



City Council Report

City Council Meeting: April 27, 2010

Agenda Item: 8-B

To: Mayor and City Council
From: Eileen Fogarty, Director of Planning & Community Development
Subject: Design approval, professional services agreement, and Proposition 1B Resolution for the Ocean Park Boulevard "Complete Green Street" project.

Recommended Action

Staff recommends that the City Council:

1. Approve the integrated design for the Ocean Park Boulevard "Complete Green Street" project.
2. Adopt a resolution approving the use of FY 2009 Proposition 1B (Transportation Bond) funding in the amount of \$1,354,680 for the Ocean Park Boulevard "Complete Green Street" Project.
3. Authorize the City Manager to negotiate and execute a contract with Kimley-Horn and Associates in the amount of \$450,000 plus 10% contingency in the amount of \$45,000 for a total amount not to exceed \$495,000 to provide the remaining schematic design and construction documentation.

Executive Summary

The Ocean Park Boulevard "Complete Green Street" project is reflective of citywide sustainability goals for reducing greenhouse gas (GHG) emissions, increasing CO₂ capture, prioritizing non-motorized travel, and increasing the size and biodiversity of the urban forest. Central to the Draft Land Use and Circulation Element's (LUCE) philosophy on the role of streets, a "Complete Green Street" is one that is pedestrian-scaled, landscaped to provide shade and canopy, conserves water and reduces urban run-off, calms traffic, and provides for all modes of travel, including pedestrian, bicycle, automobile and transit.

Consistent with this comprehensive vision, the Ocean Park project asserts two specific objectives: 1) to improve the character and functionality of the street for all users by introducing streetscape enhancements like wider sidewalks, wider and more visible bike lanes, new tree species and landscaping, new and enhanced crosswalks and pedestrian lighting; and 2) to provide water quality improvements by reducing impervious street surface and installing landscaped biofilter swales and infiltration areas.

Staff gathered input from an extensive public outreach process that has involved Ocean Park residents, business associations, the School District, and bicycle and pedestrian advocates. Three well-attended community workshops have been conducted to refine the concepts which were previously presented to the City Council, as well as to the Planning Commission, the Recreation and Parks Commission, and the Architectural Review Board. Since the last City Council meeting in January 2009 the concept development process has involved additional geotechnical, traffic and landscaping studies to provide specificity and context for refined design criteria. This includes addressing a number of issues and concerns raised by Council. Staff has involved a wide array of City departments to help identify and resolve key issues and concerns. The proposed design concept incorporates feedback from Council, City staff and the community.

Staff recommends Kimley-Horn and Associates to prepare a detailed schematic design services and the preparation of construction documents at a total cost of \$495,000. This amount includes a 10% contingency.

Proposition 1B funds are being utilized for this project and are allocated by the State in two allocations. The first allocation (\$1,465,667) was programmed for resurfacing of Santa Monica Boulevard (from Lincoln Boulevard to Cloverfield Boulevard). In order to access the remaining allocation of \$1,354,680, a resolution approving the Ocean Park Boulevard Improvement Project is required by the State of California.

This project is also subject to review by the California Coastal Commission.

Background

At the request of the Ocean Park community, the City Council directed staff on June 12, 2007 to prepare a conceptual streetscape improvement plan for the portion of Ocean Park Boulevard between Lincoln Boulevard and Neilson Way that would respond to growing concerns over aesthetics, safety, noise, traffic and circulation. The Council also expressed a desire to incorporate best practices in sustainability into the concept design, with an emphasis on improving the quality and reducing the quantity of storm water runoff. The City Council selected Urban Studio to develop design concepts and analysis for a single “refined” alternative on January 8, 2008. This contract was later modified on [July 23, 2008](#), and on [May 12, 2009](#) to provide additional design development, cost information, traffic and civil engineering analysis, and geotechnical analysis for the refinement of a preferred concept design.

Staff presented two design alternatives to the City Council on [January 27, 2009](#), and solicited input on ways to incorporate the best elements from each option into a single “hybrid” design. During this meeting, Council focused on three areas of the project for further study:

- 1) Could the area under the 4th Street underpass accommodate both landscaped medians and curb extensions,
- 2) Was it possible to create landscaped buffers between the proposed bike lane and vehicular traffic, and
- 3) Could the project accommodate new crosswalks or traffic circles at 2nd and 5th Streets.

At subsequent public meetings before the Planning Commission, the Recreation and Parks Commission, and the Architectural Review Board, staff received additional direction to blend the two concepts together and to examine options for improving the quantity and diversity of plant species, and enhance the pedestrian and bicycle environment through better connections, wider sidewalks and lighting design.

Community Outreach

In collaboration with a broad range of City departments, staff and the design consultant have worked with community stakeholders in the Ocean Park area to develop consensus on a preferred alternative. Three community workshops were conducted during which participants have explored the range of issues, concerns and ideas surrounding the Boulevard, and have worked with staff to develop a preferred alternative. The first workshop, held on March 3, 2008 involved several hands-on exercises, as well as a facilitated discussion to develop the project's goals and objectives.

At a second community workshop on April 23, 2008, three design concepts were presented, and the community indicated a preference for two. The two preferred design concepts featured distinct strategies: Alternative A increased the amount of pedestrian space through curb extensions, while Alternative B replaced large portions of asphalt

with wide landscaped medians. The third alternative did not garner strong support from participants despite its inclusion of a Class I grade-separated bike lane.

At a third community workshop on February 2, 2010 staff presented an audience of over 50 community members with a refined “hybrid” concept. The community generally accepted the proposed hybrid design, but suggested some refinements to the crosswalk configuration at 2nd Street, and to the distribution and placement of palm trees between 3rd and 5th Streets, in the area beneath the 4th Street overpass. These comments have been evaluated, and some changes have been incorporated into the final design.

Discussion

The project area is located along 9 blocks of Ocean Park Boulevard between Lincoln Boulevard and Neilson Way, and involves ½ mile of vehicular right-of-way, over 6000 linear feet of pedestrian sidewalks, and the 4th Street overpass as well as several pocket parks. As a crowned street, Ocean Park Boulevard sheds storm water to a network of curbside gutters, which drain into a subsurface catchment system that is serviced by the Santa Monica Reuse Facility (SMRF) before being deposited into the Santa Monica Bay.

In general, Ocean Park Boulevard is a wide street, typically stretching 64 feet from curb-to-curb, and accommodating one lane of traffic in either direction. Sidewalk widths are irregular, fluctuating between 6’ and 8’, and accommodate tree wells planted with maturing Cassias trees. The proposed final “Complete Green Street” concept includes a range of improvements designed result in a better performing, enhanced streetscape environment that also serves to infiltrate significant volumes of urban run-off (see Attachment A). As noted earlier, the proposed final concept design blends together elements from two previous concepts. The components of the community-preferred alternative are discussed below.

Components of the Ocean Park Boulevard “Complete Green Street” Concept Design

Main Features:

- Curb extensions at various strategic locations along the existing sidewalk which will incorporate 4' to 4'-6" landscaped bioswales. Over 3000 feet of sidewalk will benefit from curb extension.
- Landscaped center medians, 10' average width and total of almost 850 linear feet.
- New crosswalks located at 2nd Street, Highland Avenue and 7th Street. Enhanced crosswalk at 3rd Street.
- Class II, painted 6' wide in-street bike lanes (east/west), and a “bike box” at Ocean Park/Lincoln Boulevard
- Relocated Big Blue Bus stops on the 4th Street overpass
- New pedestrian lighting
- New trees
- New bike racks, benches and trash receptacles
- New curbs and “pork chops” that restrict illegal turns

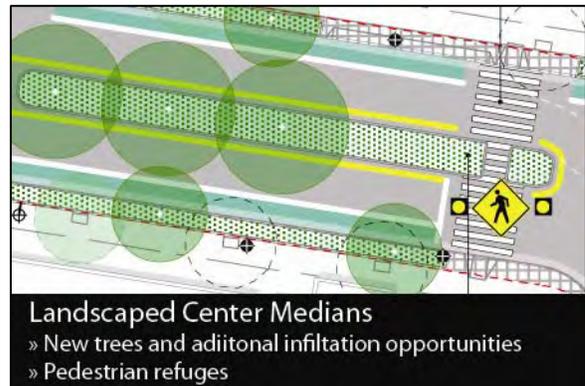
Curb extensions

To create more pedestrian space and to provide a buffer from vehicular traffic, at specific locations along the Boulevard the curb would be extended into the roadway to incorporate landscaped bioswales that would collect runoff as it flows along the gutter. In some areas, landscaping would be accompanied by permeable hardscape. Collected runoff would be stored in chambers below the landscaped strips and will slowly infiltrate into the soil thus reducing the quantity of storm water runoff discharged into Santa Monica Bay. Overflow pipes would channel water from saturated bioswale chambers to auxiliary infiltration areas beneath the proposed landscaped medians (see Attachment D).



Landscaped Medians

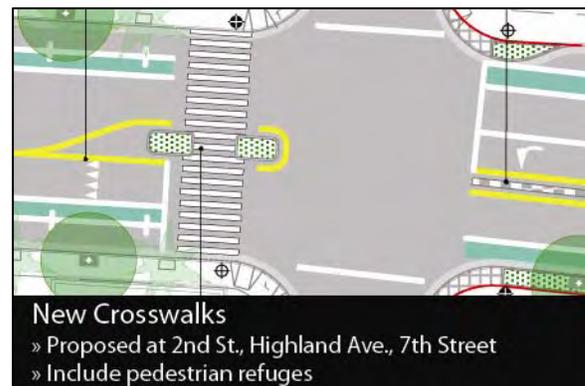
Landscaped center medians would be provided to replace significant portions of asphalt with green open space. The medians would calm traffic, reduce accidents at conflict points, and would provide a character-defining feature for the street. The medians would also provide additional opportunities to capture storm water, and may conceal subterranean infiltration pits that process overflow from the bioswales at the curb. In some areas, landscaping is accompanied by permeable hardscape. Some of the proposed medians would abut existing and proposed crosswalks, and would provide a refuge for pedestrians to improve safety.



Crosswalks

Three new crosswalks are proposed to improve north/south connectivity. The following locations are proposed:

- West of 7th Street. This crosswalk would be accompanied by a pedestrian-activated overhead flashing beacon to raise visibility and alert drivers that a pedestrian is in the roadway.
- West of Highland Avenue. This crosswalk would provide a critical north/south connection to existing Big Blue Bus stops. This crosswalk could be accompanied by a pedestrian-activated overhead flashing beacon to raise visibility and alert drivers that a pedestrian is in the roadway.
- West of 2nd Street: This crosswalk provides an additional north/south connection near the busy Main Street area. No overhead flashing beacon is proposed for

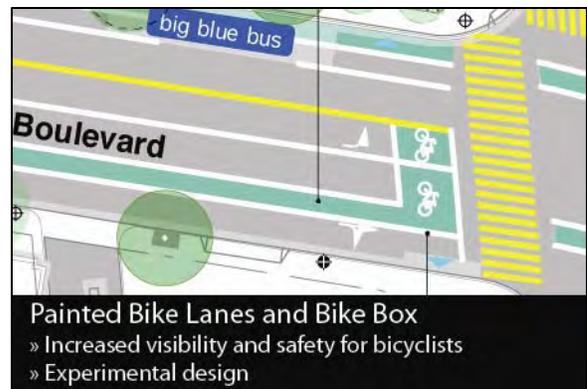


this location in order to reduce driver confusion resulting from misreading the traffic signal at Main Street.

All new crosswalks and the existing crosswalk at 3rd Street would be incorporated into landscaped medians in order to provide pedestrian refuges for safe harbor after crossing one direction of traffic, and before taking on the next. This significantly improves the amenity for pedestrians trying to cross the street, as they are much more likely to find two small gaps in traffic rather than one moment in which gaps for both directions coincide. Since this reduces pedestrian's average waiting time, it also improves safety. Impatient pedestrians may be less likely to use gaps that turn out to be too short for safe crossing.

Painted, Class II Bike Lanes and Bike Box

The design proposes enhanced 6 foot wide class II bike lanes adjacent to the sidewalk and proposed curb extensions, which represents an average increase in the width of the existing bike lanes by 2 feet. It is recommended that these bike lanes be painted green to raise visibility for cyclists.



The concept plan also includes an advanced stop line, also known as a “bike box” at the intersection of Ocean Park and Lincoln Boulevards which is used for separating cycle traffic away from vehicles moving through the intersection. This arrangement would allow cyclists to proceed ahead of vehicle traffic to connect to the bike lane east of Lincoln Boulevard, a transition that would be facilitated by dashed road markings, or “cat tracks” to further define the connection. Bike detection devices would be incorporated into the signal infrastructure to recognize when cyclists are waiting at the intersection.

It should be noted that painted bike lanes and “bike boxes” are relatively new concepts in California. Because bike lanes and “bike boxes” are considered experimental, permission to incorporate them into street design must be granted from the California Traffic Control Devices Committee (CTCDC), which will evaluate the results of a before/after demonstration study (see Attachment E). The City of San Francisco and City of Long Beach are currently involved in this process for new bike lane treatments.

New Trees

The design incorporates as many as 125 new trees, roughly doubling the amount of trees on the boulevard, and adding several new species to promote biodiversity. Removal of existing trees is extremely limited (only a handful of existing Cassias trees are recommended for removal by an



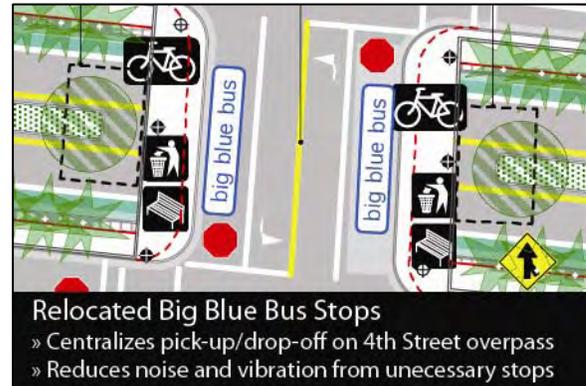
independent, third party arborist commissioned by the Urban Forester). Where possible, new trees would be placed in the landscaped curb extensions and in the center medians. Where no curb extensions exist, new trees would be incorporated into the sidewalk adjacent to existing trees.

The design provides recommendations for several tree types that would provide canopy, shade, ornamentation, and visual interest (see Attachment F); however, City policy regarding tree species selection is evolving. The selection of the exact tree species on Ocean Park Boulevard will be undertaken at a later time in consultation with the Urban Forest Master Plan Task Force.

Relocated Big Blue Bus Stops

The design proposes relocating two Big Blue Bus stops to centralize bus facilities, and to reduce unnecessary noise and vibration resulting from stopping/starting movements. The bus stops immediately north and south of the 4th Street overpass are proposed to be relocated directly on the 4th Street overpass.

This action will reduce the need for buses to make additional stops after stopping at the stop sign on the 4th Street overpass.



Street Furniture and Physical Changes

Improving the quality, character and functionality of the streetscape requires updating and enhancing the current supply of street furniture, and involves reinforcing restrictions to illegal turning movements. Several upgrades are recommended in the final concept plan:



- **Pedestrian-Oriented Lighting:** new 13-17 foot top-shielded lighting poles are intended to encourage pedestrians and bicyclists to use the street in the evening. Pedestrian lighting is proposed at 60' foot intervals to supplement the existing lighting system.
- **Bike racks, Trash Receptacles, Park Benches:** the incorporation of these basic items is intended to promote better and more frequent use of the boulevard by bicyclists and pedestrians. Bike racks located near Big Blue Bus stops may promote additional intermodality.
- **Physical Changes:** to enhance safety for all users of the boulevard, the final concept plan proposes the insertion of physical barriers to illegal turning movements. At the intersections of 3rd Street (north), 6th Street (south), Highland Avenue (south) and 7th Street (south) the final concept plan proposes installing "pork chops" to restrict left turn movements that are potentially dangerous.

Subterranean Infiltration Field at Los Amigos Park (Optional, pending further study)

In order to capture and treat greater volumes of runoff from surrounding watersheds staff has explored the possibility of diverting the first flush (3/4" storm) from the 34 acre Pico-4th Street Basin to a subterranean drainage area beneath the existing Los Amigos Park. Los Amigos Park is located along 5th Street



Blvd. Through minor modifications to the storm drain network, runoff water would be allowed to slowly infiltrate back into the ground resulting in significantly increased storm water mitigation (see Attachments G and H). The Measure V Oversight Committee has approved an additional amount of \$1,000,000 to maximize storm water run-off capture with the optional Los Amigos Park Subterranean infiltration field.

The total construction cost of improvements for the Ocean Park Boulevard “Complete Green Street” project not including the optional Subterranean Infiltration Field at Los Amigos Park is estimated at approximately \$4.2 million. This includes the cost of materials, labor and limited-term operating expenses, and also includes the cost of developing the proposed concept alternative.

Proposition 1B Funding

Staff is proposing that a portion of the City’s \$2,820,347 Prop. 1B allocation be used for the Ocean Park Boulevard Improvement Project (see Attachment C). The balance of \$1,465,667 has already been allocated to resurfacing Santa Monica Boulevard. According to the State of California, Proposition 1B funds shall be used for improvements to transportation facilities that will assist in reducing local traffic congestion and further deterioration, improving traffic flows, or increasing traffic safety that may include, but not be limited to, street and highway pavement maintenance, rehabilitation, installation, construction and reconstruction of necessary associated

facilities such as drainage and traffic control devices, or the maintenance, and rehabilitation, installation, construction and reconstruction of facilities that expand ridership on transit systems, safety projects to reduce fatalities, or as a local match to obtain state or federal transportation funds for similar purposes.

The use of Proposition 1B funds requires the project proposal and a resolution from the City Council approving Ocean Park Boulevard improvements for 1B funding be forwarded to the State. Upon project approval, the State of California's Department of Finance will forward \$1,354,680 in Prop. 1B funds to the City in a lump sum payment. These funds will be appropriated to the Ocean Park Boulevard Improvement Project. Funds must be expended within three years of allocation.

Other Elements Considered

The concept development process has included the exploration of additional components to improve the character, functionality, and sustainability of Ocean Park Boulevard. In order to be responsive to these suggestions, staff has undertaken numerous studies and analytical exercises to examine feasibility, benefit and cost-effectiveness. Where feasible, the integrated design has incorporated components suggested by the Council, the City's Boards and Commissions and the community.

Attachment B provides the Council with background on other design elements that were not incorporated into the design. The below bullet points are discussed in greater detail in Attachment B.

Not Included for Budgetary Reasons	Not Considered Feasible
<ul style="list-style-type: none"> • Planting and Program Areas (Pocket Parks) 	<ul style="list-style-type: none"> • Traffic Circles
<ul style="list-style-type: none"> • Additional Permeable Surfaces 	<ul style="list-style-type: none"> • Separated Bike Lanes
<ul style="list-style-type: none"> • 4th Street Viewing Platforms 	<ul style="list-style-type: none"> • Crosswalk at 5th Street

Consultant Selection and Next Steps

A Request for Proposals (RFP) was issued on January 27, 2010 for the development of a detailed schematic design and accompanying construction documentation. The RFP was advertised widely and posted on Planet Bids. Staff received 11 submittals prior to the February 25 deadline from firms located both in the Los Angeles area and in other locations throughout the state. The proposals were reviewed by a team of staff from the Planning and Engineering departments and three finalists were interviewed. Based on their experience (which includes the recently complete Bicknell Avenue Green Street demonstration project), the quality of their sub-consultant team, project approach and competitive cost, Kimley-Horn and Associates is recommended to conduct the next phase of work, which includes translating the approved concept into a detailed schematic design that is accompanied by construction documentation. Kimley-Horn and Associates will also conduct a feasibility study to determine the effectiveness of the optional subterranean infiltration field at Los Amigos Park. Urban Studio, the lead designer of the conceptual design, will continue to be involved in the project as a sub-consultant, which will ensure continuity and the successful incorporation of all of the project’s physical, social, and environmental goals into the schematic design.

Environmental Analysis

The project is categorically exempt from the provisions of California Environmental Quality Act (CEQA) pursuant to 15301, Class 1 of the State Implementation Guidelines (minor alteration of existing public or private structures, facilities, mechanical equipment or topographical features involving negligible or no expansion of use) in that the project consists of streetscape enhancements such as wider sidewalks, wider and more visible bike lanes, landscaping, and enhanced crosswalks and pedestrian lighting, thereby constituting a minor alteration of existing streets, sidewalks, gutters, and bicycle and pedestrian trails. Class 1(c). The project is also exempt pursuant to CEQA Guidelines Section 15061(b)(3) since it can be seen with certainty that there is no possibility that the project may have a significant effect on the environment. The proposed project would have beneficial effects as the quantity of storm water runoff would be reduced and improved in quality before being discharged into the Santa Monica Bay due to the reduction in impervious street surface and installation of landscaped biofilter swales and infiltration areas.

Financial Impacts & Budget Options

The contract amount to be awarded to Kimley Horn and Associates is \$495,000. Funds are included in the FY2010-11 budget at the following accounts:

C027002	\$331,204
C027021	\$1,645,320
C047032 (Prop 1B)	<u>\$1,354,680</u>
TOTAL	\$3,331,204

Additional funding is provided by the Clean Beaches and Ocean Parcel Tax, also known as "Measure V," which will pay for the urban runoff treatment aspects of the project, namely the curb extensions and center medians. \$1,156,972 has been approved by the Measure V Oversight Committee for the Ocean Park Boulevard "Complete Green

Street” project. The Measure V Oversight Committee has approved an additional amount of \$1,000,000 to maximize storm water run-off capture with the optional Los Amigos Park Subterranean infiltration field.

The total approved funds available for this project are \$4,488,176.

Prepared by: Peter D. James, Senior Planner

Approved:

Forwarded to Council:

Eileen Fogarty
Director
Planning & Community Development
Department

Rod Gould
City Manager

- Attachments:
- A. Ocean Park Boulevard “Complete Green Street” Design
 - B. Other Design Elements Considered
 - C. Resolution of the City Council
 - D. Subterranean Bioswale System
 - E. Process for Requesting and Conducting Experimentations for New Traffic Control Devices (Painted Bike Lanes)
 - F. Tree Species Suggestions
 - G. Ocean Park Boulevard Watershed Areas
 - H. Los Amigos Park Add Alternate

Attachment A
**Ocean Park Boulevard “Complete Green
Street” Design**

LEGEND

	Proposed Pedestrian Light Pole		Proposed Median Canopy Tree		Existing Catchment Basin
	Existing Light Pole		Proposed Median Ornamental Tree		Existing Crosswalk
	Proposed Bench		Proposed Palm Tree + New Tree Well		Existing Crosswalk within 1/4 mile of Elementary School
	Existing Bench		Proposed Ornamental Palm Tree		Proposed Crosswalk
	Proposed Waste Receptacle		Existing Stop Sign		Existing Bus Stop
	Existing Waste Receptacle		Existing Traffic Signal		Relocated Bus Stop
	Proposed Bike Rack		Proposed In-Pavement Flashers		Line of Existing Curb
	Existing Bike Rack		Existing In-Pavement Flashers		Area of New Sidewalk Extension
	Proposed Street Tree		Proposed Overhead Flashing Beacon		Permeable Paving
	Proposed Street Tree + New Tree Well		Proposed Pedestrian Crossing Sign		Parkway/Bioswale
	Existing Tree		Proposed Road Merging Sign		Demo Curb Cut
	Existing Palm Tree				Proposed Curb Cut
	Demo Existing Tree				

KEY MAP

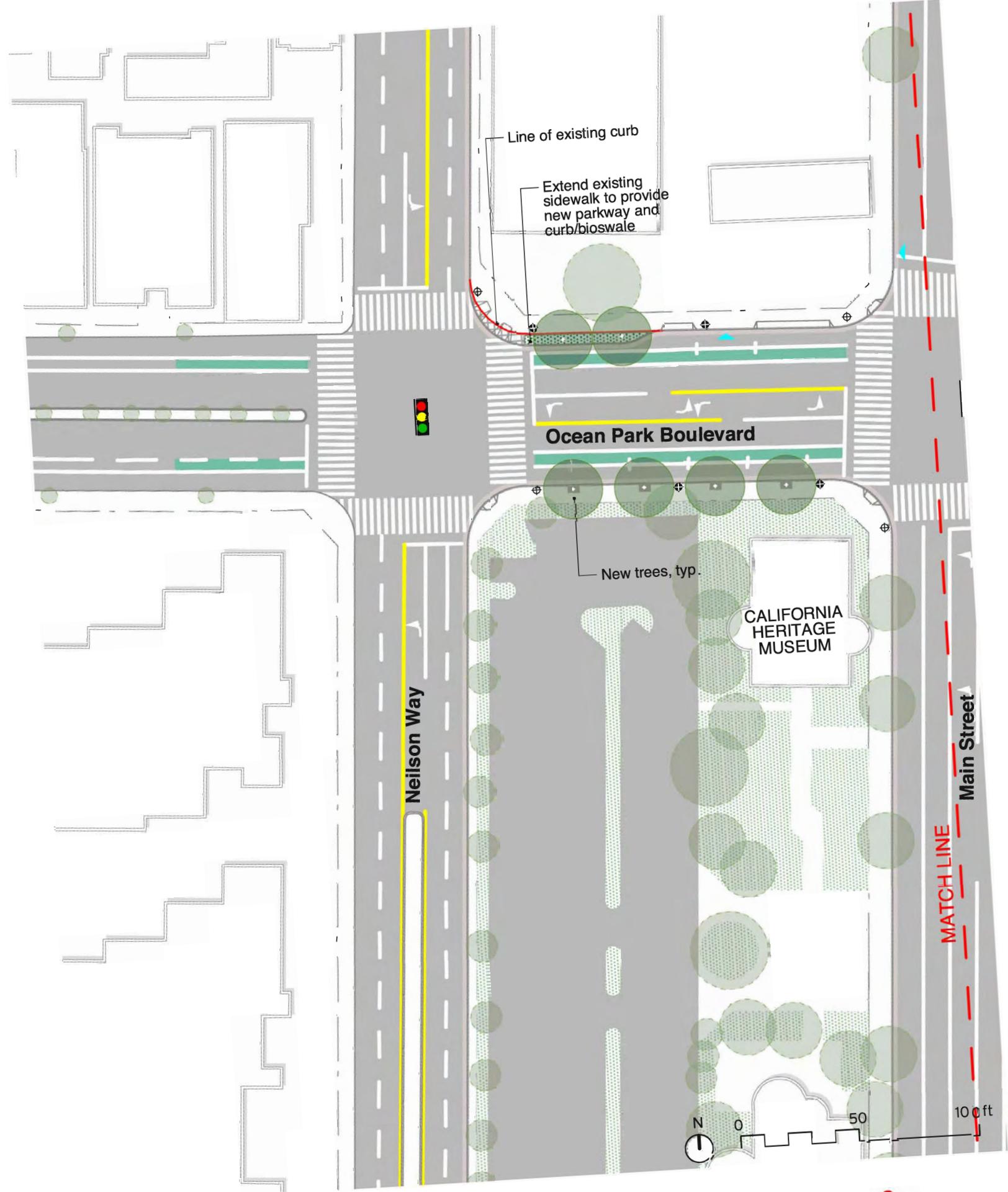


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KEY PLAN & LEGEND

OCEAN PARK BOULEVARD COMPLETE GREEN STREET PROJECT

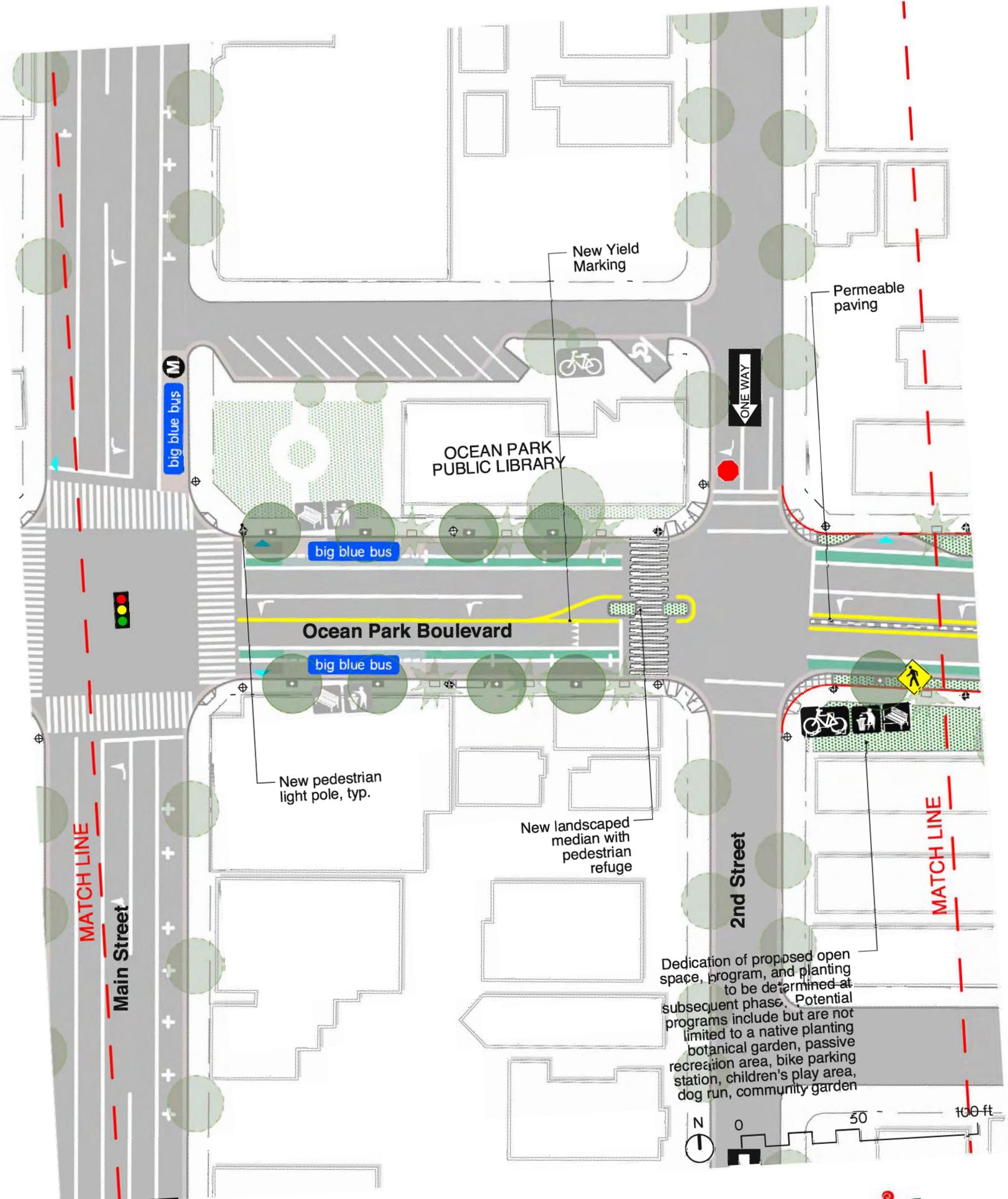




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SHEET - 1

OCEAN PARK BOULEVARD COMPLETE GREEN STREET PROJECT



New Yield Marking

Permeable paving

OCEAN PARK PUBLIC LIBRARY

big blue bus M

big blue bus

Ocean Park Boulevard

big blue bus

New pedestrian light pole, typ.

New landscaped median with pedestrian refuge

2nd Street

MATCH LINE

Main Street

MATCH LINE

Dedication of proposed open space, program, and planting to be determined at subsequent phase. Potential programs include but are not limited to a native planting botanical garden, passive recreation area, bike parking station, children's play area, dog run, community garden



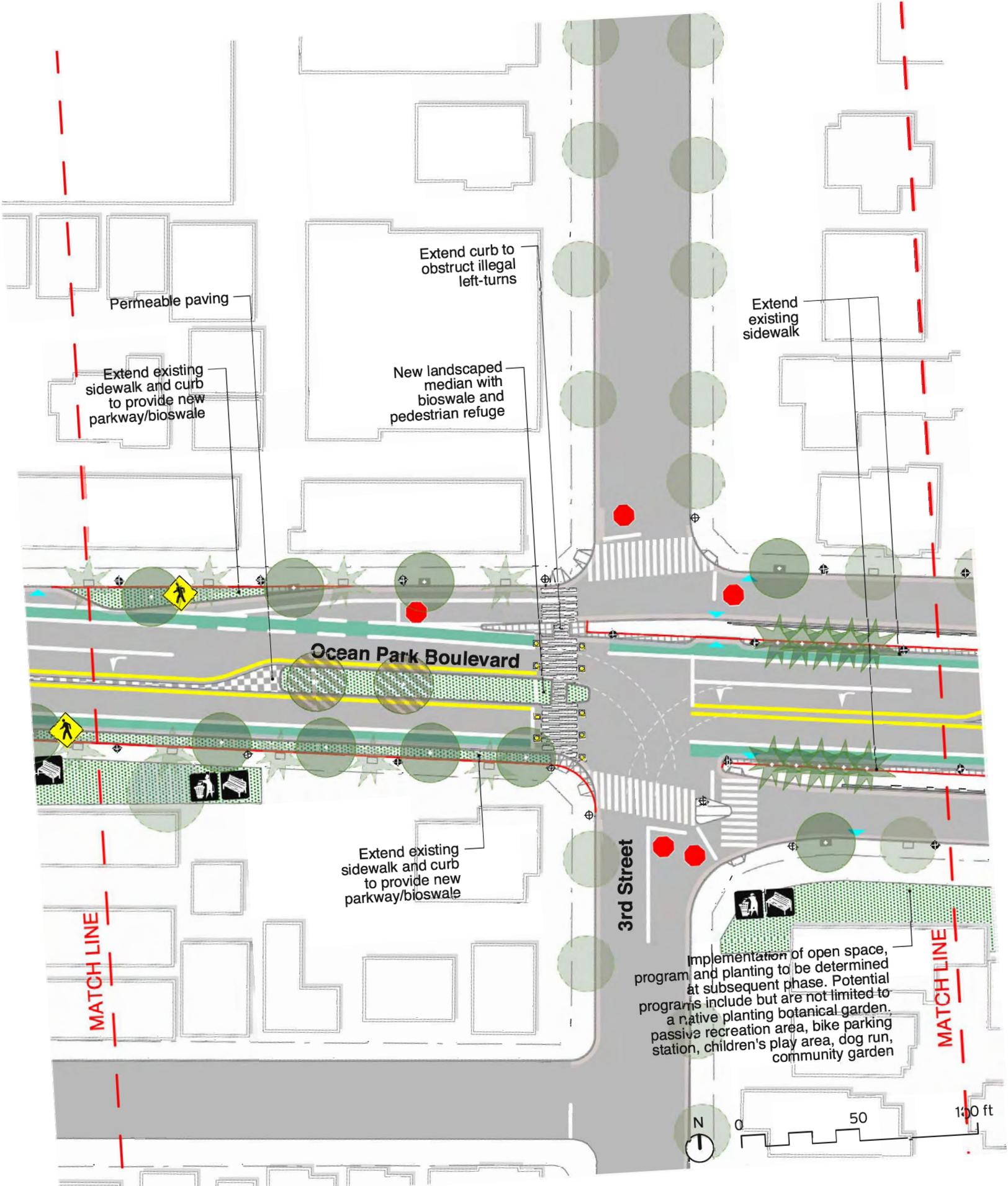
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SHEET - 2

OCEAN PARK BOULEVARD COMPLETE GREEN STREET PROJECT

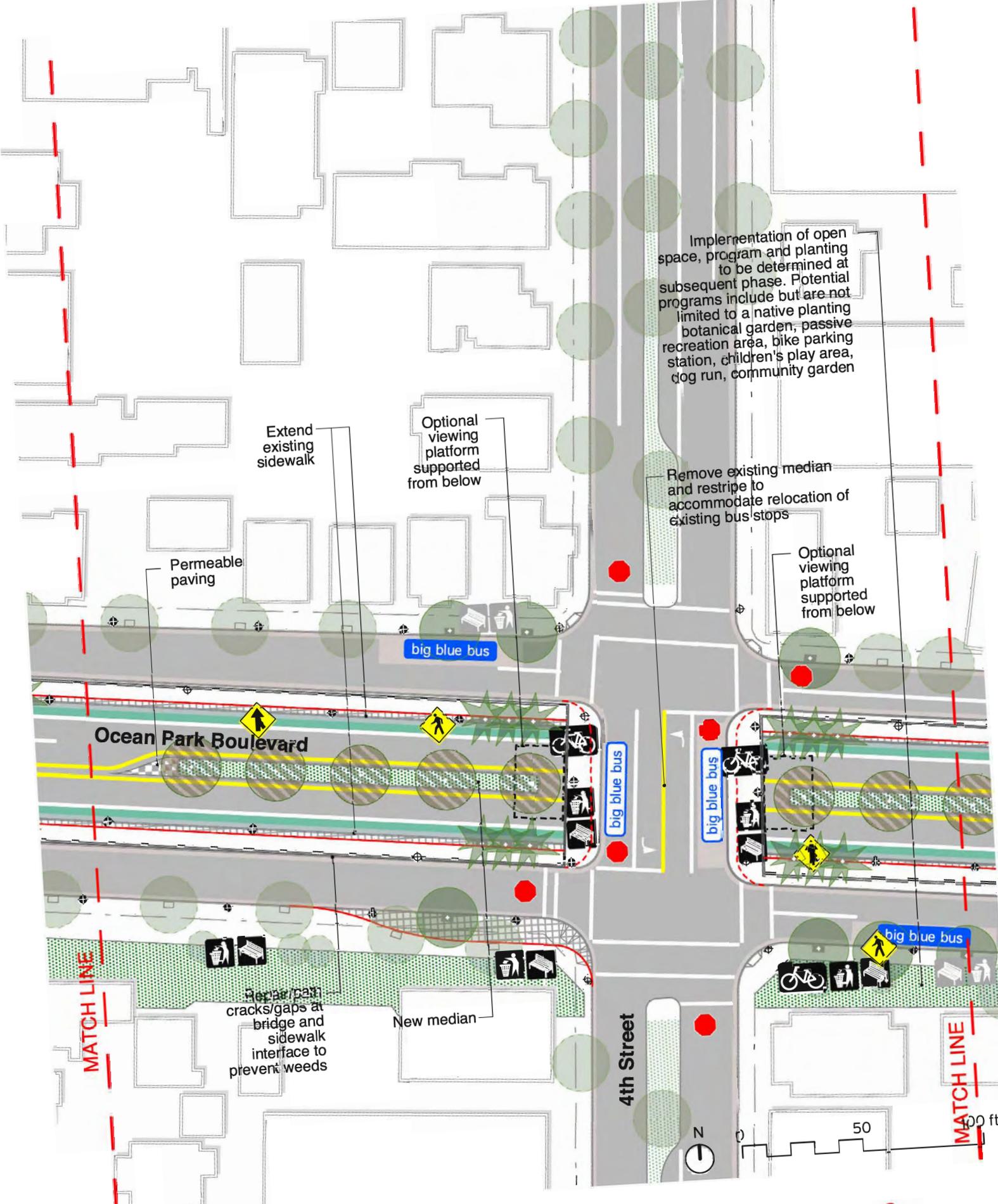




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SHEET - 3

OCEAN PARK BOULEVARD COMPLETE GREEN STREET PROJECT



Implementation of open space, program and planting to be determined at subsequent phase. Potential programs include but are not limited to a native planting botanical garden, passive recreation area, bike parking station, children's play area, dog run, community garden

Extend existing sidewalk

Optional viewing platform supported from below

Permeable paving

Remove existing median and restripe to accommodate relocation of existing bus stops

Optional viewing platform supported from below

big blue bus

Ocean Park Boulevard

big blue bus

big blue bus

big blue bus

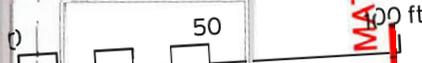
Repair/patch cracks/gaps at bridge and sidewalk interface to prevent weeds

New median

4th Street

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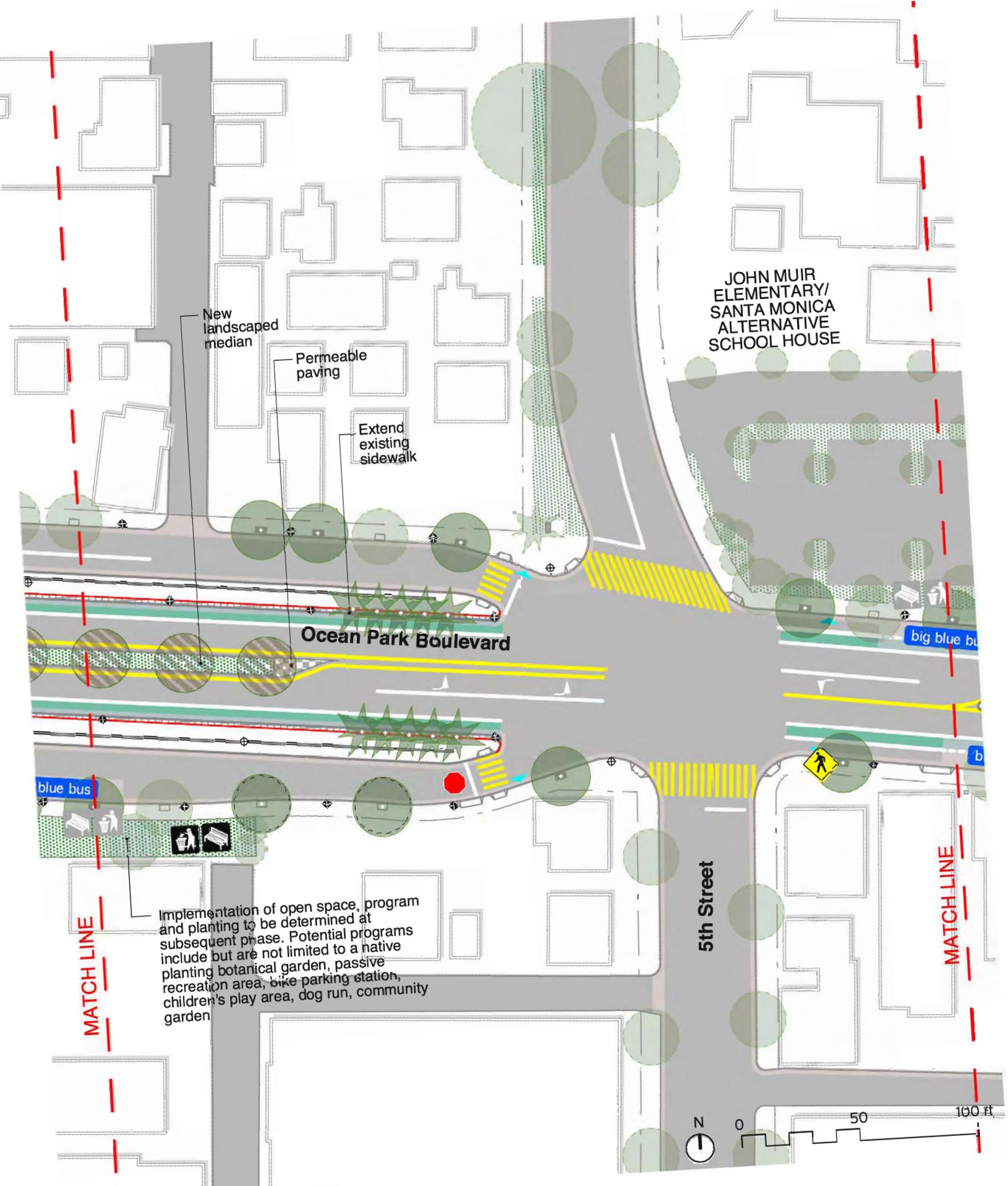


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SHEET - 4

OCEAN PARK BOULEVARD COMPLETE GREEN STREET PROJECT





New landscaped median

Permeable paving

Extend existing sidewalk

JOHN MUIR ELEMENTARY/
SANTA MONICA ALTERNATIVE SCHOOL HOUSE

Ocean Park Boulevard

big blue bus

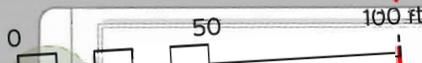
blue bus

5th Street

MATCH LINE

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Implementation of open space, program and planting to be determined at subsequent phase. Potential programs include but are not limited to a native planting botanical garden, passive recreation area, bike parking station, children's play area, dog run, community garden

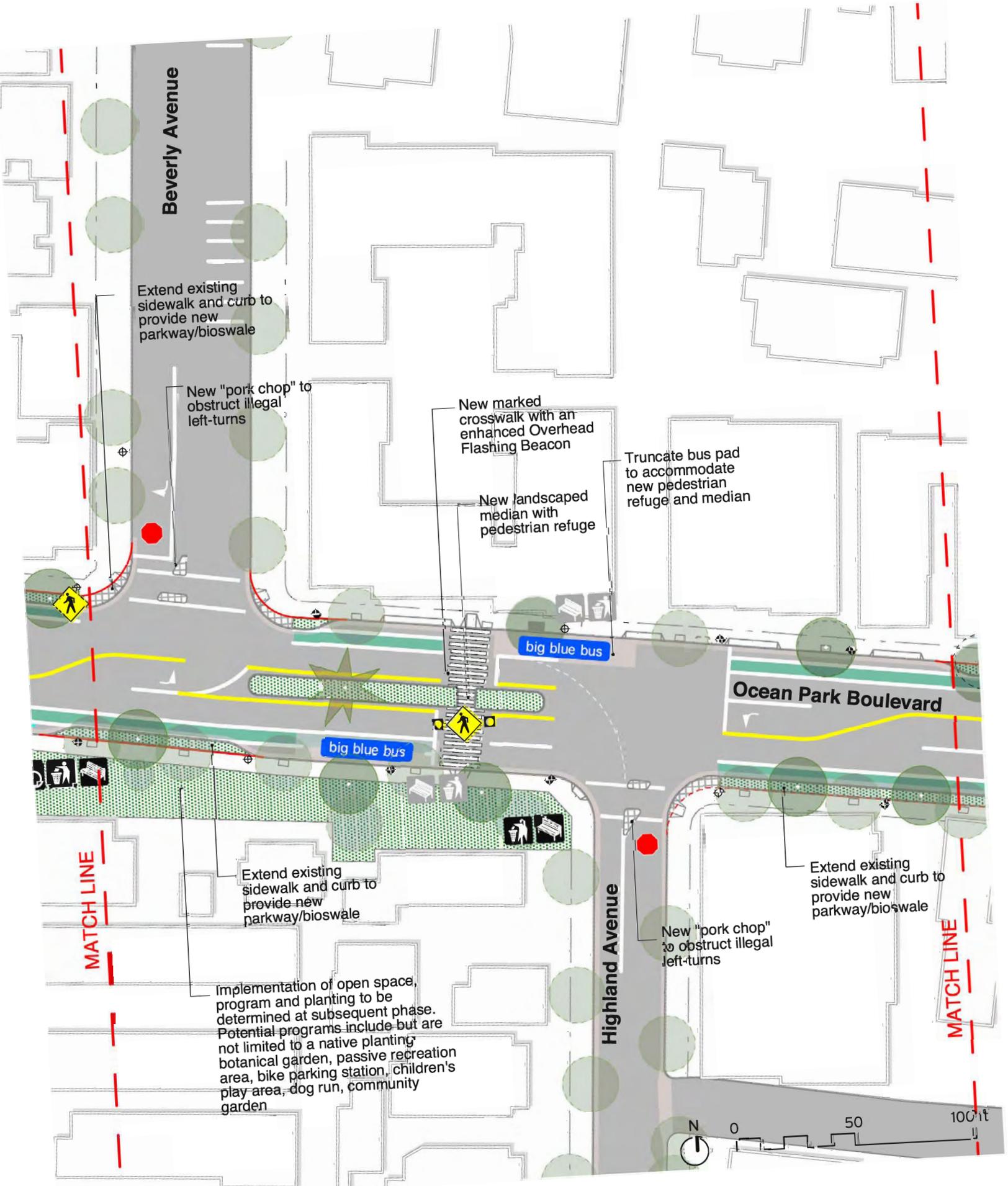


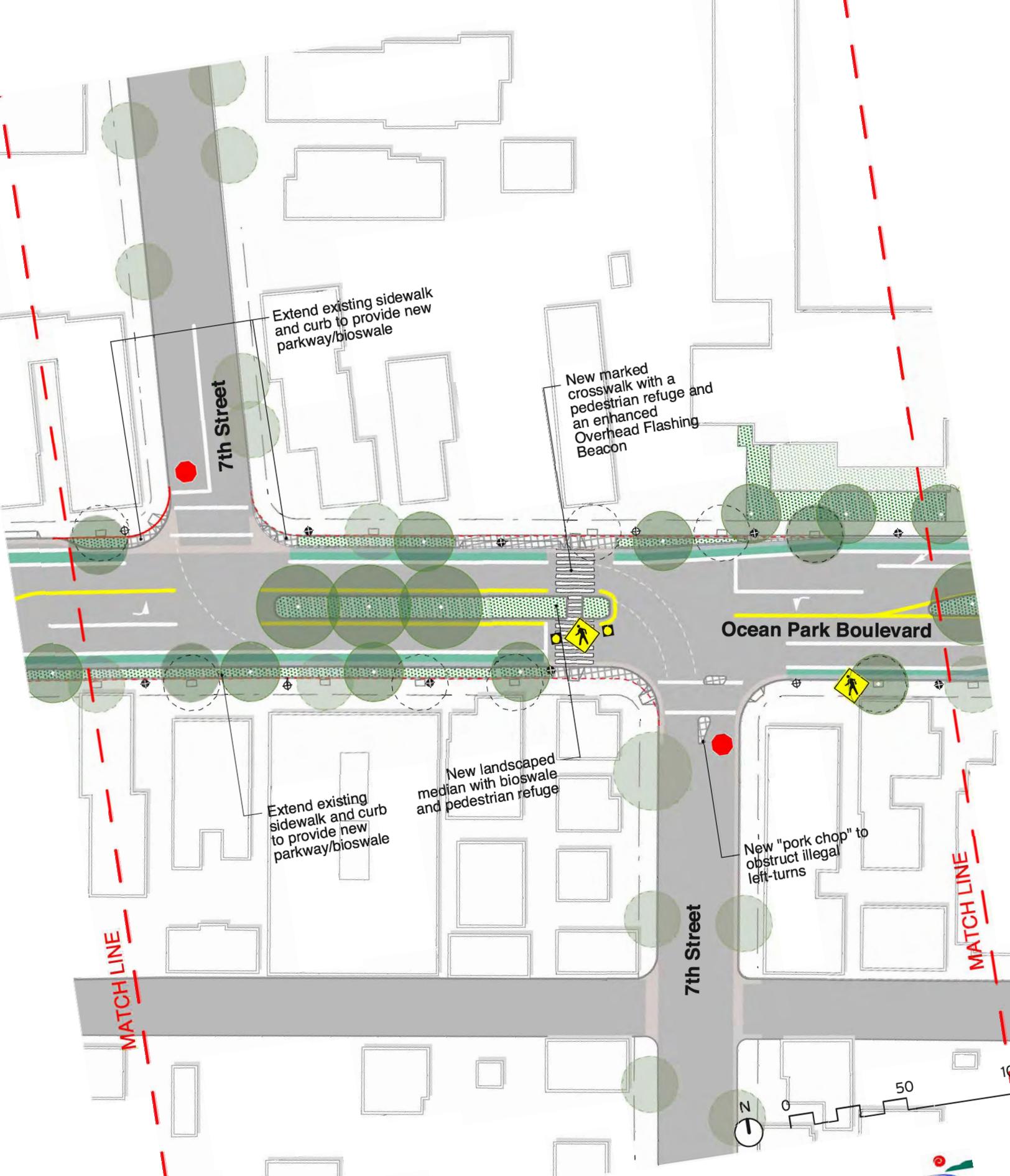
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SHEET - 5

OCEAN PARK BOULEVARD COMPLETE GREEN STREET PROJECT







Extend existing sidewalk and curb to provide new parkway/bioswale

New marked crosswalk with a pedestrian refuge and an enhanced Overhead Flashing Beacon

7th Street

Ocean Park Boulevard

Extend existing sidewalk and curb to provide new parkway/bioswale

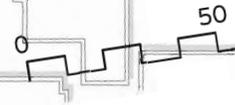
New landscaped median with bioswale and pedestrian refuge

New "pork chop" to obstruct illegal left-turns

7th Street

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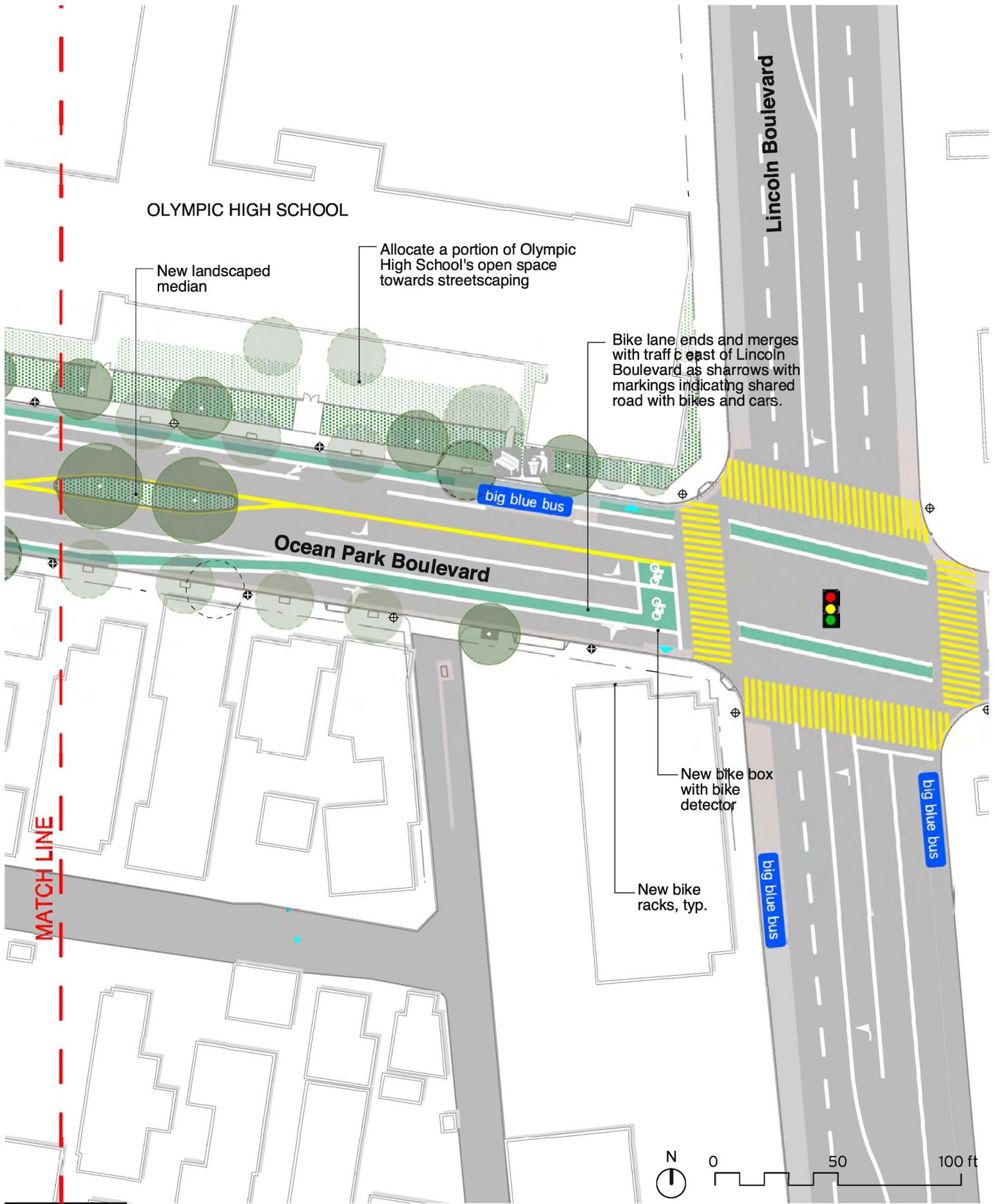


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SHEET - 8

OCEAN PARK BOULEVARD COMPLETE GREEN STREET PROJECT





OLYMPIC HIGH SCHOOL

New landscaped median

Allocate a portion of Olympic High School's open space towards streetscaping

Bike lane ends and merges with traffic east of Lincoln Boulevard as sharrows with markings indicating shared road with bikes and cars.

big blue bus

Ocean Park Boulevard

Lincoln Boulevard

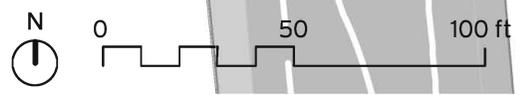
New bike box with bike detector

New bike racks, typ.

big blue bus

big blue bus

MATCH LINE

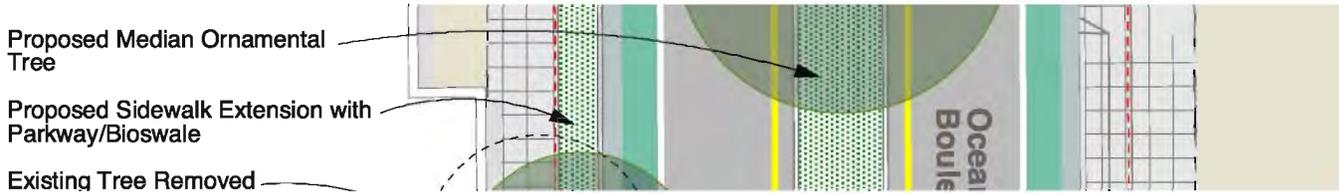


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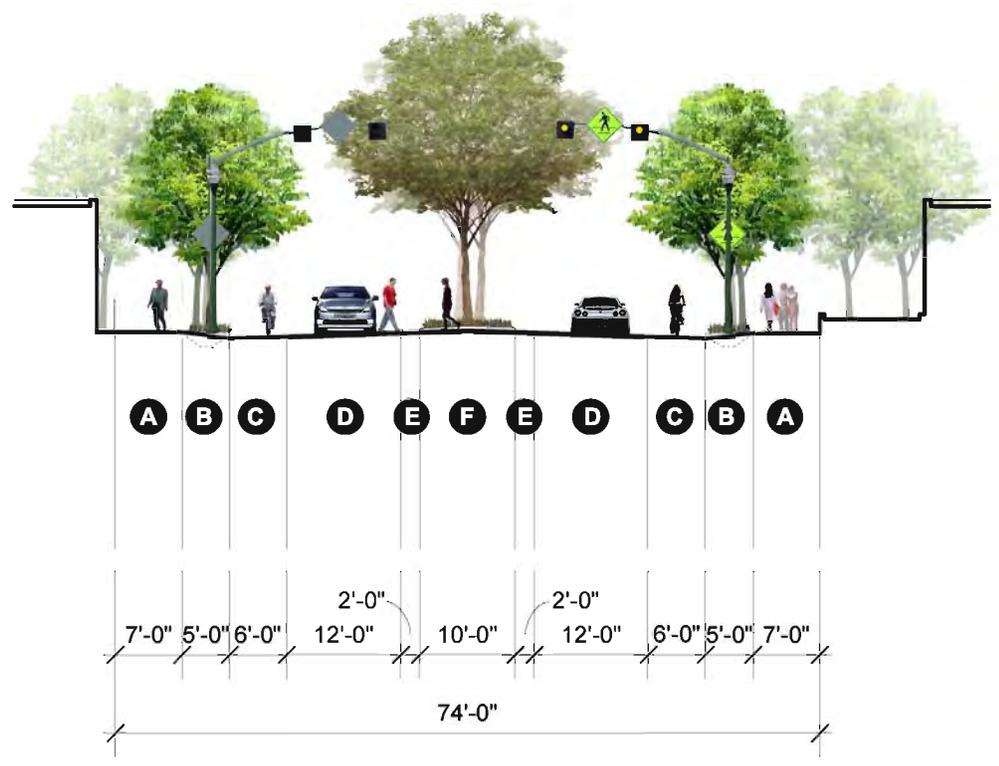
SHEET - 9

OCEAN PARK BOULEVARD COMPLETE GREEN STREET PROJECT

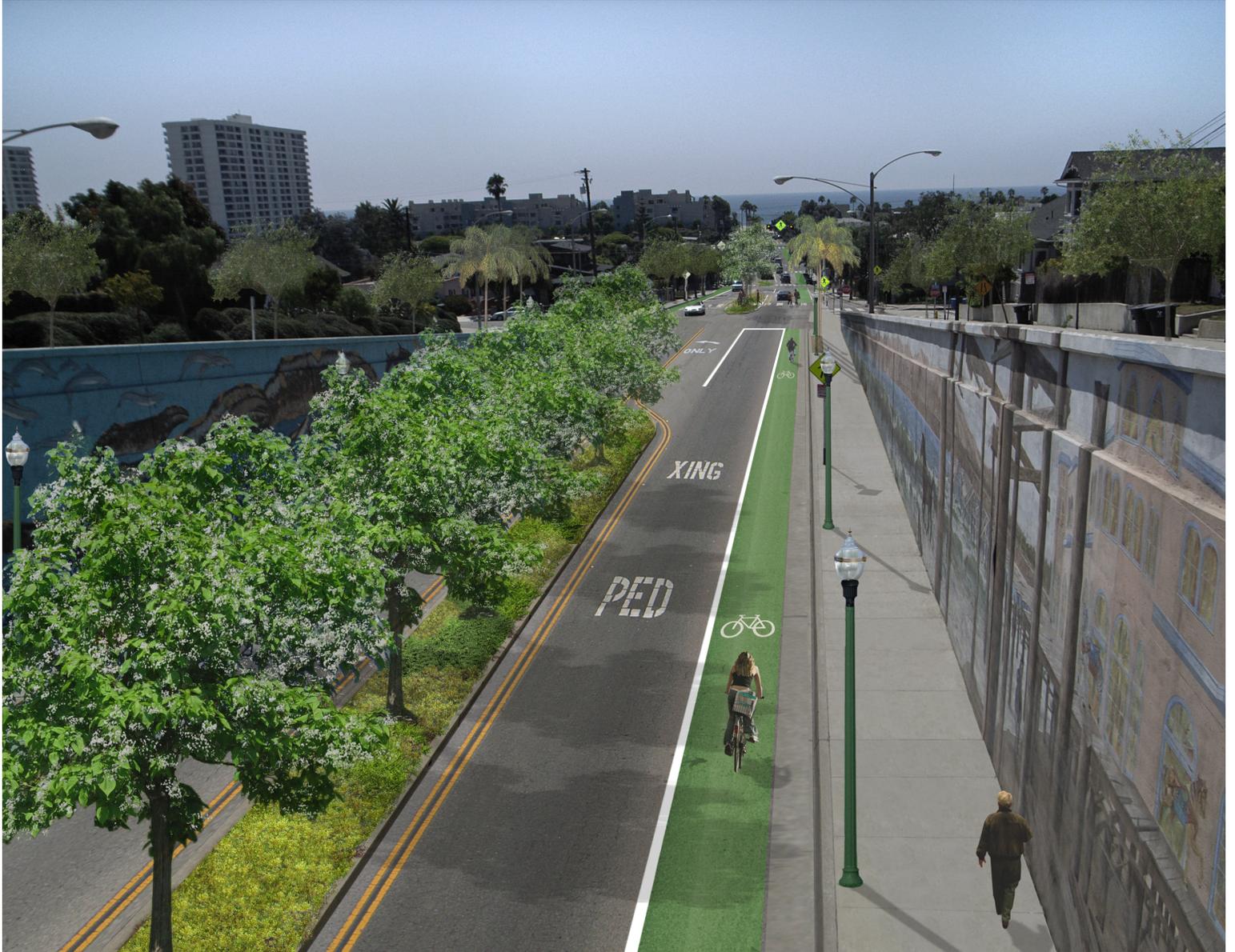




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PERSPECTIVE AT OCEAN PARK BOULEVARD AND 4TH STREET

OCEAN PARK BOULEVARD COMPLETE GREEN STREET PROJECT

Attachment B

Other Design Elements Considered

Other Elements Considered (but not included for budgetary reasons)

At the Council's discretion, the below elements could be incorporated into the project, but additional funding sources would have to be identified.

1. Planting and Program Areas (Pocket Parks)

Adjacent to the project area are five irregularly-shaped park areas that are landscaped with low-lying shrubs and groundcover. These spaces are underutilized, as they have not been designed to encourage hanging out or recreation. Approximately 20,000 square feet in total area, these "pocket parks" represent an opportunity to provide additional green open space for gathering and social interaction. While the proposed concept design includes furnishings like benches, bike racks and trash cans for these pocket parks, due to budgetary constraints no new landscaping design is considered. Staff has developed a preliminary cost estimate of \$750,000 for new plantings, irrigation and maintenance. Staff is also currently writing a grant application for Proposition 84 funds that would be used to landscape and program these spaces.

2. Permeable Surfaces

The final concept design incorporates permeable surfaces into specific roadway improvements, where cost effectiveness and feasibility coincide. It is possible to broaden the use of permeable surfaces by replacing existing sidewalks and gutters with permeable concrete. This would increase the amount of urban runoff reintroduced to the ground, thereby elevating the overall sustainability of the project; however some concerns related to safety and maintenance have been expressed. Staff has developed a preliminary cost estimate of \$400,000 for permeable sidewalks, gutters and roadway.

3. 4th Street Viewing Deck

At the request of the Ocean Park community, staff explored enhancing the 4th Street overpass with viewing platforms that took advantage of the scenic location to provide additional open space for gathering. Envisioned as non-structural platforms joined to the existing overpass, the viewing platforms would face both east/west directions, allowing views of both the mountains and the sea. While this idea is popular with the community, it is a relatively expensive feature, and its implementation would reduce the budget for improvements within the right-of-way. Staff has developed a preliminary cost estimate of \$800,000-\$1,000,000 for east/west viewing platforms.

Other Elements Considered (but not included for feasibility reasons)

The concept development process has also included the exploration of additional roadway features to improve pedestrian and bicycle connections both through- and across Ocean Park Boulevard. Despite effort to identify feasible implementation strategies for the following suggested roadway features, staff was not able to include them in the integrated streetscape design.

1. Traffic Circles

In order to explore additional roadway treatments that would calm traffic on Ocean Park Boulevard, staff commissioned a focused traffic study to evaluate the potential to utilize traffic circles in select locations. Of the six intersections studied only 2nd Street provided a viable option. This compact traffic circle would slow traffic as it entered and exited the busy Main Street corridor, and would incorporate a pedestrian crossing (see Attachment I). Staff explored the concept with the City's Fire and Police Departments, who voiced concerns about the impact to emergency response times, citing that both Ocean Park Boulevard and 2nd Street were direct access routes across town. Given citywide sensitivity to providing emergency responders with safe and easy access to conflict areas, the

traffic circle concept was ultimately abandoned. It should be noted, however, that the proposed design does include a new crosswalk at 2nd Street, which solves many of the pedestrian circulation issues that were to be addressed by a traffic circle.

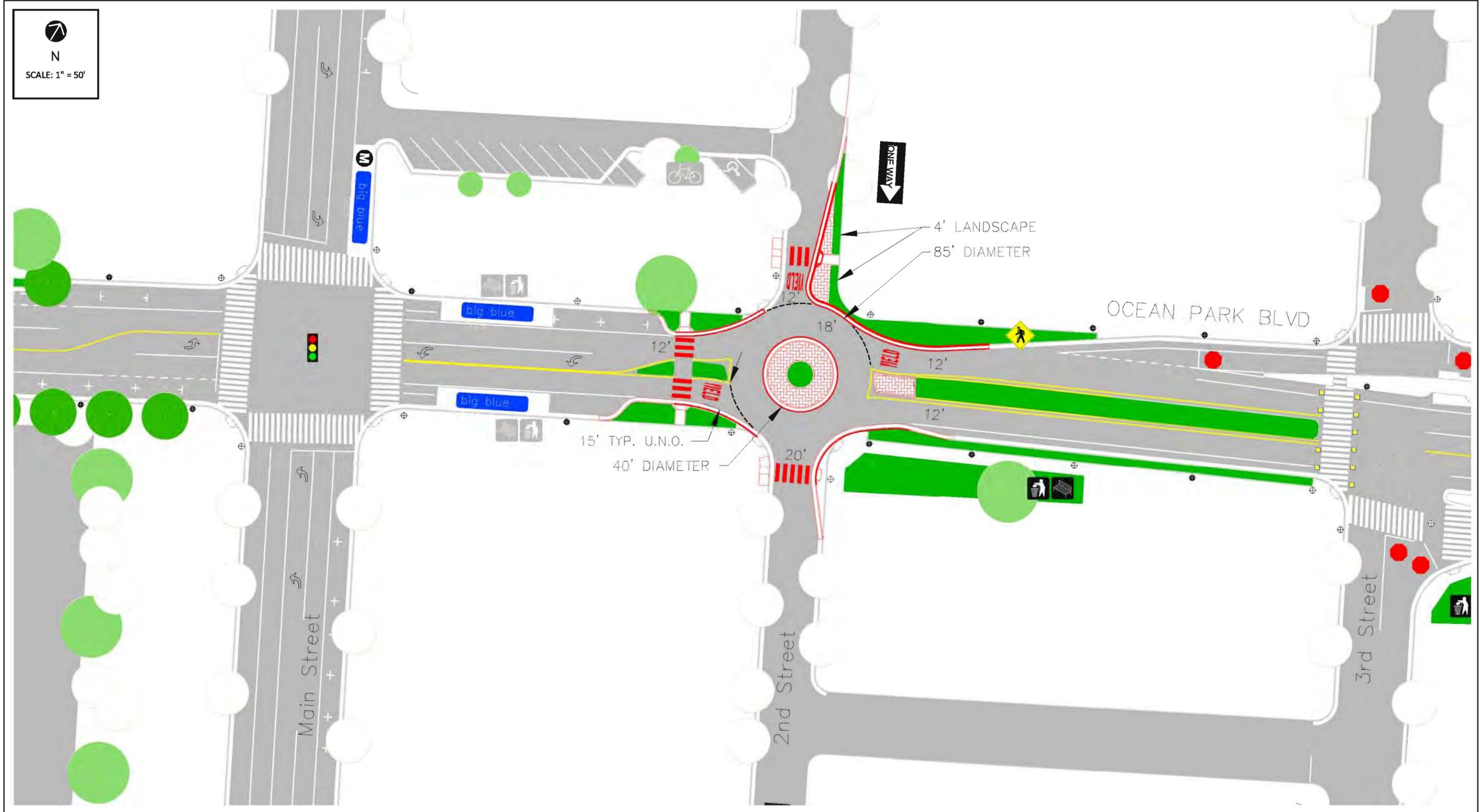
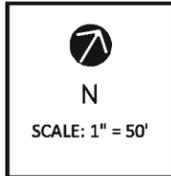
2. Separated Bike Lanes

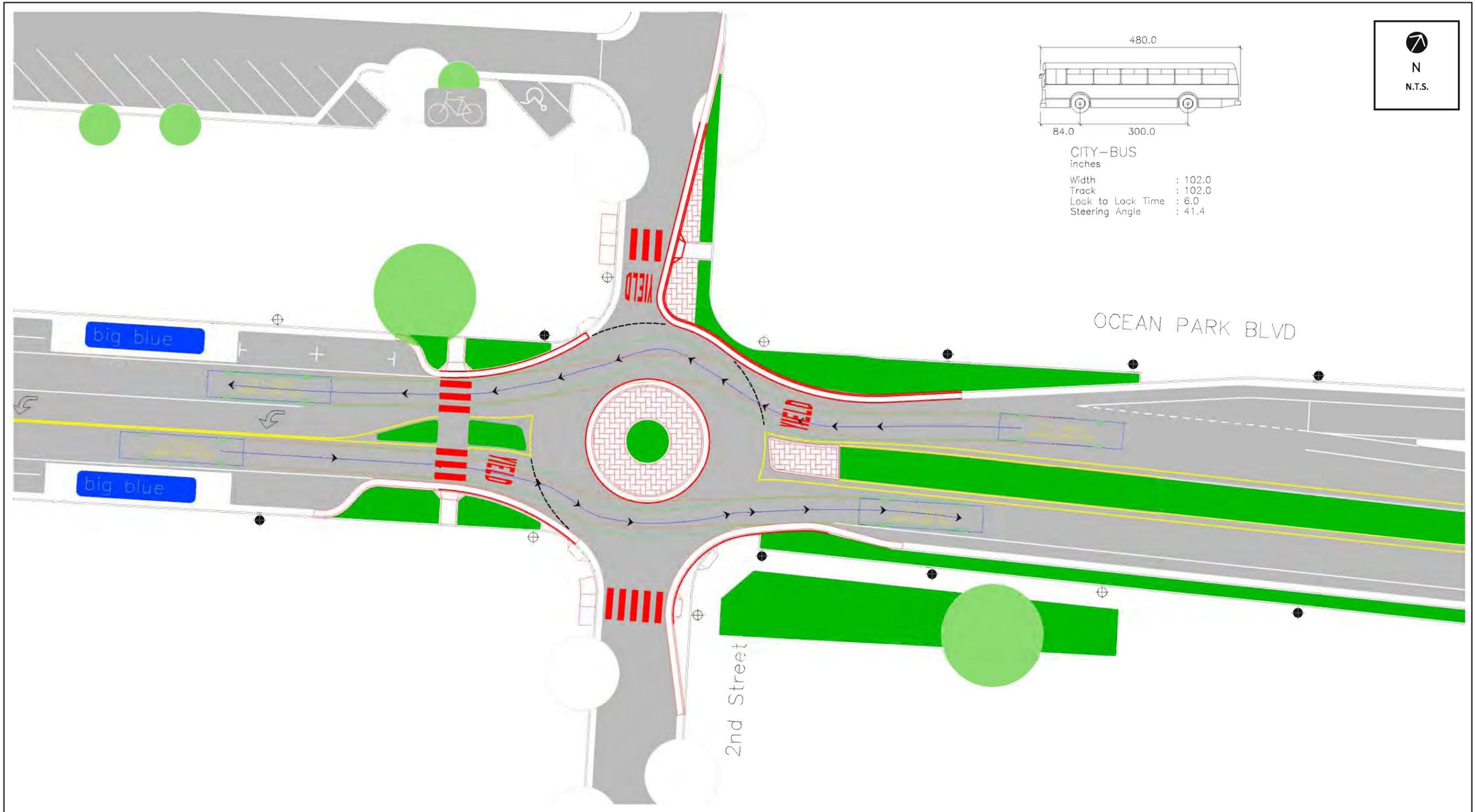
Providing additional safety features for pedestrians and bicyclists is a major goal of this project. Early input from the community and City departments explored the use and installation of Class II separated bike lanes, which are separated from the traffic lane by a landscaped median. While highly desirable, analysis that took into account driveways, bus stops, and intersections revealed that only 24% of the roadway could be allocated to a separated bike lane. Of that 24%, over 3/5ths were located on the southern side of the street, leaving westbound cyclists with relatively little amenity (see Attachment J). Because this scenario could not provide a meaningful buffer between bicyclists and the pedestrian, and could potentially cause a false sense of security, the separated bike lane concept was not pursued.

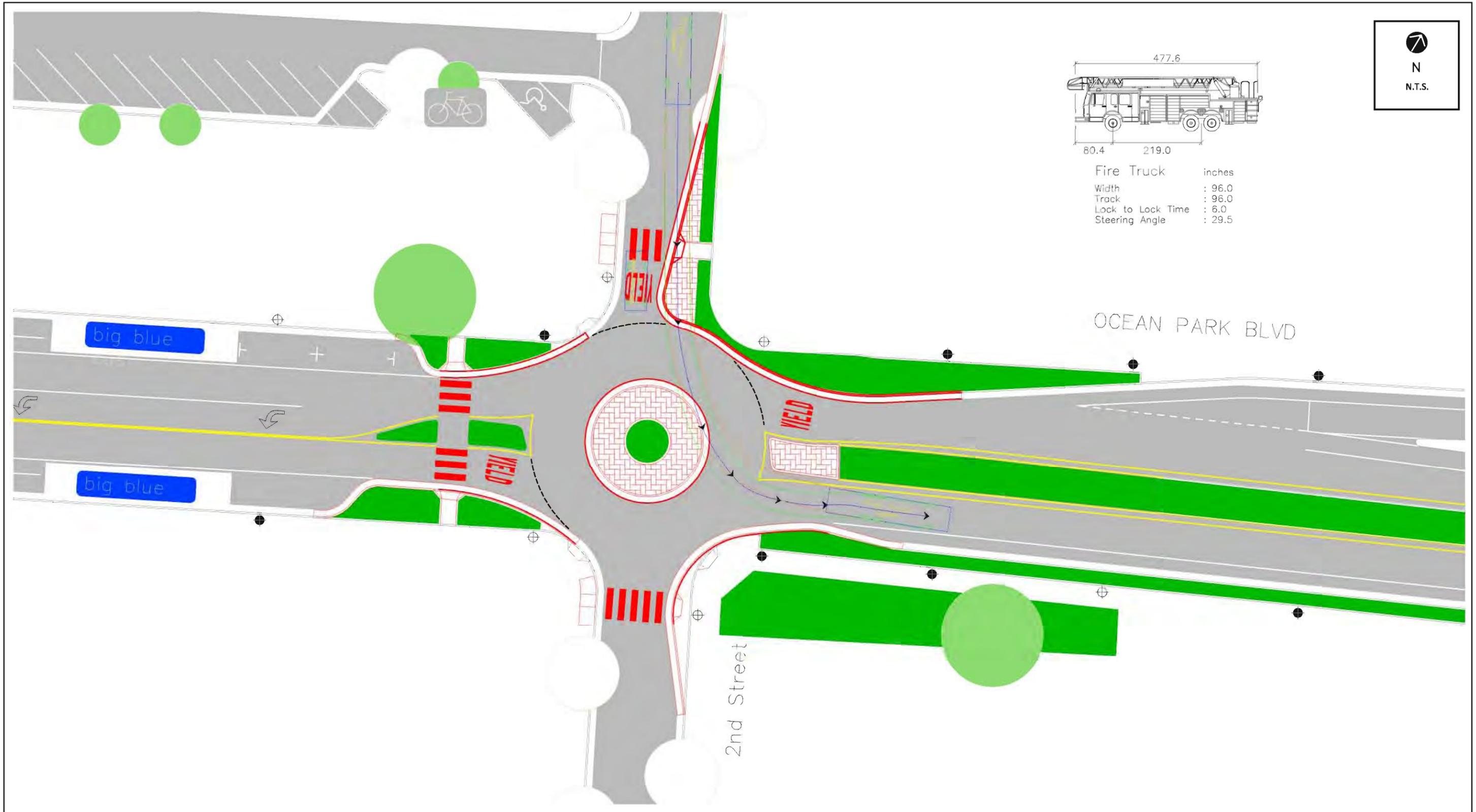
3. Crosswalk at 5th Street

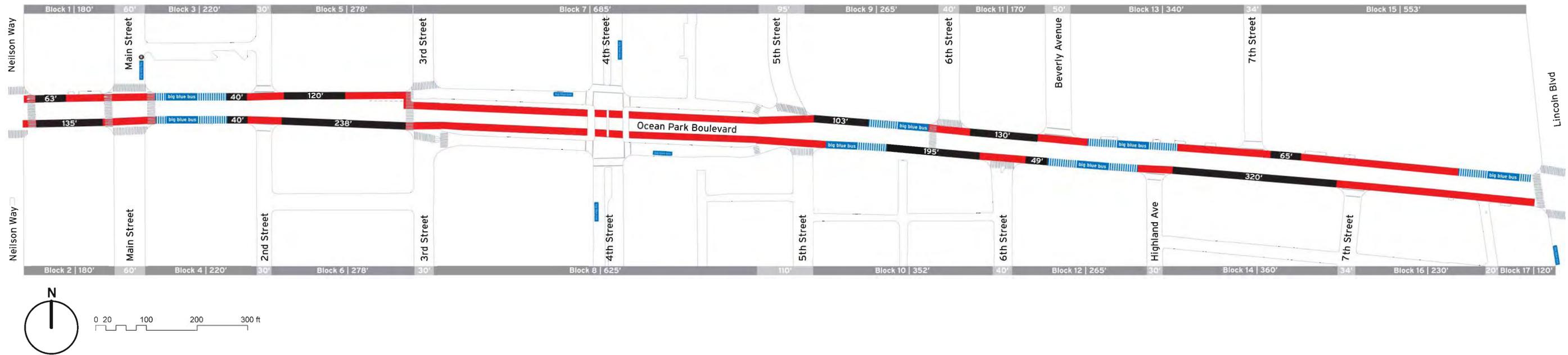
The desire to locate a new crosswalk at the intersection of 5th Street and Ocean Park Boulevard, where the ramp legs of the 4th Street overpass touch the street, was introduced by community members concerned with improving north/south connectivity across the boulevard, particularly for students of SMASH and John Muir elementary schools who are currently directed to use the crosswalk at 6th Street. Staff explored several options to respond to articulated concerns, including a traffic signal, an experimental pedestrian actuated device called a "HAWK," the use of medians to provide an informal refuge, and the reconfiguration of striping patterns to permit improved crossings. Staff coordinated with professional transportation consultants, in-house traffic engineers, and the City's Police and Fire departments. Staff also conducted

focused stakeholder meetings with concerned community members and with representatives of the Police and Fire departments, including crossing-guards. Given the myriad complexities presented by the site location at the base of the 4th Street ramp legs, and because of a lack of traffic and accident data to support signalization, staff concluded that concepts for a 5th Street crosswalk were not feasible within the context of the overall streetscape exercise.









Block	Length of Block (Feet)	Length of Median Separated Bike Lane (Feet)
1	180	63
2	180	135
3	220	40
4	220	40
5	278	120
6	278	238
7	685	0
8	625	0
9	265	103
10	352	195
11	170	130
12	265	49
13	340	0
14	360	320
15	553	65
16	230	0
17	120	0
Total	5321	1498

Street Name	Side of Street	Length of Intersection (Feet)
Main Street	north	60
Main Street	south	60
2nd Street	north	30
2nd Street	south	30
3rd Street	north	40
3rd Street	south	40
4th Street	north	60
4th Street	south	60
5th Street	north	95
5th Street	south	110
6th Street	north	40
6th Street	south	40
Beverly Avenue	north	50
Highland Avenue	south	30
7th Street	north	34
7th Street	south	34
Alley	south	20
Total	Total	833

% median separated bike lane along OPB not including intersections **28%**
 % median separated bike lane along OPB including intersections **24%**



Median Separated Bike Lane Study

OCEAN PARK BOULEVARD STREETScape IMPROVEMENT PROJECT

Attachment C
A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SANTA MONICA
APPROVING
OCEAN PARK BOULEVARD
IMPROVEMENTS
PROJECT FOR PROPOSITION 1B
FUNDING

RESOLUTION NUMBER _____ (CCS)

(City Council Series)

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SANTA MONICA APPROVING
OCEAN PARK BOULEVARD IMPROVEMENTS
PROJECT FOR PROPOSITION 1B FUNDING

WHEREAS, Proposition 1B-Local Streets and Roads Improvement, Congestion Relief, and Traffic Safety Account Funds (Prop. 1B)- provided \$19.925 billion in bond funds for a variety of transportation priorities, including \$2 billion for city and counties to fund the maintenance and improvement of local transportation facilities; and

WHEREAS, the Legislature of the State of California has enacted the 2009 Budget Act, which is intended to provide \$700 million of Proposition 1B funds in 2009-2010. Of this amount, \$258 million has been allocated to cities and \$442 million to counties as determined by the State Controller's Office (SCO). In order to receive these funds, counties and cities must first submit a proposal to the State Department of Finance, and the State Department of Finance in turn notifies the SCO which counties and cities have met certain reporting requirements; and

WHEREAS, the State Department of Finance has established the procedures and criteria for reviewing grant proposals and is required to submit to the State Department of Finance a list of recommended projects for Prop. 1B funding; and

WHEREAS, said procedures and criteria established by the State Department of Finance require a resolution certifying the approval of use of these funds by the City before submission of said application to the State Department of Finance; and

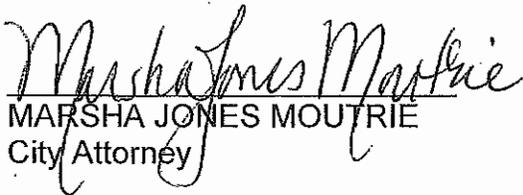
WHEREAS, Proposition 1B funds have been appropriated to the City of Santa Monica in the amount of \$1,354,680.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SANTA MONICA DOES RESOLVE AS FOLLOWS:

SECTION 1. The Santa Monica City Council approves the proposed Proposition 1B Street Project and designates Ocean Park Boulevard Improvements Project to utilize FY 09/10 Proposition 1B funds.

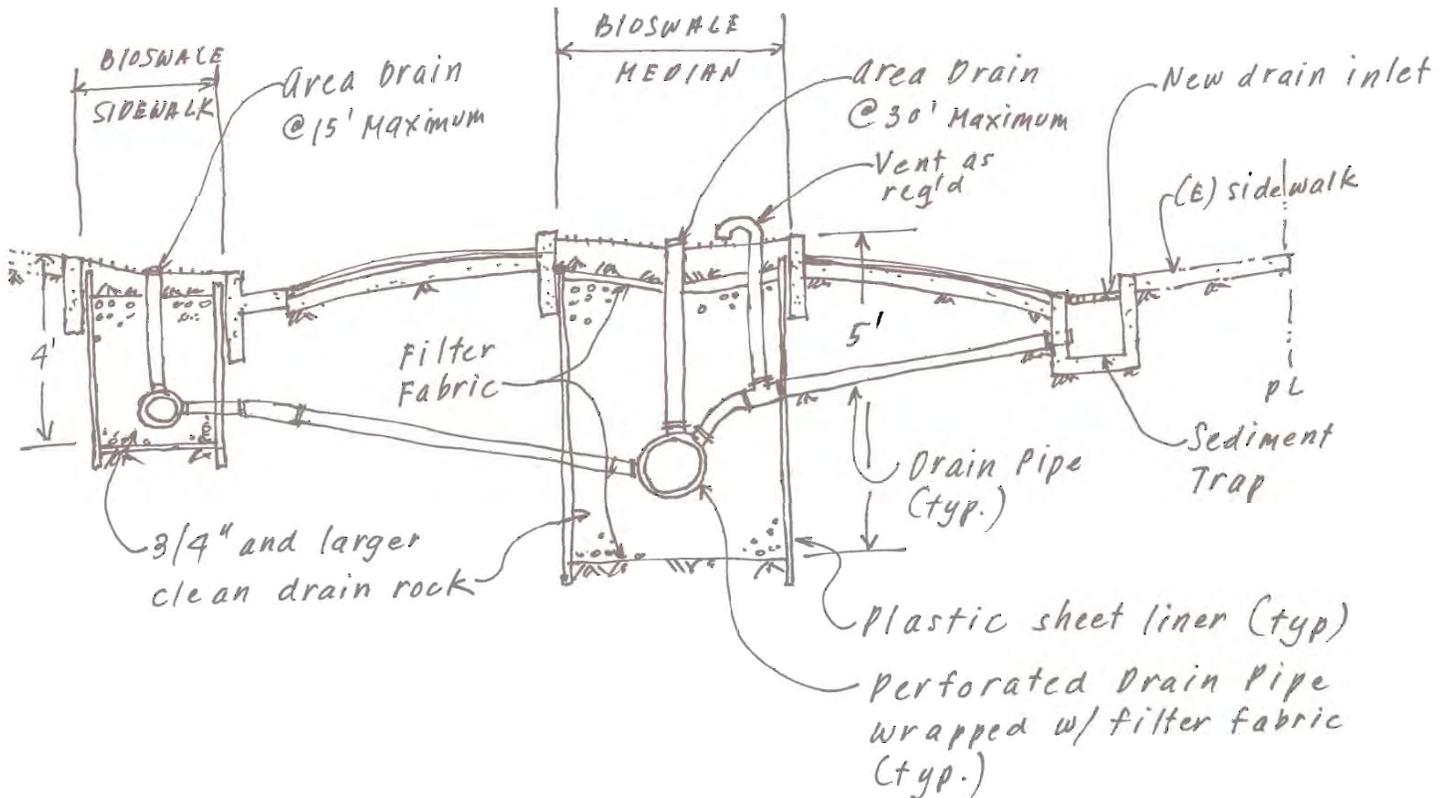
SECTION 2. The City Clerk shall certify to the adoption of this Resolution, and thenceforth and thereafter the same shall be in full force and effect.

APPROVED AS TO FORM:


MARSHA JONES MOUTRIE
City Attorney

Attachment D

Subterranean Bioswale System



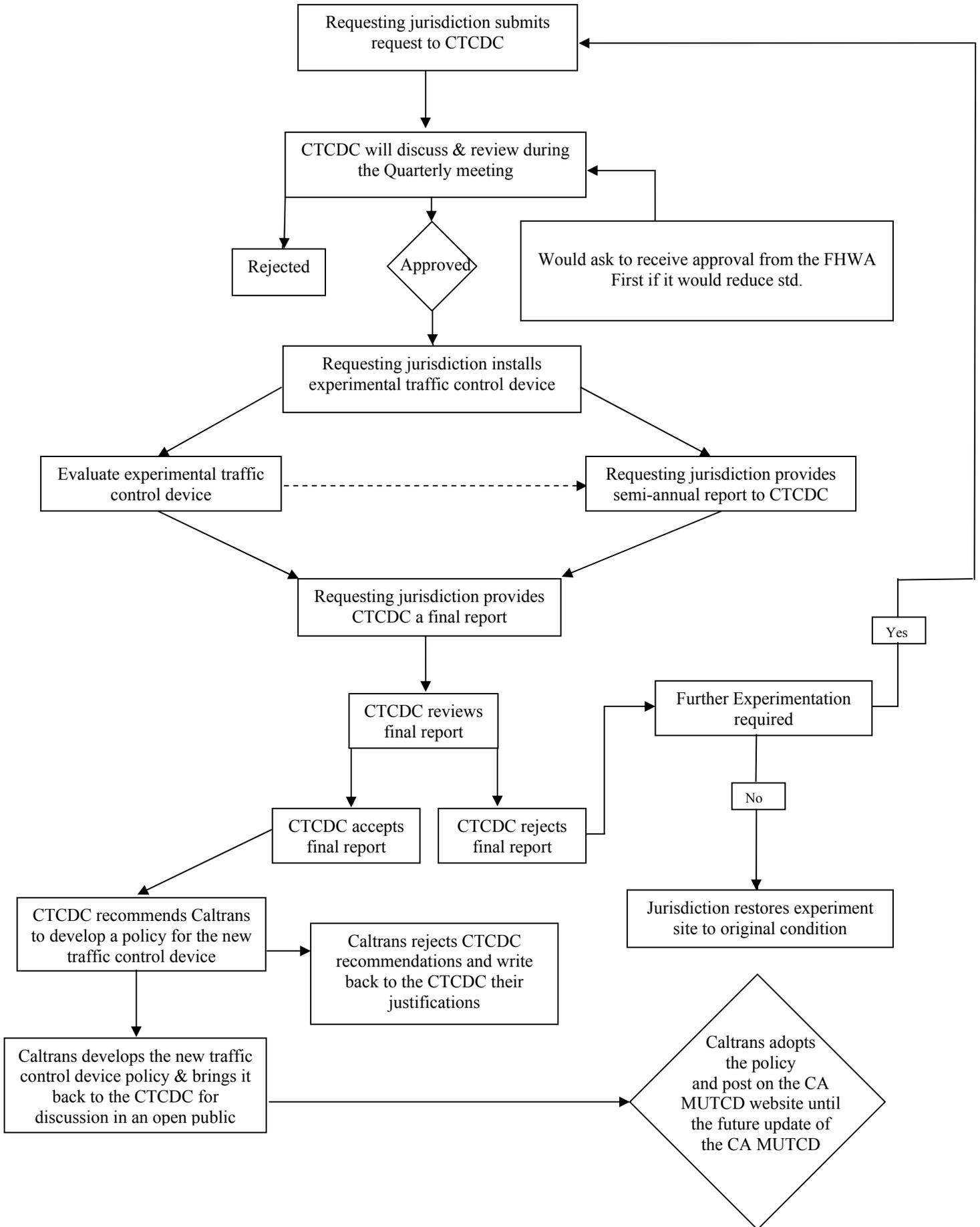
12.0

SECTION AT BIOSWALE

OCEAN PARK BOULEVARD COMPLETE GREEN STREET PROJECT

Attachment E
Process for Requesting and Conducting
Experimentations for New Traffic
Control Devices (Painted Bike Lanes)

Example of Process for Requesting and Conducting Experimentations for New Traffic Control Devices in California



Attachment F

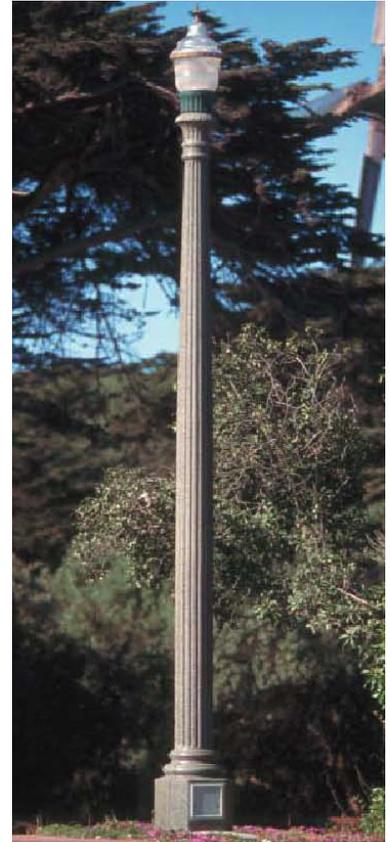
Tree Species Suggestions

TABLE 1. TREE TYPES

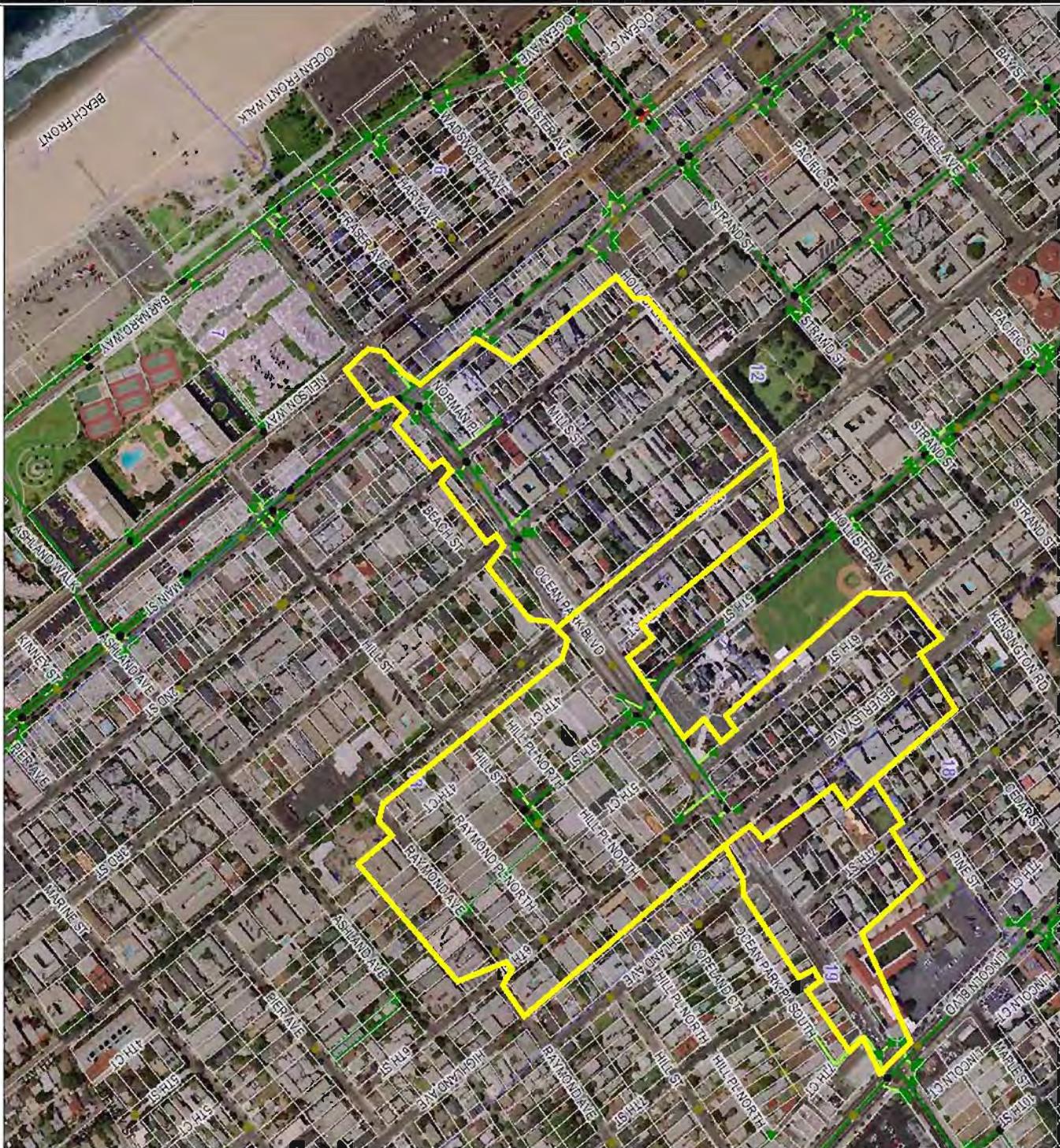
Tree Type	Tree Common Name		
Median Canopy	Coast Live Oak	Maytens Tree	Montezuma Cypress
			
Palm Trees Ornamental	Date Palm	King Palm	Queen Palm
			
Palm Tree	Queen Palm	King Palm	Date Palm
			
Median Ornamental Flowering Trees	Catalpa	Forest Pansy	Hong Kong Orchid Tree
			
Street Trees	Gold Medallion Tree	Australian Willow	Bailey Acacia
			

LIGHTING TYPE

Aegean Traditional Lighting
by Ameron International



Attachment G
Ocean Park Boulevard Watershed Areas



- Parcel
- Utility Grid System
- Storm Catch Basin
- Storm Maintenance Hole
- Storm Outlet
- Storm Transition Box
- Continuous Deflective System
- BMP
- Storm Drain
- Abandoned
- Future
- Storm Lateral
- Orthophoto (3in, Aug 2000)

OP BI Drainage

Attachment H

Los Amigos Park Add Alternate

