

# Crenshaw Boulevard Streetscape Plan | Corridor Vision

## A Transit Neighborhoods Plans Project



### Crenshaw Boulevard Districts

#### Crenshaw/Exposition Transit Oriented District

##### Adams Boulevard to Coliseum Street

- Reinforce walkable nature of the area
- Create identity at the station
- Enhance transit and pedestrian amenities (shade trees, lighting, additional seating)

#### Coliseum Street to South of 39th Street

- Reinforce neighborhood-serving character and walkability
- Maintain the quiet, lushly landscaped quality of residential blocks
- Improve safety with added pedestrian-scale lighting
- Provide pedestrian amenities to foster activity on commercial blocks
- Maintain frontage roads
- Consider opportunities for greening, outdoor dining, and placemaking on frontage roads

#### Crenshaw/MLK Transit Oriented District

##### North of MLK Blvd. to South of Stocker Street

- Maintain the quiet, lushly landscaped quality of residential blocks
- Reinforce and enhance walkable nature of the area
- Accommodate high levels of pedestrian activity, consistent with function as a regionally serving, shopping destination and busy transit intersection
- Enhance transit and pedestrian amenities (shade trees, lighting, additional seating)
- Promote placemaking at the Metro station transit plaza (SW Corner of MLK and Crenshaw)

#### Leimert Park Village Pedestrian Oriented District

##### South of Stocker Street to 48th Street

- Reinforce and enhance walkable nature of the area
- Build on existing assets
- Enhance transit and pedestrian amenities to complement a district with strong cultural identity, rich history and iconic architecture
- Capitalize on Leimert Park Station to attract growing numbers of visitors and shoppers to this regional destination

#### 48th Street to 57th Street

- Reinforce and enhance walkable nature of the area
- Reinforce commercial and mixed use character
- Enhance pedestrian environment and comfort to generate activity and pedestrian traffic
- Foster economic vitality
- Create more seating opportunities
- Introduce curb extensions and pedestrian refuge areas to improve pedestrian safety and convenience

#### Crenshaw/Slauson Transit Oriented District

##### 57th Street to 60th Street

- Create identity at the station
- Enhance transit and pedestrian amenities (shade trees, lighting, additional seating)
- Reinforce commercial and mixed use character
- Promote pedestrian enhancements and comfort to generate activity and pedestrian traffic
- Foster economic vitality
- Create more seating opportunities

#### 60th Street to 79th Street

- Introduce midblock crossings, in large blocks, to facilitate pedestrian circulation
- Maintain short blocks, south of Florence Ave., that contribute to the pedestrian friendly environment
- Reinforce residential and mixed use character
- Enhance neighborhood orientation with pedestrian amenities (shade trees, lighting, additional seating) that promote pedestrian safety and comfort



### Goals

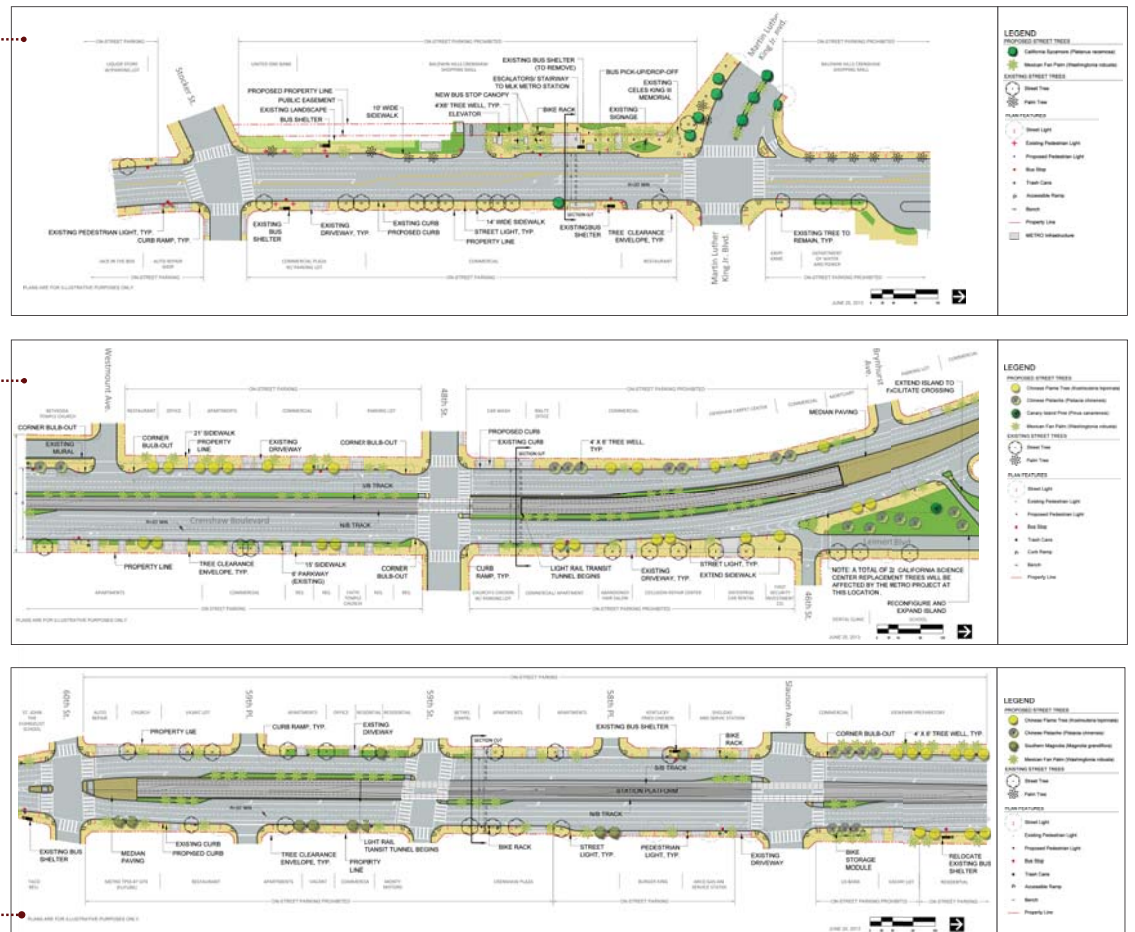
- Position Crenshaw Boulevard as a "complete street" that provides a variety of mobility options
- Encourage transit use
- Ensure the future provision of amenities such as shade trees, seating and lighting that improve the comfort and safety of pedestrians and foster transit ridership
- Create a lively and active urban street
- Improve the aesthetics of Crenshaw Boulevard to attract more shoppers
- Use streetscape enhancements to reinforce neighborhood identity
- Provide places for people to sit and gather
- Create an environment in which businesses and commerce can thrive
- Accommodate all users including seniors, children, and people with disabilities

### Optional Linear Park Concept



Examples: Linear Park Amenities

<http://myfigureo.nationbuilder.com/>



Wider sidewalks create more opportunities for landscaping, outdoor dining, and gathering space.



Source: Gruen Associates



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