

WESTCHESTER- PLAYA DEL REY

Community Plan

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WESTCHESTER-PLAYA DEL REY

Community Plan

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The Westchester - Playa del Rey Community Plan Area (CPA) is situated in the western portion of the Los Angeles Basin, adjacent to the Los Angeles International Airport (LAX). It is located south of the communities of Palms-Mar Vista-del Rey and Venice; adjacent to the cities of Culver City, Inglewood, El Segundo; and the Los Angeles County unincorporated areas of Del Aire, Ladera Heights, Lennox, and Marina del Rey.

The Westchester - Playa del Rey CPA is generally bounded by Centinela Avenue, La Brea Avenue, the City of Los Angeles boundaries with unincorporated County of Los Angeles, the City of Inglewood, the City of El Segundo, Dockweiler State Beach, Ballona Creek, Bay Street and Jefferson Boulevard.

The Westchester-Playa del Rey CPA contains approximately 5,766 net acres. Most of the topography is level except for an amount of varied, hillside terrain located in the northwest and west portions of the Plan area where there are significant coastal bluffs. The land use consists primarily of low to low-medium density residential uses, with commercial uses concentrated near the transit corridors of Lincoln Boulevard, Sepulveda Boulevard and Century Boulevard. Westchester-Playa del Rey experienced most of its development after World War II to meet the expanding population of the Los Angeles area.

Residential land uses account for approximately 2,357 net acres with approximately 22,794 dwelling units, of which 49% are multi-family units. Most of the housing stock is more than 40 years of age. Concentrations of multi-family residential uses can be found near La Tijera Boulevard and Manchester Avenue.

The two communities that comprise the Community Planning Area have the following features that distinguish them:

Playa del Rey

This community is located in the far western and northwestern portion of the Plan area. Most of the land uses are residential with densities ranging from low to high medium. Commercial uses are located along Culver Boulevard, Pershing Drive and Manchester Avenue. The commercial areas are neighborhood serving in nature, characterized by smaller, individually owned lots on a block face. This "Village" form of development provides opportunities for smaller, locally operated businesses not found in larger malls.

The Ballona Wetlands between the Ballona Creek and the Coastal Bluffs are valuable public resources that will be restored to their natural state. When the restoration is complete, the area will provide a significant habitat for native plants and animals. The Bluffs in this area are significant natural features that provide dramatic views of the Los Angeles Basin while being visual features of Playa del Rey.

The Hyperion Water Treatment plant is a Public Facility that is located in the south west corner of the Playa del Rey community. This facility provides water treatment for the City of Los Angeles while meeting environmental water quality standards for its discharge.

There are three Specific Plans in the Playa del Rey neighborhood including Coastal Bluffs, Playa Vista Area B, and Playa Vista Area D. The Coastal Bluffs Specific Plan was established October 5, 1994 to guide residential and commercial development in the Playa del Rey Bluffs. The purposes of the regulations are to protect, maintain and enhance the overall quality of the coastal environment by regulating development on the bluffs. Regulations include provisions on height, yards, lot coverage, and other parts of construction projects.

The large-scale Playa Vista Regional Center is covered by the Playa Vista Area B and Area D Specific Plans. These Plans were enacted to: Implement the goals and policies of the Coastal Act; establish a Local Coastal Program for these areas; protect, maintain and restore the overall quality of the Coastal Zone; and guide development with provisions addressing land use, height, density and other factors. These regulations for Playa Vista will provide for aesthetic benefits, public access and scenic preservation, while ensuring compatibility with the existing community.

The Playa Vista development is located on a former industrial and agricultural site located in the northern portion of Playa del Rey. The development is comprised primarily of multi-family residential uses, commercial uses that combine retail, entertainment, and office uses. Industrial uses for this neighborhood focus on studio related production for the entertainment industry. A significant component of the development is the dedication of lands for parks, public facilities and open space. A portion of the open space will be reserved for a restoration of the Ballona Wetlands ecosystem.

Westchester

Westchester is significantly larger than Playa del Rey, and occupies the central, eastern, and southern portions of the Plan area. Residential neighborhoods in the area range from Low to High-Medium density. The single family dwellings exhibit pride in ownership although the median age of the structures is more than 40 years. There is community concern about newer residential development that uses the maximum density allowed within a zone while ignoring the existing character of the surrounding neighborhood.

Commercial uses are primarily located along Century Boulevard, Lincoln Boulevard, Manchester Avenue, and Sepulveda Boulevard. The established downtown center is generally bounded by Manchester Avenue on the north; La Tijera Boulevard and Sepulveda Eastway on the east/ south east; and Sepulveda Westway on the west / southwest. There has been some recent redevelopment of the area, but the community does not feel that the full

potential has been realized. Downtown- Westchester, the Community Center, still has many opportunities for physical improvement and economic development. The area has the potential to be a more vibrant and attractive downtown area if it had better architectural design and a more coordinated and cohesive pattern of development.

There are two Regional Commercial Centers in Westchester. The Century Boulevard-98th Street Regional Commercial area is closely tied to Los Angeles International Airport (LAX). This center is conveniently located adjacent to the Airport and has easy access to the I-405 freeway. Uses include high-rise hotels, office buildings, parking lots and structures, car rental agencies and other uses that support these industries. The second Regional Commercial Center is the Howard Hughes Center at Sepulveda Boulevard and Howard Hughes Parkway. This Center is developed as a major retail and entertainment district featuring numerous stores, restaurants, movie theaters, and a substantial amount of office space.

Industrial land uses are primarily located in the east and southeast section of the community close to the Los Angeles International Airport. Many of the businesses here are closely tied to the aviation industry and include logistics, aircraft repair or part fabrication, food service, and parking lots for car rental agencies and long term airport parking use. While the community has concerns about the physical appearance of industrial areas, most of the businesses are economically healthy, and the area's industrial land uses provide employment, services and other important benefits to the community, the airport, and the region.

COMMUNITY PARTICIPATION

The State of California requires citizen participation in the preparation or amendments of community plans. General Plan Government Code Section 65351 reads, "During the preparation or amendment of the general plan the planning agency shall provide opportunities for the involvement of citizens, public agencies, public utility companies, and civic, education, and other community groups through public hearings and any other means the city or county deems appropriate." Drafting of the first community plan involved members of the community who helped to identify and define the needs, desires, resources, and the unique nature of the community. Community participation occurred through focus group meetings, a community workshop, open house, and the public hearing process. Community participation helps to update the plan as to what changes have taken place since its adoption.

Community participation was initiated through the use of a Citizen's Advisory Committee (CAC) whose members were appointed by Councilwoman Ruth Galanter. The 32 members of the Committee represented various aspects of the community including residents, homeowners businesses, and other interests. During 2001 and 2002 the CAC met twice a month to assist the Planning Department in identifying planning issues and opportunities for their community. In 2002, Planning Department Staff met with members of the business community and the uncertified Neighborhood Council. Additional community participation was encouraged during a public workshop and an open house. In 2003, the open house was followed by public hearings.

The public hearing served as a forum for the public review of the Final Environmental Impact Report (EIR), and of the Transportation Improvement and Mitigation Program (TIMP), both of which were prepared for the update of the Westchester - Playa del Rey Community Plan.

Community members continue to assist in the identification of major issues and with the formulation of land use policies and objectives in the Westchester-Playa del Rey Community Plan Area

Community Issues and Opportunities

The following summarizes the most significant planning and land use issues which were identified in the Westchester - Playa del Rey Community.

RESIDENTIAL

Issues

- Need to maintain the low-density character of single-family neighborhoods and protect them from other incompatible uses.
- Need to coordinate new development with the availability of public infrastructure.
- Need for consistency in land use designations, zoning, and the existing uses.
- Influx of newer residential development that is incompatible with the scale and character of existing surrounding neighborhoods.
- Lack of transition in scale, density and character of multiple-housing and other uses adjacent to single-family homes.
- Lack of adequate parking, usable open space and recreational areas in multiple family dwelling housing projects.
- Need to improve the visual environment of multiple family dwellings through the development of appropriate design criteria and landscaping.

Opportunities

- Physical beauty of the coastal bluffs in Playa del Rey and the views provided by these natural features.
- Proximity to ocean amenities, Marina del Rey, Airports, major universities and colleges including: Loyola-Marymount, UCLA, USC, Santa Monica College and West Los Angeles City College.
- Access to two major freeways (Century I-105 and San Diego I-405).
- Proximity to major employment centers including; Playa Vista, Century City, the area surrounding and including Los Angeles International Airport, Culver City, Santa Monica and Cities in the South Bay area.
- Good potential for additional residential units by using mixed use development along commercial corridors.

COMMERCIAL

Issues

- Older commercial areas where there are multiple lots with different owners lack a cohesive and unifying architectural design.
- Older commercial areas need general maintenance of their exteriors including regular cleaning, and landscaping care.
- Use of commercial sites for high density residential-only development that is incompatible with the established character and density of surrounding residential areas.
- Unsightly strip commercial development with poor visual identity, lack of parking, inconvenient access, and oriented to automobile traffic rather than neighborhood pedestrian use.
- Lack of accessible parking in some commercial areas due to physical constraints such as lot configuration, topographic or geologic issues.

Opportunities

- The location of Commercial Centers along the major transit corridors leading to the Airport and the South Bay provide significant economic opportunities if commercial districts are designed to encourage interest and access to pedestrians and vehicular traffic.
- Excellent potential for mixed use development in certain commercial corridors. Mixed-use projects, at densities compatible with the surrounding neighborhood, is the preferred option for providing housing on commercial sites rather than all residential uses.
- Strong community support for enhancement of the commercial district in Downtown Westchester.
- Develop a distinctive character and cohesive visual identity for the community through the upgrade of commercial areas on La Tijera Boulevard, Lincoln Boulevard, Manchester Avenue, and Sepulveda Boulevard.

INDUSTRIAL

Issues

- Industrial areas need infrastructure maintenance and improvement.
- Appearance of Industrial areas could be improved by the provision of landscaping and/or better design.

Opportunities

- Regional location and proximity to the airport provides a solid base for the economic vitality of the industrial uses.
- Most of the Industrial land uses are well isolated from other land uses, reducing the potential for conflicts.

- Encourage the area to continue to develop as a major industrial and employment center within the region by attracting new industrial uses in appropriate locations.
- Availability of land for reuse or development which can be used to improve the economic and physical conditions of the local economy by generating new employment positions.
- Strong community support for the sensitive development and enhancement of industrial areas.

TRANSPORTATION

Issues

- The location of the Westchester-Playa del Rey community results in a substantial amount of “pass-through” traffic on community streets, leading to significant traffic circulation problems, including congestion and speed.
- Inadequate transportation alternatives to the automobile, including bus service, rail, and trails for bicycles and pedestrians.
- The need to continue planning and improvements to public transportation in the community.

Opportunities

- Future study of alternate Transportation Systems Management strategies such as Automated Traffic and Surveillance and Control (ATSAC) and the Smart Corridor program which reduce impacts of through traffic and control traffic flows into designated corridors by measures such as timed traffic signals for fewer stops, and higher traffic speeds, elimination of peak on-street parking and traffic flow monitoring.
- Utilize the Coastal Transportation Corridor Specific Plan, to the extent feasible and consistent with the policies of the Mobility Plan, which provides for transportation improvements, promotes phased development of land uses, promotes methods of reducing peak hour work related trips, and promotes improved Level of Service on streets and interchanges.

RECREATION, PARKS and OPEN SPACE

Issues

- Recreational facilities are limited to the Westchester Park, the Del Rey Lagoon Park and the Beaches west of Vista del Mar.
- The Ballona Wetlands is a significant Open Space area that serves as an educational resource in its natural state. Use of the area should be administered in a manner that is supportive of the resources.
- Facilities and opportunities along the beaches have not been adequately developed.

Opportunities

- Accelerate acquisitions, expansion, and improvement of needed local parks throughout the community.
- Explore the possibility of multi-purpose use of existing facilities for the general public.

MAJOR OPPORTUNITY SITES

The Community plan identifies appropriate areas to encourage commercial, industrial and residential development where design guidelines or other planning tools might be applied to enhance an area. These areas are indicated as Regional Centers, Community Centers, or Neighborhood districts on the Land Use Diagram map. The intent is to show the location of future growth strategy, the relative importance of the areas and to provide policies and standards as guides for development to take place. Three areas are identified as major opportunity sites: The Downtown Westchester commercial district at the intersection of Manchester Avenue and Sepulveda Boulevard; The Loyola Village Community Commercial Center at the intersection of Lincoln Boulevard and Manchester Avenue; and the Playa del Rey Pedestrian Oriented Area along Culver Boulevard between Nicholson Street and Pacific Avenue.

The Downtown Westchester Community Commercial District

Issues

- Heavy traffic on Sepulveda Boulevard, including non-local pass through traffic.
- Lack of a cohesive design theme to draw customers and encourage activity between various sections of the area.

Opportunities

- Encourage the enhancement of design through a Community Design Overlay District (CDO).
- Utilize recommendations from the Transportation Impact and Mitigation Program (TIMP) that contain provisions to address traffic issues.

The Loyola Village Community Commercial Center

Issues

- Heavy traffic on Lincoln Boulevard including non-local pass through traffic.
- Maintaining the integrity of the commercial area from the incursion of exclusively residential uses.

Opportunities

- Capitalize on the area's location by strengthening linkages between the commercial district, Loyola University, and the park, golf course and library, to create a commercial district of exceptional vitality.

- Encourage better design through a Community Design Overlay District (CDO) to create a more pedestrian friendly environment .
- Take advantage of the strong demand for additional housing in the area, including student housing, by encouraging mixed use development.
- Encourage the retention of commercial uses by requiring commercial uses on the ground floors of mixed use projects.
- Implement provisions of the Transportation Impact and Mitigation Program (TIMP) to address traffic issues.

The Playa del Rey Pedestrian Oriented Area.

Issues

- The area lacks a strong visual identity that encourages business vitality.
- Physical constraints severely limit the availability of needed off street parking in many portions of this beach area.

Opportunities

- Enhance the beach orientation of the commercial district and encourage a pedestrian-friendly environment through design standards, street furniture, landscaping, etc.
- Encourage the area to develop as a retail and service area for local residents and visitors to the beach areas.

COMMUNITY PROFILE

The Community Profile provides an overview of population, housing, and socio/economic demographics for the Westchester-Playa del Rey Community Plan Area and compares it to the rest of the City. The following tables contain the statistical data for previous census dates and rates of growth.

WESTCHESTER-PLAYA DEL REY

(COMMUNITY PLAN STUDY AREA)

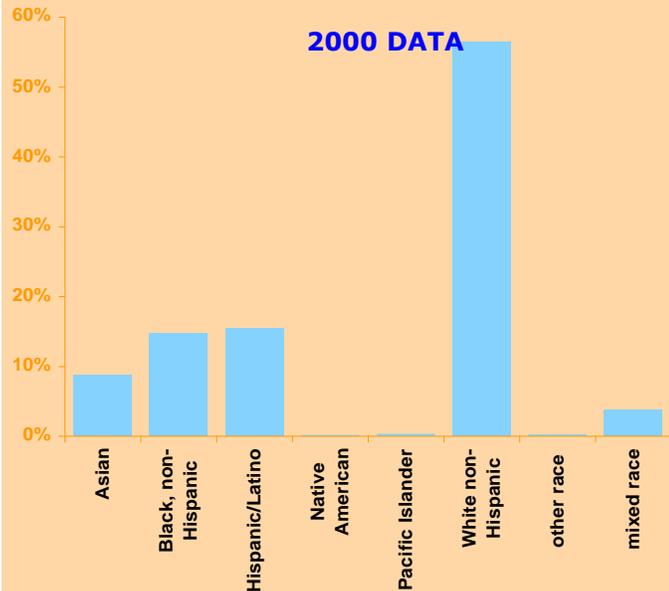
13.8 square mile study area (approximate)

POPULATION-2000 ⁽¹⁾

Total persons; april 1st, 2000	51,255	percent
persons in households	48,794	
persons in group quarters	2,461	5%
Persons per square mile	3,723	
Growth in Population 1990 to 2000		percent change
april 1st, 1990 (includes group quarters)	48,003	
population growth	3,252	7%

RACE/ETHNICITY-2000 ⁽²⁾

	rank		percent
Asian	4	4,521	9%
Black, non-Hispanic	3	7,551	15%
Hispanic/Latino (SEE NOTES BELOW)	2	7,920	15%
Native American	8	101	0.2%
Pacific Islander	6	182	0.4%
White non-Hispanic	1	28,921	56%
other race	7	150	0.3%
mixed race (SEE NOTES BELOW)	5	1,909	4%



HISPANIC OR LATINO and mixed race categories.

RACE-For the first time, the year 2000 Census of Population and Housing permitted persons to check more than one category to define their race.

The selection of categories and the option to choose more than one is strictly a matter of personal choice and personal preference.

The choices are:

- American Indian or Alaska Native
- Asian
- Black or African American
- Native Hawaiian or other Pacific Islander
- White
- Other race

ETHNICITY- As in the two previous censuses, persons are also further self defined as being HISPANIC OR LATINO or NOT HISPANIC OR LATINO.

It is important to note that this is a separate ETHNIC grouping as opposed to the RACIAL categories listed above.

GENDER AND AGE-2000 ⁽³⁾

		percent
Total Males	24,626	48%
Under 5 years old	1,536	6%
5 to 9 years old	1,488	6%
10 to 17 years old	1,912	8%
18 to 21 years old	1,902	8%
22 to 34 years old	5,370	22%
35 to 59 years old	9,116	37%
60 to 64 years old	792	3%
65 to 74 years old	1,293	5%
75 or older	1,217	5%
Total Females	26,629	52%
Under 5 years old	1,489	6%
5 to 9 years old	1,345	5%
10 to 17 years old	1,722	7%
18 to 21 years old	2,270	9%
22 to 34 years old	5,719	23%
35 to 59 years old	9,754	40%
60 to 64 years old	904	4%
65 to 74 years old	1,553	6%
75 or older	1,873	8%

10 YEAR CHANGE (1990 TO 2000) ⁽⁴⁾ - READ ACROSS ONLY

RACE/ETHNICITY ⁽²⁾

	number	percent
Asian/Pacific Islander (COMBINED IN 1990)	1,065	23%
Black, non-Hispanic	4,057	54%
Hispanic/Latino (SEE NOTES TO THE LEFT BELOW)	2,008	25%
Native American	-36	-36%
White non-Hispanic	-5,782	-20%
other race	31	21%

ABOVE PERCENTAGES ARE OVERESTIMATED (+, -) BY THIS VALUE >>>>

BASED ON ADDITION OF MULTI-RACIAL CATEGORY IN 2000 CENSUS

GENDER

Total males	1,220	5%
Total females	2,032	8%

AGE

Under 5 years old	330	12%
5 to 9 years old	824	41%
10 to 17 years old	1,027	39%

school age (5 to 17 years old)

	1,851	40%
18 to 21 years old	-214	-5%
22 to 34 years old	-1,757	-14%
35 to 59 years old	3,444	22%
60 to 64 years old	-358	-17%
65 to 74 years old	-1,144	-29%
75 or older	1,100	55%

HOUSING

Total units	192	1%
Occupied units	1,550	8%
Owner occupied	137	1%
Renter occupied	1,413	15%

(1) Universe: Total persons. Group quarters population includes persons in student dormitories, military barracks, and institutions.

(2) Universe: Total persons. Eight categories in the year 2000; six categories in 1990. See the notes at lower above.

(3) Universe: Total persons. Extracted from a combination of two sex by age census tables with a total of 38 age groupings each for males and for females.

(4) Universe: Total housing units used to calculate vacancy rates and occupancy rates..

(5) Universe: Occupied housing units; HOUSEHOLDS reflect the number of occupied units and persons in those units.

TENURE describes ownership status (owner or renter occupied).

HOUSEHOLDS may consist of one person, one family, more than one family, or a group of non-related individuals.

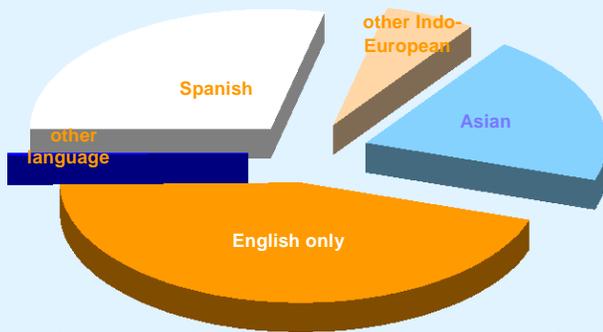


WESTCHESTER-PLAYA DEL REY

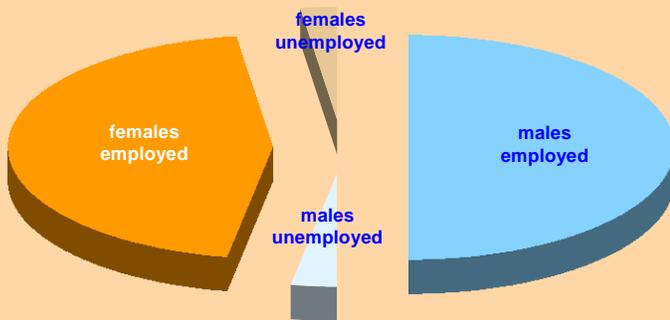
(COMMUNITY PLAN STUDY AREA)

POPULATION 2000 ⁽¹⁾		percent
april 1st, 2000 (includes group quarters)		51,255
CITIZENSHIP 2000 ⁽¹⁾		percent
native born	41,052	80%
foreign born - naturalized	5,185	10%
foreign born - non citizen	5,018	10%
LANGUAGE SPOKEN AT HOME-2000 ⁽³⁾		percent
English only	15,928	72%
Spanish	2,759	13%
linguistic isolation ^(3.a)	283	10%
other Indo-European	1,571	7%
linguistic isolation	141	9%
Asian	1,255	6%
linguistic isolation	259	21%
other language	483	2%
linguistic isolation	83	17%

LANGUAGE SPOKEN AT HOME



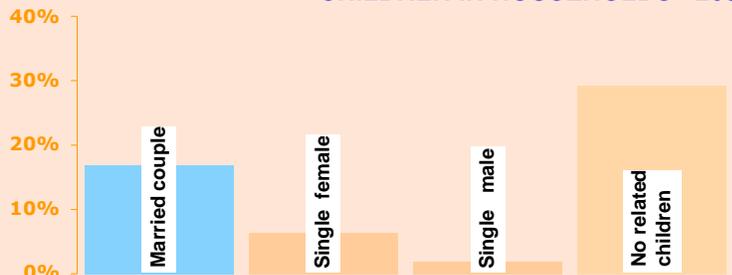
EMPLOYMENT-2000 ⁽⁶⁾		percent
males employed	14,311	
males unemployed	1,138	7%
females employed	13,734	
females unemployed	933	6%
total unemployed	2,071	7%



HOUSING AND TENURE-2000 ⁽⁴⁾⁽⁵⁾		percent
Total dwelling units		22,794
DWELLING UNITS PER GROSS ACRE ⁽⁷⁾		percent
Vacant units		810
Occupied units		21,984
Owner occupied	11,146	51%
Renter occupied	10,838	49%
Households and children		percent
Married couple with related children under age 18		3,709
Single female with related children under age 18		1,401
Single male with related children under age 18		414
No related children in the household under age 18		16,460

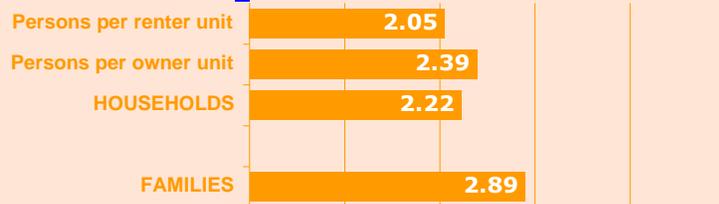


CHILDREN IN HOUSEHOLDS - 2000



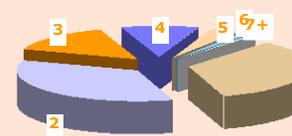
Persons per household		percent
Persons in owner occupied units		26,587
Persons per owner occupied unit		2.39
Persons in renter occupied units		22,207
Persons per renter occupied unit		2.05
Total families		percent
Families per household		0.54
Persons in families		34,515
Persons per family		2.89

2000 HOUSEHOLD SIZE and FAMILY SIZE



PERSONS IN HOUSEHOLDS

HOUSEHOLDS		percent
Single person household		7,511
Two person households		7,671
Three person households		3,260
Four person households		2,280
Five person households		812
Six person households		303
Seven+ person households		147



(1) Universe: Persons. Group Quarters populations include persons in institutions, in nursing homes, in college dormitories, or in military barracks.
 (3) Universe: All persons 5 years of age or older in households. Does not include group quarters populations.
 (3.a) No person age 14 or older can communicate "very well" in the English language. See the attached notes for a complete explanation.
 (4) Universe: Occupied housing units.
 (5) Universe: Persons for whom poverty status is determined.
 (6) a: Universe: Persons 16 years or older. b: Combination chart. This is a measure of all employed and unemployed persons in the study area by sex.
 (7) Gross acreage includes streets, parkways, sidewalks, open space, and all other common usage land.

INFORMATION INCLUDED IN THIS REPORT COMES FROM A COUNTYWIDE DATASET AT CENSUS TRACT LEVEL. SOME MINOR ADJUSTMENTS MUST BE MADE TO EXACTLY MATCH THE CITYWIDE DATASET (not yet available).



WESTCHESTER-PLAYA DEL REY

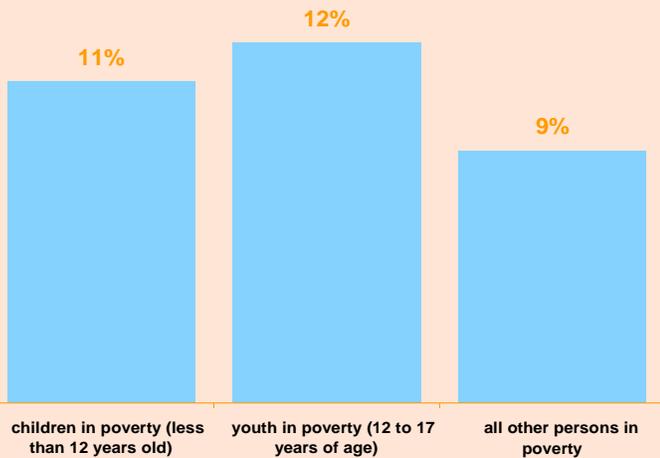
(COMMUNITY PLAN STUDY AREA)

POPULATION 2000 ⁽¹⁾		percent
april 1st, 2000 (includes group quarters)	51,255	
EDUCATION 2000 ⁽²⁾		
less than High School education	969	3%
High School (no diploma)	1,763	5%
High School graduate (incl equivalency)	4,919	14%
some college (no degree)	8,846	25%
AA degree	2,776	8%
Bachelors degree	10,230	29%
Post graduate degree	3,873	11%
professional degree or certification	2,330	7%

POVERTY-2000 DISTRIBUTION by AGE ^(5,6)		percent
PERCENT POVERTY WITHIN THE STUDY AREA		
all persons: in poverty	4,452	9%
children in poverty (less than 12 years old)	738	17%
youth in poverty (12 to 17 years of age)	316	7%
all other persons in poverty	3,397	76%

POVERTY-2000 within each AGE GROUP ^(5,6)		percent
PERCENT POVERTY WITHIN THE STUDY AREA FOR EACH POPULATION AGE GROUP		
all persons: in poverty	4,452	9%
children in poverty (less than 12 years old)	738	11%
youth in poverty (12 to 17 years of age)	316	12%
all other persons in poverty	3,397	9%

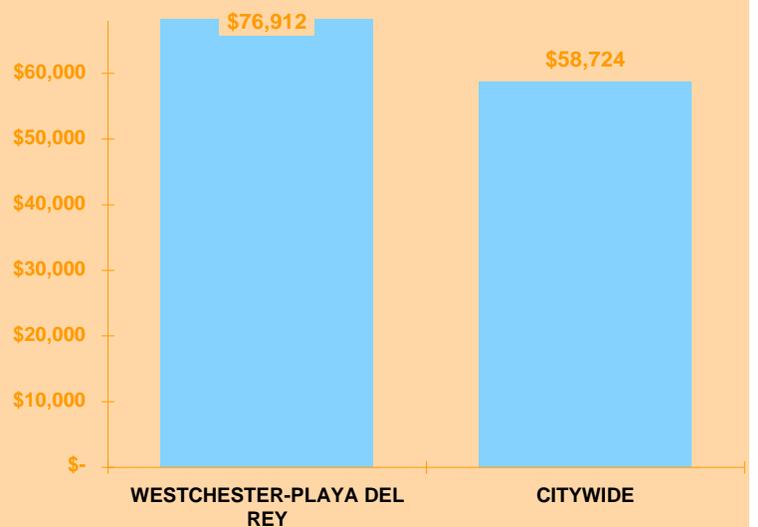
POVERTY BY AGE



SOURCE OF INCOME-2000 ⁽⁶⁾	study area	citywide
aggregate household income		
total household earnings	\$ 76,912	\$58,724
wage or salary	\$73,009	\$55,041
self employment	\$37,906	\$35,453
wealth (property ownership, etc)	\$12,348	\$17,167
social security	\$13,748	\$10,830
supplemental income	\$6,432	\$6,967
public assistance (see above)	\$3,990	\$4,771
retirement	\$19,443	\$18,338
other (child support, unemployment comp, etc)	\$10,991	\$9,026

GENERALIZED LAND USE 2002 ⁽⁷⁾	NUMBER	GROSS FOOTAGE (thousands)	NET ACREAGE
(from Assessor land use files)			
RESIDENTIAL PARCELS (TOTAL)⁽⁸⁾	14,220	27,878	2,272
(percent of total parcels)	94%	50%	37%
Single Family Dwelling Units	12,684	19,423	1,974
(percent of total RESIDENTIAL)	89%	70%	87%
Multiple Family Dwelling Units	1,536	8,455	297
(percent of total RESIDENTIAL)	11%	30%	13%
Dwelling Units	14,220	27,878	2,272
Rooming House (included in TOTAL above)	0	0	0
NON-RESIDENTIAL PARCELS (TOTAL)⁽⁹⁾	840	28,302	3,861
(percent of total parcels)	6%	50%	63%
Retail	119	1,705	51
(percent of total NON-RESIDENTIAL)	14%	6%	1%
Office	100	8,660	92
(percent of total NON-RESIDENTIAL)	12%	31%	2%
Food Service	47	270	18
(percent of total NON-RESIDENTIAL)	6%	1%	0%
Amusement	8	145	8
(percent of total NON-RESIDENTIAL)	1%	1%	0%
Hotel:Motel	20	6,542	58
(percent of total NON-RESIDENTIAL)	2%	23%	2%
Hospital:Rest Home	1	23	1
(percent of total NON-RESIDENTIAL)	0%	0%	0%
Other Institution	38	772	142
(percent of total NON-RESIDENTIAL)	5%	3%	4%
Government	112	322	1,436
(percent of total NON-RESIDENTIAL)	13%	1%	37%
All Other NON-RESIDENTIAL Land Uses	395	9,863	2,054
(percent of total NON-RESIDENTIAL)	47%	35%	53%
NET ACREAGE AS A PERCENT OF GROSS ACREAGE⁽¹⁰⁾			70%

AVERAGE ANNUAL HOUSEHOLD INCOME



(1) Universe: Persons. Group Quarters populations include persons in institutions, in nursing homes, in college dormitories, or in military barracks.

(5) Universe: Persons for whom poverty status is determined.

(6) Universe: Households. Percent of total is calculated as a function of income only in those households where the specific kind of income earnings were recorded in response to the Census2000 questionnaire.

(7) Source of Data: Los Angeles County Assessor; Land Use Plannings And Management Subsystem (LUPAMS)

(8) Residential Parcels: Multiple Family includes all attached dwellings and mobile homes. Single Family dwelling units are detached only. Rooming House not included in percentage calculations.

(9) Non-Residential Parcels: "Other" non-residential land uses may include open space, agricultural uses, industrial uses, and quasi-public (private schools, churches, lodges, etc.) land uses.

(10) Percent of TOTAL land area not included from notes (8) and (9) above. Streets and large government open spaces may not be accounted for by the County Assessor.

INFORMATION INCLUDED IN THIS REPORT COMES FROM A COUNTYWIDE DATASET AT CENSUS TRACT LEVEL. SOME MINOR ADJUSTMENTS MUST BE MADE TO EXACTLY MATCH THE CITYWIDE DATASET (not yet available).



CHAPTER II

FUNCTION OF COMMUNITY PLAN

A Community Plan is an integral part of the General Plan and a fundamental policy document of the City of Los Angeles. The General Plan defines the framework by which the City's physical and economic resources are to be managed and utilized over time. Decisions by the City are all guided by the plan with regard to the intended use of its land, design and character of buildings and open spaces, conservation of existing housing stock and provision of new housing, provision of supporting infrastructure and public and human services, protection of environmental resources, and protection of residents from natural and human-caused hazards.

The General Plan clarifies and articulates the City's intentions with respect to the rights and expectations of the general public, property owners, prospective investors, and business interests.

STATUTORY REQUIREMENTS

California State law (Government Code Section 65300), and the City of Los Angeles City Charter (Section 554) require that the City prepare and adopt a comprehensive, long-term General Plan for its development.

In the City of Los Angeles, thirty-five Community Plans, including the Westchester-Playa del Rey Community Plan, comprise the Land Use Element of the City's General Plan.

The Land Use Element has the broadest scope of the State-required General Plan elements, since it regulates how land is to be utilized. It correlates with many of the issues and policies contained in all other General Plan elements.

Government Code Section 65302(a) requires a land use element which designates the proposed general distribution and general location and extent of the following land uses: housing, business, industry, open space, agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities, and other categories of public and private land uses.

The land use element is also required to include a statement of the standards of population density and building intensity recommended for the various communities and other territory covered by the General Plan.

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental planning policy document of the City of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and utilized over time.

The General Plan guides the City in the use of public and private land, the design and character of buildings and open spaces, the conservation of existing housing and provision of new housing, commercial development, the provision of supporting infrastructure and public services, the protection of environmental resources and the protection of residents from natural and other known hazards.

The General Plan expresses the City's intentions with respect to the rights and expectations of the general public, property owners, and prospective investors and business interests.

The Community Plans further refine the General Plan, and are intended to promote an arrangement of land uses, streets and services within a specific local community that will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community.

The Community Plans are intended to coordinate development among the thirty-five communities of the City of Los Angeles and among adjacent municipalities for the benefit of all residents.

The Community Plans also guide development by informing the general public of the City's planning goals, policies and development standards with the objective of creating a healthy and pleasant environment.

Planning goals, objectives, policies and programs are created to meet the existing and future needs of the community through the year 2025.

The Community Plan identifies and provides for economic opportunities, and for the maintenance of significant environmental resources within the community. It also seeks to enhance the distinctive community identity and recognize and promote the unique character of neighborhoods within the Community Plan Area.

PURPOSE OF THE WESTCHESTER-PLAYA DEL REY COMMUNITY PLAN

The last comprehensive review of the Westchester-Playa del Rey Community Plan was completed on June 13, 1974, and revised on May 30, 1989 through the General Plan Consistency Program. Since that time, considerable change has occurred and continues to occur in the Westchester-Playa del Rey Community Plan Area.

New planning issues, concepts, and policies have arisen along with the emergence of new community objectives and goals regarding the management of development and neighborhood preservation.

Consequently, it is necessary to update the Westchester-Playa del Rey Community Plan to not only reflect current conditions, but to accurately synthesize the prevailing visions and objectives of the area's residents, property owners, and business owners.

The Westchester-Playa del Rey Community Plan sets forth planning goals and objectives to maintain the community's distinctive character by:

- Enhancing the positive characteristics of residential neighborhoods while providing a variety of housing opportunities.
- Improving the function, design and economic vitality of commercial areas.
- Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- Maximizing development opportunities around existing and future transit systems while minimizing adverse impacts.
- Preserving and strengthening commercial developments to provide a diverse job-producing economic base.
- Improving the quality of the built environment through design guidelines, streetscape improvements, and other physical improvements which enhance the appearance of the community.

ORGANIZATION AND CONTENT OF THE WESTCHESTER-PLAYA DEL REY COMMUNITY PLAN

The Westchester-Playa del Rey Community Plan sets forth planning goals, objectives, policies, and programs that pertain to the Westchester-Playa del Rey Community. Broader planning issues, goals, objectives and policies are provided by the Citywide General Plan through its Framework Element.

The Westchester-Playa del Rey Community Plan is organized and formatted to facilitate periodic updates. The State of California recommends that local land use elements be comprehensively reviewed every five years to reflect new conditions, local issues, and technological advances.

The principal method for the implementation of the Westchester-Playa del Rey Community Plan Maps, particularly the land use map, is the City Zoning Code. The City's zoning maps are updated periodically to remain consistent with the adopted land use map.

Together, the City Zoning Code and the City Zoning Maps identify the specific types of land use and development standards applicable to specific areas and parcels of land within the Westchester-Playa del Rey Community Plan Area.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The City of Los Angeles has the responsibility to revise and implement the City's General Plan. Since State law requires that the City's General Plan have internal consistency, the Westchester-Playa del Rey Community Plan as a component of the City's Land Use Element must be consistent with the other elements and components of the General Plan.

The General Plan Framework is a long range, citywide comprehensive growth strategy. It is a special element of the General Plan which looks to the future and replaces Concept Los Angeles and the Citywide Plan adopted in 1974.

The Framework provides a citywide context within which local planning takes place. Both the benefits and challenges of growth are shared. Because of its citywide scale, the Framework cannot anticipate the detail of planning at the local community level. Therefore the community plans must be looked to for final determinations as to boundaries, land use categories, intensities and heights that fall within the ranges described by the Framework.

The Citywide General Plan Framework Element neither supersedes nor is subservient to the community plans. It guides the city's long range growth and development policy, establishes citywide standards, goals, policies, and objectives for citywide elements and community plans. The Framework is flexible, suggesting a range of uses within its land use definitions. Precise determinations are made in the community plans.

The General Plan Framework forecasts the following population, housing, and employment levels for the Westchester-Playa del Rey Community Plan in the year 2010:

<i>Population (persons):</i>	<i>103,520</i>
<i>Housing (units):</i>	<i>46,950</i>
<i>Employment (jobs):</i>	<i>72,551</i>

The above figures for population and dwelling units exceed the estimates of Plan capacity or buildout in Chapter III. Regional forecasts do not always reflect the adopted community plan land use capacity or buildout, as estimated from planned land use. Plan capacity or buildout is an estimate and depends on specific assumptions about future density of development and household size which may be greater or smaller than that which actually occurs. Additional population and dwelling units will be accommodated through various means that are not included in the plan capacity estimate. Up to 60% of multifamily units in some parts of the City are located in commercial zones, including the new Residential Accessory Services (RAS) zones that encourage residential and mixed use development. A density bonus of up to 35% is also available through the provision of affordable housing. The total population figure for the community also includes approximately 2,900 students and faculty/staff residing on the campus of Loyola Marymount University

In addition to the seven State mandated elements, the City's General Plan includes a service system element, a cultural element, a major public facilities element and an air quality element. All provisions and requirements of these elements apply to the Westchester-Playa del Rey Community Plan.

Additional working tools within the Westchester-Playa del Rey Community Plan include specific plans and Business Improvement Districts (BIDs). Recommended planning tools that could be used in the future include Community Design Overlay Districts (CDOs), Pedestrian Overlay Districts (PODs), Streetscape Programs, Streetscape Plans, Neighborhood Traffic

Mitigation Plans (NTMP), and Mixed Use (MU) districts. These districts and zones combine planning policy and specific implementation tools to address detailed issues specific to local neighborhoods.

The community plan also includes appropriate policies generated from mitigation measures relating to the Environmental Impact Report (EIR) and Transportation Improvement and Mitigation Program (TIMP) prepared as part of the plan.

PLAN CONSISTENCY

The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Since state law requires that the General Plan have internal consistency, the Westchester-Playa del Rey Community Plan must be consistent with the other elements and components of the General Plan.

Each land use category indicates the corresponding zones permitted by the plan, unless further restricted by the plan text, footnotes, specific plans, or other limitations established by discretionary approval. The plan recognizes that the residential densities and industrial densities depicted on the plan map are theoretical and may not occur due to plan and zone regulations, economic conditions and design limitations.

For each plan category, the plan permits all identified corresponding zones, as well as those zones which are more restrictive as referenced in Section 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action that modifies the plan or any monitoring review that results in changes to the plan must make new plan consistency findings at the time of that decision.

City actions on most discretionary projects require a finding that the action is consistent or in conformance with the General Plan. In addition to the required general finding, decision makers acting on certain projects in the Westchester-Playa del Rey Community Plan area shall refer to each of the applicable additional findings that the plan identifies as programs, policies, or objectives contained in Chapter III. To further substantiate the consistency findings, decision makers may cite other programs, policies or objectives that would be furthered by the proposed project. In addition, Chapter V of the Plan requires a decision-maker to make a finding of conformance with applicable design standards for discretionary projects.

PLAN MONITORING

In order to accommodate changes in anticipated population growth, The Westchester-Playa del Rey Community Plan has a theoretical maximum land use and population capacity greater than the projected development likely to occur during the Community Plan period. The Framework Element of the General Plan commits the Department of City Planning to develop a monitoring system and prepare an annual report on growth and infrastructure, to be submitted to the City Planning Commission, Mayor and City Council.

In the fifth year following plan adoption (and every five years thereafter), the Director of Planning shall report to the Commission on the relationship between population, employment, housing growth and plan capacities. If growth has occurred faster than projected, a revised environmental impact analysis will be prepared and appropriate changes recommended to the community plan. These plan and zoning changes shall be submitted to the Planning Commission, Mayor and City Council as specified in the Los Angeles Municipal Code.

CHAPTER III

LAND USE PLAN POLICIES AND PROGRAMS

Chapter III of the plan text contains goals, objectives, policies, and programs relating to all land use issues including residential, commercial and industrial, as well as public and institutional designations. The Planning Department has responsibility for the goals, objectives, policies, initiation, and implementation of the programs contained in this chapter.

RESIDENTIAL

The quality of life and stability of neighborhoods throughout the Westchester-Playa del Rey Community Plan Area critically depends on the adequate provision of infrastructure resources (e.g., transportation, police, fire, water, sewerage, parks, etc.) commensurate with the needs of the population.

If population growth occurs faster than projected, and without needed infrastructure improvements to keep pace with that growth, the quality of life within the Westchester-Playa del Rey Community would be adversely affected.

Accordingly, with regard to residential land use planning, the proposed Westchester-Playa del Rey Community Plan has three fundamental premises.

- 1) A general limitation of residential densities in various neighborhoods to the prevailing existing density of development within these neighborhoods.
- 2) The monitoring of population growth and infrastructure improvements through the City's Annual Report on Growth and Infrastructure, with a report to the City Planning Commission every five years on the Westchester-Playa del Rey Community following Plan adoption.
- 3) If this monitoring finds that population in the Plan area is occurring faster than projected; and that infrastructure resource capacities are threatened in relation to user need, particularly critical ones such as water and sewerage, but also including public schools, police and fire services, and transportation infrastructure; and, that there is not a clear commitment to at least begin the necessary improvements within twelve months; then building controls would be put into effect for the affected portions of the Westchester-Playa del Rey Community until land use designations for the Community Plan and corresponding zoning are revised to more appropriately limit new development.

The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures which are listed in the Environmental Impact Report (EIR) and Transportation Improvement and Mitigation Program (TIMP). In many instances these measures also encompass the policies contained in the General Plan Framework Element.

Existing residential land use patterns in the Westchester-Playa del Rey Plan Area include single family and multiple family dwellings. The densities vary from the low to high medium land use categories of the General Plan. Single-family neighborhoods are located widely throughout the area north of Manchester Avenue, while south of the bluffs, including Kentwood, Loyola Village, and portions of Playa Vista and Playa del Rey.

Concentrations of higher density and multiple-family residential uses are located in the Playa Vista area, in Playa del Rey, along Manchester Avenue between Pershing Drive and Ramsgate Avenue, near La Tijera Boulevard and Centinela Avenue.

Approximately 2,381 acres are designated for residential uses. Of that amount, 73 percent is designated for Single-Family residential uses. However, more than 49 percent of the existing dwelling units are in the Multiple-Family designations. Nearly all of the housing stock has been built in the post World War II era.

The table below depicts the reasonable expected population and dwelling unit count for the year 2025, using a midpoint range within each residential land use category for the dwelling-units-per-acre category. The midpoint represents a reasonable assumption, since new development within each land use category is unlikely to occur at the extremes of the range, but more likely, throughout the range.

PLAN POPULATION AND DWELLING UNIT CAPACITY

RESIDENTIAL LAND USE CATEGORY	DU'S PER NET ACRE MIDPOINT (RANGE)	NET ACRE	NUMBER OF DWELLING UNITS	PERSONS PER DWELLING UNIT (2000)	REASONABLE EXPECTED POPULATION* (2025)
LOW	6.5 (4 to 9)	1,755.21	11,408	2.39	27,265
LOW MEDIUM I	13.5 (9 to 18)	52.1	703	2.22	1,561
LOW MEDIUM II	23.5 (18 to 29)	61.02	1,434	2.22	3,183
MEDIUM	42 (29 to 55)	406.79	17,085	2.22	37,929
HIGH MEDIUM	82 (55 to 109)	106.14	8,703	2.05	17,841
TOTALS		2,381.26	39,333		87,779

* The Reasonable Expected Population and Total Dwelling Units estimated by this table are slightly less than the long range population forecast in Chapter II. For an explanation, please refer to the discussion in the following paragraph and on "Relationship to Other General Plan Elements" in Chapter II.

Additional residential capacities are available in other sources. Affordable Housing Incentives/Density Bonuses are set by the California Government Code Section 56915 and are available for any residential project. The City is following an adopted policy of allowing bonuses of up to 35%. Residential projects that request these incentives must follow additional requirements of the LAMC. Residential uses are permitted in Commercial Land Use areas. Currently, 55-60% of all new multifamily housing is being built in commercial zones throughout the City. The Commercial land use designations include the Residential Accessory Services (RAS) zones as corresponding zones for all Community Plans. Based on this, the Department projects additional housing supplies for approximately 5,000 people. The Department projects that there will be group housing facilities for approximately 3,500 people. Group housing facilities include dormitories, senior housing projects or other similar residential facilities.

GOAL 1

PROVIDE A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE WESTCHESTER-PLAYA DEL REY COMMUNITY.

Objective 1-1

Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Westchester-Playa del Rey Community Plan Area to the year 2025.

Policies

- 1-1.1 Protect existing stable single family and low density residential neighborhoods, such as Kentwood, from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life.

Program: The Community Plan Map identifies areas where only single family residential development is permitted. These areas are protected by designating appropriate densities for each land use category designation and for each corresponding zone, to minimize incompatible uses.

- 1-1.2 The City should promote neighborhood preservation, particularly in existing single family neighborhoods, as well as in areas with existing multiple family residences.

Program: With the implementation of the Community Plan residential land use categories, all zone changes, subdivisions, variances, conditional uses, specific plans, community and neighborhood revitalization programs for residential projects shall provide for Plan consistency.

Program: The Neighborhood Preservation Program administered by the City's Housing Department provides financial assistance rehabilitating Single Family homes and Multiple Family housing.

Program: The Homeowners Encouragement Loan Program (HELP), administered by the City's Housing Department, provides

loans to owners of small residential buildings (one to four units) to correct code violations.

1-1.3 Provide for adequate Multiple Family residential development.

Program: The Community Plan Map designates land for Multiple Family residential development at appropriate locations where it will be compatible with surrounding land uses and infrastructure.

1-1.4 Provide for housing along mixed-use boulevards where appropriate.

Program: The Community Plan designates Mixed Use Districts along targeted boulevards identified in the General Plan Framework where zoning and/or other incentives encourage the construction of mixed use development. In accordance with the General Plan Framework (GPF), Mixed Use Districts are designated along Culver Boulevard between Pershing Drive and Pacific Avenue, and on Lincoln Boulevard north of Manchester Avenue.

Objective 1-2

Locate housing near commercial centers, public facilities, and bus routes and other transit services, to reduce vehicular trips and congestion and increase access to services and facilities.

Policies

1-2.1 Locate higher residential densities near commercial centers, public facilities, bus routes and other transit services.

Program: The plan concentrates most of the higher residential densities near commercial centers and transit corridors. This includes various areas along Manchester Avenue, in Playa del Rey, Playa Vista, and near La Tijera Boulevard and Centinela Avenue.

Objective 1-3

Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

Policies

1-3.1 Promote architectural compatibility and landscaping for new Multiple Family residential development to protect the character and scale of existing residential neighborhoods.

Program: Design Guidelines for corresponding Multiple Family Residential Development are listed in Chapter V.

1-3.2 Monitor the impact of new development on residential streets. Locate access to major development projects so as not to encourage spillover traffic on local residential streets.

Program: Incorporate Neighborhood Traffic Mitigation Plans (NTMP) for major development and provide LADOT assistance to neighborhoods in design of NTMP's.

- 1-3.3 Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

Program: The decision maker should adopt a finding which addresses these factors as part of any decision relating to changes in planned residential densities.

Objective 1-4

Provide affordable housing and increased accessibility to more population segments, especially students, the disabled and senior citizens.

Policies

- 1-4.1 Promote greater individual choice in type, quality, price and location of housing.

Program: The plan promotes greater individual choice by allocating adequate lands in the Plan Area for a variety of residential densities, and for the promotion of housing in mixed-use projects.

- 1-4.2 Promote the development of housing for persons of low to moderate income within the community.

Program: There are policies in the Municipal Code, such as Density Bonus, that provide incentives for the development of low to moderate income housing. Within the Coastal Zone, the "Mello Act" requires the provision of low to moderate income housing in new residential projects where it is deemed feasible, and requires the replacement of existing affordable units demolished or converted to another use. The Departments of Building and Safety, City Planning, and Housing are responsible for implementing these regulations.

- 1-4.3 Ensure that new housing opportunities minimize displacement of residents.

Program: Decision-makers should adopt displacement findings in decisions relating to the construction of new housing that displaces residents.

- 1-4.4 Encourage multiple family residential and mixed use development in commercial zones, pedestrian oriented areas, and near transit corridors.

Program: The Community Plan identifies areas for mixed-use districts along portions of Lincoln Boulevard in Loyola Village and Culver Boulevard in Playa del Rey as designated in the General Plan Framework, and also encourages mixed-use development

where appropriate within Community and Regional Centers, including Downtown Westchester and Loyola Village. Within designated areas, mixed use development is encouraged through special zoning, such as the RAS zones, and/or height districts that provide incentives, including increased floor area, for mixed use projects.

- 1-4.5 Encourage senior citizen and disabled housing developments at convenient locations near public transportation, commercial services and recreational, cultural, and health facilities, especially within or near Community and Regional Centers.

Program: The Planning and Zone Code includes incentives such as density bonuses and reduced parking for such housing.

Objective 1-5

Protect established residential neighborhoods from incompatible uses, including multiple family residential uses of substantially higher density, to preserve the residential character of these neighborhoods and protect residents from adverse environmental impacts caused by such uses.

Policies

- 1-5.1 Where possible, do not locate incompatible land uses, including higher density multiple residential uses, within or in close proximity to lower density residential neighborhoods, except where there are adequate buffers, transitional land uses, etc.

Program: The Plan map utilizes land use designations, which are implemented by zoning regulations, to provide for the location of various land uses and residential densities where appropriate and compatible with surrounding development.

Program: The Plan recommends the implementation of zoning conditions to impose appropriate limits on density and/or height in commercial and multiple residential zones adjacent to lower density residential areas, to address compatibility issues.

- 1-5.2 The location of institutional uses in residential areas shall be conditioned so as to avoid adverse impacts on the surrounding neighborhood.

Program: The Planning and Zoning Code requires Conditional Use Permits for these uses in residential areas. The decision maker shall consider the possible impacts of any such proposed use on the residential neighborhood, and if it is approved, impose appropriate conditions to mitigate any adverse impacts.

Objective 1-6

Preserve visual resources in residential areas.

Policies

- 1-6.1 The preservation of existing scenic views from surrounding residential uses, public streets and facilities, or designated scenic

view sites should be a significant consideration in the approval of zone changes, conditional use permits, variances, divisions of land and other discretionary permits.

Program: The possible impacts to existing scenic resources, designated scenic highways or public view sites, and the overall visual quality of adjacent residential areas shall be considered in the approval of all discretionary permits.

- 1-6.2 Protect the public views and scenic quality of the highly unique residential areas in this community, such as those located along the coast and on the Westchester Bluffs.

Program: The preservation of public views in coastal areas is a major objective of the California Coastal Act of 1976, and will be implemented through Local Coastal Programs required by State Law to be prepared by the City, and certified by the California Coastal Commission.

Program: The Coastal Bluffs Specific Plan provides restrictions on height of structures and other measures to protect public views and the scenic quality of the Westchester Bluffs.

COMMERCIAL

Commercial land uses form a significant portion of the Westchester-Playa del Rey Community Plan, consisting of 493 acres or 8.5 percent of the total plan acreage. There are three Regional Commercial Centers and two Community Commercial Centers in the Plan area, as well as a beach-serving commercial district in Playa del Rey, and another large community-serving commercial area near Ladera Heights.

Commercial development in the Plan is classified within four primary categories based on the general orientation of uses: Regional, Community, Neighborhood, and General. The General Plan Framework Element identifies and sets forth criteria for each of these designations.

REGIONAL COMMERCIAL

There are three major areas in the Plan are designated as Regional Commercial, totaling approximately 321 acres. These areas include:

- P Century Boulevard/98th Street Corridor
- P Howard Hughes Center
- P Playa Vista Regional Commercial Center

Century Boulevard/98th Street Corridor

The Century Boulevard/98th Street Corridor is the eastern gateway to the Los Angeles International Airport (LAX). The area is approximately 67 acres in size, and includes the Century Boulevard and 98th Street frontages, between La Cienega and Sepulveda Boulevards. It has developed as an intensive commercial corridor oriented toward serving visitors and airline travelers, featuring high-rise hotels and office buildings, as well as some low- to mid-rise development. Other uses include restaurants, retail shops, and various other services and facilities. The portion of the corridor north of 98th Street has been underutilized in the

past, occupied primarily with car rental agencies and parking lots. However, it is expected to become a more vital component of the district in the future, and develop with additional visitor-serving commercial uses.

The Century Boulevard/98th Street Corridor is designated a Regional Commercial Center by both the General Plan Framework Element and the Community Plan, and is planned to further improve as a hotel and entertainment district serving visitors and airline travelers. The area's economic success will depend greatly on its ability to offer a wide variety of options for shopping, dining, entertainment, and other services. The specific pattern of development for the district should be coordinated as closely as possible with the development and access to the airport and its ancillary facilities.

Howard Hughes Center

The Howard Hughes Center is located east of Sepulveda Boulevard from the San Diego Freeway south to Howard Hughes Parkway, in the northeastern portion of the Plan Area. It is a regional office, shopping and entertainment district, of about 49 acres, consisting of a combination of mid- to high-rise commercial buildings that feature modern architecture and landscaping. Predominant land uses include large-scale office and retail, media and entertainment services. Most parking is in structures or subterranean parking facilities. The Howard Hughes Center is very much a regionally-oriented facility that takes full advantage of its prime location adjacent to the freeway.

Playa Vista Regional Commercial Center

The Playa Vista Regional Commercial Center is approximately 140 acres in size. It is centered east of the intersection of Jefferson and Lincoln Boulevards in the northwest portion of the plan area. The center will emphasize mixed-use commercial and residential development, and feature a combination of mid-rise commercial, multiple-residential and mixed-use structures, and also a limited number of high rise commercial or mixed-use buildings. Both the General Plan Framework Element and the Community Plan Land Use Diagram designate Playa Vista as a Regional Commercial Center.

COMMUNITY COMMERCIAL

There are three areas designated as Community Commercial in the Westchester-Playa Del Rey Community Plan, totaling 106 acres. These include:

- P Downtown Westchester
- P Loyola Village
- P Ladera Center

Downtown Westchester

The Downtown Westchester Community Center is approximately 52 acres in size. It is centered around the intersections of Manchester Avenue, La Tijera and Sepulveda Boulevards, and forms a northern gateway to Los Angeles International Airport. The Community Center is bounded by Manchester Avenue on the north, La Tijera Boulevard and Sepulveda

Eastway on the east, Sepulveda Westway on the west, and the intersection with Lincoln Boulevard on the south.

The development of Downtown Westchester is characterized by mostly one and two-story structures, with a few significantly taller buildings, occupied by community-oriented commercial uses, such as general retail, restaurants, commercial and medical offices, and various other retail and service uses.

Loyola Village

The Loyola Village Community Center is approximately 33 acres in size, and is centered around the intersection of Lincoln Boulevard and Manchester Avenue in the west central portion of the Plan Area. This commercial district is largely defined by its proximity to Loyola Marymount University and the Westchester Recreation Center, a Community Park and golf course, which also includes a branch library and a local City municipal services building. The area is characterized mostly by one- to three-story commercial and multiple-residential development, including a supermarket and shopping center, numerous restaurants, and various other services and facilities.

The Community Plan recognizes the tremendous potential for this area, given its prime location and the array of commercial, recreational and governmental services available. The Plan recommends the development of the area into a pedestrian-oriented Community Center, serving students and staff of Loyola Marymount University, visitors to the Westchester Recreation Center, golf course, library or City government facility there, and the local community. The entire area is designated a Community Center, and the portion of Lincoln Boulevard north of 83rd Street is a designated Mixed Use Boulevard, on both the Community Plan Land Use Diagram and the General Plan Framework Element.

Ladera Center

The Ladera Center is a large commercial area near Ladera Heights that serves the surrounding community. Substantial portions of the commercial district are also located in the adjacent jurisdictions of Los Angeles County and the City of Inglewood. The portion within the City of Los Angeles is approximately 24 acres in size, and located in the far northeastern corner of the Plan Area, centered around the intersection of Centinela Avenue, La Tijera and La Cienega Boulevards.

The Ladera Center commercial district consists entirely of one-story structures in various shopping centers and other auto-oriented developments. The predominant land uses are neighborhood and community-serving uses such as miscellaneous retail, grocery markets, fast food and other restaurants, services such as banks, cleaners, etc., and service stations and auto repair uses.

NEIGHBORHOOD DISTRICTS

There are five areas within the Westchester-Playa Del Rey Community Plan Area that are designated as Neighborhood Commercial by the Plan. These are smaller commercial areas that primarily serve the surrounding residential neighborhoods. They include the shopping center on the

southeast corner of Centinela Avenue and Alvern Street, the commercial area on 80th Street between Denrock and Beland Avenues, and commercial areas at the intersections of La Tijera and Aviation Boulevards, Manchester Avenue and Saran Drive, and Manchester Avenue and Pershing Drive.

These areas are mostly developed with small shopping centers, but they also include some standalone commercial developments as well. The primary uses include retail, office, restaurants, and other small shops and services.

**GENERAL
COMMERCIAL**

The remaining commercial areas, designated as General Commercial, consist of approximately 55 acres and are located mostly near major intersections. General Commercial areas are developed with uses to serve the surrounding neighborhood as well as people traveling through on the adjacent streets. Common land uses include retail, service stations, office uses, restaurants, auto repair, other services, and multiple-residential uses. Where located adjoining residential neighborhoods, the Plan recommends the use of mitigation measures to prevent adverse impacts to nearby residential uses.

**MIXED USE
BOULEVARDS**

The Mixed Use concept encourages cohesive commercial development integrated with housing. These structures incorporate retail, office and/or parking on the lower floors and residential units on the upper floors. The mixed use concept also includes separate commercial and residential structures in the same block.

The intent of mixed use development is to provide housing in close proximity to jobs and services, to reduce vehicular trips, traffic congestion and air pollution, to provide rental housing, and to stimulate vibrancy and activity in pedestrian-oriented areas. Mixed-use development may also provide community facilities such as libraries, meeting rooms, post offices, senior centers, or child day care facilities.

The Westchester-Playa Del Rey Community Plan encourages well planned and integrated mixed use developments in designated commercial areas that have the potential to benefit from pedestrian oriented development. Mixed-use development is strongly emphasized in Playa Vista, and is also encouraged in Loyola Village and portions of Playa Del Rey. The Plan also designates mixed-use boulevards, as shown on the General Plan Framework map on Culver Boulevard, from Nicholson Street to Pacific Avenue, and on Lincoln Boulevard, north of 83rd Street.

GOAL 2

ENCOURAGE A STRONG AND COMPETITIVE COMMERCIAL SECTOR THAT PROMOTES ECONOMIC VITALITY AND SERVES THE NEEDS OF THE WESTCHESTER-PLAYA DEL REY COMMUNITY THROUGH SAFE, ACCESSIBLE, AND WELL-DESIGNED COMMERCIAL DISTRICTS, WHILE PRESERVING THE HISTORIC AND CULTURAL CHARACTER OF THE COMMUNITY.

Objective 2-1

Preserve and strengthen viable commercial development in the community, and provide additional opportunities for new commercial development and services within existing commercial areas.

Policies

2-1.1 New commercial uses should be located in existing established commercial areas or shopping centers.

Program: The Plan designates adequate land for commercial uses, generally located along major thoroughfares, and near recreational centers and other focal points of community activity.

2-1.2 Protect existing and planned commercially zoned areas, particularly within designated Commercial Centers, from encroachment by stand alone residential development.

Program: The Plan supports the use of zoning conditions to accomplish this by restricting the density of residential uses in commercial zones, or by prohibiting residential uses on the ground floor of buildings in commercial zones in areas where pedestrian-oriented and/or mixed-use development are encouraged.

Program: Provisions of the Zoning Code discourage residential-only developments in most commercial areas by restricting the floor area of buildings, including residential buildings, in most commercial zones to one-half the floor area allowed in residential zones.

2-1.3 Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

Program: The Community Development Department and City Clerk's Office offer technical and other assistance to businesses for the formation of Business Improvement Districts (BIDs), and other programs to assist businesses.

Objective 2-2

Strengthen and enhance the major commercial districts of the community into distinctive, pedestrian-friendly areas providing shopping, civic, social, and recreational activities.

Policies

2-2.1 Encourage pedestrian-oriented development in appropriate areas, to include Downtown Westchester, Loyola Village, Playa Del Rey and Playa Vista.

Program: The Plan recommends the establishment of future Community Design Overlay Districts (CDOs) in Downtown Westchester and Loyola Village, which would implement design policies to promote pedestrian-friendly commercial development.

Program: The Plan supports the implementation of design controls through zoning conditions to promote a pedestrian oriented environment in areas where it is deemed appropriate. This should include Loyola Village and Playa Del Rey, until other design controls can be implemented through a future Community Design Overlay district (CDO) and the Local Coastal Plan (LCP).

Program: The Playa Vista Area D Specific Plan establishes design and landscaping guidelines, including additional limitations on height and signage, and requires plot plan review for any new construction in that area.

- 2-2.2 In appropriate areas, encourage the incorporation of retail, restaurant, and other commercial uses in the ground floor street frontage of structures to promote a more lively and pedestrian-oriented commercial environment.

Program: The Plan supports the implementation of this policy through zoning conditions prohibiting residential uses on the ground floor of buildings in commercial zones in areas intended for pedestrian-oriented development.

- 2-2.3 Encourage mixed-use development in appropriate commercial areas to stimulate pedestrian activity and provide housing near employment, shopping, and other services.

Program: The Plan supports mixed-use development in the commercial areas of Loyola Village and Playa Del Rey by allowing the application of the RAS3 and RAS4 Zones, which allow additional floor area for mixed use development. However, to protect commercial areas from encroachment by stand alone residential development, in areas where the RAS3 and RAS4 Zones are implemented, zoning conditions should be imposed to prohibit residential uses on the ground floor of buildings. The Plan encourages the use of the RAS3 and RAS4 Zones in the following specific areas:

- Lincoln Boulevard, from LMU Drive to La Tijera Boulevard (RAS3 and RAS4 Zones)
- Culver Boulevard, from Nicholson Street to Pacific Avenue, except for north side between Nicholson Street and Pershing Drive (RAS3 Zone only)
- Sepulveda Boulevard (west side only), from 84th Place to Manchester Avenue (RAS3 Zone only)

Program: The Playa Vista Area D Specific Plan allows mixed use development within the commercial districts of Playa Vista and also establishes design and landscaping guidelines and review to ensure that such projects integrate properly into the surrounding neighborhood.

- 2-2.4 Encourage large commercial and mixed use projects to incorporate facilities beneficial to the community such as libraries, child care facilities, community meeting rooms, senior centers, police substations, and/or other appropriate human service facilities as part of the project.

Program: The Plan supports the implementation of this policy through the discretionary review process for large projects.

- 2-2.5 Strengthen the connection between the Loyola Village commercial district and Loyola Marymount University to enhance the vitality of the area.

Program: The Plan implements this through the policies and programs under Objective 6-4 relating to Loyola Marymount University.

- 2-2.6 Develop the commercial area of Playa Del Rey as a pedestrian-friendly beach-oriented district serving both visitors and the local neighborhood.

Program: The design and function of the Playa Del Rey commercial district will be addressed by the Local Coastal Program (LCP) for that area, when it is prepared by the City.

Program: The Plan supports developing zoning conditions at appropriate locations in the Playa Del Rey commercial district, to protect the unique character of the area until the Local Coastal Program (LCP) can be prepared, by implementing design regulations relating to setbacks, building orientation, signage, and other similar issues.

Objective 2-3

Enhance the land use compatibility, visual appearance, design and appeal of commercial development.

Policies

- 2-3.1 Enhance the visual appearance and appeal of commercial properties by regulating design, signage, landscaping, and similar issues wherever possible.

Program: The Plan supports the implementation of design guidelines through zoning conditions at appropriate locations, and future Community Design Overlay districts (CDOs) recommended for Downtown Westchester and Loyola Village.

Program: The Playa Vista Area D Specific Plan establishes design and landscaping guidelines, including additional limitations on height and signage, and requires design and landscape review for any new construction in that area.

Program: The Design Guidelines in Chapter V are intended to serve as reference to other City Departments, public agencies, and any private entities who participate in projects within the community, and should be implemented to the maximum extent possible in the review of discretionary projects.

- 2-3.2 Where possible, mitigate impacts of commercial uses on adjacent residential properties through the use of buffers and/or effective site design of the commercial property.

Program: The Plan supports the implementation of this policy through zoning conditions where appropriate and in the review of discretionary projects.

- 2-3.3 Smaller commercial areas in or adjacent to residential neighborhoods should be developed with low intensity, neighborhood serving uses.

Program: The Plan supports the regulation of uses in such areas through the assignment of more restrictive commercial zones, special zoning conditions, and in the review process for discretionary projects.

- 2-3.4 Minimize conflicts between auto-related and pedestrian-oriented activities in commercial areas.

Program: The Plan designates specific areas for pedestrian-oriented development, and supports the implementation of design guidelines through zoning conditions, and Community Design Overlay districts (CDOs) in Downtown Westchester and Loyola Village, to minimize incompatible development in those areas.

Objective 2-4

Further improve and enhance the Century Boulevard/98th Street Corridor as a hotel, shopping and entertainment district serving airline travelers and visitors.

Policies

- 2-4.1 Develop the Century Boulevard/98th Street Corridor to offer a wide variety of hotel accommodations, shopping, dining, and entertainment opportunities and other services for air travelers and other visitors to the area.

Program: The Plan designates the Century Boulevard/98th Street Corridor for Regional Center Commercial to permit the development of a wide array of visitor-serving and commercial uses and services. This designation also prohibits industrial uses that would be incompatible with such development.

- 2-4.2 Coordinate the future development of the Century Boulevard/ 98th Street Corridor with the development and access to the Los Angeles International Airport and its ancillary facilities.

Program: The local Business Improvement District (BID), and the appropriate City agencies (Planning, Transportation, Engineering, etc.)

should coordinate with Los Angeles World Airport (LAWA) Department regarding the patterns of development and access to the airport, and how this commercial district can be configured to more effectively serve travelers, visitors, etc.

- 2-4.3 Establish a Conference Center within the district to further enhance the available services and allow the accommodation of larger meetings, conventions, etc.

Program: The Plan supports the concept of a Conference Center within the district, and recommends that the local Business Improvement District (BID) seek assistance from the Community Development Department and other City, state and federal governmental agencies regarding funding and the other issues involved in developing such a facility.

Industrial

The industrial character of the Westchester-Playa Del Rey Community Plan Area is largely defined and influenced by its strategic location adjacent to the Los Angeles International Airport. Uses in the industrial area include aircraft services, food services and logistic companies. The Community's industrial sector represents an important resource in terms of City tax revenues, facilities for the production, handling and distribution of cargo, and labor-intensive industries providing employment for skilled and semiskilled workers throughout the region.

The two major concentrations of industrial land in the Westchester-Playa Del Rey Community Plan area are south of the intersection of Jefferson Boulevard and Centinela Avenue, including the east end of Playa Vista and Arizona Circle, and to the east of Los Angeles International Airport, located mostly along Aviation Blvd. between 83rd Street and Imperial Highway.

The industrial area at the east end of Playa Vista along Jefferson Boulevard and Centinela Avenue is planned as a mid- to high-rise "entertainment and technology" district, to include movie studios and other similar uses oriented toward the entertainment industry, as well as other "high-tech" industries. The development of this area is governed by the Playa Vista Area D Specific Plan.

The Arizona Circle industrial park, adjacent to the east end of Playa Vista, and is mostly developed with older one- and two-story structures. The area has experienced some changes in the types of industrial uses with newer advanced technologies moving into this area. Newer uses include telecommunication operations, and fabrication of computer and aircraft components. It is buffered from the adjacent residential area to the south by the steep slope of the Westchester Bluffs.

The industrial areas to the east of Los Angeles International Airport, near Aviation Boulevard, are mostly older one- and two-story structures. This has been a stable area of industrial uses, however, there are several large lots that are used for airport related parking including car rental agencies and long term parking. Many of the other industrial firms are involved with the air service industry including logistics, air craft component fabrication, airline food service, and the export/import trade.

The Plan strongly supports efforts to attract new industrial development and requires that it be fully coordinated with the development of improved circulation and service systems capacities for the overall benefit of the District.

The Plan supports the use of MR zoning to protect industrial areas from commercial and other non-industrial development, and also provides for the use of design and landscaping controls, buffering from more sensitive uses, and other similar measures to mitigate potential environmental impacts from industrial uses, and to ensure that the industrial sector integrates effectively within the overall fabric of the Community.

GOAL 3

PROVIDE SUFFICIENT LAND FOR LIMITED AND LIGHT INDUSTRIAL USES WITH EMPLOYMENT OPPORTUNITIES THAT ARE SAFE FOR THE ENVIRONMENT AND WORKERS, AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT USES.

Objective 3-1

To provide locations for future industrial development and employment which are convenient to transportation facilities and compatible with surrounding land use.

Policies

3-1.1 Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses which provide employment opportunities.

Program: The Plan land use map designates lands at appropriate locations to accommodate a variety of industrial uses, and through corresponding zoning regulations, implements this policy.

3-1.2 Define and separate new and/or expanded industrial uses from other uses by freeways, flood control channels, arterials and other physical barriers.

Program: The Plan map implements this policy using streets, freeways, transitional uses, open space and topography to buffer industrial areas from other uses wherever possible.

3-1.3 Require a transition of industrial uses, from more intensive uses to less intensive uses, in those areas in proximity to residential neighborhoods.

Program: Land use designations on the Plan map, map footnotes and the corresponding zoning implement this.

3-1.4 Land use compatibility should be achieved by including environmental protection standards and health and safety requirements in the design and operation of industrial facilities, including the following measures:

- Mitigation measures for the handling, storage or transfer of dry bulk commodities for the purposes of reducing the potential of explosion or fire, and reducing the emission of dust or other particulate matter to insignificant levels.

- Strict compliance with all applicable air quality standards. These standards include that all parking areas, driveways and storage areas be paved to relieve dust.
- Measures to abate noise, odors and chemical discharges in the site design of industrial facilities.
- Small-scale, on-site treatment and disposal of industrial hazardous wastes and mobile hazardous waste treatment services as effective alternatives to centralized treatment and disposal facilities and the inherent transportation risks associated with the latter.
- When a facility is proposed which will involve on site treatment and disposal of industrial hazardous wastes and mobile hazardous waste treatment services, and the handling, transfer or storage of commodities categorized by law as hazardous, it is the policy to require an analysis of risk problems which may arise within the facility itself and which may affect adjacent facilities or areas be made and the results used in locating, designing, constructing and regulating the operation of the proposed facility.
- Energy conservation in site and architectural designs, and internal energy management programs to minimize overall energy consumption.

Program: Environmental mitigation measures are required during review of discretionary projects, and health and safety codes are administered by responsible departments and agencies, including Building and Safety, Los Angeles County Department of Health, California Occupational Safety and Health Administration, and others.

Objective 3-2

To retain industrial lands for industrial use to maintain and expand the industrial employment base for the community residents.

Policies

3-2.1 Protect areas designated for Industry on the Plan map from unrelated commercial and other non-industrial uses, and upgrade such areas with high quality industrial development that is compatible with adjacent land use.

Program: The Plan supports the use of the MR zoning at appropriate locations in industrially designated areas to implement this policy.

Objective 3-3

To improve the aesthetic quality and design of industrial areas, eliminate blight and detrimental visual impact on residential areas, and establish a stable environment for quality industrial development.

Policies

3-3.1 Require urban design techniques, such as appropriate building orientation and scale, landscaping, buffering and increased setbacks in the development of new industrial properties to improve land use

compatibility with adjacent uses and to enhance the physical environment.

Program: Additional height, design and/or landscaping regulations are required in some industrial areas by Plan map footnotes, height districts, and special zoning conditions.

Program: The Playa Vista Area D Specific Plan establishes design and landscaping guidelines, including additional limitations on height and signage, and requires design and landscape review for any new construction in that area.

Program: The Design Guidelines in Chapter V provide aesthetic and environmental mitigation measures for industrial projects, and particularly those in close proximity to residential uses. These guidelines are intended as reference to other City Departments, public agencies, and any private entities that participate in projects within the community, and are to be implemented to the maximum extent possible in the review of discretionary projects.

Public and Institutional Land Use

Public facilities such as fire stations, libraries, parks, schools, and police stations shown on the Westchester-Playa Del Rey Community Plan are to be developed in substantial conformance with the standards of need, site area, design, and general location identified in the Service Systems Element and the Safety Element of the General Plan. The full residential, commercial, and industrial densities proposed by the Plan are predicated upon substantial compliance with the standards contained in the Public Facilities and Service Element of the General Plan. Such development should be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities. There is a continuing need for the modernizing of public facilities to improve services and accommodate changes in the Westchester-Playa Del Rey Community Plan. However, the amenities and environmental quality of the community must be adequately protected. Cost and equitable distribution are major issues in the provision of public facilities. It is essential that priorities be established and new and different sources of revenue be found. Furthermore, public and private development must be fully coordinated, in order to avoid expensive duplication and to assure a balance among needs, services, and cost.

This plan seeks to utilize the location, characteristics, and timing of public facility and utility development as a tool in achieving planned land use patterns. Further, the intent is to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality.

Recreation and Park Facilities

The Public Recreation Plan of the City of Los Angeles provides an official guide for considering minimum needs of neighborhoods and communities for recreational sites. It sets forth standards for the size, service areas, and types of facilities needed as recreation sites.

The City of Los Angeles Recreation and Parks Department operates two public parks and recreational facilities in the Westchester-Playa Del Rey Community Plan area. Parks are classified as Community and Neighborhood. The Westchester-Playa Del Rey Community Plan designates approximately 125 acres of parkland, including one Regional Park (the beach area west of Vista Del Mar), one Community Park (the Westchester Recreation Center), and one Neighborhood Park (Del Rey Lagoon). About 30 acres of additional new parkland is planned within Playa Vista, in a number of Neighborhood Parks scattered throughout the development.

In addition, a number of existing and planned open space and recreational facilities serving the community are located within the jurisdiction of the Los Angeles International Airport. These include Neilson Field, Vista Del Mar Park, Westchester Golf Course, and a proposed new golf course between Pershing Drive and Vista Del Mar south of Waterview Street.

However, there remains a significant need for additional new parkland and recreational facilities to serve the Westchester-Playa Del Rey community based on Federal, State and local standards. Therefore, the Community Plan fully supports and encourages continuing efforts to acquire and develop new open space, parkland and recreational facilities in the community.

GOAL 4

PROVIDE ADEQUATE RECREATION AND PARK FACILITIES TO MEET THE NEEDS OF RESIDENTS IN THE WESTCHESTER-PLAYA DEL REY COMMUNITY PLAN AREA.

Objective 4-1

Conserve, maintain and better utilize existing recreation and park facilities which meet the recreational needs of the community.

Policies

4-1.1 Preserve and improve the existing recreational facilities and park spaces.

Program: The Plan designates all existing recreation and park facilities as Open Space, and supports the designation of all parklands acquired in the future as Open Space through City-initiated Plan amendments or future updates of the Community Plan. The Open Space designation corresponds to the OS Zone in the Municipal Code, which prohibits most types of structures or other uses of land.

4-1.2 Enhance and improve all parks and recreation areas by providing amenities where appropriate such as footpaths, bike trails, swimming pools, and other facilities to accommodate a wide variety of sports and recreational activities.

Program: The Plan supports efforts by the Department of Recreation and Parks to improve all local parks and recreation facilities to the maximum extent possible, utilizing community

input and available funds.

Program: The Los Angeles Airport/El Segundo Dunes Specific Plan contains regulations permitting the development and maintenance of a Public Golf Course, bikepaths and walking trails.

- 4-1.3 Encourage the provision of adequate parking to serve parks and other ancillary recreational facilities.

Program: The Plan supports efforts by the Department of Recreation and Parks, in conjunction with the Department of Transportation, to provide additional parking areas to serve parks and recreation facilities utilizing any funding sources available.

- 4-1.4 Encourage the shared use of other public facilities for recreational purposes.

Program: The Plan supports and encourages the Los Angeles Unified School District and the City's Department of Recreation and Parks to continue to develop and implement programs to fully utilize the shared use potential of each of their respective sites.

Program: The Department of Recreation and Parks should establish joint-use agreements with the Los Angeles Unified School District and other public and private entities which could contribute to the availability of recreational opportunities in the community plan area.

Objective 4-2

Provide facilities for specialized recreational needs by utilizing existing public lands such as utility easements, Department of Water and Power properties, Los Angeles World Airport properties, and unused or underutilized rights-of-way.

Policies

- 4-2.1 Underutilized public lands should be considered for open space and recreational purposes.

Program: The City Departments of Recreation and Parks and Transportation should implement the proposed walking and bicycle trails shown on the Community Plan Map where feasible and as land and funding become available.

Program: Implement policies of the Los Angeles International Airport Interim Plan that allow the use of cleared land as recreation and park uses until the properties are actually developed for airport purposes.

- 4-2.2 Encourage the Los Angeles International Airport to provide permanent open space, parks and recreational facilities to serve the community at appropriate locations, such as Neilson Field, Westchester Golf Course, Vista Del Mar Park, and the proposed public golf course between Pershing Drive and Vista Del Mar.

Program: The Plan supports this through policies and programs under Goal 20 regarding its relationship with Los Angeles International Airport.

4. -2.3 Encourage the development of Neighborhood Parks and Pocket Parks along public right-of-ways and vacant public parcels.

Program: Improve available rights-of-way throughout the Westchester-Playa del Rey community Plan area with landscaping, benches, picnic sites, walkways, for low intensity recreational uses.

Objective 4-3

Ensure the accessibility, security and safety of parks by their users, particularly families with children and senior citizens.

Policies

- 4-3.1 Ensure that parks are adequately policed, monitored, maintained and illuminated for safe use at night, as appropriate.

Program: The Department of Recreation and Parks is responsible for the management, design, construction and maintenance of public parks.

Program: The Los Angeles Police Department is responsible for the provision of security and patrols of public parks and recreational facilities.

Objective 4-4

Expand and improve Neighborhood and Community Parks, and Recreation Centers and Senior Citizen Centers throughout the Westchester-Playa del Rey Community Plan Area on an accelerated basis, as funds and land become available.

Policies

- 4-4.1 Develop new Neighborhood and Community parks to help offset the Westchester-Playa del Rey Community's parkland deficit for both its current population, and for the projected year 2025 population.

Program: The Department of Recreation and Parks should continue to seek development opportunities for new park sites as well as the possible acquisition of privately owned and operated community recreation facilities utilizing community input and available funds.

Program: The Playa Vista Area D Specific Plan requires that specific amounts of Park or recreation space be provided for each dwelling unit constructed to meet the future recreation needs of the community.

4-4.2 Facilitate the creation of small neighborhood serving pocket parks within developed areas as potential parcels and funding become available.

Program: The Plan supports the use of City or private funding programs for the acquisition and construction of new recreation and park facilities.

Open Space

There are two classifications of open space: publicly-owned and privately-owned.

Open Space is broadly defined as land which is essentially free of structures and buildings or is natural in character, and is categorized by one or more of the following functions:

1. Recreational and educational opportunities.
2. Scenic, cultural, and historic values.
3. Public health and safety.
4. Preservation and creation of community identity.
5. Right-of-ways for utilities and transportation facilities.
6. Preservation of physical resources or ecologically important areas.
7. Preservation of scenic resources including topographic features.

Lands designated as Open Space in the Westchester-Playa del Rey Community Plan include the Ballona Wetlands, portions of the Westchester Bluffs, the private Gas Company property, and all public parklands including Dockweiler State Beach.

GOAL 5

PROVIDE SUFFICIENT OPEN SPACE IN BALANCE WITH DEVELOPMENT TO SERVE THE RECREATIONAL, ENVIRONMENTAL, HEALTH AND SAFETY NEEDS OF THE WESTCHESTER-PLAYA DEL REY COMMUNITY, AND TO PROTECT ENVIRONMENT AND AESTHETIC RESOURCES.

Objective 5-1

Preserve existing open space resources and where possible develop new open space.

Policies

5-1.1 Encourage the retention of passive and visual open space to provide a balance to urban development.

Program: The Plan land use map designates areas to be preserved as open space.

5-1.2 Encourage continuous efforts by Federal, State and County agencies to acquire additional vacant land for open space.

Program: The Plan supports the utilization of the Open Space and parkland purchase programs available through Federal, State and County agencies.

5-1.3 Encourage the development of unused or underutilized publicly owned property for open space and recreational purposes.

Program: Improve available rights-of-way throughout the Westchester-Playa del Rey Community Plan area with landscaping, benches, picnic sites, walkways, for low intensity recreational uses.

- 5-1.4 Where possible, encourage the provision of open space within large privately-owned projects.

Program: The Plan supports the implementation of this through the discretionary review process for large projects.

- 5-1.5 Preserve and restore the Ballona Wetlands for enjoyment of the public.

Program: The Playa Vista Area B Specific Plan provides the preservation and restoration of the Ballona Wetlands, establishes a Ballona Wetlands Habitat Management Program, including a system of nature trails, overlooks, and an interpretive center for controlled public education and enjoyment of the wetlands.

- 5-1.6 Preserve the face of the Westchester and Coastal Bluffs.

Program: The Coastal Bluffs Specific Plan imposes height, setback, and other restrictions to preserve the integrity, appearance, and views of the bluffs.

- 5-1.7 Ensure that the Gas Company underground storage facility in the Westchester Bluffs is maintained and operated in a manner that is safe, as unobtrusive as possible to the community, and protective of the coastal bluffs and wetlands environment.

Program: The Plan map designates the Gas Company site as Low Residential, which will require discretionary review for any significant modification or expansion of the existing facility. This will allow the City to regulate the location, type and design of any new improvements to ensure compatibility with the surrounding neighborhood and environment.

Program: The Playa Vista Area B Specific Plan requires discretionary review for any significant modification or expansion of the existing Gas Company facility, and requires that the portion of the facility within the Ballona Wetlands be subject to the Ballona Wetlands Management Program established under the Specific Plan.

Program: Numerous Federal and State regulations govern the operation of natural gas facilities to ensure safety for workers, the surrounding community, and the local environment.

Schools

The Los Angeles Unified School District (LAUSD) administers the planning, location, design, development, and operation of all public schools in the Westchester-Playa del Rey Community Plan Area.

There are seven Public Elementary Schools, one Public Middle School, and one Public High School within the Westchester-Playa del Rey Community Plan Area. There are also a number of private schools in the community.

The Plan encourages shared use of existing public school facilities for the general public after hours, on weekends, and on holidays, as class schedules allow. School grounds should be made available so as to facilitate after school hour recreational uses.

The community is also home to Loyola Marymount University, a regional, private university sited on 162 acres in the north-central portion of the Plan area. With a total of 6,600 students and 1,500 faculty and staff, including 2,900 persons residing on the campus for much of the year, the university is a significant factor and stakeholder in the community. The Plan seeks to coordinate and integrate the development and operation of the university into the greater Westchester-Playa del Rey community to benefit both.

GOAL 6

FACILITATE THE PROVISION OF PUBLIC SCHOOLS AND ADEQUATE SCHOOL FACILITIES TO SERVE EVERY NEIGHBORHOOD IN THE WESTCHESTER-PLAYA DEL REY COMMUNITY PLAN AREA.

Objective 6-1

Locate schools in areas that are convenient to local neighborhoods, with access to recreational opportunities, and utilize buffering where possible to enhance compatibility with surrounding uses.

Policies

6-1.1 Encourage compatibility between school locations and operation, site layouts, architectural designs, and local neighborhood character and quality of life.

Program: Public schools require discretionary review in most residential zones. The Municipal Code requires decision-makers to adopt findings and/or establish conditions to ensure compatibility with the surrounding neighborhood and to minimize possible adverse environmental impacts ranging from noise, extended hours of after-school activities, inadequate parking, increase of traffic, pickup and drop-off of students, lighting, special event activities, trash disposal, site maintenance, and other impacts from the operation of the schools.

6-1.2 Expansion of existing public school facilities should be considered prior to acquisition of new sites.

Program: The Los Angeles Unified School District (LAUSD) is responsible for providing public school facilities and coordinating possible school site locations within Westchester-Playa del Rey Community Plan Area.

6-1.3 Encourage public school design that buffers classrooms from noise sources.

Program: LAUSD should implement appropriate provisions of the City's Noise Element of the General Plan, specific for application of daytime school use, which requires noise measurements be made over the typical hours of use, instead of a 24-hour average.

Program: New projects are required to incorporate noise mitigation measures to reduce adverse environmental impacts in compliance with California Environmental Quality Act (CEQA) Guidelines.

- 6-1.4 Encourage cooperation between the LAUSD and the Department of Recreation and Parks to provide shared use of schools and recreation facilities for the entire Westchester-Playa del Rey Community.

Program: The Planning Department should continue to assist the LAUSD and the Department of Recreation and Parks with the shared-use program where both public schools and parks are utilized for recreational and instructional purposes.

- 6-1.5 Regulate the development and operation of private schools to be compatible with the surrounding neighborhood's character and quality of life.

Program: The Plan map designates existing private school sites for land uses similar and compatible with surrounding properties. In most zones, conditional use approval is required for the establishment and operation of private schools, allowing the City to regulate their location, design and operation to ensure compatibility with the surrounding neighborhood and to minimize possible adverse environmental impacts listed above in Program 6-1 that may result from the operation of the schools.

Objective 6-2

Continue to work constructively with the LAUSD to promote the siting and construction of adequate public school facilities phased with anticipated population growth in the Westchester-Playa del Rey Community Plan Area.

Policies

- 6-2.1 Explore creative alternatives for providing new public school sites in the Westchester-Playa del Rey Community Plan Area, where appropriate.

Program: LAUSD should work with the community, the Department of Recreation and Parks and the Metropolitan Transit Authority (MTA) to develop plans to resolve issues of siting and joint use of facilities, especially including strategies for school expansions in close proximity to major public transit routes.

Program: The City's Annual Report on Growth & Infrastructure provides data and information LAUSD can use to study growth and potential new school sites.

- 6-2.2 Encourage the location of charter schools in the Westchester-Playa del Rey area as a means to alleviate overcrowded school conditions.

Program: Prepare information for distribution at the Department of City Planning public counter outlining the permitting process for charter schools and identifying suitable land use designations and zones.

Objective 6-3

Maximize the use of public schools for neighborhood use, and of local open space and parks for public school use.

Policies

6-3.1 Continue to encourage the siting of neighborhood facilities (e.g., libraries, parks, schools, and auditoriums) together as shared-use facilities.

Program: Formulate and update plans to work to resolve issues relating to siting and the joint use of such neighborhood facilities.

Program: The Plan encourages LAUSD to consider the following strategies for the siting and expansion of public school facilities including:

- Encourage siting of public schools and other neighborhood facilities within a transit station, center, or mixed-use area to maximize the most efficient use of the land provided for these services.
- Locate public middle schools and public high schools where possible, close to mass transit stations, centers, and mixed-use districts, to allow students to use the transit system to get to and from school.
-

Objective 6-4

Coordinate and integrate the development and operation of the Loyola Marymount University (LMU) campus into the surrounding Westchester-Playa del Rey community.

Policies

6-4.1 Promote land use compatibility between University facilities and adjacent land uses, with particular attention given to preventing adverse impacts to adjacent residential neighborhoods. Where feasible, mitigate impacts of university uses on adjacent properties through the use of landscaped buffers, setbacks, and/or site and building design.

Program: Prior discretionary approvals have established conditions for the operation of the University to enhance compatibility and minimize adverse impacts to the surrounding community. Conditions imposed include:

- 150-foot setback for any aboveground structure adjacent to 78th Street
- 15-foot landscaped buffer adjacent to the 78th Street perimeter
- Required screening of rooftop equipment
- Restriction on balconies having a line of site toward any existing single-family residential use
- Required landscaped open space buffer at the rear of the west side facilities (formerly Hughes property), abutting the single-family residential neighborhood
- Lighting on campus required to be shielded and directed on to University property

- University enforcement of noise abatement policies that limit the permissible location and time for noise-generating activities

Program: The Plan Land Use Map designates the LMU site as Low Density Residential, with a corresponding zone of [Q]R4-1, with zoning conditions limiting the site to university uses, or the residential uses permitted in the R1 zone. These conditions require any additional development, expansion, or modification of the university use to be consistent with the prior discretionary approvals existing on the property, until a Master Plan is developed and approved by the City.

Program: The Plan recommends zoning conditions on the LMU site that require the preparation and City approval of a Master Plan for any expansion of the existing University facility above the previously approved enrollment capacity of 7,800 full-time students. This will allow the City to regulate the location, type, height and density of future improvements to ensure compatibility with the surrounding neighborhoods.

Program: The Plan strongly encourages Loyola Marymount University to create a Master Plan, in coordination with the City of Los Angeles and the local Neighborhood Council, which will articulate provisions for future growth and improvements to the campus, development phases, and mitigation measures for impacts to the community including traffic, noise, visual considerations and sensitive habitats.

- 6-4.2 Protect sensitive terrain and nearby natural habitats, such as blufflines and wetland environments, from potentially adverse impacts during all phases of development and operation of the University.

Program: The Master Plan for future development of University facilities should address the protection of these sensitive areas.

Program: The California Environmental Quality Act (CEQA) requires environmental review of new projects and developments, with particular attention given to potential impacts upon sensitive areas.

- 6-4.3 Minimize traffic impacts to the surrounding Westchester community by locating and maintaining the University's major vehicular access routes away from adjacent residential neighborhoods.

Program: The University is required, as a condition of a prior discretionary approval, to maintain LMU Drive at Lincoln Boulevard as its main campus entrance. The school should restrict vehicular access to the campus via other entrances, and utilize public information mechanisms to enforce this.

Program: The University is required, as a condition of a prior discretionary approval, to prepare and submit to the City a

Neighborhood Traffic and Parking Management Plan to control against the intrusion of arterial traffic into local residential neighborhoods. Monitoring of traffic and parking conditions affected by the plan will continue for at least five years from its implementation date, and should be addressed in the University's Master Plan when it is prepared.

- 6-4.4 Enhance the vitality of the Loyola Village commercial district by promoting and strengthening pedestrian linkages and land use connections between it and the University.

Program: The Plan encourages the University to address this in its future development and its Master plan, when it is prepared.

- 6-4.5 Encourage the University to make amenities and services available to the local community, such as libraries, meeting rooms, athletic facilities, lectures, special events, or other appropriate services.

Program: The Plan encourages the University to address this in its operating policies and in its future Master Plan, when it is prepared.

Libraries

Public libraries serve as a center of community activity by providing information, research materials, books, journals, and newspapers, and services for students and meeting places. The Public Libraries Plan of the City of Los Angeles serves as a guide for the construction, maintenance, and operation of public library facilities.

There are two branch libraries within the Westchester-Playa del Rey Community Plan Area. They are the Westchester-Loyola Village Branch at 7114 W. Manchester Boulevard and a new branch library site at 6400 Playa Vista Drive that is being built as part of the Playa Vista Development.

GOAL 7

ENSURE THAT ADEQUATE LIBRARY FACILITIES ARE PROVIDED FOR THE WESTCHESTER-PLAYA DEL REY COMMUNITY.

Objective 7-1

Encourage the City's Library Department to continue to provide adequate library service to the Westchester-Playa del Rey Community Plan Area.

Policies

- 7-1.1 Support construction of new libraries and rehabilitation and expansion of existing libraries as required to meet the needs of the community.

Program: The Plan map designates existing library sites as public facilities to be zoned Public Facilities (PF), and also indicates their locations with a library symbol on the map. This gives the libraries additional protection to retain their existing use and allows a greater certainty in obtaining the necessary City approvals when rehabilitating or expanding.

7-1.2 Encourage flexibility in siting libraries in mixed-use projects, shopping malls, pedestrian-oriented areas, office buildings and similarly accessible facilities.

Program: The Plan supports such joint-use opportunities, through the discretionary approval process, in coordination with the Library Department.

7-1.3 To encourage bookmobile service to socially or geographically isolated residents as a complementary service of community branch libraries.

Program: The Plan recommends the use of bookmobile service to the Community when this service is needed.

Police Protection

The Los Angeles Police Department (LAPD) provides police protection within the Westchester-Playa del Rey Community Plan Area. The LAPD facility that serves Westchester-Playa del Rey area is the Pacific Division Police Station located approximately one mile north of the Community Plan area. The LAPD Ahmanson Recruit Training Center is located at the northwest corner of Manchester Avenue and Osage Avenue.

GOAL 8

CONTINUE TO PROVIDE THE WESTCHESTER-PLAYA DEL REY COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROTECT ITS RESIDENTS FROM CRIMINAL ACTIVITY, REDUCE THE INCIDENCE OF CRIME, AND PROVIDE OTHER NECESSARY LAW ENFORCEMENT SERVICES.

Objective 8-1

Provide adequate police facilities, personnel and protection to correspond with existing and future population and service demands

Policies

8-1.1 Consult with the LAPD in the review of development projects and land use changes to determine law enforcement needs and requirements.

Program: The City's discretionary approval process implements this.

Objective 8-2

Improve the ability of the community and police department to minimize crime and provide adequate security for all residents.

Policies

8-2.1 Support and encourage community-based crime prevention efforts (such as Neighborhood Watch) through regular interaction and coordination with existing policing, foot and bicycle patrols, community watch programs and regular communication with neighborhood and civic organizations.

Program: The Plan supports community-oriented law enforcement programs, as administered by the LAPD.

Program: The LAPD administers training and coordination programs that Business Improvement Districts (BID) and other private entities can utilize to supplement police patrols with private services.

- 8-2.2 Provide adequate lighting around residential, commercial and industrial buildings, and park, school, and recreational areas to improve security.

Program: The City's discretionary review process requires the notification of and consideration of comments provided by the LAPD in the review of most discretionary projects. The Plan supports more extensive coordination by decision-makers, including the implementation of the City of Los Angeles Crime Prevention Through Environmental Design (CPTED) Guidelines.

- 8-2.3 Ensure that landscaping around buildings does not impede visibility and provide hidden places which could foster criminal activity.

Program: The Plan supports the application of CPTED standards in discretionary land use approvals, in consultation with the LAPD.

Fire Protection

The City of Los Angeles Fire Department provides fire protection within the Westchester-Playa del Rey Community Plan Area.

Fire Station Number 5 provides fire and emergency services for the Westchester-Playa del Rey Community Plan Area and a second station is planned north of Jefferson Boulevard near Playa Vista Drive.

The Fire Protection and Prevention Plan of the City of Los Angeles Fire Department provides an official guide to City Departments, other governmental agencies, developers, and interested citizens for the construction, maintenance, and operation of fire facilities.

It is intended to promote fire prevention by maximizing fire safety education and minimizing loss of life through fire prevention programs. Pursuant to this Plan, it may be necessary to expand or relocate existing facilities as land patterns change.

GOAL 9

PROTECT THE RESIDENTS OF THE WESTCHESTER - PLAYA DEL REY COMMUNITY AREA THROUGH A COMPREHENSIVE FIRE AND LIFE SAFETY PROGRAM.

Objective 9-1

Maintain fire facilities and protective services that are sufficient for the existing and future population and land use.

Policies

- 9-1.1 Coordinate with the City of Los Angeles Fire Department during the review of significant development projects and General Plan amendments affecting land use to determine the impacts on service demands.

Program: The City's discretionary review process requires the notification of and consideration of comments provided by the City Fire Department in the review of most discretionary projects, and the Plan supports more extensive coordination by decision-makers whenever possible.

Program: City regulations require clearance from the City Fire Department prior to the issuance of most types of building permits.

- 9-1.2 Assist the City of Los Angeles Fire Department in locating fire service facilities at appropriate locations throughout the Westchester-Playa del Rey Community Plan Area.

Program: The City's Annual Report on Growth & Infrastructure provides data and information the Los Angeles Fire Department can use to study growth and the possible need for new fire stations.

Hyperion Treatment Plant

The Hyperion Treatment Plant is located in the southwestern section of the plan area at the shore line adjacent the to city of El Segundo. A variation of the facility has existed at this location since 1925. This wastewater treatment plant is operated by the City of Los Angeles Department of Public Works, Bureau of Sanitation. The facility provides multiple stages of wastewater treatment for the residents of the City while reducing pollution of the Santa Monica Bay. In 1998, the facility was renovated to provide expanded secondary wastewater treatment as well as recovery and recycling of renewable resources (wastewater and sludge treatment by-products).

GOAL 10

MAINTAIN AND OPERATE THE HYPERION TREATMENT PLANT IN A MANNER THAT IS SAFE, UNOBTRUSIVE, AND COMPATIBLE WITH THE SURROUNDING COMMUNITY AND ENVIRONMENT.

Objective 10-1

Maintain the exterior of the Hyperion Treatment Plant to be as unobtrusive as possible and compatible with the surrounding community and the coastal environment.

- 10-1.1 Protect coastal communities from potentially adverse impacts arising from differing or conflicting land uses, giving special attention to the relationship between public works/public utility facilities and sensitive open space or residential land uses. Ensure that new and/or expanded industrial facilities minimize adverse impacts on surrounding property, while protecting the function such facilities provide. The Plan fully supports careful review by the City of any future expansions or modifications to the Hyperion plant, with strong attention to these issues.

Program: The Hyperion Treatment Plant was designed with special consideration for the scenic quality of its location and required approval by the Cultural Affairs Department. The facility's height is limited to the level of the coastal bluff, and rooftop components were selected to avoid visual obstructions.

Objective 10-2

Operate the Hyperion Treatment Plant in a manner that is safe and protective of the fragile coastal ecosystem.

10-2.1 Coordinate with the City of Los Angeles Department of Public Works, Bureau of Sanitation during the review of significant development projects and General Plan amendments affecting land use to determine the impacts on water treatment demands.

Program: Numerous Federal and State regulations establish standards for sanitation, pollution, and the water released from water treatment facilities such as Hyperion, to ensure that they will not pose any threat to the local environment.

Program: The City's discretionary review process requires the notification of and consideration of comments provided by the City Department of Public Works, Bureau of Sanitation in the review of most discretionary projects, and the Plan supports more extensive coordination by decision-makers wherever possible.

10-2.2 Assist the City of Los Angeles Department of Public Works, Bureau of Sanitation in determining the appropriate capacity of the Hyperion Treatment Plant for the processing of the City's waste water.

Program: The City's Annual Report on Growth & Infrastructure provides data and information that the Department of Public Works, Bureau of Sanitation can use to study growth and its potential impacts on the City's wastewater treatment system.

10-2.3 Facilities for appropriate public education and appreciation of coastal resources and habitats should be located on the site and serve the Community Plan Area

Program: The Hyperion Treatment Plant conducts education programs and tours. The Los Angeles Science Education Center is planned to be constructed for the facility.

Transportation

A number of local, state and regional plans and ordinances, prepared by various public agencies, work to implement transportation improvements in the Westchester-Playa del Rey Community Plan Area. These include:

The Los Angeles County Congestion Management Program (CMP); the Long Range Transportation Plan prepared by the Los Angeles County Metropolitan Transportation Authority (LACMTA); the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Plan prepared by the Southern California Association of Governments

(SCAG); and the Statewide Transportation Improvement Program (STIP) prepared by the California Department of Transportation (CALTRANS).

LADOT also implements pedestrian-oriented arterials, bikeways, and transit-priority streets.

Transportation Improvement and Mitigation Program (TIMP)

A Transportation Improvement and Mitigation Program (TIMP), was prepared for the Westchester-Playa del Rey Community Plan through an analysis of the land use impacts on transportation. The TIMP establishes a program of specific measures which are recommended to be undertaken during the life of the Community Plan. Due consideration should be given to individual recommendations regarding any potential adverse impacts on existing commercial activities in the immediate area. Any proposed capital improvements, specifically street widenings, signing and striping improvements and prohibitions on peak hour parking, should be weighed against the preservation of the commercial viability of the immediate areas impacted by the proposed mitigation measures.

The TIMP document provides an implementation program for the circulation needs of the Plan area. For each of the following programs in the plan text where implementation measures are taken from the TIMP, these measures will be identified in brackets [] as follows: [TIMP]

The TIMP consists generally of an analysis of the following types of measures: transit improvements, transportation system management improvements, residential neighborhood traffic management plans, transportation demand management program which includes creating bikeways, forming transportation management associations, a trip reduction ordinance, and continued participation by the City in regional transportation management programs and highway infrastructure improvements.

The TIMP analysis is part of the Environmental Impact Report and is prepared to analyze the environmental impacts of implementation of the Westchester-Playa del Rey Community Plan.

The Westchester-Playa del Rey TIMP provides an implementation program for the circulation needs of the Westchester-Playa del Rey Community Plan Area, which consist of recommendations as follows:

- Freeways Streets
- Transportation Systems Management Strategies (TSM)
- Residential Neighborhood Traffic Management Plans
- Transit Improvements
- Transportation Demand Management Strategies (TDM)

FREEWAYS, AND STREETS

The Westchester-Playa del Rey Community Plan Area is served by the Century Freeway (I-105), which runs east and west, and the San Diego Freeway (I-405), that serves north and south bound traffic.

Arterial streets in the Plan area include Airport Boulevard, Aviation Boulevard, Centinela Avenue, Century Boulevard, Culver Boulevard, Imperial Highway,

Jefferson Boulevard, La Tijera Boulevard, Lincoln Boulevard, Manchester Avenue, Sepulveda Boulevard, and Vista del Mar.

Streets shall be developed in accordance with standards and criteria contained in the Mobility Plan, an element of the General Plan and the City's Standard Street Dimensions except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirement.

The full residential, commercial, and industrial densities and intensities proposed in the plan are predicated upon the eventual development of the designated infrastructure. No increase in density shall be allowed by zone change or subdivision unless it is determined that the transportation infrastructure serving the property can accommodate the traffic generated.

GOAL 11

TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OFFREWAYS AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING ACCEPTABLE LEVELS OF SERVICE AT INTERSECTIONS, WHERE FEASIBLE.

Objective 11-1

To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary Freeway and Street access and improvements are provided to accommodate additional traffic anticipated from Westchester-Playa del Rey Community Plan land use changes and/or by new development.

Policies

11-1.1 To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, seek to maintain a satisfactory Level of Service (LOS) for Boulevards, Avenues and Collector Streets.

Program: Improve substandard segments of those arterial roads which are expected to experience heavy traffic congestion by the year 2025 to their designated standard specifications.

Program: Widen Streets in those roadway segments listed in the Westchester-Playa del Rey Transportation Improvement and Mitigation Plan, where feasible and consistent with the policies of the Mobility Plan.

The TIMP identifies the following specific nonstandard roadway segments for capacity improvement consistent with their roadway classification in response to congestion levels projected for the Year 2025:

- **Airport Boulevard**, from La Tijera Boulevard to Century Boulevard (BoulevardII)- Improve to provide consistent six through lanes.
- **Arbor Vitae Street**, from Airport Boulevard to Aviation Boulevard (BoulevardII) - Ultimately improve to provide six through lanes (Note: widening to provide four through lanes and

a continuous two-way left-turn lane is a programmed improvement in the MTA Call for Projects)

- **Aviation Boulevard**, from Arbor Vitae Street to Imperial Highway (BoulevardII) - Improve to provide a third through lane in each direction and related intersection improvements. (MTA Call for Projects programmed improvement.)
- **Culver Boulevard** - from Jefferson Boulevard to Lincoln Boulevard - ((modified) Avenue III) Improve to provide four through lanes.
- **La Tijera Boulevard** - from Manchester Avenue to Sepulveda Boulevard (Boulevard II) Improve to provide six through lanes.
- **Manchester Avenue** - from Sepulveda Boulevard to Aviation Boulevard (BoulevardII) Improve to provide six through lanes. As an alternative to full widening standards, improvement could potentially be achieved via implementation of peak period parking restrictions.
- **Westchester Parkway** - from Sepulveda Eastway to Sepulveda Westway (BoulevardII) - Improve to provide six through lanes.

Program: The TIMP identifies the following segments for additional street improvements in response to congestion levels projected for the Year 2025. These improvements are only to be implemented to the extent feasible and consistent with the policies of the Mobility Plan.

- **Bluff Creek Drive**, from Lincoln Boulevard to Centinela Avenue - Construct Bluff Creek Drive as a new avenue with bike lanes, providing six through lanes between Lincoln Boulevard and Playa Vista Drive, four through lanes between Playa Vista Drive and Campus Center Drive, and six through lanes between Campus Center Drive and Centinela Avenue (Playa Vista improvement).
- **Centinela Avenue**, from Jefferson Boulevard to Sepulveda Boulevard - Widen Centinela Avenue to provide a fourth eastbound/southbound lane (Playa Vista improvement).
- **Jefferson Boulevard**, from Lincoln Boulevard to Centinela Avenue - Widen Jefferson Boulevard to provide four through lanes in each direction between Lincoln Boulevard and Playa Vista Drive, and four eastbound through lanes and three westbound through lanes between Playa Vista Drive and Centinela Avenue (Playa Vista improvement).
- **Lincoln Boulevard**, from Loyola Marymount University (LMU) Drive to Fiji Way - Widen Lincoln Boulevard to provide four northbound and three southbound through lanes at LMU Drive, four through lanes in each direction between north of LMU Drive and north of Jefferson Boulevard, three through lanes in each

direction across the Ballona Creek bridge and beneath the Culver Boulevard overcrossing, and a third northbound through lane between the Culver Boulevard ramp and Fiji Way (STIP programmed improvement).

- **Lincoln Boulevard**, from Jefferson Boulevard to Fiji Way - Widen Lincoln Boulevard to provide eight through lanes between Jefferson Boulevard and Fiji Way, including rebuilding the Culver Boulevard overcrossing (outside the Westchester-Playa del Rey CPA) and constructing a new second bridge over Ballona Creek (STIP programmed improvement). This improvement overlaps with and would be subsequent to the northern portion of the Lincoln Boulevard STIP improvement project described above.
- **Lincoln Boulevard**, from La Tijera Boulevard to LMU Drive - Minor widening (within the existing right-of-way) and restriping to add a fourth through lane in the northbound direction, maintain three through lanes in the southbound direction, and provide associated intersection improvements (STIP programmed improvement).
- **Lincoln Boulevard/Sepulveda Boulevard Improvements** - Median modification and restriping to provide four through lanes in both the northbound (west) and southbound (east) directions on Lincoln Boulevard through the intersection (STIP programmed improvement).
- **Playa Vista Drive**, from Bluff Creek Drive to Ballona Creek - Construct Playa Vista Drive as a new four-lane avenue with bike lanes (Playa Vista improvement).
- **Sepulveda Boulevard Transportation Enhancement Project** - Improve to provide three through lanes in each direction plus all-day street parking in the Westchester business district between Manchester Avenue and Lincoln Boulevard. Maintain bike lanes and number of existing through lanes but improve streetscape and add turn lanes between 76th Street and Manchester Avenue. (CFP)
- **San Diego (I-405) Freeway High Occupancy Vehicle (HOV) Lanes** - HOV lanes on I-405 between Marina Freeway SR 90 and Century Boulevard (connecting with existing HOV lanes on I-405 south of Century Boulevard and with separate HOV lane projects on I-405 north of SR 90 to and across Sepulveda Pass to US 101) (LRP).

Program: STREET RECLASSIFICATIONS

Streets in the Westchester-Playa del Rey Community Plan Area are classified as: Freeways; Boulevard I; Boulevard II; Avenues; Collector Streets; and Local Streets.

The following reclassifications and deletions are made in this plan:

- **Airport Boulevard** From Secondary Highway to Collector Street: Between 74th Street and La Tijera Boulevard.
- **Falmouth Avenue** From Secondary Highway to Collector Street: Between Cabora Drive and 92nd Street
- **Howard Hughes Parkway** From Collector Street to Boulevard II: east of Sepulveda Boulevard to I-405 - San Diego Freeway Off and On ramps.
- **Loyola Boulevard** From Secondary Highway to Collector Street: Between 80th Street and Manchester Avenue.
- **Manchester Avenue** From Secondary Highway to Collector Street: Between Vista del Mar Lane and Pershing Drive.
- **Sepulveda Eastway** From Secondary Highway to Collector Street: Between La Tijera Boulevard and Sepulveda Boulevard.
- **Sepulveda Westway** From Local Street and Secondary Highway to Collector Street: From Manchester Avenue to Westchester Parkway.
- **Vista del Mar Lane** From Secondary Highway to Collector Street: From Manchester Avenue to Vista del Mar
- **Arizona Avenue** Delete from Generalized Circulation Map: Arizona Place to Riggs Place.
- **Falmouth Avenue** Delete from Generalized Circulation Map: Cabora Drive to Culver Boulevard.

11-1.2 Streets should be developed in accordance with standards and criteria contained in the Transportation Element of the General Plan and consistent with the City's Standard Street Dimensions.

In some cases, exceptions may exist where significant environmental issues and/or sound planning practices may warrant alternate standards, consistent with street performance standards and traffic flow volume capacity requirements.

Program: The Department of Transportation is responsible for implementing street improvements programed in the Transportation Element of the City's General Plan.

Program: Roadway widening along not fully improved streets is required under LAMC 12.37. This method minimizes disruption to neighboring businesses and residents and will improve traffic circulation over the life of the plan as redevelopment occurs.

Objective 11-2

Ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.

Policies

11-2.1 No increase in density shall be effected by zone change, plan amendment, subdivision or any other discretionary action, unless the Decision-makers make the following findings or a statement of overriding considerations:

The transportation infrastructure serving the project site and surrounding area have adequate capacity to accommodate the existing traffic flow volumes, and any additional traffic volume which would be generated from projects enabled by such discretionary actions.

Program: Decision-makers are required to adopt findings with regard to infrastructure adequacy as part of their action on discretionary approvals of projects which could result in increased density or intensity.

**TRANSPORTATION
SYSTEMS
MANAGEMENT
STRATEGIES (TSM)**

Transportation Systems Management (TSM) is the optimization of the transportation system by improving the traffic flow with low capital cost projects and minimal construction, implemented in a short time frame.

TSM strategies include: synchronization of traffic signals; localized intersection improvements; traffic light cameras for enforcement at high-risk intersections; prohibition of on-street parking on Arterials and during peak travel times on Collector Streets; establishment of Preferential Parking Districts; and implementation of rapid bus programs with signal preemption and queue jumping.

TSM improvements also entail the application of new technologies through the use of Intelligent Transportation Systems (ITS) technologies. These include traveler information systems (e.g., changeable message signs, highway advisory radio), traffic management systems (e.g., enhanced signal systems, closed circuit TV for monitoring), incident management, and transit priority systems.

GOAL 12

PROVIDE A WELL-MAINTAINED, SAFE, EFFICIENT FREEWAY AND STREET NETWORK.

Objective 12-1

Increase traffic capacity on existing freeways and streets, through policy changes, and minor physical improvements to existing streets.

Policies

12-1.1 Continue to install Automated Traffic Surveillance and Control (ATSAC) equipment at all signalized intersections in the Westchester-Playa del Rey Community Plan Area. LADOT estimates that the existing system improves intersection capacity by as much as 7%.

Program: Expand Adaptive Traffic Control Systems (ATCS) to improve intersection capacity in the Westchester-Playa del Rey Community Plan Area.

- 12-1.2 Install an Adaptive Traffic Control System (ATCS) at all intersections along Arterials to improve intersection capacity by an additional 3%. This upgrade of the existing ATSAC system provides an additional capacity enhancement beyond that of ATSAC system alone. [TIMP]

ATCS is a computer-based traffic control program that provides fully traffic responsive signal control based on real-time traffic conditions. ATCS automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay is minimized along with improved traffic signal coordination throughout the network.

Implementation of ATCS in the Westchester-Playa del Rey CPA would require full implementation of the Airport and Mar Vista sub-systems. The various ATCS sub-systems present in the area should also be integrated, allowing for seamless optimized real-time operation both within and between the sub-systems.

Program: Install ATCS along all Arterials, throughout the Westchester-Playa del Rey Community Plan Area. [TIMP]

- 12-1.3 Improve the strict and constant enforcement of all parking restrictions in the Westchester-Playa del Rey Community Plan Area, including tow-away responses.

Program: Where feasible and consistent with the Mobility Plan, expand peak- hour parking restrictions for more restrictive days and times along I Arterials, and along Collector Streets currently operating at a Level of Service (LOS) of “D” or below, to maximize vehicle utilization of all available lanes in all directions.

- 12-1.4 Identify and implement intersection improvements (channelization, turn lanes, signal modifications) on Arterials, and Collector Streets, throughout the Westchester-Playa del Rey Community Plan Area, as feasible and consistent with the policies and programs of the Mobility Plan 2035 and the Community Plans..

Program: The Department of Transportation should coordinate with the local community and Neighborhood Council to identify problem areas and intersections and study implementation plans within the community to consider appropriate TSM improvements such as off center striping, emphasizing traffic on arterials.

Objective 12-2

Ensure that adequate maintenance of the street system is provided to facilitate the movement of the current and future traffic volumes, as well as emergency services.

Policies

12-2.1 Set aside additional funds for the maintenance and rehabilitation of all Streets.

Program: Continue operating and refining the City's Pavement Management System to develop optimum street maintenance strategies, with an emphasis on full-width resurfacing.

Program: Revise maintenance strategies to ensure that all on-street work is conducted only during non-peak days and hours and that no vehicles, equipment, materials, supplies, etc., are parked or stored on any Arterials during weekdays.

RESIDENTIAL NEIGHBORHOOD TRAFFIC MANAGEMENT PLANS

Within the Westchester-Playa del Rey Community Plan Area, Residential Neighborhood Traffic Management Plans are developed and implemented by the Department of Transportation.

These Plans include traffic control measures which regulate, warn, and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner.

They include such measures as stop signs and other traffic control signs, speed humps, traffic circles, semi-traffic diverters and right or left turn only lanes. Stronger enforcement of turn restrictions, stop sign adherence and speed limits is also goal of the LAPD traffic enforcement unit.

Acceptable traffic conditions on local residential streets may include elements beyond capacity or local congestion, including speed, safety and the maximum traffic volume that is compatible with a livable neighborhood environment. Response on a case-by-case basis without analyses of the entire regional or neighborhood traffic scenario has been ineffective to minimize such "unwanted traffic" intrusion into the residential neighborhoods.

Furthermore, well-meaning implementation of neighborhood traffic controls on one street can simply cause intruding traffic and spillover parking to shift to adjacent residential neighborhoods. There is no one solution to these issues.

In order for Residential Neighborhood Traffic Management Plans to be effective, traffic control measures should be clearly understood by motorists and pedestrians. Traffic management measures should convey clear, advanced warning, unambiguous messages, be justified, and should appropriately regulate the traffic for which they are intended.

Effective Residential Neighborhood Traffic Management Plans should be implemented on an area-wide basis, and must involve all affected parties, including Planning staff, LADOT staff, LAPD, City Council Representatives, the Neighborhood Council, and neighborhood businesses and residents.

GOAL 13

DISCOURAGE NONRESIDENT TRAFFIC FLOW ON RESIDENTIAL LOCAL STREETS, AND ENCOURAGE COMMUNITY INVOLVEMENT IN DETERMINING NEIGHBORHOOD TRAFFIC AND PARKING CONTROLS.

Objective 13-1

To initiate and continue existing Residential Neighborhood Traffic Management Plans to mitigate traffic and parking impacts throughout the Westchester-Playa del Rey Community Plan Area.

Policies

13-1.1 The City Planning Department and LADOT should continue to work closely with the local community and Neighborhood Council to identify existing and anticipated “cut-through” traffic and spillover parking from adjacent commercial areas. Through neighborhood community meetings, traffic calming programs and strategies should be developed for effective Residential Neighborhood Traffic Management Plans.

Program: LADOT should work with the local Neighborhood Council to implement Residential Neighborhood Traffic Management Plans to include traffic control monitoring programs to accomplish the following:

- Ensure that proper traffic control devices are installed.
- Analyze the effectiveness of the neighborhood traffic management measures
- Study the effects of “before and after” installation of control devices
- Ensure that undesirable impacts on established residential neighborhoods are minimal.
- Examine the needs for additional controls to deter unanticipated “cut-through” traffic and spillover parking from adjacent commercial districts.

TRANSIT IMPROVEMENTS

Opportunities exist within the Westchester-Playa del Rey Community Plan Area to increase the use of public transit. While it is anticipated that the private automobile will remain the primary mode of private transportation within the time frame of the Plan (2000-2025), bus service, community bus and van shuttles, and the Green Line Light Rail transit system will provide alternative public transit modes.

Public transit services in Westchester-Playa del Rey are currently provided by the Metropolitan Transportation Authority (MTA), the City of Los Angeles Department of Transportation (LADOT), and by buses from nearby cities.

The City of Los Angeles continues to work with other public agencies in evaluating travel needs and recommending modifications and improvements to existing public transit systems, and additions of new public transit systems.

GOAL 14

DEVELOP ADDITIONAL PUBLIC TRANSIT SERVICES WHICH IMPROVE MOBILITY WITH EFFICIENT, RELIABLE, SAFE, CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

Objective 14-1

Continue to encourage improved and additional local and express bus service and neighborhood shuttles throughout the Westchester-Playa del Rey Community Plan Area.

Policies

- 14-1.1 Continue to coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) with plans to improve local and express bus service serving Westchester-Playa del Rey.

Program: Implement bus rapid transit (BRT) service along the following corridors:

- S Lincoln Boulevard from the Green Line Aviation Station on the south to Wilshire Boulevard in Santa Monica.
- S Manchester Avenue corridor from the proposed Lincoln and Sepulveda BRT corridors in the Westchester-Playa del Rey CPA on the west to the proposed Atlantic BRT corridor in South Gate to the east.
- S Sepulveda Boulevard corridor throughout the Westchester-Playa del Rey CPA and beyond to the UCLA Transit Center in Westwood to the north and the Green Line Aviation Station to the south.

BRT implementation includes increased service frequency and transit-priority treatments such as signal coordination, queue jumpers, and transit signal priority at major intersections. The BRT would provide connections to the regional transit network, including the Exposition corridor to the north, the Metro Green Line to the south, and the Metro Blue Line to the east, consistent with the MTA Five-Year Plan and the MTA Long Range Plan. The Lincoln, Manchester, and Sepulveda BRT are all included in Phase II of the MTA Metro Rapid expansion program. [TIMP]

Program: Lincoln Boulevard Corridor Transit Enhancement Program - is an integrated program of added transit vehicles, signal coordination with transit priority signal preemption at critical intersections along the entire Route 1 corridor from El Segundo to Santa Monica, and a summer and weekend beach shuttle. The program is intended to actively encourage an alternative mode of travel during peak periods along Lincoln Boulevard. The program is part of the Playa Vista mitigation program, funded by Playa Vista and implemented in concert with the City of Los Angeles, the Los Angeles County Metropolitan Transportation Authority (MTA) and the Santa Monica Municipal Bus Lines (Big Blue Bus). [TIMP]

Program: Lincoln Corridor Task Force Transit Recommendations will provide a conceptual study of multi-modal corridor alternatives for Lincoln Boulevard between Manchester Avenue in Westchester and the Santa Monica I-10 Freeway in Santa Monica. The study is being led by the City of Los Angeles Department of Transportation with the participation of CALTRANS (State of California Department of Transportation), the County of Los Angeles, and the Cities of Culver City and Santa Monica. The results of the study will help the Task force determine the long-term needs of the corridor and develop a set

of transportation enhancement alternatives. Transit recommendations of the Lincoln Corridor Task Force should be incorporated into future updates of the Westchester-Playa del Rey Community Plan. [TIMP]

Program: Westside Transit Restructuring Study - The MTA with support from LADOT, recently performed the study to identify short-term improvements to enhance and optimize transit service in the western portions of the City of Los Angeles. The recommendations from this study should be supported by the City and implemented by the MTA. [TIMP]

Program: Circulator / Feeder Bus Service - Expand local circulator /feeder bus services to increase access within the Westchester-Playa del Rey Community Plan Area (CPA) and between the CPA and adjacent areas, connecting the community with activity centers (such as Loyola Marymount University) and connecting the community and activity centers with transit centers and the BRT corridors. [TIMP]

Program: Playa Vista Internal Shuttle System - Playa Vista has committed to implementing an internal shuttle bus system to provide community wide connections and to connect its jobs and housing to the regional transit system. The Playa Vista shuttle would connect to the Lincoln and Sepulveda BRT corridors. [TIMP]

- 14-1.2 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people, students, and low-income, transit-dependent populations.

Program: Expand the existing LADOT City Ride Program.

Program: Expand Shuttle routes to supplement other paratransit services for senior citizens, disabled people, students, and low-income, transit-dependent populations.

Objective 14-2

Increase work trips and non-work trips made on public transit.

Policies

- 14-2.1 Develop coordinated intermodal public transit plans to implement linkages to future public transit services.

Program: The Plan encourages the development of “Public Transit Transfer Centers,” including public transit stations, located at convenient locations to allow easy transfers to other routes and public services, employment areas, and shopping centers.

- 14-2.2 Implement Transit Priority Treatments (such as signal coordination or replacement, public transit signal priority, queue jumpers, signing and striping placement and color modification).

Program: The Plan encourages LADOT to coordinate with MTA to implement bus speed improvement measures in the Transit Enhanced Network, according to the General Plan’s Mobility Plan, on

all Boulevards in the Westchester-Playa del Rey Community Plan Area with scheduled bus service.

Program: The Department of Public Works is responsible for implementing the City's Coordinated Street Furniture Program, which will provide enhanced amenities at major transit stops including such facilities as widened sidewalks, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collection mechanisms.

- 14-2.3 Continue to study and consider future extensions of the Metro Rail Green Line to serve the Westchester-Playa del Rey community and provide rail transit connections to Marina del Rey and possibly other Westside areas, such as Santa Monica, West Los Angeles, etc.

Program: The Plan supports the continued study of possible future extensions to the Green Line by the appropriate agencies, including LADOT and MTA. Consideration should be given to establishing future stations to serve LAX, the Century Boulevard/98th Street Corridor, Downtown Westchester, Loyola Village, Loyola Marymount University and Playa Vista.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS D. Although studies indicate that most of Westchester-Playa del Rey's major street intersections are in compliance with this City policy,, the level of trips generated by future development in Westchester-Playa del Rey and in the surrounding areas require the implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility.

TDM is a program designed to encourage people to change their mode of travel from single occupancy vehicles to more efficient transportation modes. People are given incentives to utilize TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting, and non-motorized transportation modes such as the bicycle.

A Transportation Demand Management (TDM) Program shall include the following:

1. Transportation Management Association Formation/Coordination. [TIMP]
The City should encourage the formation of Transportation Management Associations (TMA's) in order to assist employers in creating and managing trip reduction programs
2. Participation in Regional Transportation Management Programs. [TIMP]
The City will continue to participate in local and regional TDM programs being implemented by the City, other agencies and adjacent jurisdictions and coordinate its TDM program with those of other communities, agencies and jurisdictions.

3. TDM Ordinance. The Citywide Ordinance on TDM and trip reduction measures (LAMC 12.26-J) will continue to be implemented for the Westchester-Playa del Rey area. This ordinance calls for several measures to be taken in developments to achieve trip reduction targets. The City of Los Angeles Department of Transportation (LADOT) is responsible for monitoring the current Citywide TDM Ordinance. [TIMP]

In addition, the Coastal Transportation Corridor Specific Plan (City Ordinance Number 168,999) requires that new development projects generating more than 100 trips implement TDM programs designed to achieve a target average vehicle rideship (AVR) of 1.50. [TIMP]

4. Telecommuting. Telecommuting provides an alternative to home-to-work vehicle trips. The City should encourage incorporation of new technologies supporting telecommuting (e.g., broadband, teleconferencing equipment) into new office and residential developments. Telecommuting measures could be used by non-residential developers toward compliance with the Citywide TDM Ordinance. [TIMP]
5. Bikeways. Continue to implement the (2035) Mobility Plan's recommendation for the area.
6. Pedestrian Oriented Areas. The City should encourage the development of pedestrian oriented areas as identified in this Plan.
7. Parking Management. The City should develop a parking management strategy.
8. Monitoring - The City of Los Angeles Department of Transportation (LADOT) has the responsibility to monitor the Citywide TDM ordinance.

GOAL 15

ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION TO REDUCE SINGLE-OCCUPANCY VEHICULAR TRIPS.

Objective 15-1

Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Policies

- 15-1.1 Encourage non-residential developments to provide employee incentives for using alternatives to the automobile (car pools, van pools, buses, shuttles, subways, bicycles, walking) and provide flexible work schedules.

Program: The Plan supports the implementation of this policy in discretionary projects through conditions of approval wherever possible.

Program: The Citywide Ordinance on TDM and Trip Reduction Measures will continue to be implemented and monitored by LADOT.

- 15-1.2 Encourage the use of Multiple-Occupancy Vehicle programs for shopping and other non-work activities to reduce midday, evening, and special event traffic.

Program: LADOT should continue to provide park-and-ride shuttle services to activity centers and special events.

Program: The Plan supports continuing efforts by the City and other appropriate agencies to design and implement a public education program to promote ridesharing.

- 15-1.3 Require that proposals for major non-residential development projects include submission of a TDM Plan to the City.

Program: Decision-makers and LADOT shall require a TDM plan as condition of approval of large projects. Such programs should include telecommuting, flexible work schedules, and teleconferencing.

- 15-1.4 Promote the development of transportation facilities and services that encourage higher transit ridership, increased vehicle occupancy, and improved pedestrian and bicycle access.

Program: Pursue measures such as locally-based Transportation Management Organizations, merchant incentives, preferential parking areas, bicycle access and parking, and lighting for pedestrian, vehicular, bicycle, and public transit uses.

NON-MOTORIZED TRANSPORTATION

The Plan provides for various modes of non-motorized transportation/circulation such as walking and bicycle riding. The (2035) Mobility Plan identifies a backbone of bicycle networks through the Westchester-Playa del Rey CPA. The Mobility Plan provides for non-motorized circulation in the Westchester-Playa del Rey Community Plan Area, including two existing Class I Bike Paths, three existing Class II Bike Lanes and Bikeway Study Corridors. The existing Class I Bike paths are the Ballona Creek bike path and the beach bike path. The Class II bike lanes are located on: Manchester Avenue between Lincoln Boulevard and Sepulveda Boulevard; Pershing Drive south of Manchester Avenue; and on Sepulveda Boulevard between Centinela Avenue and Manchester Avenue.

It is the intent of the Westchester-Playa del Rey Community Plan to facilitate the development of a Bikeway system which will complement other transportation modes, and encourage the use of bikeways as a commuter option, in accordance with the Transportation Element.

GOAL 16

ENCOURAGE A SYSTEM OF SAFE, EFFICIENT AND ATTRACTIVE BICYCLE AND PEDESTRIAN FACILITIES.

Objective 16-1

Promote an adequate system of Bikeways for commuter, school and recreational use.

Policies

- 16-1.1 Encourage funding and construction of Bikeways to connect residential neighborhoods to schools, open space areas, and employment centers.

Program: The (2035) Mobility Plan promotes the expansion of bicycle usage through further development of bikeways and improvement of appropriate support programs.

- 16-1.2 Provide Bikeways along Boulevards and Avenues in the Westchester-Playa del Rey Community Plan Area.

Program: Continue to implement the Mobility Plan for the Westchester-Playa del Rey Community Plan Area, which includes the following proposed bikeways: [TIMP]

Class I bike path along Aviation Boulevard/Florence Avenue between Imperial Highway and La Cienega Boulevard.
<Designated for Class IV protected Bike Lane.>

Class II bike lanes along future Bluff Creek Drive between Lincoln Boulevard and Centinela Avenue within Playa Vista.

Class IV bike lanes along Manchester Avenue from Sepulveda Boulevard to Aviation Boulevard <Class IV designated but Class II currently in place.>

The Bicycle Plan (now replaced by the Mobility Plan) designated Lincoln Boulevard as a future study corridor. Subsequent to adoption of the Bicycle Plan, additional bikeways have been planned along the Lincoln Boulevard corridor. Additional proposed bikeways along the Lincoln Boulevard corridor and elsewhere in the Westchester CPA to provide additional bicycle network connectivity are as follows [TIPM]:

Class II bike lanes along Lincoln Boulevard between Fiji Way and future Bluff Creek Drive (to provided as part of CALTRANS Lincoln Boulevard improvement program), providing connections to the Ballona Creek bike path and the Marina del Rey bikeway system to the north.

Multi-use Class I bike/pedestrian path along west side of Lincoln Boulevard between Ballona Creek and future Bluff Creek Drive (to provided as part of CALTRANS Lincoln Boulevard improvement program).

Class I bike path along the east side of Lincoln Boulevard between future Bluff Creek Drive and Loyola Marymount University Drive.

Bike connection through the Loyola Marymount University campus from Lincoln Boulevard at Loyola Marymount University Drive to 80th Street at Loyola Boulevard (private connection not provided by the city).

Class III bike route on Loyola Boulevard between the Loyola Marymount University campus and Manchester Avenue.

6Class I bike path through the Westchester Recreation Center and Class III bike route along Loyola Boulevard west of Lincoln Boulevard, connecting the existing bike lanes on Manchester Avenue with those on Westchester Parkway.

Class II bike lanes along future Playa Vista Drive between Ballona Creek and Bluff Creek Drive within Playa Vista.

In addition, the following corridor is indicated for further study:

Multi-use bike/pedestrian path roughly following the Cabora Drive alignment between Lincoln Boulevard and Pershing Drive.

- 16-1.3 Assure that local bicycle facilities are linked with the facilities of neighboring areas of the City.

Program: the Plan map identifies bicycle facilities which link with the bicycle facilities of adjacent communities.

- 16-1.4 Support the provision of bicycle facilities in all new development.

Program: Continue to enforce the Los Angeles Municipal Code (LAMC 12.21-A16), which requires the provision of changing rooms, showers and bicycle storage at all new non-residential developments and public places.

Objective 16-2

To promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.

Policies

- 16-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way along streets wherever feasible for the use of pedestrians.

Program: Continue implementation of the Citywide Land Use/Transportation Policy (Guide to Decisions on the Design of Public Rights-of-Way) wherever possible, and in the approval process for discretionary projects.

- 16-2.2 Require sidewalks with new roadway construction and substantial reconstruction of existing roadways.

Program: Continue to coordinate with the City's Capital Improvement Program (CIP), Public Works construction projects and the City's discretionary project approval process.

- 16-2.3 Protect and improve existing pedestrian oriented street segments.

Program: The Plan proposes specific measures including zoning conditions at appropriate locations, and a Community Design Overlay District proposed in Downtown Westchester, to implement precise guidelines to develop, protect, and foster the pedestrian oriented nature of these areas.

Program: Encourage pedestrian-oriented streetscape design, as part of DOT's Neighborhood Traffic Management program, especially in regards to mitigating some of negative impacts of avenues through residential neighborhoods.

PARKING

The Westchester-Playa del Rey Community Plan supports the City's continuing effort to develop City-owned (off-street) parking facilities so that an adequate supply of parking can be provided to meet demand.

City-owned parking lots and structures should be located in or near all commercial areas, with highest priority given to all Regional and Community Commercial Centers in a phased program, and to Arterials in the Westchester-Playa del Rey Community Plan Area.

GOAL 17

PROVIDE A SUFFICIENT SUPPLY OF WELL-DESIGNED AND CONVENIENT OFF-STREET PARKING LOTS AND FACILITIES THROUGHOUT THE PLAN AREA.

Objective 17-1

Provide off-street parking in appropriate locations in accordance with Citywide standards and community needs.

Policies

17-1.1 Minimize the number of ingress and egress points to and from all Arterials in the Westchester-Playa del Rey Community Plan Area.

Program: The Plan supports the implementation of this policy through zoning conditions at appropriate locations, and in review process for discretionary projects.

Program: The City Planning Department with LADOT should develop a phased, coordinated parking management strategy to implement this policy.

17-1.2 Develop off-street parking resources, including parking structures and underground parking in accordance with design standards.

Program: Chapter V proposes specific design guidelines for parking facilities that are implemented through zoning conditions at appropriate locations, and in review process for discretionary projects.

Program: The provision of shared parking facilities in appropriate centers and districts is promoted by the design guidelines in Chapter V.

17-1.3 Manage the supply of on-street parking to provide convenient parking for customers of commercial land uses and to encourage employees to park in off-street lots or garages or use alternate modes of transportation.

Program: LADOT should periodically review the supply and allocation of on-street parking and adjust time limits, hours of parking restrictions and meter rates to maximize the availability of on-street parking for customers of commercial land uses.

Coastal Resources

The California Coastal Act of 1976 declared the California Coastal Zone a distinct and valuable resource of vital and enduring interest to all people, and which exists as a delicately balanced ecosystem. In accordance with the Coastal Act, the portions of the Westchester-Playa del Rey community that are located within the Coastal Zone must be planned and developed with particular attention to potential impacts to the coastal and marine environment and the ability of the public to access and use the waterfront and its resources.

The Coastal Zone covers a significant portion of the land area in the Westchester-Playa del Rey Community Plan area. The Westchester-Playa del Rey Coastal Zone boundary follows the Community Plan boundary to the North; the City of Los Angeles boundary to the West; the Los Angeles / El Segundo City line to the South; and the eastern boundary runs north continuing along the City line to Imperial Highway, where it follows Pershing Drive to Culver Boulevard, it then extends out to Lincoln Boulevard along the bluff edge to include Ballona Wetlands. The portion of land adjacent to the airport (bounded by Napoleon and Waterview Streets on the north, by Imperial highway on the south, by Pershing Drive on the east, and by Vista del Mar on the west) is under the jurisdiction of the Los Angeles International Airport, and not within the Westchester-Playa del Rey Community Plan area.

Significant Coastal resources include: the Playa del Rey Beach, Dockweiler State Beach, Ballona Wetlands, Del Rey Lagoon and Park, coastal bluffs, Ocean Front Walk and bike path, the beachfront walk streets, visitor-serving shops and services on Culver Boulevard, and scenic views of the ocean, beach, lagoon and wetlands.

The Westchester-Playa del Rey Coastal Zone can be divided into four subareas distinctive for their location and function:

Ballona Wetlands

Ballona, one of the last remaining saltwater wetlands in Southern California, provides an important habitat for marine and mudflat wildlife, including endangered species of songbirds. It also provides a unique spot of serenity for nearby residents and visitors, including those traveling on Lincoln Boulevard. While the quality of the habitat has diminished in recent years, significant improvements are underway. Most of the Ballona Wetlands area within the Community Plan boundary will be preserved as open space, and enhanced through habitat restoration programs and increased public access. A freshwater marsh is planned for the southeast section.

Playa del Rey

North of Culver Boulevard and south of Ballona Creek, the del Rey Lagoon and Park is lined with two and three story residential buildings and duplexes. Planned improvements for the park include: new playground equipment, new basketball courts, repaving of parking lots, and picnic area enhancements. Lagoon improvements are to include: dredging, lagoon bank stabilization, bank replanting with vegetation to cleanse lagoon water, new stormwater catch basins, and a planned bird sanctuary for the north end with limited public access.

The beachside neighborhood, south of Culver Boulevard and west of Vista Del Mar, locally known as "The Jungle," consists of two and three story multi-family residences. The streets are very narrow, and include walk streets closed to vehicular use. The only access to this neighborhood is via Culver Boulevard.

The portion of Culver Boulevard between Nicholson Street and the beach serves as a mixed use corridor that includes neighborhood- and beach visitor-serving retail and services. The Boulevard provides the main access route to the Playa del Rey lowlands and beach from Lincoln Boulevard, Playa Vista, the 405 Freeway, and surrounding communities. West of Nicholson Street, land uses along Culver include multi-family residences, restaurants, offices, and small-scale shops and services. The boulevard terminates at Dockweiler State Beach.

The residential blufftop area in Playa del Rey, south of Culver Boulevard and north of the Airport property consists of one- and two-story single family dwellings. The area is elevated from the heavy traffic on Culver Blvd. and Vista Del Mar, and adjacent commercial areas. Many homes enjoy scenic views, and some streets provide public coastal views.

Shoreline Strip

A strip of open space land exists along the coastal bluff between Vista Del Mar Boulevard and Dockweiler State Beach. This narrow swath west of the Airport is city-owned property that is designated open space within the Westchester-Playa del Rey Community Plan. It provides recreational opportunities, views, and access to the beach.

Hyperion

The Hyperion Wastewater Treatment Facility is located adjacent to the shoreline, at the extreme southwest corner of the Westchester-Playa del Rey Community Plan Area. A variation of the facility has existed since 1925, with its latest improvements in the 1990s qualifying the plant as one of the "Top 10 Public Works Projects of the Century" (American Public Works Association). At the facility, wastewater goes through several stages of treatment—primary and secondary, which include: solids removal, chemical and biological treatments of water, water reuse, biosolids treatment, and energy recovery. Advanced treatment processes result in water purification as well as the recovery and recycling of renewable resources (wastewater and sludge treatment by-products.)

GOAL 18

PROTECT WESTCHESTER-PLAYA DEL REY'S UNIQUE COASTAL QUALITIES BY MAINTAINING THE COASTAL ZONE IN AN ENVIRONMENTALLY SENSITIVE MANNER AND PRESERVING THE SCENIC VIEWS OF THE AREA, WHILE ENSURING ACCESS AND PUBLIC USE OF COASTAL RESOURCES.

Objective 18-1

Provide a Land Use guide for the policies contained in the California Coastal Act of 1976, within the designated Coastal Zone in Westchester- Playa del Rey. Continue to provide for the protection and sustainable development of Coastal Communities, Coastal Zone amenities, and the area's natural and constructed resources.

Policies

- 18-1.1 Prepare a Local Coastal Program for the Westchester - Playa del Rey Coastal Zone, to consist of a Land Use Plan defining policy and a Local Implementation Plan including implementing ordinances.

Program: The Del Rey Lagoon Specific Plan was approved in concept by the Los Angeles City Council as a policy document to be considered in discretionary approvals. A Local Coastal Program Land Use Plan should be prepared to address these issues and implement the goals and policies of the California Coastal Act of 1976.

Program: The Playa Vista Area B Specific Plan, adopted in 1985 and amended in 1990, is intended to implement the goals and policies of the Coastal Act and establish a Local Coastal Program Land Use Plan for that area of the Westchester - Playa del Rey Community.

- 18-1.2 Issue coastal development permits and building permits in the Coastal Zone to ensure that new developments address coastal issues.

Program: Upon certification of the Local Coastal Program (Land Use Plan and Local Implementation Plan) the City of Los Angeles will have permitting authority for most new development in the Coastal Zone. The Local Coastal Program will govern decisions that determine the short- and long-term conservation and use of coastal resources.

- 18-1.3 Protect coastal communities from potentially adverse impacts arising from differing or conflicting land uses, giving special attention to the relationship between public works / public utility facilities and sensitive open space or residential land uses. Ensure that new and/or expanded industrial facilities minimize adverse impacts on surrounding property, while protecting the function such facilities provide.

Program: The Playa Vista Area B Specific Plan requires a Conditional Use Permit for new gas facility uses. Removal or expansion of such uses is subject to the plan approval process.

Program: The Coastal Bluffs Specific Plan minimizes the impact of commercial and industrial development adjacent to residential neighborhoods by: limiting structure height, excluding ground floor residential uses in commercial areas, and implementing measures to reduce noise.

Program: The Hyperion Treatment Plant was designed with special consideration for scenic quality and required approval by the Cultural Affairs Department. The facility's height is limited to the level of the coastal bluff, and rooftop components were selected to avoid visual obstructions. The Plan supports careful review by the City of any future expansions or modifications to the Hyperion Plant, with particular attention given to these issues.

18-1.5 New development should be located in areas best served by existing road and utility systems.

Program: The Plan Land Use Map considers infrastructure, topography, and land use compatibility issues in designating appropriate land uses throughout the community.

Objective 18-2

Protect, maintain, and where feasible enhance and restore the quality of the Coastal Zone environment and its natural resources. Assure the orderly and balanced use and conservation of coastal ecological amenities, taking into account the social and economic needs of the people of the region.

Policies

18-2.1 New development should be located in a manner that best preserves identified coastal resources, including wetland and support areas. Promote the concentration or grouping of structures to retain larger areas of open land. Open space buffer areas should be established between new development and sensitive ecological environments.

Program: The Playa Vista Specific Plans designate locations in the vicinity of Ballona Wetlands where development is permitted, and include provisions for the protection and restoration of the wetlands. The Plans also require appropriate buffering of incompatible uses through visual or spatial separations.

Program: The Westchester-Playa del Rey Local Coastal Program will include standards for setbacks and other provisions to buffer the wetland, lagoon, and other sensitive areas from development.

18-2.2 Preserve and enhance Ballona Wetlands by consolidating and restoring all wetlands and environmentally sensitive habitats within the Ballona area.

Program: The Playa Vista Area B Specific Plan requires that a Ballona Wetlands Habitat Management Program be prepared to provide the following: a comprehensive plan to improve the quantity, quality, and distribution of water entering Ballona Wetlands; a lagoon to perform flood control functions while providing habitat for wild wetland birds; removal of nonnative plant species, improvements of tidal flow to the wetlands.

Program: The Westchester-Playa del Rey Local Coastal Program will also address the restoration of the wetlands habitat.

- 18-2.3 Preserve and enhance Del Rey Lagoon as a community and visitor serving park with significant ecological functions.

Program: Del Rey Lagoon is a designated Neighborhood Park, with an Open Space land use designation by the Community Plan. The Department of Recreation and Parks is responsible for maintaining and operating it.

Program: The Local Coastal Program Land Use Plan should include policies to protect and preserve Del Rey Lagoon and the surrounding park as an ecological and recreational resource.

- 18-2.4 Preserve and protect the unique and distinctive landforms of Playa del Rey Coastal Bluffs, which remain habitat to birds, small mammals, and native plants.

Program: The Coastal Bluffs Specific Plan regulates height, setbacks, lot coverage, land use, lighting, grading, and drainage on lots located within the Playa del Rey bluff area. Development regulations are designed to: reduce potential adverse effects of grading in hillside areas, control erosion and geologic instability, increase ground water recharge, and reduce water runoff.

Objective 18-3

Maximize public access and recreational opportunities to and within the Coastal zone, consistent with identified resource conservation principles and the rights of private property owners.

Policies

- 18-3.1 Existing coastal-oriented recreation facilities should be maintained, developed, and expanded where needed to provide local and regional enjoyment of Westchester-Playa del Rey's unique coastal resources. Additional facilities should be encouraged, as needed, to serve the community.

Program: The Community Plan designates Del Rey Lagoon Park as open space. It is a dedicated Neighborhood Park maintained by the Department of Recreation and Parks.

Program: The Playa Vista Area B Specific Plan provides that a Ballona Wetlands Habitat Management Program be prepared to provide an interpretive center for controlled public enjoyment and education.

Program: Just outside of the community plan area, the land bounded by Napoleon and Waterview Streets on the north, by Imperial highway on the south, by Pershing Drive on the east, and by Vista del Mar on the west, is designated in the Los Angeles International Interim Plan and the El Segundo Dunes Specific Plan, as an open space site that would provide active and passive recreational opportunities in the form of a City park

and public golf course. This site is within the Coastal Zone and could serve the Westchester-Playa del Rey community.

Program: The Local Coastal Program for Westchester - Playa del Rey should include programs to encourage the creation of additional coastal recreational facilities.

- 18-3.2 Adequate public parking to serve recreational facilities along the coast should be provided to minimize spill-over parking into residential areas.

Program: The Local Coastal Program Land Use Plan should address public parking provisions within the Coastal Zone.

- 18-3.3 New development should mitigate the impact of new traffic generated on coastal recreation access roads.

Program: The Coastal Transportation Corridor Specific Plan requires traffic mitigation measures and/or impact fees for projects in commercial zones that create traffic impacts.

- 18-3.4 Pedestrian walkways that provide a recreational function and give access to coastal resources should be improved and enhanced where existing, or newly constructed where needed and feasible.

Program: The Local Coastal Program Land Use Plan should designate walk streets and include provisions to improve the aesthetics and pedestrian experience along walk streets, including development standards for adjacent residences.

Program: The Playa Vista Area B Specific Plan requires that a Ballona Wetlands Habitat Management Program be prepared that will provide a system of nature trails and overlooks, as well as public access to and along the boundaries of the Ballona Wetlands. These will be consistent with the protection of sensitive habitats and fragile wetland resources.

- 18-3.5 Facilities for controlled public education and appreciation of coastal resources and habitats should be sited within, and serve the Community Plan Area.

Program: An interpretive center is planned within Playa Vista Area D, serving an educational and recreational function.

Program: The Hyperion Treatment Plant conducts education programs and tours, and the Los Angeles Science Education Center is planned for the Facility.

Objective 18-4

Assure priority for uses that are coastally dependent, visitor-serving, serve a recreational function, and which emphasize the unique coastal character of the Westchester-Playa del Rey Coastal Zone.

Policies

18-4.1 Developments providing recreational opportunities are preferred uses in the Coastal Zone. Facilities that serve the greater community and which are accessible to a large-range of users (*e.g., lower cost*) should be protected, and new ones encouraged.

Program: The Community Plan and Specific Plans designate Commercial and Open Space uses, which permit and encourage the development of public recreation facilities.

18-4.2 Visitor-serving commercial uses should be encouraged within the Playa del Rey commercial district.

Program: The Local Coastal Program Land Use Plan will include appropriate guidelines for the development of this commercial area.

Program: The Plan supports the use of zoning conditions in this commercial district to regulate use and design to ensure visitor serving and pedestrian friendly development.

Objective 18-5

Preserve coastal visual resources by protecting and enhancing scenic views of the ocean and wetlands from designated Scenic Highways, and public view sites.

Policies

18-5.1 The scenic and visual qualities of Westchester-Playa del Rey Coastal Zone should be protected and enhanced where feasible, by siting and designing development in order to: protect public views to and along the ocean and scenic coastal areas; minimize the alteration of natural landforms; be visually compatible with the character of the surrounding area; and retain existing views from designated public view areas and Scenic Highways. All new development in the Coastal Zone, including public works and recreational facilities, should be subordinate to their setting, and minimized in height and bulk to the extent feasible to accomplish view protection.

Program: The Coastal Bluffs Specific Plan regulates height, setbacks, lot coverage, lighting, and other development controls designed to reduce potential adverse effects of developing on the Playa del Rey bluffs. Structures on the bluff must adhere to restrictions upon building location and size. On commercial properties, roof-mounted structures are restricted and mechanical equipment located on roofs must be screened. For any development, outside lighting is limited or must be shielded. To the extent feasible, new distribution lines are to be installed underground.

Program: The Playa Vista Area B Specific Plan requires that the Ballona Wetlands Habitat Management Program seek sources of

funding to allow undergrounding of existing electric transmission lines in and adjacent to the Ballona Wetlands.

Program: The Local Coastal Program Land Use Plan should include provisions to protect scenic views in the Coastal Zone.

18-5.2 Commercial signs should be regulated in the Westchester-Playa del Rey Coastal Zone, to ensure they are visually compatible with the community and coastal environment.

Program: Implementing ordinance(s), as part of the Local Coastal Program, should implement restrictions on signage in appropriate locations.

Historic And Cultural Resources

COMMUNITY HISTORY

For thousands of years the salt marshes and lagoons between the palisades of Santa Monica and the bluffs on Playa del Rey were homes to the indigenous Indian community. Groups of the Gabrielinos migrated from the Southwest and joined those at the Ballona Creek shore area and acquired the Tongva (the people) name. The first European contact with the Tongva was in October 1542 by Juan Rodriguez Cabrillo. More extensive exploration by the Portola expedition and European settlement of Westchester -Playa del Rey did not start until 1769. The founding of the San Gabriel Mission in 1771 and the founding of the City of Los Angeles in 1781 solidified the mission period in Southern California.

The first Spanish settlement of what is now the Playa del Rey area occurred when members of the Machado and Talemante families settled along Ballona Creek in 1819 and were later granted the Rancho La Ballona by Spanish land grants. Present day Westchester and part of Playa del Rey were the Rancho Suasal Redondo and Rancho Aguaje de Centinela. Little remains of those first attempts to settle the Westchester - Playa del Rey except the Centinela Adobe located on Midfield Avenue but in the City of Inglewood. Rancho Aguaje de Centinela was sold to Daniel Freeman in 1873.

Moses Wicks gained control of part of Rancho La Ballona in 1885 and worked with the Santa Fe Railroad to propose a harbor site in the Ballona lagoon. The economic downturn in the late 1880's delayed development expansion until the early 1900's. A railway line with a resort and a small residential village was constructed while Daniel Freeman sold his 5,000 acre tract in the early 1900's. For many years activities included agriculture, sheep grazing and the drilling of test well for the petroleum industry.

Oil was not discovered until 1929 and several oil wells sprung up in Playa del Rey during the 1930's. Loyola University moved from downtown Los Angeles to its present location in Westchester in 1929. The Army Corps of Engineers channelized Ballona Creek in 1935 to control flooding and placed the resulting construction fill on the adjacent area that became the Hughes Aircraft manufacturing plant in 1940.

Howard Hughes and Hughes Aircraft company had been major players in the design, developments and production of high technology systems for scientific, military and commercial applications. This site is where the famous H-1 Hercules Flying Boat, known as the Spruce Goose, was built. The area also served as a location for the filming of several movies including "Hell's Angels", produced by Howard Hughes.

Just prior to the beginning of World War II, the United States Government started storing natural gas in the depleted oil field. The Southern California Gas Company acquired the rights to this gas storage operation just after the end of the war and continues to operate the facilities. Very small amounts of commercial and residential development existed in the area prior to World War II.

The return of War Veterans and need for expanded aircraft and related industries during and after World War II created a tremendous expansion of development in the Westchester-Playa del Rey area. By 1948 there were 30,000 people in the area and this surge created an urgent need for housing and commercial uses. The Loyola Theater was built in its distinctive Baroque-Modern style in 1948 and later declared a historic monument in December 1982 by the City of Los Angeles. Shipbuilder Henry Kaiser completed 7,000 dwellings in 1950 near the intersection of La Tijera Boulevard and Manchester Avenue. The subdivision and construction frenzy continued through the 1950's and 60's until only a small portion of the area remains undeveloped today.

GOAL 19

PRESERVATION AND RESTORATION OF CULTURAL RESOURCES, NEIGHBORHOODS, AND LANDMARKS WHICH HAVE HISTORICAL AND/OR CULTURAL SIGNIFICANCE.

Objective 19-1

To ensure that the community's historically significant resources are protected, preserved, and/or enhanced.

Policies

19-1.1 Encourage the preservation, maintenance, enhancement and reuse of existing historic buildings and the restoration of original facades.

Program: The City's historic properties preservation ordinances and City's Cultural Heritage Commission requirements establish standards for preservation and implementation of design standards.

19-1.2 Identify all designated City of Los Angeles Historic and Cultural Monuments in order to foster public appreciation of the City of Los Angeles' valuable historic resources and to promote education of the public by preserving Los Angeles' historic past and to promote that any other appropriate landmarks of unique architectural and historical significance continue to be identified for the purpose of inclusion in the list.

Program: Seek City Historic-Cultural Monument designation for appropriate sites. The Plan map identifies The Loyola Theater as a Cultural/Historical resource.

Program: The Plan supports the continued identification and recommendation of appropriate landmarks for inclusion in the list of designated monuments.

Objective 19-2

To encourage private owners of historic properties to conserve the integrity of such resources.

Policies

19-2.1 Assist private owners of historic resources to maintain and enhance their properties in a manner that will preserve the integrity of such resources.

Program: The City's historic properties preservation ordinances and Cultural Heritage Commission requirements provide for the implementation of historic preservation standards.

Program: Utilize City historic properties restoration programs, which provide funding for renovating and/or reusing historic structures.

Relationship to Los Angeles International Airport (LAX)

Westchester-Playa del Rey Community Plan area is located directly north of Los Angeles International Airport (LAX). First opened in 1929, LAX has expanded and grown into a 3,651-acre airport facility providing nonstop air service to 65 cities nationwide and more than 44 international cities. The airport is served by a fleet mix of 84 passenger and 16 all-cargo airlines and is used by more than 65 million passengers. In recent years, it has been handling more than 2 million tons of air cargo annually. Currently, under the LAX Interim Master Plan LAX could ultimately serve approximately 78.7 million annual passengers and handle 3.1 million annual tons of cargo.

LAX is owned and operated by the City of Los Angeles. A Board of Airport Commissioners oversees the policy, management, operation, and regulation of four airports: Los Angeles International (LAX), Ontario International, Palmdale Regional, and Van Nuys Airport. The Executive Director and the staff of the Los Angeles World Airports (LAWA) administer the operations of LAX under the direction of the Board of Commissioners, who are appointed by the Mayor of Los Angeles.

The Westchester-Playa del Rey Community Plan has no jurisdiction or direct influence over the planning and development of LAX. However, as the adjoining neighbor on the northern boundary, the community experiences certain environmental impacts, such as air quality, aircraft noise and airport-related traffic. Its close proximity to the airport also creates significant employment and business opportunities and other benefits for the community.

LAWA is responsible for proposing and formulating LAX development plans and their implementation, subject to approval by the City Council. The LAX development and facilities existing in 2003 were approved under the LAX Interim Master Plan adopted in 1981. However, passenger travel and air cargo demand at LAX have significantly increased in recent years, and LAWA is

presently working on a new Master Plan to address the relevant growth and transportation issues to the year 2025.

The Westchester-Playa del Rey Community Plan seeks to coordinate the planning and development of the community with LAX, to provide adequate buffer and transitional land uses, and to help stimulate the revitalization of various business districts in Westchester. Toward this end, the following should be considered by the Board of Airport Commissioners, City Council, Federal Aviation Administration (FAA), and other decision making bodies having jurisdiction over LAX or any of its projects.

Goal 20

COORDINATE THE DEVELOPMENT OF LAX AND ITS ANCILLARY FACILITIES AND CIRCULATION SYSTEM WITH SURROUNDING COMMUNITIES TO INCREASE ITS SAFETY, SECURITY AND EFFICIENT OPERATIONAL CAPABILITIES TO SERVE THE PASSENGER TRAVEL AND AIR-CARGO DEMAND THROUGHOUT LOS ANGELES AND THE REGION, WHILE MINIMIZING THE POTENTIAL ADVERSE ENVIRONMENTAL IMPACTS RESULTING FROM SUCH ACTIVITIES.

Objective 20-1

Coordinate the development of the Los Angeles International Airport with that of Westchester-Playa del Rey and other surrounding communities.

Policies

20-1.1 Strengthen coordination between LAWA and the relevant City departments, other agencies (MTA), and adjacent communities in the planning and implementation of all major LAX projects.

Program: The California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA) and other federal and state law mandates review of all significant size development projects by relevant departments and/or agencies in the adjacent communities.

Program: In all discretionary actions within the Westchester- Playa del Rey Community Plan area, the decision maker should consider the effect(s) of the proposed project relative to LAX and its environs, in making a finding of consistency with this Plan.

Program: The Plan recommends that LAWA coordinate with the local Business Improvement District (BID) regarding the future development of the Century Boulevard/98th Street Corridor to improve its association with LAX, and to more efficiently serve air travelers and area visitors.

Objective 20-2

Utilize land acquisition, buffering, transitional uses, and other effective measures to mitigate noise and other impacts to Westchester-Playa del Rey Plan Area.

Policies

20-2.1 Encourage attractive and effective buffers such as transitional land use, landscaping, open space, etc. between LAX and the Westchester-Playa del Rey community.

Program: The plan for any future airport facilities should consider potential impacts such as noise, exhaust fumes, etc., on the surrounding community, and provide for adequate buffers, transitional land uses, etc.

Program: Any future LAX land use decisions should consider areas adjacent to the community for transitional and compatible land uses with adequate buffer areas.

Program: The current Westchester land acquisition project in the Manchester Square and Airport/Belford Areas is intended to mitigate noise in the residential areas that are within the designated aircraft noise impact areas adjoining LAX.

Objective 20-3

Improve the system of transportation providing access to and within LAX and all of its ancillary facilities, in order to mitigate traffic impacts and congestion in the Westchester-Playa del Rey community.

Policies

20-3.1 Implement appropriate street improvements in the community, and particularly the area surrounding LAX to alleviate traffic congestion.

Program: Recommendations of the Westchester-Playa del Rey Transportation Improvement and Mitigation Program (TIMP), the LAX Master Plan EIR/EIS, and other street improvements programmed by the Los Angeles Department of Transportation (LADOT) should be implemented by the appropriate responsible agencies when such infrastructure projects are approved and funded.

Program: To the extent possible, the Plan encourages LAWA to plan the physical layout of airport facilities to minimize traffic backups and congestion on surrounding streets in the community.

Program: The Plan recommends that LAWA work with CalTrans, LADOT and any other appropriate agencies to explore a direct connection between the regional freeway system and LAX, to improve overall traffic flow throughout the area and to provide relief to local thoroughfares such as Sepulveda and Lincoln Boulevards.

20-3.2 Improve and better coordinate public transportation service to and from LAX.

Program: The Plan encourages LAWA to coordinate with local and regional transit agencies and operators to improve public transportation links by increasing express bus line access,

consolidating shuttle services, and by improving connections between the Green Line rail system and the airport.

Program: The Plan recommends that LAWA encourage the operators of private shuttles and other modes of public transportation it licenses to serve the airport to avoid using the thoroughfares within Westchester-Playa del Rey, except Century Boulevard, to reduce local traffic congestion.

20-3.3 Improve linkage with the Century Corridor, remote parking facilities, etc., to minimize traffic congestion and improve access to area businesses and amenities.

Program: The Plan recommends that LAWA consider establishing an automated people mover system to provide linked access between the airport terminals, remote parking facilities, and the Century Corridor hotels and businesses, in coordination with the local BID.

Objective 20-4

Operate the Los Angeles International Airport in a manner that results in economic and other benefits for the Westchester-Playa del Rey community

Policies

20-4.1 Coordinate the development and operation of LAX with the local community to create economic opportunities where feasible.

Program: The continued operation of LAX will create numerous employment and business opportunities within the airport, as well as in satellite industries and commercial businesses in Westchester-Playa del Rey and other nearby communities.

Program: The Plan encourages LAWA to coordinate with local BIDs and merchant groups, and the airlines to develop plans for entertainment, business and visitor serving uses and events utilizing the Century Corridor hotels and amenities, the Downtown Westchester business district, and other local commercial areas, to benefit the local economy.

20-4.2 Provide community serving uses and services on airport-owned property, where feasible, to benefit Westchester-Playa del Rey and the surrounding communities.

Program: Where feasible and appropriate, the Plan encourages LAWA to develop areas of airport property adjacent to the community with recreational uses, such as playgrounds, athletic fields, open space, parks, picnic areas, and other beneficial amenities for the community.

Program: The adopted LAX Interim Plan provides that all land acquired by LAX should be put into open space, recreational and park, and other community serving uses on a sensitive and publicly accepted phasing basis until it is developed for an actual airport use.

CHAPTER IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Chapter IV identifies actions which are recommended to be encouraged by the City through the appropriate City Departments and through other agencies including Federal, State and private sector entities to further the goals of the Plan. These are objectives or goals for which the Planning Department does not directly have responsibility, but which involve issues that should be identified in the Westchester-Playa del Rey Community Plan. Coordination with public agencies can implement, achieve, and reinforce the goals and objectives found in Chapter III.

PUBLIC WORKS

1. Encourage awareness of the importance of streetscape components in the community-wide urban design policies as well as all adopted streetscape plans, among the agencies responsible for construction and maintenance on public property, especially rights-of-way.
2. Encourage cooperation between public works and utility agencies to maximize opportunities for undergrounding utilities.
3. Seek active involvement of those agencies regulating public property, especially rights-of-way, in the preparation of specific plans or overlay district ordinances to implement this Plan.
4. Coordinate a program for locating and phasing public facilities to meet existing and future needs.

CODE ENFORCEMENT

1. Promote more effective enforcement of all applicable government codes regulating the built environment and environmental quality.
2. Assist enforcement agencies in increasing community awareness of existing and proposed building, housing, and zoning regulations.
3. Encourage greater inter-agency cooperation in developing zone code amendments and other zoning tools to better define roles and responsibilities for review and enforcement.
4. Encourage cooperation in updating and disseminating zoning maps and data in a timely matter among regulatory agencies to ensure that regulations are applied consistently. Incorporate intranet and Internet information access models as dissemination tools.
5. Provide inter-departmental training opportunities on an on-going basis to respond to changing enforcement issues.

RECREATION AND PARK FACILITIES

1. Encourage the City Department of Recreation and Parks to continue to work with the Los Angeles Unified School District to develop a program for joint use of school sites for recreation and park sites for education.

2. Encourage continuing efforts by County, State and Federal agencies to acquire vacant land for publicly-owned open space.
3. Ensure that parks are adequately illuminated and policed for safe use at night, as appropriate.
4. Provide for the supervision of park activities and promote enforcement of codes restricting illegal activities.
5. Coordinate with the Department of Recreation and Parks and the Police Department to ensure adequate police patrols and the utilization of “defensible space” in the design of recreation and park facilities.
6. Improve the utilization and development of recreational facilities at existing parks.
7. Coordinate with City Departments, neighboring cities, and County, State and Federal agencies to interconnect open spaces and determine where opportunities exist to utilize public lands such as utility easements, vacant land adjoining freeways, Department of Water and Power properties or Los Angeles International Airport properties for recreational uses such as hiking, jogging, or biking.
8. Plan and design the expansion of existing facilities and the acquisition of new sites to minimize the displacement of housing and relocation of residents.
9. Target park and recreation projects for areas with the greatest deficiencies.
10. Pursue resources to clean up and activate land that can be used for public recreation.
11. Pursue resources to activate land that could be used for public recreation.

SCHOOLS

1. Encourage the siting of new public schools on large vacant parcels as a first alternative, rather than acquiring sites with existing uses which may be displaced.
2. Maximize the accessibility of school facilities to neighborhood organizations.

LIBRARIES

1. Seek additional resources to maintain and expand library services to satisfy service demands.
2. Seek additional resources to maintain and expand library services to satisfy service demands to the year 2025
3. Develop a Citywide policy for locating non-English language permanent collections.

POLICE PROTECTION

1. Ensure that an adequate number of police stations and properly equipped police personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing) and police service within the Community.
2. Support and encourage community-based crime prevention efforts (such as Neighborhood Watch and Business Improvement District patrols) through coordination with existing community-based policing, foot and bicycle patrols and watch programs.
3. Identify neighborhoods most in need of police protection facilities.

FIRE PROTECTION

1. Ensure that an adequate number and type of fire stations and properly equipped fire service personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing) and fire hazards within the Westchester-Playa del Rey Community.
2. Prioritize the development of fire station sites in neighborhoods deficient in fire facilities and services.

HISTORIC PRESERVATION

Assist private owners of historic resources to maintain, enhance and conserve their properties.

HOUSING

1. Encourage development of housing for senior citizens, the physically challenged, and low-income persons in close proximity to health and community service facilities, retail services and public transportation.
2. Maintain and preserve the character and integrity of existing neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification and rehabilitation.
3. Encourage affordable housing programs in the Westchester-Playa del Rey Community Plan Area for low and moderate income persons.
4. Encourage new and alternative housing concepts, building materials and construction methods, which lower construction costs, and are compatible with City codes.
5. Strengthen Department of Building and Safety and Housing Department efforts by allocating sufficient staff resources to conserve the housing stock by monitoring and investigating zoning and building code violations and issuing Orders to Comply with such codes.

INDUSTRIAL

1. Encourage economic revitalization and reuse of older industrial properties for light manufacturing industrial uses, especially for high technology and entertainment-related industrial manufacturing centers, through available City, State and Federal incentive programs.

2. Assist in the aggregation of smaller, older sites into business park style areas, to facilitate revitalization or reuse, where appropriate.

UTILITIES

Install utilities underground, with an emphasis on combined cable Internet communications services, through assessment districts, or other funding mechanisms, when possible.

EMPLOYMENT

1. Encourage businesses to participate in job-training programs for local residents.
2. Develop employment opportunities for a wide range of jobs, skills and wages.

PUBLIC TRANSPORTATION

1. Coordinate with the Los Angeles County Metropolitan Transportation Authority (LACMTA), LADOT, and other local agencies to improve local bus service, including Dash and Smart Shuttle feeder service to and within the Westchester-Playa del Rey Community Plan Area.
2. Encourage the expansion of public rapid transit programs, including bus, rail, and , wherever feasible, aimed at enhancing the mobility of senior citizens, physically challenged, and low-income persons, and the transit-dependent population.
3. Encourage the LACMTA and the City's Department of Transportation to establish local bus service to connect public and private schools to the community's major focal points and to the existing MTA bus routes which serve Westchester-Playa del Rey and the surrounding communities.
4. Encourage the Los Angeles World Airport Department, LACMTA, LADOT, and private entities to coordinate transit services to connect airport facilities with destinations in the Westchester-Playa del Rey Community Plan Area and minimize negative impacts.

NON-MOTORIZED TRANSPORTATION

Encourage funding and construction of a bicycle network connecting neighborhoods to schools, parks and open space areas, and to employment and public transit routes, stops, stations, and centers.

DISASTERS

Disasters such as earthquakes, fires and floods may impact the Westchester-Playa del Rey Community. City government, other government agencies, the private sector, disaster relief agencies, and the citizens of Westchester-Playa del Rey should be encouraged to work together to minimize the impacts of a disaster in term of land use development practices, providing essential services, preventing transportation and communication blockages and to ensure that recovery will proceed as expeditiously as possible.

CHAPTER V

URBAN DESIGN

The Westchester-Playa del Rey Community Plan area is comprised of many different neighborhoods with distinctive characteristics. The purpose of this chapter is to establish policies and standards for multiple residential, commercial and industrial projects, and for community design. This chapter identifies general Design Standards directed at individual projects. There is also a Community Design and Landscaping section which is directed at the community's use of streetscape improvements and landscaping in public spaces and rights-of-way. In addition, the urban design needs of certain special areas of the community are discussed.

The Design Policies in this chapter establish the minimum level of design that should be observed in multiple-residential, commercial and industrial projects throughout the Plan Area. They also address design issues for parking and landscaping.

The policies in this Chapter should be implemented through special zoning conditions in appropriate areas, the establishment of a Community Design Overlay District (CDO) in Downtown Westchester, pursuant to the Supplemental Use District Section of the Municipal Code (Section 13.00), and in the conditions of approval for individual projects that are subject to discretionary review.

GOALS AND PURPOSES

These design policies and standards are to ensure that residential, commercial and industrial projects and public spaces and rights-of-way incorporate specific elements of good design. The intent is to promote a stable and pleasant environment. In commercial corridors, the emphasis is on the provision and maintenance of the visual continuity of streetscapes and the creation of an environment that encourages pedestrian and economic activity. In multiple-family residential areas, the emphasis is on the promotion of architectural design that enhances the quality-of-life, living conditions and neighborhood pride of the residents. In industrial areas, the intent is to improve compatibility with the non-industrial areas and encourage quality industrial development.

Design Policies For Individual Projects

COMMERCIAL

Site Planning

Structures should be oriented toward the main commercial street where a parcel is located and should avoid pedestrian/vehicular conflicts by:

1. Locating surface parking areas between commercial and residential areas, where appropriate to provide a buffer, and separated from residential uses by means of at least a solid wall and/or landscaped setback.

2. Minimizing the number of driveways providing access from arterials, and pedestrian-oriented streets.
3. Maximizing retail and commercial service uses along street level frontages of commercial developments.
4. Providing front pedestrian entrances for businesses fronting on main commercial streets.
5. Providing through arcades from the front of buildings to rear parking for projects with wide frontages where feasible.
6. Providing landscaping strips between driveways and walkways which access the rear of properties.
7. Providing speed bumps for driveways paralleling walkways for more than 50 linear feet.
8. Providing, where feasible, the undergrounding of new utility service.
9. Screening of mechanical and electrical equipment from public view.
10. Screening of all rooftop equipment and building appurtenances from public view.
11. Recommending the enclosure of trash areas for all projects.

Pedestrian-oriented, Building Height And Design

In Regional Commercial Centers, Community Commercial Centers, Neighborhood Commercial areas, along Mixed-Use Boulevards, and in other areas designated by this Plan for pedestrian-oriented development, the mass, proportion and scale of all new buildings and remodels should encourage pedestrian orientation.

The design of proposed projects should be articulated to provide variation and visual interest to enhance the streetscape and preclude opportunities for criminal activity and graffiti. Building materials should provide interest to untreated portions of building facades.

The purpose of these provisions is to ensure that a project does not result in large sterile expanses of blank building walls, is harmonious with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character. This will be achieved by the following policies:

1. For building frontages, require the use of offset building masses, recessed pedestrian entries, articulations, and surface perforations, or porticoes. Also require transparent windows (non-reflective, non-tinted glass for maximum visibility from sidewalks into building interiors). Also require recessed doors, entryways or courtyards, decorative planters, pedestrian scale murals or public art, mosaic tiles, or other means of creating visual interest, to break up long, flat building facades and free-standing blank walls greater than ten feet wide.

2. Require each new building to have a pedestrian-oriented ground floor, and maximize the building area devoted to ground level display windows and display cases, store front glass, doors, windows and other transparent elements on front facades to afford pedestrian views into retail, office, and lobby space, and those building surfaces facing rear parking areas.
3. Require each new building to have building frontage on the floor immediately above the ground floor to be differentiated from the ground floor by recessed windows, balconies, offset planes, awnings, or other architectural details, but on buildings with pedestrian walkway openings, require continuity of an architectural feature on the facade, to retain continuity of the building wall at the ground floor.
4. Provide color, lighting, and surface texture accents and complementary building materials to building walls and facades, consistent with neighborhood adjacent architectural themes.
5. Maximize the applications of architectural features and articulations to building facades.
6. Locate new structures to form common and semi-continuous building walls along street frontages and sidewalks of Arterials, and Collector Streets.
7. Locate surface and above grade parking areas to the rear of buildings, with access driveways on side streets, or from rear streets where project buildings cover the majority of block areas.
8. Integrate landscaping within pedestrian-friendly plazas, green space, pocket parks, and other open space compliments.

Parking Structures

Parking structures should be integrated with the design of buildings they serve.

1. Design parking structure exteriors to match the style, materials, texture, and color of the main building(s).
2. Locate commercial uses on the ground floor of parking structures where feasible and appropriate.
3. Landscape areas to screen parking structures and areas, which are not otherwise architecturally integrated with the main building(s).
4. Utilize decorative walls and landscaping to buffer adjacent residential uses from parking structures.

Surface Parking Landscaping

1. Devote 7% of total area of surface parking lots to landscaping.
2. Provide a landscaped buffer along public streets and/or adjacent residential uses.

MULTIPLE FAMILY RESIDENTIAL

Light and Glare

1. Install on-site lighting along all pedestrian walkways and vehicular access ways.
2. Retail shops should have well-lit entries with directly accessible pedestrian access from the sidewalk, located at frequent intervals, with well-lit exterior frontages.
3. Shield and direct on-site lighting down onto driveways and walkways, away from adjacent residential uses.

Mixed Use

Maximize commercial uses on the ground floor to promote a more lively and pedestrian-oriented commercial environment.

1. Prohibit residential uses on the ground floor of buildings in commercial and residential-accessory services zones.
2. Require 10% of commercial development to serve the needs of the residential portion of the building.

Site Planning

Where feasible, multiple family residential development of five or more units should be designed around a landscaped focal point or courtyard to serve as an amenity for residents.

1. Provide a pedestrian entrance at the front of each project.
2. Require useable open space for outdoor activities, especially for children.

Design

The design of all buildings should be of a quality and character that improves community appearance by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished via the following:

1. Requiring the use of articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades.
2. Utilize complementary building materials on building facades.
3. Incorporate variation in design to provide definition for each floor.
4. Integrate building fixtures, awnings, and security fences and gates, into the design of building(s).
5. Screen all roof-top equipment and building appurtenances from view.

6. Require decorative masonry walls to enclose trash areas.

Parking Structures

Parking structures should be integrated with the design of buildings they serve.

1. Design parking structure exteriors to match the style, materials, texture, and color of the main building.
2. Landscape to screen parking structures not architecturally integrated with the main building(s).
3. Use decorative walls and/or landscaping to buffer residential uses from parking structures.

INDUSTRIAL

Structure

Attractive buffers should be created along street frontages of Limited Industrial sites, to serve such purposes as security, sound attenuation, the separation of functional areas, and the screening of unsightly nuisances or unpleasant odors:

1. Design the site and building(s) to convey visual interest and to be visually compatible with adjacent uses.
2. To the maximum extent possible, use attractive building facades and landscaping at the front of structures, and on all sides visible from off the site.
3. Treat large expanses of blank walls and tilt-up concrete walls visible from the public right-of-ways with contrasting complementary colors, building plane variation, planters, and other landscape elements to create visual interest.
4. Screen mechanical and electrical equipment from public view.
5. Screen all rooftop equipment and building appurtenances from public view.
6. Require the enclosure of trash areas for all projects.
7. Screen open delivery and storage areas from public view.
8. Require freestanding walls to use articulations, surface perforations or other elements, and to include plantings of vines or tall shrubs or trees along exterior faces, to relieve long monotonous expanses and to discourage graffiti.
9. Use landscaping to screen parking and delivery areas from roadways, and to screen storage areas, trash containers and utility equipment from public view.
10. Locate loading and delivery facilities at the rear of industrial sites, or alternately, in areas where they can function efficiently yet be

screened from the street or adjacent non-industrial uses, such as by landscaping.

11. Provide on-site parking in areas which do not interfere with other site activities, and which are screened from public view by landscaping, berms, fencing and/or walls.
12. Require on-site parking for new and/or expanded industrial sites, including additional space for trucks awaiting loading or unloading, to prevent the use of public sidewalks and streets for such purposes.

Lighting

Integrate exterior lighting with site design, directing exterior lighting down and onto the project site and the location of flood lights so as not to impact adjacent residential uses.

Industrial/Residential Interface Areas

In order to mitigate potential negative impacts generated by industrial uses when they are located adjacent to residentially-zoned neighborhoods, new development should incorporate the following design guidelines:

Loading Areas

1. New development of industrial uses, which will be located across a Local Street, or Collector Street in a residentially-zoned area should be designed in such a manner such that truck deliveries, loading, and unloading will be restricted to the rear portion of the lot, and separated from the street by the building which surrounds the industrial use.
2. New development adjacent to residentially-zoned areas should be designed to restrict loading, unloading, and storage of materials and products on the project site and on the street frontage farthest from residentially zoned properties.

Walls/Landscaping

1. Where vehicle parking, loading, or storage for a new industrial development is located within 50 feet of a public street, which separates the industrial and residential zones, a minimum 3-foot, 6-inch high, solid decorative masonry wall in a front yard; or, a minimum 5-foot, 9-inch high solid decorative masonry wall in a side or rear yard should be provided. A minimum 5-foot wide landscaped setback buffer with an automatic sprinkler system should be located in front of said wall, along the street frontage.
2. New industrial development located directly across from a Local Street or a Collector Street in a residentially-zoned neighborhood should have a minimum 5-foot wide landscaped setback along any portion of the frontage not required for driveways, facing the residentially zoned properties. Said landscaping should contain a minimum of one 24-inch box tree for every 20 linear feet of

frontage (with a minimum trunk diameter of 2 inches, at a height of 8 feet, at the time of planting, and installed with an automatic sprinkler system).

3. On any other interior property line which separates an industrial use from an adjacent residential zone, a minimum 5-foot, 9-inch high solid decorative masonry wall should be provided.

Architectural Guidelines

1. New industrial development located directly across a Local Street or a Collector Street, or with a lot line adjoining a residentially-zoned area should have outdoor, on-site lighting designed and installed with shielding, such that the light source is directed down and away from adjacent residentially zoned properties.
2. New industrial development on Local Streets or Collector Streets which also front onto residentially-zoned areas should be designed with articulated facades facing the residentially-zoned areas (for example, facades that have architectural details, wall breaks, or other architectural features which provide at least 5 linear feet of relief to a minimum depth of 8 inches, every 20 feet of the building wall).
3. New industrial development adjacent to residentially-zoned properties should be designed with no window openings facing residentially-zoned properties, and with a minimum 5-foot, 9-inch high, solid decorative masonry wall adjacent to these properties if no such wall exists. There should be no window openings higher than the adjacent wall.
4. All exhaust fans and exterior or rooftop mechanical equipment should be enclosed, and sound-absorbing materials and shielding provisions should be incorporated in the design of the project. Such equipment should be setback as far as possible from adjacent residentially-zoned property lines

Community Design and Landscape Guidelines

In addition to the establishment of Design Standards for individual projects, improvements to the streetscape and landscaping of public spaces, roadway medians, and other rights-of-way plays create an attractive and orderly public realm and contribute to the overall urban aesthetic of a community. It is the intent of this section to establish a set of guidelines that will serve to improve the environment, both aesthetically and physically, as opportunities in the Westchester-Playa del Rey Community Plan Area occur which involve public improvements or other public and/or private projects that affect public spaces and right-of-ways.

A sense of entry and identity should be created for the Westchester - Playa del Rey Community, and for individual commercial areas and neighborhoods within the Westchester-Playa del Rey Community Plan Area, particularly where individual commercial areas and neighborhoods include distinctive cultural, historical origins, or ethnic characteristics or themes.

The Westchester-Playa del Rey Community and the individual commercial areas and neighborhoods should be featured as unique and distinguishable from adjacent communities.

Cohesive visual identities should be developed for individual commercial areas at entry points at major intersections along Boulevards II and Avenues.

The presence of street trees is an important ingredient in the aesthetic quality of an area. Consistent use of appropriate street trees, which soften aspects of solid urban design and development, and which provide shade during hot summer months, emphasizes sidewalk activity by separating vehicle and pedestrian traffic, and by creating an area-wide identity, which distinguishes the individual commercial areas and neighborhoods from each other.

The following improvements are recommended:

A. ENTRYWAY IMPROVEMENTS

1. Provide improvements along Boulevards II and Avenues, at major identified intersections and edges which clearly distinguish these as major entries to the individual commercial areas of the Westchester-Playa del Rey Community. Such improvements should include elements such as signage, monuments, archways, landscaping, vertical pylons and other distinctive treatments.
2. Establish primary entry and individual commercial area identity improvements at the following locations:
 - a. Downtown Westchester
 - b. Loyola Village
 - c. Ladera Center

Similarly, establish primary entry and individual neighborhood identity improvements, primarily with signage compatible with residential areas, at locations throughout the Westchester-Playa del Rey Community Plan Area, in consultation with local neighborhood and homeowner associations, as appropriate.

B. STREETScape

1. Provide for a coordinated streetscape design at identified entries to the Westchester-Playa del Rey Community Plan Area, Regional and Community Commercial Centers, and to Neighborhood Districts to include: street lighting, street furniture, and sidewalk and crosswalk improvements in the public right-of-way.
2. Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts that will set standards and priorities for the selection and installation of the following:

- a. Street trees;
 - b. Street lighting;
 - c. Streetscape elements (sidewalk/crosswalk paving, street furniture, etc.);
 - d. Public signage
2. Identify locations for, and develop landscaped median strips on commercial streets provided there is adequate roadway, non-congested traffic flow, site access and the appropriate street cross-section.

C. STREET TREES

1. Select types of trees which:
 - a. Enhance the pedestrian character and convey a distinctive high quality visual image for the streets.
 - b. Are drought and smog tolerant, and fire resistant.
 - c. Complement the existing trees.
 - d. Do not have invasive root systems, do not require frequent maintenance and pruning, are not shallow-rooted and prone to lose limbs or topple, and do not create major amounts of leaf and seed litter.
2. Establish a hierarchy for street trees which include:
 - a. Major Accent Trees. These trees should be located at entry locations, intersections, and activity centers.
 - b. Street Trees. Select specific species to be the common tree for street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another.

In residential neighborhoods, the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.
 - c. Ornamental or Special Plantings. At special areas along the street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention to those places.
3. Provide for the installation of street trees along public sidewalks defining the types and spacing.

D. STREET FURNITURE

Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable, including such elements as bus and pedestrian benches, newspaper racks, bicycle racks, bus shelters, trash receptacles, kiosks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian oriented areas.

E. STREET LIGHTING

1. Install new street lights in commercial districts, which are shielded, down directed, and pedestrian-oriented, attractively designed, compatible in design with facades and other street furniture, and provide adequate visibility, security, and a festive night-time environment.
2. Establish a consistent street lighting type utilizing a light standard that is compatible with the overall street furniture and graphics/signage program.
3. Any new street lighting or pedestrian lighting system built in the public right-of-way must be designed to currently adopted City standards. Equipment must be tested and approved by the Bureau of Street Lighting. If so desired, all efforts should be made to accommodate the re-introduction of authentic historic street lights and other fixtures.
4. New lighting systems should be designed to minimize glare and "light trespass".
5. No new or replacement street tree should be planted closer than 20 feet from an existing or proposed streetlight. Exceptions will be considered by the Bureau of Street Lighting after reviewing mature tree characteristics.
6. All new or replacement lighting systems require due process. Street lighting is installed through the formation of Special Assessment Districts. Where any increase in special assessment is anticipated, public hearings are required.
7. Ornamental or historic poles cannot be removed without the prior approval of the City's Cultural Affairs Commission.

F. SIDEWALKS/PAVING

1. Re-pave existing sidewalks in pedestrian-oriented areas, with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment.
2. Along some Collector Streets or Local Streets, develop sidewalk pull-out areas near intersections, where they do not adversely impact traffic flow, bus service or safety, by extending the sidewalk out to the width of a parking stall, to

accommodate additional limited landscaping and street furniture and reduce the crosswalk width.

G. SIGNAGE

1. Throughout Commercial areas in the Westchester-Playa del Rey Community Plan Area, require consistent design for all commercial signage, which prescribes numbers, sizes, and locations of signs on buildings, fixture types, lettering, colors, symbols, lighting, motion elements, and logos designed for specific areas or pathways. Require all signs to relate harmoniously to the building they reference.
2. Provide distinctive signage which identifies principal entries to unique neighborhoods, cultural centers, ethnically identifiable areas, historic structures and districts, and public buildings and parks.
3. Ensure that public signage complements, and does not detract from adjacent commercial and residential uses.
4. Require signage which uniquely identifies and enhances designated historic sites and districts.
5. Require principle identification signs to be in English, or alternatively to include additional informational sub-titles in English.

H. PUBLIC OPEN SPACE AND PLAZAS

Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following:

1. The siting of open space to maximize pedestrian accessibility and circulation.
2. Solar exposure or protection.
3. Adjacent to pedestrian routes and other open spaces.
4. Appropriate landscape materials.

I. PARKING AND ACCESS PLANS FOR PEDESTRIAN-ORIENTED COMMERCIAL AREAS

These are guidelines for developing "Parking and Access Plans" for congested and/or pedestrian-oriented commercial areas where providing good vehicular access is often difficult. These guidelines should also be utilized by individual commercial projects, particularly those located in areas where these issues affect access.

1. Wherever possible, avoid having vehicular access routes cross or intersect pedestrian walkways.

2. Limit the number of driveways from arterials and pedestrian-oriented streets.
3. Identify which streets and right-of-ways can be utilized extensively for vehicular access, and which should have vehicular access limited or minimized.
4. Identify areas where parking could be provided, then determine how to provide access to them.
5. Use side streets and rear alleys for access where possible.
6. Use off-site covenants for parking where necessary.
7. Use shared parking facilities and/or driveways in areas where necessary to provide convenient parking and/or minimize the number of driveways.

Design Considerations for Special Areas

A. DOWNTOWN WESTCHESTER

Downtown Westchester is the historic commercial center of the community. The development of this area is characterized by mostly one and two-story structures, with a few significantly taller buildings, occupied by community-oriented commercial uses, such as general retail, restaurants, commercial and medical offices, and various other retail and service uses.

In this area, many of the design standards listed in the commercial “Site Planning” section and the “Pedestrian-oriented, Building Height and Design” section earlier in this Chapter, should be implemented. Specific needs of the area include:

1. Streetscape improvements on the boulevards, especially Sepulveda Boulevard. Proximity of sidewalks to heavy traffic without buffers creates an unpleasant environment for pedestrians.
2. Design guidelines to encourage a more cohesive and attractive appearance of the structures and the parking lots. The guidelines could address exterior mass, height, materials, landscaping, lighting, signage, textures, and colors.
3. Pedestrian friendly development fronting specified streets.
4. Signage controls, to restrict the size and types of signs, and prohibit painting large signs on windows.
5. Limit the number of driveways crossing sidewalks on specified pedestrian-oriented streets.
6. Create a “parking and access plan” to channel traffic in and out of Downtown Westchester, and into parking areas, while minimizing disruption to the pedestrian environment on some streets and through traffic on the boulevards.

Implementation

These measures should be implemented through a Community Design Overlay District (CDO) in Downtown Westchester. In addition, possible zoning conditions should be considered to regulate new development in the interim, until a CDO can be prepared and adopted for the area, and to regulate certain uses that may be undesirable in this area.

B. LOYOLA VILLAGE

The Community Plan seeks to further develop and enhance Loyola Village as a pedestrian-oriented Community Center serving students and staff of Loyola Marymount University, visitors to the City park, golf course, library, or government facility, and the local community, thus capitalizing on its prime location and array of commercial, recreational and governmental services. The connection between this commercial area and Loyola Marymount University and the Westchester Recreation Center should be strengthened.

In Loyola Village, many of the design standards listed in the commercial “Site Planning” section and the “Pedestrian-oriented, Building Height and Design” section earlier in this Chapter, should be implemented. Specific needs of this area include:

1. Require all new buildings to be oriented toward and have pedestrian entrances from the street.
2. Promote mixed-use development, especially on Lincoln Boulevard north of 83rd Street.
3. Signage controls, to restrict the size and types of signs, and prohibit painting large signs on windows.
4. Limit number of driveways crossing sidewalks on Lincoln Boulevard and Manchester Avenue. Use side streets and rear alleys for vehicular access to on-site parking where possible.
5. Prohibit residential uses on the ground floor in commercial zones.

Implementation

These measures should be implemented through a Community Design Overlay District (CDO) in Loyola Village. In addition, possible zoning conditions should be considered to regulate new development in the interim, until a CDO can be prepared and adopted for the area, and to regulate certain uses that may be undesirable in this area.

C. PLAYA DEL REY COMMERCIAL DISTRICT

The commercial district of Playa del Rey should be developed as a pedestrian-friendly beach-oriented district serving both visitors and the local neighborhood. The California Coastal Act requires visitor-serving commercial uses in this area. Development should be mostly small-scale, and compatible with the coastal beach environment of the area.

Many of the design standards listed in the commercial “Site Planning” section and the “Pedestrian-oriented, Building Height and Design” section earlier in this Chapter, should be implemented in this area. Specific needs of the area include:

1. Require all buildings to be oriented toward and have pedestrian entrances from Culver Boulevard.
2. Encourage mixed-use development along Culver Boulevard where feasible.
3. Prohibit residential uses on the ground floor of structures fronting Culver Boulevard.
4. Signage controls, restricting size and types of signs.
5. Limit building height to a maximum of 36 feet.
6. Prepare a “parking and access plan” to identify areas to provide needed parking and create access to the parking areas, while minimizing disruption to pedestrian environment and through traffic on Culver Boulevard.

Implementation

These measures should be implemented through the future Coastal Land Use Plan (LUP) to be prepared for this area, and through zoning conditions in the interim.

D. CENTURY BOULEVARD/98TH STREET CORRIDOR

The Century Boulevard/98th Street Corridor should continue to serve as a hotel, shopping and entertainment district for airline travelers and area visitors. The area should create an attractive and pleasant atmosphere for visitors to enjoy its variety of hotel accommodations, shopping, dining, and entertainment opportunities.

The specific pattern of development that would be most effective for this district will depend greatly on the future patterns development and access to the airport and its ancillary facilities. Therefore, the local Business Improvement District (BID), and the appropriate City agencies (Planning, Transportation, Engineering, etc.) should coordinate with LAWA regarding future plans for LAX, and how this commercial district can be configured to more effectively serve travelers and other visitors.

Many of the design standards listed in the commercial “Site Planning” section and the “Pedestrian-oriented, Building Height and Design” section earlier in this Chapter, should be implemented in this area. Specific needs of the area include:

1. Regardless of the specific pattern of future development, it is critical that the area develop pedestrian walkways with appropriate amenities, including landscaping and buffers from vehicular traffic, to create an attractive, pleasant and safe pedestrian access for visitors to use in walking between various different venues in the district. This may also

include pedestrian bridges, tunnels, etc. to cross public street right-of-ways where necessary.

2. When long-term future plans for development and access to LAX have become more definite, a plan to guide the development of the Century Boulevard/98th Street Corridor should be created by the local BID in cooperation with LAWA and the City Planning Department. This plan should designate pedestrian access routes throughout all areas of the district to be developed with wide sidewalks, extensive landscaping, street furniture and other pedestrian amenities.
3. Depending on the future patterns of development and access to LAX, consideration should be given to designating 98th Street as a primary pedestrian access route, since it runs through the center of much of the district and carries far less traffic than Century Boulevard.
4. When the plan for this corridor is established, projects adjoining designated pedestrian access ways should be required to provide pedestrian entrances and other appropriate amenities. Design guidelines should be implemented to regulate future development to create a more pleasant, cohesive and pedestrian-friendly environment for visitors to the area. These guidelines should address issues such as building orientation, access, pedestrian amenities, landscaping, signage, and other relevant concerns.

Implementation

When a long-term plan to guide the development of this area is created, it should be implemented through zoning conditions and the local Business Improvement District (BID). Until such a plan is developed, new projects should address the concerns discussed in this section to the maximum extent possible, and these issues should be considered in all discretionary approvals within the Century Boulevard/98th Street Corridor.

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April 21, 2005

All Interested Parties:

**RAS INTERPRETATION TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

Attached is a copy of the Department of City Planning's interpretation of Ordinance 174,999, effective January 15, 2003, which established the RAS Zones. This published interpretation becomes final and effective 20-days from the date of this communication unless an appeal to the City Planning Commission is filed within this time period. Appeals shall be filed in duplicate on forms provided at any of the following public offices of the Department of City Planning, along with the required filing fee:

Planning Department – Public Counter
201 North Figueroa Street, 3rd Floor
Los Angeles, CA 90012
Phone: (213) 482-7077

San Fernando Valley Office
6262 Van Nuys Boulevard
Van Nuys, CA 91401
Phone: (818) 374-5050

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 or myself at (213) 978-1274.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

CH/RHS:hkt

Attachment

cc: Council Planning Deputies
Ray Chan, Building and Safety Department
David Kabashima, Department of City Planning
Jane Blumenfeld, Department of City Planning

April 21, 2005

**RAS RELATIONSHIP TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

All Interested Parties:

SUBJECT:

Inquiries have been made regarding potential conflicts between Footnotes on the Community Plans and the RAS 3 and RAS 4 (hereafter referred to as RAS) Zones.

BACKGROUND:

The Residential/Accessory Services Zones (RAS) allow a greater floor area than commercial zones and greater height than otherwise allowed in height district 1VL.

“An example is:

Where a traditional C2-1VL with a Commercial plan designation is limited to a 1.5:1 FAR and a 45 height limit, the RAS 3-1VL and RAS 4-1VL shall not exceed a 3:1 FAR and 50 feet in height in accordance with the LAMC 12.10.5, 12.11.5 and 12.21.1.”

The Community Plans as recommend by the City Planning Commission and adopted by City Council are a general guide to development for the community and city as a whole. Rarely do the Community Plans specify special planning rights or restrictions for particular parcels.

Some community plan maps contain footnotes regarding height and floor area. Footnotes appear on the map legend next to the commercial land use categories or in some cases on specific properties or areas. The footnotes that are attached to the commercial land use categories generally relate in a broad-brushed manner to all areas of the plan designated for that particular use. Typically such footnotes are not site specific, and as such, do not relate to specific locations, blocks, or parcels within the community plan area.

“An example of such a footnote which appears in most Community Plans reads:

Footnote 1: ‘Height District 1VL’

This means all properties within the commercial land use category that have this footnote are limited to an FAR of 1.5:1 with a 45-foot height limit.”

DISCUSSION:

When the City Council adopted the RAS Zones in 2002, their purpose was to promote mixed use development in the city's commercial zones, particularly in the commercial corridors which provide the greatest access to transit. In their adoption of the RAS Zones, the City Council recognized that

the additional floor area and height allowed by the RAS zones are necessary to make such primarily residential projects viable. However to protect the integrity of the Community Plans, the Council limited the residential density permitted in the RAS 3 and RAS 4 Zones to correspond to the residential densities permitted in the R3 and R4 Zones, respectively. Thus, they permitted RAS 3 and RAS 4 Zones in Plans that permit R4 and higher zoning but only permitted the RAS 3 Zone (and not RAS 4) in Plans that previously had R3 as the highest zoning category.

In one particular plan, the Plan Footnote on a Neighborhood Commercial area states:

“Floor Area Ratio 1:1.”

In this specific situation it cannot be the intent of Council to allow a 3:1 FAR since they knowingly restricted the property to a 1:1 FAR.

INTERPRETATION:

It is hereby interpreted that the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment.