

PALMS-MAR VISTA-DEL REY

Community Plan

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ACTIVITY LOG

ADOPTION DATE	PLAN	CPC FILE No.	COUNCIL FILE No.
Sept. 16, 1997	Palms-Mar Vista-Del Rey Community Plan Update	95-0355 CPU	97-0705
Jan. 17, 1997	West Los Angeles Transportation Improvement and	96-0220 SP	96-0156
Aug. 4, 1993	Coastal Transportation Corridor Specific Plan	84-0226 SP	88-1984 S1
Dec. 5, 1989	Glencoe/Maxella Specific Plan	87-0191 ICO	87-0318
Nov. 20, 1985	Playa Vista Area C Specific Plan	85-0270	85-1976

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PALMS-MAR VISTA-DEL REY

Community Plan

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The Palms-Mar Vista-Del Rey Community Plan Area contains 5257 acres which is approximately two percent of the land in the City of Los Angeles. The plan area is located in the western portion of Los Angeles with roughly irregular boundaries. The terrain varies from flat land in the southern section to rolling hillside in the north.

The community is bisected by a narrow strip of the City of Culver City along Washington Boulevard. The northern section proceeding in a clockwise direction is bounded by the City of Santa Monica, Pico Boulevard, southerly along the San Diego Freeway up to National Boulevard, Exposition Boulevard and Southern Pacific Railroad Company line, Robertson Boulevard up to National Boulevard, Venice Boulevard, Washington Boulevard, City of Culver City and Walgrove Avenue.

The southern section, in a clockwise direction, is bounded by Del Rey Avenue, City of Culver City, Centinela Avenue, Jefferson Boulevard and Lincoln Boulevard. The community plan area is surrounded by the communities of Venice, West Los Angeles, West Adams - Baldwin Hills - Leimert Park, Westchester-Playa Del Rey and the Cities of Santa Monica and Culver City.

The predominant land use in the community is residential with most of this low density residential development located west of Sawtelle Boulevard and between Sepulveda Boulevard and Overland Avenue, north of Rose Avenue. The majority of the multi-family development of medium and high medium density is in areas located in the northeast area of the community east of Sawtelle Boulevard.

Intense multi-family development also occurs on McLaughlin, Slauson and Centinela Avenues, between Venice Boulevard and Washington Place and on boulevards. In the southern part of the community, south of Braddock Drive is the site of the Mar Vista Gardens, the only large public housing project on the Westside. The 601 unit apartment complex was built in 1954 and is operated by the City of Los Angeles Housing Authority.

Most of the older multi-family housing consists of low-rise structures at two stories in height, while newer development consists of a mix at three to four

stories structures. Most of this new housing is attractive having landscaped front yards, in-house amenities, and subterranean parking. A fine example of new housing is the recently constructed UCLA student housing along both sides of the San Diego Freeway.

Approximately 4.1% of the land is designated for commercial uses. The majority of commercial facilities are small-scale and designed to primarily serve local populations. A regional-level scale commercial center is the Marina Place complex located on the western edge of the community adjoining Lincoln Boulevard. It contains movie theaters, a large hotel, variety of restaurants and retail uses. The remainder of the commercial uses are generally located at intersections and along the boulevards. These uses primarily consist of strip commercial on Pico and Venice Boulevards, freestanding buildings on Motor and Overland Avenues; mixed building types on Centinela Ave and small shopping centers on Sepulveda and National Boulevards and Inglewood Avenue.

Of the Community's total area, approximately 6.8% is designated for manufacturing and industrial uses. The majority of this land is concentrated in the southwestern area adjacent to the Marina Freeway and known as Del Rey. An industrial park, located north of Jefferson Boulevard contains several attractive and modern facilities with light manufacturing, engineering research and development with supporting office uses. The area is also the site of a large Postal Facility and a home improvement store. Industrial lands adjoining Centinela Avenue contain a mix of small, older industrial and office developments including retail/commercial uses.

Small scale industrial uses are located within the Glencoe/Maxella Specific Plan area bounded by Washington Boulevard, Redwood, Maxella and Del Rey Avenues. The purpose of the Specific Plan, effective November 21, 1993, is to protect existing established industrial uses and encourage the preservation and expansion of light industrial uses. It also allows commercial and residential development. Industrial uses consisting of smaller facilities are located in the northeastern tip of the community, adjoining the Santa Monica airport and on a few parcels on major streets.

An area consisting of approximately 68 acres bordered by Lincoln Boulevard on the west, existing commercial and residential development on the north, the Marina Freeway on the east and the Ballona Channel on the south is located within the Playa Vista Specific Plan. This area identified as Subarea "C" was annexed in November 1985, by the City of Los Angeles from land previously under the jurisdiction of the County of Los Angeles. Subarea "C" of Playa Vista was added by Plan amendment to the Palms-Mar Vista-Del Rey community plan. Area "C" is also under the jurisdiction of the California Coastal Commission. The area is part of the Playa Vista project.

COMMUNITY PARTICIPATION

The State of California requires citizen participation in the preparation of the General Plan. Government Code Section 65351 reads "During the preparation or amendment of the General Plan, the planning agency shall provide opportunities for 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”.

Community participation occurred through focus group meetings, public workshops, open house and the public hearing process. Community members assisted in identifying major community issues and formulating the land use policies and objectives to be contained in the Palms-Mar Vista-Del Rey Community Plan.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning and land use issues and opportunities which were identified in the Palms-Mar Vista-Del Rey community.

RESIDENTIAL

Issues

- Need to maintain the low-density character of single family neighborhoods and protection from incompatible uses.
- Lack of transition in scale, density and character of multiple housing and commercial uses adjacent to single family homes.
- Lack of adequate parking, usable open space and recreational areas in multiple family dwelling housing.
- Need to improve the visual environment of multiple family dwellings through the development of appropriate design criteria and landscaping.
- Need to promote rehabilitation of residential areas and improve quality of housing in the southern half of the plan area.
- Need to coordinate new development with the availability of public infrastructure.

Opportunities

- Moderate priced housing on the westside and relatively smog free, mild climate.
- Proximity to ocean amenities, airports and to major universities.
- Access to three major freeways (San Diego-I-405, Santa Monica-I-10, and the Marina-SR-90) and proximity to employment centers in Los Angeles downtown, Century City and industries around the Los Angeles airport.
- Potential for residential and mixed-use development along commercial corridors.

COMMERCIAL

Issues

- Lack of cohesiveness and continuity of complementary uses along commercial frontages.
- Unsightly strip commercial with poor visual identity, lack of parking and convenient access and oriented to pass-through traffic rather than neighborhood and pedestrian-oriented.
- Lack of landscaping, proliferation of out of scale signs including Billboards, roof and wall signs and sandwich board signs on sidewalks.
- Unsightliness of new construction such as mini-malls due to the lack of landscaping, architectural character and parking.
- Inadequate transition between commercial and residential uses.

Opportunities

- Develop a distinctive character and cohesive visual identity for the community through the upgrade of commercial areas, especially at the entry points on major streets of Venice, Culver and Sepulveda Boulevards.
- Complement the redevelopment efforts of Culver City for the revitalization of the area adjoining the community by promoting a pedestrian-oriented environment on Venice Boulevard.

A cultural landmark promoted by Culver City is the Ivy Substation, a beautifully renovated former switching station for the Red Cars, located in the community plan area and leased to Culver City for 50 years. The Ivy Substation now houses community events and theatrical presentations and it could serve as a focal point for both communities in maintaining interest and pedestrian traffic.

- Establish street identity and character on Venice and Washington Boulevards adjoining Culver City through pedestrian-oriented amenities and streetscape and landscape which unify the street and attract pedestrians and business patronage.
- Physical improvement of commercial buildings by incorporating appropriate design criteria and landscaping which promote a healthy retail environment.
- Potential for mixed-use on Venice and Washington Boulevards and Motor Avenue to encourage pedestrian activity, reduce traffic circulation and congestion, invigorate commercial areas and increase their viability.
- Promote existing commercial centers on Motor Avenue between Palms and National Boulevards and at the intersection of National Boulevard and Barrington Avenue as the focal neighborhood gathering place. A lively village atmosphere could be promoted by appropriate development standards and neighborhood-oriented uses such as restaurants, cafes and other convenience commercial.

- Promote existing commercial areas on Venice Boulevard between Inglewood Boulevard and Stewart Avenue as a cultural and activity center utilizing the Mar Vista library as a unifying element. Encourage a broad range of community serving commercial uses and services, pedestrian-oriented character and possible mixed use.
- Public Utility, State and Local government incentive programs which offer tax credits (Revitalization Zone), technical assistance for Business Improvement Districts (Community Development Department) and other programs.

INDUSTRIAL

Issues

- Need to provide a strong industrial employment base.
- Protection of residents from possible detrimental effects of industrial activities.
- Adequate buffering and landscaping in industrial areas.

Opportunities

- The Glencoe/Maxella Specific Plan preserves the industrial base and manufacturing jobs for the community.

The proposed Playa Vista Development has the potential to attract businesses with high quality jobs.

TRANSPORTATION

Issues

- Inadequate transportation linkages between residential areas and commercial, retail and recreation facilities.
- Inadequate transit feeder services from residential neighborhoods to major transportation corridors.
- Inadequate automobile alternatives such as rail, bus service and streets or paths which encourage biking and walking.
- Congestion from through traffic from outside the community.

Opportunities

- Future study of a minibuss or circulator system which links residential areas with employment, commercial, retail, institutional and recreation areas.
- Improved and expanded bicycle lanes coordinated with systems in adjacent communities and to special attractions such as the beach, UCLA and shopping centers.

- Neighborhood shopping centers and mixed use developments which would encourage walking and reduce traffic congestion and air pollution.
- Installation of alternative Transportation Systems Management strategies such as Automated Traffic Surveillance and Control (ATSAC) on all major traffic corridors.

RECREATION, PARKS AND OPEN SPACE

Issues

- Public facilities within the community such as parks, libraries and community centers are generally inadequate.

Opportunities

- Acquisition, expansion and improvement of local parks within the community should be accelerated.
- Possibility of multi-purpose use of existing public facilities.

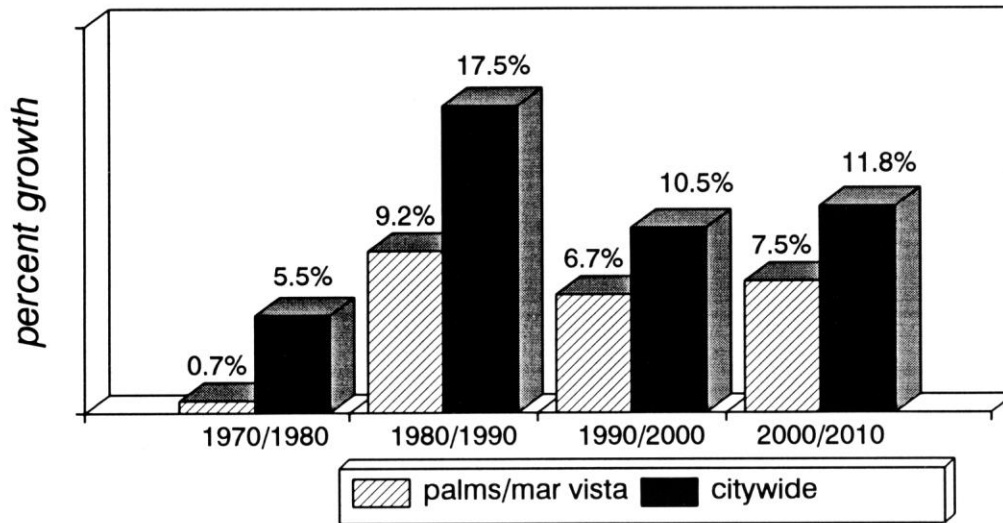
MAJOR OPPORTUNITY SITES

- There are few vacant development sites available in the community, except for the portion within the Playa Vista Specific Plan area. Most new development is expected to be small-scale, unless parcels are assembled and existing buildings are demolished. Most changes in the community are likely to occur from modifications or adaptive reuse of buildings.
- The proposed Playa Vista project proposes to develop a new mixed-use community on approximately 1,087 acres, of which approximately 68 acres is located within the community plan area. The development may contribute to an increase in traffic within the Plan area which must be mitigated. However, it will also provide an economic boost to the local economy by providing jobs and attracting peripheral businesses to the area.

PALMS/MAR VISTA/DEL REY COMMUNITY PROFILE

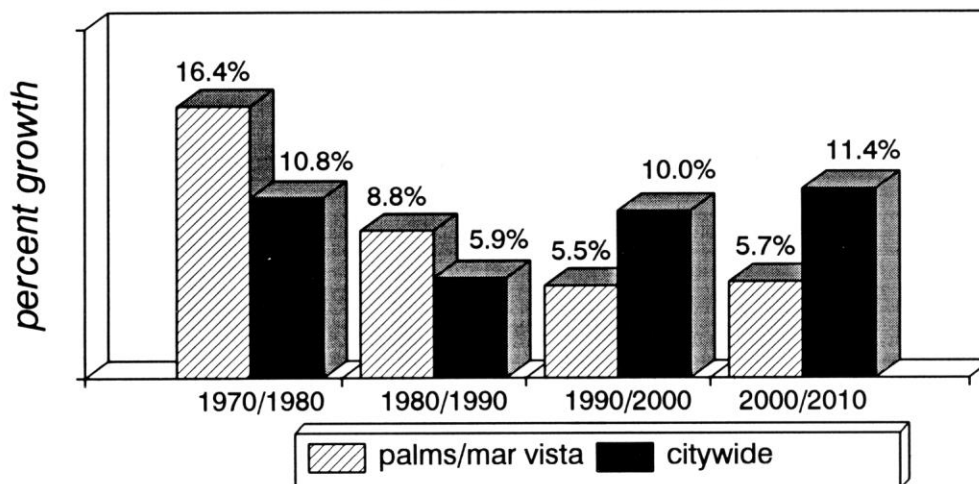
	estimated data (from U.S. Census)			projections (from SCAG) *	
total population	1970	1980	1990	2000	2010
palms/mar vista	94346	94964	103707	110702	118981
citywide	2811801	2966850	3485398	3852993	4306564
growth rate	1970 to 1980		1980 to 1990	1990 to 2000	2000 to 2010
palms/mar vista	0.7%		9.2%	6.7%	7.5%
citywide	5.5%		17.5%	10.5%	11.8%

population growth rate comparison (includes group quarters population) **



total households	1970	1980	1990	2000	2010
palms/mar vista	36214	42143	45844	48353	51121
citywide	1024873	1135491	1203052	1323882	1474514
growth rate	1970 to 1980		1980 to 1990	1990 to 2000	2000 to 2010
palms/mar vista	16.4%		8.8%	5.5%	5.7%
citywide	10.8%		5.9%	10.0%	11.4%

household growth rate comparison (occupied dwelling units only)



- * Southern California Association of Governments; a regional council of county and municipal governments that includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.
- ** Population in group quarters includes institutionalized individuals, students in dormitories, and persons in emergency shelters, migrant worker housing, halfway houses, nursing homes, military quarters, etc.

PALMS/MAR VISTA – COMMUNITY PROFILE

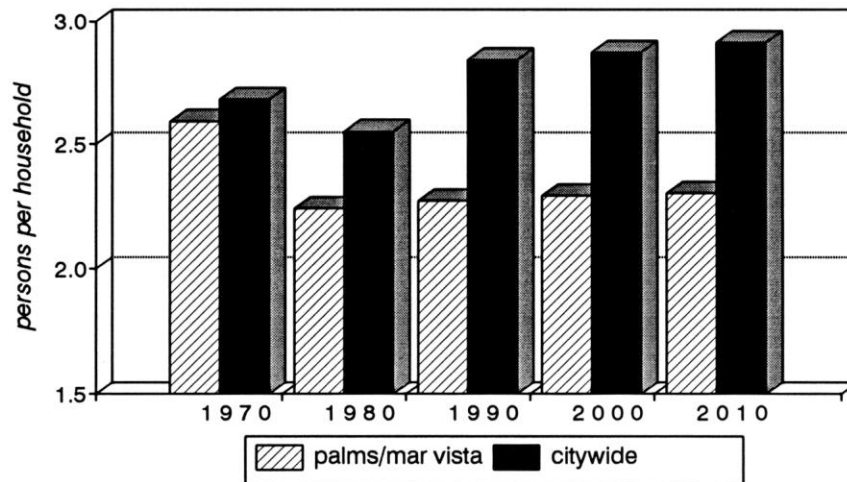
household size
(persons per dwelling unit) *

estimated data (from U.S. Census)

projections (from SCAG)

	1970	1980	1990	2000	2010
palms/mar vista	2.59	2.24	2.27	2.29	2.30
citywide	2.68	2.55	2.84	2.87	2.91

household size comparison

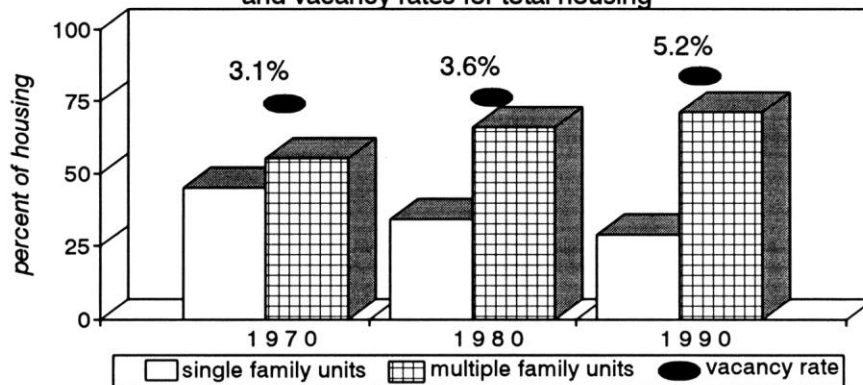


housing splits / vacancy factors **

(palms/mar vista only)
single family dwellings
multiple family dwellings
vacancy rate (total housing)

	1970	1980	1990
single family dwellings	45%	34%	29%
multiple family dwellings	55%	66%	71%
vacancy rate (total housing)	3.1%	3.6%	5.2%

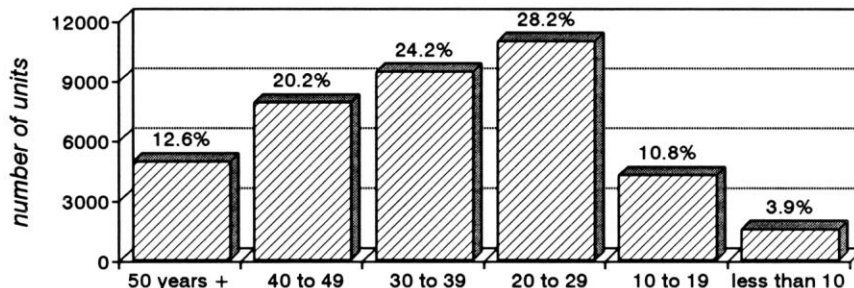
single family dwelling units, multiple family dwelling units,
and vacancy rates for total housing



age of housing as of 1994 ***

total dwellings in
palms/mar vista
(includes vacant and occupied units).

age of housing



* Count of all persons in occupied dwellings. Does not include group quarters population.

** Housing splits are defined by the presence of a common wall between two or more dwelling units. Typical multiple family units include condominiums and apartments. Typical single family units include detached structures.

*** Source of this information is the Los Angeles County Assessor. Data derived from the Assessors LUPAMS (Land Use Planning and Management Subsystem) file. File date is mid 1994.

PALMS/MAR VISTA – COMMUNITY PROFILE

HOUSING and OCCUPANCY FACTORS

1990 census data;

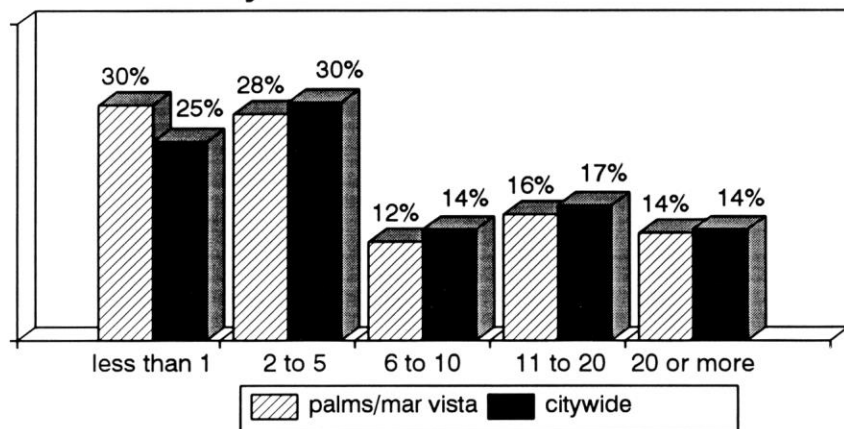
<u>cost of housing (as a percent of income) *</u>	20% or less	20% to 29%	30% or more
owner occupied housing units	57.1%	19.5%	23.4%
renter occupied housing units	23.3%	24.0%	52.7%

<u>cost of housing (owner occupied units)</u> (value estimated by owner)	under \$100,000	\$100,000 to \$200,000	\$200,000 to \$300,000	\$300,000 to \$500,000	\$500,000 or more
palms/mar vista	2.3%	6.9%	21.4%	53.6%	15.7%
citywide	8.4%	28.5%	25.9%	21.4%	15.8%

<u>cost of housing (renter occupied units)</u> (monthly cost estimated by resident)	under \$300	\$300 to \$500	\$500 to \$750	\$750 to \$1,000	\$1,000 or more
palms/mar vista	3.9%	16.8%	45.0%	22.8%	11.6%
citywide	10.9%	29.9%	38.3%	13.1%	7.9%

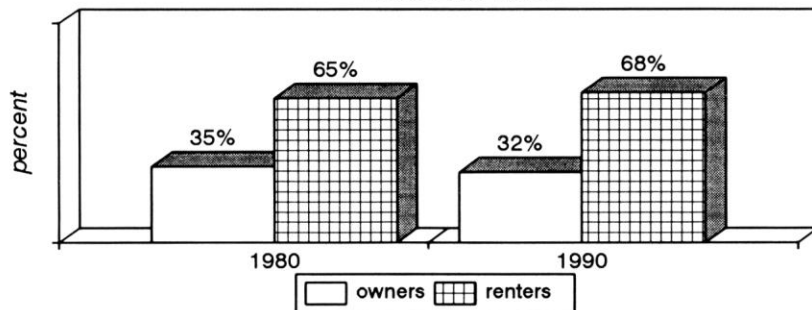
<u>stability indicator (percent) **</u> (length of time in the community)	less than 1 year	2 to 5 years	6 to 10 years	11 to 20 years	20 years or more
palms/mar vista	29.6%	28.5%	12.4%	15.9%	13.6%
citywide	25.1%	30.3%	13.7%	16.9%	14.1%

years at same address



residential tenure (ownership status)

owners/renters 1980 and 1990



NOTE: All information included on this sheet calculated on basis of householders response to census questionnaire.
 * Sums to 100% by type of housing. This is a distributed calculation of all householders who responded to census questions about cost of housing. Approximately 90% of all householders responded.
 ** Describes length of time living at the same location. Owners and renters combined.

PALMS/MAR VISTA – COMMUNITY PROFILE

SOCIO/DEMOGRAPHICS

1990 census data;

employment (percent) *

females employed	46.6%
males employed	53.4%
employment participation rate	73.7%
(citywide rate)	67.3%

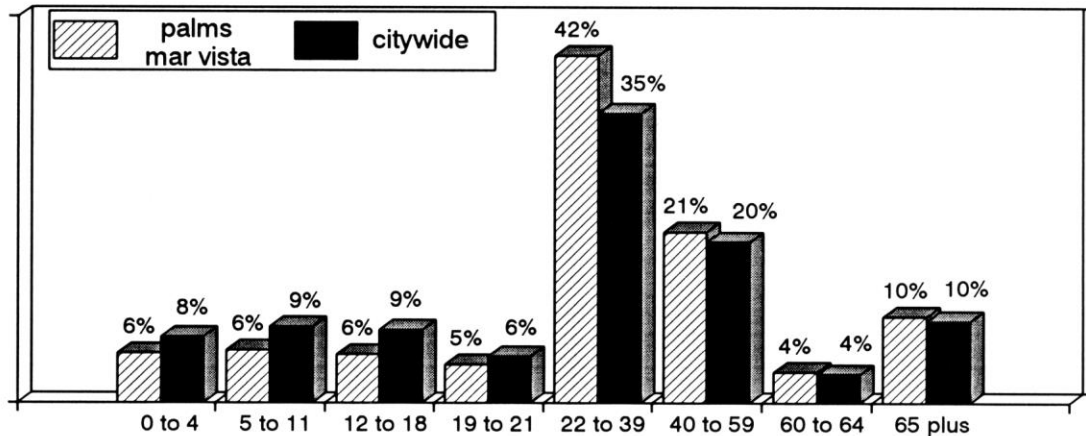
household income (1989) **

average	\$45,087
(citywide)	\$45,701
poverty (percent)	12.0%
(citywide)	18.9%

education (percent) ***

	high school	beyond high school	college graduate
palms/mar vista	81.5%	64.0%	37.1%
citywide	67.0%	47.8%	23.0%

age of the general population



language and citizenship (percent) ****

	foreign language spoken at home	foreign born
	spanish asian other language	
palms/mar vista	19.1%	34.0%
citywide	24.3%	44.9%

means of transportation to work (percent) *****

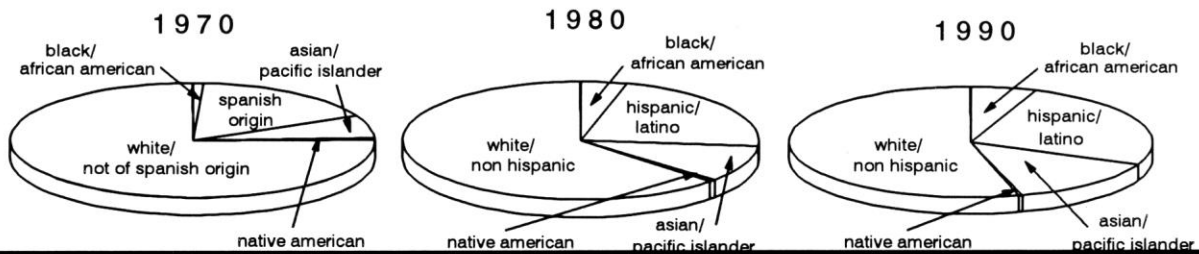
	drive alone	vanpool/ carpool	public transit	other means
palms/mar vista	73.9%	12.7%	5.8%	7.6%
citywide	65.2%	15.4%	10.5%	10.5%

head of household *****

	live alone	married with children	married no children	single parent	single non family
palms/mar vista	38.3%	16.7%	23.6%	6.9%	14.4%
citywide	31.0%	24.3%	22.0%	12.7%	10.0%

race/ethnicity (percent) *****

	1970	1980	1990
asian/pacific islander	6.4%	10.1%	14.0%
black/african american	0.9%	4.2%	5.8%
hispanic/latino	16.9%	22.3%	25.7%
native american	0.4%	0.6%	0.4%
white-non hispanic	75.4%	62.9%	54.1%



NOTE: All information included on this sheet calculated on basis of householders response to census questionnaire.

* Civilian persons 16 years or older. Employment participation measures only persons eligible to work; therefore, students, retirees, housewives, military personnel, etc. are not included in this calculation.

** See the note above. Poverty is calculated on the basis of all persons surveyed (98% of citywide population).

*** Only persons 25 years or older are included in this calculation.

**** Persons 5 years or older (except for foreign born which excludes anyone under the age of 18).

***** Total workers 16 years of age or older. Includes military personnel.

***** Adult person acknowledged as representing the household in response to census questionnaire. Household may consist of any number of persons or families.

***** Census definition of hispanic/latino persons changed after 1970. Previously described as "spanish origin".

Chapter II

FUNCTION OF THE COMMUNITY PLAN

STATUTORY REQUIREMENTS

California State law (Government Code Section 65300) and the City of Los Angeles City Charter (Section 96.5) require that the City prepare and adopt a comprehensive, long term general plan for its development. It must contain seven mandatory elements including land use, circulation, housing, conservation, open space, noise and safety. California State law requires that the land use element be prepared as part of a city's general plan and that it correlate with the circulation element. In the City of Los Angeles, thirty-five community plans comprise the City's land use element.

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 to many of the issues and policies contained in all other 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 land uses for housing, business, industry, open space (including 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 plan.

The Palms-Mar Vista-Del Rey Community Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map. The Community Plan text states the goals, objectives, policies, and programs. The Community Plan map outlines an arrangement and intensities of land uses, the street system and the locations and characteristics of public service facilities.

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental policy document of the City of Los Angeles. It defines the framework by which the City's physical and financial resources are to be managed and utilized over time. The plan guides the City in the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public services, protection of environmental resources and residents from natural and other known hazards.

The community plans are intended to promote an arrangement of land uses, streets and services which 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 Plans also guide development by informing the general public of the City's goals, policies and development standards with the objective of creating a healthy and pleasant environment. Goals, objectives, policies and programs are created to meet the existing and future needs of the community through the year 2010. The Plans are intended to coordinate development among the various parts of the City of Los Angeles and adjacent municipalities which benefit all residents.

The Community Plan allocates sufficient land in the community for housing, commercial, employment, educational, recreational, cultural and social uses. The Plan identifies and provides for the maintenance of any significant environmental resources within the community. It also seeks to enhance the distinctive community identity and recognizes its unique neighborhoods.

PURPOSE OF THE COMMUNITY PLAN

The last comprehensive review of the Palms-Mar Vista-Del Rey Community Plan was completed August 25, 1976, and revised in 1988 through the General Plan Consistency Program and through Periodic Plan Review and other Plan amendments.

The Community Plan sets forth goals and objectives to maintain the community's distinctive character by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible housing opportunities.
- Improving the function, design and economic vitality of the commercial and industrial areas.
- Maximizing development opportunities around future transit systems while minimizing any adverse impacts.
- Preserving and strengthening commercial and industrial developments to provide a diverse job-producing economic base and through design guidelines and physical improvements enhance the appearance of these areas.

ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN

This Plan sets forth goals, objectives, policies, and programs that pertain to the Palms-Mar Vista-Del Rey Community. Broader issues, goals, objectives and policies are provided by the Citywide General Plan Framework.

The Plan is organized and formatted to facilitate periodic updates. The State recommends that a plan be comprehensively reviewed every five years to reflect new conditions, local attitudes and technological advances.

The principal method for the implementation of the Land Use Map is the Zoning Ordinance. The City's Zoning Map must be updated to remain consistent with the adopted Land Use Map. Together, the Zoning Ordinance and the Zoning Map identify specific types of land use and development standards applicable to specific areas and parcels of land within a community.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The City of Los Angeles is responsible for revising and implementing its' General Plan. State law requires that the general plan have internal consistency. The Palms-Mar Vista-Del Rey Community Plan, which is a portion of the City's Land use element, must be consistent with other elements and components of the General Plan.

The General Plan Framework element is a long range, citywide, comprehensive growth strategy. It is a special element of the general plan which plans for the future as required by law and replaces Concept Los Angeles and the Citywide Plan (adopted in 1974). Therefore, the Framework element looks at the City as a whole and provides a citywide context within which local planning takes place. It discusses both the benefits and challenges of growth.

Because it is citywide, the Framework cannot anticipate every detail. The community plans must be looked to for final determinations as to the boundaries, land use categories, intensities and heights that fall within the ranges described by the Framework. The Framework neither overrides nor supersedes the community plans. It guides the City's long range growth and development policy, establishing 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 projects the following population, housing and employment levels for the Palms-Mar Vista-Del Rey plan area for the year 2010:

<i>Population (2010) Projection</i>	<i>118,981</i>
<i>Employment (2010) Projection</i>	<i>40,061</i>
<i>Housing (2010) Projection</i>	<i>54,378</i>

These numbers are provided as reference during the community plan update and are best estimates that are derived from regional data which are disaggregated to the city and then to the community level. Population, employment and housing could grow more quickly or slowly than anticipated depending on economic trends.

Regional forecasts do not generally reflect the adopted community plan land use capacity or build out estimate from planned land use. Plan capacity or build out is also an imprecise estimate and depends on specific assumptions about future development density and household size, which may vary from what actually occurs. Community plan capacity does not include housing located within commercial districts nor the current residential vacancy rate.

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 the provisions and requirements of these elements apply to the Palms-Mar Vista-Del Rey Community Plan.

There are also other types of plans such as neighborhood plans which set detailed policy and development regulations for unique neighborhoods within a community. In addition to these specific plans, there are overlay zones which combine policy and implementation functions to address issues specific to a neighborhood.

This plan contains the land use portion of the City's Local Coastal Program for Area "C" of the Playa Vista. As such, it contains objectives, policies and programs which are specifically intended to implement the policies contained in the California Coastal Act which are appropriate for Playa Vista. Development standards for Playa Vista are contained in the Playa Vista Specific Plan.

PLAN CONSISTENCY

Each land use category within a community plan indicates the corresponding zones permitted, unless it is restricted by the plan text, footnotes, adopted specific plans or other specific limitations by discretionary approvals. The residential densities, commercial and industrial intensities depicted on the Plan map are theoretical and will not occur due to plan and zone restrictions and economic limitations.

The Plan permits all corresponding zones designated with each plan category and also zones which are more restrictive, as referenced in Section 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action or monitoring review that modifies the Plan must make new plan consistency findings during that decision.

City actions on most discretionary approval projects require a finding that the action is consistent or in conformance with the General Plan. Discretionary approval projects in the Palms-Mar Vista-Del Rey Community Plan area will require the decision maker to refer to additional findings identified as programs in Chapter III of the Plan.

PLAN MONITORING

The Plan has a land use capacity greater than the projected development likely to occur during the Plan period. During the life of the Plan, growth will be monitored and reported in the City's Annual report on Growth and Infrastructure, which will 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 analysis will be prepared and appropriate changes recommended to the Community Plan and zoning. These Plan and zoning changes and any related moratoria or interim control ordinances, 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 for appropriate land use issues of residential, commercial, industrial, public and institutional service system categories. The Planning Department has authority over the goals, objectives, policies, the initiation and direct implementation of the programs specified in Chapter III.

RESIDENTIAL

Existing residential land use patterns vary greatly in the community. The predominant land use is residential which accounts for 2769 acres or 53% of the total area. One third of the housing units are single-family dwellings occupying two thirds of the residential land at an average net density of eight units per acre. There are an approximately 13,420 single-family units which are projected to increase slightly to 13,464 units, a .3 percent increase to the year 2010.

Approximately 52% of the housing in the community is between 20 and 39 years old, while 13% of the housing is 50 years and older. Most of the recent new development consists of rebuilding or remodeling of existing single-family dwellings. The housing quality varies in the community with some of the finest homes located in an area generally known as Mar Vista Hills. A small area located between Pacific Avenue and Washington Boulevard between East Boulevard and Marcasel Avenue contains relatively large lots. Housing in the southern half is more modest.

There are an approximately 34,679 multiple-family units which are projected to increase to 40,914, an 18 percent increase by the year 2010. The average net density for multi-family housing is 29 units per acre, with the average net density for all housing types at 14 units per acre. The projected increase in residential development is expected to result from lands designated exclusively for residential development and those designated for mixed-use projects, in which housing would be integrated with commercial uses.

The Plan designates residential land use categories and the land devoted to such uses as indicated in the following table. The table depicts housing growth estimates for the Community based on build out of the updated Community Plan land use in the year 2010. The housing projection is based on the assumption of mid-range densities allowed on designated residential land. The midpoint represents a reasonable factor, since new development within each land use category is unlikely to occur at the extremes of the range, but more likely, at different densities within the range.

PLAN POPULATION AND DWELLING UNIT CAPACITY

Residential Land Use Category	Dwelling Units Per Net Acre Midpoint (Range)	Number of Dwelling Units	Net Acres	Persons Per Dwelling Unit (2010)	Reasonable Exp. Population (2010)
Low	6.5 (4+ to 9)	12,207	1,878	2.75	33,569
Low Medium	23.5 (18+ to 29)	2,515	107	2.14	5,382
Medium	42 (29+ to 55)	29,610	705	2.10	62,181
High Medium	82 (55+ to 109)	5,986	73	2.14	12,810
TOTALS		50,318	2,763		113,942

GOAL 1

A SAFE, SECURE AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL COMMUNITY RESIDENTS.

Objective 1-1

To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policies

1-1.1 Provide for adequate multi-family residential development.

Program: Identify areas where multi-family residential development is appropriate.

1-1.2 Protect the quality of residential environment and the appearance of communities with attention to site and building design.

Program: Implement design guidelines for residential development

1-1.3 Protect existing single family residential neighborhoods from new out-of scale development and other incompatible uses.

Program: The plan map identifies lands where only single family development is permitted. These areas are protected by designating appropriate transitional height requirements for commercial and multiple residential buildings, when located adjacent to single family dwellings (Transitional Height Ordinance) and through plan amendments and corresponding zone changes which minimize incompatible uses.

1-1.4 Promote neighborhood preservation, particularly in multi-family neighborhoods.

Program: Make funds available through the neighborhood Preservation Program administered by the City's Housing Department and the Housing Authority to rehabilitate single family homes and multi-family housing.

Program: Provide loans to owners of small residential buildings (one to four units) to correct code violations through the Homeowners Encouragement Loan Program (HELP), administered by the City's Housing Department.

Objective 1-2

To reduce vehicular trips and congestion by developing new housing in proximity to services and facilities.

Policies

- 1-2.1 Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.

Program: The plan designates most of the higher residential densities near major transit corridors.

Objective 1-3

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

Policies

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

Program: Implement design policies for residential development.

- 1-3.2 Proposals for change to planned residential density should consider factors of neighborhood character and identity, compatibility of land uses, impacts on livability, public services and facilities and on traffic levels.

Program: A decision-maker should adopt a finding which addresses these factors when considering a change in planned residential densities.

Objective 1-4

To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.

Policies

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

Program: Promote greater individual choice by allocating adequate lands in the Plan for a variety of residential densities.

- 1.4-2 Ensure that new housing opportunities minimize displacement of residents.

Program: A decision-maker should adopt a finding which addresses this factor in any decision relating to the construction of new housing.

COMMERCIAL

Commercial land use in the Palms-Mar Vista-Del Rey Community Plan area is primarily small-scale and neighborhood-oriented. An exception is the Marina Place shopping complex located at the western edge of the community which attracts people from the entire region. Its mix of movie theaters, variety of restaurants, up-scale retail uses and proximity to Marina Del Rey and the beach has created a vibrant commercial center. A majority of the remaining commercial uses are generally nodal (occurring at intersections or within defined centers) or linear along the major streets in the community.

Venice Boulevard is the major east-west link to the beach. The street contains several small shopping centers, fast-food, and multi-ethnic restaurants. Due to the generally pass-through traffic character of the street, it serves both local and transient populations. The street presents major commercial development and improvement opportunities which can provide a visual identity and an interesting local flavor.

Portions of the commercial areas on Venice Boulevard are proposed for mixed use where cohesive commercial developments can be integrated with housing in a horizontal or vertical pattern. The commercial area on Venice Boulevard east and west of Centinela Avenue is proposed for a Community Center. It includes a large shopping center, a library and several small retail and antique stores. The area has the potential for a mixed use, pedestrian-oriented and cultural center for the community.

There are two other areas in the community proposed for Neighborhood Districts at the intersections of National and Barrington Boulevards and National/Palms Boulevards and Motor Avenue. These centers have the potential for transforming into lively, pedestrian and neighborhood-oriented gathering places.

Motor Avenue which has a mix of residential and commercial uses is proposed for Mixed use. While the Plan does not mandate mixed-use projects, it encourages them in certain commercially designated areas which have the potential for such uses.

GOAL 2

A STRONG AND COMPETITIVE COMMERCIAL SECTOR WHICH PROMOTES ECONOMIC VITALITY, SERVES THE NEEDS OF THE COMMUNITY THROUGH WELL DESIGNED, SAFE AND ACCESSIBLE AREAS WHILE PRESERVING THE HISTORIC, COMMERCIAL AND CULTURAL CHARACTER OF THE COMMUNITY.

Objective 2-1

To conserve and strengthen viable commercial development in the community and to 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: Designate appropriate locations for commercial uses which effectively limit commercial uses to these areas.

- 2-1.2 Protect commercially planned/zoned areas from encroachment by residential only development.

Program: Residential uses in commercial areas should be allowed only in mixed use projects in designated areas.

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

Program: Assist businesses in obtaining technical assistance for Business Improvement Districts (BID) and other programs from the Community Development Department (CDD).

- 2-1.4 Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.

Program: Implement design policies and standards for commercial development.

Objective 2-2

To promote distinctive commercial districts and pedestrian-oriented areas.

Policies

- 2-2.1 Encourage Pedestrian-oriented design in designated areas and in new development.

Program: Implement design policies in designated areas to ensure the creation of pedestrian friendly commercial areas.

- 2-2.2 Require that mixed-use projects and development in pedestrian-oriented areas are developed according to specific design guidelines to achieve a distinctive character and compatibility with surrounding uses.

Program: Implement design policies and standards for commercial development.

- 2-2.4 Promote mixed use projects along designated transit corridors and in appropriate commercial centers.

Program: The Plan Map identifies pedestrian-oriented and mixed use areas as preferred locations for mixed-use projects.

Objective 2-3

To enhance the appearance of commercial districts.

Policies

- 2-3.1 Require that the design of new development be compatible with adjacent development, community character and scale.

Program: Implement design policies and standards for commercial development.

- 2-3.2 Establish commercial areas and street identity and character through appropriate sign control, landscaping and streetscape.

Program: The Design standards in Chapter V establish standards for community design, streetscape and landscaping. These standards are intended to serve as a reference for other City Departments, public agencies and private entities which may participate in projects which involve improvements to public spaces and rights-of-way.

INDUSTRIAL

The Palms-Mar Vista-Del Rey Community Plan has traditionally provided a strong industrial base. Employment in the community was generally marked by a concentration in electrical equipment manufacturing, particularly in aerospace related firms. Manufacturing now accounts for an approximately 12% of the total employment. A majority of the jobs at approximately 61%, in line with national trends, are in the retail and service industries.

Since 1980, the plan area experienced an increase in both new industrial development and in employment. A total of 34,788 jobs were located in the community in 1990, accounting for 1.8% of all jobs in the City, while it accounts for 3.0% of the citywide population.

An approximately 357 acres or 6.8% of the community's total area is devoted to industrial uses. Most of the industrial uses are concentrated in the southwestern area in Del Rey in a large industrial park north of Jefferson Boulevard; within the Glencoe/Maxella Specific Plan area; in smaller parcels adjoining Centinela Avenue and Jefferson Boulevard, the northeastern tip of the community and adjoining the Santa Monica airport. A few other industrial parcels are located on major streets within the community.

GOAL 3

SUFFICIENT LAND FOR A VARIETY OF INDUSTRIAL USES WITH MAXIMUM EMPLOYMENT OPPORTUNITIES WHICH ARE ENVIRONMENTALLY SENSITIVE, SAFE FOR THE WORK FORCE WITH MINIMAL ADVERSE IMPACT ON ADJACENT USES.

Objective 3-1

To provide a viable industrial base with job opportunities for residents with minimal environmental and visual impacts to the community.

Policies

- 3-1.1 Designate and preserve 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: Adequate industrial lands are designated on the plan map to accommodate a variety of industrial uses. The Glencoe/Maxella Specific Plan preserves lands primarily for industrial uses.

- 3-1.2 Ensure compatibility between industrial and other adjoining land uses through design treatments, compliance with environmental protection standards and health and safety requirements.

Program: Implement the design policies for industrial uses. Ensure through plan amendments and zone change that industrially designated parcels are not located in areas incompatible with surrounding uses.

Program: State and County agencies enforce environmental protection standards and health and safety requirements.

- 3-1.3 Require that any proposed development be designed with adequate buffering and landscaping and that the proposed use be compatible with adjacent residential development.

Program: Implement design policies and standards for industrial uses.

Program: A decision maker should evaluate the traffic impacts on adjacent residential areas by uses proposed on industrially designated lands.

PUBLIC AND INSTITUTIONAL LAND USE

Public facilities such as libraries, parks, schools, fire and police stations shown on the Palms-Mar Vista-Del Rey Community Plan should be developed in accordance with user needs, site area, design and general location identified in the Service Systems Element and the Safety Element of the General Plan. Such development shall be phased and scheduled to provide an efficient and adequate balance between land use and public services.

There is a continuing need for the modernizing of public facilities to improve services and accommodate the changes in the community plan. However, the community's amenities and environmental quality must be adequately protected. Cost and equitable distribution are major issues in the provision of public facilities. It is essential that priorities are established and new and alternate funding sources are located. Additionally, public and private development must be coordinated to avoid costly duplication so that more services can be provided at less cost.

RECREATION AND PARK FACILITIES

The City of Los Angeles Recreation and Parks Department operates public parks and recreational facilities in the Palms-Mar Vista-Del Rey Community Plan area. Parks are classified into regional, community, and neighborhood parks.

The Palms-Mar Vista-Del Rey community plan area has one community park and four neighborhood parks. The Mar Vista Park and Recreation Center, a 19 acre facility, consists of a large park area, pool, day care and sports programs. Mar Vista Gardens, a 10 acre facility provides a variety of sports and other activities for the public housing residents. Glen Alla Park, Culver/Slauson Park and Woodbine Park feature picnic and play areas.

In addition to the existing parks in the community, there are three large park facilities, Venice Recreation Center, Rancho Park and Culver Slauson Park, in proximity to the community. The proposed Playa Vista project development would also provide active and passive recreational open space facilities.

GOAL 4

ADEQUATE RECREATION AND PARK FACILITIES WHICH MEET THE NEEDS OF THE RESIDENTS IN THE PLAN AREA.

Objective 4-1

To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational needs of the community.

Policies

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

Program: The plan assists in preserving facilities and park space by designating City recreation and park facilities as Open Space, which provide such protection.

Policies

- 4-1.2 Better utilization and development of recreational facilities at existing parks.

Program: The Los Angeles Unified School District and the City's Department of Recreation and Parks should develop programs to fully utilize each of their respective sites.

Objective 4-2

To provide facilities for specialized recreational needs by utilizing existing public lands such as flood control channels, utility easements or Department of Water and Power property.

Policies

- 4-2.1 Flood control channels and other appropriate public lands should be

considered for open space and recreational purposes.

Program: Implement bicycle and walking trails along the Ballona Creek.

Objective 4-3

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

4-3.1 Ensure that parks are adequately illuminated for safe use at night.

Program: The Department of Recreation and Parks manages park design, construction and maintenance of public parks.

OPEN SPACE

There are two classifications of Open Space, publicly owned and privately owned open space. Open Space is broadly defined as land which is essentially free of structures and buildings or is natural in character and which functions in one or more of the following ways:

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

GOAL 5

A COMMUNITY WITH SUFFICIENT OPEN SPACE IN BALANCE WITH DEVELOPMENT TO SERVE THE RECREATIONAL ENVIRONMENTAL, HEALTH AND SAFETY NEEDS OF THE COMMUNITY AND TO PROTECT ENVIRONMENTAL AND AESTHETIC RESOURCES.

Objective 5-1

To 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 which provides a balance to urban development of the community.

Program: The Plan Map designates areas for open space and protects open space areas such as the 15 acre Water and Power reservoir site along Centinela Avenue, south of Rose Avenue from development. The plan encourages recreational use of the site compatible with proposed reservoir operations.

- 5-1.2 The City should encourage continuous efforts by Federal, State and County agencies to acquire vacant land for publicly owned open space.

Program: The Open space and parkland purchase programs of Federal, State and County agencies.

SCHOOLS

The Los Angeles Unified School District (LAUSD) administers public schools in the Palms-Mar Vista-Del Rey Community Plan area. There are 12 Elementary schools and four Junior High Schools within the community. The Plan encourages shared use of existing school facilities for the general public after hours and on weekends. School grounds should be made available to the public for after school hour recreational uses.

GOAL 6

APPROPRIATE LOCATIONS AND ADEQUATE SCHOOL FACILITIES TO SERVE THE NEEDS OF THE EXISTING AND FUTURE POPULATION.

Objective 6-1

To site schools in locations complementary with existing land uses and adequate buffering between residential uses and convenient to the community with access to recreational opportunities.

Policies

- 6-1.1 Encourage compatibility between school locations, site layout and architectural design with adjacent land uses and community character.

Program: Require a decision maker in a discretionary review action for a proposed school to adopt a finding which supports the application of this policy.

- 6-1.2 School design should buffer classrooms from noise sources.

Program: Implement appropriate provisions of the City's Noise Element.

Program: Incorporate noise mitigation measures to reduce adverse environmental impacts in compliance with California Environmental Quality Act (CEQA) Guidelines.

- 6-1.3 Expansion of existing school facilities should be considered prior to acquisition of new sites.

Program: The Los Angeles Unified School District is the responsible agency for providing schools facilities.

- 6-1.4 Encourage cooperation between the Los Angeles Unified School District and the Department of Recreation and Parks to provide recreation facilities for the community.

Program: The Los Angeles Unified School District and the Department of Recreation and Parks should develop a program where both schools and parks can be utilized for recreational and instructional purposes.

LIBRARIES

The Los Angeles City Public Library provides library services within the community. The plan area is served primarily by the 5,450 square foot Mar Vista Branch, located at 12006 Venice Boulevard. Other public library facilities in the vicinity include the Venice Branch, Rancho Park Branch and the Marina Del Rey Branch County library. The proposed Playa Vista project development may also provide a library facility.

GOAL 7

ENSURE THAT ADEQUATE LIBRARY FACILITIES ARE PROVIDED FOR THE COMMUNITY'S RESIDENTS.

Objective 7-1

To encourage the City's Library Department to provide adequate library service to serve the community's needs.

Policies

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

Program: The existing library sites are designated as a Public Facility with a Public Facility zone. This designation gives the libraries additional protection to retain their existing use and allows a greater certainty in obtaining the necessary City approvals for rehabilitation and expansion.

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

Program: Through the inclusion of this policy, the Plan supports such utilization when the Library Department and decision-makers review and approve new libraries sites.

POLICE PROTECTION

The Los Angeles Police Department (LAPD) provides police protection within the City. The Community Plan area is served by the 15,281 square foot Pacific Area Station facility located on Culver Boulevard.

GOAL 8

A COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROTECT ITS RESIDENTS FROM CRIMINAL ACTIVITY, REDUCE THE INCIDENTS OF CRIME AND THE PROVISION OF OTHER NECESSARY LAW ENFORCEMENT SERVICES.

Objective 8-1

To provide adequate police facilities, personnel and protection to correspond with existing and future population and service demands.

Policies

- 8-1.1 Review with the Police Department proposals for new development projects and land use changes to determine law enforcement needs and requirements.

Program: Require a decision-maker to include a finding about the impact on demand for police protection services and demands of the proposed projects or land use plan change.

Objective 8-2

To increase the community's and the Police Department's ability to minimize crime and provide 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 community based policing, foot and bicycle patrols, watch programs and regular communication with neighborhood and civic organizations.

Program: Community-oriented law enforcement programs are administered by the Los Angeles Police Department.

- 8-2.2 Ensure adequate lighting around residential, especially multi-family, commercial and industrial buildings to improve security.

Program: Develop security lighting standards for all residential, commercial and industrial buildings in consultation with the Los Angeles Police Department.

- 8-2.3 Ensure that landscaping around buildings does not impede visibility.

Program: Discretionary land use approvals should include standards in consultation with the Police Department.

FIRE PROTECTION

The Los Angeles City Fire Department provides fire protection services to the community including fire prevention, fire suppression, and life safety services. The City Fire Department operates two facilities within the community located on National Boulevard and Centinela Avenue. There also is a Fire station located on Venice Boulevard in the Venice Community.

GOAL 9

PROTECT THE COMMUNITY THROUGH A COMPREHENSIVE FIRE AND LIFE SAFETY PROGRAM.

Objective 9-1

Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.

Policies

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

Program: Require a decision maker to include a finding on the impact on fire service demands of the proposed project or land use plan change.

This consultation with the Fire department is currently in effect for projects which are subject to the subdivision process and for plan amendments which must be reviewed by the General Plan Advisory Board which includes representation from the Fire Department.

- 9-1.2 Encourage the Fire Department to locate fire service facilities appropriate locations throughout the community to maintain safety.

Program: The Plan Map identifies general locations for the establishment of fire service facilities in the community.

TRANSPORTATION

A number of regional improvement plans affect transportation in the community plan area. They include the following- the Los Angeles County Congestion Management Program (CMP) and the Long Range Plan prepared by the Los Angeles County Metropolitan Transportation Authority (LACMTA), Coastal Transportation Corridor Specific Plan (CTCSP), Ordinance No. 168,999 prepared by the City of Los Angeles, the Regional Mobility Plan prepared by the Southern California Association of Governments (SCAG) and the Statewide Transportation Improvement Program (STIP) prepared by the California Department of Transportation.

The Regional Mobility Plan (RMP) forecasts long-term transportation demands and identifies policies, action and funding sources to accommodate those demands. The RMP consists of construction of new transportation facilities, transportation systems management strategies, transportation demand management strategies and land use strategies. The Draft RTIP (1996-2003), also prepared by SCAG based on the RMP, lists all the regional funded/programmed improvements within the next seven years.

A Transportation Improvement and Mitigation Plan (TIMP) was prepared for the Palms-Mar Vista-Del Rey Community Plan area by analyzing 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.

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 which consist of recommendations as follows:

1. Transit Improvements
2. Transportation Demand Management strategies
3. Residential Neighborhood Protection Plans
4. Transportation Systems Management strategies
5. Highway Infrastructure Improvements

PUBLIC TRANSPORTATION

Fixed route public transportation services in the Palms-Mar Vista-Del Rey CPA are currently provided by the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Los Angeles Department of Transportation (LADOT), Santa Monica Big Blue Bus (SM), and Culver Citybus (CC). The number of lines that currently service the PMVDR CPA include 8 LACMTA bus lines, 2 LADOT commuter express lines, 6 Santa Monica bus lines and 4 Culver City bus lines. The City of Los Angeles will continue to work with other agencies in evaluating travel needs for residents and making recommendations for modifications and improvements to public transportation.

Opportunities exist for public transportation improvements in the Palms-Mar Vista Del Rey Community Plan area.

GOAL 10

DEVELOP A PUBLIC TRANSIT SYSTEM THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

Objective 10-1

To encourage improved local and express bus service throughout the Palms-Mar Vista-Del Rey community area and encourage park-and-ride facilities to connect with freeways and high occupancy vehicle (HOV) facilities.

Policies

- 10-1.1 Coordinate with the Metropolitan Transit Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to improve express and local bus service to, and within the community.

Program: Increase, expand and implement bus service along high travel demand routes. These corridors include the Lincoln Boulevard corridor between the City of Santa Monica and major developments in the vicinity of the Plan area, Culver Boulevard Corridor within the Plan area, Centinela Boulevard corridor between Santa Monica and the proposed Playa Vista Development and Venice and Pico Boulevards corridors within the Plan area.

Program: Transit-Priority Streets Implement transit-priority

treatments including signal coordination, and transit signal priority at major intersections along the following streets:

Venice Boulevard throughout the Plan area (except when it passes through Pedestrian-Oriented Districts - POD - shown on the Plan Map, where, it will comply with POD standards such as minimum sidewalk widths and other features as specified in Chapter V of the Plan) and continuing further west to Venice Plan area and east to West Adams Plan area.

Pico Boulevard throughout the Plan area and continuing east to West Los Angeles Plan area.

Sepulveda Boulevard throughout the Plan area as a Transit Priority Street

Program: Westside Transit Restructuring Study - MTA with support from LA DOT is currently preparing the Westside Transit Restructuring to enhance and optimize transit service on the western portions of Los Angeles. Major activity centers in the vicinity of the plan area including the Playa Vista Master Plan Development which may have a significant impact on the transit service recommendations affecting service to/from the plan area.

Program: Transportation Center/Transfer Facilities - There is only one Park-and-Ride facility in the Plan area located on Military Avenue, south of National Boulevard. The City should support the expansion and enhancement of the transit center at the Fox Hills Mall in the vicinity of the Plan area. The center is a transfer point for several MTA, Culver City Bus and Santa Monica Big Blue Bus lines. A new transit center is recommended within the Plan area, east of Lincoln Boulevard and north of Culver Boulevard. This would also serve as a transfer point for shuttle and expanded bus services along Lincoln Boulevard serving Playa Vista and other major activity centers in the vicinity of the Plan area.

- 10-1.2 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.

Program: Provide shuttles and other services that increase access to and within the CPA and adjacent activity centers. Community based shuttles should be utilized to serve the community residents along collector and local streets and to provide convenient access to bus transit services and/or adjacent activity centers.

Objective 10-2

To increase the work trips and non-work trips made on public transit.

Policies

- 10-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit service.

Program: Exposition Right-of-Way Project - LACMTA has

completed a Preliminary Planning Study for the Exposition Right-of-Way, a 12 mile-long strip of land connecting Exposition Park/Coliseum area to Santa Monica. The study covered 16 potential alignment and mode alternatives. Four transportation modes are being considered for this project - Light Rail Transit, Trolley Bus, Transit way and Bike Path. Whichever options are selected, they will have the potential to improve levels of service along major east-west corridor (including the CPA) between Los Angeles Central Business District and the City of Santa Monica.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, the City's objective is that the traffic level of service (LOS) on the street system should not exceed LOS E. Although major street intersections in the plan area are in compliance with the City's policy, the level of trips which could be generated by future development in and surrounding the plan area requires the implementation of a Transportation Demand Management Program (TDM) and other improvements to enhance safety and mobility.

A TDM is a program designed to encourage people to change their travel mode from single occupancy vehicles to other transportation modes. People are generally 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.

Transportation Demand Management (TDM) Program

1. *Transportation Management Association Formation/Coordination.* The City should encourage the formation of Transportation Management Associations (TMA's) to assist employers in creating and managing trip reduction programs.
2. *Participation in Regional Transportation Management Programs.* The City should continue to participate in local and regional TDM programs and coordinate its TDM program with those of other communities, agencies and adjacent jurisdictions.
3. *TDM Ordinance.* The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the Palms-Mar Vista-Del Rey area. This ordinance calls for several measures to be taken in developments to achieve trip reduction targets.
4. *Monitoring.* LADOT is responsible for monitoring the current citywide TDM ordinance.
5. *Bikeways.* The City should implement a bikeways development program as specified in the Plan as part of an overall transportation demand management strategy.
6. *Telecommuting.* The City should encourage large non-residential office developers, those with 1,000 employees or more, to provide teleconferencing facilities. Large residential developers, those with developments containing 500 or more units, are encouraged to incorporate "work centers" for telecommuting into their developments.

7. *Land Use Transportation Policy.* The City Council, in November 1993, adopted a Land Use Transportation Policy which provides guidelines for development in the vicinity of transit stations. The policy includes land use, housing, urban design, ridership strategy, economic development and community facilities components.

GOAL 11

ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION OVER THE USE OF SINGLE OCCUPANT VEHICLES (SOV) TO REDUCE VEHICULAR TRIPS.

Objective 11-1

To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.

Policies

- 11-1.1 Encourage non-residential developments to provide employee incentives for utilizing alternatives to the automobile, such as, carpools, vanpools, buses, flex time, bicycles and walking.

Program: The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented and monitored by LADOT.

- 11-1.2 Encourage the use of multiple-occupancy vehicle programs for shopping and other activities to reduce midday traffic.

Program: The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented and monitored by LADOT.

- 11-1.3 Require that proposals for major new on-residential development projects include submission of a TDM Plan to the City.

Program: The decision-maker shall include this in approval of projects.

NON-MOTORIZED TRANSPORTATION

The plan provides for various modes of non-motorized transportation/circulation such as bicycle riding. The Mobility Plan (2035) identifies bikeways in the Palms-Mar Vista-Del Rey community which include a Class I bike path along the Exposition corridor and Culver Boulevard and Class II bike lanes along Sepulveda Boulevard. The Community Plan establishes policies and standards to facilitate the development of a bicycle route system which is intended to complement other transportation modes.

GOAL 12

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

Objective 12-1

To promote an adequate system of bikeways for commuter, school and recreational use.

Policies

- 12-1.1 Plan for and encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space areas and employment centers.

Program: The Mobility Plan addresses concerns regarding bicycle use issues.

- 12-1.2 Identify bicycle facilities along arterial in the community.

Program: The plan map identifies existing and proposed bicycle facilities. The SPRR railroad right-of-way designation along Culver Boulevard on the Plan map has been deleted and replaced with a bike path designation. Implementation of the Mobility Plan will administer this objective.

- 12-1.3 Assure that local bicycle facilities are linked with the facilities of neighboring areas of the City.

Program: The plan map and the Mobility plan identify facilities which link with adjacent communities.

- 12-1.4 Encourage the provision of changing rooms, showers and bicycle storage at new and existing and non-residential developments and public places.

Program: Through the inclusion of this policy in the Plan Text, the plan supports the provision of bicycle facilities particularly in pedestrian oriented areas. The plan recommends that this policy be considered by decision makers when reviewing projects requiring discretionary action.

Objective 12-2

To promote pedestrian oriented mobility and utilization of the bicycle for commuter, school, recreational use, economic activity and access to transit facilities.

Policies

- 12-2.1 Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroad rights-of-way, and streets wherever feasible for the use of bicycles and/or pedestrians.

Program: The Mobility Plan addresses bicycle use issues.

Program: Implementation of the Citywide Land Use/Transportation Policy and the City's discretionary project approval process.

- 12-2.2 Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.

Program: The City's Capital Improvement Program, public works construction projects and the City's discretionary project approval process.

PARKING

The plan encourages the City to develop City owned (off-street) parking facilities in the Palms-Mar Vista-Del Rey community so that an adequate supply of parking can be provided to meet the demand. City owned parking lots should be located in or near commercial areas.

GOAL 13

A SUFFICIENT SYSTEM OF WELL DESIGNED AND CONVENIENT ON-STREET PARKING AND OFF-STREET PARKING FACILITIES THROUGHOUT THE PLAN AREA.

Objective 13-1

To provide parking in appropriate locations in accordance with Citywide standards and community needs.

Policies

- 13-1.1 Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

Program: The plan contains an Urban Design chapter which outlines guidelines for parking facilities.

- 13-1.2 New parking lots and garages shall be developed in accordance with design standards.

Program: The plan contains an Urban Design Chapter which outlines guidelines for parking facilities.

RESIDENTIAL NEIGHBORHOOD PROTECTION PLAN

In recent years, with an increase in traffic, residential streets have been used more as pass-through routes for commuters by-passing congestion along arterials and as storage for spillover parking from adjacent commercial streets. The Palms-Mar Vista-Del Rey has a grid-system street network. This is especially susceptible to traffic intrusion because streets are usually parallel to one another and provide convenient alternate routes to commuters by-passing parallel arterials. If left unattended, traffic volumes on those residential streets could become a problem to adjacent residents.

Within the Community Plan area, a variety of neighborhood traffic controls exist. These traffic controls are used to regulate, warn and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner. They include stop signs, speed bumps, traffic circles, semi-traffic diverters and right or left turn only lanes.

Currently, most residential streets in the Community are operating at satisfactory service levels. However, as traffic continues to grow, service conditions on some of those residential streets could deteriorate. Responding on a case-by-case basis without analyzing the entire nature, context and cause of the problems has been ineffective in minimizing “unwanted traffic” by vehicles whose destinations are outside the neighborhood on residential streets. Frequently, implementing neighborhood traffic controls on one street can cause intruding traffic and spillover parking to shift to other residential streets.

In order for neighborhood traffic control plans to be effective, traffic control measures should be clearly understood by motorists and pedestrians. Traffic control measures should convey clear and unambiguous messages, be justified and regulate the traffic for which they are applied and intended.

An effective neighborhood protection plan can only be implemented on an area-wide basis involving all affected parties, including planners, traffic engineers, neighborhood residents and Council representatives.

GOAL 14

DISCOURAGE NON-RESIDENTIAL TRAFFIC FLOW ON RESIDENTIAL STREETS AND ENCOURAGE COMMUNITY INVOLVEMENT IN DETERMINING NEIGHBORHOOD TRAFFIC CONTROLS.

Objective 14-1

To initiate neighborhood based traffic and parking mitigation plans in each of the Community Plan’s neighborhoods.

Policies

14-1.1 The City should initiate a series of neighborhood outreach meetings to identify and discuss existing and anticipated “cut-through” traffic and spillover parking from adjacent commercial areas. Through these neighborhood/community meetings, strategies and programs would be developed for an effective neighborhood protection plan. Availability of funding to pay for implementation of programs would also be discussed at these meetings.

Program: Implement neighborhood traffic control monitoring programs to accomplish the following:

- C Ensure that proper devices are installed:
- C Analyze their effectiveness;
- C Study the before and after effects of the control devices;
- C Ensure that undesirable impacts on established residential neighborhoods are minimal; and
- C Examine the need for additional controls.

TRANSPORTATION SYSTEM 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 minor construction that can be implemented in a short time frame. TSM strategies include synchronization of traffic signals, localized intersection improvements, limiting on-street parking during peak travel times, conversion of parallel arterial into one-way couplets, bus-only lanes and reversible lane operations.

GOAL 15

A WELL MAINTAINED, SAFE, EFFICIENT FREEWAY AND STREET NETWORK

Objective 15-1

Signalized intersections should be integrated with the City's ATSAC system by the year 2010.

Policies

15-1.1 Install ATSAC equipment as funding becomes available.

Program: Implementation of ATSAC for all signalized intersections within the CPA. ATSAC is currently programmed for the western portion of the City including Mar Vista, Venice, Westchester and the West Los Angeles area. The implementation of this system improves intersection capacity by an average of 7%.

15-1.2 Support the existing Department of Transportation program to provide separate right and/or left turn lanes on arterial streets.

Program: The plan supports implementation of local intersection improvements (channelization, turn lanes, signal modifications) as warranted and feasible.

FREWAYSAND STREETS IMPROVEMENTS

The Community Plan Area is traversed by three major freeways, the San Diego Freeway (I-405), the Santa Monica Freeway (I-10), and the Marina Freeway (SR-90). Routes designated as Boulevards in the east-west direction are, Jefferson, Venice, and Washington Boulevards. Boulevards in the north-south direction are Lincoln Boulevard, Sepulveda Boulevard, and Overland Avenue.

Major transportation corridors serving other parts of the Los Angeles metropolitan area cross the Palms-Mar Vista-Del Rey Community and thus the streets of the community need to accommodate traffic generated both from within and outside the community. However, additional arterials and freeways are not recommended in the Plan because such improvements would have a more adverse environmental impact upon the community than the traffic generated. The Plan encourages citywide as well as local solutions to traffic problems such as an improved public transportation system.

GOAL 16

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

Objective 16-1

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 road access and street improvements are provided to accommodate traffic generated by new development.

Policies

16-1.1 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, maintain a satisfactory LOS for streets that should not exceed LOS "D" for Boulevards, Avenues and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of an arterial or collector street, then the level of service for future growth should be maintained at LOS "E" where feasible and consistent with the goals of the Mobility Plan (2035)." .

Program: Improve, to their designated standard specifications, substandard segments of those arterials which are expected to experience heavy traffic congestion by the year 2010, except where environmental issues and Pedestrian-oriented street segments warrant alternate standards consistent with capacity requirements.

Program: The Plan supports the use of Residential Neighborhood Protection Plans to relieve congestion on collector streets that are expected to experience traffic congestion by the year 2010.

Program: Capital Improvements (TIMP)

1. Proposed Street Widening (TIMP)

The Palms-Mar Vista-Del Rey Community Plan area is comprised of mature communities with established building setback lines along arterials. Major street widening may not be feasible without significant disruption and/or neighborhood impacts.

The TIMP recommends the following street widening to expand the capacity of the street network along various corridors, to the extent feasible and consistent with the aims of the Mobility Plan:

- Widen Pico Boulevard between Sepulveda and Centinela to consistent major arterial standards (80 feet roadway within the existing 100 feet ROW)
- Widen Sepulveda Boulevard between Venice Boulevard and Pico Boulevard to consistent boulevard standards. Incorporate CIP project to widen Sepulveda to 82 feet roadway within existing 100 feet ROW.

between Tennessee and south of Pico (requires acquisition of ROW).

- C Widen National Boulevard to consistent avenue standards (70' roadway within the existing 90' ROW < Slightly narrower than the Avenue I dimensions the Mobility Plan designates.>) between Sepulveda Boulevard and Overland Avenue.
- C Widen Culver Boulevard between Marina Freeway and the City line adjacent to Sepulveda Boulevard to two lanes in each direction. Further, widen Culver Blvd. to six lanes between the Marina Freeway on/off ramps.
- C Improve/widen Centinela Boulevard between Marina Freeway and Culver Blvd. to six lanes.
- C Support HOV lane on I-405 between Marina Freeway and Santa Monica Boulevard.

2. Roadway Improvement (TIMP)

- C Modify intersection approach and restripe to provide left-turn lanes in the eastbound and the westbound directions on Venice Boulevard at Sepulveda Boulevard, Sawtelle Boulevard and Overland Avenue.

3. Programmed Improvements (TIMP)

- In addition to these street improvements, the TIMP includes various local improvements within the community and in the vicinity which have also been programmed and are summarized in the attached Appendix A.

Program: Roadway widening should be accomplished as conditions of approval for individual property developments under the City of Los Angeles R3 Ordinance.

The R3 Ordinance requires a newly developed parcel to dedicate a portion of its property necessary to widen adjoining roadway rights-of-way to their designated standards. With rights-of-way obtained through the R3 Ordinance, the City could subsequently widen the adjoining roadways to increase their capacity. These methods for roadway widening would minimize disruption to neighboring businesses and residents and could potentially improve traffic circulation in the community.

Program: The Coastal Transportation Corridor Specific Plan (Ordinance No. 168,999) and West Los Angeles TIMP Ordinance (Ordinance No. 171,492), provide partial funding and/or in-lieu capital improvements by imposing impact fees upon certain new development projects in portions of the plan area.

Policies

- 16-1.2 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. There are exceptions where environmental issues and planning practices warrant alternate standards consistent with street capacity requirements.

Program: Implementation of Mobility Plan (Transportation Element).

Objective 16-2

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

Policies

- 16-2.1 No increase in density shall be effected by zone change or subdivision unless it is determined that the transportation infrastructure serving the property can accommodate the traffic generated.

Program: Decision makers shall adopt a finding as part of action on plan amendments, zone changes, subdivisions or other discretionary approvals which result in increased density or intensity.

HISTORIC AND CULTURAL RESOURCES

The Palms-Mar Vista-Del Rey Community started developing during the 1880s with the advent of the railroad. In 1886 a triangular tract bounded by Washington Boulevard, Overland Avenue and Manning Avenue, was subdivided, a school district organized and a town named Palms was incorporated.

In 1904 an area called Ocean Park Heights changed its name to Mar Vista to avoid confusion with its neighbor Ocean Park which later became Venice. In 1927 Del Rey, known as Barnes City, which was the winter quarters of the Barnes circus was incorporated into the City of Los Angeles.

The Palms-Mar Vista-Del Rey community was devoted largely to bean fields and truck gardening until the 1920s. Much of the area was subdivided in 1928 as part of the largest subdivision in Los Angeles City history.

Rapid growth continued in 1940s when jobs in nearby defense and aircraft industries made the area a desirable place to live. By mid-1950s the single-family homes started to convert to higher density multiple-family dwellings units to accommodate the population growth. Through the 1970s the area was considered a "bedroom community" which served the aerospace industry.

In the decades since 1970, the community population growth has slowed compared to the Citywide growth. The 1990 census showed that between

1980 and 1990 the resident population had increased from 94,964 to 103,707 persons which amounted to an annual growth rate of .88% compared to the Citywide annual growth rate of 1.62 %. The distribution of population by ethnicity is 54% White, 25% Hispanic, 14% Asian, 6% African American, and less than 2% Native American and other. The average household income level is \$45,141, approximately 1.4% lower than the Citywide average.

Palms-Mar Vista-Del Rey remains primarily a residential community, however, it does contain a variety of historical-cultural resources and services. The Venice Japanese Community Center on Braddock Drive serves the Japanese-American community which has resided adjacent to Centinela Avenue since the 1920s.

The Ain housing tract, also known as Mar Vista Houses located on Meier, Moore, and Beethoven Avenue, south of Marco Place was built in 1946-48 by the famous architect Gregory Ain. One of Ain's prime interests was low-cost housing. After World War II he designed several small-scale developments of which the Mar Vista Houses was one.

Historical monuments include the Moreton Bay Fig tree, planted in 1875, described as "the greatest of Australian avenue trees" and located at 11000 National Boulevard at Military Avenue. The Ivy Substation, a cultural landmark located at 9015 Venice Boulevard, was completed in July 1907, to provide power for the expanding system of the Los Angeles Pacific Railway.

GOAL 17

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

Objective 17-1

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

Policies

- 17-1.1 Encourage the preservation, maintenance, enhancement and reuse of existing historic buildings and the restoration of original facades.

Program: Adherence to the City's historic properties preservation ordinances and City's Cultural Heritage Board requirements for preservation and implementation of design standards.

Objective 17-2

To preserve and enhance neighborhoods with a distinctive and significant historical character.

Policies

- 17-2.1 Identify and document the community's historic resources.

Program: The Plan Map identifies the Moreton Bay Fig tree and the Ivy Substation as historic and cultural resources.

Objective 17-3

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

Policies

- 17-3.1 Assist private owners of historic resources, such as homeowners in the Ain housing tract, to maintain and/or enhance their properties and preserve the integrity of such resources.

Program: Adherence to the City's historic properties preservation ordinances and Cultural Heritage Board requirements for preservation and implementation of design standards.

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

COASTAL RESOURCES

GOAL 18***PRESERVATION OF THE SCENIC AND VISUAL QUALITIES OF COASTAL AREAS.*****Objective 18-1**

To govern the manner in which the City of Los Angeles implements the California Coastal Act of 1976, as well as the establishment of land uses and their subsequent development.

Policies:

- 18-1.1 The location and amount of new development should maintain and enhance public access to the coast.

Program: Permitted development shall be sited and designed to protect views to the ocean and scenic coastal areas, to minimize the alternation of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas.

COASTAL

In November 1985, the City of Los Angeles annexed an area of land previously under the jurisdiction of the County of Los Angeles-today known as Playa Vista. Subarea "C" of Playa Vista was added by Plan amendment to the Palms-Mar Vista-Del Rey District Plan. Area "C" is also under the jurisdiction of the California Coastal Commission and, as such, is added to the existing Palms-Mar Vista Del Rey coastal area. Area "A" is located in the County of Los Angeles and Area "B" is located in the Westchester-Playa Del Rey District Plan. The new coastal policies which govern the manner in which the City of Los Angeles implements the California Coastal Act of 1976, as well as the establishment of land uses and their subsequent development are as follows:

COASTAL ACCESS AND RECREATION

Shoreline Access

1. Maximum public access to and along the Shoreline shall be provided consistent with public safety and protection of private property rights and sensitive habitat resources. Existing public access ways shall be protected and maintained and new development adjacent to the shoreline shall be required to provide public shoreline access consistent with the above.
2. Work with the Southern California Rapid Transit District to provide the capability to transport bicycles to the area.
3. Work with Southern California Rapid Transit District to incorporate peak period/peak event scheduling for the area.
4. A light rail or other subregional transit system shall be established, if found feasible by local, regional or state agencies, to interconnect important destinations throughout the study area. This system shall be linked to the regional RTD system, shall serve the existing Venice Boulevard beach parking facility and multi-modal transit stations to be located within Area B along Lincoln Boulevard and should extend to LAX. Those portions of the system located within the City's Local Coastal Program (LCP) area shall be linked to those portions located within the County's LCP area, to ensure a single, integrated system. One or more Coastal Transportation Funds shall partially implement this system.

Even though it may be supplemented by other sources, the Coastal Transportation Fund shall be administered by the City or other appropriate agency, and shall include mitigation fees from new development proposed in Venice, Playa Vista and Playa del Rey LCP's. These fees shall be levied by the local government at the time of issuance of the local building permit, and shall be used to mitigate traffic impacts to the maximum feasible extent.

To further insure maximum feasible mitigation for traffic impacts, a shuttle bus system serving Venice and Playa Del Rey beaches, connecting to park-and-ride facilities to be located at the existing Venice Boulevard median parking lot, Marina Freeway extension, Jefferson and Lincoln Boulevard intersections, Dockweiler State Beach parking lot north end, or alternative sites substituted in the generated area, shall be partially or completely funded by the Coastal Transportation Fund(s).

5. Public awareness of shoreline access ways and public areas shall be promoted by the provision of appropriate signs, outdoor exhibits and brochures.
6. Work with existing commercial and industrial developments to provide a program to make parking available to the general public during their slack time (weekends) to help meet the public recreation peaks on weekends.

Recreation and Visitor-Serving Facilities

1. Visitor-serving uses shall be provided in Areas B and C. Typical visitor-serving uses shall include public or private recreation, cultural and educational facilities, gift and specialty shops, food and drink establishments, lodgings and related parking areas.
2. As defined by the Coastal Act and specified in the specific design guidelines for each parcel in the Local Implementation Program, new development shall provide additional recreational opportunities, including trails, bikeways, (additions and/or extensions of existing bike paths), open space/park areas and viewing areas as appropriate. Adequate support facilities (bike storage lockers, drinking fountains, etc.) shall also be provided.
3. Office and commercial development, where feasible and appropriate for public use, provide multi-use parking facilities.
4. Parking requirements for new development in Area C shall be in accordance with or exceed those set forth in the Playa Vista Specific Plan (as adopted by the Los Angeles City Council in November, 1985, as follows:

a. Parking Space Requirements

- 1) Residential Parking Requirements. For dwelling units, there shall be at least two parking spaces provided for each dwelling unit with two or more bedrooms and one and one-half parking spaces for each studio, efficiency and one-bedroom unit. In addition, there shall be at least one parking space provided for each four dwelling units which shall be reserved for, and accessible to visitors and guests.
- 2) Commercial Parking Requirements
 - i. For office and retail uses, there shall be at least two and one-half parking spaces provided for each 1,000 square feet of floor area.
 - ii. For restaurants and bars, there shall be at least one space for every three seats contained therein.
- 3) For Auditorium and churches, there shall be at least one parking space for every three seats contained therein. Where there are no fixed seats, there shall be at least one parking space for each 25 feet of floor area (exclusive of stage) contained therein.
- 4) Except as provided herein, the provisions of Section 12.23A4 of the Code shall apply to property within Area C.

b. Alternative Requirements

- 1) Notwithstanding anything in the Code or the Specific Plan

Ordinance to the contrary, parking requirements may be reduced beyond those that would otherwise be required if the Director of Planning finds, in connection with the review and approval of the plot plan as provided in Section 7 of the Specific Plan Ordinance, that such reduction is justified based on substantial evidence, including, but not limited to, a parking demand analysis (demonstrating that parking needs for certain uses or combination of uses is less than the number of parking spaces which would otherwise be required for such uses) and/or measures (such as transportation demand management programs) implemented or to be implemented by owners and/or tenants of the project covered by such plot plan to reduce traffic to and from, and therefore parking requirements at, such project.

- 2) Parking areas shall be designed and landscaped to provide an attractive appearance.

MARINE AND LAND RESOURCES POLICY

Marine Resources

Los Angeles County Flood Control District and/or Los Angeles City Engineer should approve a feasible design to reduce harmful pollutants from storm drain waters prior to these waters entering the marina.

Environmentally Sensitive Habitat Areas

1. Drainage in the areas should be rebuilt and, if feasible and necessary, moved, in order to provide and enhanced and functional fresh water system. Centinela Drain should be rerouted to more closely align with the base of the bluffs. The Centinela Channel shall remain an open, above surface channel within the ecological support area to serve the dual function of runoff control and habitat enhancement.
2. Native shrubs such as Laurel-Sumac, California Sage, California Buckwheat, and Lupine will be planted in sandy sites.
3. A hydrologic and hydraulic analysis should be completed prior to any modification of existing drainage patterns and/or facilities.
4. Jefferson Storm Drain water will be diverted in to the Ballona Creek Flood Control Channel to limit pollutants from entering the wetlands from this source.

Cultural Heritage Resources

1. Review potential resource impacts through the County and City's environmental guidelines and require appropriate environmental documentation and reasonable mitigation measures as determined by the Department of City Planning and the State Historic Preservation Office.
2. Where feasible, as defined by Section 30108 of the Coastal Act, any

resources found in the portions of the Local Coastal Program study areas planned for development should be collected and maintained at the interpretive center planned at the wetland preserve, or at the Los Angeles County Natural History Museum.

3. To ensure proper surface and site recordation, the State Historic Preservation Office shall be notified, along with City Planning Director, if any resource is discovered during any phase of development construction.

LAND USE PLAN

Design Principles for New Development

Development Standards/Compatibility of Development

1. Development will be guided by the following design principles:
 - a. New development will be located in areas best served by existing road and utility systems.
 - b. The design of new development will mitigate the impact of the new traffic generated on coastal recreation access roads.
 - c. New development will be concentrated to preserve identified coastal resource values (i.e., wetlands, view corridors).
 - d. Provisions for public transit will be an integral part of development plans.
 - e. Views of distinctive visual resources (e.g., bluffs, wetlands) will not be significantly disturbed.
 - f. New development will be adequately served by well-designed recreation facilities.
 - g. New development will be planned to encourage pedestrian and bicycle transportation.
 - h. Open space buffer areas between new development, identified wetlands and support areas will be established.
 - i. Coastal dependent and visitor-serving uses will receive major consideration in development of the land use plan (e.g. wetland preserve, marina).

These principles serve as a basis for development and design standards set forth in the Specific Plan Ordinance for Area C.

2. To protect environmentally sensitive habitat resources in the Marina Del Rey/Ballona area from conversion to urban uses and from the adverse impacts of future urban development, and to provide for the creation of a permanent Habitat Management Area, new development shall be concentrated in Area C and the eastern portion of Area B.

3. Permanent open space shall be reserved to protect sensitive habitat resources and provide recreation and open space. Major open space shall be reserved in the following area:

Area C Neighborhood Recreation (5 acres)

Additional open space will be reserved to accommodate pathways, neighborhood recreation and landscaped areas as well as a par three, 18-hole, private golf course or other private open space which will provide a local recreational service, helping to assure that the recreational needs of the new residents will not overload nearby coastal recreational areas.

4. New development shall incorporate recreational facilities adequate to meet the recreational needs of future residents, thereby avoiding overcrowding of nearby public recreation areas by the residents of permitted development.
5. To address the social and economic needs of the people of the State, new housing shall be provided as follows:

Area C 2,032 dwelling units (50 acres)

An equivalent of 15 percent of total housing units allocated by the Local Coastal Plan will be provided by the landowner to meet the needs of low-and moderate-income individuals and families. The location will be determined by the landowner so long as the total allocation (on and/or off-site) equals 15 percent of the total permitted housing units. In the event necessary government housing subsidies are not available in a timely manner for the low-income categories, land will be reserved by the landowner for low-income housing.

Should units be provided off-site, the ratio of such units will be on the basis of 1.25 low-and moderate-income off-site units for each low-and moderate-income on-site unit. Off-site units shall be constructed at the same time as each phase of the on-site project and at least 50 percent of the total low-and moderate-income units shall be on-site.

The quantities herein described are maximums. All projects are subject to City guidelines, land use standards and codes, ordinances and development criteria.

6. Small convenience commercial centers should be located in Areas B and C to provide retail facilities and services to neighborhood residents. The total leased space in these centers should not exceed 120,000 square feet of commercial space including 12,000 square feet of medical office uses.
7. Construction of residential, commercial and visitor-serving uses shall be phased to assure that necessary infrastructure facilities (i.e., roads, water and sewers) are in place before such uses are occupied.
8. Higher density development shall be concentrated adjacent to the Marina Freeway and along the Lincoln Boulevard and Culver Boulevard

corridors, easily accessible to public transit facilities and routes.

9. Higher density commercial and visitor-serving uses shall be designed to accommodate transit service and facilities.
10. Development in Areas A, B, and C will proceed consistent with the phasing program as outlined in the following pages. Although the City does not have the obligation to construct facilities in areas under County jurisdiction, it is in the intent of the City to ensure that development in City areas will be coordinated with development in County areas, in accordance with this overall phasing program. The City shall enter into a Joint Powers Agreement (as defined by California Government Code Section 65000 et seq.), or another legally binding agreement which provides for the same degree of force and effect, with the County in order to ensure that the obligations outlined in the phasing program below are carried out in the appropriate jurisdiction in conjunction with development occurring in the listed jurisdiction. The executed agreement shall be submitted for Coastal Commission approval as part of the Local Implementation Program.

Area C Land Use Distribution

Area C (73 acres) will consist of the following land use distribution:

Land Use	No. of Acres	Zones
Medium Density Residential	40	R3
High Density Residential	10	R4
Mixed Office/Commercial (900,000 sq. ft. office) (100,000 sq. ft. retail commercial)	10	C2
Convenience commercial/ (Neighborhood and office 50,000 sq. Ft.)	4	C1
Roads	9	
Total	73	

Total Dwelling Units (Area C):

- 2,032 (at least 15 percent to be low and moderate-income units)

Office/Commercial and Coastal Housing

- Approximately 5 acres of neighborhood recreation/open space will be included in Area C as well as pedestrian access to the Marina. The mixed office/commercial use proposed for the southwesterly portion of Area C will tie into the proposed County Marina development, expanding the Marina Del Rey “urban center.” A pedestrian bridge will link these two uses across Lincoln Boulevard. Another pedestrian

bridge will link the mixed office/commercial area to the residential area in Area C.

**PHASING:
AREA A, B and C**

Phase 1

Description

- Northern half of residential in Area C.
- Initiate activities in preserve area in Area B

Infrastructure Improvements

Area A

1. Excavate Marina and transport fill to Area B, build bulkhead.
2. Start Construction to Coastal Interceptor and/or North Central Outfall.
3. Install pump station.

Area B

1. Excavate lagoons and distribute fill, make hydraulic connection to Ballona Channel.
2. Begin preserve preparation.
3. Create alternative Belding's Sparrow nesting area.

Area C

1. Widen Culver Boulevard to Lincoln Boulevard.
2. Install Lincoln Boulevard ramp to eastbound Culver Boulevard.

Phase II

Description

- South shore residential in Area A
- Commence senior citizen low and moderate-income residential development in portion of Area B
- Commence residential development on the agricultural lands in eastern portion of Area B

Infrastructure Improvements

Area A

1. Grade south side, install local streets and on-site utilities.

2. Construct Admiralty Way north of the Channel.
3. Widen Lincoln Boulevard to Channel and bridge over Culver Boulevard.
4. Construct road to Villa Venetia.
5. Widen Lincoln Boulevard Bridge.
6. Connect Marina to channel.

Area B

1. Construct Culver Boulevard realigned to Jefferson Boulevard.
2. Extend Falmouth Avenue to connect to realigned Culver Boulevard.
3. Widen Lincoln Boulevard
4. Continue habitat restoration

Area C

1. Widen Culver Boulevard to Lincoln Boulevard.
Install Lincoln Boulevard ramp to eastbound Culver Boulevard.

Phase III

Description

- Construct marina facilities, shoreline, walkways, miniparks, parking in Area A
- Continue residential development in Area A
- Commence residential development in south side of Area C.
- Commence commercial development in Areas A, B, and C

Infrastructure Improvements

Area A

1. Extend realigned Culver Boulevard to channel crossing and bridge over channel.
2. Construct loop and bypass

Area B

1. Continue fill of residential area in agricultural lands.
2. Install on-site utilities
3. Install local roads

Area C

1. Excavate south side residential and transport to Area B.
2. The height of development located along the northern margin of Area C should be consistent with adjacent residential uses to the north and be designed to avoid casting shadows on the existing uses.
3. Area C should include a 10-acre commercial parcel adjacent to Lincoln Boulevard and north of Culver Boulevard, providing up to 900,000 square feet of office space and 100,000 square feet of visitor-serving commercial.
4. The 10-acre commercial parcel should be linked directly with the visitor-serving uses west of Lincoln Boulevard by an overhead pedestrian bridge spanning Lincoln Boulevard. The pedestrian bridge would improve access to the Marina for area residents and employees and it would encourage the extension of visitor-serving uses into Area C.
5. New development shall be designed to reduce energy consumption and air pollutant emissions when compared with comparable development in the South Coast Air Basin. New development shall be designed to (1) encourage nearby job opportunities, (2) utilize energy-efficient construction and (3) reduce dependence on the private automobile by providing pedestrian/bicycle paths, internal shuttle service linking residential areas with shopping and jobs, public transit accommodations (including a light rail transit right-of-way) and feasible transportation systems management programs designed to make more efficient use of area roadways.

Coastal Visual Resources

1. Protect existing views of the wetlands and bluffs from the following locations: Culver Boulevard, from Jefferson Boulevard intersection to Playa del Rey; Lincoln Boulevard and Culver Boulevard bridges over Ballona Creek, north and south Ballona jetties.
2. No billboards or off-premise commercial signs will be permitted.
3. Sources of funding shall be sought to allow undergrounding of existing transmission lines in and adjacent to the wetlands.
4. Landscaping and plant materials should be used to screen and soften visually obtrusive elements.

Hazards Areas

1. Require a Los Angeles County Flood Control District approved plan for the entire undeveloped area as a prerequisite to new development.
2. Flood control facilities proposed for the undeveloped area shall be consistent with the policies of the Local Coastal Plan.

3. Future development must be based on thorough site specific geologic and soils studies including specific geotechnical studies related to mitigation of liquefaction and lateral spreading.
4. All future development shall utilize earthquake-resistant construction and engineering practices particularly those intended for high density of human occupancy. Preliminary engineering mitigation and structural setbacks shall be designed for a bedrock acceleration of 0.5 g and high potential for liquefaction, unless a reliable geologic survey indicates otherwise. Review by the Division of Mines and Geology shall be required only if it can be shown that local standards are inadequate to provide a reasonable and feasible level of safety and resource participation. Development shall be sited so as to:
 - a. Not include channels constructed in areas of liquefiable soils unless it can be shown that the failures of the areas adjacent to the channels can be engineered to preclude or mitigate the impacts of liquefaction.
 - b. Insure that structures affecting life safety, such as gas lines, shall not occupy or transect liquefiable soils adjacent to constructed channels subject to lateral movement as a result of earthquake shaking, unless such structures can be engineered to preclude or mitigate the impact of liquefaction.
5. Consider the effect of seismic sea waves in land use planning and development siting.
6. Direct the Commander of the Emergency Control Centers to consider the potential threat of tsunamis in the preparation of disaster response plans for low-lying harbor and coastal areas.
7. Instruct the Commander of the Emergency Control Center to investigate the feasibility of establishing a tsunami alert procedure.

Circulation

To carry out access improvements as required in the Local Coastal Program the following improvements will be provided in the circulation system in connection with development allowed under the Local Coastal Program.

1. Study and implement, from a Coastal Transportation Fund, a program of Transportation System Management (TSM) to make the present circulation system more efficient and to fully mitigate traffic impacts.
2. Implement, using the City Coastal Transportation Fund, an internal shuttle transit system operating on short headways to minimize the need to use autos for trips and to mitigate traffic impacts. The transit system should be designed to serve residents, employees and visitors. Such a service shall be linked to regularly scheduled bus service, and tied to peripheral parking sites. Initial emphasis should be placed on visitor-serving transit service, due to the more limited facilities for visitor parking and the greater potential for visitor use of transit during weekend and seasonal peak periods. The shuttle system shall be

planned and designed to link up with a similar shuttle system to be implemented by the County, to form a single, integrated system serving City Areas B and C, County Area A and the Small Craft Harbor, Venice and Playa del Rey beaches and designated Park-and-ride facilities.

3. Encourage the use of bicycles throughout the Plan area as an alternative to use of the automobile.
4. Provide conveniently located public parking with adequate locational signs and publicity.
5. Integrate parking into the overall design of facilities and landscape to soften its visual appearance. New parking should be below grade or in multi-story structures or should be attractively designed and buffered with landscaping, berms or other screening materials.
6. Encourage the concept of multi-use/time-shared parking for different user groups, such as commercial users during the weekday and recreational users during the weekend and evenings.
7. Require adequate parking in new residential development to accommodate both residents and guests.
8. Use of peripheral parking facilities with a convenient shuttle to key points of interest should be instituted when the need is justified.
9. Allow to 40 percent of parking spaces to be allotted for compact cars.
10. Create one or more park-and-ride lots for use by the commuter express bus service which is now established to Downtown Los Angeles.
11. Realign and extend Culver Boulevard as a six lane divider road. The Plan proposes that the sharp "S" curve on Culver Boulevard just west of Lincoln Boulevard be eliminated and a new bridge be constructed across Ballona Creek (west of the existing bridge). Jefferson Boulevard would then intersect Culver Boulevard at a right angle. Six lanes would be provided between the Culver-Lincoln Boulevards interchange and Jefferson Boulevard with eight lanes from Lincoln Boulevard to Route 90. Water flow under Culver Boulevard will be increased by additional culverts in order to improve the natural functioning of the wetlands.
12. At the Culver and Lincoln Boulevards interchange, Culver Boulevard should be lowered to an at-grade level with Lincoln Boulevard bridged over it; and the following ramps shall be provided.
 - a. A loop ramp in the southeast quadrant accommodating eastbound Culver Boulevard-to-eastbound Lincoln Boulevard flow.
 - b. A straight ramp in the southeast quadrant accommodating northbound Lincoln Boulevard-to-eastbound Culver Boulevard flow.

- c. A loop ramp in the northwest quadrant accommodating westbound Culver Boulevard-to-southbound Lincoln Boulevard flow. (For reference only).
 - d. A straight ramp in the northwest quadrant accommodating southbound Lincoln Boulevard-to-westbound Culver Boulevard flow. (For reference only).
- 13. Widen Lincoln Boulevard to provide an eight-lane facility between Hughes Way and Route 90.
 - 14. Jefferson Boulevard will be developed as a basic six-lane facility, with an additional eastbound lane between Lincoln Boulevard and Centinela Avenue.
 - 15. Reserve right-of-way for a transit way linkage in the Lincoln Boulevard Corridor.
 - 16. Extend the Marina Freeway just west of Culver Boulevard with a grade-separated interchange at the intersection.
 - 17. Extend Bay Street, north of Ballona Channel as a basic four-lane facility, constructing a bridge across the channel.

Public Works

- 1. Public works improvements in the study area shall be designed to protect sensitive habitat resources, accommodate new development permitted in the area and provide for future public access needs.
- 2. The Specific Plan shall include a phasing program demonstrating that necessary public works facilities will be provided in a timely and orderly manner, to minimize possible adverse impacts of new development on coastal resources (i.e., sensitive habitat resources or recreation areas) and to protect the ability of the public to travel to coastal attractions.
- 3. Permission to build new/or intensified development in the LCP area is contingent upon the ability to provide proof of availability of adequate water and sewerage facilities.
- 4. In cases where existing unused capacity cannot meet increased demand, developer-financed improvement of existing water and/or sewerage facilities will be required before new development and/or intensification can proceed.
- 5. Installation of new sewer and water lines will be accomplished via the least environmentally disturbing method.
- 6. Water conservation technology should be employed in the installation and operation of additional water service.

Diking, Dredging, Filling, and Shoreline Structures

1. Fluid from dumping grounds for dredged spoils or its rehabilitative processes shall not degrade or pollute fresh water marshes, streams or other natural processes downstream in the Ballona Wetlands.
2. Noise and dust from development shall be managed in such a manner so as not to disturb the natural processes of Area B.
3. Areas B and C are designated as a possible disposal site for dredge materials resulting from excavation of the new Marina in County Area A. Extreme caution should be exercised in placing dredge materials adjacent to existing or planned residential development. All materials must be seeped-out prior to placement in such locations. This policy shall not preclude direct transportation, via hydraulic dredging, of wet dredge materials from Area A to Area B.

Industrial Development and Energy Facilities

Wherever feasible, modern energy conservation methods should be studied and employed.

Chapter IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Chapter IV identifies actions which are recommended to be promoted 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 that the Planning Department does not control, but which involve issues that should be identified in the Community Plan and which help to reinforce the intent of the goals and objectives found in Chapter III

RECREATION AND PARK FACILITIES

1. Encourage continuing efforts by County, State and Federal agencies to acquire vacant land for publicly owned open space.
2. Ensure that parks are adequately illuminated for safe use at night where appropriate.
3. Provide for the supervision of park activities and promote enforcement of codes restricting illegal activities.
4. 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.
5. Improve the utilization and development of recreational facilities at existing parks.
6. Coordinate with City Departments, neighboring cities, and County, State and Federal agencies to interconnect open spaces and utilize existing public lands such as flood control channels, utility easements and Department of Water and Power properties for such recreational uses as hiking, jogging and biking.
7. The expansion of existing facilities and the acquisition of new sites should be planned to minimize the displacement of housing and relocation of residents.
8. Target the provision of parks and recreation facilities in areas with the greatest deficiencies.
9. Pursue resources to clean up and activate land that can be used for public recreation.

SCHOOLS

Consider siting new schools, when needed, on vacant parcels rather than acquiring sites with existing uses which may be displaced.

LIBRARIES

1. Seek additional resources to maintain and expand library services to satisfy service demands.

POLICE PROTECTION

1. Ensure that an adequate number of police stations and 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) through coordination with existing community based policing, foot and bicycle patrols and watch programs.
3. Identify neighborhoods in need of Police protection facilities.

FIRE PROTECTION

1. Ensure that an adequate number and type of fire station and fire service personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing) and fire hazards within the 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 and physically challenged in 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. Improve the coordination of public services to support neighborhood conservation activities.
4. Ensure that the U.S. Department of Housing and Urban Development (HUD) maintains the existing public housing development in the Plan area for low-income persons.
5. Encourage new and alternative housing concepts, building materials and construction methods which lower housing construction costs and are compatible with City Codes.
6. Allow for the assembly and trade of public land to encourage the construction of housing in appropriate locations within the plan area.
7. Ensure that transitional housing developments and emergency shelters are appropriately located.

INDUSTRIAL

1. Encourage economic revitalization and reuse of older industrial properties for industrial uses through available City, State and Federal incentive programs.
2. Assist in the aggregation of smaller, older sites to facilitate revitalization or reuse, where appropriate.

UTILITIES

Install utilities underground through assessment districts or other funding mechanism, 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 Transit Authority (LACMTA) and other local agencies to improve local bus service including feeder service within the Community Plan area.
2. Encourage the expansion of transit programs, wherever feasible, aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.

**NON-MOTORIZED
TRANSPORTATION**

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

Chapter V

URBAN DESIGN

The Palms-Mar Vista-Del Rey Community comprises of neighborhoods with distinctive characteristics and varied commercial and industrial developments. The purpose of this chapter is to lay out policies and standards for multiple residential, commercial and industrial developments and for community design. This chapter identifies general Design Standards directed at individual projects. Additionally, there is a Community Design and Landscaping section which is directed at the community's use of streetscape improvements and landscaping in public places and rights-of-way.

The Design Standards in this chapter establish the minimum level of design that shall be observed in multiple residential, commercial and industrial projects within the Community Plan area.

Policies and standards specified in this chapter can be accomplished with the establishment of a Community Design Overlay District (CDO'S), in accordance with the Supplemental Use District section (Section 13.00) of the Planning and Zoning Code.

GOALS AND PURPOSES

These design policies and standards are to ensure that residential, commercial and industrial projects, 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.

DESIGN POLICIES FOR INDIVIDUAL PROJECTS

Site Planning

All new development projects shall include a site plan which includes the site layout, an arrangement and design of buildings, circulation, vehicle and pedestrian access, loading areas, landscaping, lighting, signage and the proposed use.

MULTIPLE RESIDENTIAL

Building Design

The design of all multi-family residential development of five or more units shall be in conformity with the visual pattern of the community. The design should promote harmony in relationship between new and existing buildings, avoid excessive variety and monotonous repetition and be sensitive to the

scale, form, height and proportion of surrounding development. To achieve this goal the following policies are proposed:

1. The use of articulation, recess, or perforations of surfaces to break up long, flat building facades with varying rooflines.
2. Utilization of complementary building materials, textures and color in building facades.
3. Incorporating varying design to provide definition to each floor and uniformity of detail, scale and proportions.
4. Integrating building fixtures, awnings, security gates or wall/fence into the design of the building.
5. Screening all rooftop equipment and building appurtenances from public view.
6. Requiring decorative masonry walls to enclose trash.

Landscaping

Open space and proper landscaping are an asset and an essential component of development design. A landscape plan should include the following elements;

1. Provide attractive views and visual relief from the building mass.
2. Enhance and complement the building.
3. Buffer other land uses.
4. Include appropriate planting material including trees, shrubbery and flowering plants.
5. Provide useable open space for outdoor activities, especially for children.

COMMERCIAL

Design Guidelines for Pedestrian Oriented Districts

The purpose of the design guidelines is to create commercial areas which are vibrant, safe, well-designed and economically viable. Good design with complementary landscaping and streetscape is a major component in fostering pedestrian activity and economic vitality.

In Neighborhood Districts, Community Centers and mixed use districts, structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/ vehicular conflicts by:

1. Locating surface parking to the rear of structures.
2. Minimizing the number of widths of driveways providing sole access to the rear of commercial lots.

3. Maximizing retail and commercial service uses along 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 within wide frontages.
6. Providing landscaping strips between driveways and walkways accessing the rear properties.
7. Providing speed bumps for driveways paralleling walkways for more than 50 feet.
8. Providing, where feasible, the under grounding of new utility service.

Height and Building Design for Pedestrian Areas

In pedestrian oriented areas, the mass, proportion and scale of all new buildings and remodels shall be at a pedestrian scale.

1. The design of all proposed projects shall be articulated to provide variation and visual interest, enhance the streetscape by providing continuity and avoiding opportunities for graffiti.
2. Front facades and facades facing rear parking shall maximize the area devoted to transparent building elements, such as windows and doors.
3. The use of articulations, recesses, surface perforations and other architectural features to break up long, flat building facades.
4. In a Community Center and in Neighborhood Districts, distinctive architectural style/type should be incorporated with building materials and color suitable for the type and design and should be architecturally harmonious. A fine example of a distinctive style in the community is the commercial area at the intersection of National Boulevard and Barrington Avenue which generally reflects the colonial architectural style. This commercial area is proposed for designation to Neighborhood District. New development in this center should incorporate elements compatible with the colonial architectural theme into exterior design similar to existing buildings.

Height and Building Design for All Commercial Areas

Building materials shall be employed to provide relief to bland untreated portions of exterior buildings facades. The purpose of these provisions is to ensure that a project avoids large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood and creates a stable environment with a pleasant and desirable character. Accordingly, the following policies are proposed:

1. Providing accenting, complementary building materials to building facades.

2. Designating architecturally untreated facades for signage.
3. The use of articulations, recesses, surface perforations and other architectural features to break up long, flat building facades.
4. Screening of mechanical and electrical equipment from public view.
5. Requiring the enclosure of trash areas for all projects.

Parking Structures

Parking structures shall be integrated with the design of the buildings they serve through:

1. Designing parking structure exteriors to match the style, materials and colors of the main building.
2. Maximizing commercial uses on the ground floor.
3. Landscaping to screen parking structures not architecturally integrated with the main building.
4. Utilizing decorative walls and landscaping to buffer residential uses from parking structures.

Surface Parking Landscaping

1. Devoting at least 4% of total surface area of surface parking lots to landscaping.
2. Landscaping should consist of appropriate plant materials including shrubbery, flowering plants, trees, berm, hedges and ground cover.
3. Providing trees at a ratio of at least one per 4 parking spaces.
4. Providing a landscaped buffer along public streets adjoining residential uses.

Light and Glare

1. Installing on-site lighting along all pedestrian walkways and vehicular access ways.
2. Shielding and directing of on-site lighting onto driveways and walkways, directed away from adjacent residential uses.

Mixed Use

Maximize commercial uses on the ground floor by requiring 10% of commercial development to serve needs of the residential portion of the buildings.

INDUSTRIAL

Structures

1. Structures should be sensitive to the topography and the environment and should consider factors such as drainage, noise, odor and surrounding land uses in siting buildings.
2. Assembly of small parcels to create industrial parks is encouraged.
3. Buildings should be visually compatible with adjacent uses and be buffered with adequate on-site landscaping.
4. Large expanses of blank walls visible to the public or adjacent residential uses should be treated with contrasting complementary colors, plane variation or other elements to create visual interest.
5. Buildings should have adequate access and on-site parking and loading facilities for larger vehicles.
6. Mechanical and electrical equipment on-site and on rooftops should be screened from public view.
7. Trash areas should be enclosed.

Lighting

Exterior lighting should be directed on-site and should not impact adjacent residential uses.

COMMUNITY DESIGN AND LANDSCAPING GUIDELINES

In addition to identifying design policies for individual projects, a community's identity can be enhanced through improvements to the streetscape and landscaping in public spaces and rights-of-way. It is the intent of this section to establish a set of guidelines that will serve to improve the Community environment both aesthetically and physically.

These guidelines should be referred to as opportunities in the Palms-Mar Vista-Del Rey Community Plan area which involve public improvements or other public and/or private projects that affect public spaces and rights-of-way. These guidelines should be implemented to the extent feasible through such projects and should be a guide to other City departments as they develop, update and implement their respective plans.

The Palms-Mar Vista-Del Rey Community should be an identifiable place. It should be distinguishable from adjoining cities and communities. A cohesive visual identity can be developed at the entry points to the community on major streets. Installation of banners, murals, street furniture, street lamps and street trees can create an attractive environment.

Landscaping can define public spaces by the use of appropriate plant material. Tree species which are selected for the overall effect desired may vary by street and by neighborhoods. Theme trees should be selected not only for their effect but also which require little care. Use of appropriate

street trees provide shade during the summer, emphasize sidewalk activity by separating vehicle and pedestrian traffic, and create an identity which integrate and distinguish the community.

The following improvements are recommended:

ENTRYWAY IMPROVEMENTS

1. Provide improvements along principal streets, at major identified intersections and edges which clearly distinguish these as major entries to the City/Community. Such improvements may include elements such as signage, landscaping, vertical pylons and/or distinctive treatments.
2. Establish primary entry improvements at the following locations:
 - a. Venice Boulevard at Exposition Drive and Walgrove Avenue.
 - b. Culver Boulevard at the eastern entry to the community, south of Sawtelle Boulevard.
 - c. Sepulveda at National Boulevard.
3. Establish secondary entry improvements at the following locations on freeway off-ramps:
 - a. Braddock Drive at I-405 (San Diego) Freeway
 - b. Bundy Drive at I-10 (Santa Monica) Freeway
 - c. Overland Avenue at I-10 (Santa Monica) Freeway

STREETSCAPE

1. Provide for a coordinated streetscape and landscape design at identified entries to the Plan area, the Community Center and Neighborhood Districts that include street lighting, street furniture, 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
 - d. Public signage
3. Identify locations for, and develop landscaped median strips within commercial streets, such as the Culver Boulevard median, provided that there is adequate space, traffic flow, site access and the proper street cross section to insert medians.

STREET TREES

1. Select species which;
 - a. enhance the pedestrian character, and convey a distinctive high quality visual image for the streets,
 - b. are drought and smog tolerant, fire resistant and
 - c. complement existing trees.
2. Establish a hierarchy for the street trees which shall 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 one 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 in accordance with a Street Tree Master Plan.

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, shelters, trash receptacles, kiosks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian oriented areas.

STREET LIGHTING

1. Install new street lights in commercial districts which are pedestrian oriented, attractively designed, compatible in design with facades and other street furniture, provide adequate visibility, security and a festive night time environment.
2. 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.
3. New lighting systems will be designed to minimize glare and "light trespass".

4. No new or replacement street tree shall 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.
5. 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.
6. Ornamental or historic poles can not be removed without the prior approval of the City's Cultural Affairs Commission.

SIDEWALKS/PAVING

1. Re-pave existing sidewalks and crosswalks in Neighborhood and Community centers, with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment.
2. Develop sidewalk "pull-outs" at intersections, where they do not adversely impact traffic flow or safety, by extending the sidewalk to the depth of a parking stall, to accommodate landscaping and street furniture and reduce the crosswalk width.

SIGNAGE

1. Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.
2. Provide for distinctive signage which identifies principal entries to unique neighborhoods, 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 and that it identifies and enhances designated historic sites and commercial districts.

PUBLIC OPEN SPACE AND PLAZAS

1. Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following:
2. Consider the siting of open space to maximize pedestrian accessibility and circulation.
3. Solar exposure or protection.
4. Adjacent to pedestrian routes and other open spaces.
5. Appropriate plant and hardscape materials.

APPENDIX A

2010 BASE LOCAL ARTERIAL SYSTEM IMPROVEMENTS

ROUTE	LOCATION	TIME PERIOD	DESCRIPTION	SOURCE
Bay Street	Jefferson Boulevard to Culver Boulevard		Construct new street, including bridge over Ballona Creek	PV I
Centinela Avenue	At Short Avenue	1999	Widen from 3 to 4 lanes	CIP, CTCSP
Centinela Avenue	Washington Avenue to Short Avenue	after 1999	Widen to modified Avenue (I) standards (no change in number of lanes)	CIP, CTCSP
Centinela Avenue	At Marina Fwy interchange	1998	Widen to provide 3 lanes in each direction from south of EB ramps to WB ramps	STIP, PV I
Centinela Avenue	Marina Fwy to Juniette Street		Widen to 6 lanes	PV I
Centinela Avenue	Jefferson Boulevard to northerly of Juniette Street		Widen to 6 lanes	PV I
Centinela Avenue	Jefferson Boulevard to Mesmer Avenue		Widen from 6 to 7 lanes (4 EB/SB & 3 WB/NB)	PV I
Centinela & Culver	Centinela Avenue & Culver Boulevard		Intersection improvements	PV I
Centinela & Jefferson	Centinela Avenue & Jefferson Boulevard		Intersection improvements	PV I
Centinela & Short	Centinela Avenue & Short Avenue		Intersection Improvements	PV I
Culver Boulevard	Culver/Lincoln connection to Marina Fwy		Widen to 4 lanes	PV I
Culver Boulevard	Culver/Lincoln Interchange		Connect NB Lincoln Boulevard to EB Culver Boulevard	PV I
Culver Boulevard	Bridge over Lincoln Boulevard	2003	Demolish existing Culver Boulevard overcrossing & construct new 6-lane bridge, with longer span to permit Lincoln Boulevard widening to 10 lanes underneath	STIP, PV II
Culver & Inglewood	Culver Boulevard & Inglewood Boulevard		Intersection Improvements	PV I
Jefferson Boulevard	Lincoln Boulevard & Bay Street		Widen to 8 lanes PV I	
Jefferson Boulevard	Bay Street to west of Beethoven Street		Widen to 7 lanes (4 EB & 3 WB)	PV I
Jefferson Boulevard	Beethoven Street to Centinela Avenue		ATSAC	PV I
Jefferson Boulevard	Centinela Avenue & I-405		Restripe to 6 lanes	PV I

ROUTE	LOCATION	TIME PERIOD	DESCRIPTION	SOURCE
Jefferson & I-405	Jefferson Boulevard & I-405 ramps		WB right-turn improvements at NB on-ramp; EB right-turn improvements at SB on-ramp	PV I
Lincoln Boulevard (SR 1)	Fiji Way to Hughes Terrace	1998	Widen to provide: <ul style="list-style-type: none"> • 3rd NB lane from Culver Boulevard to Fiji Way • 3 lanes in each direction from north of Jefferson Boulevard to Culver Boulevard (across Ballona Creek bridge) • 4 lanes in each direction between Hughes Terrace & north of Jefferson Boulevard Intersection improvements at Lincoln & Culver ramp, Jefferson Boulevard, Teale Street, Hughes Terrace	STIP, PV I
Lincoln Boulevard (SR 1)	Ballona Creek	2002	Construct new bridge over Ballona Creek to carry 5 NB lanes (existing bridge to carry SB lanes)	STIP, PV II
Lincoln Boulevard (SR 1)	Fiji Way to Jefferson Boulevard	2002	Widen to provide 4 lanes in each direction, plus 5 th lane in each direction in vicinity of future Culver Boulevard ramp connectors for acceleration/deceleration	STIP, PV II
Lincoln & Mindanao	Lincoln Boulevard & Mindanao Way	1999	Remove median island & restripe to add 4 th NB lane at intersection	STIP, PV I
Lincoln Boulevard (SR 1)	Lincoln Boulevard Transit Enhancement Program		ATSAC and bus preemption systems	PV I
Major & Mesmer	Major Street & Mesmer Avenue		Intersection Improvements	PV I

RICHARD RIORDAN, Mayor
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Rick Tuttle, Controller

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COMMUNITY PLAN UPDATE

COMMUNITY PLANNING

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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 of myself at (213) 978-1274.

Sincerely,

CON HOWE
Director of Planning

A handwritten signature in black ink, appearing to be "CH", is written over a horizontal line.

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.