

COUNCIL AGENDA: 03-17-09
ITEM: 6.2

Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: Lee Price, MMC
City Clerk

**SUBJECT: STREET LANDSCAPE
MAINTENANCE PROGRAM**

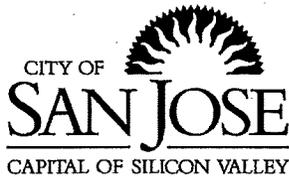
DATE: 03-05-09

RECOMMENDATION

As recommended by the Transportation and Environment Committee on March 2, 2009 and outlined in the attached memo previously submitted to the Transportation and Environment Committee:

- (a) Reconfirm the policy that only Type 1 landscaping be installed on City streets unless an alternate funding source has been identified for maintenance.
- (b) Direct Administration to consider as part of FY 2009-2010 Proposed Budget the funding needed to explore and develop alternate landscape maintenance funding sources.





Memorandum

TO: TRANSPORTATION AND
ENVIRONMENT COMMITTEE

FROM: James R. Helmer

SUBJECT: STREET LANDSCAPE AND TREE
SERVICES STATUS REPORT

DATE: 02-18-09

Approved

Date 2/19/09

RECOMMENDATION

Accept this Status Report on the City's Street Landscape and Tree Services Program including:

1. Reconfirmation of the policy that only Type 1 landscaping be installed on City streets unless an alternate funding source has been identified to properly maintain Type 2 landscaping;
2. That the Administration consider as part of the FY 2009-2010 Proposed Budget the funding needed to explore and develop alternate landscape maintenance funding sources.

BACKGROUND

The purpose of this report is to provide information to the Transportation and Environment Committee regarding: 1) the current status of Citywide street landscape maintenance and projected service delivery impacts resulting from a combination of past inventory growth and on-going budget reductions; 2) strategies to minimize the impacts of these issues, including the potential use of alternative funding mechanisms; and 3) the status of the Urban Forest Management Program.

ANALYSIS

Landscape Maintenance

The Department of Transportation (DOT) is currently responsible for the maintenance of 232 acres of developed street landscape with General Fund resources, and oversight of a network of 18 special financing districts that provide funding for maintenance of an additional 317 acres of high-level landscape throughout the City. Unfortunately, in recent years, the condition of street landscape maintained with General Fund resources has significantly declined, and is expected to continue to decline in the coming years. The primary reason for this decline is that the number of developed acres of street landscape has increased over many years while funding for maintenance has sharply decreased in recent years. Given the City's fiscal condition, further reductions are likely to be proposed for FY 2009-2010 and potentially beyond. Compounding these issues is the fact that the type of landscaping being installed in many of the new landscapes built in the last 15 years has

included high-level amenities such as shrubs, ground covers, extensive irrigation systems, pavers, and other amenities that require significant maintenance resources and effort to sustain them in acceptable condition.

In June 1994, the City Council approved the Median Island Landscape Program (see attached) establishing guidelines for median island landscape installation with two levels of median island development distinguished by the source of funding for maintenance:

Type 1: City-Maintained Standard to include trees and paved surfaces only.

Type 2: District-Maintained Standard to include trees, shrubs, ground cover, and/or paving materials.

The guidelines established in this plan were developed as a result of budget reductions that were negatively impacting the level of Landscape Maintenance services that could be provided throughout the City, and provided a mechanism for the City to better use limited resources and manage service delivery expectations.

Funding and Service Reductions

During the past seven years of budget reductions, the Landscape Maintenance Program has seen a significant reduction of resources. As a result, the level of service that can be provided to General Fund-maintained parcels has been greatly reduced. Proper maintenance of landscape parcels includes regular tree and shrub pruning, ongoing weed abatement and removal, regular blight abatement to keep the area free from litter and debris, regular maintenance of irrigation systems to ensure proper function and adequate water supply to plant material, and replacement of damaged and dead plant material. Resource reductions have made it impossible to provide this level of service. After reaching a peak of 87% in good condition in 2001, overall street landscape condition has declined to the current level of 45% in good condition and, if additional budget reductions are made to the program next year, further decline is expected to as low as 20% in FY 2009-2010.

The 26 Type 2 acres that have been added to the inventory over the past 14 years along with 134 acres of previously existing Type 2 landscape can not be properly maintained with existing General Fund resources. In addition, it is anticipated that the City Council will be considering a budget reduction proposal in the Proposed FY 2009-2010 Budget which further reduces landscape maintenance resources by eliminating additional positions and non-personal funds. Given the magnitude of the Structural Budget deficit, further reductions are likely to continue in FY 2010-2011.

Any further budget reductions will require Landscape Maintenance staff to shift away from actively managed plant care and maintenance activities such as bi-annual plant trimming, weed spraying/removal and leaf removal to a complaint-driven program that will necessitate limiting responses to only those issues presenting safety concerns. This is a reduction in level of service for Type 1 installations, and establishes a new Citywide baseline standard. Without regular servicing, there will be a significant increase in the amount of weeds, leaves and litter in most of the landscape

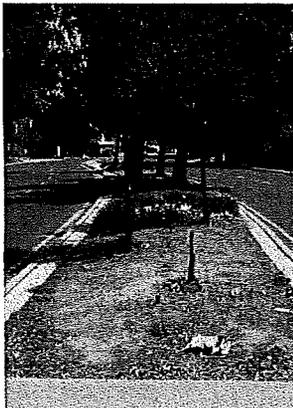
parcels. The weeds will be sprayed but not removed, resulting in a very unsightly appearance, increased amounts of litter and debris, some traffic obstructions and a likely rise in the number of complaints regarding landscape. It will not be possible to address all of these complaints due to insufficient staffing and resources, and the overall condition of the landscape will continue to decline.

Strategies for Minimizing Impacts and Potentially Improving Service Levels

In order to minimize the impacts of inventory expansion and declining resources and improve landscaping conditions, DOT is pursuing several key strategies. In 2008, it became necessary to re-allocate \$1.7 million previously designated for landscape renovation work to fund a multi-year conversion effort to reduce the number of acres of Type 2 landscaping and convert them to Type 1. It is estimated that this amount of funding will cover the cost of converting 62 Type 2 acres to Type 1, resulting in less required maintenance and water expenses. These efforts will reduce potential blight from neglected and dead plant material and ease future maintenance efforts. This work is in progress, with an estimated completion of 27 acres by the end of FY 2008-2009. The following chart shows a breakdown of General Fund-maintained landscape acreage, with totals prior to the implementation of the removal effort and projected totals once the conversion effort is complete.

	Beginning acreage	Resulting acreage	Difference
Medians (Type 1)	55.5	77.5	+ 22
Medians (Type 2)	60.5	38.5	- 22
Medians (Turf)	10.5	10.5	No change
Roadsides (Type 1)	16	56	+40
Roadsides (Type 2)	83	43	-40
Roadsides (Turf)	6	6	No change

In areas where recent private investment and redevelopment efforts have created Type 2 landscapes. This higher level of service can not be sustained and will be reduced to Type 1 unless alternate funding sources can be identified.



Previous General Fund Type 2 installation targeted for conversion



Type 2 installation maintained through district funding

In November 2007, DOT presented the Transportation Maintenance Master Plan to the Transportation and Environment Committee. This plan contained a number of strategies for the acquisition of significant and sustainable funding sources to reduce the deferred maintenance backlog and ongoing maintenance shortfalls in all transportation infrastructure asset categories. Among those strategies was the consideration of a variety of funding mechanisms such as property-based assessments and user fees, sales and parcel taxes, and public-private partnerships. Additionally, staff was directed to determine the feasibility of a Citywide Landscape and Lighting District (LLD) that could potentially fund, among other things, landscape services including street landscape maintenance and tree pruning and planting. Based on preliminary analysis, staff recommends that the following options be further evaluated and considered:

1. Expand the network of Maintenance Assessment Districts (MADs) and/or Community Facilities Districts (CFDs) throughout the City to address median island and street back-up landscape maintenance needs. A Citywide LLD for landscape maintenance does not appear to be a viable approach given the requirements of Prop 218 in the areas of proportional assessment and the need for special benefit linked to each contributing property. It is recommended instead to expand the existing network of MADs and CFDs to, as much as possible, establish a higher standard level of landscape maintenance service throughout the City over time by offering property owners in close proximity to median islands and roadside back-ups the option of paying for enhanced landscape maintenance. These districts would typically be formed around existing Type 2 landscaping areas such as Winchester, San Carlos, Blossom Hill Road, Berryessa Road and other similar locations. This approach is consistent with the 1994 Landscape Median Island installation guidelines, and could provide the necessary ongoing landscape maintenance funding in localized areas throughout the City. Depending on the level of support, additional MADs or CFDs could possibly be established in 2010, with funding streams realized as early as 2011. In order for this to happen, staff has requested that the City Administration consider a proposal for inclusion in the 2009-2010 Proposed Budget that provides funding of \$250,000 to enable Transportation and Economic Development staff to engage with local businesses and property owners to determine the feasibility and level of support for the establishment of these districts, complete the necessary public outreach and engineering work, and conduct the ballot process.
2. Explore the feasibility of a Citywide property-based user fee approach to fund Street Tree Maintenance. Street tree maintenance is the responsibility of the abutting property owner; however, if the City desires to improve the Urban Forest through programmed maintenance, the user fee could potentially provide an ongoing funding stream for tree planting and regularly prescribed pruning and maintenance. The fee could be based on the predictable and programmed cost to plant, maintain, prune, respond to emergencies and replace the tree over its estimated life span. A complete street tree inventory must be completed in order to establish a proportional fee structure, and data would need to be generated defining optimal pruning cycles for the different species and sizes of trees. In order to generate a complete street tree inventory, an investment of \$300,000 to \$500,000 would be required and could be implemented over a three to five year period, assuming that the City continues to receive

additional matching grants from the State of California. The timeline could be accelerated to one to two years but at an increased cost to the City.

Another funding source that the City should consider is the use of the Public-Private Partnerships (3-Ps). When utilizing this funding alternative, consideration must be given to the issues of prevailing wage, insurance requirements and liability in the event that private contactors are operating in the public right-of-way. As a result, MADs and CFDs are the most likely solution for maintenance of Type 2 areas, but it may be possible to utilize 3-Ps to establish private contributions that enable the City to provide improved service on Type 1 parcels. DOT will look for opportunities to utilize this approach where appropriate.

In addition to converting Type 2 landscapes to Type 1 and pursuing alternative funding models for sustained landscape maintenance, it is imperative that the City adhere to the 1994 Median Island Landscape Program guidelines for Type 1 and Type 2 landscape. The General Fund can no longer support the level of service required for median island and roadside landscapes throughout the City, and cooperation from all stakeholders is needed to ensure that any new landscaping inventory does not further impact the City's overall ability to maintain all of the landscaping assets in acceptable condition.

In summary, the challenges facing the Landscape Maintenance Program include an ever-increasing inventory at the same time as available General Fund resources are declining, which is resulting in an ongoing decline in condition of street landscapes. The strategies that the City must continue to employ to counteract these negative impacts on landscape assets include:

- The continued conversion of Type 2 landscape parcels to Type 1;
- Adherence to the guidelines stipulating that no new Type 2 landscape areas be accepted without an identified ongoing funding source for their maintenance;
- The continued search for alternative funding mechanisms to fund adequate landscape maintenance.

Urban Forest Management

San José's Urban Forest consists of nearly 1 million trees. Oversight of the trees varies depending on whether they are public or private but, in all cases, responsibility for maintenance and care of trees belongs to the property owners. In February 2008, a set of six strategies to enhance the health and sustainability of the City's Urban Forest were presented to and approved by the Transportation and Environment Committee. The long term objectives of the Urban Forest Management Program center around creating a coordinated, unified and efficient approach among City departments, external stakeholders and the community in managing the Urban Forest and delivering tree-related services in the interest of producing a healthy and sustainable Urban Forest in San José. A comprehensive Urban Forest Management Program includes:

- The development and implementation of an Urban Forest Master Plan;

- Expanding partnerships with Our City Forest, regional stakeholders, industry experts, neighboring agencies, citizen groups and City staff to accomplish the objectives of the Urban Forest Master Plan;
- The development of City policy, best practices, standards and programs on Urban Forestry;
- Streamlining the permitting processes and increasing compliance with tree regulations;
- Simplifying community access to the most commonly requested tree related services;
- Implementing the City's Green Vision and Urban Environmental Accords as they relate to the Urban Forest.

While some advancement of the strategies has occurred, the overall progress has not been to the degree anticipated by February 2008. A primary reason for this is that the City has not been successful in recruiting an Urban Forestry Manager to directly lead and engage in implementing the strategies. The position is a temporary overstrength approved only through June 2009. The specialized nature of the position coupled with no guarantee of ongoing funding for the position seemed to limit the number of qualified applicants who could be or were willing to be considered for the job, particularly in the cases where taking the job would mean relocation. In response, DOT, ESD, PBCE, and PRNS have implemented an inter-departmental team approach for the duration of the fiscal year to perform several key tasks that align with the Urban Forest strategies. Priority tasks for this team over the next four months include:

- The development of a draft framework for the Urban Forest Master Plan that outlines key policies, best management practices, and strategies for establishing comprehensive and sustainable funding sources for Urban Forest efforts;
- Review of the current City of San José Urban Forestry website to recommend/oversee changes or additions that simplify public access to tree services;
- The development of recommendations and an implementation framework to streamline the tree permitting processes for public and private trees;
- Establishing a sustainable methodology for tracking the planting of trees throughout the City in support of achieving the Green Vision goal of planting 100,000 new trees within 15 years;
- Overseeing and ensuring compliance with the provisions of the CalFire grants for the development of an inventory system and pilot street tree inventory and the development of Best Management Practices (BMPs) for the care of the Urban Forest.

The Administration will be considering a budget proposal for inclusion in the Proposed FY 2009-2010 Budget to fund the hiring of a permanent Urban Forestry Manager to advance the long-term objectives of the Urban Forest Management Program. Various funding sources will be explored.

Transportation and Environment Committee

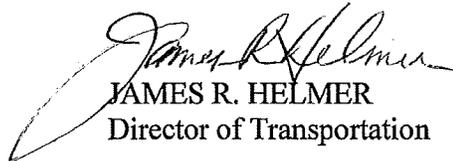
02-18-09

Subject: Street Landscape and Tree Services Status Report

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COORDINATION

This report has been coordinated with the City Attorney's Office and the Office of Economic Development.


JAMES R. HELMER
Director of Transportation

Attachment

TRANSPORTATION AND DEVELOPMENT
COMMITTEE AGENDA: June 9, 1994

ITEM #6

CITY OF SAN JOSE - MEMORANDUM

TO: Transportation and
Development Committee

FROM: Ralph A. Qualls, Jr.
Director of Public Works

Wayne K. Tanda
Director of
Streets and Parks

SUBJECT: Median Island
Landscape Program

DATE: May 27, 1994

APPROVED: *J. Williams*

DATE: 6/7/94

COUNCIL DISTRICT: City-Wide

RECOMMENDATION

It is recommended that the Transportation and Development Committee approve the following plan of action for the City Council regarding the Median Island Landscape Program:

1. Approve a median island landscape program with two levels of median island development distinguished by the source of funding for maintenance. -

Type 1: City-Maintained Standard will include trees and paved surfaces only; exemptions would permit shrubs and ground covers at Downtown sites.

Type 2: Assessment District-Maintained Standard will include trees, shrubs, ground cover, and/or paving materials.

2. Approve a four-step process for developing a master plan for implementing median island landscape projects over the next five fiscal years.

3. Approve a standard of landscape development for park strips and back-up strips consistent with the City's water conservation policy and dedicated resources to maintain and protect such sites.

BACKGROUND

On June 21, 1983, the City Council approved a policy which required that all new median islands and back-up strips along major thoroughfares be planted rather than paved. Based on a study and analysis by the Public Works Department and the then Neighborhood

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Maintenance Department, the City Council selected, as a goal, that all median islands and back-up strips be planted with trees and shrubs that are supported by automatic irrigation systems.

The landscaping of median islands has been accomplished over the years by four different processes:

1. When major thoroughfares are funded and constructed through the Capital Improvements Program, median island landscaping is included in the project, as required by current adopted City policy;
2. When private developers are required to improve the street frontage adjacent to their project, median island landscaping is included where applicable, as required by current adopted City policy;
3. When traffic safety or operational improvements are funded and constructed through the Capital Improvement Program, median island landscaping is included where applicable; and
4. The construction of median island landscaping on existing major thoroughfares has been accomplished through the program known as the Median Island Landscaping (MIL) in the Capital Improvement Program.

The MIL program was in effect from fiscal year 1984-85 until fiscal year 1987-88. The program was temporarily suspended in fiscal year 1987-88 due to budgetary deficiencies.

In fiscal year 1990-91, restoration of the improvement program was considered and one-time funding was approved. The adopted 1990-91 Capital Improvement Program approved \$1,500,000 for median island landscaping. However, due to an ongoing drought, planning for such landscape improvements was put on hold.

In fiscal year 1993-94, master planning for median island landscaping is under way again. The proposed 1994-95 Capital Budget designates \$1,457,000 in funds for landscaping unspecified median islands. The proposed Capital Improvement Program for years 1995-99, designates \$350,000 for landscaping in each of the following four years, for a total proposed five-year budget of \$2,857,000.

Exhibit A is an inventory of existing landscaped median islands on major thoroughfares.

Maintenance of landscaped median islands was the responsibility of the former Streets and Traffic Department until fiscal year 1992-93. Late in fiscal year 1992-93, the parks maintenance component of the former Recreation, Parks, and Community Services Department was merged with street maintenance responsibilities under the newly titled Streets and Parks Department.

The Streets and Parks Department is responsible for the maintenance of landscaping in public parks and in street right-of-ways. Maintenance of median islands by the City is funded primarily from the general fund. The exception is median islands within an assessment district, which are maintained by the City with funding from the assessment district.

ANALYSIS

The purpose of this memorandum is to present a case for the establishment of a new standard of landscape development for median islands and back-up strips maintained with City general funds ("City-maintained"), given limited resource availability. Resources include water, maintenance materials and labor.

Currently, the Streets and Parks Department is maintaining 1,254 acres of park and public facilities lands, 1,430 acres of raw land, and 197 developed acres of street landscape. In the past three years, the parks and landscape staff has been significantly reduced as acreage to maintain has increased. For example, one year ago, there were 28 people to maintain 188 acres of street landscape and, presently, there are 14 people to maintain 197 acres of street landscape. From 1990 to 1994 the parks maintenance staff has decreased from 167 to 141 with the addition of 105 acres of new park land to maintain. The budget for water has been reduced, as well, while the demand has increased. Maintenance of existing landscaped properties is less than adequate with current resources. Additions to the landscaped properties will further strain the existing maintenance resources.

The City of San Jose periodically experiences drought conditions that have an impact on water availability for landscape maintenance. In 1976-77 a drought occurred which inspired a lower level of landscape development in the median islands and back-up strips during and shortly after the drought. Our most recent drought, which began in fiscal year 1985-86 and continued for six years, was severe enough to move the City Council to develop the Water Waste Prevention and Water Shortage Ordinance. That ordinance established standards of use to reduce water waste in the City of San Jose as a continuing practice.

The present standards of median island landscaping were established during a time of abundance. Recent reductions in funding resources and limitations on water resources have strained the City's ability to maintain intensely planted landscapes. The Departments of Public Works and Streets and Parks jointly recommend that the City Council approve a level of landscape improvement for city-maintained median islands in keeping with the resources available at this time. Should the City consider the allocation of additional resources in the future, staff would recommend that city-maintained median island landscapes meet the same standard proposed for landscapes funded by assessment districts.

Recommendation No. 1

It is recommended that city-maintained median island landscapes focus on the dominant planting feature of street landscapes - trees, and

rely less on the ground level plantings that are expensive to maintain. Trees are the strong character element of streetscapes. Highly regarded major thoroughfares are often characterized by the definition given by mature street-side and median trees and the shade provided by tree canopies.

Placing the planting emphasis on trees and eliminating the shrub and ground cover elements will greatly reduce the maintenance requirements. Trees acclimate effectively and, when chosen appropriately, require little water and a relatively low level of maintenance. Shrubs and ground covers, however, require a greater proportion of the overall water and maintenance labor and suffer more in the absence of those resources. Such landscapes, poorly maintained due to reduced staff attention, are evident by overgrown shrub masses, thin ground covers, unmanaged weed growth, and under watering, due to water cutbacks or damaged irrigation systems. Additionally, shrub and ground covers tend to "catch" trash from the roadway, which is labor intensive to collect. Shrubs and ground covers greatly increase the cost of maintenance and yet offer little to improve the overall impact that trees give to the streetscape.

While working towards implementing lasting street landscapes, that will be developed appropriately for the level of maintenance to be provided, the Departments of Public Works and Streets and Parks recommend that the City Council approve a median island landscape program with two levels of development, one for sites maintained with City general funds and another for sites maintained with assessment district funds. The level of landscape development would be as follows:

TYPE 1: - THE STANDARD FOR MEDIAN ISLAND LANDSCAPES MAINTAINED WITH CITY FUNDS will include the installation of trees as the only plant material and one or more paving materials as the ground surface treatment. The trees will be served by an automatic bubbler irrigation system. Paving materials could range from compacted decomposed granite at the low end to decorative concrete or pavers at the upper end. Under this standard, median islands could include built-up curb/planters or other special features. The quality of development will be dependent on the funds available for a given project. The savings from not installing the shrubs and ground covers, and the related irrigation system, could be applied to enhanced paving treatment.

Exhibit C illustrates the typical standard of landscape development proposed for Type 1. Examples of the range of improvements are provided in Exhibit E, which also indicates the corresponding estimated construction and maintenance costs.

Exceptions to the restriction on the installation of shrubs and ground covers will be permitted at Downtown sites under the responsibility of the Redevelopment Agency. In such projects, small shrubs may be allowed. In the Downtown locations the paving treatments will be held to a higher minimum standard, such as concrete or stone materials.

TYPE 2: THE STANDARD FOR MEDIAN ISLAND LANDSCAPES MAINTAINED WITH ASSESSMENT DISTRICT FUNDS will include the installation of trees and allow for the installation of shrubs, ground covers and turf materials, as well. The plantings will be served by automatic irrigation systems that will include bubbler systems for the trees and suitable water efficient systems for the other plantings. Type 2 landscapes will also permit the use of paving in combination with or in lieu of the ground level plantings.

Exhibit D illustrates the typical standard of landscape development proposed for Type 2. Examples of the range of improvements are provided in Exhibit F, which also indicates the corresponding estimated construction and maintenance costs.

Recommendation No. 2

The Departments of Public Works and Streets and Parks recommend that the City Council approve a four-step process for developing a master plan for implementing median island landscape projects over the next five years. The Department of Public Works will facilitate the process as follows:

Step 1: Prepare an inventory of existing landscaped median islands and a list of potential median islands to be landscaped.

Staff have completed these two tasks and the lists are attached as Exhibits A and B. Exhibit B, the list of potential median islands to be landscaped, is broken down into two categories - islands with existing curbs and islands with no curbs, but defined by traffic striping. The department will confirm the lists of potential sites with council representatives.

Step 2: Establish criteria for prioritizing the potential median islands to be landscaped.

Staff will prepare a recommended list of criteria for prioritizing future median island projects for City Council consideration in August, 1994.

Step 3: By council districts, develop prioritized lists of median island landscape projects by applying the criteria to the lists of potential median islands to be landscaped.

The department will work with council representatives to prioritize potential projects.

Step 4: Develop a 5-year city-wide plan for implementing median island landscape improvements, on the basis of the prioritized lists, with proposed funds.

Staff will recommend a plan for City Council consideration in September, 1994.

Recommendation No. 3

The Departments of Public Works and Streets and Parks recommend, also, that the City Council approve a standard of landscape development for all park strips and back-up strips, both city-maintained and assessment district-maintained, that is consistent with the City's policy of water conservation and that responds to maintenance concerns.

THE STANDARD FOR PARK STRIP LANDSCAPES that will be maintained with city funds will include street trees served by automatic bubbler irrigation systems. The surface treatment will be decomposed granite paving.

At sites maintained with assessment district funds, the park strips will be planted with street trees and other appropriate plantings, not to exceed 30 inches in height. The landscape may also include paving of decomposed granite. Automatic irrigation systems will serve the plantings, with bubblers at the trees and a suitable water efficient system for the other plants.

THE STANDARD FOR BACK-UP STRIP LANDSCAPES that will be maintained with city funds will include trees and low growth shrubs, with vines adjacent to walls and fences to minimize graffiti opportunities. The plantings will be served by an automatic bubbler irrigation system.

Back-up strips that will be maintained with assessment district funds will be landscaped with trees, low growth shrubs, ground covers, and/or mulch cover. Vines will be planted adjacent to walls and fences. The plantings will be served by an automatic bubbler system for trees and an appropriate irrigation system for the other plants.

Exhibits C and D illustrate the typical standard of landscape development proposed for park strips and back-up strips.

All plantings for median islands, park strips, and back-up strips, whether funded for maintenance by the City or an assessment district, will be selected for water-use efficiency. Overall water conservation is an objective, however, exceptions may be allowed for specific situations where a planting accent is desired.

All landscape plans will be subject to normal city review cycles to ensure adherence to the approved standards.

The Departments of Public Works and Streets and Parks encourage all of the recommendations made above as measures to improve the conditions for adequate development and maintenance of the City's landscaped roadways over the long term.

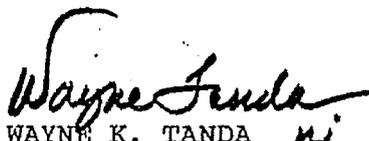
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COORDINATION

This memorandum has been prepared in coordination with the Redevelopment Agency and the Departments of City Planning and Building and Environmental Services.



RALPH A. QUALLS, JR.
Director of Public Works


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WAYNE K. TANDA
Director of Streets and Parks

Exhibits

- A - Inventory of Existing Landscaped Median Islands
- B - List of Potential Median Islands to be Landscaped
- C - Recommended Type 1 Median Island Landscape Standard for City Maintained Facility
- D - Recommended Type 2 Median Island Landscape Standard for Assessment District Maintained Facility
- E - Examples of Type 1 Median Island Landscapes and Back-up Strips
- F - Examples of Type 2 Median Island Landscapes and Back-up Strips

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