arrival at key sites</td>
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<td>-</td>
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<tr>
<td></td>
<td>Wayfinding Treatments</td>
<td>Addition of signs and landscape elements to promote wayfinding for pedestrians</td>
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<td>-</td>
</tr>
<tr>
<td>CULTURE</td>
<td>Artist's Walk</td>
<td>Connection to Watts Towers and MLK Center</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>Gateway Signage</td>
<td>Large-scale identity elements at key locations</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>Intersection Enhancement</td>
<td>Addition of Gateway, Landscape, Seating, Identity, Signage</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Public Art Opportunity</td>
<td>Opportunity for public art to provide identity</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>103rd St. Fire Station</td>
<td>TBD</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>Historic Train Station</td>
<td>Concept for visitors center</td>
<td>-</td>
<td>-</td>
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<tr>
<td></td>
<td>Watts Towers / Campus</td>
<td>Public Parking/Greening/Storm water management</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Development / Infill Opportunity</td>
<td>Vacant or underused lot with redevelopment potential</td>
<td>-</td>
<td>-</td>
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<tr>
<td>SAFETY &amp; HEALTH</td>
<td>Lighting</td>
<td>Lighting enhancement / replacement</td>
<td>-</td>
<td>-</td>
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<tr>
<td></td>
<td>ADA Ramps</td>
<td>New or improved ADA ramps for enhanced accessibility</td>
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<td>X</td>
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<tr>
<td></td>
<td>Bulbouts &amp; Enhanced Crosswalks</td>
<td>Pedestrian safety</td>
<td>X</td>
<td>X</td>
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<tr>
<td></td>
<td>Landscape Median</td>
<td>Addition of new landscape median to slow traffic</td>
<td>X</td>
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### WATTS GREENSTREETS - EXISTING CONDITIONS ANALYSIS

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<thead>
<tr>
<th>VALUE</th>
<th>PROJECT ELEMENT</th>
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</thead>
<tbody>
<tr>
<td><strong>GREEN SPACES</strong></td>
<td>- Underused / Inaccessible Public Areas</td>
</tr>
<tr>
<td></td>
<td>- Opportunity for New Street Trees</td>
</tr>
<tr>
<td></td>
<td>- Missing Street Trees</td>
</tr>
<tr>
<td></td>
<td>- Damaged Tree Wells</td>
</tr>
<tr>
<td></td>
<td>- Trees Obstructing Sidewalks</td>
</tr>
<tr>
<td></td>
<td>- Excess Hardscape in Public Areas / Public Use &amp; BMP Opportunity</td>
</tr>
<tr>
<td></td>
<td>- Paved Medians</td>
</tr>
<tr>
<td><strong>WATERSHED</strong></td>
<td>- None / Limited Stormwater BMPs</td>
</tr>
<tr>
<td></td>
<td>- Insufficient / Damaged Trash Receptacles</td>
</tr>
<tr>
<td><strong>MOVEMENT</strong></td>
<td>- Narrow, Obstructed Sidewalks</td>
</tr>
<tr>
<td></td>
<td>- Discontinuous Pedestrian Pathways</td>
</tr>
<tr>
<td></td>
<td>- Lack of Convenient Pedestrian Access Points eg. Shopping Center</td>
</tr>
<tr>
<td></td>
<td>- Underimproved / Blighted Alleys</td>
</tr>
<tr>
<td></td>
<td>- Overgrown / Blighted Parkways</td>
</tr>
<tr>
<td></td>
<td>- Mislocated Crosswalks</td>
</tr>
<tr>
<td></td>
<td>- Worn Crosswalks / Pathways Opportunity</td>
</tr>
<tr>
<td></td>
<td>- Paved Parkways</td>
</tr>
<tr>
<td></td>
<td>- Blighted / Neglected Fencing / Edges along Public R-o-W</td>
</tr>
<tr>
<td></td>
<td>- Lack of Bus Shelters</td>
</tr>
<tr>
<td><strong>CULTURE</strong></td>
<td>- Unmarked Gateways</td>
</tr>
<tr>
<td></td>
<td>- Inconsistent / Missing Signage</td>
</tr>
<tr>
<td></td>
<td>- Cluttered Signage</td>
</tr>
<tr>
<td></td>
<td>- Destination and Pathways Opportunities</td>
</tr>
<tr>
<td><strong>SAFETY &amp; HEALTH</strong></td>
<td>- Inconvenient / Unsafe Intersection (Blue Line)</td>
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<tr>
<td></td>
<td>- Car-Pedestrian Conflict Points eg Driveways Across Sidewalks</td>
</tr>
<tr>
<td></td>
<td>- Crowded Corners / Bus Shelters</td>
</tr>
<tr>
<td></td>
<td>- Damaged Sidewalks, Curbs and Gutters</td>
</tr>
<tr>
<td></td>
<td>- Insufficient Access for ADA, Baby Carriages and Similar</td>
</tr>
<tr>
<td></td>
<td>- Broken Newspaper Vendor Boxes</td>
</tr>
<tr>
<td></td>
<td>- Unused / Damaged Public Telephone Boxes</td>
</tr>
<tr>
<td></td>
<td>- Insufficient Street Lighting</td>
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WATTS GREENSTREETS MASTER PLAN

Legend

A  Central Avenue Master Plan - Phase 1
B  103rd Street Improvements
C  103rd Street Train Station / Artists’ Pathways
D  Cultural Crescent / Watts Towers
E  103rd Street Train Station to Grape Street
F  Metro Blue Line Corridor Improvements
G  Green Alley Opportunities

Central Avenue Master Plan
<table>
<thead>
<tr>
<th>SEGMENT</th>
<th>DESCRIPTION</th>
<th>FROM</th>
<th>TO</th>
<th>JURISDICTION</th>
<th>LINEAR FEET</th>
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<tbody>
<tr>
<td>A</td>
<td>Central Avenue</td>
<td>103rd St</td>
<td>107th St (Prop 84 phase I)</td>
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<td>1,056.0</td>
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<td></td>
<td></td>
<td>107th St</td>
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<td></td>
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<td>103rd St</td>
<td>Imperial Highway</td>
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<td>B</td>
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<td>Central Avenue</td>
<td>Intersection</td>
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<tr>
<td></td>
<td></td>
<td>Central Avenue</td>
<td>Grape Street</td>
<td>City of Los Angeles</td>
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<td></td>
<td></td>
<td>Train Station</td>
<td>Grape Street</td>
<td>City of Los Angeles</td>
<td>5,280.0</td>
</tr>
<tr>
<td>C</td>
<td>Train Station Identity / Artists' Pathways</td>
<td>Success</td>
<td>Compton Avenue</td>
<td>City of Los Angeles</td>
<td>792.0</td>
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<tr>
<td></td>
<td></td>
<td>Compton Avenue</td>
<td>Train Station</td>
<td>City of Los Angeles</td>
<td>792.0</td>
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<td></td>
<td></td>
<td>Success</td>
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<td>City of Los Angeles</td>
<td>1,584.0</td>
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<td>D</td>
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<td>103rd St</td>
<td>Watts Towers</td>
<td>City of Los Angeles</td>
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<td>E</td>
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<td>Firestone</td>
<td>103rd St</td>
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<td>103rd St</td>
<td>111th St</td>
<td>METRO</td>
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<td>Firestone</td>
<td>Wilmington Blvd</td>
<td>City of Los Angeles</td>
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<td>F</td>
<td>Green Alleys</td>
<td>Zamora</td>
<td>103rd St</td>
<td>City of Los Angeles</td>
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<td></td>
<td></td>
<td>Success via Kaiser</td>
<td>Civic Center</td>
<td>City of Los Angeles</td>
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<td></td>
<td></td>
<td>103rd St</td>
<td>Success</td>
<td>City of Los Angeles</td>
<td>600.0</td>
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<td></td>
<td></td>
<td>City of Los Angeles</td>
<td>1,920.0</td>
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<td></td>
<td>Total excl Pathways, which are along 103rd St.</td>
<td>28,848.0</td>
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<td>Total excl Pathways</td>
<td>27,264.0</td>
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</table>
WATTS - EXISTING CONDITIONS / CONTEXT MAP

Legend
- Existing Parks / Open Space
- Schools
- Community Activity Centers
- Vacant Land
- Lanzit Site
- Existing Bike Routes
- Planned Bike Routes
- Compton Creek
- Metro Transit Stops
- Blue Line Train
- Green Line Train
- Watts Towers
- Transmission Corridors
WATTS - GREENWAY CONNECTIONS

Civic / School / Activity Center

Compton Creek Watershed Master Plan Projects:
1. LA County Park Retrofit - complete
2. 103rd Street Improvements
3. Central Avenue Master Plan
4. Grigsby Street Park - complete
5. Monitor Park Site
6. 98th Street Transmission Line
7. Jordan Downs Master Plan
# Watts Greenstreets Segments

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## (A) - CENTRAL AVENUE MASTER PLAN (PHASE 1) EXISTING CONDITIONS ANALYSIS

<table>
<thead>
<tr>
<th>VALUE</th>
<th>PROJECT ELEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GREEN SPACES</strong></td>
<td>- Opportunity for New Street Trees&lt;br&gt; - Missing Street Trees&lt;br&gt; - Damaged Tree Wells&lt;br&gt; - Trees Obstructing Sidewalks&lt;br&gt; - Paved Medians</td>
</tr>
<tr>
<td><strong>WATERSHED</strong></td>
<td>- None / Limited Stormwater BMPs&lt;br&gt; - Insufficient / Damaged Trash Receptacles</td>
</tr>
<tr>
<td><strong>MOVEMENT</strong></td>
<td>- Narrow, Obstructed Sidewalks&lt;br&gt; - Discontinuous Pedestrian Pathways&lt;br&gt; - Mislocated Crosswalks&lt;br&gt; - Worn Crosswalks / Pathways Opportunity&lt;br&gt; - Paved Parkways&lt;br&gt; - Blighted / Neglected Fencing / Edges along Public R-o-W&lt;br&gt; - Lack of Bus Shelters- Overgrown / Blighted Parkways</td>
</tr>
<tr>
<td><strong>CULTURE</strong></td>
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CENTRAL AVENUE - EXISTING CONDITIONS
(A) - CENTRAL AVENUE MASTER PLAN (PHASE 1) PROPOSED IMPROVEMENTS

All plant recommendations per L.A. River Masterplan

Katherine Spitz Associates, Inc.
4212 1/2 Glencoe Avenue  Marina Del Rey, CA  90292  (310) 574-4460  fax (310) 574-4462    www.ksa-la.com

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May 31, 2012
(A) - CENTRAL AVENUE MASTER PLAN (PHASE 1) PROPOSED IMPROVEMENTS

SECTION A

All plant recommendations per L.A. River Masterplan

SECTION B
(A) - CENTRAL AVENUE MASTER PLAN (PHASE 1) - PLANTING PALETTE

- **Platanus racemosa**
  - London Plane

- **Quercus agrifolia**
  - Coast Live Oak

- **Carex praegracilis**
  - Slender Sedge

- **Elymus elymoides**
  - Squirreltail Grass

- **Leymus condensatus 'Canyon Prince'**
  - Canyon Prince Wild Rye

- **Nassella lepida**
  - Foothill Needlegrass

- **Baccharis pilularis**
  - Dwarf Coyote Bush

- **Ericameria pinifolia**
  - Pine Goldbush

- **Heteromeles arbutifolia**
  - Toyon

- **Lessingia filaginifolia**
  - California Aster

- **Mimulus aurantiacus**
  - Monkey Flower

- **Rhamnus californica**
  - Coffeeberry

All plant recommendations per L.A. River Masterplan

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WATTS GREEN STREETS
May 31, 2012
(A) - CENTRAL AVENUE MASTER PLAN (PHASE 1) - NEXT STEPS

- Implement Phase I of Central Avenue Master Plan via State of CA Prop. 84
- Use / improve on design and project management approach used on 103rd St.
- Determine whether matching federal funds exist for further work.
- Participate in US EPA planning process for Watts Watershed Compton Creek
- Define / seek funding for Compton Creek segments of Central Avenue
## (B) - 103RD STREET IMPROVEMENTS EXISTING CONDITIONS ANALYSIS

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- Missing Street Trees  
- Damaged Tree Wells  
- Trees Obstructing Sidewalks  
- Excess Hardscape in Public Areas / Public Use & BMP Opportunity  
- Paved Medians |
| **WATERSHED** | - None / Limited Stormwater BMPs  
- Insufficient / Damaged Trash Receptacles |
| **MOVEMENT** | - Narrow, Obstructed Sidewalks  
- Discontinuous Pedestrian Pathways  
- Lack of Convenient Pedestrian Access Points eg. Shopping Center  
- Overgrown / Blighted Parkways  
- Mislocated Crosswalks  
- Worn Crosswalks / Pathways Opportunity  
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- Blighted / Neglected Fencing / Edges along Public R-o-W  
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- Insufficient Access for ADA, Baby Carriages and Similar  
- Insufficient Street Lighting  
- Unused / Damaged Public Telephone Boxes |
103RD STREET - EXISTING CONDITIONS

http://www.wattscorridorsrevitalization.com/
103RD STREET - EXISTING CONDITIONS
(B) - 103RD STREET PROPOSED IMPROVEMENTS (CENTRAL TO TRAIN STATION)

- Existing County Park signage Gateway, City Gateway TBD
- Green Gateway: New median and residential parkways with street trees
- New permeable pavers on parking area along Ted Watkins Park
- Enhanced crosswalks and ADA ramps throughout 103rd Street
- Green Kaiser Alley with dedicated pedestrian sidewalk, shade trees and lighting, and L.A. City Facility multi-purpose area with canopy trees
- Open NE and SW corners allow easier pedestrian access to MLK Shopping Center and Post Office.
- Bus shelters at all bus stops
- Improvements and greening of Zamora alley with Sycamore trees and an understory of California native plants
- Green Success Ave. with permeable pavers and canopy trees
- Improved trash receptacles along 103rd Street

LEGEND
SYMBOL ITEM QTY.
- Existing Trees to remain 11
- New Street Trees 145
- New Litter Bins 41
- New Pedestrian Light 95
- Existing Bus Shelters 2
- New Bus Shelters 5
(B) - 103RD STREET PROPOSED IMPROVEMENTS (CENTRAL TO ZAMORA)

New bus shelters provide comfort to riders.

Median planted with large Sycamore trees and understory of drought tolerant plants create a green gateway. The median planting area helps to reduce storm water runoff, and tree canopies mitigate heat island effect.

New Bus Shelter

Zamora Alley flanked by Riparian trees becomes a green connection to the park, bioswales on either side of the existing path capture storm water runoff.

New Elm trees and understory of drought tolerant plants on existing parkway.

Accessible ramp on south side of 103rd St. and relocated and enhanced crosswalk increase pedestrian safety.

New ladder striping on service road.

LEGEND

SYMBOL ITEM

Existing Tree to remain
New Street Tree
New Litter Bin

SYMBOL ITEM

# New Pedestrian Light

$ Existing Bus Shelter
New Bus Shelter

TED WATKINS
(LA COUNTY PARK)

E 103rd ST.
CENTRAL AVE.

ZAMORA ALLEY

SCALE: NTS

TED WATKINS
(LA COUNTY PARK)

CENTRAL AVE.
ZAMORA ALLEY

505 St.

CENTRAL AVE.
ZAMORA ALLEY

505 St.

TED WATKINS
(LA COUNTY PARK)

CENTRAL AVE.
ZAMORA ALLEY

505 St.
(B) - 103RD STREET PROPOSED IMPROVEMENTS (ZAMORA TO SUCCESS)

Medians planted with large Sycamore trees and understory of drought tolerant plants create a green gateway. The median planting area helps to reduce storm water runoff, and tree canopies mitigate heat island effect.

Street parking paved with permeable pavers mitigate storm water runoff. New Elm trees on tree wells provide shade to parking area.

New Elm trees and understory of drought tolerant plants on existing parkway.

Access to ramps and enhanced crosswalk on 103rd St., and new ladder striping on Mary St. increase pedestrian safety.

Accessible ramps and enhanced crosswalk on 103rd St. and north side of Success Ave.

LEGEND

SYMBOL    ITEM

Existing Tree to remain
New Street Tree
New Litter Bin

SYMBOL    ITEM

New Pedestrian Light
Existing Bus Shelter
New Bus Shelter

TED WATKINS (LA COUNTY PARK)

WATTS GREEN STREETS
May 31, 2012

http://www.wattscorridorsrevitalization.com/
(B) - 103RD STREET PROPOSED IMPROVEMENTS (SUCCESS TO COMPTON)

New green street elements on southern portion of Success Ave., including permeable pavers at parking stalls, sidewalk, and drainage strip, canopy trees and understory planting.

Accessible ramps and enhanced crosswalks on 103rd St. increase pedestrian safety.

Relocated perimeter low wall along Post Office increases space for pedestrian circulation. New planting strip along wall increase permeability while creating a pedestrian friendly edge.

New green street elements on southern portion of Success Ave., including permeable pavers at parking stalls, sidewalk, and drainage strip, canopy trees and understory planting.

Accessible ramps and enhanced crosswalks on 103rd St. increase pedestrian safety.

Relocated perimeter low wall along Post Office increases space for pedestrian circulation. New planting strip along wall increase permeability while creating a pedestrian friendly edge.

**LEGEND**

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<td>Existing Bus Shelter</td>
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<td>New Bus Shelter</td>
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</table>
(B) - 103RD STREET PROPOSED IMPROVEMENTS (COMPTON TO GRANDEE)

- Corner entry and small plaza and allow pedestrians to move easily from the street to the retail mall.
- Relocating perimeter fence to edge of parking area creates a softer edge and pedestrian friendly environment.
- Removing existing trees from sidewalk tree wells increase pedestrian circulation space. New trees along property line replace existing trees.
- New planting at median.

LEGEND

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<td>Green Circle</td>
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<tr>
<td>Red</td>
<td>New Pedestrian Light</td>
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<tr>
<td>Blue</td>
<td>Existing Bus Shelter</td>
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<tr>
<td>Red</td>
<td>New Bus Shelter</td>
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</table>

SCALE: NTS
Plant recommendations include drought tolerant and L.A. River Masterplan species
(B) - 103RD STREET PROPOSED IMPROVEMENTS - STREET SECTIONS

SECTION B-B
Plant recommendations include drought tolerant and L.A. River Masterplan species

SECTION C-C
SECTION D-D
Plant recommendations include drought tolerant and L.A. River Masterplan species
Plant recommendations include drought tolerant and L.A. River Masterplan species.
(B) - 103RD STREET IMPROVEMENTS - NEXT STEPS

103rd Street / Central Intersection
• Work with City of Los Angeles Street Services to implement improvements

LA County Section (Central to Success)
• Work with LA County to continue implementation of improvements

LA City Section (Success to Train Station)
• Work with City of Los Angeles Street Services to implement improvements
(C) - 103RD STREET TRAIN STATION / ARTISTS’ PATHWAYS
## (C) - 103RD STREET TRAIN STATION / ARTISTS’ PATHWAYS EXISTING CONDITIONS ANALYSIS

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103RD STREET TRAIN STATION / ARTISTS’ PATHWAYS - EXISTING CONDITIONS
(C) - ARTISTS’ PATHWAYS - PROPOSED PROJECT AREA

PROPOSED ARTISTS' PATHWAY (INITIAL SCOPE AREA PER DCA “OURTOWN” PROPOSAL)
CONCEPT 1 - WATTS STATIONS

CONCEPT 2 - TREE WELLS

CONCEPT 3 - MILEAGE MARKERS OR ARTISTS PLAQUES

*TO BE DETERMINED THROUGH A SEPARATE DESIGN PROCESS
• Continue public process for design of Artists’ Pathways project
(D) - CULTURAL CRESCENT / WATTS TOWERS

Legend

A. Central Avenue Master Plan - Phase 1
B. 103rd Street Improvements
C. 103rd Street Train Station / Artists’ Path
D. Cultural Crescent / Watts Towers
E. 103rd Street Train Station to Grape Street
F. Blue Line Corridor Improvements
G. Green Alley Opportunities

http://www.wattscorridorsrevitalization.com/
## (D) - CULTURAL CRESCENT / WATTS TOWERS EXISTING CONDITIONS ANALYSIS

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CULTURAL CRESCENT / WATTS TOWERS - EXISTING CONDITIONS
(D) - CULTURAL CRESCENT / WATTS TOWERS CONCEPT IMPROVEMENTS

- New path with California native, drought-tolerant planting throughout, and shaded seating areas to view Towers
- Recommend to repair damage and capture rainwater
- Enhanced permeable paving at Plaza area facilitate rainwater infiltration
- Permeable paving at parking and entry area promote permeability
- New layout allows for enhanced seating space and improved tree care

WATTS TOWERS AREA CONCEPT PLAN
(D) - CULTURAL CRESCENT / WATTS TOWERS CONCEPT IMPROVEMENTS

Concept Scheme A

Concept Scheme B
(D) - CULTURAL CRESCENT / WATTS TOWERS CONCEPT PRECEDENT

- Pedestrian / Bicycle friendly
- ADA accessible
- Lighting and Planting
- Panorama views of the Towers

Kaohsiung Harbor, Taiwan

The High Line, New York NY

Olympic Sculpture Park, Seattle WA

South Coast Plaza, Costa Mesa CA
(D) - CULTURAL CRESCENT / WATTS TOWERS - NEXT STEPS

- Participate as needed / requested in planning, design and improvement efforts
(E) - 103RD STREET TRAIN STATION TO GRAPE STREET IMPROVEMENTS
**VALUE**

**PROJECT ELEMENT**

**GREEN SPACES**
- Trees Obstructing Sidewalks
- Opportunity for New Street Trees
- Missing Street Trees
- Damaged Tree Wells

**WATERSHED**
- None / Limited Stormwater BMPs

**MOVEMENT**
- Overgrown / Blighted Parkways
- Blighted / Neglected Fencing / Edges along Public R-o-W
- Worn Crosswalks / Pathways Opportunity
- Paved Parkways

**CULTURE**
- Unmarked Gateways
- Inconsistent / Missing Signage
- Cluttered Signage
- Destination and Pathways Opportunities

**SAFETY & HEALTH**
- Damaged Sidewalks, Curbs and Gutters
- Car-Pedestrian Conflict Points eg Driveways Across Sidewalks
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103RD STREET TRAIN STATION TO GRAPE STREET - EXISTING CONDITIONS

WATTS GREEN STREETS
May 31, 2012
http://www.wattscorridorsrevitalization.com/
LEGEND

SYMBOL ITEM

Existing Tree to remain

New Street Tree

New street trees: Platanus racemosas create visual link to the 103rd St improvements, while creating a green corridor along the street.

Existing brick paving pattern to be removed & replaced with concrete per surrounding sidewalk.

Existing Callistemon viminalis to remain.
• Work with City of Los Angeles Street Services to define final plans and to implement improvements
(F) - BLUE LINE CORRIDOR IMPROVEMENTS

Legend

A. Central Avenue Master Plan - Phase 1
B. 103rd Street Improvements
C. 103rd Street Train Station / Artists’ Pathways
D. Cultural Crescent / Watts Towers
E. 103rd Street Train Station to Grape Street
F. Blue Line Corridor Improvements
G. Green Alley Opportunities

Watts Green Streets
May 31, 2012
http://www.wattscorridorsrevitalization.com/

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BLUE LINE CORRIDOR (92ND TO 103RD) - EXISTING CONDITIONS
BLUE LINE CORRIDOR (103RD TO 112TH) - EXISTING CONDITIONS
BLUE LINE CORRIDOR (112TH TO HWY 105) - EXISTING CONDITIONS
(F) - BLUE LINE CORRIDOR PROPOSED IMPROVEMENTS (92ND TO 103RD)

Native trees and drought tolerant plants assist in screening railway tracks and create a sound screen. Planted strips will assist in stormwater runoff and create a more pedestrian-friendly street.

New street trees and parkway plantings to green streetscape and reduce stormwater runoff.

Right-of-way planting of native trees and drought tolerant plants provide a green buffer between the railway track and residential area.

LEGEND

SYMBOL     ITEM

● Existing Tree to remain

● New Street Tree

● New Parkway Tree

● Proposed Green Space / Parkway

SCALE: NTS
NEW STREET TREES AND PARKWAY PLANTINGS TO GREEN STREETSCAPE AND REDUCE STORMWATER RUNOFF

Native trees and drought tolerant plants assist in screening railway tracks and create a sound screen. Planted strips will assist in stormwater runoff and create a more pedestrian-friendly street.

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(F) - BLUE LINE CORRIDOR PROPOSED IMPROVEMENTS (112TH TO WILLOWBROOK)

**LEGEND**

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<td>Proposed Green Space / Parkway</td>
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<td>Enhanced Pedestrian Crosswalk</td>
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Greening of an abandoned triangular lot at 112 St. will create a buffer between railway tracks and provide a green focal point to Willowbrook Ave.

New street trees and parkway plantings to green streetscape and reduce stormwater runoff

Native trees and drought tolerant plants assist in screening railway tracks and create a sound screen. Planted strips will assist in stormwater runoff and create a more pedestrian-friendly street

ADA accessible enhanced pedestrian crossings to create access to future Monitor Park and Rosa Parks Blue Line Station

Proposed park at Monitor Site to connect with proposed greening at Blue Line

Safe pedestrian corridor to Blue Line Station

Proposed park at Monitor Site to connect with proposed greening at Blue Line

Grigsby Place Pocket Park (Existing)

Rosa Parks Blue Line Station

Scale: NTS
(F) - BLUE LINE CORRIDOR IMPROVEMENTS - NEXT STEPS

- Seek funding for greening improvements along Blue Line Right-of-Way and for City of Los Angeles segments adjacent to Blue Line
- Connect Blue Line greening with existing and planned parks along Right-of-Way
- Improve crosswalks and traffic islands as pedestrian ways to Blue line Station
(G) - GREEN ALLEY OPPORTUNITIES

Legend

A  Central Avenue Master Plan - Phase 1
B  103rd Street Improvements
C  103rd Street Train Station / Artists' Pathways
D  Cultural Crescent / Watts Towers
E  103rd Street Train Station to Grape Street
F  Blue Line Corridor Improvements
G  Green Alley Opportunities

Central Avenue Master Plan

http://www.wattscorridorsrevitalization.com/
### (G) - GREEN ALLEY OPPORTUNITIES EXISTING CONDITIONS ANALYSIS

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- Excess Hardscape in Public Areas / Public Use & BMP Opportunity |
| WATERSHED     | - None / Limited Stormwater BMPs                                                |
| MOVEMENT      | - Discontinuous Pedestrian Pathways  
- Lack of Convenient Pedestrian Access Points eg. Shopping Center  
- Blighted / Neglected Fencing / Edges along Public R-o-W |
| CULTURE       | - Destination and Pathways Opportunities                                        |
| SAFETY & HEALTH |                                                                                   |
ALLEYS - EXISTING CONDITIONS
ZAMORA AVENUE - SYCAMORE ALLEE

Allee of California native Sycamore trees formalize the walkway and provide a vertical rhythm along the walk.

The existing pathway has been preserved to minimize the use of new materials and limit waste.

Seat walls will be along the path facing each other to allow people to rest in the shade of the trees.

Bioswale will capture on-site run-off and allow rain water to percolate into the ground water.

Safety bollard lighting (TYP) will be all along the path to increase visibility at night. The lights will also be low enough to the ground to limit light pollution to neighbors of the alley.

PROJECT GOALS
- IMPROVE SUSTAINABILITY AND SAFETY, AND PROMOTE HEALTHY PRACTICES, TO BUILD A HEALTHY AND CONNECTED COMMUNITY.

SUSTAINABILITY GOALS
1. STORM WATER MANAGEMENT
   - NEW PLANTING AREAS COLLECT STORM WATER RUN OFF.

2. PLANT PALETTE
   - DROUGHT TOLERANT AND CALIFORNIA NATIVE PLANTS MINIMIZE WATER USE.

3. HEAT REDUCTION
   - CANOPY TREES PROVIDE SHADE AND REDUCE HEAT ISLAND EFFECT.

4. LIGHTING
   - NEW DARK-SKY COMPLIANT LIGHT FIXTURES REDUCE ELECTRICITY CONSUMPTION AND LIGHT POLLUTION.
   - PEDESTRIAN LIGHTING PROMOTES SAFETY.

http://www.wattscorridorsrevitalization.com/
KAISER ALLEY - SEPARATE PERMEABLE PATHS

- Canopy trees with seasonal interest line both sides of the alley. These new trees provide character and shade.
- The existing fence line will be relocated from the south edge of the existing planting area to the north side. This will allow the softscape to directly interface with the new dedicated walkway. The new fence and gate will be covered in vines and provide screening and a soft edge for pedestrian comfort.
- The planting area which is flush with the adjacent parking lot allows percolation of rainwater run-off.
- Designated pedestrian walkway with decorative pavers increases the alley's safety and walkability. Sand set pavers increase storm water percolation.
- Multi-use seating area with permeable pavers and half court basketball playing area surrounded by soft planted edges, benches and planters.
- Infiltration strip of permeable pavers allow storm water to percolate.
- Walkway opens up to mural wall painted by the Yo-Watts Youth Center.
- Security lighting for pedestrian safety. (Typical)
- Rain gardens capture water from roofs and allow water to percolate into the soil.

Extended greenway with specimen tree as anchor.
KAISER ALLEY: SECTIONS - SEPARATE PERMEABLE PATHS

SECTION AA: SEPARATED PEDESTRIAN AND VEHICULAR KAISER ALLEY
scale: 1"=2'-0"

LA County Health Center Parking Lot
Paved Road w/ Permeable Pavers
Kaiser Permanente Counseling and Learning Center Parking Lot

SEPARATE PERMEABLE PATHS

SECTION BB: MULTI-USE OUTDOOR ROOM AND RAIN GARDENS
scale: 1"=2'-0"

LA County Health Center
Multi-Use Seating Area w/ Yo-Watts Mural/Wall
Rain Gardens Are Planted w/ CA Native, Drought Tolerant Plants

Paved Road w/ Permeable Filtration Strip
Yo-Watts Youth Center
SUCCESS AVENUE - GREEN STREET TRANSFORMATION

Sidewalk with new street trees will provide shade for pedestrians and reduce the amount of heat absorbed by the asphalt.

Permeable pavers line the parking area covering nearly half the street with a permeable surface.

A pedestrian walkway which stretches along the length of the street allows for easy access to all the parking stalls and the entries to existing walking paths. The walk will be paved with permeable pavers to allow for run-off percolation.

Filtration strips will be planted with drought tolerant native plants and street trees.

Street lighting (TVY) is spaced between the trees to illuminate the street, parking areas, and walkways. They will increase the safety of the street allowing for more visibility during the night.

PROJECT GOALS

1. IMPROVE SUSTAINABILITY AND SAFETY, AND PROMOTE HEALTHY PRACTICES, TO BUILD A HEALTHY AND CONNECTED COMMUNITY.

2. PLANT PALETTE
   - DROUGHT TOLERANT AND CALIFORNIA NATIVE PLANTS MINIMIZE WATER USE.

3. HEAT REDUCTION
   - CANOPY TREES PROVIDE SHADE AND REDUCE HEAT ISLAND EFFECT.
   - USE OF LIGHT COLORED PAVING MATERIALS REFLECT SUNLIGHT AND MITIGATE HEAT ISLAND EFFECT.

4. LIGHTING
   - NEW DARK-SKY COMPLIANT LIGHT FIXTURES REDUCE ELECTRICITY CONSUMPTION AND LIGHT POLLUTION.
   - PEDESTRIAN LIGHTING PROMOTES SAFETY.

SUSTAINABILITY GOALS

1. STORM WATER MANAGEMENT
   - USE OF PERMEABLE PAVING PROMOTES INFILTRATION.
   - NEW PLANTING AREAS COLLECT STORM WATER RUN OFF.
(G) - GREEN ALLEY OPPORTUNITIES - NEXT STEPS

• Coordinate proposals with LA City-wide Green Alley program

• Seek funding to carry out plans, as first phase of City Green Alley program

• Consider Watts-wide alley analysis and greening / improvement program
(H) - OFF RIGHT-OF-WAY OPPORTUNITIES / OPTIONS
### OFF RIGHT-OF-WAY OPPORTUNITIES EXISTING CONDITIONS ANALYSIS

<table>
<thead>
<tr>
<th>VALUE</th>
<th>PROJECT ELEMENT</th>
</tr>
</thead>
</table>
| GREEN SPACES| - Underused / Inaccessible Public Areas  
- Opportunity for New Street Trees  
- Missing Street Trees  
- Excess Hardscape in Public Areas / Public Use & BMP Opportunity |
| WATERSHED   | - None / Limited Stormwater BMPs                                                 |
| MOVEMENT    | - Discontinuous Pedestrian Pathways  
- Lack of Convenient Pedestrian Access Points eg. Shopping Center  
- Blighted / Neglected Fencing / Edges along Public R-o-W |
| CULTURE     | - Destination and Pathways Opportunities                                          |
| SAFETY & HEALTH |                                                 |
U.S. POST OFFICE PROPOSED IMPROVEMENTS

SET BACK WALL AND WIDEN SIDEWALK FOR SAFETY AND CONVENIENCE

SCALE: NTS
MLK SHOPPING CENTER PROPOSED IMPROVEMENTS

- OPEN CORNER TO SIDEWALK FOR PEDESTRIAN ACCESS
- REMOVE/REPLACE FENCE

SCALE: NTS
CIVIC CENTER PARKING AREA PROPOSED IMPROVEMENTS

CONNECT TO GREEN ALLEYS AND 103rd ST IMPROVEMENTS

PERMEABLE PAVING/PARKING AREA RESTRIPEING

SCALE: NTS
OLD FIRE STATION 65 PROPOSED IMPROVEMENTS

RESTORE/DEVELOP SITE FOR COMMUNITY-SERVING USE

SCALE: NTS

103 rd ST

COMPTON AVE

http://www.wattscorridorsrevitalization.com/
WATTS YOUTH CENTER FENCE SETBACK PROPOSED IMPROVEMENTS

NEW FENCE ALONG SIDEWALK WILL BE DECORATIVE AND PROTECTIVE
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<th>DESCRIPTION</th>
<th>FROM</th>
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<td>Total excl Pathways, which are along 103rd St.</td>
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<td></td>
<td>222</td>
<td>482</td>
<td>285</td>
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Platanus racemosa  
London Plane

Alnus rhombifolia  
White Alder

Quercus agrifolia  
Coast Live Oak
SIGNAGE ANALYSIS - IMPLEMENT REGIONAL AND LOCAL SIGNAGE PLAN

LEGEND

- State of California Historic Monument
- Gateway
- City of Los Angeles: Directional
- City of Los Angeles: Gateway

SCALE: NTS

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http://www.wattscorridorsrevitalization.com/

WATTS GREEN STREETS
May 31, 2012
SIGNAGE ANALYSIS - WAYFINDING RECOMMENDATION MAP
SOURCE DOCUMENTS & RELATED MATERIALS

Integrated Regional Watershed Management Plan IRWMP; ref. projects 6723 and 6729.


The Green Vision Plan for the 21st Century. Technical Publications:


University of Southern California GIS Research Laboratory and Center for Sustainable Cities. Los Angeles, California.


Watts Pollution Prevention Analysis. City of Los Angeles. April 2008

Watts Streetscape Enhancements. Los Angeles County Metropolitan Transporation Authority. 2009.


Green Infrastructure in the City of Los Angeles. City of Los Angeles, Department of Public Works. http://www.environmentla.org/programs/aboutgreeninfrastructure.htm


Transforming Alleys into Green Infrastructure for Los Angeles. University of Southern California. Center for Sustainable Cities. 2008


RMC Statement for Watts Greenstreets Report:

Funding for this project has been provided through an Agreement with Rivers and Mountains Conservancy (RMC) pursuant to the Safe Drinking Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 (Proposition 84). The contents of this document do not necessarily reflect the views and policies of the RMC, nor does mention of trade names or commercial products constitute endorsement of recommendation of use.