



Los Angeles Department of City Planning



# WEST ADAMS - BALDWIN HILLS - LEIMERT

COMMUNITY PLAN - JUNE 2016

# WEST ADAMS - BALDWIN HILLS - LEIMERT COMMUNITY PLAN

## Activity Log

**Adopted by the Los Angeles City Council**

CF: 16-0597

Adoption Date: June 29, 2016

**Effective Date: April 19, 2017**

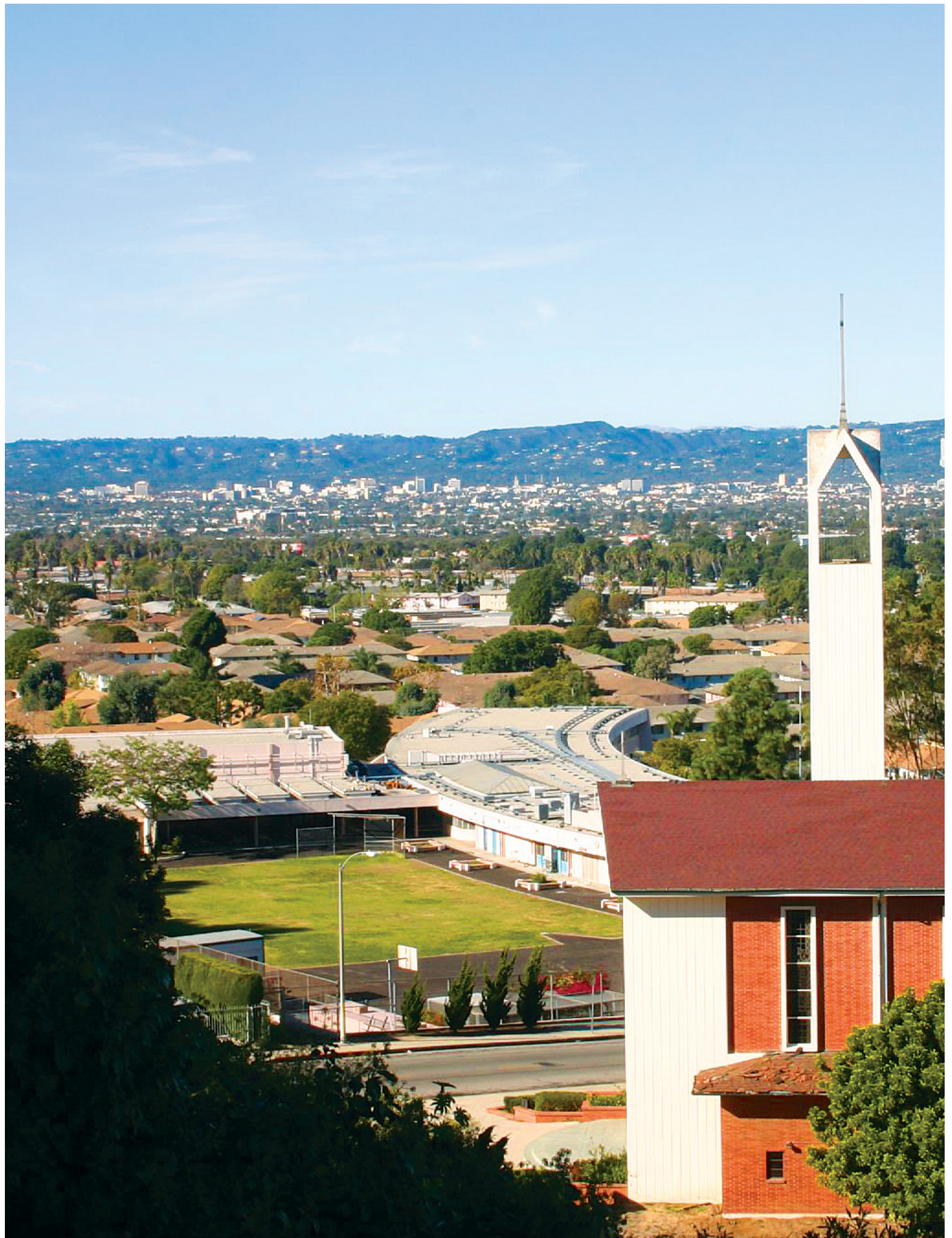
### Subsequent Amendments Adopted by City Council

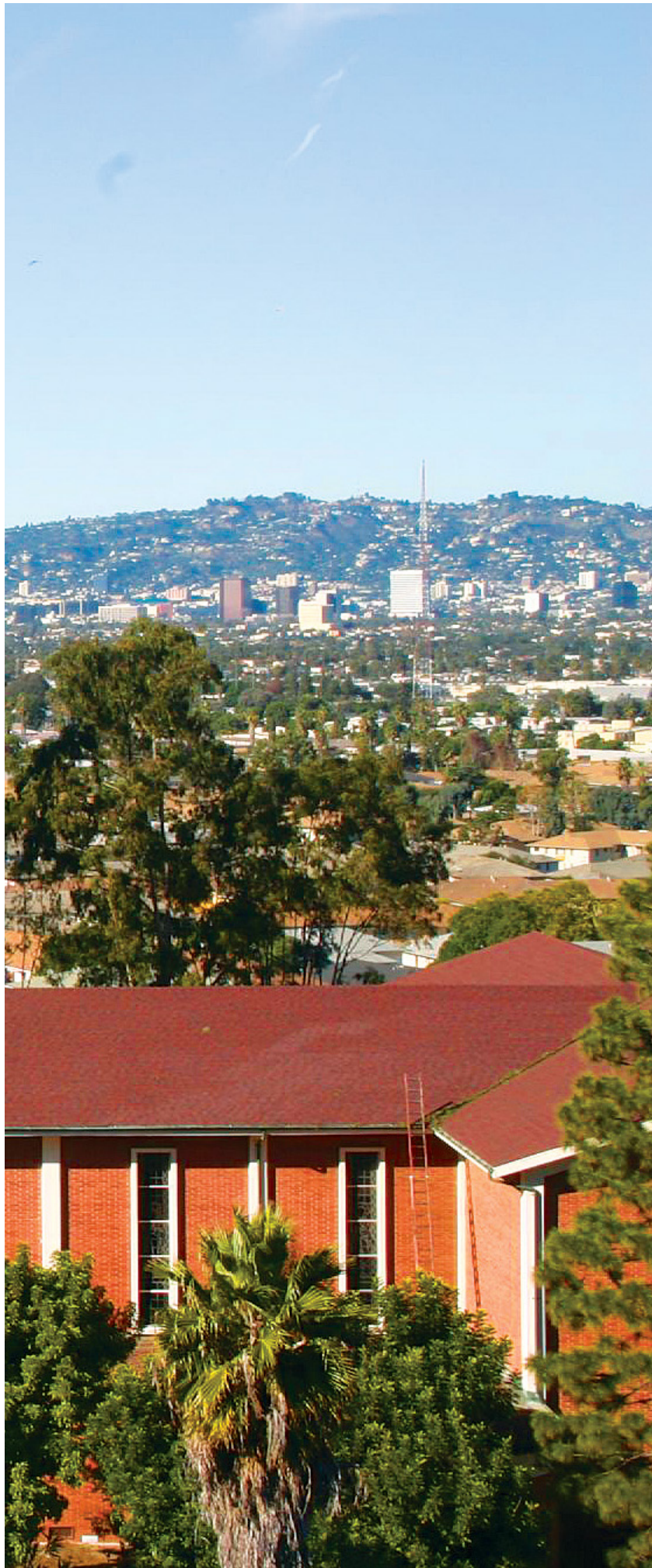
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LOS ANGELES DEPARTMENT OF CITY PLANNING



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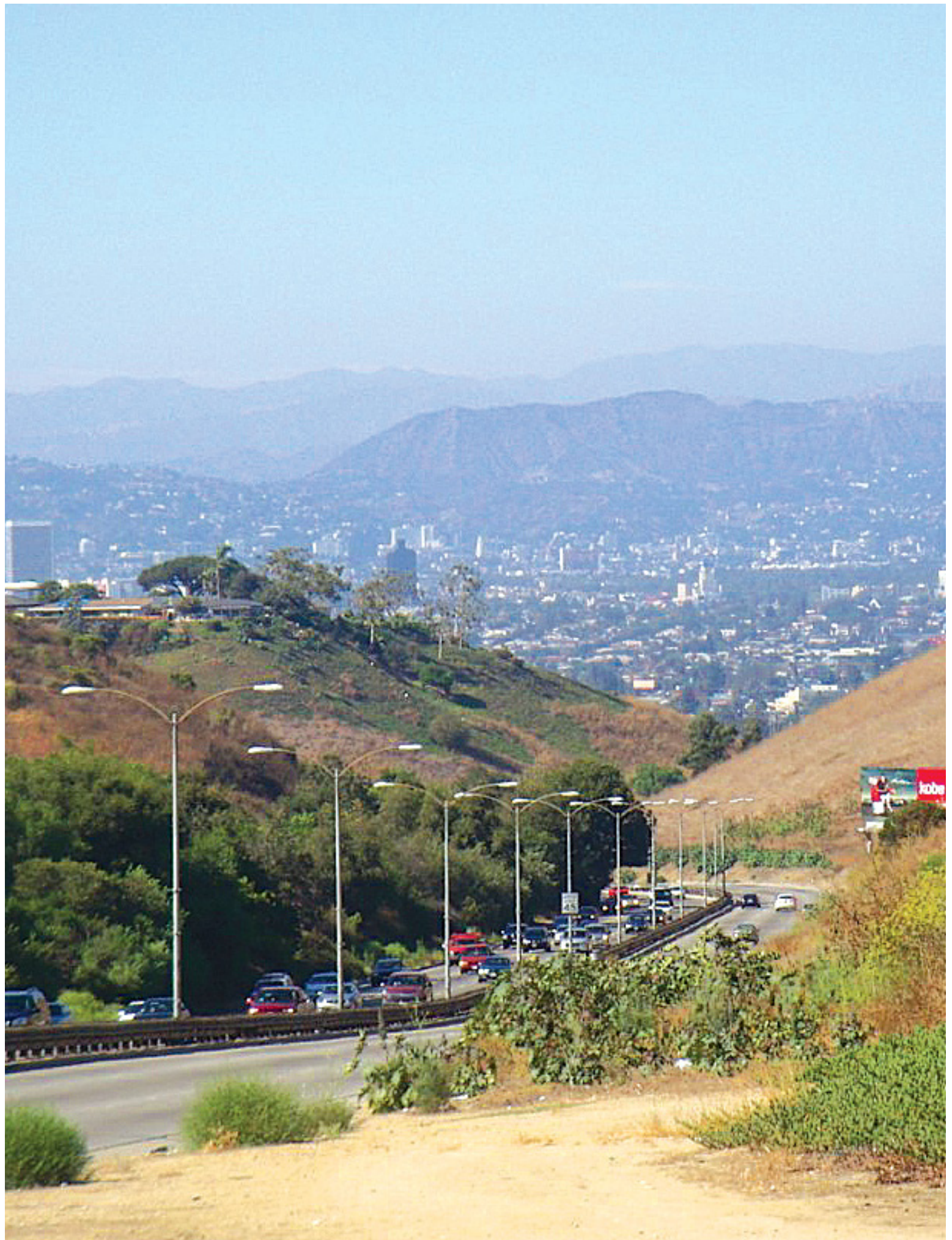
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# Introduction & Orientation

**L**ocated 7 miles southwest of downtown Los Angeles, the West Adams-Baldwin Hills-Leimert Community Plan encompasses over 13 square miles of land area and includes many neighborhoods important to the diverse cultural tapestry that is Los Angeles.

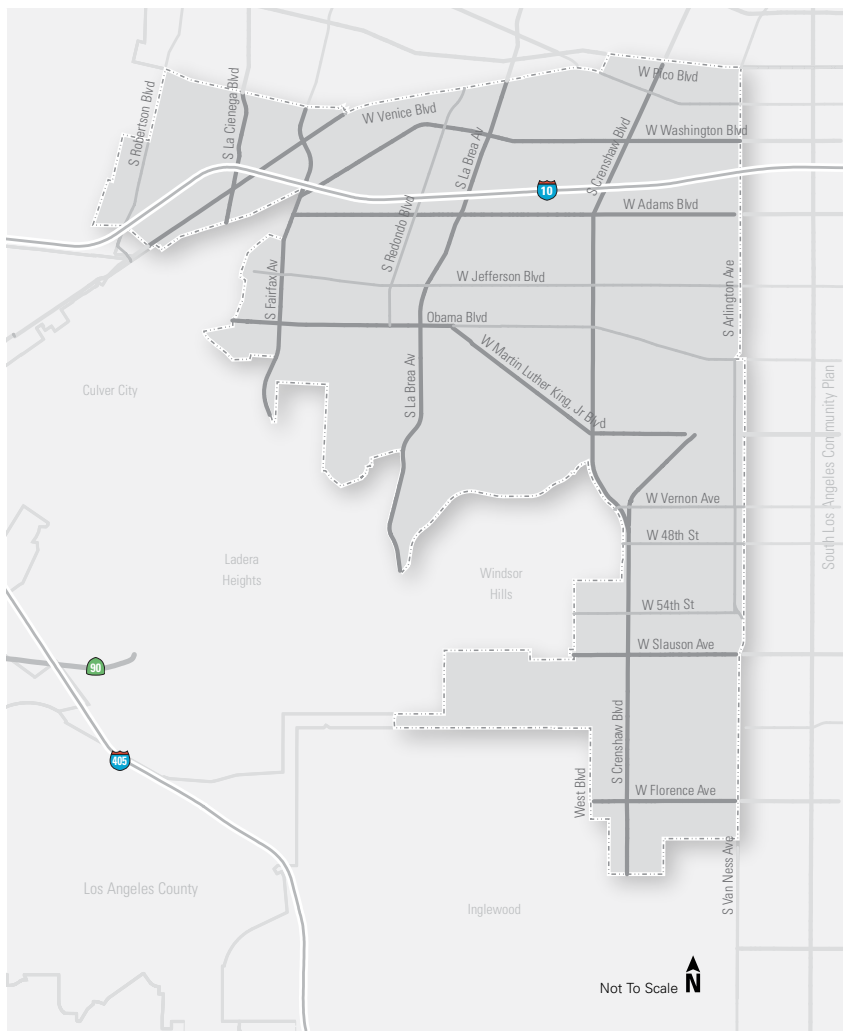
Generally bounded by Pico and Venice Boulevards to the north, the City of Inglewood to the south, Arlington and Van Ness Avenues to the east, and Culver City to the west, this Community Plan Area is one of three located within the City's South Los Angeles Planning Region (see Figure 1-2). With an estimated year 2008 population of 182,600, the Community Plan Area is roughly five times the population of neighboring Culver City, comparable to that of Santa Clarita or Fontana, California. However, by contrast, the West Adams-Baldwin Hills-Leimert Community Plan Area is strategically located within the Greater Los Angeles Basin and therefore benefits from urban opportunities but is also challenged by many of the region's most compelling urban issues. The Community Plan Area's close proximity to regional destinations such as Hollywood, LAX and Downtown Los Angeles position it as a desirable location to reside, as clearly evidenced by the enduring stability of its residential neighborhoods. Yet the Community Plan Area's commercial corridors continue to languish through the absence of adequate amenities that support a healthy quality of life.

In this regard, the West Adams-Baldwin Hills-Leimert Community Plan Area, which shares its eastern boundary with the South Los Angeles Community Plan Area and includes portions of the City historically known as South Central, continues to reflect the region's varied socio-economic strata but is widely recognized as a place where the enduring racial, ethnic and cultural inclusivity of South LA exists within a setting of economic prosperity. This is particularly true with regard to the African-American experience whereby many neighborhoods throughout the Community Plan Area have given rise to numerous figures prominent in the City's social and political history. The Baldwin Hills neighborhoods stretching from Leimert Park to Culver City, for instance, are collectively identified as one of the largest geographically contiguous, middle and upper-income African-American areas in the United States.

Similarly, the West Adams-Baldwin Hills-Leimert Community Plan Area is unique within the City of Los Angeles because, in addition to being a prosperous area distinguished by racial and cultural diversity, it is also a place of significant geographic and topographic interest. Situated at the northeast-facing foot of the Baldwin Hills, the Community Plan Area offers a variety of Los Angeles environs including flatlands and hillsides, historic neighborhoods and modern architecture, exceptional city views and wildlife preserves.

While the Community Plan Area's location within the Basin is prominently identified by the Baldwin Hills, one of the region's most significant features with views of Downtown and Hollywood observed from various hillside locations such as the "Dons" and the crests of Cloverdale and Punta Alta, lesser known natural topographic elements such as the Arlington Heights, located in the northeastern section of the Community and characterized by a low mesa or plateau, the crest of which extends the length of Washington Boulevard, also affords views across the Community Plan Area's system of low rolling hills that descend gently southwards to Leimert Park and the Crenshaw/Slauson low lands (see Figure 2-1).

These key vista points fused together by the Community Plan Area's distinct grid-pattern of low-scale residential neighborhoods and their adjacent "main street" commercial districts characterize this portion of South Los Angeles. Initially planned and developed utilizing the best urban design principles of the streetcar suburb era, it is these features, both natural and man-made, that collectively establish the strong sense of place that has come to embody the West Adams-Baldwin Hills-Leimert Community Plan Area.



**Figure 1–1**  
West Adams-  
Baldwin Hills-  
Leimert Community  
Plan Area

City of Los Angeles Planning Department • March 2012



The following Community Plan sets a new direction for this westernmost portion of the South Los Angeles Planning Subregion. Through a collaborative effort involving residents, owners, businesses and developers, the Department of City Planning has produced a Long Range Plan that sets forth actions to achieve a common vision that encompasses the full spectrum of issues and opportunities regarding the Community Plan Area's physical evolution. To this end, the Community Plan addresses a wide range of topics including jobs and housing, parks and open space, urban design and mobility, as well as arts, culture, history and health, and serves several important purposes including:

- To outline a vision for long-term physical and economic development as well as community enhancement within the West Adams-Baldwin Hills-Leimert Community Plan Area;
- To provide strategies and specific actions that will allow this vision to be realized;
- To establish a basis for judging whether specific development proposals and public projects are in harmony with Community Plan policies and standards;
- To direct City departments, other public agencies, and private developers to design and develop projects that enhance the character of the community; taking advantage of opportunities related to site, setting and amenities;
- To provide the basis for establishing priorities for detailed plans and implementing programs, such as zoning ordinances, design overlays, development standards, Capital Improvements Program projects, facilities plans, as well as redevelopment and other area plans.

In essence, the importance of the Community Plan lies in its ability to shape positive community change by harmonizing the Community Plan Area's unique character through encouraging sustainable land use patterns as introduced through citywide policies and regional initiatives. The process of developing the West Adams-Baldwin Hills-Leimert Community Plan involved a five-year collaborative effort of public outreach that required continued community engagement through meetings and workshops at which invaluable input was brought forth and recommendations developed. A full description of the outreach process can be found in Appendix A.

## Plan Organization

The West Adams-Baldwin Hills-Leimert Community Plan is organized into six chapters. Each chapter is further organized into sections that address specific topics described below.

**Chapter 1: Introduction and Orientation.** Chapter 1 describes how to use the Community Plan by providing a reader's guide for understanding the

Community Plan and reviewing its relationship to the City's General Plan as well as plans developed by other City agencies.

**Chapter 2: Community Background.** Chapter 2 provides a detailed description of the historical development of the community by describing its relationship to adjoining communities, its environmental setting, its existing land uses as well as identifying population, employment, housing trends and other projections.

**Chapter 3: Land Use and Urban Design.** The Land Use and Urban Design chapter expresses the community's vision for the future. In particular, this chapter describes the community's land uses and specifies goals and policies that address residential, commercial, and industrial development. It further outlines implementation strategies and programs relative to commercial revitalization, health and sustainability as well as historic preservation and the conservation of neighborhood character.

**Chapter 4: Mobility.** This Chapter defines goals and policies for the community's circulation system, focusing on enhancing mobility and access to all system users. Each mode of transportation is discussed, including walking, bicycling, public transit, and driving.

**Chapter 5: Community Services and Facilities.** Chapter 5 describes key public services and infrastructure, including police, fire and emergency services, libraries, parks, open space, the urban forest, schools, water, wastewater, solid waste, power and street lighting. The service provider, existing facilities and service levels, future needs, and issues are identified for each of these facilities or services.

**Chapter 6: Implementation.** Chapter 6 describes the process for implementing the Community Plan's policies through a variety of implementation programs. Each Community Plan policy in Chapters 3, 4, and 5 is implemented by one or more implementation programs. This chapter describes the implementation action, responsible implementing City department or agency, and schedule for policy implementation.

## How to Use the Community Plan

The West Adams-Baldwin Hills-Leimert Community Plan is intended for use by all members of the community, including residents, Neighborhood Councils, business owners, developers, and public officials. The Community Plan is organized to allow the end user to easily find information most relevant to their interest, without perusing the entire document. However, it is important to note that the Community Plan's policies, guidelines, and implementation programs were not created in isolation, but rather developed collectively to address community issues in a comprehensive manner.

### Reader's Guide for Community Plan

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with, the General Plan Land Use Map are intended to guide decision-making.

Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between

competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action.

Ultimately, the Community Plan's goals, policies, programs, and guidelines are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (\*). Compliance with the land use General Plan Land Use Map is mandatory.

## Format of the Community Plan

### GOALS

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (e.g. LU1).

### POLICIES

A policy is a clear statement that guides a specific course of action for decision-makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Community Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU1.1). Each policy is followed by its corresponding implementation program(s) (e.g., P1).

### IMPLEMENTATION PROGRAMS

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision-makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 6 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

### DESIGN GUIDELINES

The Design Guidelines provide site planning, architectural, and landscape architectural criteria which pertain to different forms of development. The Design Guidelines are intended to encourage well-designed development and quality architecture that enhances existing neighborhoods, creates identity, and promotes a positive physical image. The Design Guidelines are intended to provide further detail as to the desired features of buildings and structures, additions to existing structures, and new construction, consistent with Community Plan policies. The Design Guidelines are not compulsory but rather are intended to be useful in determining General Plan compliance. Guidelines appear throughout Chapter 3, grouped by general topic and individually numbered (e.g., G1).

**For residents and Neighborhood Councils,** the Community Plan identifies the type and scale of land uses permitted, describes changes that may affect neighborhoods, and explains the policies, design guidelines, and implementation programs that guide decisions about future development.

**For businesses,** the Community Plan identifies land use measures that support business and encourage future success by outlining clear and predictable policies, programs, standards and guidelines that support and enhance commercial and industrial development. The Community Plan also discusses land use strategies to attract new investment in commercial centers and along boulevards.

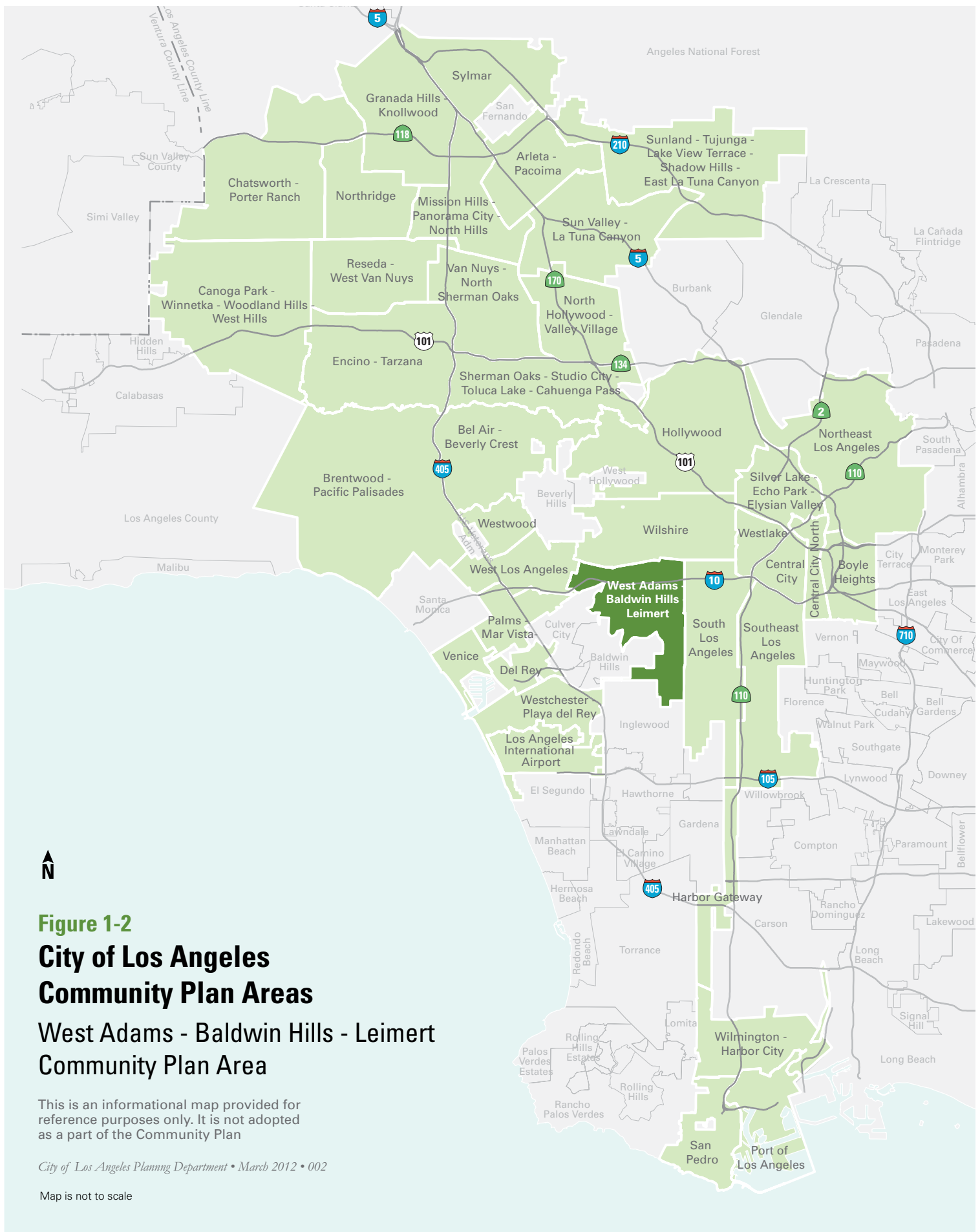
**For developers,** the Community Plan introduces the community, provides background information, and again establishes clear and predictable development parameters. Developers should review all maps, policies and programs, as well as development standards and design guidelines throughout this document to better understand where and what type of development may occur.

**For public officials,** the Community Plan is a part of the General Plan, which is the basis for land use decisions and findings by the City Planning Commission, other boards and commissions, and the City Council.

**For public agencies,** the Community Plan is intended to help agencies contemplate future actions in the City, such as transportation infrastructure improvements, parks, and schools. The policies located throughout the Community Plan are interrelated and should be examined comprehensively when making planning decisions.



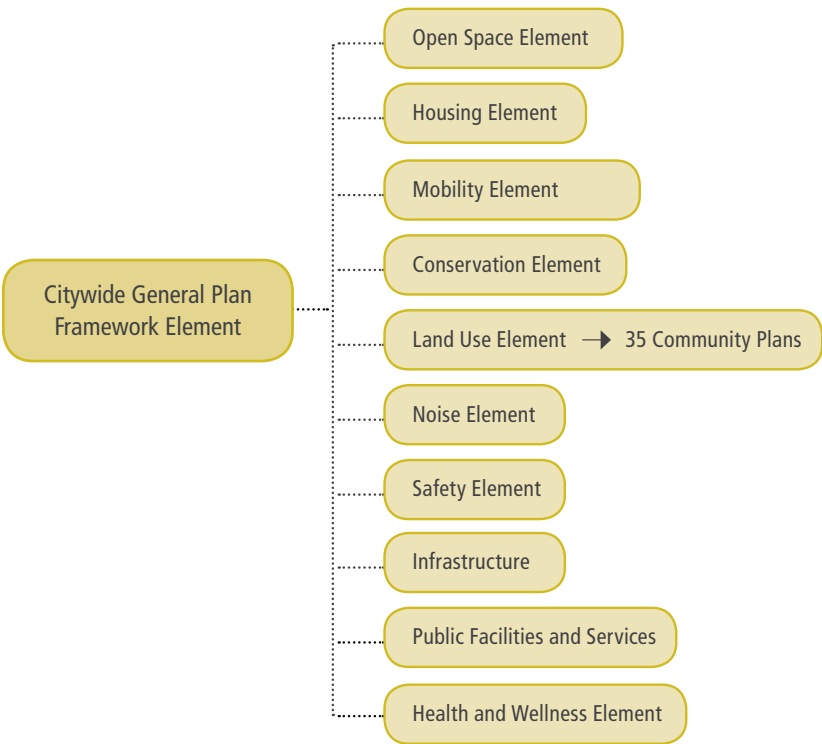
*View northeast from the Baldwin Hills.*



# Relationship to the General Plan

California state law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental policy document of a city. It defines how a city’s physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to 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 and human services, and protection of residents from natural and man-caused hazards are guided by and must be consistent with the General Plan.

State law requires that the General Plan must contain seven mandatory elements: land use, transportation, housing, conservation, open space, noise, and safety. In addition, the City has adopted an overarching “Framework Element” discussed below. There must be internal consistency among the elements. In Los Angeles, the thirty-five Community Plans, including the West Adams-Baldwin Hills-Leimert Community Plan, comprise the City’s land use element.





*Rendering of Exposition Light Rail Transit Line (Expo Line).*

## Citywide General Plan Framework Element

The City's General Plan Framework Element is the citywide plan that established the guide for how Los Angeles will grow in the future. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. The Framework Element's key guiding principles, summarized below, are advanced at the community-level through the Community Plans.

Our City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they contain residential and mixed use buildings as well. Commercial areas are grouped into the four general categories: Regional Center, Commercial Center, Neighborhood District and Mixed Use Boulevard.



## Framework Element Guiding Principles

### Grow strategically.

Should the City's population continue to grow, as is forecasted by the Southern California Association of Governments (SCAG), growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of smart, focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile, and minimize the need for new, costly infrastructure.

### Conserve existing residential neighborhoods.

By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

### **Balance the distribution of land uses.**

Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.

### **Enhance neighborhood character through better development standards.**

Better development standards are needed to both improve the maintenance and enhancement of existing neighborhood character, and ensure high quality design in new development. These standards are needed for all types of development; residential, commercial, and industrial uses.

### **Create more small parks, pedestrian districts, and public plazas.**

While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks as part of new developments, to enhance pedestrian orientation in key commercial areas, and to build well-designed public plazas.



*The Mascot Triangle pocket park located in the Mid-City area at the intersection of Pickford and Mascot Streets.*

### **Improve mobility and access.**

The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes, including walking, bicycling, public transit, and driving.

## Framework Element Hierarchy

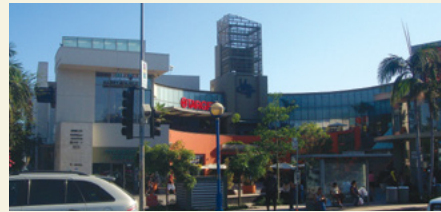
The City's commercial areas are grouped into four general categories: Neighborhood Districts, Community Centers, Regional Centers, and Mixed Use Boulevards. Some community plan areas do not contain all four types of districts or centers.



*Robertson Blvd. is characterized by low scale neighborhood serving retail.*

**Neighborhood District.** A Neighborhood District is a focal point for surrounding residential neighborhoods and contains a diversity of land uses that serve the daily needs of these residents and employees. Local businesses and services often include restaurants, retail outlets, grocery stores, child care facilities, small professional offices, community meeting rooms, pharmacies, religious facilities and other similar services. The clustering of these types of uses and the frequency of their location near neighborhoods are intended to encourage walking and bicycling to and from adjacent neighborhoods, minimizing the need for automobile trip-making. Neighborhood Districts are often characterized by smaller-scaled development and a pedestrian-oriented character.

**Community Center.** Community Centers differ from Neighborhood Districts in their size and intensity of business and social activity. While they typically include the types of businesses and services found in Neighborhood Districts, they also contain uses that serve the larger community, like hotels or motels, small offices, cultural and entertainment facilities, and schools and libraries. Generally, Community Centers are medium-scaled, although this varies depending on the character of the surrounding area. Community Centers are often served by small shuttles, local and rapid buses, or subway stops.



*Redevelopment of existing community centers in the Community Plan Area has begun to effectively address transit proximity and pedestrian orientation.*



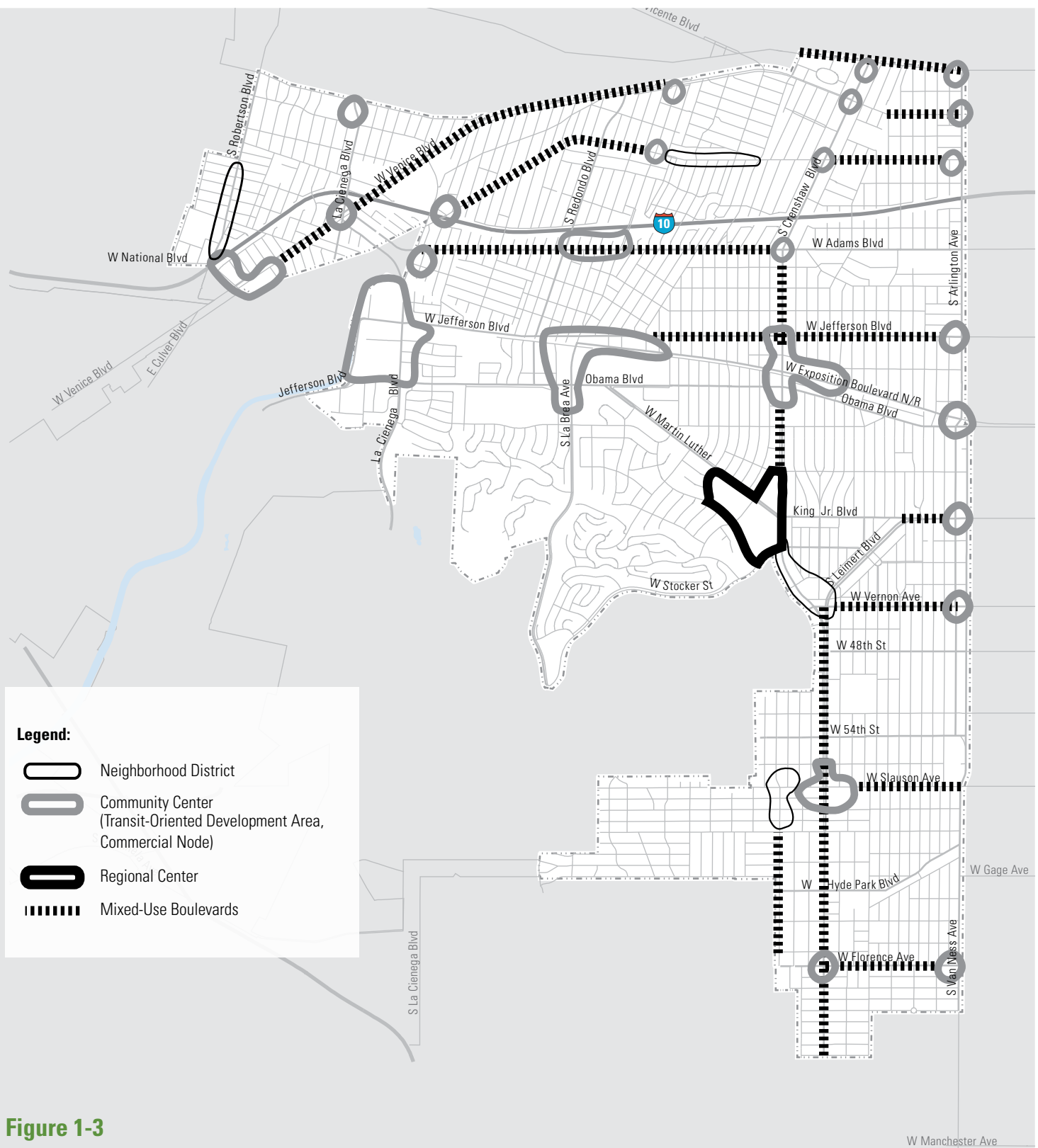
*The Baldwin Hills-Crenshaw Plaza is one of only two regional centers located in the South Los Angeles Planning Region.*

**Regional Center.** A Regional Center is a hub of regional commerce and activity and contains a diversity of uses such as corporate and professional offices, residential buildings, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. Regional Centers cater to many neighborhoods and communities and serve a much larger population than either Community Centers or Neighborhood Districts. They are generally high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. They typically provide a significant number of jobs, but are also non-work destinations as well. As a result of their densities and functions, Regional Centers are usually located near major transportation hubs or along major transportation corridors.

**Mixed-Use Boulevard.** Mixed-Use Boulevards serve as the "connecting spaces," linking Neighborhood Districts, Community Centers, and Regional Centers with one another. The scale, density, and height of development along designated Mixed-Use Boulevards vary throughout the City, but are intended to be compatible with adjacent residential neighborhoods. The term "mixed-use" connotes a variety of uses occurring within the boulevard, but also the potential for mixing uses within individual structures, such as commercial on the ground floor and residential above. Mixed-Use Boulevards should provide community and neighborhood commercial uses, public services, cultural facilities, school classrooms, and similar facilities to residents and employees within walking distance of surrounding residential neighborhoods and accessible from the boulevard's public transit.



*An example of a low-scale mixed-use development within a shallow commercial corridor parcel.*



### Identify a hierarchy of commercial districts and centers.

The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, which includes Neighborhood Districts, Community Centers, Regional Centers, and Mixed-Use Boulevards, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

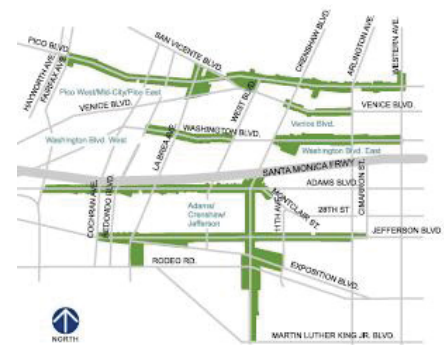
## Relationship to Other Agency Plans

There are a variety of non-City agencies and organizations that function within the West Adams- Baldwin Hills-Leimert Community Plan Area. In varying degrees, these agencies through research and advocacy, guide and influence planning decisions across a wide spectrum of interests affecting land use within the Community Plan Area. In each case, the community plans and use of land by other agencies must be consistent with the Community Plan in which they are located. This required consistency holds true for redevelopment and capital improvement programs, development entitlements, and other actions pertaining to the City's physical development. The following are among the most significant agencies and organizations active in the West Adams-Baldwin Hills-Leimert Community Plan Area:

**CRA/LA, A Designated Local Authority (DLA)**, is the successor to the former Los Angeles Community Redevelopment Agency, the public agency established in 1948 pursuant to California State Law (Code Section 33000), to attract private investment into economically depressed communities. Although ABx1-26 dissolved the Agency in 2012, the land use authorities granted in the Redevelopment Project Area Plans remain effective and will continue to be administered by the DLA.

The West Adams-Baldwin Hills-Leimert Community Plan Area includes four redevelopment project areas including the Amended Crenshaw Redevelopment Project Area, portions of the Crenshaw/ Slauson and Mid-City Corridors Disaster Recovery Project Areas as well as the Rodeo/ La Cienega Redevelopment Project Area.

**The California Department of Parks and Recreation in partnership with the Baldwin Hills Conservancy** developed the Baldwin Hills Park Master Plan of 2002 in order to create a long range plan to guide future natural open space and parkland acquisition, improvements and facility development as well as habitat restoration for a two square mile area of the Baldwin Hills encompassing the Kenneth Hahn State Recreation Area, Vista Pacifica Scenic Site and Norman O. Houston Park. The Master Plan strives to link these passive open space assets to the nearby active recreational assets of the Ladera and Culver City Parks.



*The Mid-City Corridors Project Area is one of four CRA/LA - DLA Project Areas located within the boundaries of the West Adams/Baldwin Hills/Leimert Community Plan.*



*Baldwin Hills Conservancy Park Master Plan — Access and Linkages Study*

Approximately 100 acres of the future “Baldwin Hills Park” will be located within the boundaries of the West Adams–Baldwin Hills-Leimert Community Plan. The Conservancy’s Access & Linkages Planning Study of 2005 subsequently identified the numerous opportunities for the creation of improved pedestrian and bicycle access into the Park; linking it with the existing, planned and potential network of pedestrian access as outlined in Chapter 5 of this Community Plan.

**The Los Angeles County Metropolitan Transportation Authority** (also known as Metro, MTA or LACMTA) is the state chartered regional transportation planning and public transportation operating agency for the County of Los Angeles, and is the successor agency to the former Southern California Rapid Transit District. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County’s increasing mobility, accessibility and environmental needs.

The West Adams-Baldwin Hills-Leimert Community Plan Area is the recipient of two notable Metro projects. These include the east-west Mid-City Exposition



*The Expo Line (orange) and Crenshaw/LAX Line (yellow), both traversing the Plan Area are key projects within Metro’s Regional Transportation Plan.*

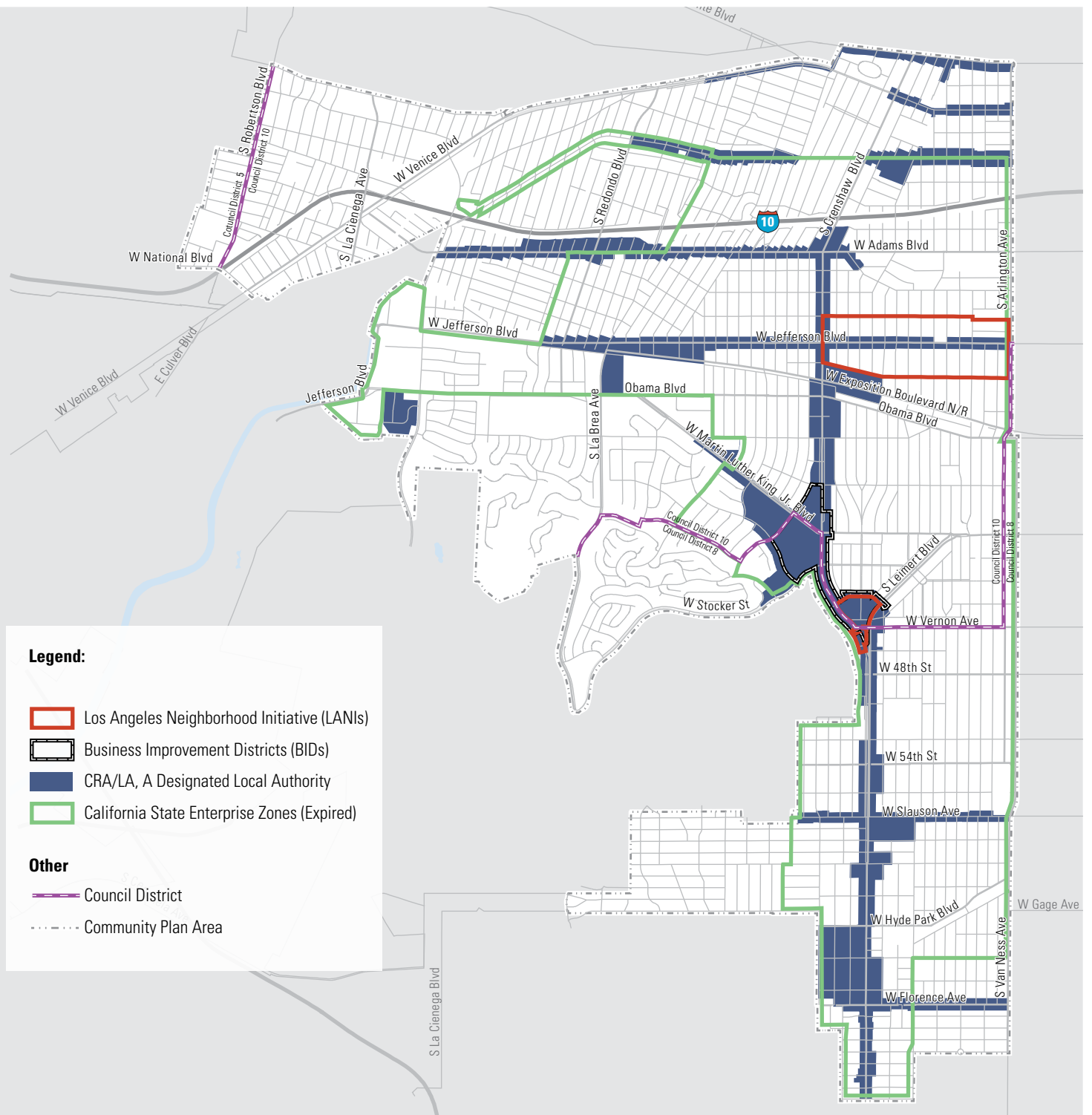


*Mid-City Exposition Light Rail Transit.*

Light Rail Transit Project (Expo Line Phase I) and the north-south Crenshaw/LAX Transit Corridor Project. Together, these projects will ultimately link neighborhoods located throughout the South Los Angeles Region, and especially along the Crenshaw Corridor to key employment, recreation and entertainment destinations throughout greater Los Angeles.

**Baldwin Hills Community Standards District.** On October 28, 2008, The Los Angeles County Board of Supervisors adopted the Baldwin Hills Community Standards District (CSD). The purpose of the CSD is to establish additional regulations, safeguards and controls for activities related to drilling for, and production of oil in the unincorporated portion of the Inglewood Oil Field. A critical element of the CSD is the provision of creating a Community Advisory Panel (CAP) that will ensure continued input from community residents and stakeholders. The goal of the CSD is to ensure that all oil field operations are being performed in the safest manner possible.





**Figure 1-4**  
**Other Agencies Relevant Plans**  
 West Adams-Baldwin Hills-Leimert

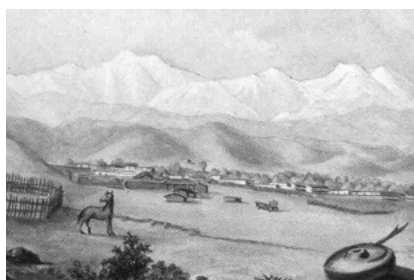
This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.



# Community Background

**This brief historical account** is intended only to establish a general background to the pattern of development in the Community Plan Area. It is not meant to be an exhaustive history.

## First Settlement



*Early Los Angeles, sketch by William Hutton, 1849.*

The Baldwin Hills area was first inhabited by the Tongva or Gabrielino Native American people. Noteworthy for their ability to navigate the ocean, the Gabrielino/Tongva are said to have canoed out to greet Spanish explorer Juan Cabrillo when he arrived off the shores of San Pedro in 1542.

The first Spanish settlement of what is now the West Adams-Baldwin Hills-Leimert Plan Area occurred in the 1820's nearly half a century following the founding of Los Angeles in 1781. Written history indicates that members of the Sanchez and Higuera families were the first Spanish inhabitants. They raised cattle and grain and tended vineyards.



*Rancho Cienega O'Paso de la Tiera, CA 1924. (Crenshaw Blvd., at Stocker St.)*

In 1822, Mexico won its independence from Spain and the territories of California were transferred to Mexican jurisdiction. It was during this period that four land grants were made which included the area now designated as the West Adams-Baldwin Hills-Leimert Community Plan Area. These land grants were Rancho Rincon de Los Bueyes, Rancho Las Cienegas, Rancho La Ballona and Rancho Cienega O'Paso de la Tijera.

## Early Development

Following California statehood and incorporation of the City of Los Angeles in 1850, it was not until the Southern California real estate boom of the 1880s that many of the ranchos were subdivided and sold. One of these subdivisions was Rancho Cienega O'Paso de la Tijera which was acquired by E.J. "Lucky J" Baldwin in 1875. Although Baldwin maintained the land for agriculture and cattle grazing use up until his death (shortly thereafter oil was discovered on the land), later subdivisions of this large holding created the Leimert Park and the Baldwin Hills Estates communities.



*Elias "Lucky J" Baldwin.*

Also during this period, Daniel Freeman, a Canadian businessman most notable for founding the City of Inglewood, acquired portions of several ranchos and began subdividing his land. Several of these subdivisions were located in the southern portions of the Community Plan Area and include neighborhoods such as Hyde Park.

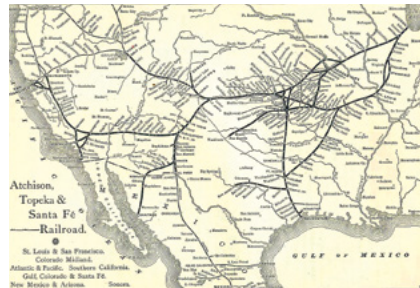


*Victoria Park Circle*

In the northwestern portion of the Community Plan Area, enclaves such as Victoria Park Circle and Lafayette Square were further subdivided beginning in the 1880's. Generally these early subdivisions were not originally located within the city limits of Los Angeles and it was not until 1909 with the Colegrove Addition that much of the West Adams area between Arlington Avenue and Crenshaw Boulevard north of Obama Blvd was annexed to the City. Similarly, in 1918, the Mid-City area between La Brea Avenue and La Cienega Boulevard was further annexed while portions of the Baldwin Hills did not become a part of the City until the 1940's.

This era was also marked by railroad expansion. Both the Atcheson, Topeka and Santa Fe Railway (current Burlington Northern Santa Fe [BNSF]) Harbor Subdivision alignment which ran from downtown Los Angeles to the port at Wilmington, as well as Southern Pacific's Exposition rail line built along Exposition Boulevard, from downtown Los Angeles to the City of Santa Monica, were constructed. Although the greater part of what is now the West Adams-Baldwin Hills-Leimert Community Plan Area would remain a sheep ranch owned by the Agoura family, communities such as Hyde Park, originally established in 1887 as a stop on the Santa Fe Line, would develop to later become incorporated cities prior to their final consolidation within the larger limits of the City of Los Angeles.

Similarly, narrow gauge railroads such as the Green Car and Yellow Car Lines, which followed routes connecting downtown Los Angeles with Inglewood and Manhattan Beach, were instrumental in guiding development of the community. The recommendations of early long range plans such as "A Major Traffic Street Plan for Los Angeles", as drafted by Frederick Law Olmstead Jr., Harland Bartholomew and Charles Cheney identified important thoroughfare projects throughout the City such as the widening of Angelus Mesa Drive (Crenshaw Boulevard), thus facilitating the growth of areas such as Leimert Park and the greater Crenshaw District.



*Atcheson, Topeka and Santa Fe Rail Map.*



*Los Angeles Railway "Yellow Car" Line along Leimert Blvd.*

## Inter-War Development Period

As mentioned earlier, the West Adams-Baldwin Hills-Leimert Community Plan Area consists of several distinct neighborhoods, each developed as separate communities or cities through the successive subdivision of the original four Ranchos. Because each of these neighborhoods was subdivided at earlier dates, each was developed with residences and commercial structures at varying times in the history of the community.

This historical pattern of growth remains evident in much of the built form and place names of the Community Plan Area today. The many neighborhoods that make up districts such as West Adams, Hyde Park, Crenshaw and Mid-City are characterized by block after block of well designed commercial and residential architecture from the Area's many periods of significance.



*Leimert Theatre (now known as the Vision Theatre), 2012.*



*Artist's rendering of Leimert Park Village, H.L. Pough, 1936*



*The West Boulevard Bridge (over Venice Blvd.) was constructed in 1933.*

The Leimert Park neighborhood, for instance, developed beginning in 1928 by the Walter H. Leimert Company and generally located at the convergence of Santa Barbara Avenue (now Martin Luther King Jr. Boulevard), Leimert and Crenshaw Boulevards, is significant because it remains to this day an exemplary pre-World War II development showcasing some of the best principles in community planning and urban design. In this regard, the approximately one square mile area effectively links neighborhood-serving, civic and recreational uses within a superbly programmed setting of romanticized 1920s and 1930s Southern California architecture. Of particular note is the neighborhood's hierarchical system of streets and paths that break with the prevailing pattern of gridded streets thereby facilitating a highly pedestrian-friendly environment.

The neighborhood's commercial district, known as Leimert Park Village, which radiates north from a small formal plaza (designed by Frederick Law Olmstead Jr.) and located at the intersection of Degnan, Leimert and Crenshaw Boulevards, is anchored by the signature Spanish Baroque and Beaux-Arts inspired Leimert Theatre (now known as the Vision Theatre). The theatre remains a focal cultural venue which continues to incubate Leimert Park's emergence as a regional destination, especially for African-American arts, culture and entertainment.

In addition to the many significant architectural elements throughout the Community Plan Area from the 1920s and 1930s, numerous engineering, streetscape as well as man-made open space amenities further define the legacy of the Area's inter-war development period. The West Boulevard Bridge, for instance, crossing Venice Boulevard in the Victoria Park neighborhood, serves as both community gateway and engineering icon. Furthermore, the Area's numerous public schools from the period continue to frame civic pride within the Community.

The late 1920s and early 1930s were also a period of airport development for Los Angeles. There were four airports located between Exposition Boulevard and Santa Barbara Avenue in the flat land area. The airfields were over time removed through subsequent periods of residential development in the late 1930s and early 1940s predominately between Santa Barbara Avenue and Exposition Boulevard from 3rd Avenue west to La Brea Avenue.

The Baldwin Hills, clearly the Area's signature topographic asset, remains rich in both natural and manmade resources. As a site of oil discovery in the 1920s, the area is reported to have initially produced 145 barrels of crude oil per day and in combination with other wells located in communities such as Wilmington and Venice, the Los Angeles area is said to have produced one-fifth of the world's petroleum at that time. By the early 1970s, there were more than 500 oil wells in the Baldwin Hills alone, producing in excess of 400 million barrels of crude oil per year.



*Inglewood Oil Field*



*Baldwin Hills Village - "The Village Green"*

By contrast, the development of prime real estate areas within the Baldwin Hills, Windsor Hills, and Ladera Heights neighborhoods, beginning in the 1930s through to the 1960s, ultimately provided upper income minority families and notable African-American celebrities homeownership opportunities otherwise not afforded to them in similarly affluent hillside areas of the city.

Another development of note, located at the north facing foot of the Baldwin Hills, is that of the Village Green. Originally named the Baldwin Hills Village, this low-density, multi-family, planned unit development, constructed beginning in 1941 along Obama Blvd between La Brea Avenue and Hauser Boulevard, is noteworthy for breaking with the prevailing pattern of gridded streets. The Village Green is widely considered the best example of the American "Garden City" ideal as realized in an urban setting on the West Coast of the United States. Designed by Reginald D. Johnson in consultation with Clarence S. Stein (the preeminent urban planner of Radburn, New Jersey), the original 80 acre site was laid out as a residential superblock featuring a central open green space free of automobiles such that buildings face onto a continuous system of parkland with specialized pedestrian paths and inner courtyards. To this day, the Baldwin Hills Village maintains a high degree of historic integrity due in part to its conversion from rental units to condominiums in 1972, its designation as a Historic-Cultural Monument by the City of Los Angeles in 1977, as well as its listing in the National Register of Historic Places in 1993, and as a National Historic Landmark in 2001.

## Post War Rise and Decline

Of particular importance during this period was the opening of the Crenshaw Regional Shopping Center (now known as the Baldwin Hills-Crenshaw Plaza) in 1947. The center featured two well-established department stores located in what was then a low-density suburban area at the intersection of Crenshaw

Boulevard and Santa Barbara Avenue, in anticipation of the population to follow. The expansive low-rise “garden style” apartment development called the Baldwin Village adjoining the Crenshaw Shopping Center just to the west near the base of the Baldwin Hills also was developed during this period.

The Crenshaw Shopping Center is further noteworthy for giving impetus to the development of other neighborhood shopping centers in the Crenshaw District and throughout the Community Plan Area. Shopping centers developed at Washington Boulevard and 10th Avenue, Obama Blvd at La Brea Avenue and at La Cienega Boulevard, as well as Coliseum Street at Exposition Boulevard, are but a few. However, while the modern shopping facilities of the district flourished, aging strip commercial development suffered from loss of revenue and deterioration. Some of these properties were subsequently converted to light manufacturing uses. These conversions from commercial to manufacturing are evident along Venice, Washington, Jefferson and portions of Adams Boulevard.

After World War II, Japanese-Americans began moving into the single-family homes in the area west of Arlington Avenue, and north of Martin Luther King Jr. Boulevard (Santa Barbara Avenue). During the 1950s and 1960s, a thriving Japanese community developed with many businesses located on Jefferson Boulevard and in the Crenshaw Square shopping center.

In the late 1940s, African-Americans also began moving into the area north of Jefferson Boulevard and east of Crenshaw Boulevard. These two groups broke the racially restrictive covenants which had maintained a “Whites-only” homeownership pattern throughout much of the Community Plan Area. During the 1950s, African-Americans moved westward into the Crenshaw District, as well as the View Park and Baldwin Hills neighborhoods in the 1960s.

In 1963, the dam of the Baldwin Hills Reservoir collapsed, resulting in flooding and destruction of the foothill area to the north. There were millions of dollars in property damage and the use of the reservoir was subsequently abandoned.



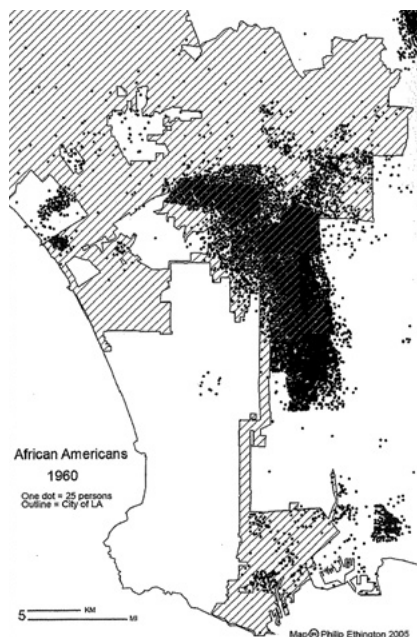
*Baldwin Hills Crenshaw Plaza, circa 1947.*



*Crenshaw Square*



*Baldwin Hills dam collapse, 1963.*



*Map of African American residences, 1960. Segregation of Blacks created the South Central Los Angeles ghetto. Ethington et al., Los Angeles Census Tract Data.*



*The Santa Monica Freeway (Interstate 10) opened in 1964.*

Damage to properties has since been repaired and through subsequent conversion of much of the reservoir site to parkland, evidence of this disaster is not visible today.

Most of the Community Plan's residential and commercial areas had developed to current levels by the middle 1950s. With little vacant land left to build on, the Community Plan Area's subsequent growth primarily occurred through conversion of older single-family structures into multi-family apartments.

Construction of the Santa Monica (Interstate 10) Freeway in the 1960s split the neighborhoods of West Adams. Dozens of houses were destroyed, including 20 mansions in the gated community of Berkeley Square. An extended period of decline in property values can be attributed to the construction of the Interstate 10 Freeway.

By the end of the 1960s, other changes began occurring within the African-American and Japanese ethnic groups that had become established in the Community Plan Area. When young Japanese-Americans left the community to enter colleges, few returned to the old neighborhoods after graduation. Redlining by banks, insurance companies and other financial related funding institutions made it difficult for young minorities to acquire homes and businesses in the area. By the 1970s, further subdividing of larger houses into apartments occurred as older homeowners on fixed incomes sought financial security.

The demographics of the Community Plan Area continued to shift as White and Japanese American homeowners moved away, leaving African-Americans to solidify their presence in the Community. Through the subsequent decades of these population shifts, the commercial and industrial make-up of the Community Plan Area changed. Some Whites who owned homes and businesses in the area moved both to other suburbs of Los Angeles precipitating a downward economic trend for the Community Plan Area.

Unable to compete with industrial parks developed in the wide-open spaces of suburbia, industrial areas along Adams, Jefferson and Venice Boulevards declined. For a brief period, there was a boom in the construction of mini-malls. Mini-malls dominated corner locations; making the traditional "mom and pop" strip commercial development along major thoroughfares less viable. Physical constraints such as narrow or shallow lot depths, absentee landlords and competition from large outdoor malls further contributed to this decline of traditional commercial development. By the end of the 1980s, mini-malls were also having difficulty maintaining a client base. The result was an increasing vacancy rate, boarded-up storefronts and abandoned buildings.

## Recent Development

During the 1980s, the declining conditions within the Community Plan Area and escalating real estate prices in the more "desirable" neighborhoods forced young African-Americans to seek homeownership in other outlying areas such

as Moreno Valley, Palmdale and Lancaster. However, the “affordability” of property in the Community Plan Area as compared to the rising prices in the suburbs, resulted in the influx of other groups. Young, predominately White, urban professionals, attracted by the affordable prices and the historic significance of the neighborhood, returned to the Community Plan Area with an eye toward historic preservation. The preservation mindset brought a new energy to areas west of Arlington Avenue and north of Jefferson Boulevard. However, concerns of gentrification increased among the older minority populations. Young Latino families, also attracted by the price of property, began moving into the Community Plan Area in larger numbers. In particular, West Adams and the Mid-City districts have attracted many of these young families.

Today, opportunities exist to develop a social and economic climate that can be of significant benefit to the community. Through innovative land use standards and guidelines such as the 2004 adopted Crenshaw Corridor Specific Plan, neighborhoods can be regenerated and commercial areas revitalized. However, long term sustainability of the unique character of adjacent residential neighborhoods will require continued patronage of adjacent commercial areas by community residents. Furthermore, places of significant historical interest such as Arlington Heights and Leimert Park demand a thoughtful balance between the desires to preserve and the need for growth. The Community Plan Area’s commercial core located at the Baldwin Hills-Crenshaw Plaza and the Santa Barbara Plaza (also known as Marlton Square) has considerable potential to attain true regional significance as do the numerous nodes of commercial activity that exist along most major east-west and north-south arteries of the Community Plan Area, especially those emerging transit-oriented nodes to be located adjacent to the Expo and Crenshaw/LAX mass transit lines.

Finally, efforts begun in the 1970s to shape the 500 acre Kenneth Hahn State Recreation Area continue to this day with promising plans to expand the open space resource to ultimately become one of the region’s largest world-class parks. This endeavor will significantly enhance this extraordinary geographic resource; ensuring continued prosperity for the Community Plan Area by affording greater access to an improved quality of life for both local and regional populations.

## Existing Land Uses

The West Adams-Baldwin Hills-Leimert Community Plan Area can be characterized as a semi-urban community that is part of a larger network of communities spanning the Los Angeles Basin. Its predominately level topography with areas of rolling hills is punctuated to the southwest by the Baldwin Hills; the northern face of which incorporates slopes in excess of 30 percent helping to define the area’s unique geographic signature and influencing its unique socio-economic stature within the South Los Angeles Region.



*Shuttered light industrial uses along Venice Blvd.*



*Abandoned Jefferson Blvd. mini-mall, 2006.*



*West Adams Terrace, City of Los Angeles Historic Preservation Overlay Zone (HPOZ), adopted in 2004.*



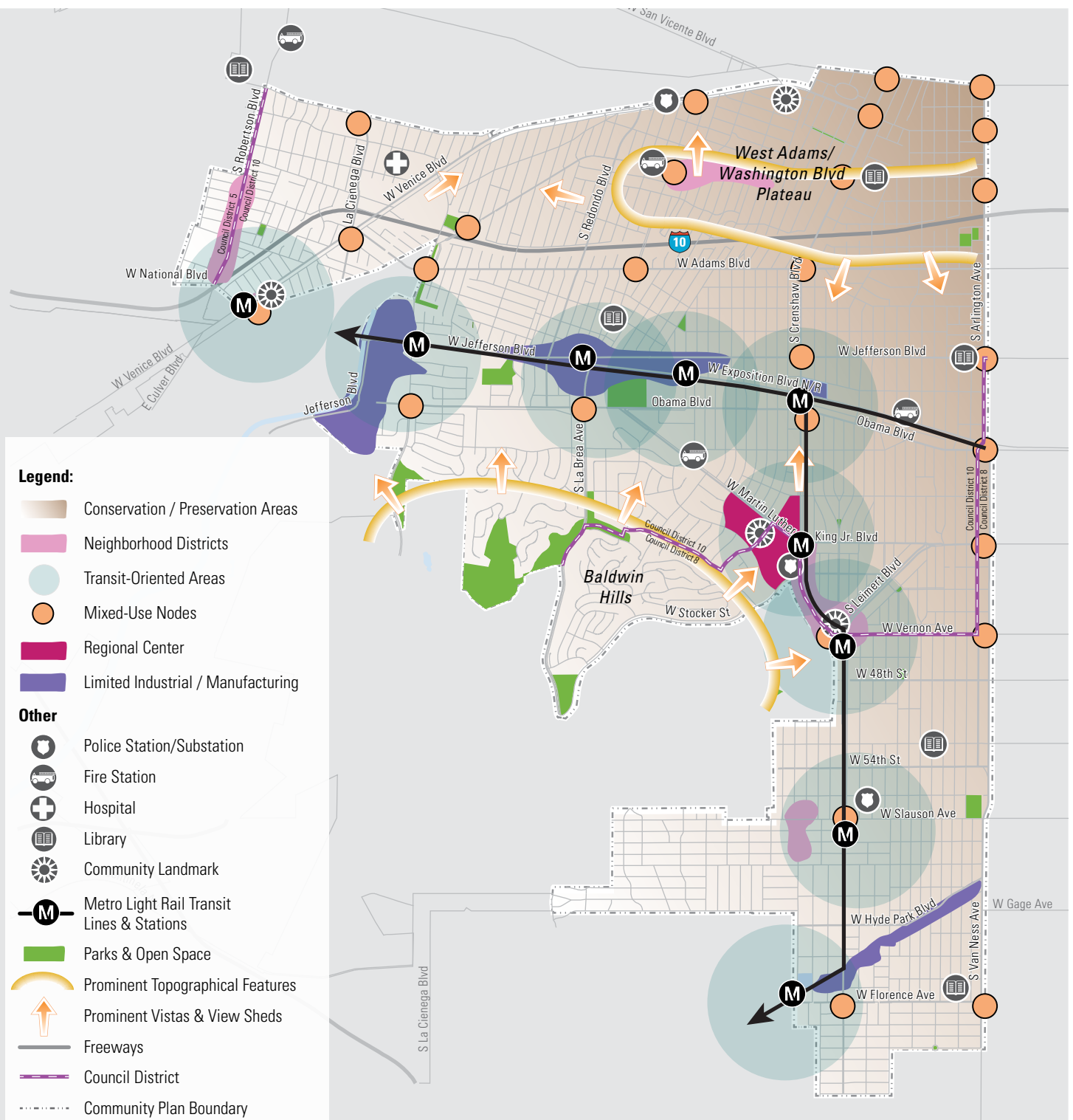
*Kenneth Hahn State Recreation Area.*

The Santa Monica Freeway (Interstate 10) is the sole freeway traversing the Community Plan Area from east to west. Other major transportation corridors include Crenshaw, La Cienega and Robertson Boulevards, as well as La Brea and Fairfax Avenues, all providing north-south circulation. Major east-west circulation is provided along Pico, Venice, Washington, Adams and Jefferson Boulevards in the northern portion of the Community Plan Area with Martin Luther King, Jr. and Leimert Boulevards as well as Slauson and Florence Avenues in the south.

Referring to Chart 2.1 on page 2-11, approximately 4,553 acres or 75 percent of the Community Plan Area's total 6130 acres are devoted to residential land use. Single-family and multi-family zoning districts are generally dispersed within the Low and Low Medium residential categories, respectively, with higher concentrations of multi-family located in the central and northern portions and single-family neighborhoods predominately located within the southern portions of the Community Plan Area.

Existing commercial land uses in the Community Plan Area account for approximately 613 acres or 10 percent of the CPA's total acreage. Commercial land uses are predominately dispersed within the Neighborhood and Community Commercial corridors located throughout the Community Plan Area and primarily include a variety of low-rise retail, office, government agency and institutional buildings. Neighborhood Commercial corridors comprise a smaller portion of the commercial land uses and are generally located south of Martin Luther King Jr. Boulevard.

Existing industrial uses, which account for 5% of the Community Plan Area and total approximately 322 acres, are primarily distributed along the east-west thoroughfares in the central and northern portions of the Community Plan Area. Most of these areas are predominately within the Hybrid Industrial and Limited Industrial land use designations. Limited Industrial land uses can be found adjacent to the Los Angeles County Metropolitan Transit Authority's Mid-City/



**Figure 2-1**  
**Community Structure**  
 West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

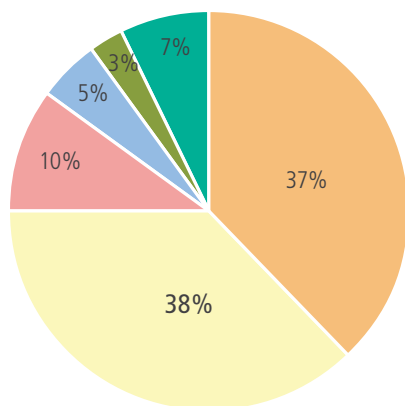
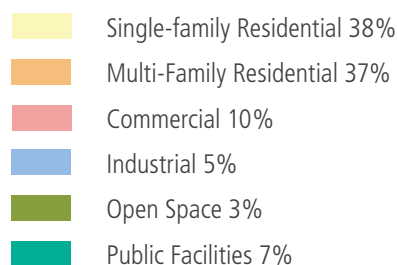


Chart 2.1

**Land Use Distribution (2006)**

Exposition Light Rail Transit (Expo LRT) right-of-way as well as in the southern portion of the Community Plan Area adjacent to the Harbor Subdivision Railroad right-of-way.

Residents benefit from direct access to the Baldwin Hills, particularly the Kenneth Hahn State Recreation Area, which accounts for approximately 70 percent of the Community Plan Area's existing parkland capacity, the balance being dispersed throughout the CPA or within 1/4 mile of its boundary in Neighborhood and Community Parks.

The land use totals in Chart 2.1 represent existing land uses compiled during windshield surveys conducted by City staff and land use data from the County Assessor's Office database. The windshield survey was conducted by City staff only for targeted change areas. This survey was merged with the Assessor's data and then compiled into 13 'use code' categories: Institutional, Light Industrial, Heavy Industrial, Other, Mixed Use, Open Space, Multi-Family Residential, Two-Family Residential, Single-Family Residential, Undeveloped, Retail Commercial, Office Commercial, and Large-Scale Retail Commercial.

## Relationship to Adjacent Communities

The West Adams-Baldwin Hills-Leimert community is located along the northern and eastern foot of the Baldwin Hills, roughly centered between downtown Los Angeles and the shores of Santa Monica Bay. In addition to sharing common boundaries with the City's Wilshire Community Plan to the north (along Pico and Venice Boulevards) and the South Los Angeles Community Plan to the east (along Arlington and Van Ness Avenues), the Community Plan Area also shares common boundaries with Culver City to the west, and the City of Inglewood and unincorporated Los Angeles County to the south. Because of its strategic location, the Community Plan Area remains one of the region's more desirable locations to live; increasingly becoming an area sought after once again by urban professionals seeking high quality, affordable, safe and well maintained neighborhoods that are in proximity to major regional employment centers such as downtown and Century City as well as numerous shopping, entertainment and recreational destinations such as Hollywood, the Fox Hills Mall, the Kenneth Hahn State Recreational Open Space, and Venice Beach to name but a few. Further fueling this in-migration will be the two light rail mass transit systems bisecting the Community Plan Area and finally offering meaningful transportation alternatives to vehicular use for residents traveling both locally and regionally.

## Trends and Projections

The State of California requires that cities plan for changes in population, and attend to housing and employment needs; if growth is projected, each city must accommodate a share of the region's anticipated growth. These projections are

provided to the City of Los Angeles by the Southern California Association of Governments (SCAG). The City must then demonstrate that it has accommodated, or created the “capacity” for, these projected levels of population, housing, and employment through its Community Plans. This section describes the West Adams-Baldwin Hills-Leimert Community Plan Area’s population, housing, and employment projections and capacity estimates.

## Population, Housing, and Employment

SCAG forecasts population and job growth of the cities and counties in the six county Southern California Region. The Department of City Planning refines the City’s allocation so that projected growth is directed to centers and districts that are located near transit, consistent with the Framework Element and other City policies. Directing growth this way protects other areas, such as single-family neighborhoods, historic districts, hillside and other residential neighborhoods. Population, housing and employment capacity for 2030 in the West Adams–Baldwin Hills-Leimert Community Plan Area is shown in Table 2-1.

## Plan Capacity

The estimated capacity of this Community Plan to accommodate population, housing, and employment is based on assumptions about the level of development that can reasonably be expected to occur during the life of the community plan update given its land use designations and policies.

The West Adams-Baldwin Hills-Leimert Community Plan Area contains parcels that are undeveloped as well as parcels that are developed with less intensity than is allowed by existing zoning; many of these parcels likely will not be developed at the maximum densities allowed during the life of the community plan. Additionally, economic conditions and market trends impact development. Financial lending practices and construction and land acquisition costs all vary over time. Finally, past building data demonstrates that all developed sites will not be built to the maximum densities permitted because of other General Plan policies, zoning requirements, physical site constraints, market forces and local conditions.

Table 2-2 shows the reasonable expected population and housing (in dwelling units), or “capacity,” for each land use category in the Community Plan Area.

## Estimating Employment

Employment is estimated for the life of the community plan based on the amount of land designated for non-residential uses that generate employment: Commercial, Industrial, Public Facilities, and Open Space. Estimates are based on existing conditions and projected trends, with less employment generation allocated to Public Facilities and Open Space than to Commercial and Industrial land uses. To determine employment estimates for each job-generating land use, standard industry ratios of average square feet per employee were used. For example, retail and office jobs account for less square footage of work space

**TABLE 2-1**  
**Population, Housing and**  
**Employment Capacity for**  
**the West Adams-Baldwin**  
**Hills-Leimert CPA (2030)**

Population <sup>1</sup>	214,012
Dwelling Units <sup>1</sup>	84,257
Employment <sup>1</sup>	53,556

<sup>1</sup>Los Angeles Department of City Planning  
adjusted SCAG forecast 2016.

TABLE 2-2

**Reasonable Expected Plan Population and Dwelling Units**

Land Use Designation	Average Dwelling Unit per Net Acre	Net Acres	Reasonable Expected Dwelling Units (2030)	Average Persons per Dwelling Unit (2030)	Reasonable Expected Population (2030)
Single-Family Residential	6.9	2,343	16,078	2.54	40,838
Multi-Family Residential	27.2	2,209	60,199	2.54	152,904
Neighborhood Commercial	1.5	394	602	2.54	1,529
Community Commercial	14.6	264	3,651	2.54	9,275
Regional Center Commercial	41.1	62	2,549	2.54	6,473
Hybrid Industrial	10.6	106	1,178	2.54	2,993
<b>Total</b>		<b>6,130*</b>	<b>84,257</b>		<b>214,012</b>

Source: SCAG, City of Los Angeles Department of City Planning.

\*Note: Total includes Industrial, Public Facility and Open Space land uses.

per employee than industrial, research and development, or warehouse jobs. The land use capacity for employment-generating uses in the West Adams-Baldwin Hills Leimert Community Plan Area was determined to sufficiently accommodate 53,556 jobs.

## Other Influencing Factors

Population capacity projections and estimates are prepared in an attempt to predict future demand for housing units, land area for future development, transportation demand, community facilities and natural resources within the community plan area. These figures are only best estimates and are derived from

TABLE 2-3

**Comparison of Existing 2008 and Potential 2030  
Population, Housing and Employment for West Adams-  
Baldwin Hills-Leimert**

Year	2008	2030
Population <sup>1</sup>	182,600	214,012
Dwelling Units <sup>1</sup>	66,415	84,257
Employment <sup>1</sup>	44,779	53,556

<sup>1</sup>Los Angeles Department of City Planning adjusted SCAG forecast. 2016

regional data disaggregated to the city and community plan level. The intensity/ density of development is affected by many factors and the rate at which population, jobs and housing growth may be faster or slower than anticipated. External factors, such as global economic trends, demographic changes, immigration and migration rates, global warming, and water rights and related litigation may also influence community development.

## Recent State Legislation

At the State level, senate and assembly bills are often adopted that influence local planning policy. For example, recent legislation calls for greater local emphasis on greenhouse gas reductions as well as better integration of transportation and land use planning:

- **Global Warming Solutions Act of 2006 (Assembly Bill 32)**. This bill required California to reduce its greenhouse gas emissions to 1990 levels by no later than 2020. The California Air Resources Board (CARB), as the State's lead air pollution control agency, was assigned primary responsibility for coordinating development of those measures needed to achieve the required emissions reductions.
- **Complete Streets Act of 2007 (Assembly Bill 1358)** requires the City of Los Angeles in updating their General Plan, to identify how the jurisdiction will provide for the routine accommodation of all users of

the roadway including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

- **Landmark Land Use and Greenhouse Gas State Law of 2008 (Senate Bill 375).** This bill helped to implement Assembly Bill 32's greenhouse gas reduction goals by targeting transportation-related emissions through better integration of land use and transportation planning. Regions must adopt a "sustainable communities strategy" which demonstrates that their housing and transportation plans reduce greenhouse gas emissions.

The West Adams-Baldwin Hills-Leimert Community Plan Area includes new goals, policies and programs that address these important objectives through:

- The inclusion of policies and implementation programs that address the unique opportunities afforded to area residents, employees, and visitors through an expanded mass transit system that provides safe and efficient access to jobs, services, recreation and other community assets so that automobile dependence can be reduced.
- Improved air quality and health of residents as a direct result of decreased single-occupant automobile demand and reduced vehicle miles traveled (VMT) than would otherwise occur as a result of growth under the existing plan.
- The creation of alternatives to automobile use through the adoption of "Complete Street" and "Complete Neighborhood" principles that enhance convenient use of the area's emerging transit system through the provision of safe and accessible, pedestrian and bicycle linkages throughout the area, as well as land use incentives that encourage the location of a greater variety of neighborhood amenities within close proximity to residential areas.



# Land Use & Urban Design

**S**trategically located convenient to key activity, employment, transportation and open space destinations throughout the Los Angeles Basin, the West Adams–Baldwin Hills-Leimert Community Plan Area is poised to benefit from significant investment over the life of the Community Plan as a result of ongoing and future efforts to foster socially relevant and context sensitive place making.

In advancing these efforts, this Community Plan will foster regeneration of complete neighborhoods that once again meet all of the day to day needs of area residents by promoting convenient access to goods and services, recreation and jobs, and by advancing development practices that will enhance and sustain the overall health and well being of current and future generations.

In particular, the Community Plan focuses significant attention on the elimination of urban decay through the revitalization of underutilized opportunity sites; conserving prevailing neighborhood character; making walking, bicycling and public transportation convenient, safe and enjoyable, and providing strategies to fuse previously disconnected neighborhoods together, socially, culturally, as well as structurally.

To this end, the Land Use and Urban Design Chapter will identify goals, policies and programs that:

- Enable existing commercial, industrial and transit-oriented opportunity areas to accommodate future growth in a manner that improves economic vitality as well as physical conditions.
- Preserve, conserve and enhance the positive characteristics of existing neighborhoods that are the foundation for community identity.
- Implement clear and predictable land use regulations and development standards that promote a healthy, viable and sustainable mix of neighborhood amenities and community services located within a safe and walkable environment.
- Promote a continuous network of enhanced vehicular, bicycle and pedestrian linkages to nearby local and regional recreational open space opportunities.

## Vision for 2030

The West Adams - Baldwin Hills - Leimert Community Plan Area encompasses a vibrant and diverse community of neighborhoods that collectively embody the City's rich history and inclusive prosperity. Through continued efforts to create neighborhoods where residents are well connected to the nearby services they need, the places they work, and the amenities they deserve, the Community has become a model of health and sustainability through responsive enhancement of the natural and built environment.

New development that is compatible with the existing, often historic and pedestrian-friendly character of the Community Plan Area's commercial corridors has replaced "strip" developments at key corner sites dominated by excessive automobile-orientation. Riders exiting buses at these locations to transfer onto intersecting lines or walk home can easily find the fresh foods they need for the evening from the numerous grocery stores that occupy these well designed and environmentally friendly buildings.

So too can those who detrain at one of the five Expo Line or five Crenshaw/ LAX light rail transit stations located throughout the Community Plan Area find the local services and amenities, community facilities and small urban parks they desire on their way to and from home as they walk along tree lined streets that connect nearby neighborhoods that offer high-quality rental and homeownership opportunities all within a short distance of the station.

In the early evenings, parks come alive with programs for residents and visitors alike, linking neighborhoods to open space and residents to recreation opportunities. Weekend activities in the expanded and improved Kenneth Hahn State Recreation Area are readily accessible by foot or bike via paths and linear parks that have been created to increase access and connectivity into the Baldwin Hills as well as along the Ballona Creek Greenway.

The heart of the Community Plan, the Vision Statement describes what the community can become by 2030 through implementation of the Community Plan's policies and programs; it gives the Community Plan a purpose and provides a foundation for change that is shared by community members, homeowners, developers, business owners, elected officials, and City departments.



Together, these transformations have once again created complete neighborhoods where a common sense of community is shared by all.

## General Plan Land Use

The 35 Community Plans, which constitute the Land Use Element of the General Plan, guide the location and intensity of private and public uses of land; direct the arrangement of land uses, streets, and services; and encourage the economic, social, and physical health, safety, welfare, and convenience of people who live and work in the community. Land uses are organized into general classifications—residential, commercial, and industrial—which are further categorized by use, intensity, and density (see Table 3-1). Each land use category includes a list of permitted zones, which further delineate the types of uses, densities, intensities, and heights permitted on a particular parcel.

The General Plan Land Use Map, included as a “fold out” map inserted in the front sleeve of this document and available on the DCP website, is a graphic representation of the Community’s land use classifications, which reflect the policies contained in the Community Plan. Figure 3-1 is a generalized version of the General Plan Land Use Map; for greater detail, please see the “fold out” map.

## Overarching Community Themes

As discussed in Chapter 1, the General Plan Framework Element provides a set of guiding principles for growth and development at a citywide context. While all community plans must be consistent with these guiding principles, Los Angeles is a city of diverse neighborhoods and communities and with that comes many varied and localized issues. The West Adams-Baldwin Hills-Leimert Community Plan draws upon the General Plan Framework Element guiding principles to create distinct neighborhoods, districts, centers and boulevards and further articulates these at a more focused community level. The themes underlie the community’s vision statement and lay the foundation for the Community Plan’s goals, policies, and implementation programs. They build on major points of agreement that emerged from community discussions about the valued qualities of the community’s hopes and aspirations for the future as well as strategies for achieving the vision. The overarching community themes directing planning efforts within the West Adams-Baldwin Hills-Leimert Plan Area are as follows:

### *Complete Neighborhoods*

Complete neighborhoods provide walkable access to basic necessities for living. In planning terms, a comfortable walking distance is thought to be approximately one quarter-mile. When residents have access to a range of goods and services that are typically utilized on a daily basis within this radius, neighborhoods are considered “complete.”

### **Create Complete Neighborhoods.**

The West Adams– Baldwin Hills– Leimert Community Plan endeavors to direct the enhancement of the area’s distinctive neighborhoods by enabling the reconnection of residential areas to nearby commercial districts, centers and facilities. By providing land use tools that enable pedestrian oriented commercial environments, plentiful opportunities for social interaction will be afforded within safe and walkable settings where visual interest, diversity and excellence in design are enabled all while respecting established and desirable community character

TABLE 3-1

**General Plan Land Use**

General Plan Land Use	Corresponding Zones	Net Acres	% Area	Total Net Acres	Total % Area
<b>RESIDENTIAL</b>					
<b>Single Family Neighborhoods</b>				<b>2,343</b>	<b>38%</b>
Minimum	A1, A2, RE40	22	0.04		
Low I	RE9, RS	0	0.0		
Low II	R1	2,302	38.0		
Low III	RD5, RD6	19	0.03		
<b>Multi-Family Neighborhoods</b>				<b>2209</b>	<b>36%</b>
Low Medium I	R2, RD3, RD4	380	6.01		
Low Medium II	RD1.5, RD2	1208	20.0		
Medium	R3	608	10.0		
High Medium	R4	13	0.02		
High	R5	0	0.0		
<b>COMMERCIAL</b>				<b>720</b>	<b>12%</b>
Neighborhood Commercial	C1, C1.5, C2, C4, R3, RAS3	394	6.4		
Community Commercial	CR, C1.5, C2, C4, R3, RAS3, R4, RAS4	264	4.3		
Regional Center Commercial	CR, C1.5, C2, C4, R3, RAS3, R4, RAS4, R5	62	1.0		
<b>INDUSTRIAL</b>				<b>108</b>	<b>2%</b>
Limited Industrial	M1, MR1	108	2.0		
<b>HYBRID INDUSTRIAL</b>				<b>106</b>	<b>2%</b>
Hybrid or Transitional Industrial	CM	106	1.7		
<b>OTHER</b>				<b>645</b>	<b>10%</b>
Infrastructure and Public Services	PF	443	7.2		
Open Space and Conservation	OS, A1	202	3.3		
<b>Total</b>		<b>6,130</b>		<b>6,130</b>	



and context. In this regard, each district, center, and boulevard shall reflect the local character and values of the adjacent residential neighborhood and provide a full complement of uses that facilitate increased access to parks, stores, and other amenities of everyday living. Development standards and guidelines are designed to maximize accessibility to amenities, and provide transition in scale and height to lower-density neighborhoods. Figure 1-3 illustrates the Neighborhood Districts, Commercial and Mixed Use Boulevards, as well as Community and Regional Centers located within the West Adams-Baldwin Hills-Leimert community.

### **Foster a Healthy Community.**

The West Adams – Baldwin Hills – Leimert Community Plan seeks to promote overall health and well-being for all who share the community. By encouraging the creation of active, inclusive, and responsive neighborhoods where healthy habits are encouraged rather than discouraged, the Community Plan acknowledges the link between the built environment and health, and particularly the influence that land use patterns, walkability, safety, access to transportation, and street design have on chronic diseases and health disparities. To this end, local government agencies, such as planning and public health will work collaboratively with neighborhood councils and other community organizations to address issues of concern in neighborhoods.

### **Promote Sustainable Development.**

The West Adams – Baldwin Hills – Leimert Community Plan sets out to incorporate the best practices in sustainability to reduce the impacts on the environment while improving the quality of built and natural areas. Streets should support all modes of travel including transit, walking and bicycling. They should also provide opportunities for increased greenery, tree cover, pervious surfaces and bioswales to reduce stormwater runoff. Parks and open space should respect and enhance natural features such as topography, creeks, wetlands and native plant species.

#### *Sustainable Development*

Sustainable development encompasses established principles of good planning and advocates a proactive approach to future development. The basic concept of sustainability is meeting the needs of current generations without compromising the ability of future generations to meet their own needs. Sustainable development can be further defined as promoting the “three E’s:” environment, economy, and equity. For example, a decision or action at promoting economic development should not result in decreased environmental quality or social inequity.

*Source: The Governor’s Office of Planning and Research, State of California  
General Plan Guidelines 2003. [www.opr.ca.gov](http://www.opr.ca.gov)*

## *Healthy Communities*

A growing body of research has shown that there are connections between development patterns, community design and health outcomes. Crafting a more health-friendly Community Plan is critical to the overall health of a community. Healthy communities are characterized by equitable access to recreation facilities such as parks and community centers to promote physical activity; grocery stores and healthy foods; safe, active transportation options such as biking and walking; health services; affordable housing; economic development opportunities; healthy environmental quality; and safe public spaces.

The private realm should also incorporate ecologically sustainable design with green design standards and energy efficient buildings.

### **Revitalize Commerce and Industry.**

Revitalizing commerce and industry within the West Adams-Baldwin Hills-Leimert Community Plan Area will involve growth and sustenance of small and medium-sized businesses through reinvestment in older, established commercial corridors. This approach to community development not only protects heritage, but also is a viable alternative to sprawl and generates local jobs, supports independent businesses, increases civic participation, and bolsters the community's sense of place. As part of the regenerative process toward producing complete neighborhoods, the creation of diverse employment opportunities in all sectors is encouraged so that jobs will be distributed more equitably and made more accessible to nearby families, thereby strengthening local economic self-sufficiency and overall community sustainability.

### **Preserve and Enhance Social, Cultural and Historic Identity.**

The collective sense of place existing within the neighborhoods of the West Adams – Baldwin Hills – Leimert Community Plan is an enduring source of cultural and civic pride. The area's numerous historic and cultural resources continue to serve as invaluable assets toward developing positive neighborhood identity. Preservation and enhancement of the area's legacy of architectural and urban planning resources, as well as identification of future resources, is extremely important toward ensuring continued overall sustainability for the area.

### **Create a Network of Safe, Multi-Modal Linkages.**

The West Adams – Baldwin Hills – Leimert Community Plan strives to promote the creation of a network of safe, multi-modal linkages from neighborhoods to nearby recreational and activity areas thereby reinforcing completeness of neighborhoods toward greater community health and sustainability. In particular, the Community Plan will identify the enhancement of underutilized existing roadway, parkway, greenway and utility corridor opportunities in order to bolster the creation of new paths, routes and lanes that facilitate better movement of pedestrians, bicyclists and motorists throughout the Community Plan Area. General policies that support land uses which promote pedestrian friendly access will be addressed in both this chapter as well as the mobility chapter.

## Single-Family Residential

Comprising approximately 2,343 acres of land, or roughly 38 percent of the overall Community Plan Area, the single-family neighborhoods of the West Adams-Baldwin Hills-Leimert Community Plan Area are among the finest in the City. Predominately located in the southern, eastern and Baldwin Hills portions of the Community Plan Area, these neighborhoods possess significant character, featuring well designed homes sited along generous parkways and lined with mature street trees, all within a setting that often provides panoramic views of the downtown skyline and the greater Los Angeles Basin. In general, single-family structures within the Community Plan Area range in age from 50 and 75 years with many, located in the historic West Adams area, well in excess of 100 years of age. Concentrations of Craftsman houses, which prevailed during the first two decades of the 20th Century, and ranging in size from two and three room cottages to larger mansion-like homes, can be found primarily in neighborhoods such as Jefferson Park and along Adams Boulevard. Just to the south, in the Leimert Park area, the Spanish Colonial Revival architecture predominates; reflecting the Leimert Brothers' romanticized vision for suburban life in 1920s Southern California. It is the enduring sense of place created by the Community Plan Area's single-family neighborhoods that form the core identity for the Community. Careful guardianship of these neighborhoods must be of primary importance when considering any long range initiatives to meet the emerging economic and physical needs of residents. To this end, the Community Plan Area's goals and policies regarding the single-family residential neighborhoods shall consider the following:

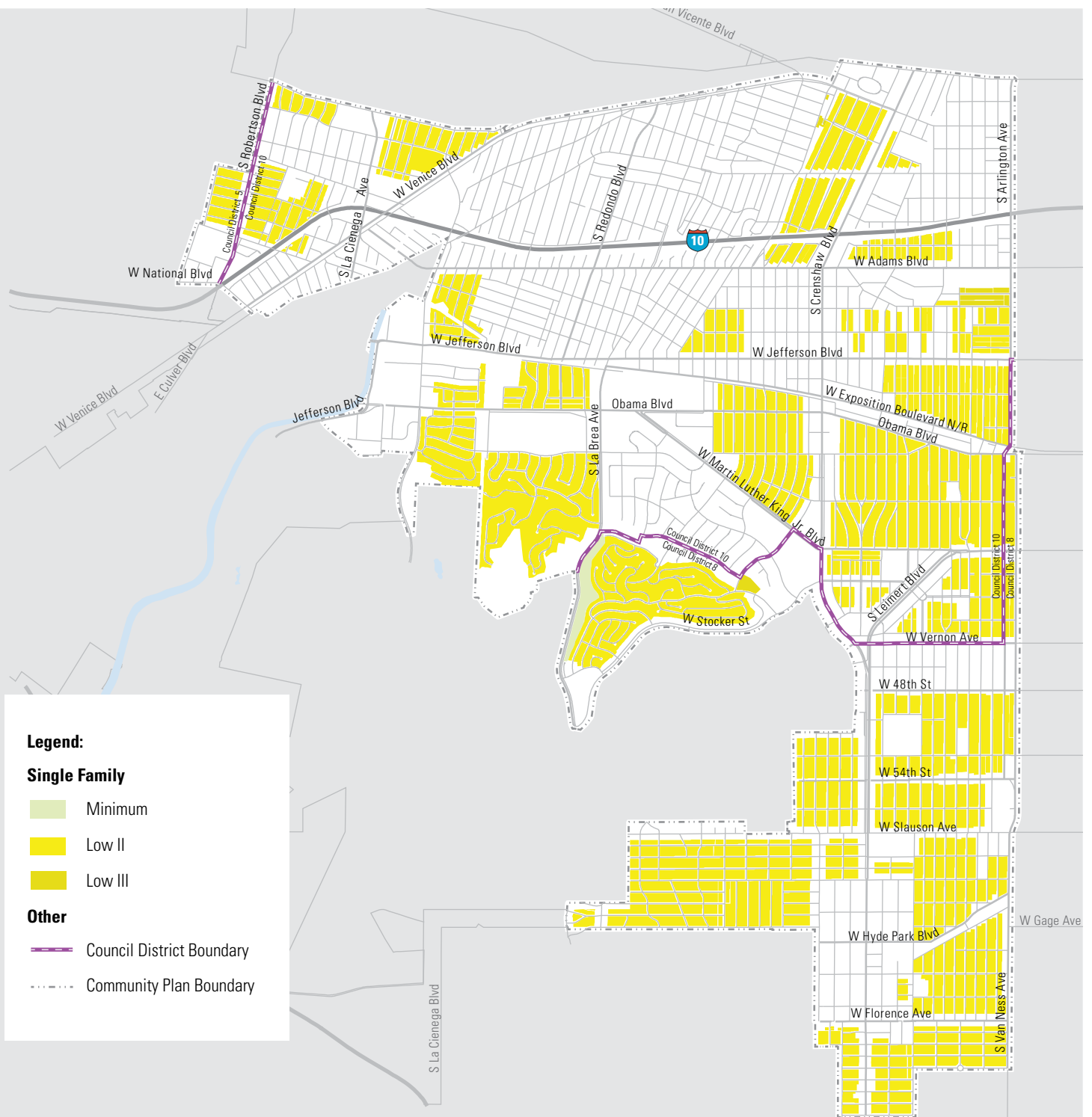
**Goal LU1: A community that promotes an environment of safe, inviting, secure and high-quality single-family neighborhoods for all segments of the community.**

### Policies

**LU1.1 Address Needs of Diverse Income Groups.** Maintain single-family neighborhoods that address the diverse socio-economic and physical needs of current and future residents. (P72)



*View Heights Neighborhood of the Hyde Park District.*



**Figure 3-2**  
**Single-Family Residential Areas**  
 West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

- LU1.2 **Safe Environments.** Ensure that single-family residential neighborhoods are maintained to be safe and inviting environments. (P71)

### *Key Issues*

- Need to preserve established single-family neighborhoods.
- New construction should maintain existing low scale character.

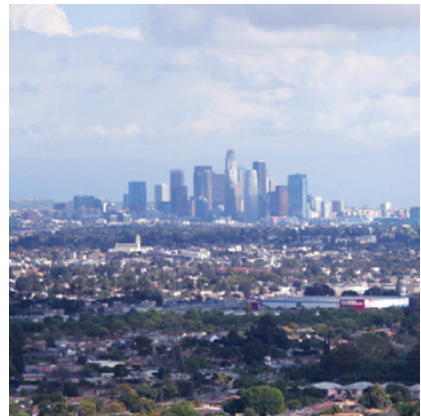
### *Key Opportunities*

- Increase homeownership by maintaining and providing housing that is affordable to a mix of income ranges.
- Create single-family residential design guidelines and incentives to maintain neighborhood character.

**Goal LU2: A community that preserves, conserves and enhances the varied and distinct residential character, scale and integrity of existing single-family neighborhoods.**

### Policies

- LU2-1 **Protect Neighborhoods.** Strive to protect existing single-family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses. (P67, P76, P151)
- LU2-2 **Compliance with Design Guidelines.** Recommend that single-family residential projects be designed in accordance with adopted citywide and community plan design guidelines. (P71, P92)
- LU2-3 **Architectural Compatibility.** Seek a high degree of architectural compatibility and landscaping for new infill development as well as additions to existing structures in order to protect the character and scale of existing single-family residential neighborhoods. (P71, P216, P149)
- LU2-4 **Analyze Impacts.** Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed. (P68 , P130 , P131 ,P133, P135)
- LU2-5 **Preserve View Corridors.** Encourage the preservation of existing prominent public vistas and view corridors throughout the Community Plan Area and especially those from hillside areas. (P147)



*View downtown from the Baldwin Hills.*



*Jefferson Park neighborhood.*



*Baldwin Hills neighborhood.*

**Goal LU3: A community that promotes programs that provide greater access to homeownership of adequate single-family housing for all persons regardless of income, age, cultural, racial or ethnic identity.**

#### Policies

- LU3-1 **Individual Choice.** Promote greater individual choice in type, quality, price and location of single-family housing. (P72)
- LU3-2 **Affordability.** Encourage homeownership and affordable housing options by promoting the benefits of tax credit and homebuyer incentive programs that involve the reuse and rehabilitation of existing structures as a viable option to “tear down” redevelopment. (P72, P150)



*Creation of a drought tolerant landscape in the Arlington Heights area.*

**Goal LU4: A community that supports a limit to building intensity and density in hillside areas as appropriate due to social, cultural or environmental determinants.**

#### Policies

- LU4-1 **Topography and Geology.** Consider the steepness of the topography and the suitability of the geology in any proposal for development within the Community Plan Area. (P146, P245, P256)
- LU4-2 **Compatibility with Adjacent Development.** Recommend that any proposed development be designed to enhance and be compatible with adjacent development and topography. (P71, P103)
- LU4-3 **Maintain Viewsheds.** Strive to maintain established viewsheds in hillside areas. (P147, P238)
- LU4-4 **Minimize Grading.** Minimize the amount of grading throughout all hillside areas. (P146, P235)



*Edible front yard in Victoria Park.*

**Goal LU5: A community that promotes an ecologically sustainable future by encouraging adherence to accepted principles of “green” development.**

#### Policies

- LU5-1 **Drought Tolerant Landscaping.** Encourage architects, developers and homeowners to envision and design landscape projects that incorporate native and drought tolerant species as appropriate to the neighborhood context. (P168)

- LU5-2 **"Edible Front Yards."** Encourage property owners and homeowners' associations to allow for the creation of "edible front yards" in residential areas where appropriate. (P168)
- LU5-3 **Green Building Practices.** Promote green building practices that support "healthy homes" ( e.g., use materials with low-VOC emissions, windows for natural light, and heating with minimal need for furnace – combustion). (P168)

**Goal LU6: A community that supports cohesive neighborhoods and lifecycle housing to promote health and safety.**

**Policies**

- LU6-1 **Neighborhood Continuity.** Strive to maintain neighborhood continuity by targeting new proposed affordable housing to serve existing residents and be designed to complement established neighborhood character. (P87)
- LU6-2 **Complete Streets.** Support healthy aging in place and childhood development by promoting safe, "complete" streets within low intensity neighborhoods. (P8)
- LU6-3 **Universal Design.** Promote housing practices that support aging in place through universal design within single-family residential structures.
- LU6-4 **Multi-Modal Linkages.** Encourage adequate and convenient multi-modal linkages to nearby transit, recreational and other public facilities from single-family residential areas. (P47, P101)



## Single-Family Residential Design Guidelines

Single-family residential design guidelines have been established to further promote retention and enhancement of the unique character of the single-family neighborhoods of the West Adams-Baldwin Hills-Leimert Community Plan Area. Although applicable to most low and low medium residential intensities, the guidelines are intended primarily for projects involving Single-Family, Legacy Single-Family and Duplex properties and have been developed to supplement the Character Residential CPIO Development Regulations, the City's adopted Baseline Mansionization and Hillside Ordinance Guidelines and Standards, as well as any applicable Municipal Code (LAMC) regulations. In this regard, topics not addressed within this section can generally be found within these additional resources.

### Single-Family



This neighborhood type comprises a large portion of the West Adams-Baldwin Hills-Leimert Community Plan Area. It is characterized by single story and two story main dwelling structures with a detached garage featuring generous front and back yards. Most of these neighborhoods were designed and constructed in the late Nineteenth and early Twentieth centuries.

### Legacy Single-Family



These neighborhoods historically have accommodated several generations of relatives by allowing a second unit to be constructed behind the original house. These separate dwellings can be at-grade or built above a garage in the rear of the property.

### Duplex



This type is mostly two attached units that appear like one house. In some cases property owners reside in one unit and rent the second unit out for rental income, making them more affordable than single-family houses.

### Neighborhood Compatibility

- G1. Should respect the existing predominant or historic building patterns.
- G2. Should retain the original scale of a home at its elevation closest to the street.
- G3. Should stay consistent with the historic use of materials and details.

## Single-Family Residential Design Guidelines

### Site Design

G4. **Relationship to Adjacent Buildings** - Houses should be designed in a manner which is sensitive to the massing and siting of adjacent structures. In particular, taller portions of new houses should be kept to a minimum and should endeavor not to “broadside” the outdoor spaces of adjacent properties.

G5. **Positive Outdoor Space**

Outdoor spaces should be designed to have a distinct, and definite shape and depending on the style of architecture, should have a good degree of enclosure whether for aesthetic or security purposes. Whenever possible views through to other spaces should be encouraged.

G6. **Courtyards and Half-Hidden Gardens**

Gardens and other small outdoor spaces should be designed to be semi-private; neither placed fully in front of the house, nor fully in the back. Gardens should occur in a halfway position, side-by-side with the house, in a location which is half hidden from the street, and half exposed. Similarly, courtyards should not be fully enclosed and should have at least one view out to some larger open space. Active courtyards are encouraged and should incorporate foot paths which connect rooms which open directly onto the space.

G7. **Main Entrances**

Buildings should have a clearly recognizable front entrance facing the primary street. Entrances should be immediately visible to pedestrians and vehicles even if vehicular entrances are located elsewhere. In this regard, each facade of the house should be given equal dignity to that of the front facade and the front entrance should further incorporate a bold, visible shape which stands out from the facade of the building and is distinguishable as the main entrance.



Possessing many of the guidelines described herein, it is the progression through outdoor spaces, from public to more private that is particularly noteworthy in this excellent example of Spanish Colonial style architecture.



This residence features a clear walkway for easy navigation from the sidewalk to the front door. In addition, the front door is easily identifiable and unobstructed from view.



The semi-transparent low fence and generous landscaping in this front yard provides a welcome transition from the sidewalk to the private residence.

## Single-Family Residential Design Guidelines

### G8. *Entrance Transition*

A transition space between the street and the front door should subtly demarcate the gradient from public to private. The path which connects the street and entrance should be brought through this transition space (such as a half-hidden garden), and the space should be marked by a change of light, a change of direction, a change of surface, a change of level, and perhaps by gateways which make a change of enclosure, and above all with a change of view.



Generous landscaping and the use of compatible building materials throughout help to unify the house and the site.

### G9. *Resident Comfort*

Given the existing site and predominant setbacks, homes or additions should be designed for the greatest resident comfort (provide good daylight, adequate cross ventilation and shading sun on south elevations).

### G10. *Connection to the Site*

The building should be merged with the land around it by including paths, terraces and steps around its edges. Place these features deliberately to make the boundaries between house and yard somewhat ambiguous; so that it is impossible to say exactly where the building stops and earth begins.



This historic home features an attractive front porch to create a welcoming outdoor room.

### G11. *Outdoor Terraces, Galleries and Balconies*

Outdoor terraces, balconies and galleries should be designed as habitable, outdoor rooms with a depth of at least six feet. Whenever possible these and other small additions, such as arcades, balconies, niches, outdoor seats, awnings, trellised rooms, and the like, are recommended at the edges of the buildings in an effort to soften the building's presence in the neighborhood.



Unless cleverly designed to integrate into the overall design of the house, garages in general should not be located in line with the front elevation.

### G12. *Driveways*

Existing driveway location, scale and materials should be followed wherever possible.

## Single-Family Residential Design Guidelines

### G13. **Garages**

Locating the garage at the front elevation along the street should be avoided.

### G14. **Rainwater**

The site plan should be developed to drain rainwater away from the house perimeter.

### G15. **Feature outdoor spaces**

Usable outdoor space (gardens, courtyards, patios, front porches) should be designed as a central feature, and not just as leftover space.

## Streets and Setbacks

### G16. **Public Realm**

Existing parkways, sidewalk, street trees and lighting should be maintained to give the street its unique character.

G17. **Maintain Street Trees** - Street trees that are missing should be replaced with the appropriate species.

### G18. **Adhere to Predominant Setbacks**

The predominant historic setback of the front elevation from the sidewalk should be retained.

## Size and Scale

G19. **Complimentary Design** - The overall size of a house should not dominate neighboring homes, but should be complementary and designed to a similar size and scale.

G20. **High Quality** - Quality (how well it is built) should be just as important as quantity (how large it is).

G21. **Appropriate Scale** - Houses should be designed to an appropriate neighborhood scale, then the major features and



Maintaining the prevailing pattern of building setbacks reinforces neighborhood character and appearance.



The design and selection of materials for this newer house is both contextual and high quality while meeting the space requirements of the homeowner.



A hierarchy of roof forms creates an attractive building by breaking up the massing while unifying the overall design.

## Single-Family Residential Design Guidelines

details should be scaled to be consistent—they should support the larger form, and not appear as an independent aspect.

### Design and Details

#### G22. *Roofs and Rooftop Equipment*

Roofs should be designed in one style that complements the house.

- a. The use of solar panels and cool roofs are encouraged provided their aesthetic impact is minimal when viewed from the street.



Example of a usable roof.

#### G23. *Cascade of Roofs*

The building complex should be designed with a coherent system of roofs; the largest, widest roofs over those parts of the building which are most significant and the lesser roofs cascading off the large roofs in a manner congruent with the hierarchy of social spaces underneath them.



This front door is highlighted by architectural features to communicate its importance to the main façade.

#### G24. *Usable Roofs*

Some portion of the roof system should be made usable for a terrace or garden. The roof garden or terrace should be placed at various stories, and made possible to walk directly out onto the roof garden or terrace from some lived-in part of the building.

#### G25. *Quality Materials*

Materials should be selected for longevity not just affordability. Consider their required maintenance (some inexpensive building materials deteriorate quickly in Southern California's climate).



Windows and doors should not be mounted flush with the exterior wall finish as shown here, they must be setback or have a frame detail that provides some relief and shadow.

#### G26. *Light on Two Sides of Every Room*

It is recommended that each room be located so that it is adjacent to an outdoor space on at least two (2) sides so natural light and air circulation is prevalent in every room from more than one direction.

## Single-Family Residential Design Guidelines

G27. ***Celebrated Front Door***

Front doors should be a well-detailed central feature of the front elevation; they should be recessed from the exterior wall or located under a porch feature.

G28. ***Quality Materials (Windows and Doors)***

Windows and doors should be the highest quality that can be afforded, detailed (operation, frames, mullions) consistent to the neighborhood character.

G29. ***Recess Windows and Doors***

Windows or doors flush with the exterior wall should not be permitted; sliding aluminum windows should be prohibited.

G30. ***Hierarchy of Window Types***

A hierarchy of window types (living room largest, bedroom and family rooms secondary, small stair or dormers lights) should be developed.

G31. ***Authentic Details***

Details should be an appropriate scale and authentic, and not appear tacked on.

G32. ***Lighting***

Lighting should be integrated into the elevations. Lighting fixtures should be consistent with the overall house style. No direct light should be cast on neighboring houses.

G33. ***Front Yards***

Layering of fence, landscaping and elements is encouraged on streets that do not have them now. When necessary they should not exceed 3'-4' high. Chain link is strongly discouraged. If picket fences must be installed, they should be made of composite vinyl or metal for longevity. Block walls should not exceed more than 2 feet in height and should have a smooth stucco coat with metal pickets above, or as infill between fence post columns. All solid walls and post columns should have a



An example of lighting which is appropriate to the style of architecture.



This group of houses established a low growing perimeter layer of landscaping as a buffer to the street.



An excellent example of a Hollywood-style driveway in the Lafayette Square historic district.

## Single-Family Residential Design Guidelines

top cap detail. Fence design should be appropriate for the primary residence style.

### G34. **Driveways**

Driveways should be Hollywood-style concrete strips or semi-permeable material like concrete pavers with decomposed granite or low water planting in between pavers.

### G35. **Landscaping**

Water-wise native plantings are highly encouraged, low planting is best for visibility, a nice tree is the best investment for shade/cooling.

### Additions

#### G36. **Compatible Style**

The style should be consistent with the original house and compatible with the neighborhood.

#### G37. **Setback from Front Elevation**

The size and scale of any addition should not overwhelm the original house and should be setback from the front elevation if a front porch is not included. Additions should be layered behind the primary street elevation whether one-level or two-level.

#### G38. **Retain Original Driveway Location**

Driveways should be retained in their original location to accommodate parking along the side or rear of the house.

#### G39. **Match Original Materials**

Materials should match the original materials used wherever possible.

#### G40. **Compatible Materials**

When materials must be substituted for the original, the spirit of the original details should be retained.



This remodeled home has a second floor addition that is setback from the front of the house and uses consistent materials and details.



An example of a compatible material replacement, in this case brick instead of wood siding.



The incorporation of carports into the design vocabulary is common throughout the neighborhoods of the Community Plan Area.

## Single-Family Residential Design Guidelines

G41. **Compatible Design**

Ideally, an addition should be designed to look like it was always there.

G42. **Compatible Roof Design**

Roofs should be integrated with the original house and remain consistent in form.

### Garages and Carports

G43. **Carports**

Carports and garages should be placed in such a relationship to the house that the shortest route from the parked car into the house is always through the main entrance. The parking space for the car should be made into an actual room which creates a positive and graceful place where the car stands.

G44. **Garages**

Garages should be rebuilt on, or very close to, their original/historic location while applying the most current setback requirements. The garage should be located to the rear of the property wherever possible.

G45. **Garage Setback Dimensions**

Garages should be set back from the street at least 20 feet from the front face of the primary residence.

G46. **Second Floor Garage Living Units**

In legacy single-family neighborhoods, garages that have second floor living units should retain the size and scale appropriate to the primary residence and neighborhood.

G47. **Complementary Style**

The style of the garage should be designed to complement the style of the primary residence, using similar materials and details; this includes the garage door itself.



This second floor garage unit that effectively echoes the design of the main house and is generously set back from the street.



This rear alley accessed garage has been given a level of design generally present only at the front of the house.



This rear cottage complements the original house in its roof form, materials and details.

## Single-Family Residential Design Guidelines

**G48. *Quality Materials***

Garage doors should be constructed of long-lived materials; no plywood should be permitted.

### Private Cottages and Second Units (Legacy Single-Family only)

**G49. *Visually Distinct***

A cottage or “wing” with some sort of autonomy from the main house should be provided. It is recommended the cottage or wing be connected but visibly distinct from the main house and far away from the master bedroom. It should perhaps have its own private entrance and roof.



Although painted the same color, this rear unit does not match the style, material, details and roof form of the original.

**G50. *Behind Primary Residence***

When a “second dwelling unit” is added on a residential property, it should be sited behind the primary residence and separated by at least 25 feet; it may be attached to a garage.

**G51. *Complementary Style***

The accessory building should be designed to complement the style of the primary residence, using similar materials and details; this includes the garage door itself.

**G52. *Complementary Scale***

The accessory building may be taller than the primary residence but should be in character with the height of the primary residence and should not exceed the maximum allowable height.



Generous and well designed outdoor spaces are essential toward completing the experience of the house.

**G53. *Adhere to Prevailing Setbacks***

If built in front of the primary residence, the accessory building should maintain the predominant setback from the street established by neighboring houses, and maintain the size and scale of its neighbors.

**G54. *Enhance Outdoor Spaces***

Usable outdoor space (gardens, courtyards, patios, front porches) should be designed as a central feature, and not just as leftover space.

## Multi-Family Residential

Comprising approximately 2,211 acres of land, or roughly 36 percent of the Community Plan Area, multi-family residential neighborhoods are generally located in the central and northern portions. Similar to the area's single-family neighborhoods, these neighborhoods maintain a high degree of integrity and character. Neighborhoods such as the Village Green, Leimert Park and West Adams are often cited in planning literature as exemplary to their particular development period, while other neighborhoods such as the well maintained and entirely intact enclave of mid-century apartment complexes known as the Baldwin Village, as well as the Hyde Park neighborhood, considered one of the oldest neighborhoods in the City, are equally important for both their setting and cultural symbolism. In general, multi-family structures within the Community Plan Area range in age from between 50 and 75 years with the most notable developments occurring as large subdivisions within the centrally located Crenshaw and northern located West Adams districts. Once again, it is the enduring sense of place created by these multi-family neighborhoods that form the core of community identity for the Community Plan Area. For this reason careful consideration for the quality of life within these neighborhoods should be of primary importance when considering any long range initiatives to meet the emerging economic and physical needs of residents. To this end, the following goals and policies regarding the multi-family residential neighborhoods shall be considered:

**Goal LU7: A community that promotes an environment of safe, inviting, secure and high-quality multi-family neighborhoods for all segments of the community.**

### Policies

- LU7-1 **Address Diverse Resident Needs.** Strive for the conservation/preservation of existing assisted affordable and non-assisted housing stock and in particular rent-stabilized units, and for the development of new housing, including restricted affordable housing, to address the diverse economic and physical needs of the existing residents and projected population of the Community Plan Area to the year 2030. (P52, P53)
- LU7-2 **Context Sensitive Housing.** Encourage development parameters that ensure multi-family designated lands provide for adequate housing that is contextually sensitive to desirable prevailing neighborhood character. (P66, P9, P122)
- LU7-3 **Compliance with Design Guidelines.** Recommend that new multi-family residential development be designed in accordance with the adopted Citywide Residential Design Guidelines. (P179)
- LU7-4 **CPTED.** Pursue urban design strategies that reduce street crime and violence such as Crime Prevention Through Environmental Design



*Leimert Park*



*Baldwin Village*



*The Village Green, built in 1941 most effectively embodies the Garden City concept as realized and preserved on America's West Coast.*

(CPTED) (e.g., “defensible space,” “eyes on the street,” and pedestrian-friendly lighting) without creating barriers that disconnect neighborhoods. (P179)

LU7-5 **Graffiti Abatement.** Pursue urban design strategies that effectively address graffiti abatement. (P179)

LU7-6 **Community Engagement.** Sponsors of new development projects should initiate early and frequent communication with community residents.

### *Key Issues*

- Stabilize and increase homeownership.
- Provide housing that is affordable to a mix of income ranges.
- Maintain prevailing neighborhood scale and character.

### *Key Opportunities*

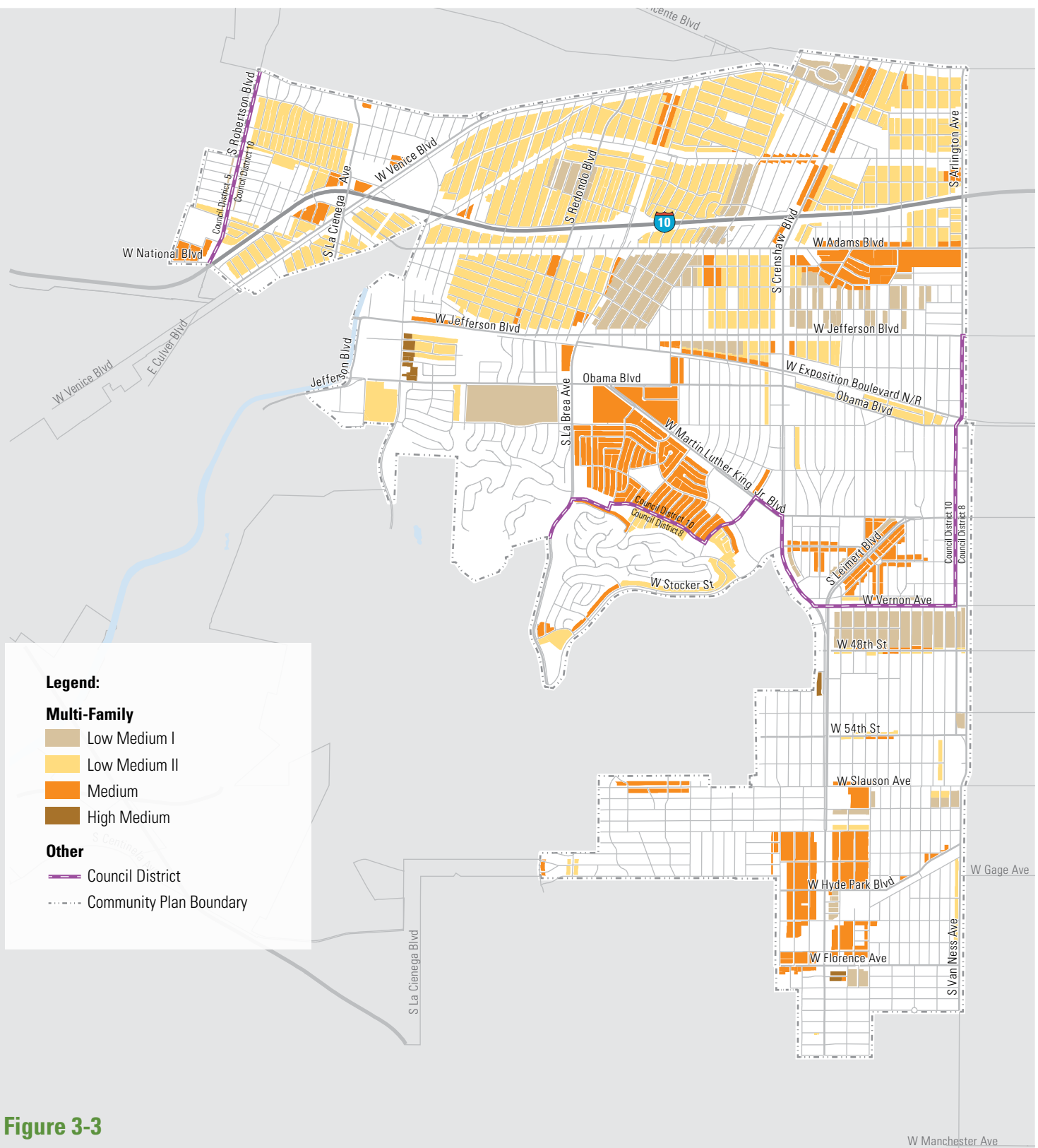
- Create residential design guidelines and incentives to ensure that new construction is high quality and maintains neighborhood character.
- Allow adaptive reuse and condominium conversion of existing structures to occur in certain areas where affordable homeownership opportunities are desired.

**Goal LU8: A community that preserves, conserves and enhances the varied and distinct residential character, scale and integrity of existing multi-family neighborhoods.**

### Policies

LU8-1 **Architectural Compatibility.** Seek a high degree of architectural compatibility and landscaping for new and infill development to protect the character and scale of existing multi-family residential neighborhoods. (P66)

LU8-2 **Transitional Height.** Seek to mitigate the potential negative impact of the height of new multi-family construction located directly adjacent to the rear and sides of single-family and low density residential properties. (P66, P77)



**Figure 3-3**  
**Multi-Family Residential Areas**  
 West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

- LU8-3 **Analyze Impacts.** Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in multi-family residential densities are proposed. (P134, P132, P133)
- LU8-4 **Preserve View Corridors.** Encourage the preservation of existing signature view corridors throughout the Community Plan and especially from hillside areas. (P147)

**Goal LU9. A community of neighborhoods where social capital is promoted by ensuring the provision of adequate housing for all persons regardless of income, age, racial or ethnic background.**

#### Policies

- LU9-1 **Affordability.** Prioritize housing that is affordable to a broad cross-section of income levels and that provides the ability to live near work and achieve homeownership. (P119, P158, P290)
- LU9-2 **Mixed-income Neighborhoods.** Strive to eliminate residential segregation and concentrations of poverty by promoting affordable housing that is integrated into mixed-income neighborhoods. (P158, P108, P292)
- LU9-3 **Cohousing.** Facilitate the removal of obstacles to “cohousing” and other non-traditional housing types where significant neighborhood support is indicated. (P180, P288)
- LU9-4 **Accessory Dwelling Units.** Allow for the conversion to residential use, accessory site structures in areas zoned to accommodate multi-family densities as a means of maintaining existing character while allowing for additional housing types. (P250)
- LU9-5 **Housing Near Schools.** Strive to provide a range of housing types and affordable housing units around schools. (P86)

**Goal LU10. A community that supports cohesive neighborhoods and lifecycle housing to promote health, well-being and safety.**

#### Policies

- LU10-1 **Neighborhood Continuity.** Promote neighborhood continuity by targeting new affordable, market-rate and workforce housing for existing residents and tailoring development standards to established neighborhood character. (P87, P289)

- LU10-2 **Complete Streets.** Support healthy aging in place and childhood development by promoting safe, “complete” streets with multiple housing types within neighborhoods. (P104)
- LU10-3 **Universal Design.** Promote housing practices that nurture aging in place through universal design within the various housing types available within neighborhoods. (P104)
- LU10-4 **Individual Choice.** Promote greater individual choice in type, quality, price and location of housing. (P155)
- LU10-5 **Minimize Displacement.** Encourage that new housing opportunities minimize displacement of existing residents, in particular extremely-low, very-low and low-income households. (P139, P289)
- LU10-6 **Increase Homeownership.** Provide for development of townhouses and other similar condominium type housing units to increase homeownership options. (P108, P292)
- LU10-7 **Senior Housing.** Provide for the development of adequate housing units for senior citizens within the Community Plan Area. (P104, P175, P118)
- LU10-8 **Transitional Housing.** Provide for the development of transitional housing units and emergency shelters that are appropriately located within the Community Plan Area. (P154, P105)
- LU10-9 **Cluster Housing.** Encourage clustering of housing units to help decrease the effective cost of land per dwelling unit and utilize the natural terrain to it’s best advantage. (P44, P45)
- LU10-10 **Moderate Income Homeownership.** Allow for the creation of townhouse and condominium development through new construction, conversion or adaptive reuse in order to meet the demands of moderate income residents thereby increasing access to affordable, and moderate income homeownership opportunities. (P107)
- LU 10-11 **Transition Age Youth Housing.** Ensure the provision of adequate housing for foster youth and foster youth in transition. (P154, P105)

**Goal LU11: A community where new housing is located in a manner which reduces vehicular trips and makes it accessible to services and facilities.**

### Policies

- LU11-1 **Higher Density Residential Near Transit.** Encourage higher residential densities near commercial centers, light rail transit stations and major bus routes where public service facilities, utilities and topography will accommodate this development. (P48, P119)

*Too often affordable housing is either far away from a person’s work and/or concentrated in areas of poverty. Long commutes are associated with personal stress and neighborhoods with little cohesion, while concentrations of poverty expose residents to environmental health risks and exacerbate health disparities.*





*View from Baldwin Village.*

LU11-2 **Senior Housing Near Centers.** Encourage the location of senior citizen housing and mixed income housing, when feasible, near commercial centers and transit and public service facilities. (P175)

LU11-3 **Pedestrian Linkages.** Allow for the provision of pedestrian linkages and amenities to connect to commercial centers, light rail transit stations, and Major Bus Centers. (P26)

**Goal LU12: A community that promotes an ecologically sustainable future by encouraging adherence to accepted principles of “green” building.**

### Policies

LU12-1 **Expedite Permitting of “Green” Projects.** Support incentives that fast-track the permitting of projects that adhere to Municipal and State “green” building ordinances. (P168)

LU12-2 **Green Roofs.** Encourage new building construction to incorporate green roofs and encourage conversions of existing roof space to green roofs, in order to maximize opportunities for gardening and reducing heat gain. (P36, P168)

LU12-3 **Community Garden Open Spaces.** Encourage architects and developers to envision and design projects that utilize open space common areas for community gardens. (P5, P168)

LU12-4 **Healthy Homes.** Promote green building practices that support “healthy homes” (e.g., use materials with low –VOC emissions, windows for natural light, and heating with minimal need for furnace – combustion.) (P168)



*Rendering of green roof retrofit.*



*Mid-Century Modern architecture, Baldwin Village, 2008.*



*Typical well-maintained streets, Baldwin Village, 2008.*

**Goal LU13: A community that promotes efforts to conserve desirable neighborhood form and character as well as enhance the quality of life for residents within the Baldwin Village neighborhood.**

### Policies

- LU13-1 **Maintain Two Story Character.** Ensure that new construction maintains the consistent two story character of the existing neighborhood. (P66)
- LU13-2 **Character Sensitive Renovations and Alterations.** Promote efforts to ensure character sensitive exterior renovations and alterations to existing structures by adopting a set of Mid-Century architectural design guidelines for the area. (P66, P122)
- LU13-3 **Cul-de-sac Pathways.** Facilitate safe access from cul-de-sac streets through to main streets by introducing additional public pathways where feasible. (P115)
- LU13-4 **Condominium Conversions.** Prioritize efforts to allow for the conversion of rental properties, while minimizing the displacement of existing residents, to affordable condominiums within the Baldwin Village neighborhood in order to engender "pride of place" through the provision of affordable, and moderate-income market-rate and workforce homeownership opportunities to middle and working class families. (P108, P293)
- LU13-5 **Preferential Parking District.** Support efforts to adopt a Preferential Parking District for the area in order to dissuade abandonment and excessive overnight intrusion of outside vehicles. (P185)
- LU13-6 **Moderate-Income Housing.** Encourage the production of moderate-income housing in order to allow current residents, the children of current residents, and seniors an opportunity to continue living in the Community Plan Area.

## Multi-Family Residential Design Guidelines

The following multi-family residential design guidelines have been established to further promote development that enhances the quality of the environment and the living conditions for residents of the West Adams-Baldwin Hills-Leimert Community Plan Area. Although applicable to most multi-family residential densities, the guidelines are intended for new projects of six or more units and have been developed to supplement the Community Plan's Character Residential CPIO Subarea development regulations, the City's adopted Residential Design Guidelines and any applicable Municipal Code (LAMC) regulations. In this regard, topics not addressed within this section can generally be found within these additional resources.

### Site Planning

- G55. Main pedestrian entrances should be provided where they can be seen immediately from the primary street(s) of approach. In this regard, main pedestrian entrances should be prominent to the front of the building, providing views into an interior courtyard or focal within a landscaped front open space area. The entrance approach should further be emphasized by employing the use of specialized paving treatments such as brick, tile or other high quality materials preferably set in sand or other pervious bedding.



An example where individual entrances are accessed through a well maintained central courtyard rather than directly from the street.

### Building Design

- G56. The design of all buildings should strive to be of a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. To achieve this, the volume of all buildings should be composed of a vocabulary of form and shapes that employ attractive and complementary building materials and architectural features.
- G57. All exterior building walls should try to provide a break in the plane, or a change in material at least every 20 feet in length and every 15 feet in vertical height. This may be achieved through simple articulation or the introduction of an architectural detail. Other rules of thumb may include:
- A change in plane of at least 18 inches for a distance of not more than 20 feet.
  - Windows that are recessed at least six inches.
  - Incorporation of varied window treatments such as multi-paned, octagonal, circular, green house or bay windows or other fenestration.
  - Perforations on the surface of the building plane.



Exposed stairs, recessed windows, and diverse roof forms and massing create an attractive façade. In addition, the walkways create easy navigation for residents and visitors.

## Multi-Family Residential Design Guidelines

- e. Building overhangs, porticoes, or projections.
- f. Terraces, balconies or cantilevered designs.
- g. Wood accents and wood trim for windows and doors.
- h. Other architectural features or building materials that create a visual break.
- i. A pedestrian entrance located at least every 150 linear feet of building frontage.
- j. Solar panels and cool roofs provided their aesthetic impact is minimal when viewed from the street.

G58. In general, plaster or stucco finishes should not occupy more than 60% of the surface area of any exterior elevation.

G59. All buildings should feature at least three types of complimentary building materials to exterior building facades. Aluminum framed windows or doors, that are flush with the plane of the building should not be included as an additional material. Accents such as, wood frames around windows or doors, decorative glass block, brick, tile and the like are materials that are encouraged as accents.

### Storage and Trash Areas

G60. Stand alone trash enclosures that are not located within the parking garage of the building should be designed to be compatible with the architectural vocabulary of the building and enclosed by a minimum five foot high, decorative masonry wall.

G61. All projects should provide a minimum of one trash area for every ten units.

G62. Each trash area should have a separate area for the containment of trash receptacles.

G63. Any trash area should be located no more than 200 feet from the most remote unit it serves.

### Freestanding and Retaining Walls

G64. All freestanding walls should be designed to be compatible with the overall architecture of the site and preferably provide architectural



Exposed stairs, recessed windows, and diverse roof forms and massing create an attractive façade. In addition, the walkways create easy navigation for residents and visitors.



In addition to the use of stucco, tile and wrought iron fencing, this building is most distinguished by its decorative wood features, especially the faux shutters.

## Multi-Family Residential Design Guidelines

interest either through a break in the plane, or a change in material, or an opening in the surface of the wall; in general at least every 20 feet in linear length, or, through articulation or architectural detailing, or other means such as:

- a. A staggered wall.
- b. An indentation in the wall.
- c. A symmetrical spacing of columns.

### Parking Structures

G65. Wherever above grade parking is provided, architectural perforations or other wall openings should be provided to allow sunlight to penetrate the interior parking area and to break up the exterior plane of the parking wall. In general, at least 10% of the exterior wall surface should consist of openings, windows, doors, etc.

G66. Wherever above grade parking abuts any public street, a minimum 5 foot landscaped setback should be provided along the exterior walls of the parking utilizing the following techniques to further soften and buffer the parking structure:

- a. One 36 inch box tree every 20 feet.
- b. Ground cover on 80% of the surface area.
- c. A raised planter, three feet in height, and at least two feet in depth to soften the parking wall.

## Commercial Areas

Although commercial land accounts for only 706 acres or roughly 11 percent of the West Adams-Baldwin Hills- Leimert Community Plan's area, the vitality of the commercial corridors, nodes and centers of the Community Plan Area continue to present the greatest challenges toward improving residents' quality of life both in terms of providing needed services and jobs, as well as enhancing the physical condition as it shapes perceptions of the area's overall well being. In order to promote growth in a manner consistent with the Citywide General Plan Framework Element, the Community Plan designates commercial areas as Neighborhood Districts, Community Centers, Regional Centers and Mixed-Use Boulevards. Goals and policies specific to these areas can be found within each of the four land use designation sections that follow. Additionally, several goals and policies which further highlight the overarching themes identified earlier in the chapter, and which are common across all of the commercial land use designations, are identified as follows:

### Urban Form

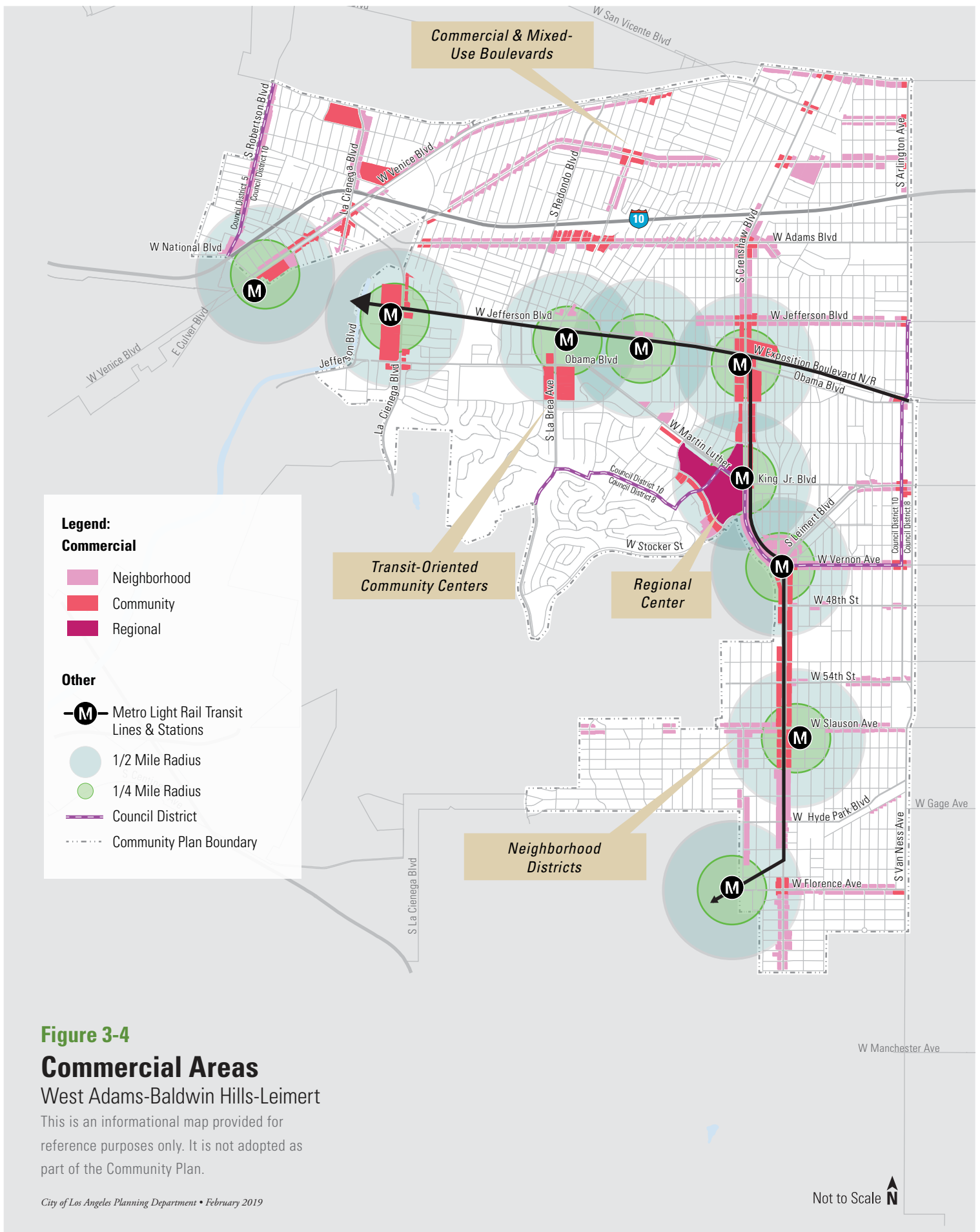
**Goal LU14: A community that conserves, enhances and regenerates its distinctive "main street" character by promoting continued pedestrian orientation of commercial areas.**

### Policies

- LU14-1 **Pedestrian Orientation.** Foster preservation, conservation, maintenance and enhancement of existing pedestrian orientation along commercial and mixed-use boulevards. (P197)
- LU14-2 **Activate First Floor Frontages.** Encourage the first floor street frontage of buildings, including parking structures, to incorporate commercial or other active public uses. (P32)



*Washington Boulevard.*





*Washington Boulevard Neighborhood District.*

LU14-3 **Architectural Excellence.** Promote projects that are developed to achieve excellence in architectural and environmental design, as well as adhere to a high level of quality in construction and material methods toward reinforcing and enhancing the distinctive character of the established commercial areas. (P26, P15)

**Goal LU15: A community that prioritizes mixed-use projects within community commercial nodes, centers and transit-oriented development areas.**

### Policies

LU15-1 **Prioritize New Infill Development Close to Transit.** Prioritize new infill development that is in close proximity to mass transit centers, stations and platform portals. (P60)

LU15-2 **Parking Reductions Near Transit Stations.** Strive to reduce parking requirements for developments that locate near major bus centers and mass transit stations and that provide pedestrian, bicycle, and exceptional ADA facilities. (P56, P260)

LU15-3 **Public Amenities/Community Facilities.** Encourage large mixed-use projects and other large new development projects to incorporate child care and/or other appropriate human service facilities as part of the project. (P6)

### *Key Issues*

- Effectively address nuisance uses.
- Effectively address the negative impacts of high concentrations of certain uses.
- New construction intensities should be compatible with the existing low scale character of adjacent residential neighborhoods.

### *Key Opportunities*

- Enhance the retail environment by promoting a mix of neighborhood amenities that includes quality brand name establishments.
- Provide better access to healthy food options.
- Continue to promote pedestrian friendly design standards.

## Neighborhood Context

Goal LU16: **A competitive commercial sector that is strengthened to best serve the needs of the community while preserving and conserving the enduring, often historic and cultural character of distinct commercial areas.**

### Policies

LU16-1 **Protect Commercial Land.** Protect commercially planned and zoned land from excessive encroachment by low intensity residential only development. (P65)

LU16-2 **Create Feasible Development Sites.** Consolidate and deepen shallow commercial boulevard lots in a manner that is compatible with prevailing urban form as a means to stimulate existing businesses and create feasible opportunities for new development that is appropriate in terms of scale and character. (P38, P42, P172)

## Goal LU17: A community that promotes context sensitive projects that reinforce established neighborhood character.

### Policies

LU17-1 **Contextual New Development.** Promote commercial infill projects that achieve harmony with the best of existing pedestrian oriented environments by enhancing desirable neighborhood character and supporting established connectivity. (P16)

LU17-2 **Transition Height to Residential.** Seek to mitigate the potential negative impact of the height of new commercial development located directly adjacent to residential properties by tailoring transitional height standards to the unique constraints of commercial parcel depth along the corridor. (P76, P77)

LU17-3 **Mitigate Commercial/Residential Mixed-use Conflicts.** Request that mixed-use projects be designed to mitigate potential conflicts between the commercial and residential uses (e.g., noise, lighting, security, truck and automobile access, etc.) and provide adequate amenities for residential occupants. (P34)

LU17-4 **Parking Maximums.** Establish parking maximums in addition to parking minimum requirements in order to encourage pedestrian friendly boulevards. (P55)

LU17-5 **Adequate Access Between Residential and Commercial.** Where mixed-use projects are proposed in separate structures, provide adequate access between the residential and commercial uses so that residents can walk conveniently and safely. (P26)



*Example of the often negative relationship between the height of residential located directly adjacent to commercial development that the Community Plan strives to mitigate.*



*Example of a typical automobile oriented development that is incompatible with the area's traditional development pattern.*

### Quality of Life

## Goal LU18: A community where a diversity of uses which contribute to safe, pedestrian – friendly commercial environments are encouraged, and which enhance the health and welfare of the community by limiting certain uses and expanding opportunities for others.

### Policies

LU18-1 **Attract Full Service Grocery Stores.** Incentivize the attraction of larger full service grocery stores as well as the provision of fresh produce and other healthy foods in local markets. (P35)



*Example of potential pedestrian oriented development that reinforces the areas traditional patterns of development.*

LU18-2 **Attract Quality Sit-down Restaurants, Hotels and Entertainment Venues.** Encourage the attraction of sit-down restaurants, high “star” rated lodging and legitimate and responsible entertainment venues. (P217)

LU18-3 **Design Standards for Over-concentrated Uses.** In granting requests to modify, expand or continue the use of existing prohibited or limited uses, request that projects be designed to achieve a high quality of architectural and landscape character as well as adhere to adopted design standards and guidelines. (P17, P30)

LU18-4 **Fast-Food Restaurant Limitations.** Strive to limit further proliferation of new fast food restaurants and in particular free-standing restaurants, within commercial areas. (P37, P78, P145)

LU18-5 **Limit Off-site Liquor Sales.** Strive to limit further proliferation of “off-site” alcohol sales, and in particular, liquor stores within commercial areas. (P37, P78, P236, P237)



LU18-6 **Limit Automotive Uses.** Strive to limit the over-concentration and further proliferation of automotive uses and in particular, automotive repair uses within commercial areas. (P37, P78, P236, P237)

LU18-7 **Revoke Nuisance Alcohol Sales Uses.** Encourage greater use of the City’s revocation process to close down serious public nuisance on-site and off-site alcohol sales outlets as well as any other nuisance use sites within commercial areas. (P236, P237)

LU18-8 **Revoke Nuisance Hotel/Motel Uses.** Encourage the active targeting for possible permit revocation all hotel and motel sites involved with repeated prostitution and drug sales. (P236, P 237)

## Goal LU19: A community where the appearance and safety of commercial areas is enhanced.

### Policies

LU19-1 **Graffiti Abatement.** Pursue urban design strategies that effectively address graffiti abatement. (P26, P144)

LU19-2 **CPTED.** Pursue urban design strategies that reduce street crime and violence such as Crime Prevention Through Environmental Design (CPTED) (e.g., “defensible space,” “eyes on the street,” and pedestrian friendly lighting) without creating barriers that disconnect neighborhoods or diminish desirable neighborhood character. (P26, P34, P113)

LU19-3 **Universal Design.** Encourage developers to incorporate universal design for pedestrians, bicyclists, and the disabled in all new developments. (P275)



**Goal LU20: A Community where residents will be able to access their daily needs by walking, biking or using other sustainable modes of transportation.**

### Policies

- LU20-1 **Streetscapes.** Encourage enhancement of the public realm by facilitating the planting of street trees and installation of street lighting, street furniture, public art as well as median plantings within commercial areas especially where pedestrian character prevails. (P10, P254)
- LU20-2 **BIDs.** Encourage the expansion of existing and formation of new business improvement districts in order to facilitate enhancement in the appearance and landscaping of commercial properties. (P95)
- LU20-3 **Community Character.** Strive to preserve community character, scale and architectural diversity. (P26, P11)
- LU20-4 **Parking Area Safety and Aesthetics.** Strive to improve safety and aesthetics of parking areas in commercial areas. (P27, P28)

### Community Health

**Goal LU21: A community where safe, convenient opportunities to purchase fresh fruits and vegetables are available by ensuring that sources of healthy foods are accessible in all neighborhoods.**

- LU21-1 **Expedite Grocery Store Permitting.** Encourage procedures that streamline the development review process and fast-track permitting for grocery stores in underserved areas. (P35)



*South Los Angeles neighborhoods suffer from disproportionately lower access to food retail outlets that sell fresh produce and disproportionately higher concentrations of fast food and convenience stores; when people have the option to choose fruits and vegetables, they do.*



*The Crenshaw Farmers' Market (formerly the Leimert Park Farmers' Market) is one of just three Certified Farmers' Markets currently operating within the West Adams-Baldwin Hills-Leimert Community Plan Area.*

- LU21-2 **Healthy Food Sales Incentives.** Promote efforts to utilize existing economic development incentives and/or create new incentives that encourage stores and restaurants to sell fresh, healthy foods such as produce in underserved areas. (P35, P145)
- LU21-3 **Prioritize Grocery Access.** Promote efforts to identify grocery access as a priority for economic development and give responsibility for food retail attraction and development to specific governmental agencies such as the successor to the Community Redevelopment Agency and the Community Development Department. (P35)
- LU21-4 **Transit Routes to Food Retail Outlets.** Work with local transit agencies to ensure that bus and local circulator routes provide service from underserved neighborhoods to healthy food retail outlets. (P269)
- LU21-5 **Walkability Checklist.** Promote use of the City's adopted Walkability Checklist, Citywide Design Guidelines, and Principles of Urban Design and Sustainability, where applicable, in order to increase access to retailers and sources of fresh produce along the Boulevards. (P277)
- LU21-6 **Farmers' Market Sites.** Identify appropriate sites for farmers' markets and drop-off sites for community-supported agriculture "shares," and prioritize those uses in appropriate locations within commercial areas. (P129)
- LU21-7 **Prioritize Full Service Grocery Store Sites.** Promote efforts to prioritize adequately sized vacant and blighted parcels as appropriate sites for the development of full service grocery stores along commercial and mixed-use boulevards, community and regional centers. (P35)

**Goal LU22: A community where health services are located throughout the community and especially close to those who need them the most.**

### Policies

- LU22-1 **Range of Health Services.** Make it a priority to provide a range of health services (e.g., primary, preventative, specialty, prenatal, and dental care, and substance abuse treatment and counseling) in locations that are accessible to community residents. (P6)
- LU22-2 **Walkable Access to Clinics.** Locate new clinics with a goal of creating walkable access for a majority of users' trips (map total clinic visits by neighborhood origin of patients. (P6, P178)

LU22-3 **Transit Routes to Health Facilities.** Work with local transit agencies to develop transit routes that connect residents to health service facilities, especially in the most underserved neighborhoods. (P177, P268)

## Economic and Community Development

Goal LU23: **A community where neighborhood serving uses which strengthen and diversify the economic base are attracted by expanding market opportunities for both traditional existing businesses and emerging new businesses.**

### Policies

LU23-1 **Support Neighborhood Stores.** Encourage the viability of existing neighborhood district stores (i.e. “mom and pop”) which support the needs of local residents and are compatible with the socio-economic milieu of the area. (P4, P49)

Goal LU23a: **A community that maintains and increases the commercial employment base for community residents whenever possible.**

### Policies

LU23a-1 **Match Jobs to Resident Skills.** Promote efforts to prioritize commercial/economic development strategies that match jobs to existing and desired resident skills. (P4, P97)

Goal LU24: **A community that facilitates increasing and improving the economic activity of existing commercial areas through revitalization of the physical environment.**

### Policies

LU24-1 **Promote Commercial Activity.** Promote the reemergence of commercial areas by establishing development standards that distinctively cater to commercial activity especially at the ground floor. (P58, P140)

LU24-2 **Assess Business Needs.** Assess the needs of commercial businesses in order to retain and improve their visual characteristics within these areas. (P95, P227)



**Goal LU25: A community in which the impact of public and private resources in generating economic activity has been maximized through assistance.**

#### Policies

- LU25-1 **Community Resource Clearinghouse.** Assist in the establishment of a clearinghouse of community resources to identify agencies and organizations engaged in economic development. (P157)
- LU25-2 **Public and Private Sector Collaboration.** Continue to strengthen contacts and cooperation between public and private sector organizations engaged in economic development activities within the community. (P156)
- LU25-3 **Infrastructure Revitalization.** Encourage the improvement of infrastructure facilities in areas requiring the revitalization of economic activities. (P99)
- LU25-4 **Small Business Incentive Programs.** Support and encourage the expansion of existing programs operated by all agencies that are designed to assist in the formation and growth of viable small businesses in the community. (P246, P291)
- LU25-5 **Economic Incentive Programs.** Continue to coordinate with appropriate agencies, a comprehensive package of incentives in order to stimulate economic growth. (P124)
- LU25-6 **Enterprise Zones.** Support appropriate State and Federal enterprise and revitalization zones. (P128)

**Goal LU26: A community where regulations that create barriers to economic development have been streamlined, and where appropriate, revised.**

#### Policies

- LU26-1 **Remove Obstacles.** Identify and amend or remove local ordinances that are duplicative and/or do not offer safeguards to the community while impeding appropriate economic development. (P171)
- LU26-2 **Legislative Advocacy.** Encourage legislative advocacy which generates proposals appropriate for the community and the City of Los Angeles. (P169)

**Goal LU27: A community that trains and develops its human resource potential to take advantage of the job opportunities of the future.**

**Policies**

- LU27-1 **Job Training.** Encourage local school boards to develop programs in consultation with local businesses to prepare students for the job market. (P171)
- LU27-2 **Targeted Job Training.** Target job training programs toward groups and geographic areas most impacted by long-term structural unemployment. (P169)

**Sustainability**

**Goal LU28: A Community where residents will be able to access their daily needs by walking, biking or using other sustainable modes of transportation.**

**Policies**

- LU28-1 **Density/Intensity Minimums.** Adopt sufficient density minimums in addition to density maximums for residential, commercial, and retail development to ensure development that supports transit and walkable environments, as well as reinforces traditional neighborhood development patterns. (P2)
- LU28-2 **Jobs/Housing Balance.** Balance commercial and residential development (jobs and housing) within community commercial nodes, centers and transit-oriented development areas to reduce the number of people who must commute long distances to work. (P50)
- LU28-3 **Mix of Uses.** Ensure a mix of residential, commercial, office and light industrial, where appropriate, to encourage economic sustainability and encourage walkability. (P49)

**Goal LU29: A community that promotes an ecologically sustainable future by encouraging adherence to accepted principles of “green” development.**

#### Policies

- LU29-1 **Green building incentives.** In addition to fulfilling the mandatory requirements of the City’s Green Building Program and State CalGreen Code, encourage developers to seek the voluntary Standard of Sustainable Excellence and take advantage of the procedural incentives afforded at the LEED Silver, or higher, USGBC certification rating. (P168)
- LU29-2 **Green Roofs.** Encourage all new building construction to incorporate green roofs and encourage conversions of existing roof space to green roofs in order to maximize opportunities for gardening and reduce heat gain. (P36)



## Commercial Area Design Guidelines

As described in the “Format of the Community Plan” section of Chapter 1, the following Commercial Area design guidelines are intended to promote quality and encourage well-designed development that enhances both the private commercial and public commercial realm within the Community Plan area. The guidelines are intended to apply to all new and remodeling projects located within Neighborhood Districts, Commercial and Mixed-Use Boulevards, Transit-Oriented Community Centers, the Regional Center, and The Crenshaw Corridor Specific Plan and are intended to supplement CPIO District and Specific Plan regulations and design guidelines, where applicable, as well as the Citywide Commercial Design Guidelines and all applicable regulations of the Municipal Code (LAMC). Topics not addressed within this overarching Commercial Area Design Guidelines section can be found within the commercial land use sections that follow, as well as the additional resources mentioned above.

### Site Planning

All structures should be oriented toward the main commercial street where the parcel is located and should avoid pedestrian/vehicular conflicts by adhering to the following standards:

- G67. All buildings should provide a pedestrian entrance at the front of the building for each business that fronts on a main commercial street, even when rear public entrances are provided. A clearly defined pedestrian walkway(s) should be provided, and shown on the site plan, to connect building entrances to the parking area. A pedestrian entrance is not required along the building frontage when safety is compromised.
- G68. Wherever a project has a street frontage of 250 feet or greater, and parking is located to the rear of the building, a through arcade or through interior pedestrian path should be provided from the rear of the building to the front property line of the building.
- G69. Curbs used as a pedestrian walk that are located parallel to, and abutting any driveway, should be a minimum of five feet wide and should include a two foot landscaped buffer between the pedestrian walk and the driveway. However, this requirement will not be applicable to any commercial project that provides through pedestrian access from the rear of the building to the front entrances of a building via an arcade or pedestrian path.



This commercial storefront has its main entrance directly fronting the sidewalk, providing convenient and safe access to pedestrians.



This paseo effectively mitigates an otherwise unbroken building elevation, providing a safe and convenient passage from the parking area at the rear to storefront entrances at the front.



This commercial building is scaled to the pedestrian, featuring large windows and modulating street elevation surfaces that allow for selective landscaping and other design enhancements.

## Commercial Area Design Guidelines

- G70. Wherever a pedestrian walkway and a driveway share the same path for more than 50 lineal feet, speed bumps should be provided on the driveway at a distance of no more than 50 feet apart.
- G71. When new utility service is installed in conjunction with new or existing development, all proposed utilities on a project site should be placed underground.

### Height and Building Design

- G72. The mass, proportion and scale of all new buildings and remodels should be at a pedestrian scale. The design of all proposed projects should be articulated to provide variation and visual interest, and enhance the streetscape by providing continuity and avoiding opportunities for graffiti.
- G73. All surface or ground mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets should be screened from public view and/or treated to match the materials and colors of the building which they serve.

### Roofs and Roof Top Equipment

- G74. All roof top equipment and building appurtenances should be screened from public view or architecturally integrated to the design of the building, as follows:

#### **a. Flat Roofs:**

Building equipment and ducts on flat roofs should be screened from view from any street, public right-of-way or adjacent property. The screening should be opaque and be compatible with the exterior materials, design and color of the building.

#### **b. Pitched Roofs:**

Building equipment and ducts on pitched roofs should be screened from view from any street, public right-of-way or adjacent property. When a pitched roof is designed and constructed to accommodate roof-mounted equipment, a platform should be constructed and recessed into the roof such that the overall height of the equipment is below the ridge of the roof. The remainder of the equipment and ducts which are



A tall masonry wall matching the color and finish of the main building screens most of a ground mounted electrical cabinet that would otherwise be visible from the public right-of-way.



This image shows large utility doors directly visible from the public right-of-way and is therefore a poor example.



Parapet roofs, or buildings with similar screening features, are encouraged as a strategy to screen rooftop equipment, or to add visual accents to buildings.

## Commercial Area Design Guidelines

above the roof pitch should be screened from view. The screening should be opaque and be compatible with the exterior materials, design and color of the building.

### **c. Parapet Roof:**

The parapet roof should be designed and constructed to accommodate roof-mounted equipment. Any portion of the equipment or ducts which are above the parapet should be screened from view from any street, public right-of-way or adjacent property. The screening should be opaque and be compatible with the exterior building material, design and color of the building.

### **d. Solar Panels and Cool Roofs:**

Solar panels and cool roofs are encouraged provided their aesthetic impact is minimal when viewed from the street.

### **Storage, Trash and Recycling Areas:**

G75. A trash enclosure should be required for all projects. The enclosure should be designed in conformance to the following requirements:

- a. Trash enclosures should be enclosed by a minimum five foot high, decorative masonry wall.
- b. Each trash area should have a separate, enclosed area for recyclable materials.

### **Freestanding Walls**

G76. The following requirements should apply to any freestanding wall parallel to and visible from a public street, or to any freestanding wall parallel to an interior property line and facing a public area such as a parking lot or driveway.

- a. A freestanding wall should provide a minimum three foot wide landscaped buffer. The landscaped buffer should contain clinging vines, oleander trees or similar vegetation capable of covering or screening the length of such wall, and should include the installation of an automatic irrigation system.



This trash dumpster, visible from the right-of-way, is discouraged. Instead, dumpsters should be enclosed within a solid masonry wall and placed in a location away from public view.



Perimeter walls should be buffered with a small landscaped setback.



The massiveness of this parking structure is effectively softened by the simple introduction of creeping vines.

## Commercial Area Design Guidelines

### Parking Structures

G77. Along all other street frontages, if a parking structure is not architecturally integrated with the design of the main building, then the parking structure wall at ground level should be screened by a minimum, three foot wide landscaped buffer. The landscaped buffer should conform to the following standards.

- a. One 24" box tree, not less than ten feet in height at the time of planting, should be planted at a ratio of one for every 20 lineal feet; or
- b. Ground cover with a minimum height of three feet at maturity should be planted over the entire landscaped setback; or
- c. The landscaped setback should contain clinging vines, oleander trees or similar vegetation capable of covering or screening the length of such wall up to a height of at least nine feet.
- d. An automatic irrigation system should be installed within the landscaped buffer.

G78. Wherever a parking structure abuts, or is directly across an alley or public street from any residential zone or residential use, the wall facing such residential use or zone should conform to the following standards and requirements:

- a. Solid decorative walls or decorative baffles to block light and deflect noise should be installed along the sides of the structure which face residential uses or zones.
- b. Solid spandrel panels a minimum of 3-feet-6-inches in height should be installed at the ramps of the structure which are adjacent to residential uses or zones so as to minimize headlight glare.
- c. Light standards on any uncovered, above ground level areas of the structure should not be higher than the adjacent perimeter walls.



Landscaping helps to soften the transition between pedestrian sidewalk and parking area.



This parking structure utilizes screens to deflect light and noise to the surrounding neighborhood. The screens also act as an architectural accent.



Trees located within this surface parking lot provides opportunities for shade and softens the visual impact of large expanses of asphalt.

## Commercial Area Design Guidelines

d. Garage floors and ramps should be constructed with textured surfaces to minimize tire squeal noises.

e. A landscaped buffer should be provided in conformance to the standards set forth in Section G77, above, along the sides of the structure which face any residential uses or zones.

### Surface Parking Landscape

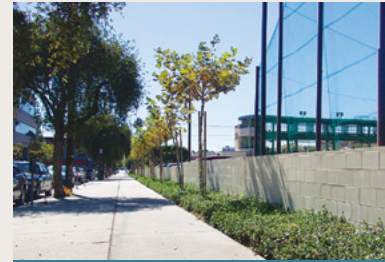
G79. At least 7% of the total surface area of a surface parking lot should be landscaped in accordance with the following standards:

a. All surface parking lots should contain one tree for every 4 parking spaces and such trees should be dispersed evenly throughout the parking lot.

b. Wherever a surface parking lot abuts a public street, public sidewalk or public alley, a three foot landscaped buffer should be provided, and a three and a half foot solid decorative wall should be provided along the property line facing such public right-of-way, and should contain one 15 gallon tree every 20 lineal feet. The landscaped buffer provided pursuant to this section may be included as part of the landscape calculation required in G79.a, above. Trees provided within the landscape buffer may also be applied toward the tree requirements in G79.a, above.

c. Wherever a surface parking lot abuts, or is directly across an alley from any residential use or any residentially zoned lot, a decorative wall, at least six feet in height, should be erected along the perimeter of the parking area facing such residential lot or use, and minimum three foot wide landscaped buffer should be installed along this wall. The buffer should be landscaped as set forth under Parking Structures.

d. An automatic irrigation system should be installed for all landscaped areas.



This surface parking lot is screened from the sidewalk with a short masonry wall and a landscape buffer.



The simple approach to landscaping associated with this sound wall effectively and attractively protects adjacent residential areas.

## Neighborhood Districts

The West Adams-Baldwin Hills-Leimert Community Plan designates four commercial areas as Neighborhood Districts: Washington Boulevard at Rimpau Boulevard, Robertson Boulevard, Slauson Avenue at West Boulevard, and Leimert Park Village. These predominately low-scale shopping areas, located strategically along commercial corridors or within carefully planned village settings, generally provide both the day-to-day needs of adjacent residential neighborhoods and often serve as significant cultural destinations for the larger community. Each is characterized by a high level of pedestrian orientation and in certain instances, such as Washington/Rimpau and Leimert Park Village, has benefited from considerable investment in urban design toward cultivating a district identity. In addition to the overarching Commercial Area goals and policies identified in the previous section, the following specific Neighborhood District goals and policies have been developed to provide further clarification regarding the vision for these unique areas as well as provide a preferred path toward realizing their continued emergence as areas of cultural distinction.

**Goal LU30: A community where distinct neighborhood commercial districts that best serve daily needs are strengthened while preserving and conserving the enduring, often historic and cultural, commercial character of the area.**

### Policies

- LU30-1 **Reuse Existing Structures.** A diversity of neighborhood serving uses shall be encouraged to cluster and adaptively reuse existing structures within established neighborhood districts toward reinforcing desirable neighborhood character. (P25)
- LU30-2 **Support Neighborhood Stores.** Ensure the viability of existing neighborhood district stores (i.e. “mom and pop”) which support the needs of local residents and are compatible with the socio-economic milieu of the area. (P25, P246)

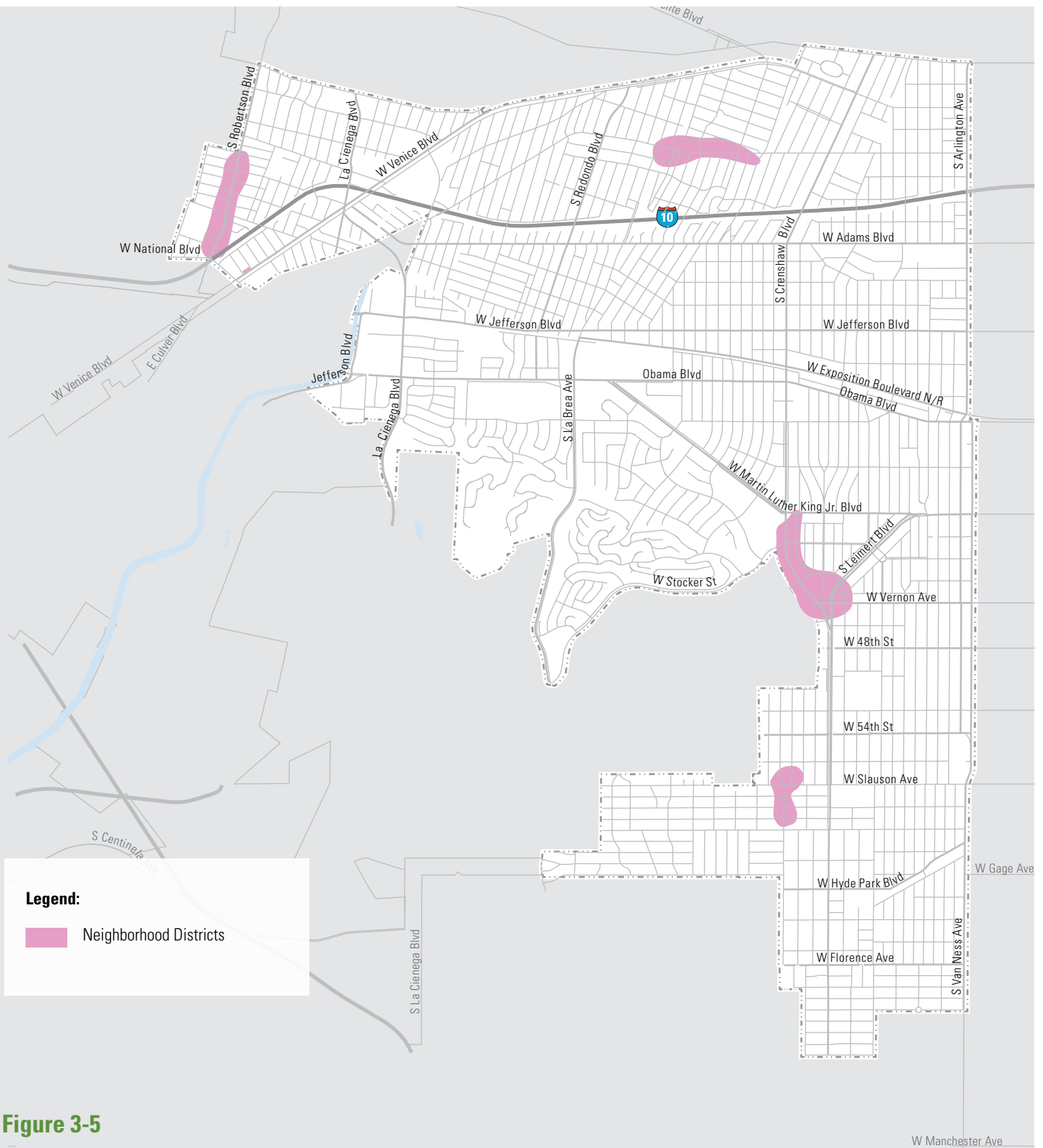


Leimert Park Village

**Goal LU31: A Community where residents will be able to access their daily needs by walking, biking or using other sustainable modes of transportation.**

### Policies

- LU31-1 **Daily Needs Within Walking Distance.** Ensure that a mix of uses that serve the daily needs of adjacent residential areas occur within neighborhood commercial districts in order to encourage walkability. (P49)



**Figure 3-5**  
**Neighborhood Districts**  
 West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.



Washington Boulevard Neighborhood District



Robertson Boulevard Neighborhood District

**Goal LU32: A community where conservation, enhancement and regeneration of the distinctive character of neighborhood districts is promoted through continued pedestrian orientation.**

### Policies

- LU32-1 **Pedestrian Activity.** Promote developments that enhance existing pedestrian activity within the public realm. (P196, P287)
- LU32-2 **Off-street Parking at the Rear.** Encourage new development within neighborhood districts that locates required parking at the rear of the property in order to strengthen the pedestrian experience by continuing to orient buildings toward the sidewalk thereby enhancing the public realm. (P28)
- LU32-3 **Off-street Parking in PODs.** Encourage new development in adopted Pedestrian-Oriented Districts (PODs) that locates required parking at the rear of the property. (P28)
- LU32-4 **Automobile Related Uses in PODs.** Discourage the development of new automobile-related uses in adopted PODs. (P78, P79, P138)

### Key Issues

- Need to sustain economic vitality of small locally owned businesses.
- New construction should be in scale and character with adjacent residential neighborhoods.

### Key Opportunities

- Enhance the retail environment by promoting a mix of neighborhood amenities that are compatible with neighborhood identity.
- Attract more sit-down restaurants, cafes with outdoor seating.
- Continue to promote pedestrian friendly design standards.

### Overarching Neighborhood District Design and Revitalization Parameters

- Enhance and activate the walkable character of neighborhood district areas.
- Expedite pedestrian oriented and possibly restorative building permit applications.
- Custom tailor infill design and parking area standards to be consistent with the pedestrian-oriented character of the area.
- Implement area specific streetscape and landscape standards.

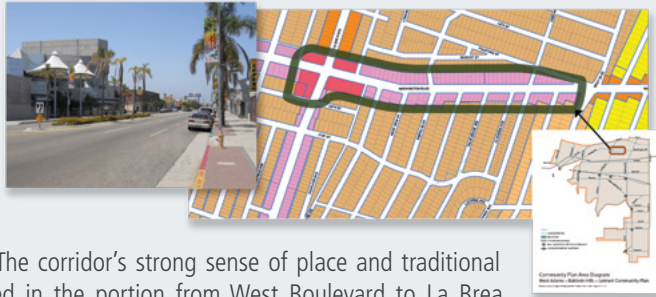


## Key Neighborhood Districts

### *Washington/Rimpau*

#### Existing Setting

Washington Boulevard, one of the Community Plan Area's most notable commercial corridors, is distinguished by numerous early twentieth century buildings often featuring decorative facades with generous ground floor retail frontages. The corridor's strong sense of place and traditional pedestrian orientation is especially recognized in the portion from West Boulevard to La Brea Avenue which includes notable recent projects such as landscaped medians and construction of the Nate Holden Performing Arts Center.



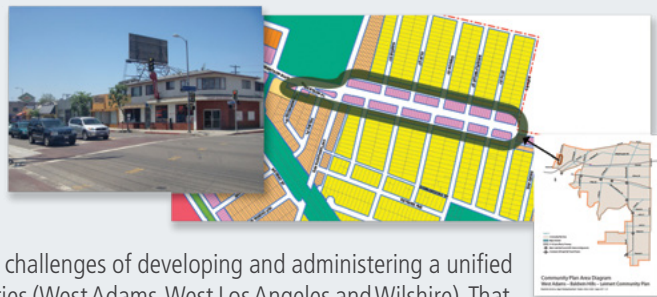
#### Preferred Future

Washington Boulevard is envisioned as a pedestrian-friendly, transit-friendly, green, sustainable and livable commercial corridor that is sensitive to historic preservation. Similar to much of the corridor, the Neighborhood District centered around Washington and Rimpau Boulevards should remain predominately low scale with many structures rehabilitated to serve the needs of the neighboring residential areas. Ultimately, the entire Washington Corridor spanning from Normandie to Fairfax Avenues should be considered for establishment as a Specific Plan. In this regard, as a revitalized, mixed-use corridor of early twentieth century commercial buildings, the strong "main street" character of the Boulevard as best realized at Washington/ Rimpau can be regenerated through the introduction of new contextually sensitive infill development at key major intersection activity nodes such as La Brea Avenue, thereby replacing vacant, and excessively automobile oriented uses.

### *Robertson Boulevard*

#### Existing Setting

Robertson Boulevard, long identified as a corridor deserving of focused design and development guidelines, continues to remain largely unguided due in part to the jurisdictional challenges of developing and administering a unified vision across three community plan area boundaries (West Adams, West Los Angeles and Wilshire). That portion located within the West Adams-Baldwin Hills-Leimert CPA (from National Blvd. north to 18 St./ Monte Mar) is generally characterized by low-scale mid-twentieth century commercial structures accommodating neighborhood serving businesses that support a well established, pedestrian-oriented neighborhood district where buildings are generally located at the sidewalk and free of curb cuts due to the presence of a rear alley system.



#### Preferred Future

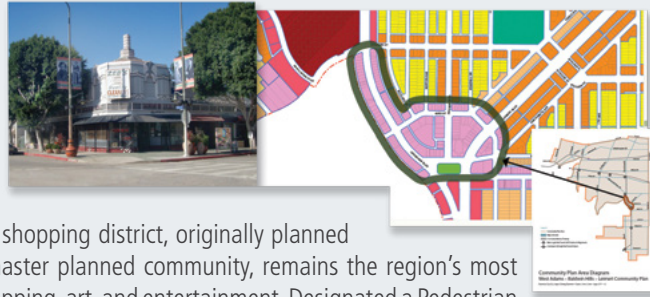
Robertson Blvd. is envisioned to remain a neighborhood serving corridor featuring a variety of uses finely orchestrated to meet the needs and desires of nearby residential areas. Long term improvements should focus on beautification of the public realm including the addition of street trees, street lighting, street furniture, and wider sidewalks where possible, as well as tailored infill development, façade, sign and landscape standards.

## Key Neighborhood Districts

### *Leimert Park Village*

#### Existing Setting

Leimert Park Village is the center for African American culture in Los Angeles. Generally bounded by 43rd Street to the North, and the intersection of Crenshaw and Leimert Boulevards to the South, this roughly 32 acre shopping district, originally planned as the focal point for the Leimert Brothers' master planned community, remains the region's most treasured destination for Afrocentric dining, shopping, art, and entertainment. Designated a Pedestrian Oriented District subarea within the 2004 adopted Crenshaw Corridor Specific Plan, the area is maintained as a low scale neighborhood district of predominately African American small businesses with owners who place an emphasis on cultural enrichment.



#### Preferred Future

Leimert Park Village has benefited from numerous planning studies through the years. All have embraced a vision whereby the experience of African American arts, culture and entertainment is showcased for all segments of the community and the greater Southern California Region within a carefully maintained village setting which promotes pedestrian orientation, historic preservation and cultural awareness. Additional goals and policies regarding Leimert Park Village can be found within the Crenshaw Corridor Specific Plan subsection of the chapter.

### *Slauson/West*

#### Existing Setting

Similarly designated as a Pedestrian-Oriented District subarea within the adopted Crenshaw Corridor Specific Plan, the neighborhood commercial district located at the intersection of Slauson Ave. and West Boulevard is generally characterized by low-scale early twentieth century commercial structures accommodating neighborhood serving businesses that support the adjacent Hyde Park residential neighborhoods. Although erosion of the well established, pedestrian orientation of the area has occurred over the years through the introduction of automobile oriented architecture, such as car washes and mini-malls, many businesses within the neighborhood district remain within small single lot, single story structures located at the sidewalk.



#### Preferred Future

The Slauson/West commercial area is envisioned to remain a neighborhood serving district featuring a variety of uses intended to meet the day-to-day needs of nearby residents. Long term improvements should focus on beautification of the public realm including the addition of street trees, street lighting, street furniture, and wider sidewalks where possible, as well as contextual new infill development, façade and signage improvements to existing structures, and landscaping.

## Neighborhood District Design Guidelines

Neighborhood District design guidelines can be found within the preceding overarching Commercial Areas section and should be applied to further direct development that reinforces visual continuity of the streetscape toward creating an environment that encourages pedestrian and economic activity. The guidelines should apply to all new and remodeling commercial and manufacturing projects located within the General Plan Framework designated Neighborhood Districts of the West Adams-Baldwin Hills-Leimert Community Plan Area. The guidelines are generally intended to supplement the regulations and guidelines identified within the adopted Commercial Corridors and Major Intersection Nodes CPIO subareas, the Crenshaw Corridor Specific Plan and Citywide Commercial Design Guidelines, as well as all applicable regulations of the Municipal Code (LAMC). Topics not addressed within the Commercial Areas Design Guidelines Section can generally be found within these additional resources.



## Commercial and Mixed-Use Boulevards

The network of commercial and mixed-use boulevards that fuse together the many neighborhood districts and community centers in large part form the basic framework for commercial land use within the Community Plan Area.

Initially developed to function as the “main street” shopping areas for nearby residential developments, today these linear districts of commerce struggle to provide the much needed goods and services to surrounding residential neighborhoods despite continuing revitalization efforts.

One example is reflected by previous efforts to promote manufacturing uses within once vibrant storefront commercial areas often resulting in the conversion of large portions of building floor area to storage use and the abandonment of commercial activity facing the street. The visible outcome continues to perpetuate a sense of urban decay that does not accurately reflect the stable, often burgeoning character of abutting residential neighborhoods.

Furthermore, certain uses long identified as detrimental to the overall quality of life in the area due to nuisance, overconcentration or adherence on a standardized automobile-oriented development formula continue to proliferate and further degrade the enduring, often historic, traditionally pedestrian-oriented character of these shopping streets.

This disparity between the area’s prevailing early twentieth century development pattern where buildings typically were constructed close to the sidewalk and that of new developments with facades set back behind ample parking has certainly diminished much of the area’s traditional urban form, especially at major intersections where neighborhood identity should be most readily distinguished through architecture that is both memorable and focal.

In this regard, together with the overarching goals and policies enumerated through the preceding Commercial Areas section, the following goals and policies specific to boulevards seek to regenerate neighborhood character and connectivity to nearby residential areas by promoting both the rehabilitation and adaptive reuse of existing structures as well as providing incentives for contextual new development; the long range goal being to revitalize commercial areas through enabling the establishment of much needed neighborhood services such as full service grocery stores and sit-down restaurants. This will be achieved through the imposition of further limitations on the proliferation of certain undesired uses and incompatible building typologies, thereby promoting both functional and aesthetic upgrading of the area.

Finally, while the Plan does not generally mandate where specific developments shall occur along the corridors, it is anticipated that residential, mixed-use and higher density projects will locate where most feasible; at targeted major intersection sites well served by transit and where the establishment of contextual development incentives can regenerate traditional pedestrian-oriented urban form at its most appropriate location.



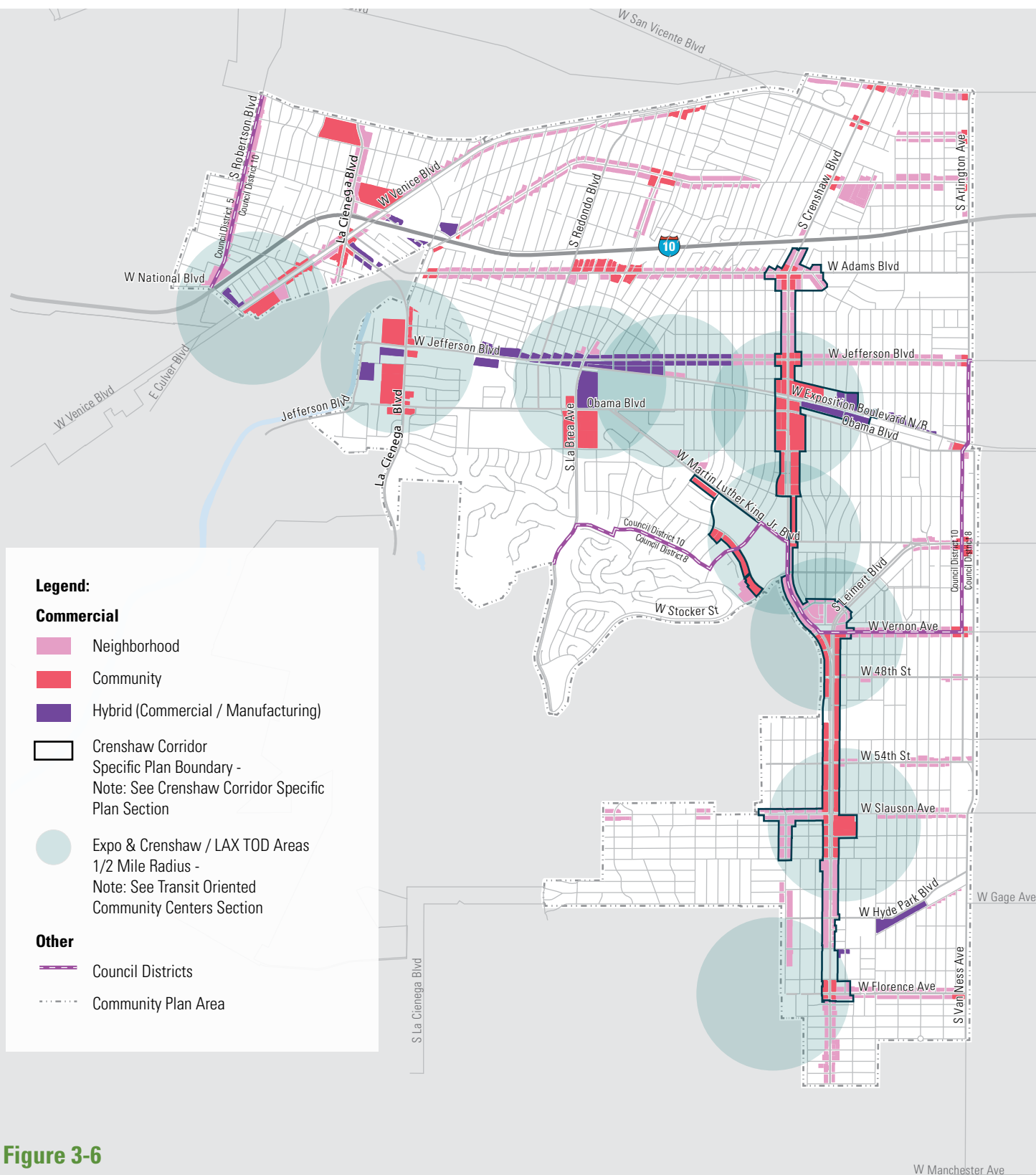
*Washington Boulevard, 1923.*



*Pico Boulevard, 2008.*



*Example of typical manufacturing conversions along Washington Boulevard.*



**Figure 3-6**

## Commercial & Mixed-Use Boulevards

### West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.



*The continued vibrancy of Pico Boulevard is due in part to zoning that maintains neighborhood serving uses within the existing traditional urban fabric of the area.*

**Goal LU33: A competitive commercial sector that is strengthened to best serve the needs of the community while preserving and conserving the enduring, often historic and cultural character of distinct commercial areas.**

#### Policies

- LU33-1 Reuse Existing Structures.** New commercial uses shall be encouraged to locate along existing, established commercial and mixed-use boulevards and adaptively reuse existing structures that reinforce desirable neighborhood character. (P12, P24)
- LU33-2 Support Local Boulevard Businesses.** Ensure the viability of existing boulevard locally owned stores (i.e. "mom and pop") which support the needs of local residents and are compatible with the socio-economic milieu of the Community. (P12, P124, P246)

**Goal LU34: A community where certain uses identified as detrimental to health and welfare due to nuisance, proliferation or reliance on a standardized development typology often dominated by excessive automobile orientation, are effectively addressed.**

#### Policies

- LU34-1 Use Limitations Exempted in Certain Areas.** Allow for the establishment of limited uses only in areas where a low frequency of similar existing uses warrant their introduction or where limitations on the frequency of their location have been explicitly exempted. (See LUI8-4) (P276, P78)

**Goal LU35: A community that maintains and increases the commercial employment base for community residents whenever possible.**

#### Policies

**LU35-1 Protect Commercial Land for Commercial Development.** Protect commercial plan designations so that commercial development is encouraged. (P65)

**Goal LU36: A community where neighborhood serving uses which strengthen and diversify the economic base are attracted by expanding market opportunities for both traditional existing businesses and emerging new businesses.**

#### Policies

**LU36-1 Redevelopment Area Evaluation.** Evaluate existing and identify new revitalization/redevelopment areas in order to encourage uses that will enhance the economic vitality of the Community. (P227)

#### *Key Issues*

- Effectively address nuisance uses.
- Effectively address the negative impacts resulting from the proliferation of certain uses.
- New construction intensity should be compatible with the existing low-scale character of adjacent residential neighborhoods.

#### *Key Opportunities*

- Enhance the retail environment by promoting a mix of neighborhood amenities that includes quality brand name establishments.
- Provide better access to healthy food options.
- Continue to promote pedestrian friendly design standards along commercial and mixed-use boulevards.



*The West Adams-Baldwin Hills-Leimert Community Plan Area has a rich legacy of low-scale commercial mixed-use architecture from the early Twentieth Century.*

LU36-2 **Prioritize Healthy Food Establishment Incentives.** Prioritize land use and economic development incentives to attract establishments that provide healthy food options within the community. (P35, P145)

**Goal LU37: A community that conserves, enhances and regenerates its distinctive “main street” character by promoting continued pedestrian orientation along commercial and mixed-use boulevards.**

### Policies

LU37-1 **Pedestrian Activity.** Promote developments that enhance existing pedestrian activity within the public realm. (P12, P23, P58, P192)

LU37-2 **Off-street Parking at the Rear.** Recommend that new developments along commercial corridors locate required parking at the rear of the property or facilitate the creation of nearby shared satellite parking facilities in order to strengthen the pedestrian experience by continuing to orient buildings toward the sidewalk thereby enhancing the public realm. (P28)

LU37-3 **Off-street Parking in PODs.** Require new developments in adopted Pedestrian Oriented Districts (PODs) to locate required parking at the rear of the property. (P28)



*The occurrence of free-standing drive-through fast-food and automobile-related establishments located at each corner are typical of major intersections throughout the South Los Angeles region.*



*People choose among foods that are readily available; healthy food options should be at least as available and accessible as unhealthy foods.*

LU37-4 **Automobile Related Uses in PODs.** Discourage the development of new automobile-related uses in adopted PODs. (P16, P73)

**Goal LU38: A community that promotes context sensitive projects, including mixed-use projects along commercial corridors.**

LU38-1 **Prioritize New Development Close to Transit.** Prioritize new infill development at locations well served by or in close proximity to major bus centers and mass transit stations. (P14)

LU38-2 **Activate First Floor Frontages.** Require that the first floor street frontage of structures, including mixed-use projects and parking structures, located along commercial corridors incorporate retail or other active public uses. (P20, P12, P287)

**Goal LU39: A community that promotes an ecologically sustainable future by encouraging adherence to accepted principles of “green” development.**

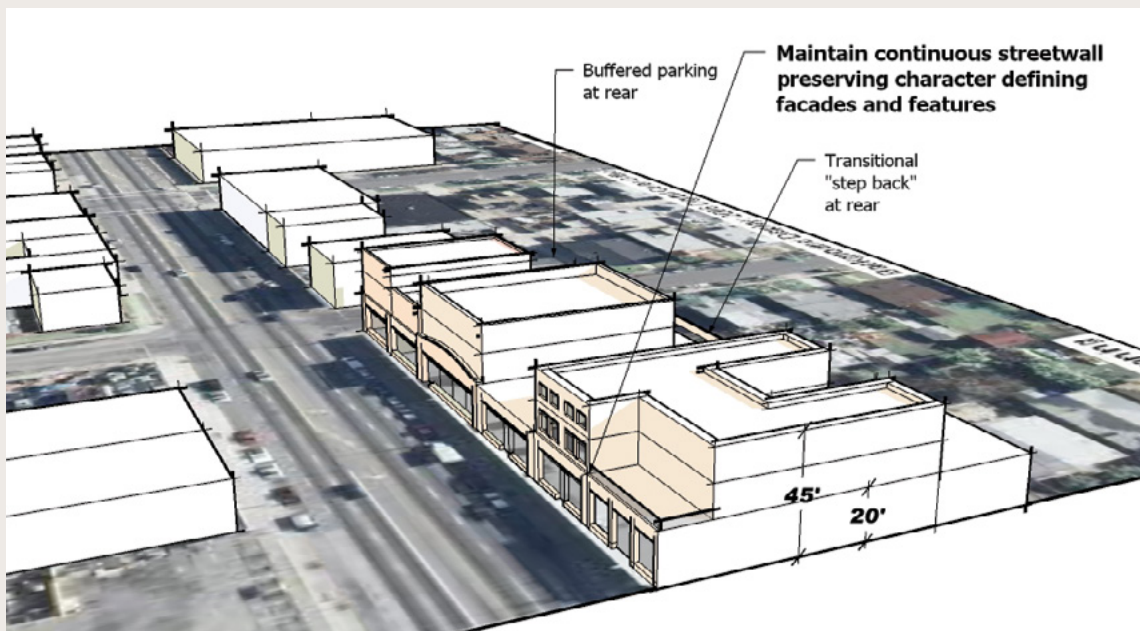
## Policies

LU39-1 **Community Gardens.** Encourage developers and architects to envision and design projects that utilize open space common areas within residential and mixed-use developments for community gardens. (P7)



## Commercial and Mixed-Use Boulevards Design Guidelines

Similar to the other commercial designations, the Commercial and Mixed-Use Boulevard design guidelines can be found within the preceding overarching Commercial Areas section and should be applied to further direct development that reinforces visual continuity of the commercial corridors of the community by creating an environment that encourages pedestrian and economic activity. The guidelines should apply to all new and remodeling commercial and manufacturing projects located within the General Plan Framework designated mixed-use boulevards of the West Adams-Baldwin Hills-Leimert Community Plan Area. The guidelines are generally intended to supplement the standards and guidelines identified within the adopted Commercial Corridors and Major Intersection Nodes CPIO District Subareas and Citywide Commercial Design Guidelines, as well as all applicable regulations of the Municipal Code (LAMC). Topics not addressed within the Commercial Districts Design Guidelines Section can generally be found within these additional resources.



## Overarching Commercial and Mixed-Use Boulevard Design and Revitalization Parameters

- Rezone or further refine commercial manufacturing to address existing commercial building fabric; eliminating urban decay of storefronts.
- Promote neighborhood commercial or low scale multi-family residential with active retail/ community services at the ground floor (mixed use).
- Promote a continuous streetwall to occur at the frontage with conservation of architecturally significant facades.
- Ensure a transitional set back or “step-back” at the rear adjacent to low-scale residential neighborhoods.
- Promote off-street parking to occur at the rear of the site and reduce the number of spaces required through the creation of small shared satellite parking facilities where feasible.



Existing



By-Right



Potential

## Overarching Major Intersection Nodes, Commercial Corner and Brownfield Revitalization Parameters

- Provide adequate land use incentives to redevelop commercial corner and small Brownfield sites (e.g. auto refueling stations at key corner locations).
- Promote a continuous streetwall with anchor element at the corner.
- Introduce a transitional height setback or “step-back” at the rear adjacent to low scale residential.
- Encourage parking to be located internal to the site and preferably subterranean.



Aerial

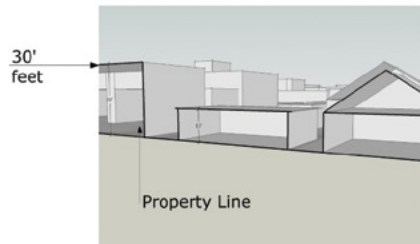


Existing



Potential

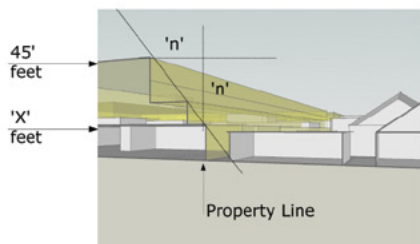
## Commercial and Mixed-Use Boulevard Transitional Height Parameters



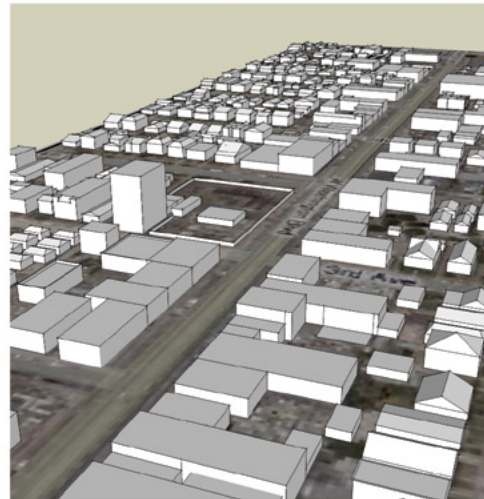
Existing



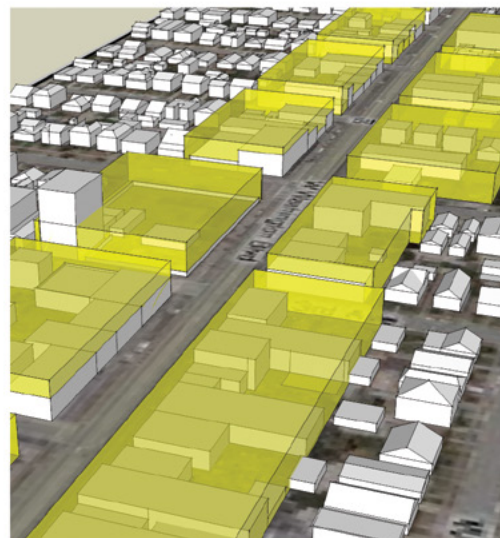
*By Right* theoretical maximum



Potential  
(with transitional setback  
at rear adjacent to  
residential)



Existing corridor context with adjacent  
residential RD2-1 zoned land built to  
prevailing R1 standard



Theoretical *By Right* maximum  
building envelope. (45 feet)

The attached renderings are provided for reference purposes only and are not adopted as part of the West Adams-Baldwin Hills-Leimert Community Plan.

## Transit-Oriented Community Centers

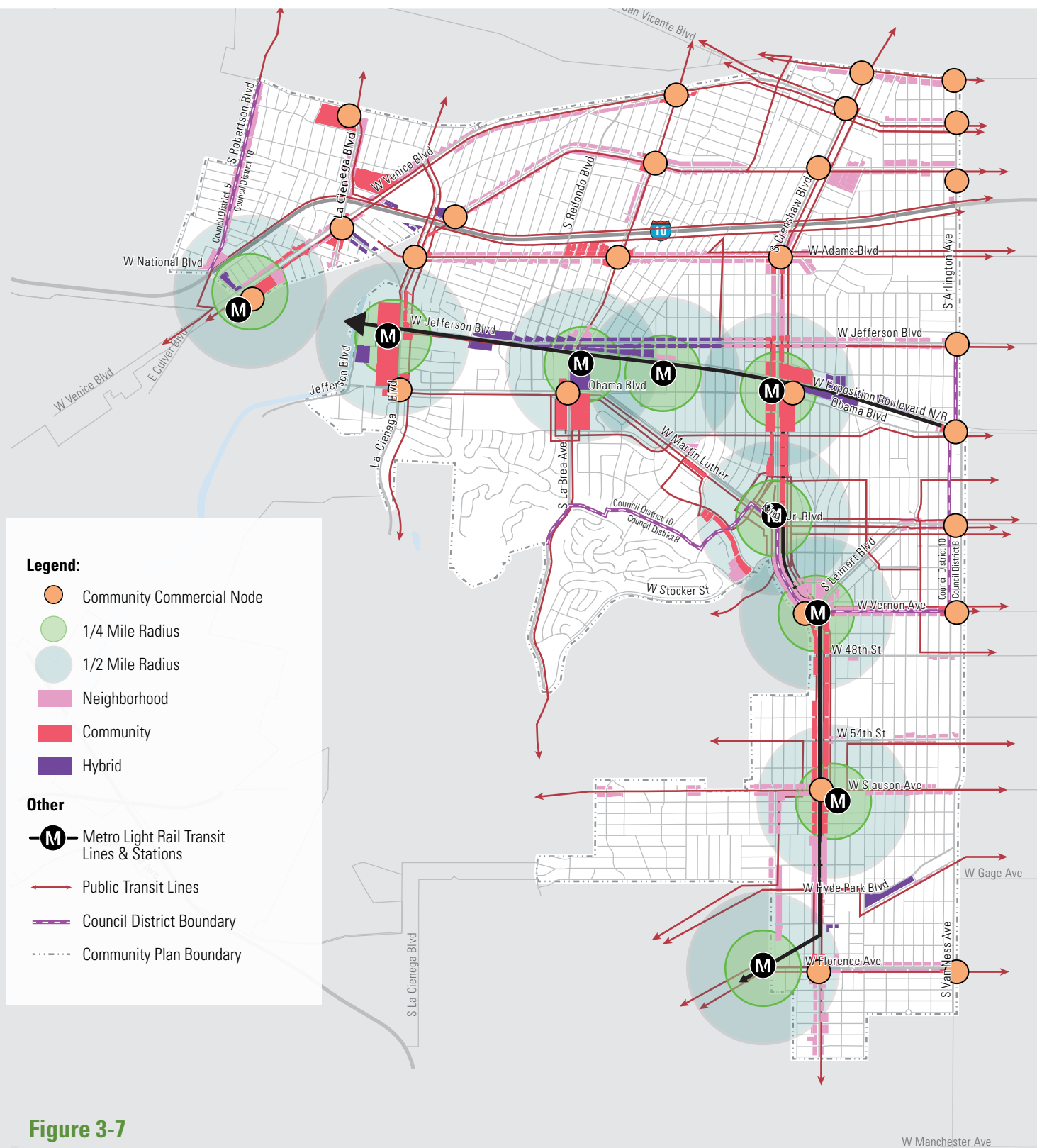
Consistent with the City's General Plan Framework Element, the adoption of Community Center designated areas within the West Adams-Baldwin Hills-Leimert Community Plan Area is predicated on the desire to return key sites, generally well served by transit and located at the intersection of arterial streets, back to their traditional urban form as commercial focal points for surrounding neighborhoods.

In this regard, together with the overarching goals and policies enumerated through the preceding Commercial Areas section, the additional goals and policies specific to the transit-oriented community centers encourage the revitalization of major intersection sites where antiquated zoning practices have often produced land use patterns that do not adequately respond to their strategic location adjacent to major transit transfer points. As a result, these locations which are often characterized by heavy pedestrian activity, fail to provide goods and services in close proximity to both passers-by on foot as well as those utilizing the automobile and other modes of transportation.

Several of these sites can be portrayed as encompassing outclassed and underutilized suburban style shopping centers or urban infill strip centers featuring simple unornamented buildings with little or no storefront articulation. These developments are generally sited toward the rear of the parcel and are typified by an ample expanse of poorly landscaped surface parking directly accessed from various points along the roadway. These sites, sometimes termed "Greyfields," are often times anchored at their corners by stand-alone gas stations, drive-through fast-food restaurants or other automobile-oriented establishments; further exacerbating an already hostile pedestrian environment common to many of the area's key intersection nodes.



*Expo Line*



**Figure 3-7**

## Transit-Oriented Community Centers

### West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

Toward rectifying this condition, the following goals and policies intend to promote transit accessible, pedestrian friendly adaptive reuse and redevelopment projects at existing and future commercial centers (or nodes) that are adjacent to or within a 1/2 mile radius of major transit centers such as the intersection of two or more bus lines or at fixed guideway mass transit stations. This involves most major intersections as well as the five stations of the Mid-City Exposition Light Rail Transit Corridor and several stations along the Crenshaw/LAX Transit Corridor.

To this end, the Community Plan intends to enable greater flexibility in the arrangement of uses in these areas to allow better site planning in the combination of commercial, light industrial and residential developments in order to provide a greater variety of goods and services in close proximity to job generating uses that are both accessible to transit and open space amenities and within convenient and walkable distances to nearby residential neighborhoods. The desired outcome ideally will be to shift behavior away from frequent vehicular trips, thus reducing automobile congestion and air pollution and producing a better quality of life for residents in the area that includes increased physical activity and overall better health. All this while restoring appropriate urban form to its rightful location at focal points within the community and thus fostering increased neighborhood identity and recognition.



*Typical existing "Greyfield" development.*



*Example of incremental redevelopment of "Greyfield."*

### *Transit-Oriented Development (TOD)*

Cities and counties should promote more livable communities by expanding opportunities for transit-oriented development (TOD) so that residents minimize traffic and pollution impacts from traveling for purposes of work, shopping, school, and recreation. TOD is defined as moderate- to high-density development located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities. TOD encourages walking and transit use without excluding the automobile. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.

A well-designed, vibrant TOD community can provide many benefits for local residents and businesses, as well as for the surrounding region. Compact development near transit stops can increase transit ridership and decrease rates of vehicle miles traveled (VMT), thereby yielding a good return on transit system investments. TOD can also provide mobility choices, increase public safety, increase disposable household income by reducing transportation costs, reduce air pollution and energy consumption rates, help conserve resources and open space, assist in economic development, and contribute to the housing supply.



**Goal LU40: A community where the economic vitality of commercial nodes, centers and transit-oriented development areas is increased by encouraging contextual new development that maximizes access to transit, jobs, goods and services, and conserves desirable community character.**

#### Policies

- LU40-1 Encourage New Development in Established Commercial Centers.** New commercial uses shall be encouraged to locate in existing, established community commercial nodes, centers and transit-oriented development areas and reuse existing structures that reinforce desirable neighborhood character. (P60, P155)
- LU40-2 Mix of Uses Compatible with Local Needs.** Encourage a mix of uses in community centers that are compatible with the needs of local residents and accommodate viable existing neighborhood businesses. (P49)

**Goal LU41: A community where certain uses identified as detrimental to health and welfare due to nuisance, proliferation or reliance on a standardized development typology often dominated by excessive automobile orientation, are effectively addressed.**

## Policies

LU41-1 **Use Limitations Exempted in Certain Areas.** Allow for the establishment of limited uses only in areas where limitations on the frequency of their location have been explicitly exempted. (See LU18-4) (P276, P78)

Goal LU42: **A community where neighborhood serving uses which strengthen and diversify the economic base are attracted by expanding market opportunities for both traditional existing businesses and emerging new businesses.**

## Policies

LU42-1 **Redevelopment Area Evaluation.** Evaluate existing and identify new revitalization/redevelopment areas in order to encourage uses that will enhance the economic vitality of the community. (P227)

### *Key Issues*

- Attract and retain quality large format retail.
- Effectively address the negative impacts resulting from the proliferation of certain uses.
- Need to enhance the pedestrian experience within existing community shopping centers.
- Need to enhance the connectivity from community shopping centers to transit facilities.

### *Key Opportunities*

- Development incentives that attract full service grocery stores and quality sit-down restaurants offering healthy food choices.
- Increase flexibility of land use in order to encourage redevelopment of underutilized shopping center sites.
- Continue to promote pedestrian friendly design standards and amenities at community centers.

**Goal LU43: A community that promotes economic revitalization within community commercial nodes, centers and transit-oriented development areas by ensuring enhanced pedestrian orientation.**

#### Policies

**LU43-1 Structured Off-street Parking.** Recommend that new developments within community commercial nodes, centers and transit-oriented development areas locate required parking within structures, underground or internal to the property. (P111)

**Goal LU44: A community that prioritizes mixed-use projects within community commercial nodes, centers and transit-oriented development areas.**

#### Policies

**LU44-1 Transit Served Business Districts.** Support business districts outside of city centers that are well served by mass transit facilities. (P14, P47, P60, P75)

**LU44-2 Prioritize Mixed-Use at Community Centers.** Identify pedestrian-oriented community commercial nodes, centers and transit-oriented development areas as preferred locations for mixed-use projects. (P50)



LU44-3 **Prioritize New Development Close to Transit.** Prioritize new infill development that is in close proximity to mass transit centers, stations and platform portals. (P60)

LU44-4 **Commercial Uses Along Ground Floor Frontages.** Encourage the location of commercial uses along the first floor street frontage of structures, including mixed-use projects and parking structures located within community commercial nodes, centers and transit-oriented development areas. (P287)

**Goal LU45: A community that enhances the appearance and safety of community commercial nodes, centers and transit-oriented development areas.**

#### Policies

LU45-1 **Parking Area Safety and Aesthetics.** Improve safety and aesthetics of parking areas in community commercial nodes, centers and transit-oriented development areas. (P27)

**Goal LU46: A community that maintains and increases the commercial employment base for community residents whenever possible.**

#### Policies

LU46-1 **Protect Commercial Land for Commercial Development.** Protect commercial plan designations so that commercial development is encouraged. (P65)

**Goal LU47: A community that promotes an ecologically sustainable future by encouraging adherence to accepted principles of “green” development.**

#### Policies

LU47-1 **Community Gardens.** Encourage architects and developers to envision and design projects that utilize open space common areas within residential and mixed-use developments for community gardens. (P7)

## Transit-Oriented Community Center Design Guidelines

Similar to the other commercial designations, the Transit-Oriented Community Center design guidelines can be found within the preceding overarching Commercial Areas section and should be applied to further direct development that reinforces community centers and transit-oriented development areas as focal nodes for pedestrian activity and economic vitality within the Community Plan Area. The guidelines should apply to all new and remodeling commercial and manufacturing projects located within the General Plan Framework designated Community Centers of the West Adams-Baldwin Hills-Leimert Community Plan Area. The guidelines are generally intended to supplement the standards and guidelines identified within the adopted Commercial Corridors and Major Intersection Nodes CPIO subareas, Transit-Oriented Development CPIO subareas, the Citywide Commercial Design Guidelines, as well as all applicable regulations of the Municipal Code (LAMC). Topics not addressed within the Commercial Areas Design Guidelines section can generally be found within these additional resources.

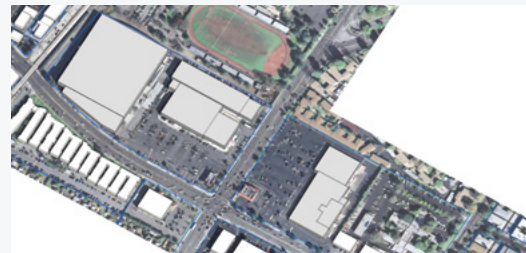


## Potential Greyfield Retrofit Scenario

### Overarching Transit-Oriented Community Center Development Parameters

- Provide adequate land use incentives that promote the retrofit of larger commercial shopping center sites to address a wide variety of community needs including mixed-income housing.
- Create further enhancement of the public realm through incremental infill of underutilized (e.g. parking) areas toward better place making.
- Promote greater pedestrian orientation along street frontages with well designed public access and linkages from the street into the development.
- Provide adequate transition to address the low scale character of adjacent residential neighborhoods.
- Surface parking areas should be consolidated into structures located internal to the site or developed as subterranean where possible.
- Implement area specific streetscape and landscape standards.

The attached renderings are provided for reference purposes only and are not adopted as part of the West Adams-Baldwin Hills-Leimert Community Plan.



Existing condition



Initial



Near term



Long range

## Regional Center

Comprising approximately one percent of the Community Plan's land area, the Baldwin Hills-Crenshaw Plaza and former Santa Barbara Plaza constitute the only Regional Center commercial areas located within West Adams-Baldwin Hills-Leimert Community Plan Area and only one of two such designated areas within the entire South Los Angeles Planning Region.

Located central within the Community Plan Area, the Regional Center is generally bounded to the north by 39th Street, to the west by Buckingham Road, to the south by Stocker Street and Santa Rosalia Drive, and to the west by Crenshaw Boulevard.

The Baldwin Hills-Crenshaw Plaza was originally constructed in 1947 as the Crenshaw Shopping Center. The Plaza currently occupies approximately 42 acres of land, a result of substantial renovations which were undertaken as part of the core mission of the CRA-LA's original Crenshaw Redevelopment Project and which were completed in 1988. With the subsequent civil disturbance of 1992, high vacancy rates persisted throughout the area, especially within the adjacent Santa Barbara Plaza. The original Redevelopment Plan Area expanded in 1994 to include this distressed shopping center as well.



### *Key Issues*

- The need to work collaboratively with the Community to develop and achieve a shared vision for the Regional Center.
- The need for a comprehensive master plan for both the Baldwin Hills-Crenshaw Plaza and Santa Barbara Plaza sites to prevent incongruent, incremental development.
- The need to generate a variety of job opportunities and job training for Community residents.
- The need for additional community facilities and services within the Regional Center.

### *Key Opportunities*

- Capitalize on the unique potential of the large scale sites, their strategic location and regional importance.

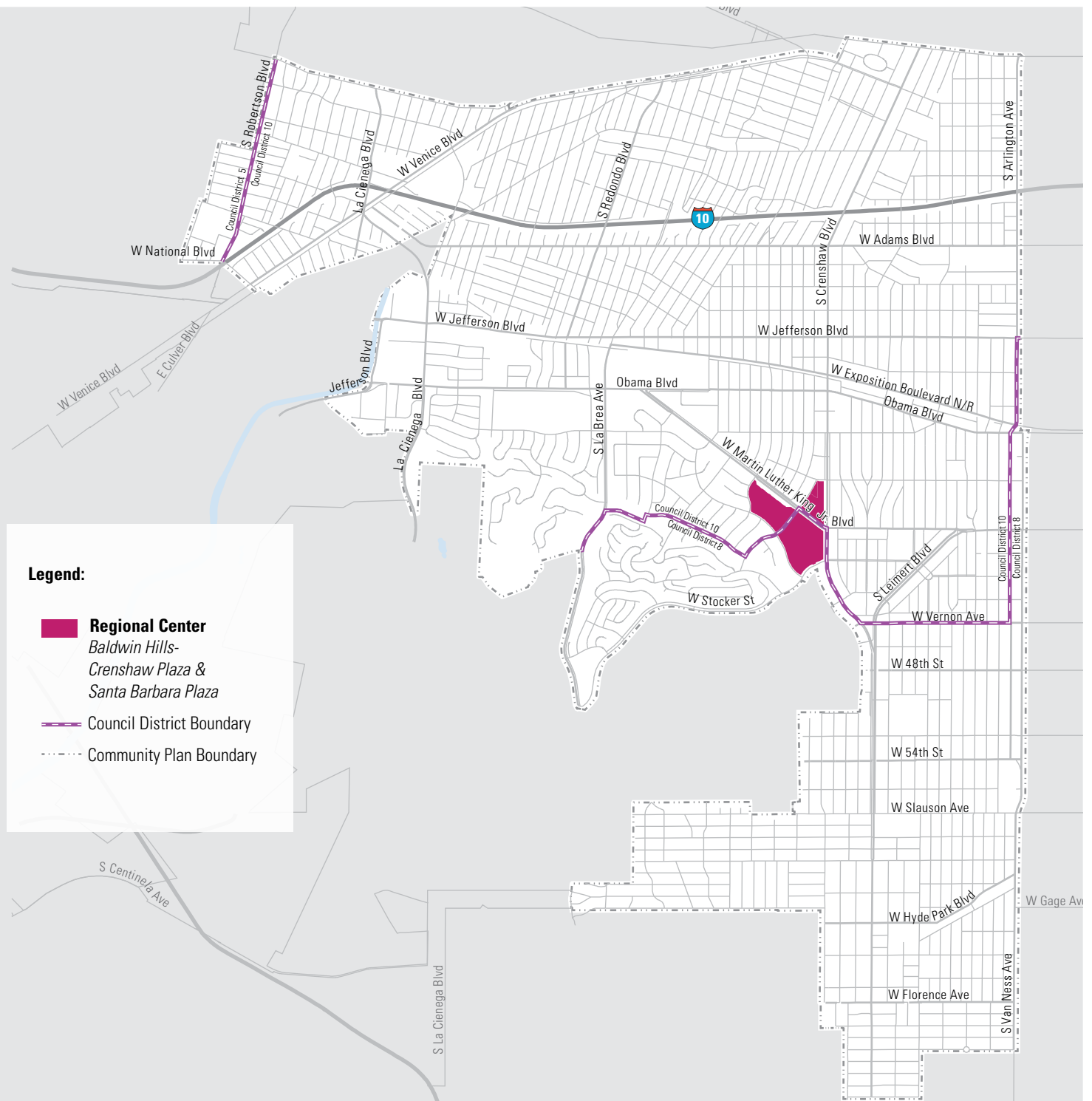


*Baldwin Hills Crenshaw Plaza, 2009.*

The Santa Barbara Plaza, originally constructed in 1955 on just under 20 acres, was originally developed around its perimeter with one and two story buildings offering retail, office and neighborhood service uses with the central portion of the site occupied by a large, open, shared parking lot. As mentioned earlier, the gradual decline of the existing shopping center, further exacerbated by the events of 1992, led to the creation of the CRA-LA Amended Crenshaw Redevelopment Project Area resulting in concerted efforts to restore 8.3 acres of this “greyfield” site as a thriving regional destination.

In 2004, the Marlon Square Mixed-Use Project was approved for the Santa Barbara Plaza site. Although this project did not materialize with the real estate “boom” period of the early 2000s, revitalization of the property remains critical to the overall economic prosperity and quality of life of the Community because of its large size, potential to generate significant development and close proximity to major transportation hubs in and around the Baldwin Hills-Crenshaw Plaza, as well as serve large population areas such as the Baldwin Village.

To this end, the following goals and policies seek to clarify the preferred future for development within these two key Regional Center Commercial sites.



**Figure 3-8**

## Regional Center

### West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

City of Los Angeles Planning Department • February 2019

Not to Scale



**Goal LU48: A Regional Center that effectively generates a high quality retail environment whereby a mix of brand name establishments are located within close proximity to new and existing housing and recreational opportunities.**

### Policies

- LU48-1 **High-Quality Mixed-Use Development.** Contribute to revitalization efforts within the Community Plan Area by providing an exemplary model of "smart-growth" consisting of high quality mixed-use retail, office, hotel, and residential development. (P230)
- LU48-2 **Adequate Density.** Provide construction densities that adequately respond to market requirements in order to fully realize the development potential of underutilized areas of the Regional Center. (P24, P230)
- LU48-3 **Economic Stability for Stakeholders.** Enable economic viability for the Regional Center stakeholders while serving to enhance the economic stability of the City through significant increase in property and sales tax revenues, including transient occupancy tax revenues, through the provision of a high-quality, mixed-use environment. (P50)
- LU48-4 **Variety of Homeownership Opportunities.** Encourage a variety of housing ownership opportunities in mixed-use projects that incorporate retail, entertainment, office and hotel uses, thus creating a better balance of housing and employment opportunities. (P155)
- LU48-5 **High Quality Residential.** Where residential opportunities are considered within the Regional Center, provide a range of high-quality multi-family homeownership, and a high-quality leasing product at a range of prices. (P 155)

LU48-6 **Support Existing Mall Stores.** Ensure the viability of existing mall stores which support the needs of local residents. (P4)

**Goal LU49: A Regional Center that effectively addresses certain uses identified as detrimental to the health and welfare of the community due to nuisance, over-concentration or reliance on a standardized development typology often dominated by excessive automobile orientation.**

#### Policies

LU49-1 **Efficient Use of Land.** To eliminate and prevent the spread of blight and deterioration, create more pedestrian-friendly environments, and reduce car dependency within regional center commercial areas through a more efficient use of land that provides mixed-income housing ownership opportunities, clustered together with retail, hotel, office, and restaurant uses, as well as public open space near public transit. (P86, P230)

**Goal LU50: A Regional Center that attracts uses which strengthen and diversify the economic base by expanding market opportunities for both traditional existing businesses and emerging new businesses.**

#### Policies

LU50-1 **Phased Development Plans.** Encourage the phasing of development plans in order to allow for the concurrent operation of existing retail operations while new structures and infrastructure are being constructed in a manner that minimizes disruptions to existing businesses.



*The Santa Barbara Plaza site.*

- LU50-2 **Land Use Equivalency Programs.** Encourage implementation of land use equivalency programs that provide flexibility to exchange certain land uses of equal or lesser environmental impacts within the overall development envelope in order to accommodate market demands.
- LU50-3 **Complement Adjacent Neighborhood Character.** Provide opportunities for viable commercial, retail, entertainment, and office space in a manner that is complementary to the existing character of the adjoining commercial and residential neighborhoods. (P230)
- LU50-4 **Identify Appropriate Revitalization/Redevelopment Areas.** Identify additional appropriate revitalization/redevelopment areas and encourage uses that would enhance the economic vitality of the regional center. (P227)

**Goal LU51: A community where economic revitalization within the Regional Center is created by promoting enhanced pedestrian orientation.**

#### Policies

- LU51-1 **Structured Off-street Parking.** Recommend that new developments within the Regional Center locate required parking within structures, interior to the property or below ground. (P111)
- LU51-2 **Minimize Parking Footprint.** Develop sites in a manner that minimizes the footprints of parking areas and buildings to allow more surface area to be improved with open space amenities, pedestrian circulation areas, and landscaping. (P111)

**Goal LU52: A community where mixed-use projects within the Regional Center that are well served or in close proximity to transit stations are promoted.**

#### Policies

- LU52-1 **Transit Served Business Districts.** Support business districts outside of city centers that are well served by mass transit facilities. (P22, P47, P75)
- LU52-2 **Prioritize Development within the Regional Center.** Prioritize new development that follows equitable principles within the Regional Center. (P230)



- LU52-3 **Prioritize Regional Center Mixed-Use Projects Adjacent to Pedestrian-Oriented Areas.** Identify pedestrian-oriented community Regional Center commercial areas as preferred locations for mixed-use projects. (P230)
- LU52-4 **Prioritize New Infill Development Close to Transit.** Prioritize new infill development that is in close proximity to mass transit centers, stations and portals. (P230)
- LU52-5 **Commercial Uses Along Ground Floor Frontages.** Encourage the location of commercial uses along the first floor street frontage of buildings, including mixed-use projects and parking structures located within the Regional Center.
- LU52-6 **Address Parking Demands.** Allow for the provision of a sufficient amount of parking to accommodate project demands for a competitive and viable market place while not undermining transit goals and transit use by providing too much parking. (P110)
- LU52-7 **Shared Parking.** Allow for the provision of an efficient parking supply that includes shared parking between commercial uses. (P187)

### Goal LU53: A community that enhances the appearance and safety within the Regional Center.

#### Policies



- LU53-1 **Landscaping.** Enhance the visual appearance and appeal of the regional center commercial areas by providing perimeter and interior landscaping. (P27)
- LU53-2 **Safe Multi-sector Commercial Environment.** Create a safe, secure and defensible regional shopping area environment by integrating office, hotel and residential land uses. (P50)
- LU53-3 **Improve Appearance of Existing Properties.** Improve the appearance and landscaping of existing commercial properties. (P26)
- LU53-4 **Preserve Significant Architectural Resources.** Preserve community character, scale and significant architectural resources such as the original Crenshaw Shopping Center; its' anchor buildings, final and bridge over Martin Luther King Jr. Boulevard. (P153, P257)
- LU53-5 **Safe Parking Areas.** Improve safety and aesthetics of parking areas throughout the Regional Center. (P27, P113)

**Goal LU54: A Regional Center that maintains and increases the commercial employment base for community residents by providing access to economic opportunity whenever possible.**

#### Policies

- LU54-1 **Minority-owned Business Role.** Provide meaningful roles for minority-owned businesses in the construction of the Regional Center commercial projects. (P156, P157)
- LU54-2 **Generate Construction Jobs.** Generate construction trade jobs and additional employment opportunities within the Regional Center commercial projects. (P156, P157)

**Goal LU55: A Regional Center where residents will be able to walk to meet their daily needs.**

#### Policies

- LU55-1 **Enhanced Pedestrian and Bicycle Connectivity.** Promote walking and bicycle use through enhanced pedestrian connections and bicycle routes within mixed-use environments that integrate housing with employment opportunities. (P96)
- LU55-2 **Urban Village Environment.** Develop an urban village by providing a mix of land uses that generate opportunities for walking to destinations that are accessible to transit. (P50)

**Goal LU56: A community where safe, convenient opportunities to purchase fresh fruits and vegetables are made available by ensuring that sources of healthy foods are accessible within the Regional Center.**

#### Policies

- LU56-1 **Preferred Farmers' Market Location.** Continue to actively host and identify appropriate future Regional Center commercial sites for farmers' markets such as the the Crenshaw Farmers' Market (formerly the Leimert Park Farmers' Market (e.g., municipal parks, street closures) and drop-off sites for community-supported agriculture "shares" (direct marketing between farmers and consumers), and prioritize those uses in appropriate Regional Center locations. (P129)



**Goal LU57: A Regional Center where public and community services are provided that contribute to and improve the health and welfare of the local community.**

- LU57-1 **Accommodate Patron Parking.** Continue to provide free parking for patrons and employees of the Baldwin Hills-Crenshaw Plaza. (P110)
- LU57-2 **African American Art Museum.** Provide an African American Art Museum in one central space or in kiosks located throughout the BHCP retail mall component. (P120)
- LU57-3 **Community Rooms.** Provide community rooms for local groups to use as a general use meeting place. (P120)
- LU57-4 **Support Charitable Organizations.** Contribute to public awareness of the arts by providing subsidized lease agreements for not-for-profit charitable organizations such as the Debbie Allen Dance Academy. (P120)
- LU57-5 **Special Events.** Accommodate seasonal special events that cater to all segments of the community's racial, ethnic and intergenerational diversity. (P120)
- LU57-6 **Free Cultural Events.** Continue to provide free live cultural events for the public such as the Baldwin Hills-Crenshaw Plaza Live concert series. (P120)

**Goal LU58: A Regional Center where an ecologically sustainable future is prompted by encouraging adherence to accepted principles of "green" development.**

**Policies**

- LU58-1 **Community Gardens.** Encourage architects and developers to envision and design projects that utilize open space common areas within residential and mixed-use developments for community gardens. (P7)
- LU58-2 **Energy Efficient Building Designs and Retrofits.** Encourage the retrofit of inefficient buildings and building operating systems with new architectural designs and energy efficient building systems and utility infrastructure that promote energy conservation. (P168)

## Regional Center Design Guidelines

Similar to the other commercial designations, Regional Center design guidelines can be found within the preceding overarching Commercial Areas section and should be applied to further direct development towards creating a signature urban village of regional distinction that encourages pedestrian activity and economic vitality. The guidelines should apply to all new and remodeling commercial, residential and mixed-use projects located within the General Plan Framework designated Regional Center of the West Adams-Baldwin Hills-Leimert Community Plan Area. The guidelines are generally intended to supplement the standards and guidelines identified within the adopted Citywide Commercial Design Guidelines, the Crenshaw Corridor Specific Plan, as well as certain regulations of the Los Angeles Municipal Code (LAMC) where applicable. Topics not addressed within the preceding Commercial Areas Section and the following Crenshaw Corridor Specific Plan Section can generally be found within these additional resources.



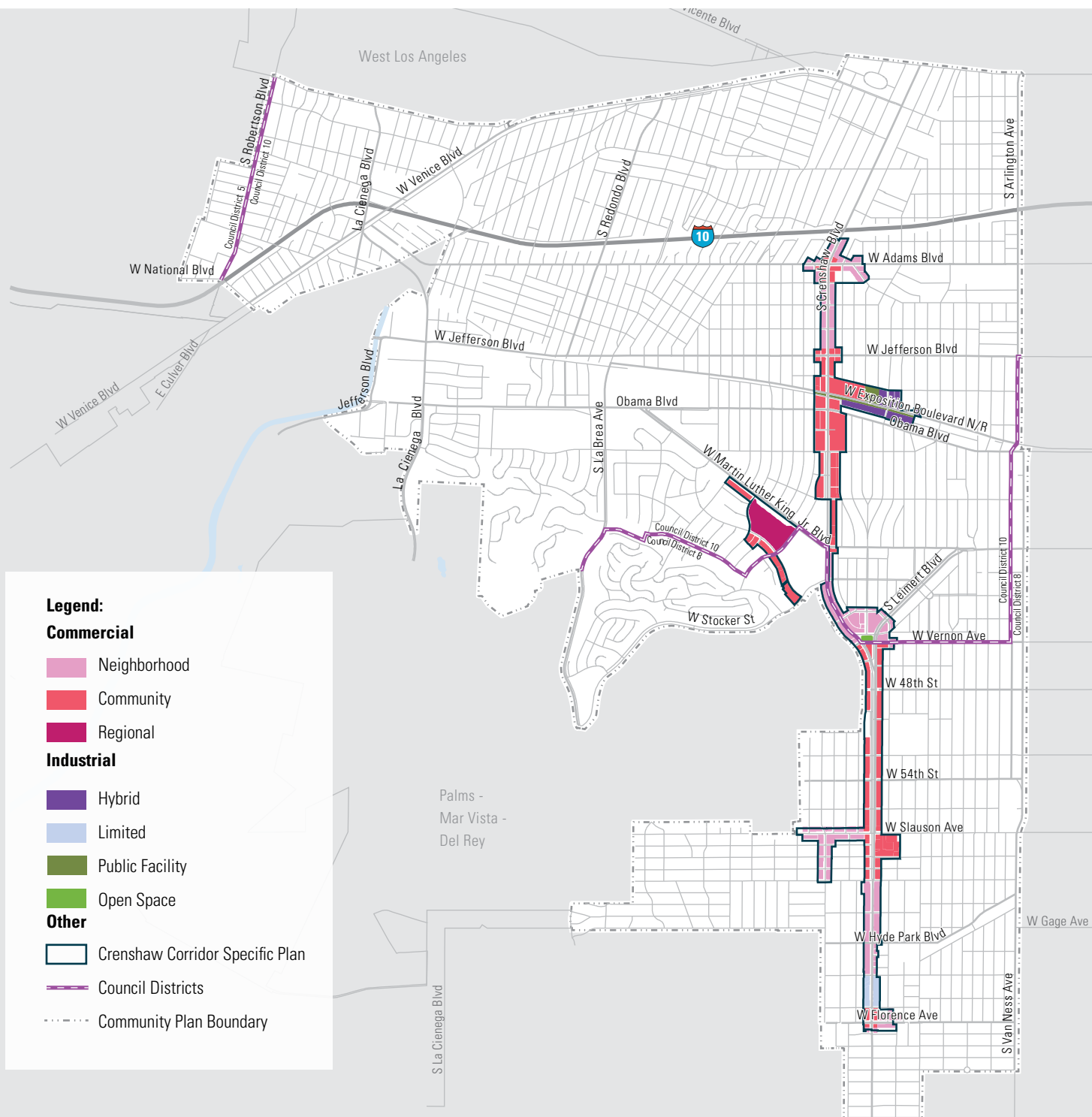
## Crenshaw Corridor Specific Plan

Crenshaw Boulevard, the primary north-south commercial spine of the West Adams-Baldwin Hills-Leimert Community Plan Area, continues to emerge as the major economic and transportation thoroughfare for the South Los Angeles Region.

Although construction of Crenshaw Boulevard as a major commercial thoroughfare occurred in earnest as early as the 1920's, due in part to master planning efforts associated with the building of the Leimert Park neighborhood, it would not be until the 1940's that the corridor's notable Moderne character could be clearly appreciated through the construction of scores of Art Deco, Streamline Moderne and International Style storefront structures including construction of the Baldwin Hills-Crenshaw Plaza Mall. In this regard, Crenshaw Boulevard is reflective of a continuum of architecture that spans from the Mid-20th Century through to today; linking an automobile-centric past with that of a pedestrian-oriented and multi-modal future.

Recent efforts toward fostering this evolution include the adoption of a specific plan in 2004; extending roughly 4.5 miles along the corridor from the Rosa Parks Freeway (Interstate 10) south to Florence Ave. To date, the Crenshaw Corridor Specific Plan remains one of only two development review related specific plans adopted within the City's South Los Angeles Planning Subregion. As a result of its careful administration over the years since its adoption, dramatic improvements have occurred along the corridor relative to the quality of design in architecture, landscaping and signage as well as in the assurance of a healthy mix of neighborhood amenities.





**Figure 3-9**

## Crenshaw Corridor Specific Plan

### West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.



*Rendering from the Mid City Corridors CRA 2008 Vision and Implementation Plan for the Crenshaw Corridor.*

Further opportunities for revitalization and enhancement of the corridor exist through the implementation of long planned major transportation projects either recently completed or in the final stages.

The potential land use opportunities associated with the implementation of these projects have yet to be fully addressed within the existing Crenshaw Corridor Specific Plan. However, comprehensive public outreach conducted in developing the Community Plan, as well as focused visioning and planning efforts by agencies such as the Mid-City Corridors and South Los Angeles Region CRAs, the Los Angeles County Metropolitan Transit Authority and others, continue to bring to light the need for further refinements to the Specific Plan. These changes might better respond to emerging opportunities adjacent to the Mid-City Exposition Light Rail and Crenshaw/LAX Transit Corridor Projects, as well as the continued formation of Leimert Park Village as a cultural district.

To this end, the following Community Plan goals and policies encourage appropriate amendments to the existing Crenshaw Corridor Specific Plan as a means to promote continued economic revitalization and enhancement of Crenshaw Boulevard in a manner similar to other corridors of the Community Plan Area that have long languished as a result of antiquated zoning that does not adequately respond to prevailing desirable neighborhood character or proximity to major transit infrastructure improvements.

Finally, because the Crenshaw Corridor Specific Plan includes areas identified through the four commercial land use sections previously described in addition to the following goals and policies unique to Crenshaw Boulevard, refer to these preceding sections for further applicable goals and policies.

**Goal LU59: A Specific Plan that will promote a balance of land uses in the area that will address the needs of surrounding communities within the greater South Los Angeles Region by providing standards for Crenshaw Boulevard which promote controlled development and redevelopment while encouraging and stimulating economic revitalization.**

#### Policies

- LU59-1 **Support Neighborhood Stores.** Ensure the viability of existing small businesses which support the needs of local residents and are compatible with neighborhood identity. (P25, P128, P246)
- LU59-2 **Identify Appropriate Revitalization/Redevelopment Areas.** Continue to identify appropriate redevelopment and revitalization areas and encourage uses that would enhance the economic vitality of the Community Plan Area. (P227)

**Goal LU60: A Specific Plan that promotes the preservation, conservation and enhancement of the character and aesthetics of Crenshaw Boulevard.**

#### Policies

- LU60-1 **Reuse Existing Structures.** New commercial uses shall be encouraged to adaptively reuse existing structures that reinforce desirable neighborhood character to the greatest extent possible. (P21, P121)
- LU60-2 **Refine Design and Development Standards.** Support efforts to establish and refine coordinated and comprehensive standards for signs, buffering and setbacks, building and wall height, open space and lot coverage, parking and landscaping, as well as facade treatment and the conservation and/or preservation of existing resources, designated historic or otherwise, that shape the identity of Crenshaw Boulevard. (P11)
- LU60-3 **Clarify Development Potential.** Promote further tailoring of maximum allowable height and building intensity parameters in order to provide better clarity of development potential as well as promote context sensitive projects especially at "greyfield", "brownfield" and other underutilized major intersection sites. (P11)
- LU60-4 **Residential/Commercial Compatibility.** Promote a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods. (P11, P77)



*Maverick's Flat*



*Angelus Funeral Home*

**LU60-5 Maintain Notable Cultural Influences.** Foster preservation, conservation, maintenance and enhancement of existing notable cultural influences in architecture and planning along the Boulevard such as the Japanese-American developed Crenshaw Square Shopping Center and the Paul Williams designed Angelus Funeral Home. (P21, P121)

**Goal LU61: A Specific Plan that promotes a high level of pedestrian activity, especially in areas identified as “pedestrian-oriented”, by promoting neighborhood serving uses which encourage walking and promote reduced traffic generation.**

### Policies

**LU61-1 Limit Automobile Oriented Uses.** Ensure that development parameters for commercial and industrial zoned land effectively limit certain uses identified as detrimental to the health and welfare of the community due to nuisance, overconcentration or reliance on a standardized development formula often dominated by excessive automobile orientation. (P79)

**LU61-2 Promote Outdoor Dining.** Promote attractive pedestrian environments in the areas designated as “pedestrian-oriented” by regulating the design and placement of buildings and structures which accommodate outdoor dining and other ground level retail activity. (P25)

### *Key Issues*

- Ensure an adequate mix of businesses along Crenshaw Boulevard.
- Further address high concentration of certain uses in the central Crenshaw area.
- Crenshaw Corridor needs more sit-down restaurants.
- Need to design better pedestrian environments within community “mini mall” shopping centers.

### *Key Opportunities*

- Continue to improve the image of the Crenshaw District as a regional destination.
- Continue to base future development on the culture and character of commerce in the Crenshaw District.

LU61-3 **Respond to Transit Proximity.** Support efforts to ensure that new construction responds to transit proximity and prevailing neighborhood character, and is not dominated by excessive auto orientation. (P22)

**Goal LU62: A Specific Plan that promotes the continued revitalization of the historic Leimert Park Village as a pedestrian-oriented cultural destination.**

**Policies**

LU62-1 **Vision Theatre.** Facilitate the maintenance, renovation and re-opening of vital cultural assets within the community such as the Vision Theatre. (P31, P120)

LU62-2 **Afro-centric Feel.** Promote the enhancement of the Afro-centric feel and the cultural entities that have made Leimert Park Village famous as a cultural center; especially for the African American community. (P116, P120)

LU62-3 **Village Character.** Preserve, conserve and maintain the pedestrian-oriented village-like scale and character of the original Art Deco architecture. (P31)

LU62-4 **Dining and Specialty Shops.** Facilitate the opening of additional dining and retail shops that provide specialty cultural goods and services, as well as stores that provide general goods and services. (P25)

LU62-5 **Cultural Facility.** Encourage the provision of a new library and/ or a new cultural facility dedicated to African American culture, arts and history in Leimert Park Village.



*Concept rendering depicting one of two consensus alternative plans from the CRA sponsored 2007 Leimert Park Visioning CORO workshop.*

- LU62-6 **Security.** Improve security and maintenance in Leimert Park Village. (P95, P113)
- LU62-7 **Quality Residential.** If housing is provided, build a range of quality housing options at a range of prices. – Leimert Park Village Only
- LU62-8 **Retain existing businesses.** Aid in the retention of existing business tenants. (P246)
- LU62-9 **Ownership Opportunities.** Promote equity/ ownership opportunities and ongoing community involvement in future development. (P246)
- LU62-10 **Regional Draw.** Enhance the regional draw that will provide visibility for the Leimert Park Village District of Crenshaw Boulevard. (P120, P296)



Rendering of Leimert Park Village Station Area Paseo.

**Goal LU63: A Specific Plan that encourages the creation of pedestrian friendly, transit-oriented development areas that promote health and sustainability by encouraging a mix of uses providing jobs, housing, goods and services, as well as access to open space, all within walking distance of the Mid-City Exposition and Crenshaw/ LAX Transit Corridor stations.**

### Policies

- LU63-1 **Transit Served Business Districts.** Support business districts outside of city centers that are well served by public transit facilities. (P22)

- LU63-2 **Prioritize New Development at Transit Nodes.** Prioritize new infill development near community centers and transit nodes. (P43, P60)
- LU63-3 **Prioritize Mixed-Use at TODs.** Identify transit-oriented development (TOD) areas as preferred locations for mixed-income, mixed-use projects. (P50)
- LU63-4 **Sidewalk Orientation.** Encourage projects that are oriented toward the sidewalk and promote pedestrian connectivity to light rail transit (LRT) stations. (P74)
- LU63-5 **Activate Ground Level Building Frontages.** Provide for increased intensity of pedestrian-oriented activities, commercial uses and community services at the ground level street frontage of structures, including mixed-use projects and parking structures located within the community centers and transit-oriented development areas of the Boulevard. (P74)
- LU63-6 **Parking Districts.** Encourage the creation of parking districts with centralized parking structures at appropriate locations, serving existing under parked structures and adjacent Specific Plan districts. (P189)
- LU63-7 **Transit Station Accessible Open Space.** Encourage the creation of open space that is directly accessible from the transit station entrance by use of paseos, limited street closures, easements and/or street vacations. (P192, P255)
- LU 63-8 **Housing Near Transit-Oriented Developments.** Provide a range of housing types and housing that is affordable to all incomes along transit lines and within transit-oriented districts. (P50)

### Goal LU64: **A Specific Plan that enhances the appearance and safety of Crenshaw Boulevard.**

#### Policies

- LU64-1 **Improve Appearance of Properties.** Improve the appearance and landscaping of commercial properties. (P73, P95)
- LU64-2 **Safe Parking Areas.** Improve the safety and aesthetics of surface parking areas as well as parking structures within the Specific Plan subareas. (P28, P73, P113)

## Crenshaw Corridor Design Guidelines

Design guidelines regarding the Crenshaw Corridor Specific Plan are contained within the adopted Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual. The guidelines have been established to further direct development towards creating a signature transit-oriented, multi-modal corridor where pedestrian activity, economic vitality and cultural awareness are showcased. Refer to this resource when considering the design of all new and remodeling commercial, industrial and residential projects located within the Specific Plan boundaries.



## Industrial Areas

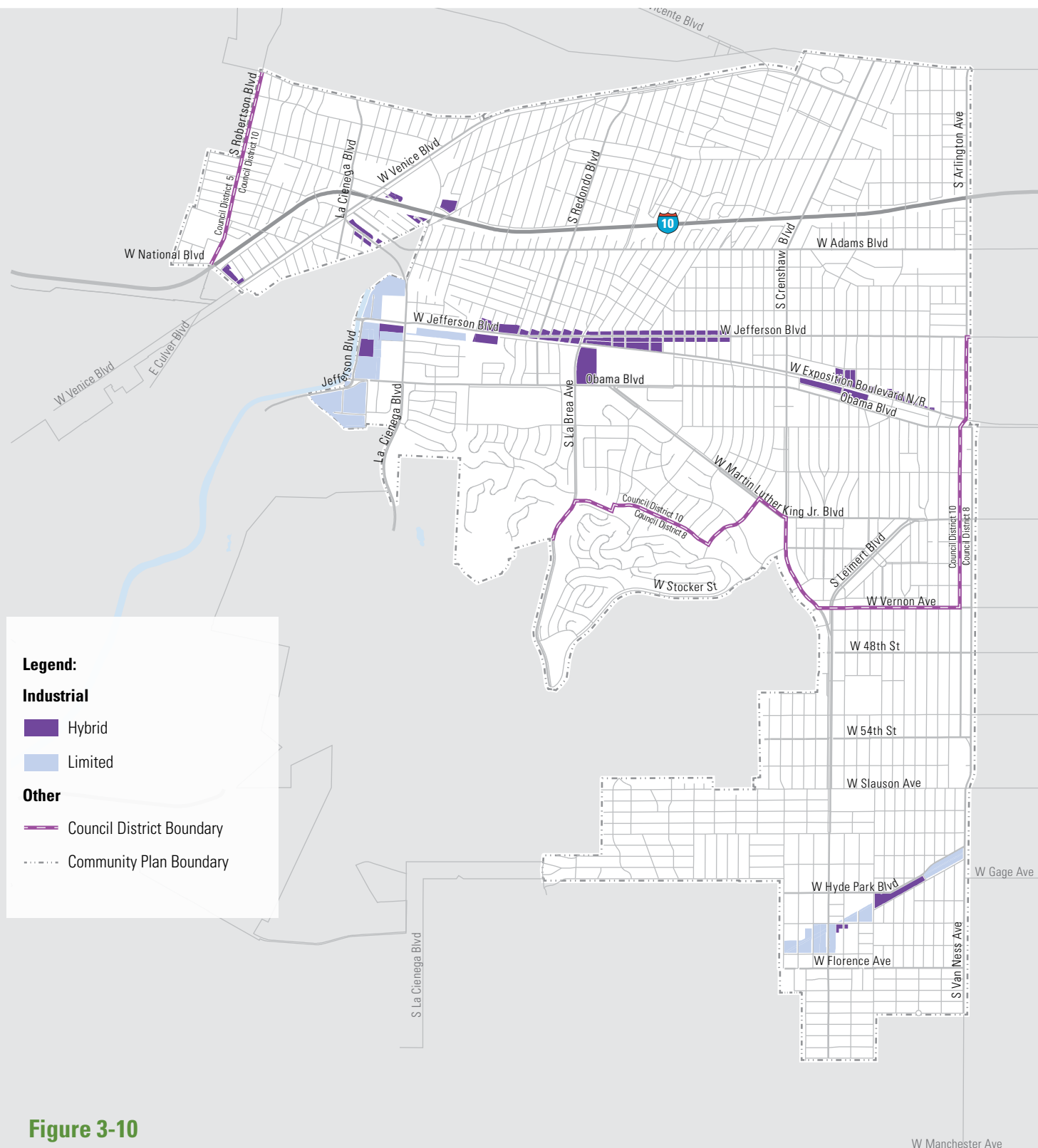
Key to the development of the industrial areas of the West Adams-Baldwin Hills-Leimert Community are the two railroad corridors traversing the Community Plan Area from east to west. The first, located within the historic Southern Pacific rail corridor along Exposition Boulevard, is said to be the second oldest railroad in Southern California; connecting freight and at one time passengers between downtown Los Angeles and Santa Monica until its sale to the MTA in 1990. The second, the Harbor Subdivision BNSF railroad corridor, located along Hyde Park Boulevard in the southern portion of the Community Plan Area, stretches 26 miles from downtown to the Ports of Los Angeles and Long Beach and remains operational, although mostly displaced as of 2002 with the opening of the Alameda Corridor.

Except for certain key larger sites located at intersections along major highways such as Crenshaw, La Brea and La Cienega Blvds., the resulting development pattern adjacent to these railroad corridors is marked by short segments of industrial planned parcels, generally small in size and shallow in depth with antiquated facilities and minimal supporting infrastructure. These small lots present challenges to acquisition and land assemblage which traditional industrial businesses need in order to operate competitively.

In addition, these small lots are often located immediately abutting stable and increasingly affluent residential areas, thus exacerbating long standing conflicts regarding the character, image and overall appropriateness of industrial and storage uses directly adjacent to residential neighborhoods.



*Harbor Subdivision Railroad located in the Hyde Park Neighborhood.*



**Figure 3-10**

## Industrial Areas

### West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

### *Key Issues*

- Upgrade underutilized industrial areas.

### *Key Opportunities*

- Promote job creation by attracting industry back to the Hyde Park Neighborhood.
- Promote “clean-tech” light industrial uses.
- Allow for the adaptive reuse of underutilized light industrial areas in specific locations.

As mentioned earlier, larger industrially planned parcels do exist within certain locations along the Exposition and Harbor Subdivision railroad rights-of-way. Locations adjacent to Hyde Park Boulevard in the south, as well as La Brea Avenue, Crenshaw and La Cienega Boulevards along the Exposition right-of-way continue to possess considerable potential as viable sites for industrial development or redevelopment due to their proximity to the light rail transit projects.

In this regard, the Framework Element establishes City policy to preserve industrial lands for the retention and expansion of the City’s industrial job base. Today’s “industrial” jobs are not just traditional 20th century manufacturing and warehousing jobs, but also include jobs in “clean-tech” and “green” companies, research and development businesses, food production, artisan industries, media production, and more. The City seeks to increase employment in these sectors to provide improved opportunities for City residents, maintain the City’s jobs-housing ratio, reduce the need of City residents to commute to remote work locations, and to help maintain the City’s fiscal health.

However, because many industrial facilities use or have used toxic materials, industrial sites, especially the larger sites, often need extensive toxic remediation before they can be used for other purposes, including new industrial uses. More importantly, industrially planned sites that abut residential development offer a significant challenge for redevelopment due to concern for any potential incompatibility between the two land uses. While industrial uses provide needed employment opportunities and economic benefits to this Community, they should be encouraged only when impacts to surrounding land uses can be mitigated. To this end, the following industrial land use goals and policies seek to further clarify a preferred disposition toward industrial land within the Community Plan Area:



*Hayden Tract is located on industrial zoned land in Culver City.*

**Goal LU65: A community where existing and future industrial uses which contribute job opportunities for residents are provided and which minimize environmental and visual impacts to the community.**

### Policies

- LU65-1 **Maintain Existing Industrial Land Where Appropriate.** Maintain existing industrial land uses where appropriate as well as designate lands for new emerging industry including industrial parks, research and development facilities, light manufacturing, and other similar uses which provide employment opportunities. (P39, P40)
- LU65-2 **Capitalize on Emerging Industrial Sectors.** Capitalize on rehabilitation and adaptive reuse of existing structures, as well as the introduction of contextual new infill construction in areas such as the Hyde Park Industrial Corridor. Provide land use incentives and standards that facilitate the generation of high wage jobs and training for the community especially within the growing “clean-tech” and “green-tech” sectors. (P13, P33, P286)
- LU65-3 **High Quality Projects.** Require that projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with existing uses. (P19, P29)
- LU65-4 **Compatibility with Adjoining Uses.** Achieve adequate compatibility through design treatments, compliance with environmental protection standards, and health and safety requirements for industrial uses where they adjoin residential neighborhoods and commercial uses. (P18, P29)
- LU65-5 **Transition Height to Residential.** Mitigate the potential negative impact of the height of industrial uses located in close proximity to residential uses by requiring landscape and open space transitions along edges adjacent to residential uses. (P18, P29)
- LU65-6 **Clarify Development Parameters.** Ensure clarity of development parameters by promoting context sensitive projects at “brownfield” and other underutilized industrial sites by establishing tailored maximum allowable height and building intensity parameters. (P29)

**Goal LU66: A community plan which retains industrial designations that are appropriate in order to maintain and increase the industrial employment for community residents.**

### Policies

- LU66-1 **Link Jobs to Residents.** To reconnect neighborhoods by linking residents to nearby jobs, training and needed services. (P50, P162)
- LU66-2 **Protect Large Industrially Planned Parcels.** Strive to protect large industrially planned parcels located along the Expo Line and in the Hyde Park area from development by other uses which do not support the industrial base of the Community, and the City. (P40)
- LU66-3 **Facilitate Industrial Revitalization.** Encourage the aggregation of smaller, older sites to facilitate revitalization or reuse where appropriate such as within the Industrial TOD areas along the Expo Line and within the Hyde Park Industrial Corridor. (P13)
- LU66-4 **Revitalize the Hyde Park Industrial Areas.** Foster the industrial revitalization of industrial properties located directly adjacent to the Harbor Subdivision Railroad right-of-way between Van Ness Avenue and West Boulevard. (P19)

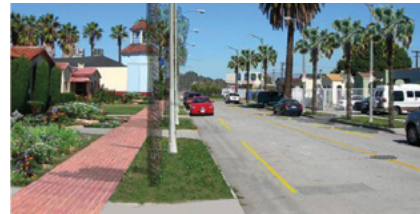


*Large industrial zoned parcel located near the La Cienega Expo LRT station.*

**Goal LU67: A community that promotes healthy and sustainable neighborhoods where access to both passive and active open and green space amenities encourages physical activity by all segments of the community and particularly youth and the elderly.**

### Policies

- LU67-1 **Enhanced Streetscapes and Urban Design.** Improve the quality of life and the built environment by promoting safety through enhanced streetscape and urban design that promotes pedestrian activity and bicycling instead of automobile dependence through better pedestrian orientation of structures and conservation of desirable prevailing neighborhood character. (P10, P29, P96, P225)



*Renderings of streetscape and urban design enhancements in the Hyde Park Industrial Corridor.*

## Industrial Design Guidelines

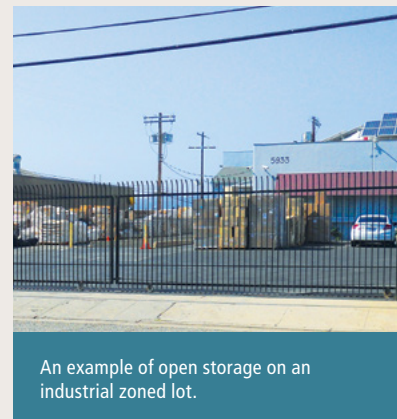
The following industrial design guidelines have been established to better harmonize the appearance of industrial properties in the presence of conflicting uses toward retaining a strong industrial and manufacturing presence in the area. The guidelines apply to all new and remodeling industrial projects located within the General Plan Framework designated limited and hybrid industrial land use categories of the West Adams-Baldwin Hills-Leimert Community Plan. The guidelines are generally intended to supplement the adopted CPIO standards and Citywide Industrial Design Guidelines as well as all applicable sections of the LAMC. Topics not addressed within this section can generally be found within these additional resources.

### General Site & Building Design

- G80. Public frontages, facades and site edges should be attractive and well maintained.
- G81. Visibility for security purposes should be balanced with screening of stored goods and industrial activities.
- G82. Pedestrian access paths to public entrances should be delineated clearly from vehicular and truck access.
- G83. All truck turning movements necessary to enter or exit loading docks should be accommodated entirely within the site.
- G84. Driveways and curb cuts at the property edge should be the minimum number and size. Wherever possible, driveways should be shared in new developments.
- G85. Visitor parking should be provided separately from employee and truck parking or loading areas.
- G86. New buildings should be setback from the public sidewalk to provide a landscape buffer.
- G87. When abandoned rights-of-way are included in a redeveloped industrial site, they should be integrated as passive or active outdoor space.



Industrial zoned land.



An example of open storage on an industrial zoned lot.



Landscaped setbacks help soften the transition between building and public sidewalk.

## Industrial Design Guidelines

- G88. Materials should be chosen for longevity and be graffiti-resistant so properties remain attractive. Incorporate sustainable features such as photovoltaic panels (on roofs and over low-clearance yards), natural daylighting (large windows, clerestories and skylights) and natural ventilation – all of which can help keep operating costs down.

### Small Sites

This building is typically 1-2 stories and represents much of the existing 20th Century industrial landscape of South Los Angeles. These structures are often brick, concrete or block construction. They are usually constructed right-up to the public property line and faced with windows and a public entry. They have small yards and limited parking on the property.

- G89. Small industrial structures should be re-used whenever possible to retain the architectural character of the Community Plan's industrial areas.
- G90. Visitor entries should be highly visible, well lit and avoid nooks and insets where unwanted visitors might linger. These entries should have a canopy, or special feature to distinguish these access points from the remaining building mass.
- G91. New signage, architectural features and lighting should complement the original building materials and be compatible with the spirit of the original building design.
- G92. Windows that need extra protection should have security features that do not block out more than 30% of the natural light to the interior, and be designed as an architectural feature compatible with the building's style.

### Medium Sites

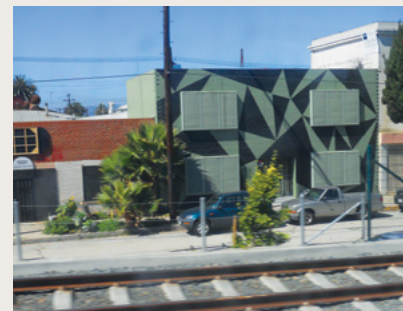
This building type is found in older manufacturing districts. Older structures are sometimes converted to loft or live-work housing in



Example of a small industrial structure in Culver City.



Example of a visitor entry for a small industrial structure.



A small site near the Farmdale Expo LRT station.

## Industrial Design Guidelines

areas making a transformation to urban lifestyle districts. This building type is usually 3-6 stories tall, but there are examples of large scale structures only 1-2 stories tall with monumental footprints suited to large scale production. Typical uses include fashion design and production, food, furniture, material and manufacturing. Adaptive reuse can introduce new uses like housing, office, artist studios, entertainment production, galleries, research and development, or green technology.

- G93. Medium to large scale industrial structures should be re-used whenever possible or be integrated into industrial or mixed-use development projects wherever feasible.
- G94. Large window systems should be maintained wherever feasible to capitalize on natural lighting as originally intended when the buildings housed manufacturing uses.
- G95. When integrated into a new development, the overall site design should consider access, parking and landscaping so that the existing structure(s) is made cohesive with new ones.
- G96. For 2-3 story existing structures, consider if additional floors can be added while the existing structure or shell should be retained before proposing demolition for a new industrial structure.
- G97. The branding and identity of the development should respect the original building use (Example: Helms Bakery).

### Large Sites

This building type will occur on large industrial parcels west of La Cienega Boulevard and in the Hyde Park area that are being renovated or newly built. Large scale refers to the building's height or floor plate size. Typical industrial uses include industrial business parks, warehouses, business distribution, and even large scale adaptive reuse for cleaner technologies.



Example of a medium scale industrial structure with large window systems for utilizing natural light.



The Helms Bakery building retains the branding and identity of its original use.

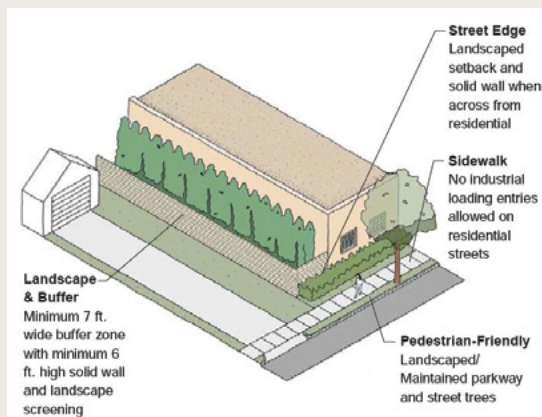


Surface parking for an industrial parcel near the Jefferson/La Cienega Expo LRT station.

## Industrial Design Guidelines

98. Large scale industrial properties should be designed to feature their construction method. For example, concrete tilt-up structures should feature forms that are derived from the tilt-up production system.
99. Consider integrating color and graphic patterns to reinforce the company's identity.
100. Large expanses of walls should feature a relief or graphic pattern that provides scale and visual interest.
101. Integrate natural daylighting through clerestories and skylights wherever possible to reduce the need for artificial lighting and energy consumption.
102. New industrial projects should integrate pedestrian amenities at transit stops that occur along their frontage. For businesses with 100 employees or more: a bench within 15' of a bus or shuttle stop should be provided and maintained on the property. For businesses with 250 employees or more: a shade structure in addition to the bench should be provided and maintained on the property.

### Transition at property line



Example of a large scale industrial site which reinforces the company's identity through the building's design.



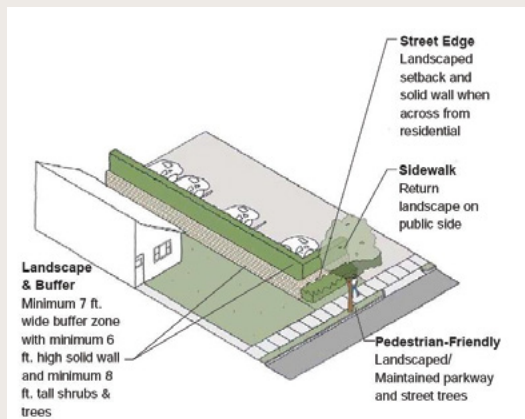
Hayden Tract in Culver City.



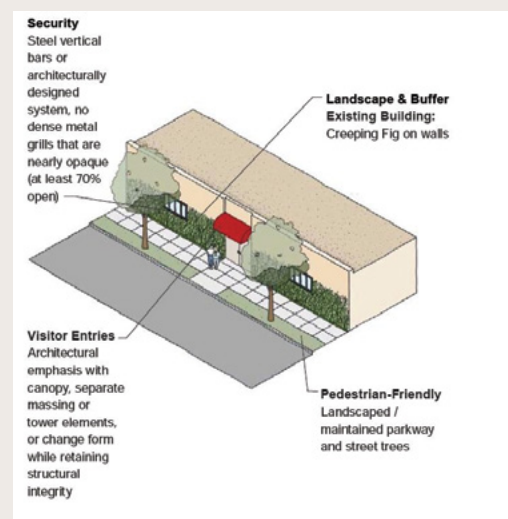
Example of a structure with clerestory skylights for utilizing natural light.

## Industrial Design Guidelines

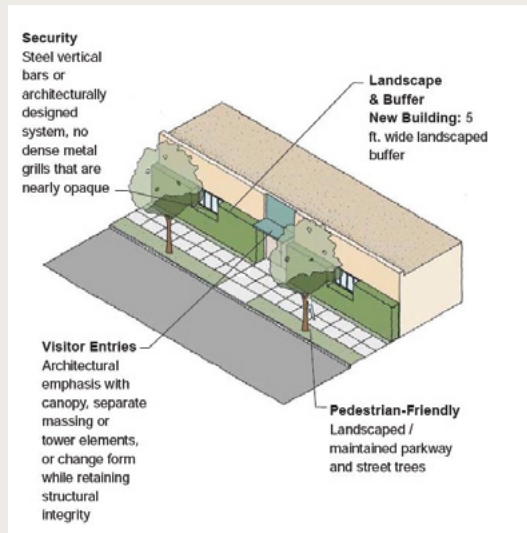
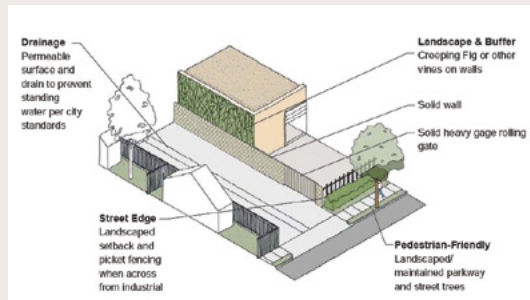
### Transition at Property Line



### Transition at Street Frontage

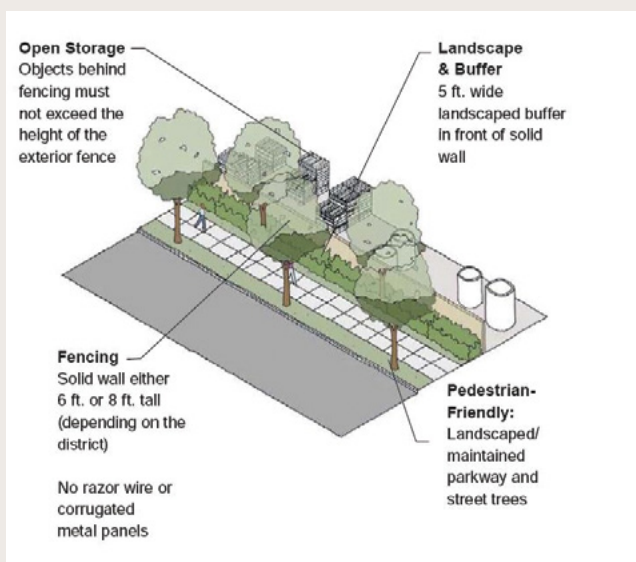
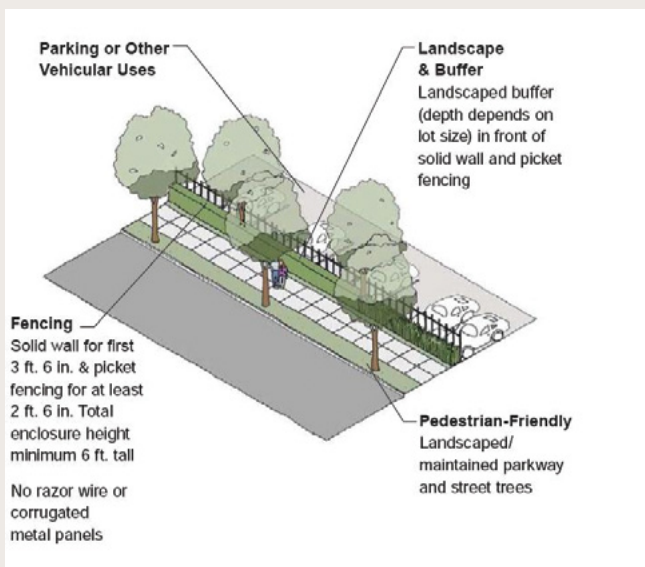


### Transition at Alley



## Industrial Design Guidelines

### Transition at Street Frontage



## Historic and Cultural Resource Preservation and Neighborhood Conservation



*MacGowan Residence, Historic Cultural Monument #479.*

The West Adams-Baldwin Hills-Leimert Community Plan Area has a rich built history, with key buildings and places that have become significant for their notable architecture or association with the social and cultural history of the community. The preservation of historic resources protects this built legacy, ensuring continuity and the retention of the community's collective memory. Historic preservation also offers economic benefits, as communities throughout the nation have used preservation as a successful tool to promote revitalization and economic development.

As discussed in the "Historic Development Patterns" section of Chapter 2, the West Adams-Baldwin Hills-Leimert Community Plan Area consists of several distinct neighborhoods, each developed as separate communities or cities. As a result of this century long period of subdivision, each contains one or more of the several phases of architectural evolution in Los Angeles which are listed below:



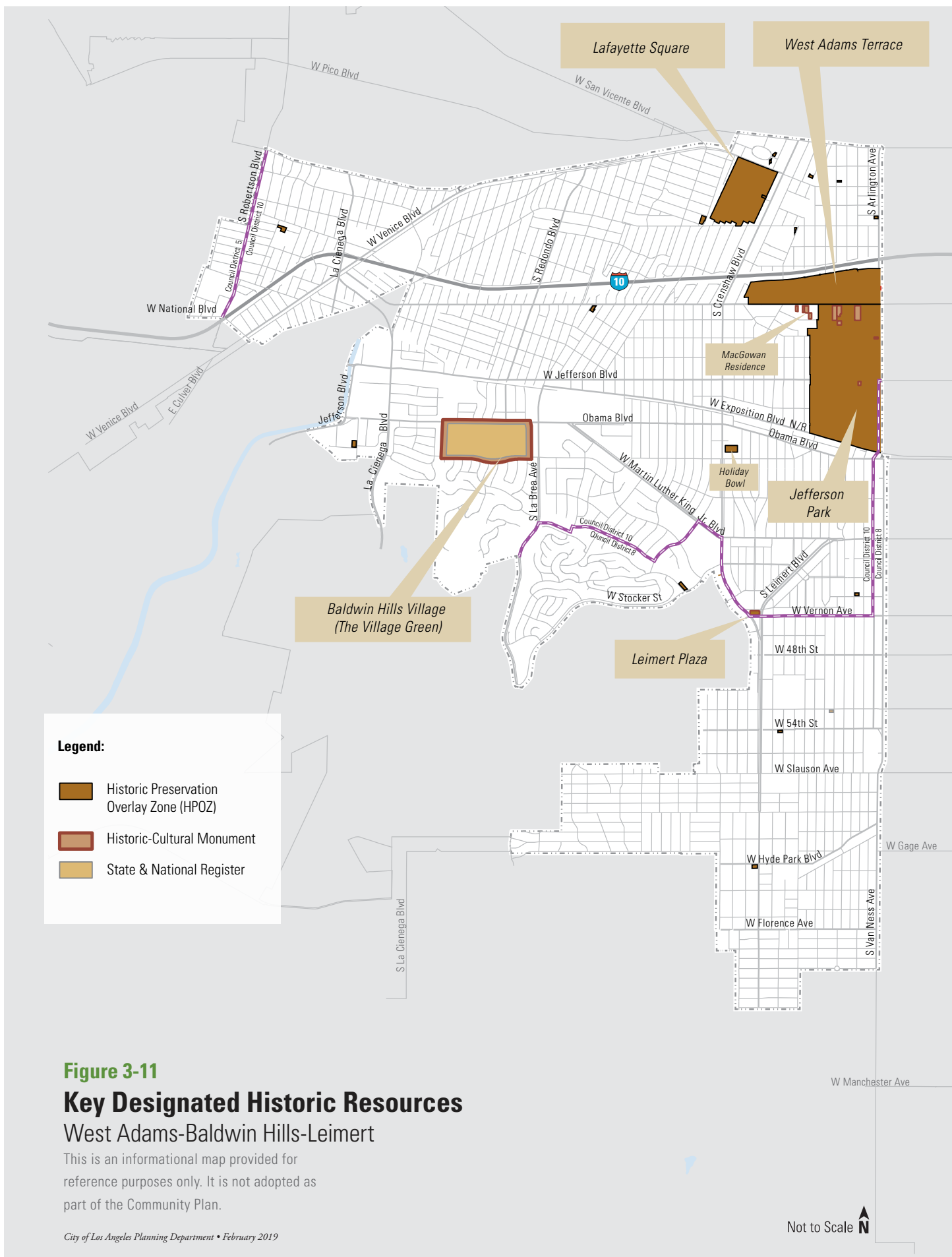
*Pico Boulevard storefronts.*

- Queen Anne Revival (1885-1900)
- Turn of the Century (1895-1905)
- American Foursquare (1895-1910)
- Craftsman (1895-1920)
- Colonial Revival (1895-1915)
- Spanish Colonial Revival (1915-1941)
- Utilitarian Commercial (1915-1929)
- Art Deco (1920-1941)
- Streamline Moderne (1930-1941)
- Mid-Century Modern (1945-1964)



*Helms Bakery*

In this regard, the Community Plan Area is characterized by block after block of well preserved home designs from the area's many periods of significance and incorporates numerous Historic and Cultural Resources designated at the local, state and national level. Designated local resources include individual structures such as the Mac Gowan Residence, Maverick's Flat and the Angelus Mesa Branch Library, to name but a few, as well as three historic districts, West Adams Terrace, Lafayette Square and Jefferson Park. Through this Community Plan update process, in concert with the findings of the Los Angeles Historical Resources Survey and other community outreach efforts, additional potential sites and neighborhoods





*McCarty Memorial Church*

such as Leimert Park, Wellington Square, Victoria Park, the Vision Theatre and Helms Bakery have also been identified as warranting further consideration to become locally adopted Historic and Cultural Resources.

To this end, the following Community Plan goals, policies and programs seek to tailor citywide preservation policies established through the General Plan and assist the Office of Historic Resources in further instructing policy decisions through implementation of the Cultural Heritage Master Plan as well as through the data findings of the Los Angeles Historic Resources Survey (SurveyLA).

It is important to note that while SurveyLA evaluated all parcels in the Community Plan Area, the majority of properties are not listed as designated or eligible for designation. However, many of these properties may be described through the Survey as generally contributing to the overall form and character of the Community or otherwise possessing some form of noteworthy merit. Therefore, in addition to outlining goals and policies regarding the review and designation of future historic resources, the intention of the Community Plan will also be to outline policies that identify innovative programs that encourage neighborhood conservation.

**Goal LU68: A community that recognizes its historic and cultural heritage by encouraging continued designation, preservation and restoration of the monuments, cultural resources, neighborhoods and landmarks of the area for the benefit of future generations.**

### Policies

- LU68-1 **Celebrate Designated Historic and Cultural Monuments.** Continue to identify and celebrate all designated City of Los Angeles Historic and Cultural Monuments within the West Adams-Baldwin Hills-Leimert Community Plan Area as a means to foster public appreciation of the area's invaluable historic resources and to promote civic pride in preserving Los Angeles' historic past. (P148)
- LU68-2 **Protect Historic Resources.** Continue efforts to protect, preserve, maintain and appropriately enhance the Community Plan Area's significant cultural and historical resources. (P153)
- LU68-3 **Identify Future Resources.** Promote the survey and identification of buildings and places with unique architectural and historical significance. (P257)
- LU68-4 **Protect Open Space, Public Facility and Viewshed Resources.** Encourage the preservation of established hillside open space, public facility and right-of-way viewsheds, such as the Kenneth Hahn State Recreation Area, as unique resources within the community. (P147)

LU68-5 **Assist Property Owners.** Assist property owners of historic resources to maintain and/or enhance their properties in a manner that will preserve their integrity. (P153)

**Goal LU69: A community where careful consideration of applicable preservation criteria is encouraged when reviewing projects affecting designated and eligible historic resources.**

### Policies

LU69-1 **Apply Preservation Standards.** Apply the Secretary of the Interior's Standards for the Treatment of Historic Properties to all projects that affect designated historic resources. (P153)

LU69-2 **Ensure CEQA Review of Eligible Resources.** Continue careful review pursuant to the California Environmental Quality Act (CEQA) regarding project proposals affecting resources identified through the Los Angeles Historic Resources Survey (Survey LA) as eligible for historic designation. (P3)

LU69-3 **Evaluate Potential Significance.** Consult with the Office of Historic Resources regarding projects that require environmental review in order to adequately evaluate the potential significance of buildings 45 years of age or more. (P3)

LU69-4 **Preserve and Reuse Existing Structures.** Promote the preservation and reuse of existing buildings as a key component of the City's sustainability policies, and provide tools to assist property owners in "greening" historic buildings while still adhering to preservation standards. (P21, P54, P168, P253)



*Leimert Plaza, Historic-Cultural Monument #620.*



*Victoria Park*

**Goal LU70: A community where new Historic Preservation Overlay Zones (HPOZ) are initiated and adopted for neighborhoods that have been identified and/or appear to be eligible for historic district status.**

### Policies

LU70-1 **Support Continued District Designations.** Support the continued progress in the district designation, as well as maintenance and rehabilitation of structures of historic significance in the Victoria Park, Leimert Park, Arlington Heights, Wellington Square and other potential and proposed historic districts. (P150, P152)



*Arlington Heights*

### A Leimert Park Preservation Strategy



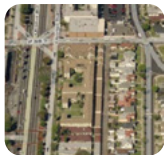
**Potential California Register or National Register Historic District**

- Designation of entire area.



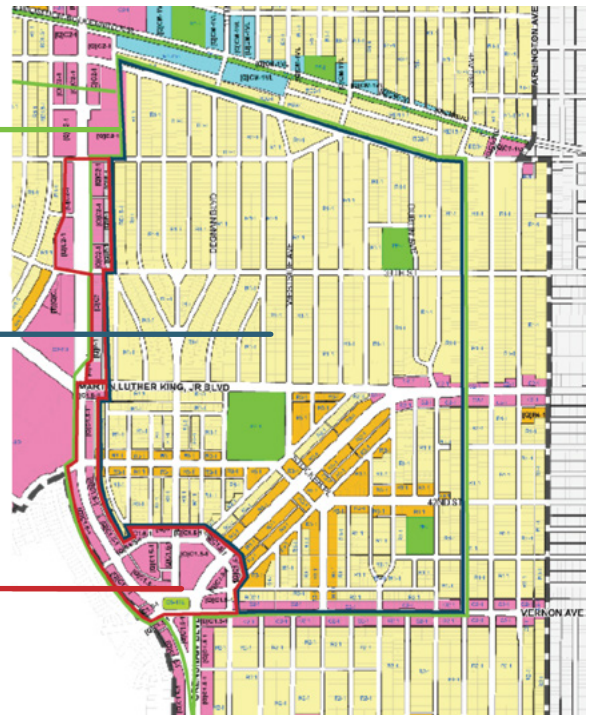
**Potential Local HPOZ (LAMC 12.20.3)**

- Designation of residential area only (in tandem with amended specific plan provisions for commercial areas).



**Proposed Amendments to Existing Crenshaw Corridor Specific Plan**

- Amend Sections 14 and 17 to include Historic Preservation procedures relative to demolition, alteration, addition, restoration, rehabilitation and composition of the Design Review Board.



**LU70-2 Promote Neighborhood Conservation Techniques.** Promote the initiation and adoption of innovative neighborhood conservation techniques such as community plan implementation overlays, community design overlays and others, for areas that retain cohesive character but are not currently identified to become HPOZs such as the Baldwin Village and Hyde Park neighborhoods. (P21, P58, P258)

**Goal LU71: A community that protects and enhances historic and architectural resources in commercial areas in a manner that will encourage context sensitive revitalization and investment in these areas.**

#### Policies

**LU71-1 Façade Restoration.** Encourage the preservation, conservation, rehabilitation and adaptive reuse of existing buildings in commercial



*Wellington Square*

areas through the restoration of original facades and the design of new construction which complements the old in a harmonious fashion that enhances the prevailing historic pattern of development. (P21)

LU71-2 **Context Sensitive Revitalization.** Support context sensitive re-investment and revitalization of commercial areas of historic and cultural significance such as Leimert Park Village and Washington Blvd. (P21)

**Goal LU72: A community where partnerships with relevant neighborhood organizations and City agencies are forged to advance preservation efforts in the community through informational/educational and incentive programs.**

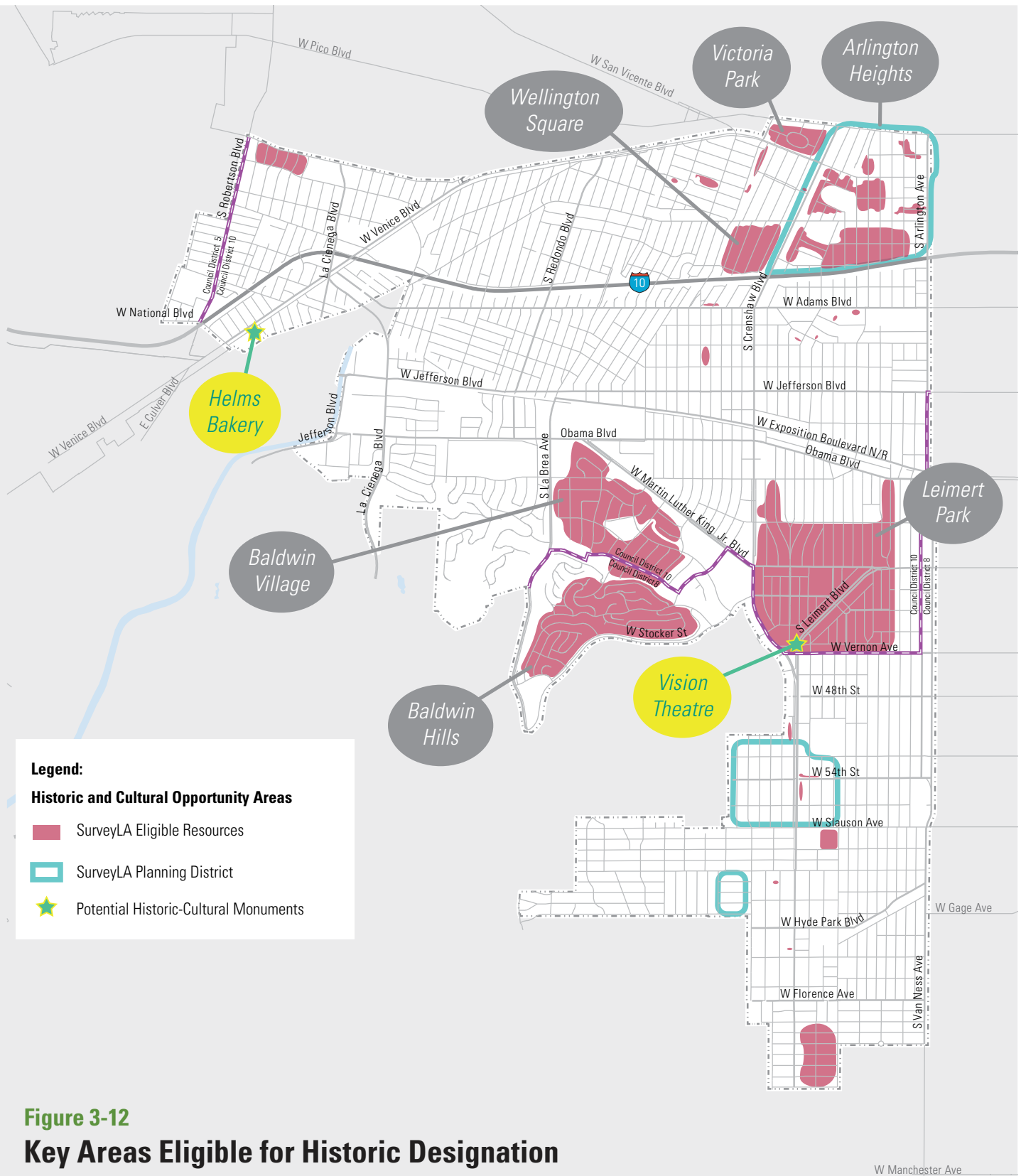
### Policies

LU72-1 **Partner with Preservation Organizations.** Partner with organizations such as the West Adams Heritage Association, Los Angeles Conservancy and others to create new interpretive programs, tours and signage programs that highlight the community's history and architectural legacy. (P201)

LU72-2 **Utilize Incentive Programs.** Identify and promote the use of historic preservation incentive programs, such as the City's Mills Act, Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and California Historical Building Code. (P201)



*Holiday Bowl, Historic-Cultural Monument #688.*



**Figure 3-12**  
**Key Areas Eligible for Historic Designation**  
**or Neighborhood Conservation**  
 West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

- LU72-3 **Identify Financial Resources for Low to Moderate Income Home Owners.** Partner with the Los Angeles Housing and Community Investment Department, and other agencies to identify new financial resources for rehabilitation grants and loans to low and moderate income owners of single-family and historic homes. (P201)

**Goal LU73: A community where the contribution of existing cultural resources is enhanced and capitalized upon.**

**Policies**

- LU73-1 **Promote Community Awareness.** Promote community awareness of cultural amenities by implementing the City's Cultural Master Plan and the Cultural Heritage Master Plan. (P117)
- LU73-2 **Support Cultural Districts.** Support neighborhoods, places and features identified within the community as cultural districts by the City of Los Angeles. (P117)
- LU73-3 **Support Cultural Centers.** Support the development and growth of the St. Elmo's Village and Leimert Park Village areas as Cultural Centers in the community through the provision of performing arts auditoriums, classrooms, workshops, libraries, children's art centers and museums, such as a museum of African-American culture and art, as appropriate. (P117)
- LU73-4 **Coordinate Cultural Programs.** Encourage the coordination of cultural programs at local schools between the schools, the Cultural Affairs Department and local artists. (P117)



*St. Elmo's Village.*



## Inglewood Oil Field (Baldwin Hills CSD)

The 1,000-acre Inglewood Oil Field is the largest urban oil field in the US and is surrounded by more than one million residents in Los Angeles, Inglewood and Culver City. Although not located within the West Adams-Baldwin Hills-Leimert Plan Area and significantly buffered from the Community Plan by the Kenneth Hahn State Recreation Area, the Inglewood Oil Field continues to present significant challenges to surrounding adjacent communities despite the fact that current production represents only a fraction of the barrels per day of crude oil yielded during the early periods of its eighty year history. With an average of 28 new wells drilled per year within the Active Surface Field boundary, the continued activity has led to complaints from residents regarding odors, noise, vibration and visual blight. This prompted the Los Angeles County Board of Supervisors to adopt the Baldwin Hills Community Standards District (CSD) in 2008 which established new development standards and operating procedures for oil and gas production operations in the area; the overarching goal being to ensure that all oil field operations be performed in the safest manner possible. To this end, discretionary review of future activities within the adopted boundaries of the County's Baldwin Hills Community Standards District should consider the following goals and policies:

**Goal LU74: A County adopted Baldwin Hills Community Standards District that is strengthened to ensure that all oil field operations be performed with the greatest regard for the health and welfare of the adjacent community.**

## Policies

- LU74-1 **Further Health and Aesthetics Studies.** Support continued County efforts to further study and consider future amendments to the adopted Baldwin Hills Community Standard District (CSD) ordinance including enhancements or modifications to regulations for the benefit of the community related to aesthetics and the intensity of drilling at the site as well as health impacts. (P161)
- LU74-2 **Community Standards District Amendments.** Support and encourage the implementation of the Los Angeles County's CSD amendment measures, and the CSD Settlement Agreement.

## Las Cienegas Oil Field ("O" Oil Drilling Supplemental Use Districts)

Los Angeles oil fields collectively produce approximately two million barrels of crude oil every year, with a fair concentration of these fields located within South Los Angeles. As described in Chapter 1, oil drilling and production activities have occurred for decades within the West Adams-Baldwin Hills-Leimert Community Plan Area, particularly in the adjacent Inglewood Oil Field of the Baldwin Hills as well as the Las Cienegas Oil Field located in the urbanized northern portions of the Community Plan Area. The land use conflicts between oil drilling and its neighbors has thus long existed, and been exacerbated as the City continues to grow. Since oil extraction and production has evolved over time, technological advances such as hydraulic fracturing and acidizing are arising and driving expansion of oil and gas exploration. New drilling technologies have led to further complaints from residents regarding, odors, noise, vibration, visual blight, and most importantly negative health impacts. As discussed earlier, concerns related to operations at the Inglewood Oil Field continue to be addressed through ongoing implementation of the Baldwin Hills CSD. Similarly, it is important that all oil operations occurring within the Las Cienegas Oil Field are also performed in the safest manner possible. Since portions of the La Cienegas Oil Field located within the boundaries of the West Adams Community Plan Area are regulated by an existing "O" Oil District designation, discretionary review of future activities within the adopted boundaries of the "O" District should be substantially consistent with the following goals and policies:

**Goal LU75: A community where oil extraction activities are performed with the greatest regard for public and environmental health and welfare.**



## Policies

- LU75-1 **Discretionary Review.** Seek a high level of discretionary review for any changes to, or expansion of, existing oil extraction sites and activities so that the public may remain informed and involved, and so that appropriate environmental review may take place pursuant to the California Environmental Quality Act.
- LU75-2 **Periodic Review.** Encourage regular and periodic discretionary review of any extraction activities involving hazardous materials.
- LU75-3 **Community Health.** Recommend that any extraction technology, including fracking, acidizing, or other technologies that involve potentially hazardous materials, has no negative impacts on public or environmental health. Support comprehensive plans, which strive to stop the release of chemicals from extraction sites into the groundwater or the surrounding environment.
- LU75-4 **Emergency Preparedness.** Recommend that emergency responders, including LAPD and LAFD, have reviewed any plans involving the storage, transportation, or use of hazardous materials, and that comprehensive abatement and emergency response plans exist prior to the issuance of any decision to approve any expansion of, or change to, extraction activities.
- LU75-5 **Hazardous Materials.** Recommend that any decisions to approve the transportation or use of hazardous materials are based on sound understanding of potential public health impacts, and that adequate study and analysis has been conducted and demonstrated as part of the decision-making record.
- LU75-6 **Mitigation of Impacts.** Encourage adequate mitigation of noise, odor, glare, vibration, and aesthetic impacts. Support efforts to discourage continuous around-the-clock drilling.
- LU75-7 **Design and Compatibility.** Recommend that any construction, including accoutrements intended to buffer or mitigate, strive to be compliant with any applicable Community Plan, CPIO, Specific Plan, or HPOZ Preservation Plan Design Guidelines.
- LU75-8 **Geotechnical Studies.** Support efforts to obtain additional seismic and other geotechnical studies which demonstrate that there will be no increased risk of earthquakes, subsidence and related geologic issues.

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# Mobility

**T**he Mobility Chapter integrates citywide policies established in the General Plan Framework Element and Mobility Element with community-specific land use and transportation objectives. The Mobility Element, first adopted in 2015, is an update to the 1999 Transportation Element and defines the City's transportation goals and policies to provide a first-class, multi-modal transportation system that supports a healthy, sustainable and economically prosperous city in which jobs, services and amenities are easily accessible to all residents and visitors, and which respects the City's unique communities and neighborhoods. In addition, citywide policies seek to:

- Improve air quality, the health of residents, and the quality of life in Los Angeles by reducing automobile dependency and vehicle trips.
- Encourage transit-oriented development near fixed guideway light rail transit stations and in major economic activity areas in order to accommodate growth and reduce the need for driving.
- Reduce automobile dependency by providing safe, convenient transit systems.
- Create a network of safe and accessible bikeways that will increase transportation and recreation opportunities.
- Preserve the quality of life in residential neighborhoods by minimizing the intrusion of through-traffic.
- Help walking become a more viable option for short trips.
- Provide a means for the promotion of walking, biking and hiking as healthful and relaxing activities.
- Preserve the character of neighborhood commercial areas by improving multi-modal access, circulation and management of parking.
- Assure that streets serve more purposes than carrying vehicles, including watershed management and providing public open space.
- Enhance the economic viability of the City by assuring that the transportation system supports economic development, revitalization, and the efficient movement of goods.

## *What is Mobility?*

Whether walking, riding a bike, taking public transit or driving a car, community members want efficient, safe and enjoyable modes of transportation to reach their destinations. "Mobility" is the ability to comfortably travel within the community and region using one or several modes of transit. Mobility is enhanced when community members have a variety of travel options ranging in feasibility and cost.

The West Adams-Baldwin Hills-Leimert Community Plan recognizes that land use and mobility goals and policies are interdependent. Mobility objectives cannot be achieved without the support of appropriate and complementary development;

at the same time, land use and urban design objectives can be undermined by conflicting mobility policies. The mobility goals and policies in this chapter are designed to enhance and reinforce the land use and urban design policies discussed in Chapter Three.

Our City's streets serve many different roles within a community. They are a means to get people to places they need to go—via bus, light rail, car, motorcycle, scooter, bicycle, on foot, and more. Streets are also places to gather, recreate, shop, exercise, and meet friends. They are the backbone of a healthy community and an indicator of a local neighborhood's culture and values. Streets must also provide mobility for our businesses, which often rely on the timely delivery of merchandise to their stores or the ability to deliver services in customer's homes or offices. Furthermore, streets accommodate utility and sewer lines as well as collect and transport water on rainy days. Simply stated, daily life demands a great deal from our streets; thus, the sustainable future of our neighborhoods depends on a network of roadways that balance the needs of these multiple interests and functions.

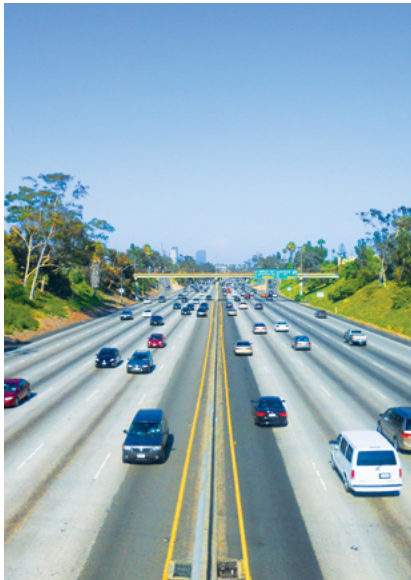
Currently, much of our city's streets are devoted to moving vehicular traffic; however, overdependence on motor vehicles puts communities in a vulnerable economic position. As gas prices rise, residents and businesses in auto-dependent cities spend larger shares of their income on transportation, thereby reducing their ability to spend money in other areas of the economy. Auto-dependence decreases the City's competitive advantage over other cities in attracting top firms and workers who demand more and better mobility options. And, finally, spending excessive time in a car to access daily needs, jobs, and entertainment diminishes our quality of life. Therefore, this Community Plan emphasizes a more balanced, multi-modal approach to mobility in which the community's streets are more equitably shared by all users ("complete streets") and where there are more and more easily accessible alternatives to the automobile.

## Circulation System

Referring to Figure 4-1, the Community Plan Area is well served by a circulation system of highways (freeways or high capacity roadways), arterials (moderate capacity roadways), collector streets and local streets. Except for a handful of uniquely planned neighborhoods such as Leimert Park, Baldwin Village, and the Village Green, the Community Plan Area is otherwise comprised of an uninterrupted grid network of east-west and north-south arterials broken only by the Baldwin Hills to the southwest offering very limited north-south access through a series of passes. Referring to figure 4-2, this uninterrupted grid network has enabled the Community Plan Area to emerge as a "transit rich" environment providing a robust public transit system including Metro light rail transit service, Local and Rapid bus service, as well as LADOT (local circulator) DASH bus service. The Santa Monica Freeway (I-10), traversing the Community



*View south to the La Brea Blvd. "cut" through the Baldwin Hills.*



*Santa Monica (I-10) Freeway.*

Plan Area from east to west just north of Adams Boulevard, is the sole freeway serving the area. The Generalized Circulation System (Figure 4-1) delineates the Community Plan Area's street network and establishes right-of-way widths and dedication requirements. The circulation system serves pedestrian, bicycling and other alternative modes of travel as well. All of these modes are discussed in the following sections.

While the Generalized Circulation System map provides basic guidance, the Mobility Element of the General Plan suggests that street standards may be modified to reflect the specific needs of a community and its built environment. An analysis of arterial streets (Boulevards and Avenues) and in certain instances Collector Streets, may result in tailored street reclassifications, or "Modified," street standards for individual streets whose differing needs require alternative street cross-sections. The West Adams-Baldwin Hills-Leimert Community Plan implements a series of Street Reclassifications based on existing and proposed land uses as influenced by the presence of historic buildings, the emergence of activity nodes around light rail transit stations as well as development potential as

## *Street Classifications*

Streets are organized by official standard street classifications established in the Mobility Element, and street dimensions, depicted in the Department of Public Works Standard Plan Forms, as adopted by the City Planning Commission. The purpose of standardizing street dimensions is to assign appropriate street right-of-way widths — comprised of space for sidewalks, street parking, travel lanes, and medians — for each street type. Boulevards and Avenues are commonly referred to as arterial streets while collector and local roads are referred to as non-arterial streets. The Mobility Element, as an update to the 1999 Transportation Element, replaces Standard Plan Form S-470-0 with S-470-1 and includes the following street types:

**Boulevards I and II.** Formerly Major Highway — Class I and II, Boulevards are designed to carry high volumes of traffic at relatively high speeds. A Boulevard I typically includes 136 feet of right-of-way with three lanes of traffic in each direction. A Boulevard II typically includes 110 feet of right-of-way with two lanes of traffic in each direction. Access to individual parcels along the street should be limited.

**Avenues I, II and III.** Formerly Major Highway Class II and Secondary Highways, Avenues are intended to supplement the through-traffic carrying characteristics of Boulevards, and are designed for fewer daily trips than a Boulevard and typically provides more access to individual parcels. The road-bed is commonly 70 feet for Avenue I, 56 feet for Avenue II and 46 for Avenue III. Avenues should have two travel lanes in each direction, with left turn lanes at signalized intersections. Local serving on-street parking should be encouraged to support pedestrian scale commercial along avenues.

**Collector Streets (standard, industrial, and hillside).** Collector Streets are moderate-volume, medium-speed roadways that provide access between neighborhoods and higher volume arterial streets. Collector streets should not be designed to accommodate "thru traffic" seeking to avoid congestion on parallel arterial streets.

**Local Streets (standard, industrial, and hillside).** Local Streets are designed to allow local traffic access to individual properties and/or destinations.

reflected by lot depths, adjacency to low intensity residential areas and volumes of vehicular and pedestrian activity. The overarching objectives of modifying the adopted street standards will be to:

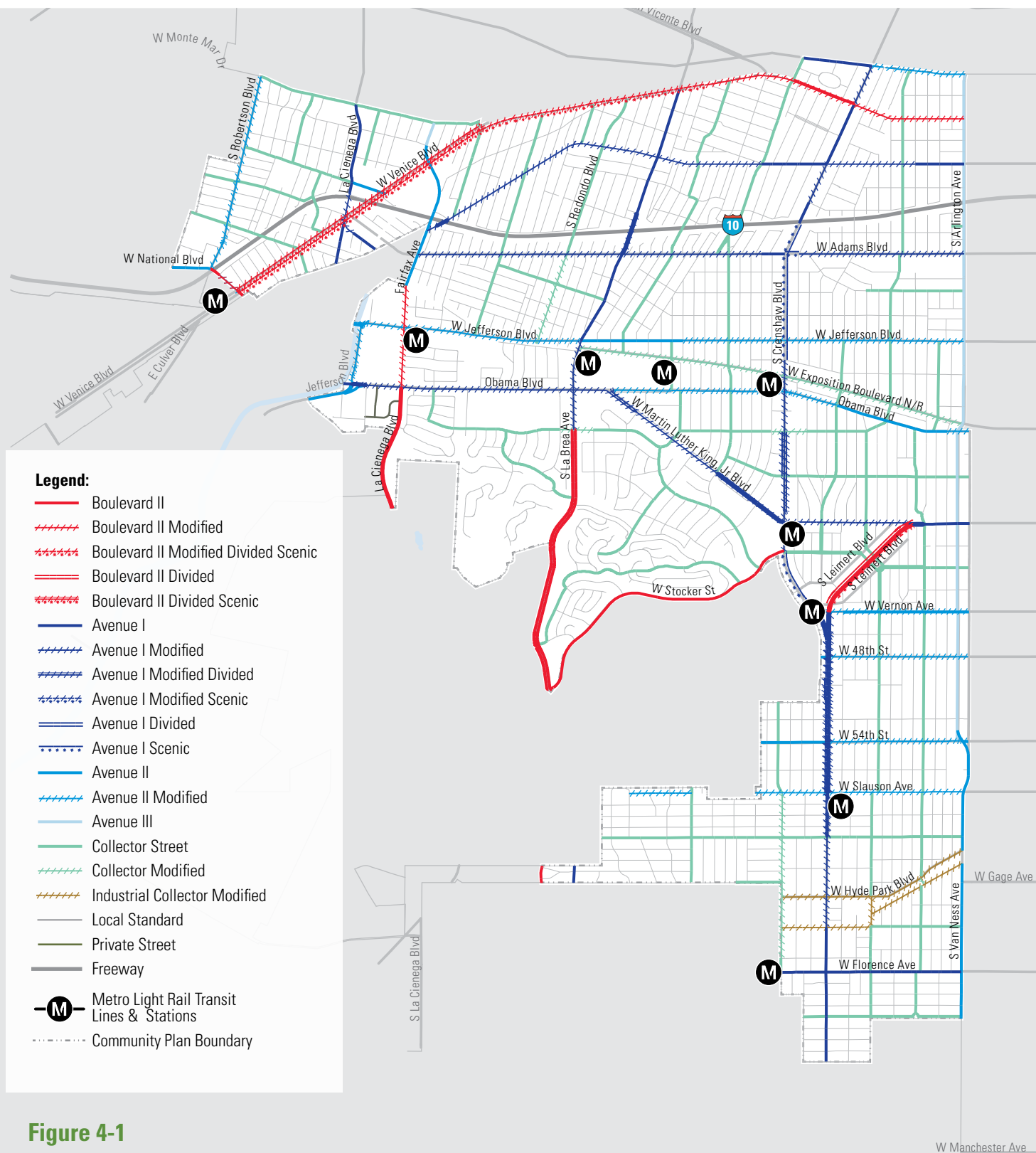
- Prioritize enhancement of the pedestrian realm.
- Incentivize conservation of desirable neighborhood character,
- Enhance pedestrian, bicycle and vehicular connectivity to light rail transit (LRT) stations, major bus centers, parking and other support facilities.
- Conceptually delineate preferred streetscape enhancements.

In addition to Figure 4-1, refer to Appendix Table 4.1 for a detailed inventory of modified streets and standards.

The Mobility Element also introduces the concept of “Enhanced Networks” where improvements are prioritized for certain streets citywide. The community plans then further identify “priority street” segments at the more local level. Prioritization of the street network allows flexibility for different methods of travel to receive preference on identified key streets. It directs staff and agencies where to focus available funding for transportation and related improvements and enhancements first, and elevates certain streets or segments to receive those before others. While Prioritization indicates preferential treatment for one mode over another, it does not preclude improvements to non-priority streets. It simply suggests where to focus attention first. The West Adams-Baldwin Hills-Leimert Community Plan identifies the following priority streets as shown on Figures 4-3 through 4-5.

## Mobility Issues and Opportunities

The West Adams-Baldwin Hills-Leimert Community Plan Area is a mature general urban to sub-urban community substantially developed at predominately low residential densities with large hillside areas devoted to open space. In this regard, the West Adams-Baldwin Hills-Leimert Community Plan Area is one of the few Community Plans directly adjacent to a State Park thereby providing an important open space amenity to area residents. The implementation of enhanced multi-modal linkages to this and other amenities represents an opportunity that is of high community interest. In realizing this goal, many of the Community Plan Area’s streets are in need of enhancements such as better sidewalks, bike lanes and streetscape elements such as street trees, lighting, shade structures, benches, bike racks, among others. Existing improved streets, however, have little additional land available for widening or reconfiguring to accommodate other modes. On these streets, new facilities for one mode, such as a wider sidewalk or a bicycle lane, may have to come at the expense of another, such as street parking or a travel lane for automobiles, or transit. Recognizing that all streets cannot serve all purposes, this chapter designates priority modes for certain key arterials, streets or street segments to better assist planners, engineers, developers, and the community in making these difficult choices.



**Figure 4-1**

## Circulation System

### West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

The circulation system in general serves the local community well, but falters during morning and evening peak hours due to east–west commuter congestion on the I-10 freeway as well as north-south arterials such as La Cienega Boulevard and La Brea Avenue, which provide the primary access through the Baldwin Hills. In this regard, a principal mobility concern relates to through traffic on nearby local and collector streets as drivers seek alternatives to the congested freeway and major arterial network.

The West Adams-Baldwin Hills-Leimert Community Plan seeks to foster community sustainability and livability objectives by enhancing pedestrian-orientation along commercial corridors consistent with the area’s early to mid-twentieth century development pattern which remains intact today throughout much of the community. Historic corridors initially developed at the turn of the century such as Washington, Jefferson and Adams Boulevard possess a great deal of pedestrian-oriented architecture with structures built close to the sidewalk, often creating the experience of a continuous streetwall of commercial activity for the pedestrian. Other corridors, historically planned to accommodate large volumes of automobile traffic at higher speeds, such as Crenshaw Boulevard, will also emerge as better places for pedestrians through continued “complete streets” initiatives that expand multi-modal opportunities, and re-designate the often generous automobile-oriented highway classifications of certain segments through streetscape improvements enabled to support such projects as the Mid-City Exposition and Crenshaw/ LAX Light Rail Transit Lines, as well as ongoing streetscape/ beautification programs undertaken by the Neighborhood Councils



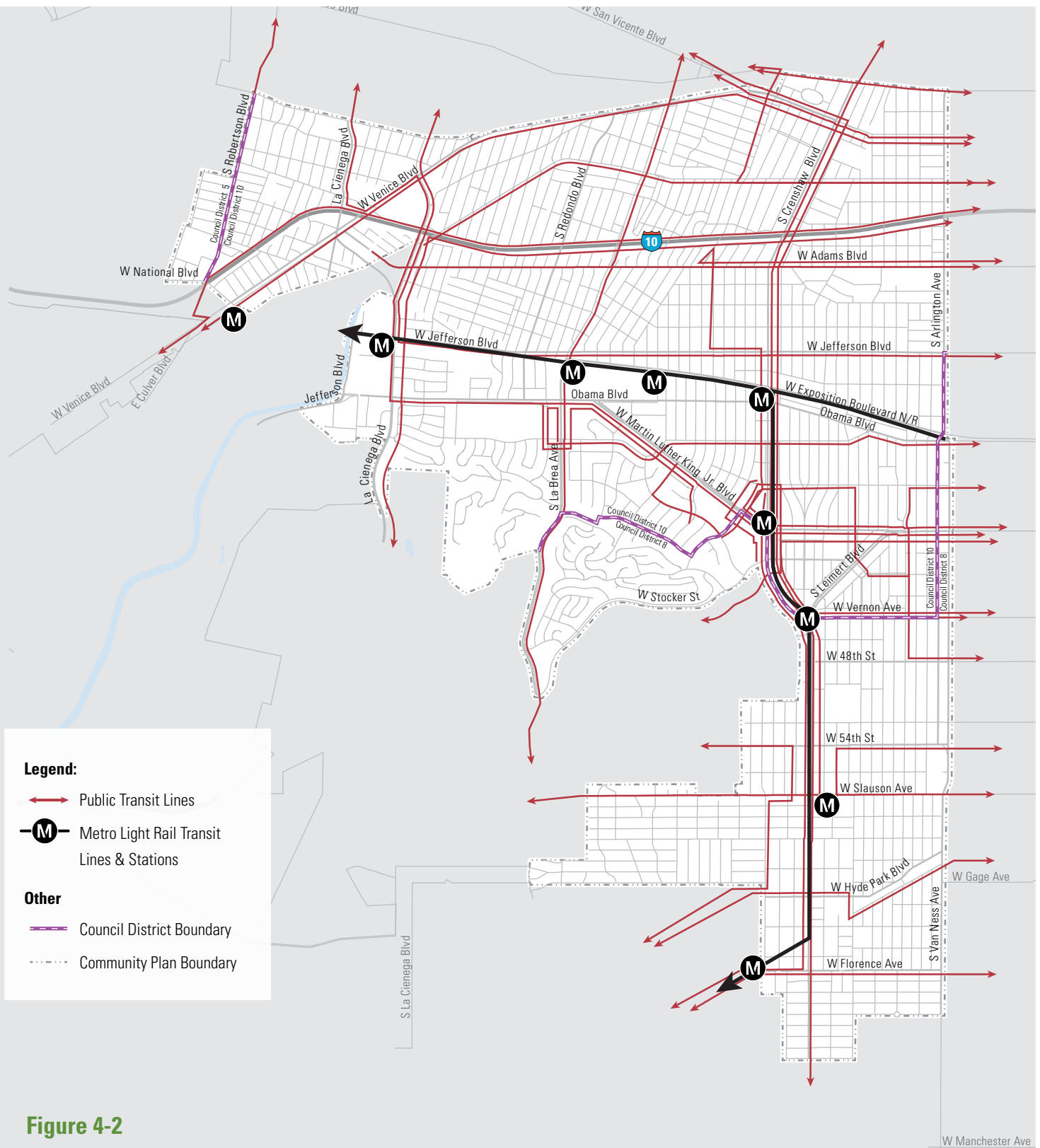
*Afternoon “rush” hour traffic along La Cienega Boulevard.*

### *Key Issues*

- Improve mobility while calming traffic.
- Address existing conditions of safety and maintenance occurring along major corridors, alleys and street ends.
- Effectively address parking enforcement in residential areas.

### *Key Opportunities*

- Expand transit options.
- Create a continuous network of pedestrian paths and bikeways that link activity centers to transit and parks.
- Increase Walkability.
- Provide innovative parking solutions to serve small businesses.



**Figure 4-2**  
**Existing Public Transit System**  
 West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

and Council Districts, as well as other neighborhood entities such as the Los Angeles Neighborhood Initiative (LANI), and the Leimert Park BID. Specifically the Community Plan proposes to:

- Foster regeneration of pedestrian-oriented commercial environments throughout the Community Plan Area with initial efforts focused within the General Plan Framework designated Neighborhood District areas and emerging transit-oriented development areas along the Expo and Crenshaw/ LAX lines.
- Expand bicycle facilities toward enhancing a robust Citywide bicycle network that provides uninterrupted linkages for riders of all abilities to access local destinations as well as other amenities throughout the region.
- Incorporate streetscape plans into new Community Plan Implementation Overlay (CPIO) District plans as well as the amended Crenshaw Corridor Specific Plan in order to further facilitate enhanced access and linkage to existing auto-oriented and emerging transit-oriented activity centers throughout the Community Plan Area.

The following goals and policies provide guidance for implementing the West Adams-Baldwin Hills-Leimert Community Plan.

**Goal M1: A diverse system of streets that balances the needs of pedestrians, bicyclists, transit users, mobility-challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system.**

### Policies

- M1-1 **Complete Streets.** Promote efforts to serve the community by a “complete street” system with some streets strategically prioritized for a target user(s) and other streets that connect the complement of arterials together to serve all users. (P8)
- M1-2 **Mobility for Challenged Users.** Support wherever feasible, transportation programs and services aimed at enhancing the mobility of senior citizens, disabled persons and the transit dependent population. (P177, P178)
- M1-3 **Adequate Traffic Mitigation.** Developments that increase density or intensity by zone change, variance, conditional use, parcel map, subdivision or other discretionary action should provide adequate traffic mitigation and ensure that mobility needs are met. (P84, P85, P176)

### *Complete Streets*

AB 1358, The Complete Streets Act, requires the legislative body of a city or county to ensure that their transportation plans meet the needs of all users of the roadway, including pedestrians, bicyclists, public transit riders, motorists, peoples of all ages and abilities, particularly children, the elderly and the disabled.

- M1-4 **Private Investment for Off-site Facilities/ Amenities.** Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes. (P64, P213, P214, P215)
- M1-5 **Modified Street Standards.** Where there is evidence of physical or other constraints, the City should consider modified street standards to implement modal priorities and to facilitate a “complete streets” network. (P51)

**Goal M2: A circulation system that supports successful neighborhood commercial areas by providing multi-modal access that accommodates public open space and gathering places, and streets that enhance sustainable watershed management.**

#### Policies

- M2-1 **Streetscapes.** Encourage and support streetscape improvements in neighborhood district commercial areas and transit-oriented development areas in order to foster the appeal of the street as a gathering place including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to reduce travel speeds. (P254, P255)
- M2-2 **Special Events.** Encourage and support temporary special street closures for community activities such as street fairs, parades, festivals, farmers’ markets, and other civic events. (P24)
- M2-3 **Watershed Management.** Support watershed management in the design of streets by incorporating swales, water retention and other such features in new development, streetscape programs and other street improvement programs. (P284)

## Walking

The benefits of walking as a mode of transportation are vast, including a healthier community, more social interaction, better air quality, a reduced carbon footprint, and substantial cost savings. Better walking conditions are beneficial for all community members, regardless of income, by reducing the share of household income spent on the cost of automobile ownership. In 2008, the City Planning Commission adopted the “Walkability Checklist,” which instructs developers, architects, community members, and decision makers to design projects that encourage pedestrian activity.

This Community Plan includes policies for increasing opportunities to walk as both a means of transportation and recreation within the West Adams-Baldwin Hills-Leimert Community Plan Area. Portions of Leimert Park Village, Washington and Robertson Blvds., as well as streets within designated pedestrian-oriented and transit-oriented development areas are identified locally as “pedestrian priority” and should be reviewed together with the citywide “Enhanced Network” concepts (Transit, Bicycle and Pedestrian) outlined within the Mobility Element. These Pedestrian Priority areas often include revised street standards that support the development of a “main-street” or village character that emphasize pedestrian circulation over vehicular circulation. See Figure 4-3 for Pedestrian Priority Street Segments.

**Goal M3: A community-wide pleasant street environment that is universally accessible, safe, and convenient for pedestrians.**

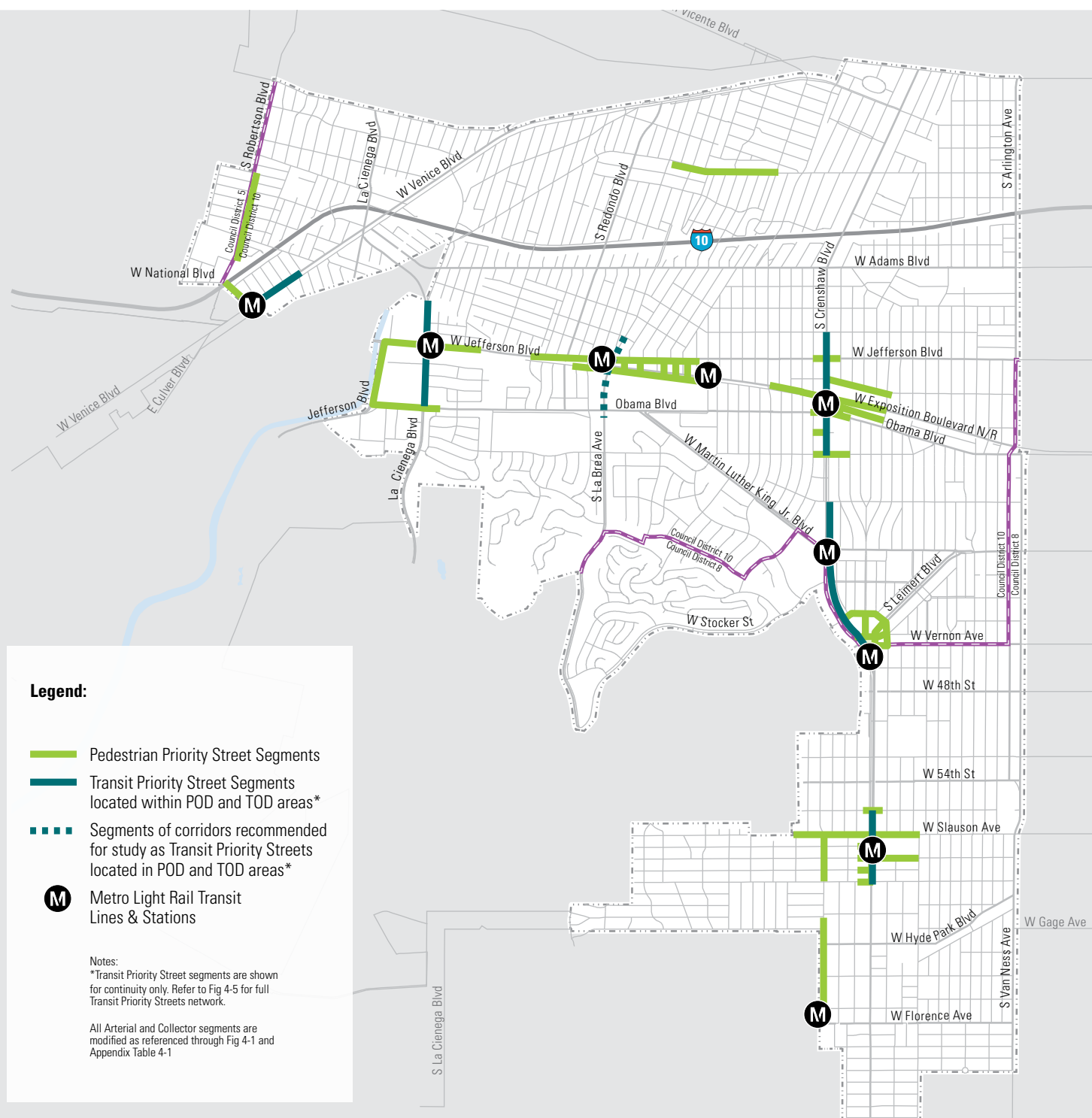
### Policies

- M3-1 **Pedestrian Access.** Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings. (P58, P115, P192)
- M3-2 **Priority Pedestrian Routes.** Streets within commercial, transit-oriented, mixed-use and employment districts should have “pedestrian priority”, establishing pedestrian needs as paramount to vehicular circulation needs and encouraging investment in pedestrian improvements and programs for identified segments. (P210)
- M3-3 **Pedestrian Amenities.** Maintain sidewalks, streets and rights-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets must accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides shade from the hot sun, and street lighting that provides for safety during the night. (P193, P194, P195, P277)



### *Pedestrian-Priority Streets*

Pedestrian Priority streets are identified for streets within districts where pedestrian activity is encouraged. This includes Neighborhood Districts, Transit-Oriented Community Centers and Nodes especially where schools and other key public facilities are located. Improvements for these streets include sidewalks wide enough to include ample pedestrian amenities such as kiosks, street benches, bus shelters, planters and pedestrian signage and lighting. Building frontages should provide a high level of pedestrian interest. Pedestrian crossings should have a high priority at intersections. In some locations, well-protected mid-block crosswalks may be appropriate.



**Figure 4-3**  
**Pedestrian Priority Street Segments**  
 West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

- M3-4 **Minimize Pedestrian Conflicts.** Minimize conflicts between buses, cars, and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe and by creating well-marked crossings at intersections and select mid-block locations preferably within pedestrian-oriented areas and districts. (P174)
- M3-5 **Easements and Public Rights-of-Way.** Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utility corridors, railroad (and in certain instances freeway) rights-of-way as well as streets, boulevards and scenic highways wherever feasible for pedestrians and/or bicycles. (P123)
- M3-6 **Safe School Routes.** Encourage the development and improvement of safe routes via walking, bicycles or transit to schools throughout the community. (P241)

## Bicycling

Los Angeles is an ideal location to encourage bicycle usage where excellent climatic conditions for bicycling prevail approximately 340 days per year. By increasing the number of bicyclists who ride for commuting and other utilitarian purposes, air quality is improved, the health of our residents is improved, and access to jobs, services, recreation and entertainment is increased. A large portion of personal trips are two miles or shorter, many of which people may prefer to complete by bike, if a safe route exists.

Currently there are six existing and funded bikeways within the Community Plan Area. These include Venice, Exposition, Redondo and Martin Luther King Jr. Boulevards as well as 39th and 76th Streets. The City's Mobility Element, adopted in 2015, incorporated the 2010 Bicycle Plan and designates numerous bikeways throughout the Community Plan Area that include Bike Paths, Bike Lanes and Bike Routes as well as Neighborhood Streets and Cycle Tracks all to better facilitate and promote the use of the bicycle as an alternative mode of transportation for trips in and around the community. The Community Plan further encourages the introduction of additional bike paths along rail, powerline and in certain instances freeway corridors, as well as the unimproved banks of Ballona Creek, all in order to further bolster access and linkage within the City's emerging multi-modal network to nearby activity and open space destinations throughout the Community Plan Area.

**Goal M4: A safe, comprehensive, and integrated bikeway network that is accessible to all, and encourages bicycling for recreation and transportation.**



Safe school routes.

## Public Health

Developing a Community Plan that promotes and supports public health is important in Los Angeles since there is a 21.2%\* prevalence of childhood obesity in the West Adams-Baldwin Hills-Leimert Community Plan Area. By promoting active living through walking and bicycling on all streets, improving and increasing access to parks and green spaces, and encouraging safe routes to school, we promote a healthy lifestyle.

*\*Source: "Preventing childhood obesity: the need to create healthy places. A City and Communities Health Report" Los Angeles County Public Health, October 2007.*

## Policies

- M4-1 **Priority Bikeways.** Support the citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on key streets and to encourage investment in bicycle improvements and programs on these identified streets. (P61, P101, P207)
- M4-2 **Bikeway Connections.** Provide bicycle access for open space areas, commercial and mixed-use boulevards, transit-oriented community centers and neighborhood districts in order to allow easy connection between residential neighborhoods and employment centers, as well as important non-work destinations. (P96)
- M4-3 **Bicycle Amenities.** Incorporate bicycle amenities such as parking, lockers, changing rooms and showers, in public facilities, parks, commercial and multi-family residential developments, employment and transit centers, as well as park-and-ride facilities. (P1, P93, P94)
- M4-4 **Regional Coordination.** Coordinate with adjacent jurisdictions and communities to require that local bicycle facilities and trails be linked with those of neighboring areas. (P231)
- M4-5 **Reclaimed Land for Bikeways.** Incorporate bicycle facilities into recreational reuse of reclaimed land such as recreational use of closed oil fields, reservoirs, public utility rights-of-way and access roads. (P221, P222, P223, P224)



*The Department of Water & Power owned power line right-of-way along Hauser Blvd. provides excellent greenway opportunities with reaches to open space amenities in the Baldwin Hills.*

## Bikeway Standards

A “bikeway” is a generic term for any road, street, path or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. The Federal and State transportation system recognizes three primary facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). The City’s Mobility Element, which incorporates the 2010 Bicycle Plan, focuses on Bicycle Paths, Bicycle Lanes and the Neighborhood Street classifications. The City has also developed a new Protected Bicycle Lane “cycle track” classification. See the following for descriptions:

**Bicycle Path** (Class I Bikeway). A paved pathway separated from motorized vehicular traffic by an open space or barrier, and either within the roadway right-of-way, or within an independent alignment. Bicycle paths may be used by bicyclists, skaters, wheelchair users, joggers, and other non-motorized users.



*Bike Path*



*Bike Lane*

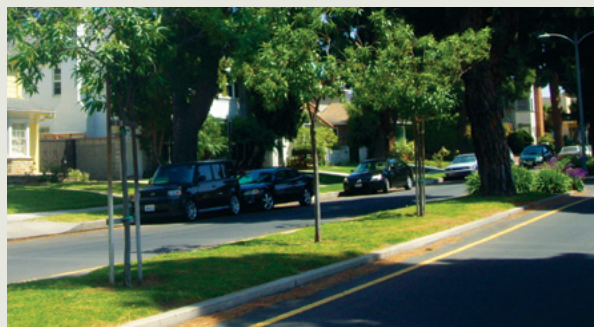
**Bicycle Lane** (Class II Bikeway). Bicycle lanes designate a portion of the roadway for preferential or exclusive use by bicyclists through striping, signage and pavement markings.

**Bicycle Route** (Class III Bikeway). A shared roadway for use by bicyclists, intended for streets with lower traffic volumes and speeds, usually with wide outside lanes, signalized intersections at crossings and/or cross-street priority, denoted by signs only. The Bicycle Route classification will be phased-out over time in favor of the Neighborhood Street, Class III shared use roadway classification.

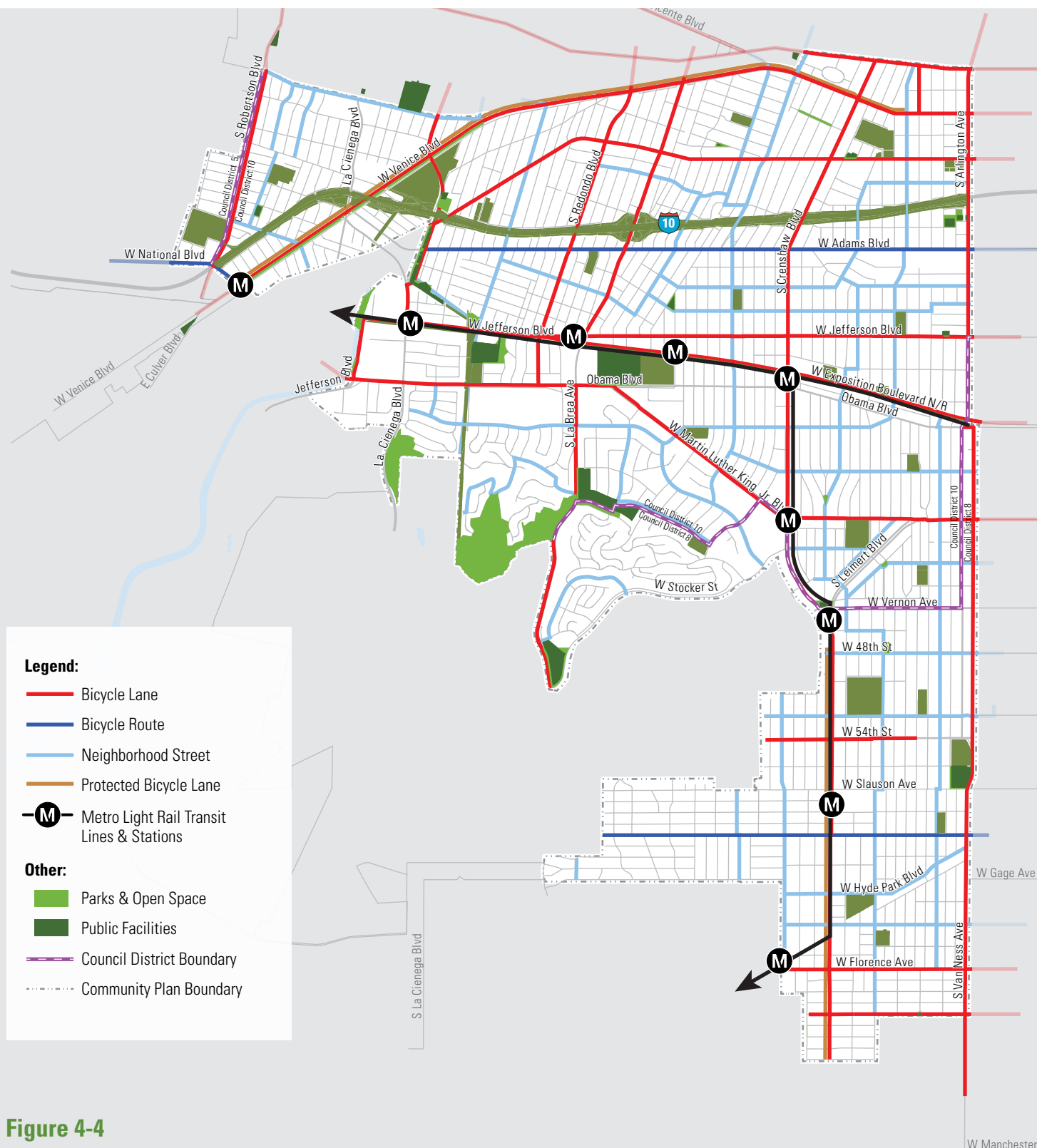


*Bike Route*

**Neighborhood Street** (Class III Bikeway). Neighborhood Streets are a type of Bicycle Facility established in the Mobility Element that gives bicyclists expanded access (via local and collector streets) with reduced motor vehicle through-traffic, lower speeds, and various design elements to enhance bicycle safety and enjoyment.



*Bike-Friendly Street*



**Figure 4-4**

## Bicycle Priority Streets

### West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

## Public Transit

High-quality public transit encourages reduced car use and provides the community with viable alternatives for commuting, running errands, meeting friends, and more. Transit increases access to employment, natural and social resources; as well as educational and social opportunities. Transit trips produce fewer greenhouse gases than traveling by car and free-up money for transit users to spend on other items.

Because of its strategic location within the Greater Los Angeles Basin, the Community Plan Area is uniquely well served by Metro local, rapid bus and light rail transit routes along the many arterial streets (Boulevards and Avenues) throughout the area as well as within the abandoned Southern Pacific and Burlington Northern Santa Fe (BNSF) freight rail corridors. To this end, Metro transit service from the Community Plan Area will be well connected to several major employment and entertainment destinations such as Downtown Los Angeles, Century City, LAX/El Segundo, Hollywood and Santa Monica Beach. In particular, the Community Plan Area is poised to benefit from significant economic and community revitalization efforts through operation of the Mid-City/Exposition light rail transit line from Downtown Los Angeles through the center of the Community Plan Area to Culver City, as well as the Crenshaw/ LAX light rail transit Line connecting the Expo Line to LAX via the Community Plan Area's central commercial spine, Crenshaw Boulevard.

The following goals and policies will provide guidance to increase transit ridership for both short and long distance trips.

### Goal M5: An integrated land use and transit strategy that directs growth to areas that are accessible by transit facilities and services.

#### Policies

- M5-1 **Transit Connections to Key Areas.** Increase public transit access to neighborhood districts, community and regional centers and mixed-use boulevards. (P268, P269, P270, P271)
- M5-2 **Development at Transit Nodes.** Facilitate development and public improvements at multimodal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system. (P1, P41, P84, P89)
- M5-3 **Regional Transit Connections.** Support efforts to establish, operate and maintain efficient and safe light rail and rapid bus service throughout the Community Plan Area. (P234)



### *Transit-Priority Streets*

Transit priority streets are arterials where bus use is prioritized. The design of these streets should support the comfortable use of transit, utilizing wide sidewalks, landscaping, attractive street furniture and well designed bus stops/shelters. Pedestrian amenities, such as trash cans and benches, and safety measures, such as pedestrian lighting and special crosswalk paving, help support a pedestrian-friendly environment along these streets.

Roadway construction features should include concrete bus pads, bus-only curb lanes, and other features to address the extra maintenance issues associated with high volumes of bus traffic.



## Figure 4-5 Transit Priority Streets & Rail/ Transit Corridors

### West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

- M5-4 **Shuttle Services.** Encourage large major developments to provide on-demand shuttle services to Metro stations located within transit-oriented development areas and major activity centers or destinations in and around the Community Plan. (P244)

**Goal M6: An expanded public transit system that provides residents, employees, and visitors safe and efficient access to jobs, services, recreation and other community assets so that automobile dependence can be reduced.**

### Policies

- M6-1 **Priority Transit Routes.** Support the identification of transit priority streets with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes. (P63, P211, P212)
- M6-2 **Pedestrian Access to Transit.** Improve pedestrian amenities and urban design along streets served by transit to create welcoming conditions for pedestrians accessing transit. (P190, P191)
- M6-3 **Rapid Bus and Light Rail Focus.** Connect express bus service, such as rapid, express and bus rapid transit (BRT) to integrated transportation (bus) hubs, light rail transit stations, and park-and-ride facilities toward creating multimodal integrated mobility hubs at key locations within the Community Plan Area. (P41, P100, P220)

## Motorized Vehicles

Motorized vehicles include cars, vans, taxis, buses, trucks, and motorcycles. Personal vehicles remain the primary mode of transportation for the majority of the City's population. Gasoline and diesel powered motor vehicles contribute significantly to greenhouse gas emissions. The prevalence of vehicular traffic has sometimes negatively affected the quality of life in the residential neighborhoods of the Community Plan and along its commercial streets. Increased levels of vehicular congestion and extended peak hour traffic periods have decreased mobility and accessibility to the goods and services people want and need. Emergency vehicle access, which may be impacted by congestion and an incomplete street system, is also a concern within the community, particularly in hillside areas. The goals and policies in this section address the need to improve vehicular flow in some areas, while acknowledging that alternative modes of transportation should be encouraged.

### *Rail Transit Corridors*

Rail transit corridors are arterial streets, existing railroad rights-of-way or other linear easements where passenger rail systems are prioritized. Similar to transit priority streets, the design of these corridors should support the comfortable use of transit, utilizing wide sidewalks, generous transit plazas, landscaping, attractive street furniture and well designed stations.



### *Multi-Modal Hub*

Multi-modal Hubs are envisioned as an integral part of fixed-rail transit stations in support of extending the accessibility of those new stations beyond the traditional one-half mile radius that is comfortable for pedestrian access. These hubs implement the concept of “first/last mile” access utilizing the integration of local shuttle buses, shared cars, and shared bicycles as a means for extending the utility and patronage of the transit stations. Information kiosks to provide both commuters and visitors real time information on access options and services are also an important part of multi-modal hubs. Similarly, these integrated mobility hubs can be implemented at major employment sites to support daytime transportation needs of commuters, thus minimizing the need for use of the car at the work site, encouraging ridesharing, and providing complementary storage and coordination of the access modes originating at multi-modal hubs.

**Goal M7: A network of streets, highways, and freeways that supports existing and planned land uses, and provides improved motorized vehicle mobility throughout the Community Plan Area particularly on congested corridors.**

#### Policies

- M7-1 **Priorities for Capacity Enhancements.** Implement a safe and efficient transportation network, and increase its capacity through, in priority order, the provision of alternative transit options, transportation demand management (TDM), and traffic system management (TSM) before considering street widening and network completion. (P202, P203, P204, P205, P206, P239)
- M7-2 **Priority Motorized Vehicle Routes.** Support the identification of motorized vehicle streets for arterials with the highest traffic volumes and demonstrated congestion to establish motorized vehicle circulation as paramount to alternative roadway user needs and to encourage investment in congestion relief programs and/or truck safety improvements for the identified routes. (P62, P208)
- M7-3 **Access Management.** Minimize driveways and consider the addition of medians where feasible on arterial streets to ensure the smooth and safe flow of vehicles, buses, pedestrians and bicycles. (P80, P81 P82)
- M7-4 **Alley Access.** Discourage the vacation and/or closure of existing public alleys in commercial districts and provide for alley access to rear parking and loading areas for properties fronting on arterial streets. (P88)
- M7-5 **Emergency Access.** Develop, improve, and maintain hillside streets that are easily accessible to emergency vehicles. (P126, P127)
- M7-6 **Coordinated Evacuation Routes.** Establish a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted evacuation plan. (P112)

### *Motorized Vehicle Priority Streets*

Street improvements for motorized vehicle priority streets may include peak-hour parking restrictions for use of curb lanes, turn lane channelization and traffic signal coordination and other traffic management techniques to facilitate motorized vehicle flow and discourage cut-through traffic on local neighborhood streets.

**Goal M8: A community of residential neighborhoods that are protected from the intrusion of non-resident parking and cut-through traffic, with emphasis on safety and quality of life.**

#### Policies

- M8-1 **Traffic Intrusion.** Support traffic calming measures and parking management for local and collector streets where demonstrated need exists and with active community involvement. (P261, P262, P263, P264, P265, P266)
- M8-2 **Traffic Mitigations for Development.** Require major developments to mitigate traffic impacts on residential neighborhoods. (P267)
- M8-3 **Special Event Coordination.** Encourage coordination of park-and-ride shuttle services to activities centers and special events such as street fairs, parades and farmers' markets. (P248)

**Goal M9: A community where air quality and the health of residents is improved as a result of decreased single-occupant automobile demand and reduced vehicle miles traveled.**

#### Policies

- M9-1 **Regional Coordination.** Coordinate with Councils of Government as well as regional transportation planning agencies (such as SCAG and Metro), and adjacent cities to improve shuttle services, encourage ridesharing, bicycle sharing, and other TDM programs within the region. (P232, P233)

### *Motor Vehicle and Gas Emissions*

Gasoline and diesel powered motor vehicles contribute significantly to greenhouse gas emissions equaling increased localized air pollution and resulting in long-term climate change. According to the California Air Resources Board, 2006 Greenhouse Gas Inventory, tail-pipe emissions from motor vehicles accounted for 35.3% of the greenhouse gas emissions in California. Reducing the number of vehicle trips (trips) and the length of vehicle trips (vehicle miles of travel, or VMT) becomes an important sustainability goal for residents' health and quality of life.

### *Neighborhood Traffic Control*

The quality of life in residential neighborhoods can be adversely impacted by the intrusion of non-residential through traffic. A variety of neighborhood traffic controls exist that can be utilized to regulate, warn and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner. They include stop signs, speed humps, traffic diverters, traffic circles, chokers, truck prohibition signs, right or left turn only as well as peak hour restricted turn lanes. To be effective, they should be clearly understood by motorists and pedestrians. To assure this, traffic control measures need to: (a) convey clear and unambiguous messages; (b) be justified; (c) be enforced; and (d) regulate the traffic for which they are applied and intended.

### *Transportation Demand Management (TDM)*

Transportation Demand Management (TDM) is the term given to a variety of measures that encourage people to change their mode or time of travel or not make the trip at all (e.g., ridesharing, pricing incentives, parking management and telecommunication). TDM measures and services incentivize alternatives to the single-occupant vehicle to manage congestion and often include the following:

- Formation of a Transportation Management Association,
- Merchant incentives,
- Preferential parking,
- Encourage employers to participate in Metro's B-Tap program,
- Parking management strategies to incentivize ridesharing,
- Park-and-ride shuttle services to activity centers and special events,
- Public parking structures,
- One-stop parking (valet service system),
- Incentives for walking and bicycling,
- Adequate and appropriate lighting for pedestrian, vehicular, bicycle, and transit uses,
- Bicycle access and parking facilities,
- Flexible work hours,
- Carpooling and vanpooling,
- Local business centers to facilitate work at home strategies,
- Technology and marketing events to enhance the use of transit,
- Enhanced transit services, including a transit center, and improved transit safety,
- Strategies that bridge the first/last mile gap between transit stop/station and a person's origin/destination.

- M9-2 **Reduce Auto Trips.** Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed-use development at appropriate sites well served by transit in order to minimize Vehicle Miles Traveled (VMT). (P228)
- M9-3 **Alternatives to the Automobile.** Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and by encouraging alternatives, including reduced emission vehicles, such as electric and neighborhood electric vehicles. (P90, P91)
- M9-4 **TDM Plans.** Encourage major developments to submit a TDM plan to the City and provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, telecommuting, bicycling, and walking, etc.). (P259)
- M9-5 **Transportation Management Associations.** Support the formation of agencies and collaboratives such as Transportation Management Associations (TMAs) that facilitate ridesharing in carpools and vanpools. (P272, P273)

## Goods Movement

Goods movement is essential to vibrant and sustainable communities. The delivery of goods and services that support retail development and the local economy must fit in with the local environment by minimizing residential impacts. Truck transport is the primary mode used for the delivery of goods to residences and businesses, as well as for other purposes, such as refuse collection throughout the City. Controls and limitations exist on truck transport to minimize noise and other impacts on residents, and to avoid damage to infrastructure and minimize traffic congestion.

**Goal M10: A community where goods and services can be delivered to its residents and businesses safely and efficiently, while maintaining the community's character and quality of life.**

### Policies

- M10-1 **Industrial Center Siting.** Site regional distribution centers and other industrial districts proximate to the freeway system and regional truck routes and avoid adjacency to residential neighborhoods. (P160)
- M10-2 **Efficient Truck Movement.** Provide appropriately designed and maintained roadways to safely accommodate truck travel. (P125)

M10-3 **On-site Loading.** Ensure that all new commercial and industrial development has adequate off-street accommodations for loading and unloading of commercial vehicles. (P181, P182)

## Parking Management

Parking management policies focus on providing sufficient parking for businesses, while protecting adjacent neighborhoods and the environment. It is important to note that parking policies and regulations are closely linked to both the physical and pedestrian character of an area. Well-placed shared parking lots or structures invite customers to park once and then walk to their various destinations. This increased pedestrian activity often spurs even more pedestrian life in commercial districts because other pedestrian-oriented businesses choose to locate nearby.

Parking demand is also affected by the prevalence of nearby transit options. When more people take public transit to a commercial district, the demand for parking in that area declines. For this reason, it can sometimes be appropriate to reduce parking requirements in areas well-served by transit.

With this understanding of how parking can impact land use, walkability, and the physical character of an area, the Community Plan seeks to adequately provide parking for its various uses, while leveraging opportunities for improved parking efficiency that can generate contextually sensitive urban form that supports a more walkable community.

**Goal M11: An efficient parking supply that serves economic development and facilitates all modes of transportation.**

### Policies

M11-1 **Parking Management Districts.** Support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities. (P186, P187, P188, P189)

### *Transportation Systems Management (TSM)*

Transportation Systems Management is a strategy to optimize the use of the existing street system through traffic flow and information management tools to obviate the need for roadway widening. Use of the City's computerized traffic signal control system to smooth traffic flow and provide priority for the rapid bus system is a prime example of the use of TSM.



Expo LRT Line La Cienega Station Park-n-Ride.

- M11-2 **Performance-based Parking Supply.** Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements. (P198)
- M11-3 **Convert Surface Lots to Structures.** Support the conversion of city-owned or other surface parking lots into parking structures that are well integrated with the prevailing scale and character of the area where appropriate. (P111)
- M11-4 **Convenient Parking.** Provide public parking proximate to transit centers to help protect residential neighborhoods from parking encroachment. (P110)

**Goal M12: Parking policies and requirements that capture the true cost of private vehicle use and support livable neighborhoods, environmental/ energy sustainability, and the use of alternative modes of transportation.**

### Policies

- M12-1 **Reduced Parking Near Transit Centers.** Consider reductions in parking requirements for projects located within designated transit-oriented development (TOD) areas or within 1,500 feet of a mass transit station or transfer center. (P229)
- M12-2 **“Park Once” Strategy.** Collaborate with the business community to improve parking services including shared-parking facilities and public valet services in appropriate locations to more effectively use the overall parking supply and implement a “park once and walk” strategy for commercial districts. (P184)
- M12-3 **Priority Parking for Alternative Fuel Vehicles.** Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels. (P209)
- M12-4 **Connections for Electric Vehicles.** Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles and plug-in electric hybrids. (P109)
- M12-5 **Unbundle Parking.** Encourage or require through discretionary approval that property owners and tenants of multi-family residential developments be provided the ability to opt out of providing structured off-street parking and therefore not incur the financial burden associated with the cost of its construction. (P106)

## Recreation and Scenic Highways

Healthy and livable communities depend upon recreational opportunities as an important amenity. The circulation network both serves and can become an integral part of recreational opportunities. In addition to walking and bicycling for health and recreation, some communities choose to facilitate horse riding, off-road vehicles, motorcycles and other recreational vehicles. Communities need to plan for the use and access of natural features including hillsides and creeks with a system of trails. Additionally, the value of scenic vistas must be considered in planning for accessibility. Adopted Scenic Highways are included in Figure 4-6, the General Plan Land Use Map, as well as the citywide Mobility Element. Adopted City trails are identified in the Service Systems Element.

**GOAL M13: A community with abundant opportunities for exploration of its natural and recreational assets.**

### Policies

- M13-1 **Scenic Highways.** Encourage implementation of designated scenic highways and support future designation of both adopted and recommended study corridor scenic highway designations. (P69, P242, P243)
- M13-2 **Recreation Trails.** Encourage where appropriate a network of trails to facilitate recreational uses such as hiking and mountain biking. (P225, P226)



*Leimert Boulevard is a designated Scenic Highway.*



*View north from the Washington Blvd. Plateau.*



**Figure 4-6**  
**Designated Scenic Highways & Recommended Study Corridors**  
 West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

## Public Streetscape and Landscaping Design Guidelines

In addition to the establishment of Design Guidelines for individual projects, a community's identity can be enhanced through improvements to the streetscape and landscaping in public spaces and rights-of-ways. It is the intent of this section to establish a set of guidelines that will serve to improve the environment both aesthetically and physically, as opportunities in the Community Plan Area occur which involve public improvements or other public and/or private projects that affect public spaces and rights-of-way. These guidelines should be referred to and 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.

A sense of entry into the Community Plan Area from neighboring cities that serves to define the boundaries and the edges of the City and the unique attributes of the community should be created. Public spaces and rights-of-way should capitalize on existing physical access to differentiate the Community as a unique place in the City.

The presence or absence of street trees is an important ingredient in the aesthetic quality of an area. Consistent use of appropriate street trees provides shade during hot summer months, emphasizes sidewalk activity by separating vehicle and pedestrian traffic, and creates an area-wide identity which distinguishes the neighborhoods within the Community Plan Area from each other.

The following improvements are recommended:

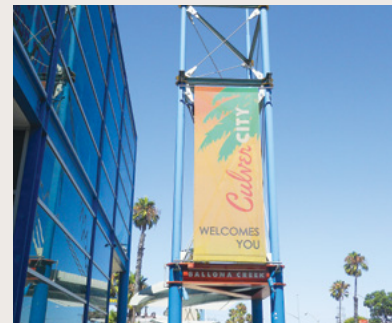
### Entryway Improvements (refer to Figure 4-7)

G103. Strive to improve major thoroughfares at the City boundary with adjacent jurisdictions and at key intersections and edges which clearly distinguish major entries into the City. Such improvements may include elements such as signage, landscaping, vertical elements and/or other distinctive treatments. Consider the establishment of these community gateway improvements at the following locations:

- a. La Cienega Boulevard at Obama Blvd,
- b. La Brea Avenue at Coliseum Street,



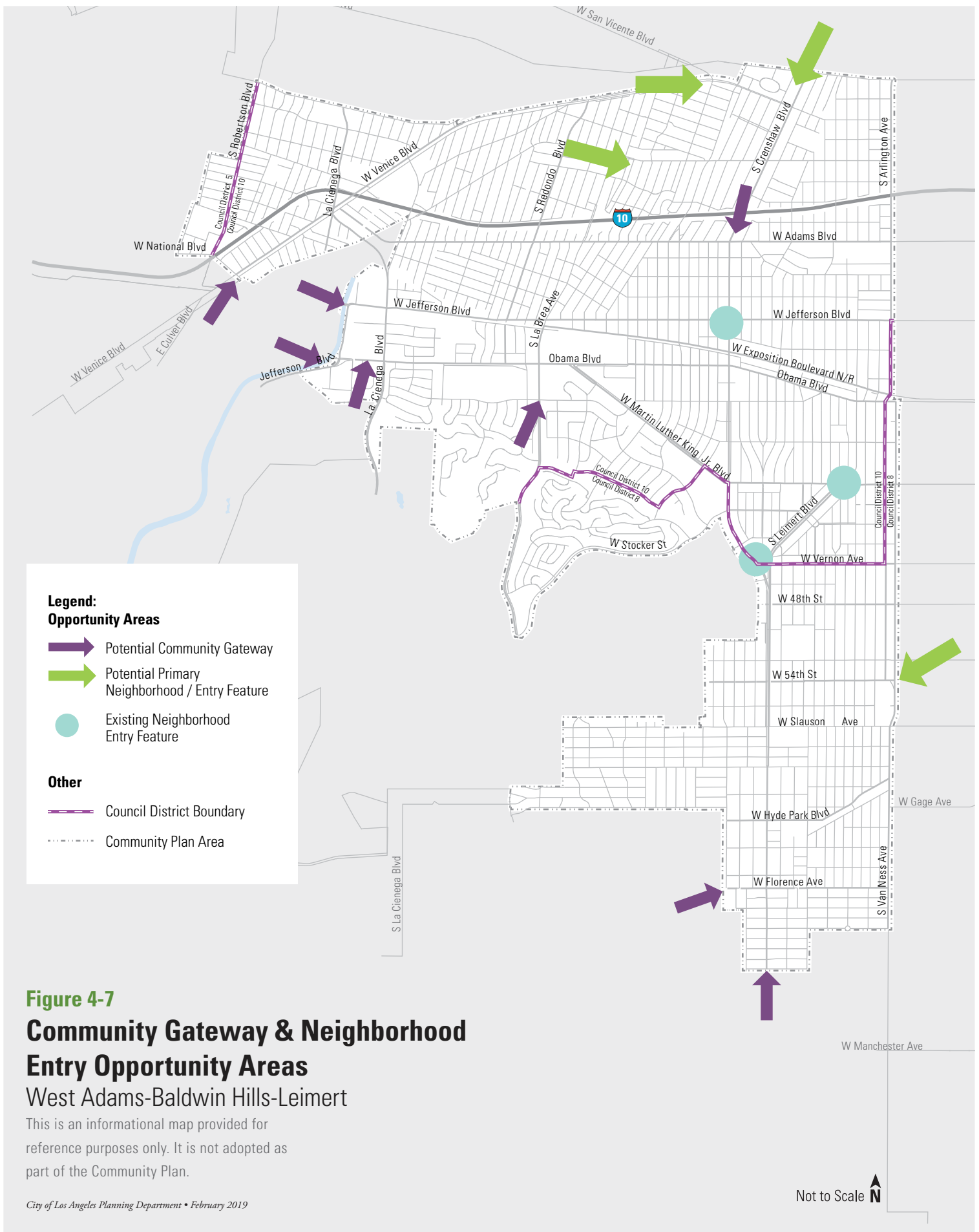
Vista point on La Brea Avenue.



Major gateway entry into Culver City.



The Vision Theatre is a major focal point in Leimert Park.



## Public Streetscape and Landscaping Design Guidelines

- c. Venice Boulevard at National Boulevard (Culver City Boundary),
- d. Crenshaw Boulevard at the City of Inglewood Boundary,
- e. Florence Avenue at the City of Inglewood Boundary,
- f. Jefferson Boulevard at Obama Blvd (Culver City Boundary), and
- g. Jefferson Boulevard at National Boulevard (Culver City Boundary)

G104. Consider the establishment of primary entry improvements like those installed for Leimert Park at Crenshaw and Leimert Boulevards, as well as at Martin Luther King Jr. and Leimert Boulevards, at these following locations:

- a. Venice Boulevard at the West Boulevard Bridge,
- b. Crenshaw Boulevard at Pico Boulevard,
- c. La Brea Avenue at Washington Boulevard, and
- d. 54th St. and Van Ness Ave.

G105. Furthermore, consider the establishment of secondary neighborhood entry improvements at the following areas:

- a. Crenshaw Boulevard at 39th Street,
- b. Jefferson Boulevard at National Blvd.,
- c. Martin Luther King Jr. Boulevard at Obama Blvd.,
- d. Degnan Boulevard at 43rd Street.,
- e. Degnan Boulevard at 43rd Place., and
- f. La Brea Avenue at Jefferson Boulevard



Venice Boulevard and the West Boulevard Bridge.



Leimert Park entry sign.



Neighborhood signage for Lafayette Square.

## Public Streetscape and Landscaping Design Guidelines

G106. Establish entry improvements at selected locations on freeway off-ramps within the Community Plan Area, such as:

- a. Adams Boulevard at the Santa Monica Freeway.

G107. Create entry improvements as gateway elements to districts; these elements could consist of monument pylons, freestanding banners on poles, banners hung from existing light or marbelite standards or graphic elements hung from or attached to privately owned buildings. These improvements should be located at the intersections described in G104 and G105 above.

### Streetscape

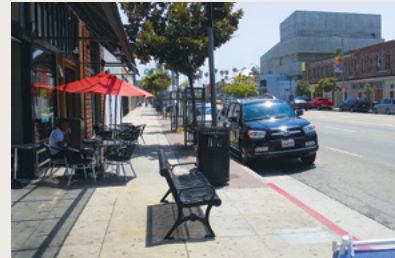
G108. Provide for a coordinated streetscape design at identified entries to the Community Plan Area that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public right-of-way.

G109. 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, but not limited to, the following:

- a. Street trees,
- b. Street lighting,
- c. Streetscape elements (sidewalk/crosswalk paving, street furniture), and
- d. Public signage.

G110. Establish streetscape and landscape standards for, but not limited to, the following corridors and districts:

- a. Crenshaw Boulevard from the Santa Monica Freeway to Florence Avenue,



Washington Boulevard Neighborhood District.



Streetscape features in Leimert Park Village.



Examples of desirable streetscape elements along Venice Boulevard.

## Public Streetscape and Landscaping Design Guidelines

- b. Adams Boulevard from La Brea Avenue to Arlington Avenue,
- c. Adams Boulevard from La Cienega Boulevard to La Brea Avenue,
- d. La Cienega Boulevard from 18th Street to Cadillac Avenue,
- e. La Cienega Boulevard from Cadillac Avenue to Jefferson Boulevard,
- f. Washington Boulevard from La Cienega Boulevard to Arlington Avenue,
- g. Jefferson Boulevard from La Brea Avenue to Arlington Avenue,
- h. Venice Boulevard from La Brea Avenue to Arlington Avenue,
- i. Slauson Avenue from Alviso Avenue to Van Ness Avenue,
- j. Martin Luther King Jr. Boulevard from La Cienega Boulevard to Arlington Avenue,
- k. Van Ness Avenue from Pico Boulevard to Exposition Boulevard,
- l. Arlington Avenue from Exposition Boulevard to 76th Street,
- m. Leimert Boulevard from Crenshaw Boulevard to Martin Luther King Jr. Boulevard, and
- n. Venice Blvd. from Hutchinson Ave. to National Boulevard.

G111. Identify locations for and develop landscaped median strips within commercial streets provided that there is adequate space, traffic flow, site access, and the proper street cross section to insert the medians.

### Street Trees

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 street trees.

G112. Establish a hierarchy for the street trees which shall include:

- a. Major accent trees



Example of a landscaped median strip on Washington Boulevard.



Bougainvillea flowers along Crenshaw Boulevard.

## Public Streetscape and Landscaping Design Guidelines

G113. These trees should be located at entry locations, intersections, and activity centers.

### a. Street trees

G114. Select specific species to be the common tree for the street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another. In residential neighborhoods, the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.

### a. Ornamental or Special Plantings

G115. 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.

G116. Provide for the installation of street trees along public sidewalks defining the types and spacing in accordance with a Street Tree Master Plan.



Washingtonia Robusta (Mexican Fan Palm) is a street tree common to the Hyde Park neighborhood.

## Street Furniture

G117. 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, bus shelters, trash receptacles, newspaper racks, bicycle racks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian-oriented areas.

G118. Provide for the use of kiosks or other street furniture.



Example of street bench utilized at several Expo Line stations.

## Public Streetscape and Landscaping Design Guidelines

### Street Lighting

G119. Install new street lights in commercial districts which are pedestrian-oriented, attractively designed, compatible in design with facades and other street furniture, in order to provide adequate visibility, security, and a festive night time environment.

G120. Establish a consistent street lighting type in areas designated historic; utilizing a light standard that is compatible with the historic commercial theme, and coordinated with an overall street furniture and graphics/signage program.

### Sidewalks/Paving

G121. Re-pave existing sidewalks and crosswalks in principal commercial districts such as Crenshaw Boulevard, La Brea Avenue and La Cienega Boulevard, with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment, and for crosswalks to visually and physically differentiate these areas from vehicle travel lanes and promote continuity between pedestrian sidewalks.

G122. Develop sidewalk “pull-outs” or “bulb-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 width of the crosswalk.

### Signage

G123. Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.

G124. Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures and districts, and public buildings and parks.



Example of light pole street lighting.



Example of public signage with consistent design.

## Public Streetscape and Landscaping Design Guidelines

G125. Ensure that public signage complements, and does not detract from adjacent commercial and residential uses and that it enhances designated historic sites and districts.

G126. Provide for signage which uniquely identifies the principal commercial areas of the Community Plan Area including, but not limited to, Crenshaw Boulevard, La Brea Avenue and the La Cienega Boulevard area.

### Public Open Space and Plazas

G127. Establish public open space standards that will guide the design of new public plazas and open spaces; including the consideration of the siting of open space (to maximize pedestrian accessibility and circulation, solar exposure or protection), adjacency to pedestrian routes and other open spaces, and appropriate plant and hardscape materials.



Existing conditions at the La Brea TOD station.



Rendering of the La Brea TOD Plaza.



Public open space at Helms Bakery.



# Community Services & Infrastructure

**T**he ability of the City to provide needed community facilities and infrastructure is crucial to maintaining and improving West Adams-Baldwin Hills-Leimert residents' quality of life and to supporting local businesses. Community facilities and infrastructure include police and fire stations, libraries, schools, parks and open space, as well as, water and sewer systems, solid waste treatment systems, storm water drainage facilities and public utilities. These facilities, services, and infrastructure play an important role in determining the pattern of land uses within the community, where growth should occur, and at what intensities.

The purpose of this chapter is to integrate these important public needs into land-use decision making when addressing future needs of the West Adams Community Plan's projected population growth for 2030. Infrastructure improvements and new public facilities may be required to support population growth and to replace existing facilities that have deteriorated or become obsolete. This chapter identifies level-of-service standards, where relevant, for evaluating existing facilities and identifying opportunities that may exist.

The chapter is organized into three general topics:

- Public Facilities and Services - Police, Fire, Libraries and Schools
- Parks, Open Space and the Urban Forest
- Infrastructure - Water, Wastewater, Solid Waste, Stormwater, Energy, and Street Lighting

## Overview

The West Adams-Baldwin Hills-Leimert Community Plan allocates land to accommodate the range of public facilities and open space that the community will need through the life of the Community Plan, about 15 to 20 years. This acreage falls within the Public Facilities and Open Space land use classifications.

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*For further detail about the existing conditions and future demand for most facilities and services, please refer to the Environmental Impact Report (EIR) for the West Adams-Baldwin Hills-Leimert Community Plan.*

Public facilities, such as police stations, fire stations, libraries, schools and government buildings may be constructed on land designated and zoned for public facilities. In addition, support infrastructure for water, wastewater, storm water, solid waste and utilities, such as treatment or storage facilities, may also be constructed on land designated for public facilities with certain conditions. Parks and related recreational facilities may be constructed on land within the Open Space and Public Facilities classification, as well as in all Residential and Commercial zones and selected Industrial classifications. Existing public facilities and parks are shown in Figures 5-1.

The West Adams-Baldwin Hills-Leimert Community Plan Area has seen several facilities and capital improvements since the adoption of the last Community Plan update in 1998. The projects have varied in size and scope and have primarily been focused on improvement of existing public facilities such as new libraries within the Jefferson Park and Hyde Park neighborhoods, as well improvements to parks such as the Norman O. Houston Park, and Rancho Cienega Park.

## Citywide Goals

It is the intent of the Community Plan to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality. Cost and distribution are major issues in the provision of services and facilities. It is essential to establish priorities and identify new and diverse sources of revenue. In addition, public and private development must be fully coordinated, in order to avoid expensive duplication and to ensure a balance among needs, services and cost. The goals and policies in this chapter seek to:

- Achieve economy, efficiency and equitable distribution in the provision of services and facilities consistent with standards for environmental quality.
- Encourage facility-providing departments and agencies to carry-out long-range capital facility planning and construction that is compatible with land use planning goals and policies established in the West Adams-Baldwin Hills-Leimert Community Plan.
- Fully coordinate public and private development in order to avoid expensive duplication and to ensure a balance among needs, services and costs.
- Ensure that large-scale projects plan for the siting of necessary public facilities and provide or fund their fair share of all public facility needs created by the development.
- Ensure that discretionary development projects provide or contribute toward the provision of all public facilities necessary to serve the development as a basis of approval.
- Encourage public/private ventures, and other forms of collaboration between government, developers and residents to consider new ideas for providing public facilities and services.



*Jim Gilliam Park*



**Figure 5-1**  
**Public Facilities, Services,**  
**Parks & Open Space**  
 West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

- Facilities for Police, Fire, Libraries, and Schools
- The Framework Element contains citywide goals and policies for the provision of facilities to support municipal operations, including police, fire protection and emergency medical services, libraries, and schools. Towards this end, the goals and policies in this chapter seek to:
- Protect the public and provide adequate public safety services, facilities, equipment and personnel to meet existing and future needs.
- Provide library services for current and future community members.
- Ensure adequate school facilities to serve West Adams' neighborhoods.

### *Key Issues*

- Safety needs to be addressed in order to increase "walkability".
- Problem areas of crime and homelessness need to be better addressed through community services.
- Better street lighting is needed along all streets.
- LAUSD campuses lack sensitivity to neighborhood character and should provide better access to green and recreation space for the entire community.
- Better maintenance of the public realm, including graffiti abatement, is needed.

### *Key Opportunities*

- Fees associated with community services should be reinvested into the immediate community.
- Upgrades to infrastructure should include undergrounding of utility lines.
- Encourage "pride of place" and local reinvestment through business improvement districts.



*Wilshire Community Police Station.*

## Police

Law enforcement services are provided by the City of Los Angeles Police Department (LAPD), which operates 21 stations within four bureaus (Central, South, Valley and West). The LAPD uses a work load computer model (Patrol Plan) to deploy patrol officers to the various geographic areas in the City. This model includes several factors, such as response time, service calls, and traffic conditions.

The Community Plan Area (CPA) falls within the jurisdiction of the South and West Bureaus of the LAPD. The West Bureau operates five police stations, one of which serves the West Adams CPA: the Wilshire Community Police Station, located at 4861 W. Venice Boulevard. In general, neighborhoods north of the I-10 Freeway are within the West Bureau with La Cienega Blvd. serving as the dividing line between those served by the Venice Boulevard Precinct and those served by the West Los Angeles Division Station located on Butler Ave.

Neighborhoods south of the I-10 Freeway are generally located within the South Bureau. The South Bureau operates four police stations, two of which serve the project area: the 77th Street and Southwest Community Police Stations. The

**TABLE 5-1**

### **Existing Police Stations Serving the West Adams-Baldwin Hills-Leimert Community**

Bureau	Station	Location	Number of Officers	Officer to Resident Ratio (per 1,000 Resident)
West	Wilshire Community	4861 W. Venice Blvd.	245	0.98
South	77th St. Community	7600 S. Broadway	409	2.34
South	Crenshaw Shopping Center Substation	3400 Slauson Ave.	409	2.34
South	Southwest Community	5023 W. Washington Blvd.	352	2.13
South	Baldwin Hills-Crenshaw Plaza Substation	3650 W. Martin Luther King Blvd.	352	2.13

*Source: West Adams EIR, TAHA 2011.*

77th Street Community Police Station is located at 7600 S. Broadway, while the Southwest Community Police Station is located at 1546 W. Martin Luther King Jr. Boulevard. While neither of these police stations are located within the West Adams CPA, they each operate a substation that is located within the CPA. The Southwest Division Substation is located at 3650 W. Martin Luther King Jr. Boulevard in the Baldwin Hills-Crenshaw Plaza and the 77th Street Division Substation is located at 3400 West Slauson Avenue, in the Crenshaw Shopping Center.

Police facilities are added in response to particular growth demands. Aside from additional personnel and space to house them, the most identifiable increase in capital facility requirements related to urban growth is the proportional growth in need for additional patrol cars. Any increase in growth may also require an increase in support staff, facilities and equipment.

The crime rate, which represents the number of crimes reported, affects the “needs” projection for staff and equipment for the LAPD to some extent. The LAPD’s operational statistics are generally reported and analyzed in terms of response times and crime rates within the specific districts. Referring to Table 5-2, crime statistics for the LAPD stations serving the West Adams CPA were generally 27% greater than the Citywide rate in 2008, with the exception being the Wilshire Station, which was approximately 10% lower than the Citywide rate.

Since safety and security were identified throughout the community plan outreach process as key concerns affecting quality of life within the Community Plan Area, the ability to provide additional services toward effectively addressing these



Southwest Division substation at the Baldwin Hills Crenshaw Plaza.

TABLE 5-2  
Recorded 2008 Crime Statistics for LAPD Stations Serving the West Adams CPA

Station	Crime Offenses	Crime Offense Rate (per 1,000 Resident)
City of Los Angeles	127,062	31.7
Wilshire Community	7,877	28.5
77th Street Community	7,806	42.3
Southwest Community	8,501	44.5

Source: West Adams EIR, TAHA 2011.

issues, as well as others such as graffiti, homelessness, loitering and gang activity, should be at the core of any discussions regarding increased police services for the area and while the Department of City Planning may not have responsibility for their implementation, the following goals and policies should be considered by the relevant City of Los Angeles agency:

### Goal CF1: **A community with adequate police facilities and services to provide for public safety needs.**

#### Policies

- CF1-1 **Evaluate Land Use Impacts on Police Service Demand.** Coordinate with the LAPD as part of the review of significant development projects and/or General Plan amendments affecting land use to determine the impact on service demands.(P132)
- CF1-2 **Adequate Neighborhood Level Police Protection.** Maintain and promote the establishment of police facilities and services adequate to protect the Community Plan Area at the neighborhood level. (P165)
- CF1-3 **Community Based Crime Prevention.** 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, assistance in the formation of new neighborhood watch groups, and regular communication with neighborhood and civic organizations.(P114)



*CPTED involves four major guiding principles; Natural Surveillance, Natural Access Control, Territorial Reinforcement and Maintenance.*

### Goal CF2: **A safe and secure environment where walkability is increased.**

#### Policies

- CF2-1 **CPTED.** Promote Crime Prevention Through Environmental Design (CPTED) techniques in the design of residential and commercial buildings, as well as public spaces. (P113)

## Fire and Emergency Services

Fire prevention, fire protection and Emergency Medical Service (EMS) for the City of Los Angeles are provided by the Los Angeles Fire Department (LAFD). The LAFD operates 106 neighborhood fire stations located throughout the Department's 470-square-mile jurisdiction. The Community Plan Area is served by 5 fire stations, as shown in Table 5-3. The LAFD is responsible for fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education and community service.

TABLE 5-3

**Existing Fire Stations Serving the West Adams-Baldwin Hills-Leimert Community Plan Area**

Station	Location	Equipment
34	3661 S. 7th Avenue	BLS Engine, Paramedic Rescue Ambulance, BLS Rescue Ambulance
58	1556 S. Robertson Boulevard	BLS Engine, BLS Light Force, Paramedic Rescue Ambulance
66	1909 W. Slauson Boulevard	BLS Engine, BLS Light Force, Paramedic Rescue Ambulance, BLS Rescue Ambulance, Division Chief
68	5023 W. Washington Boulevard	BLS Engine, Paramedic Rescue Ambulance, BLS Rescue Ambulance, EMS Battalion Captain
94	4470 Coliseum Street	Upgraded 2008, BLS Engine, BLS Light Force, Paramedic Rescue Ambulance, BLS Rescue Ambulance

Source: LAFD Planning Section, William N. Wells, Captain II-Paramedic, Planning Section, March 25, 2009.

Note: BLS = Basic Life Safety



Fire Station #94 - 4470 Coliseum Street

Standard criteria for evaluating acceptable service levels and determining the need for expansion of existing fire stations is based primarily on the ability to meet response time goals and not exceed maximum distances between fire stations.

Fire Department services are based on the community's needs, as determined by ongoing evaluations. When an evaluation indicates increased response time, the acquisition of equipment, personnel, and/or new stations is considered. As development occurs, the Fire Department reviews environmental impact reports and subdivision applications for needed infrastructure. Development is subject to the standard conditions of the LAFD with regard to station construction, fire suppression systems and emergency medical services and the following goals and policies should be considered when addressing the long range needs of the LAFD:

### Goal CF3: **A community where fire facilities and protective services are sufficient for the existing and future population and land uses.**

#### Policies

- CF3-1 **Evaluate Land Use Impacts on Fire Service Demand.** Coordinate with the LAFD as part of the review of significant development projects and General Plan amendments affecting land use to determine the impact on fire service demands. (P136, P142)
- CF3-2 **Locate Facilities to Maintain Safety.** Encourage the LAFD to locate fire services facilities in appropriate locations throughout the community in order to maintain safety. (P142)
- CF3-3 **Adequate Fire Services Facilities and Personnel.** Assist the LAFD in ensuring that adequate facilities and fire service personnel are maintained by periodically evaluating population growth, level of service (response time and staffing ) and fire hazards in the City. (P83, P136, P142)
- CF3-4 **Identify Neighborhoods with Deficient Fire Service.** Assist the LAFD and other relevant agencies in identifying neighborhoods with deficient fire facilities and/or services. (P142)
- CF3-5 **Develop Acquisition Strategies.** Assist the LAFD and other relevant agencies in the development of acquisition strategies for fire station sites in areas deficient in fire facilities. (P142)

## Libraries

The Los Angeles Public Library (LAPL) system provides library services at the Central Library in Downtown, eight regional branch libraries, and 63 neighborhood branches. The Public Libraries Plan, a component of the Public Facilities Element of the City of Los Angeles General Plan, was adopted by the City Council in 1968 and serves as a general guide for the construction, maintenance and operation of libraries in the City. A new LAPL Branch Facilities Plan was adopted in February 2007, which proposed building larger libraries and also established criteria for the size of libraries based on floor area required to serve varying densities of residential population. In general, the recommended sizes are 12,500 square foot facilities for communities with less than a 45,000 person population and 14,500 square foot facilities for communities with more than 45,000. In addition, this facilities plan also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for that area.

The Community Plan Area is served by five Neighborhood Branch Libraries. A sixth is located just outside the CPA's northwest boundary (along Robertson Blvd. at Airdrome St. within the Wilshire CPA) and serves the northwest neighborhoods of the West Adams CPA. All of the area's library facilities have been upgraded within the last ten years, or are funded within the adopted Branch Facilities Plan. In addition, on-line services enable a virtual library through computer workstations that provide access to the library system's on-line catalog, information databases, multi-media software and free Internet. These services work toward enhancing the capacity of available library resources within the West Adams-Baldwin Hills-Leimert CPA.

The 2007 Branch Facilities Plan's Proposed Project List includes a total of 19 projects, including a relocated Angeles Mesa Branch Library. The Angeles Mesa Branch Library, located at 2700 W. 52nd Street, is the closest library serving the greater Leimert Park neighborhood, and with a current square footage of just 5,243 square feet, is scheduled to be rebuilt to 12,500 square feet. Through



*Hyde Park Branch Library*



**Figure 5-2**  
**Libraries**  
**West Adams-Baldwin Hills-Leimert**

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

community visioning efforts, Leimert Park Village was identified as a desirable location for a future library facility; public or private. Many in the Community envisioned development of the surface parking lot areas such as that directly behind the Vision Theatre to include a community facility such as a library, possibly using the Schomburg Research Center Library in Harlem as a model. Such a facility would compliment Leimert Park's cultural vitality by providing a "West Coast Schomburg Center" showcasing the arts, literature and film of the regional, African-American and global African diasporan experience.

The following goals and policies have been identified toward addressing the long range library needs for the community.



*The Schomburg Center located in Harlem, New York City, is one of the world's leading research facilities devoted to the preservation of materials on the global African and African diasporan experiences, and serves as the model guiding the community's vision for a cultural facility to be located in Leimert Park Village.*

## **Goal CF4: An LAPL that is assisted in providing library services which respond to the needs of the community.**

### **Policies**

**CF4-1 Enhance Library Facilities.** Support construction of new libraries and rehabilitation and expansion of existing libraries as required to meet the changing needs of the Community. (P170, P166)

TABLE 5-4

**Libraries Serving the West Adams-Baldwin Hills-Leimert Community Plan Area**

Facility	Existing Population	Projected Population (2030)	Existing Library Sq. Ft.	Consider Additional Branch
Angeles Mesa	31,974	33,678	5,243	
Baldwin Hills	74,420	78,389	12,000	x
Hyde Park	24,811	26,101	10,500	
Jefferson	48,910	51,557	9,000	
Washington Irving	58,429	62,036	12,269	

*Note: Future library square feet is estimated by service area population growth*

*Source: LAPL Branch Facilities Plan, 2007 and West Adams Community Plan EIR, TAHA 2011*

- CF4-2 **Flexible Library Siting.** Encourage flexibility in siting of libraries within mixed-use projects, pedestrian-oriented areas, transit-oriented districts, and similarly accessible facilities. (P6, P199)
- CF4-3 **Additional Library Funding Sources.** Seek additional resources to maintain and expand library services to satisfy service demands to the Year 2030. (P166)
- CF4-4 **Promote Online Access.** Continue to promote the use of computer technology in creating online access to library collections and services. (P166)
- CF4-5 **Permanent Non-English Collections.** Develop a citywide policy for locating non-English language permanent collections. (P166)



## Schools

### Enrollment projections are based on a set of assumptions, including:

- All students are able to attend a neighborhood school or a "school of choice."
- Desired students per classroom ratio.
- Baseline population of all LAUSD students.
- Relationship of kindergarten to births.
- Grade retention rates for recent past years.

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD). The LAUSD provides public education for over 900,000 students at 557 schools in eight local districts. The LAUSD is subject to the overview of the State of California Legislature and is entirely independent of City government. Decision making and budgeting are done by elected governing boards and site and construction standards are established by the State Department of Education (Section 39000 of the Government Code).

The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, pursuant to State laws, the LAUSD is not required to obtain review of their public school projects from the Department of City Planning prior to obtaining any necessary permits.

The Community Plan Area is located entirely within Local District No. 3. This area incorporates the westside of the City from Western Avenue to Santa Monica Bay and includes the neighborhoods of Pacific Palisades, Westwood, and Marina Del Rey, among others.

The LAUSD's estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each District school to accommodate

TABLE 5-5

**Existing Public Schools within the West Adams-Baldwin Hills-Leimert Community Plan Area**

School	Capacity	Enrollment*
Elementary (16)	12,279	8,919
Middle School (2)	4,273	3,072
High School (3)	9,279	7,810
<b>Total (21)</b>	<b>25,831</b>	<b>19,801</b>

\*Figures reflect actual enrollment.

Source: LAUSD, Enrollment 2007-08 and TAHA, 2011

the projected future population and the analysis of school-by-school enrollment trends. This determination of need is based on several assumptions tied to current School Board policies and planning guidelines. Data available for the school year 2007-2008 indicates that enrollments have been below operating capacity.

In 2000, the LAUSD began a \$20 billion building and modernization program to be completed by 2012. By 2008 the school district had completed 180 new schools and additions with 79 more still pending.

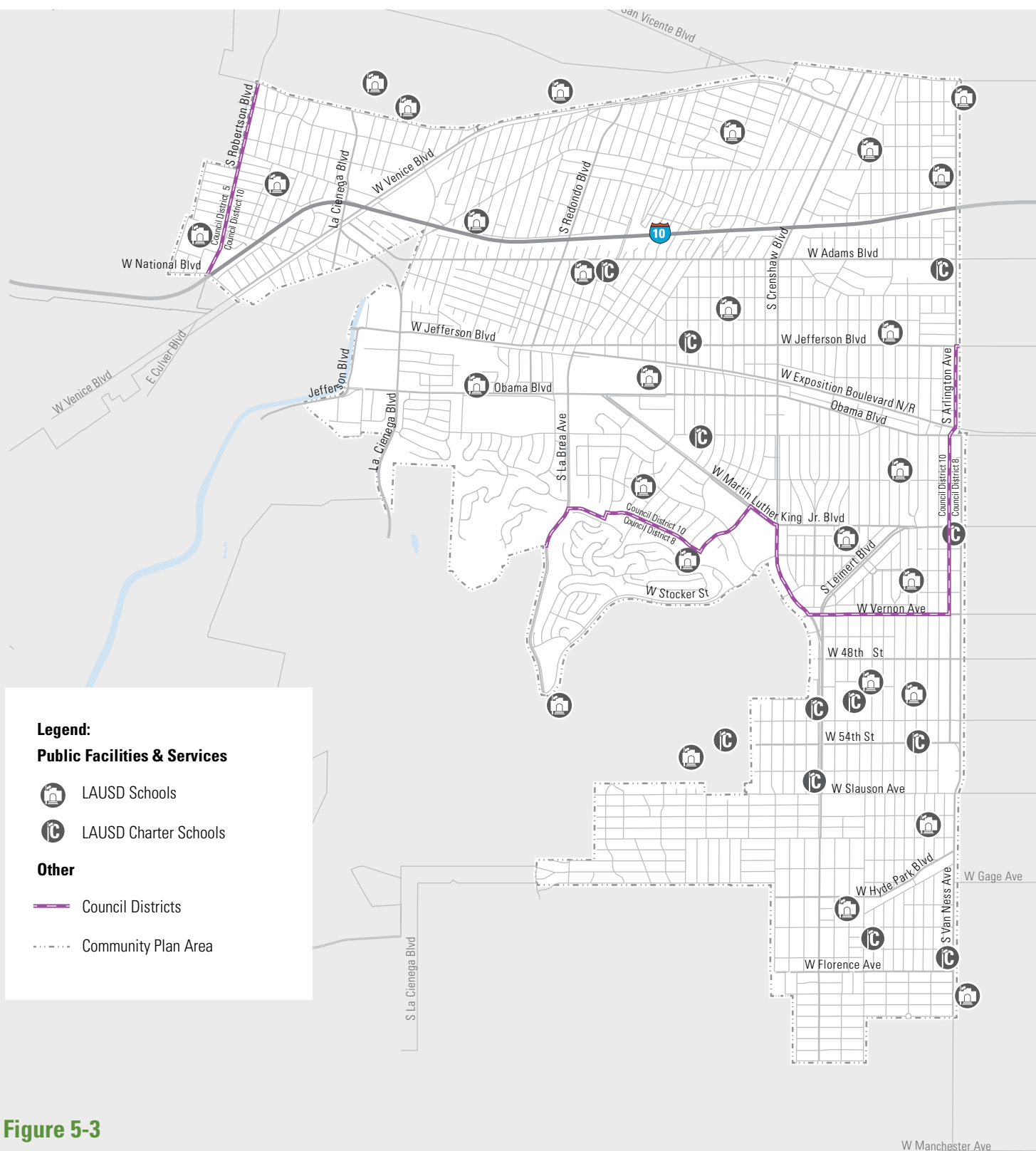
The Community Plan Area has been the recipient of several of these Local District 3 projects. Most of the completed projects have involved additions to existing facilities such as the Arlington Heights, Cienega and 6th Avenue Elementary Schools, as well as additions to Crenshaw and Hamilton High Schools. Further planned projects include additions to Alta Loma Elementary and Dorsey High School.



*The Crenshaw District in particular is home to a number of charter schools.*

The Community Plan Area is unique in that it is served by numerous charter schools in addition to the schools under the jurisdiction of the LAUSD. Charter schools are publicly funded elementary or secondary schools that are usually created or organized by a group of teachers, parents and community leaders, or a community-based organization. Charter schools are opened and attended by choice, and, while they provide an alternative to other public schools, they are part of the public education system and may not charge tuition. Where enrollment in a charter school is oversubscribed, admission is frequently allocated by lottery.

Figure 5-3 shows the locations of both charter and non-charter public schools serving the Community Plan Area.



**Figure 5-3**  
**Schools**

## West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

**Goal CF5: A community where schools are sited in locations complementary to existing land uses and neighborhood character.**



*Hamilton High School*

**Policies**

- CF5-1 **Neighborhood Compatible School Designs.** Encourage compatibility in school locations, site layout and architectural design with adjacent land uses and community character, and, as appropriate, use schools to create a logical transition and buffer between uses such as multiple-family and single-family residential or between commercial and residential uses. (P131)
- CF5-2 **Smaller School Footprints.** Promote the use of innovative school standards and design strategies that encourage smaller schools on smaller sites consistent with the historic patterns of development within the community.(P131)
- CF5-3 **Walkable Safe Routes to Schools.** Work with LAUSD, as well as other public and private education sponsors, to encourage walkable and safe routes to school sites that are accessible to nearby residents. (P241)
- CF5-4 **Consider Large Vacant Parcels First.** Consider large vacant parcels as a first alternative to accommodate the demand for new schools. (P70)

**Goal CF6: A community where schools are promoted as “neighborhood centers” and where integrated learning and community services are provided through joint-use opportunities involving a broad range of partners.**

**Policies**

- CF6-1 **Joint-use of School Open Spaces.** Increase opportunities for leisure, recreation and wellness within the community through the joint-use of school open spaces and recreational facilities by students and the community-at-large.(P163)
- CF6-2 **Schools as Shared Public Spaces.** Encourage the design of schools to be inviting places of intergenerational community learning and use through shared public spaces that are accessible to residents day and night, all year round.(P163)
- CF6-3 **Increase Access to Community Uses.** Serve a wide range of community needs by providing increased access to community uses such as health clinics, counseling centers and other social services without jeopardizing the health and safety of students by limiting certain uses to outside of school hours. (P163)

- CF6-4 **Facilitate Mentorships.** Provide spaces that facilitate mentorships, as well as work-based and service learning. (P167)
- CF6-5 **Student Health and Wellness.** Support relationships with businesses that support the health and wellness of students in addition to supporting the local economy. (P78)
- CF6-6 **School Accessibility.** Maximize the accessibility of school facilities to neighborhood organizations. (P241)

### Goal CF7: **A community where students are protected from public nuisance and major sources of outdoor air pollution.**

#### Policies

- CF7-1 **Locate Schools Away from Freeways.** Encourage the location of sensitive receptors such as schools at least 500 feet away from freeways. (P131)
- CF7-2 **Discourage Nuisance Uses Adjacent to Schools.** Discourage the location and clustering of nuisance uses adjacent to schools.(P141)
- CF7-3 **Vocational School Locations.** Encourage vocational schools to locate in commercial or industrial areas where training opportunities are enhanced by the surrounding uses only when the impacts associated with their location in proximity to hazardous uses can be adequately mitigated.(P131)

## Parks, Open Space, and the Urban Forest

The urban forest, parks and open spaces are vital to the overall health and sustainability of a community. Where housing units may not include yard areas and landscaping is scarce, these “green spaces” which also include community gardens, green roofs, parkways and greenways, provide needed opportunities for passive and active recreation, social and cultural events, and serve as important gathering places in the community. In this regard, green spaces are part of the community’s valuable green infrastructure, and help reduce the need and expense of building infrastructure to manage air, water and energy resources.

The Framework Element contains citywide goals and policies for the provision of recreation and parks; the provision, management, and conservation of open

### *Benefits of Urban Greening*

Trees and other vegetation slow erosion and filter pollutants from water and air while reducing the heat island effect and ozone formation.



*Washington Irving Pocket Park.*

space resources; and the management of the local urban forest. Towards this end, the goals and policies related to park, open space, and the urban forest seek to:

- Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.
- Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing access and linkages, particularly from targeted growth areas, to the existing regional and community open space system.
- Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.
- Conserve natural resources and minimize detrimental impacts.
- Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include neighborhood parks, urban open spaces, unimproved streets, trails and a citywide linear open space and greenway system that connect the City's regional open spaces, communities and neighborhoods.

## Parks

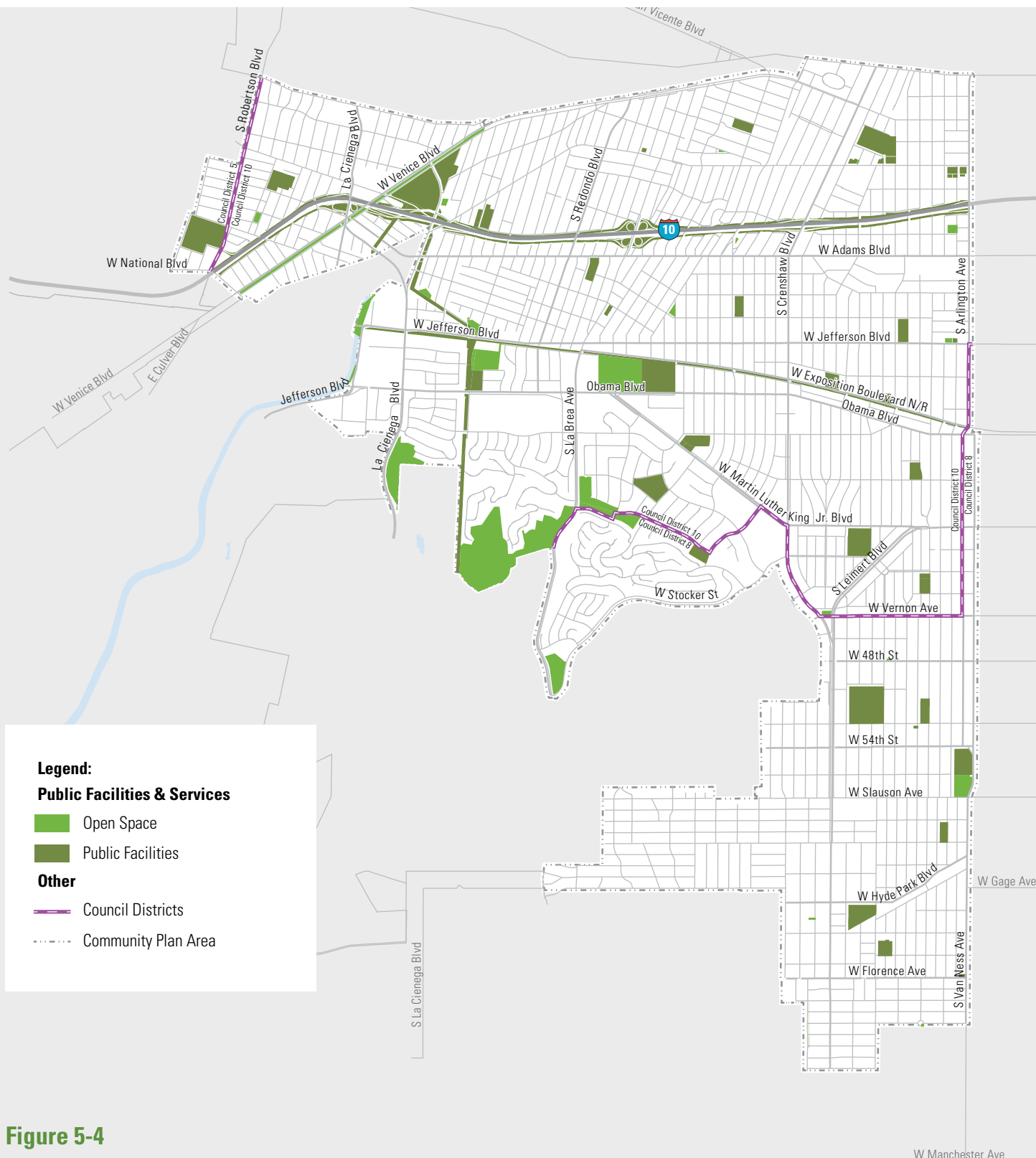
Recreation and park services in the Community Plan Area are primarily provided by the City Recreation and Parks Department (RAP) and the Los Angeles County Department of Parks and Recreation. There are four types of parks: mini, neighborhood, community, and regional parks. Mini parks, sometimes referred to as pocket parks, provide small spaces for limited types of recreational activities to an immediate neighborhood. Neighborhood parks provide space and facilities for outdoor and indoor recreation activities to all residents in the immediate residential area surrounding the park. Community parks provide a broader range of services than neighborhood parks, and satisfy the needs of the nearby community as well as other service areas. A regional park provides specialized recreational facilities such as hiking trails, lakes, golf courses, campgrounds, wilderness areas and museums, which normally serve persons living throughout the Los Angeles area.

As shown in Figure 5-4 and Table 5-6, the Community Plan Area incorporates 19 park, open space and/ or recreational facilities totalling approximately 432 acres of land dispersed throughout the Community Plan Area or within a ¼ mile of its boundaries. This includes 11 pocket parks, 2 neighborhood parks, 5 community parks, and 1 regional park; the Kenneth Hahn State Recreation Area located in the Baldwin Hills, which accounts for about 338 acres or 78% of the CPA's total park acreage. The Kenneth Hahn State Recreation Area includes facilities such as children's play areas, picnic tables, hiking trails, jogging and a lake.

**Neighborhood Parks** provide space and facilities for outdoor and indoor recreation activities to all residents in its immediate neighborhood.

**Community Parks** serve a much wider interest range than those of a neighborhood park, and are used by members of nearby communities as well as other service areas.

**Regional Parks** provide specialized recreational facilities such as lakes, golf courses, campgrounds, wilderness areas and museums, which normally serve persons living throughout the Los Angeles Area.



**Figure 5-4**  
**Parks & Open Space**  
 West Adams-Baldwin Hills-Leimert

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

### *Key Issues*

- Need additional open space, park and pocket parks.
- Better maintenance of existing parks and community facilities.
- Provide better ADA accessibility within parks.

### *Key Opportunities*

- Create a continuous network of open space and pedestrian paths linking open space, parks, and community facilities where possible.
- Create greenways and promote their use as active recreational amenities.
- Provide street trees and enhanced parkways throughout the Community Plan Area where possible.
- Fees associated with community services should be reinvested into the immediate community.
- Upgrades to infrastructure should include undergrounding of utility lines.
- Encourage “Pride of Place” and local reinvestment through business improvement districts.

Planning and implementation of parks, recreation assets and amenities is based on a standard of population density to ensure that resources are allocated with the goal of providing the same level of facilities and services to all residents. The Public Recreation Plan (Service Systems Element of the General Plan) provides the official guide for considering minimum needs of neighborhoods and communities for recreational sites.

It is important to note that because the Community Plan Area benefits from direct access to the Baldwin Hills, the implementation of long-range open space improvement, parkland acquisition and facility development strategies through efforts such as the the Baldwin Hills Park Master Plan, as outlined in Chapter 1, will provide great strides both toward generating additional recreational facilities as well as creating the needed linkages (pedestrian, bicycle and vehicular) from adjacent neighborhoods up into what may ultimately become the nation’s largest city park.

TABLE 5-6

**Existing Park Acres within 1/4 mile of the West Adams-Baldwin Hills-Leimert CPA**

Type of Park/Size	Acres
Mini/Pocket Parks: less than 1 acre	15
Neighborhood Parks: 1-10 acres	11.62
Community Parks: 10-50 acres	67.37
Regional Parks: Over 50 acres	338
<b>Total</b>	<b>431.99</b>

Source: City of Los Angeles Department of Recreation and Parks and TAHA, 2011.

A number of issues regarding the amount, quality and access to parkland amenities within the community were identified during the outreach process, including the desire to see, at a minimum, enhanced linkages to existing open space and recreational amenities. Therefore, in addition to identifying the following goals and policies to collaboratively increase the amount of parkland throughout the CPA, the community plan also encourages access to existing resources such as the Kenneth Hahn State Recreation Area via enhanced pedestrian and bicycle linkages along opportunity corridors such as the proposed Ballona Creek Greenway and its other flood channel tributaries, repurposed railroad corridors, powerline rights-of-way and possibly even landscaped freeway buffer areas as delineated in Figure 5-5.

**Goal CF8: A community that conserves, maintains and better utilizes existing recreation and park facilities which promote the recreational needs of the Community.**

### Policies

- CF8-1 **Maintain Existing Facilities.** Preserve, maintain and enhance existing recreational facilities and park space. (P46)
- CF8-2 **Increase Accessibility.** Prioritize the increase of and accessibility to open space and parkland located in the Baldwin Hills adjacent to La Cienega Boulevard and La Brea Avenue. (P159)



TABLE 5-7

**Parkland Needs in the West Adams-Baldwin Hills-Leimert Community Plan**

Type of Park	Existing Acres	Desired Acres per 1,000 Residents <sup>1</sup>	Acres Needed According to Desired Standard	Additional Acreage Needed
Neighborhood Parks (including mini parks)	26.62	2	437.48	411
Community Parks	67.37	2	437.48	370
Regional Parks	338	6	1312.45	974
<b>TOTAL</b>	431.99	10	2187.41	1755
<i>Estimated Population</i>	<i>182,600 (2008)</i>		<i>214,012 (2030)</i>	

Source: RAP, Public Recreation Plan of Service Systems Element of the General Plan.

<sup>1</sup>Recommended standard per RAP Public Recreation Plan of the Service Systems Element of the General Plan.

CF8-3 **Improve Existing Facilities.** Improve utilization and development of recreational facilities at existing parks. (P183)

### Goal CF9: **A community where neighborhoods are built with safe and attractive places for recreational exercise.**

#### Policies

CF9-1 **Parks in Low-Income Communities First.** Prioritize new parks in underserved or low-income communities. (P183)

CF9-2 **Prioritize Park Opportunity Areas.** Target park and recreation projects in areas with the greatest opportunities. (P183)

CF9-3 **Accommodate Greenways.** Identify opportunities to increase acreage of total recreational areas by converting outdated railroad rights-of-way to accommodate greenways and bicycle trails, and by utilizing public easements for community gardens. (P222, P223)

CF9-4 **Walkability Standard.** Set a walkability standard (e.g., a quarter- or half-mile) for residents' access to recreational facilities. (196)



Ballona Creek

- CF9-5 **Joint-use of Schools.** Pursue joint-use agreements to share facilities with schools, especially in neighborhoods that suffer a disproportionate lack of recreational facilities. (P163)
- CF9-6 **Ballona Creek Greenway.** Prioritize the development of a safe, well-maintained walking/ bicycling route or greenway along the banks of the Ballona Creek. (P159)
- CF9-7 **High Level of Service Standard.** Establish and fund a high level of service standard for parks in order to ensure cleanliness and adequate lighting. (P183)
- CF9-8 **Minimize Displacement.** Plan and design the expansion of existing facilities and the acquisition of new sites in a manner that minimizes the displacement of housing and the relocation of the residents. (P9)



Westside Park

**Goal CF10: A community where open space, parkland and recreational facility opportunities are increased through cooperation with a broad range of partners.**

- CF10-1 **Minimize Land Acquisition through Joint-use.** In order to minimize the amount of land acquisition required for establishment of new parks, encourage LAUSD and RAP to jointly make facilities available to residents after school and on weekends (P164)
- CF10-2 **Acquire Vacant Land for Public Open Space.** Encourage continuing efforts by County, State and Federal agencies to acquire vacant land for publicly owned open space. (P183)

**Goal CF11: A community where open space, parkland and recreational facilities are safe and inviting for the enjoyment of all.**

- CF11-1 **Adequate Illumination and Security.** Provide adequate illumination and security of parks for safe use at night. (P183)
- CF11-2 **Enforce Park Codes.** Provide for the supervision of park activities and promote enforcement of codes restricting illegal activity. (P183)
- CF11-3 **Adequate Police Patrols.** Coordinate between the RAP and the Police Department to insure adequate police patrols and defensible space design. (P183)
- CF11-4 **Clean-up Land for Public Recreation.** Pursue resources to clean up land that could safely be used for public recreation. (P183)

## Open Space

Open space, broadly defined as land which is essentially free of structures and buildings and/or is natural in character, encompasses both publicly and privately owned properties that are unimproved. It is often used for the preservation of natural resources, managed production of resources and wildlife corridors, outdoor recreation, for connecting neighborhoods and people, and for the protection of life and property due to natural hazards. "Open space" is also designated in the City's land use classification system.

Approximately 201 acres within the service area of the Community Plan Area are designated for open space. Most of this acreage lies within the Baldwin Hills. Additionally included in this acreage are the various neighborhood, community and regional parks, as well as valued community elements such as the landscaped median parkways of Leimert and Venice Boulevards, and the wooded bank areas of the Ballona Creek. However, the Baldwin Hills, one of the last large undeveloped portions of urban Los Angeles County, represents the greatest open space opportunity of the Community Plan Area. As mentioned earlier, through the efforts of the California Department of Parks and Recreation and the Baldwin Hills Conservancy to link together isolated pieces of city, county and state open space and parkland located within the Hills into a singular vision where, ultimately, natural habitat areas will be allowed to coexist with recreational, educational and cultural resources.

As opportunities for traditional open space resources diminish, it is important to identify areas of open space that have not generally been considered as resources, such as vacated railroad lines, drainage channels, planned transit utility and even freeway rights-of-way, pedestrian-oriented streets and privately developed mini/pocket parks. There is also a need to protect existing ecological and cultural resources. To this end, there is great potential to enhance these and other such open space and park opportunities into passive and active recreational uses existing within the Community Plan Area. Referring once again to Figure 5-5, the Community Plan encourages access to existing resources via enhanced pedestrian and bicycle linkages along opportunity corridors such as the proposed Ballona Creek Greenway, the outdated railroad rights-of-way repurposed to accommodate the Expo and emerging Crenshaw/ LAX light rail transit network, as well as City of Los Angeles Department of Water and Power (LADWP) powerline easements, and even portions of the I-10 Freeway right-of-way. These opportunities in addition to the enhancement of pleasant streetscapes within the emerging village environments throughout the Community Plan Area will promote more social connection, lower stress, and facilitate greater pedestrian safety within the Community Plan Area and provide public space opportunities that strengthen the sense of community.

### ***Open space may include:***

- Preservation areas
- Scenic drives
- Special facilities
- Cultural sites
- Riding and hiking trails
- Water sports
- Playlots
- Beaches and other open space



*Kenneth Hahn State Recreation Area*

## Goal CF12: To preserve existing open space resources and where possible develop new open space.

### Policies

- CF12-1 **Retain Passive Open Space.** Encourage the retention of passive and visual open space which provides a balance to the urban development of the Community Plan Area. (P231)
- CF12-2 **Accommodate Active Park Uses.** Accommodate active parklands, and other open space uses. (P183, P57)
- CF12-3 **Public Open Space Requirement.** Encourage development at major opportunity sites to provide public open space. (P218, P14)
- CF12-4 **Utilize Public Lands for Recreational Needs.** Coordinate with City departments, neighboring cities and County, State and Federal agencies to utilize existing public lands, such as flood control channels, utility easements and Department of Water and Power properties; to provide for such recreational needs as hiking, biking and equestrian trails. (P222, P224)
- CF12-5 **Walkability Standard.** Implement walkability and level of service standards for parks and recreation areas. (P277)

## Urban Forest

The urban forest is comprised of all the privately and publicly maintained trees and naturally occurring vegetation (i.e., hillside chaparral, riparian areas) growing in an urban area. Street trees are a significant and highly visual portion of the urban forest and recognized as a vital infrastructure system essential to the quality of life in the urban environment, providing economic, social, environmental, ecological, and aesthetic benefits.

Community gardens are also an important part of the urban forest. Research suggests that community gardens provide numerous health benefits, including access to food, improved nutrition, increased physical activity, and improved mental health in addition to promoting social health and community cohesion.

The Department of Public Works Bureau of Street Services, Urban Forestry Division (UFD) is responsible for the care and preservation of trees and landscaped areas in the public street (right-of-way), such as street trees and landscaped traffic medians, as well as the creation and development of street tree policies and guidelines.

## Management of the Urban Forest

Trees within City parks are maintained by the Forestry Division of RAP. The Division has developed a reforestation program for City parks and oversees proper tree selection that best reflects the relation of the trees to the existing watersheds within which parks are situated.

The Forestry Division of RAP estimates that there are at least one million trees growing in the City's developed urban parks and growing naturally in coastal and inland areas.



## *Tree Canopy*

American Forests, a national non-profit conservation organization, advocates that every city set a tree canopy goal for their community as an important step in ensuring that their valuable green infrastructure is maintained at minimum thresholds. They offer some general goal guidelines based on geographic and climate conditions and land use categories.

The canopy coverage for metropolitan areas in the southwest and dry west:

- **Average tree cover counting all zones: 25%**
- **Suburban residential zones: 35%**
- **Urban residential zones: 18%**

The Community Plan Area is unique in that several elements of regional distinction contribute to the area's urban forest including, as mentioned previously, the Baldwin Hills, the landscaped median thoroughfares such as Venice and Leimert Boulevards, as well as several neighborhood and park designs by prominent landscape architecture and planning firms of historic significance such as Leimert Park and the Village Green.

Properly planted trees and other vegetation can prevent soil erosion as well as filter pollutants from water and air while helping to block incoming heat radiation thereby reducing the heat island effect and ozone formation and reducing the energy used for cooling individual buildings. The urban forest also contributes to the preservation of the ecosystem by preserving stretches of urban forest along common wildlife migration corridors, such as floodplains, making the survival of various species in urban settings more likely.

Coordination with the Bureau of Street Services, Urban Forestry Division is needed to encourage community involvement and private partnership, resolve conflicts between street trees and other vital infrastructure, and minimize maintenance costs while ensuring the preservation of a healthy and safe street tree population in the Community Plan Area. Toward maintaining a healthy urban forest, the following goals and policies should be considered:

**Goal CF13: A community that builds diverse public spaces that provide pleasant places for neighbors to meet and congregate.**

#### Policies

- CF13-1 **Street Design Guidelines.** Develop and implement street design guidelines that create walkable, pleasant environments. (P254)
- CF13-2 **Street Trees.** Identify the placement of street trees as an important technique for stress- and crime-reduction. (P252)



Crenshaw Community Garden

**Goal CF14: A community that prioritizes “greening” efforts to keep air and water clean.**

#### Policies

- CF14-1 **Street Tree Canopy.** Identify protecting and developing tree cover as a priority and encourage setting a target for street tree canopy cover in new developments and/or in areas identified as tree-deficient. (P252)
- CF14-2 **Reduce Pollen.** Preferentially plant female street trees to reduce pollen, especially in the most populated areas. (P252)
- CF14-3 **“Daylight” Streams.** Prioritize efforts to gradually “daylight” and “naturalize” stream and creek banks. (P285)

### *Community Gardens*

Community gardens help increase the availability and appreciation for fresh fruits and vegetables, in addition to providing an opportunity for exercise, green space, and a place for community gatherings.

**Goal CF15: A community where ample opportunities for community gardens and urban farming are provided.**

#### Policies

- CF15-1 **Community Gardens in Vacant Lots.** Encourage the use of vacant lots for community gardens. (P5)
- CF15-2 **Inventory Potential Community Garden Sites.** Identify and inventory potential community garden/urban farm sites within existing parks, public easements and rights-of-ways, as well as schoolyards, and prioritize site use as community gardens in appropriate locations. (P5)

## Infrastructure

**Annually, the LADWP** supplies an average of 211 billion gallons of water, with an average per person use of 145 gallons per day. LADWP also supplies water to some 56,500 fire hydrants in the City, and provides water for irrigation and recreational purposes.

This section addresses physical infrastructure that is provided by the Los Angeles Department of Public Works and the Los Angeles Department of Water and Power (LADWP). These systems include water, wastewater, storm water, solid waste management, energy (power) and street lighting. The infrastructure for these systems is of a citywide nature rather than local to a particular community plan area. For example, a wastewater treatment facility may be located in one community plan area, but provide service to several community plan areas. Additionally, this infrastructure may be underground, or located in areas that are not visible to community residents.

The policies included in this section for water, wastewater, solid waste, storm water, energy and street-lighting are specific to the Community Plan Area. The Framework Element, described earlier in this chapter, contains citywide goals and policies for infrastructure addressed in this section.

Towards this end, the goals and policies of this Chapter seek to:

- Provide for existing and future infrastructure needs of the City that support the basic public services necessary to maintain and improve its quality of life.
- Encourage watershed-based planning and projects in order to reduce stormwater runoff, optimize local water resources and reduce dependence on imported water, improve surface water and groundwater quality, and restore hydrologic function to the watershed while maintaining public safety.
- Encourage public/private ventures and other forms of collaboration between governments, developers, and residents to consider new ideas for providing infrastructure and services.



*The California Aqueduct or State Water Project (SWP) is one of two major sources utilized by the Metropolitan Water District of Southern California (MWD) in providing the City with approximately 52 percent of its total water supply.*

## Water

The LADWP is responsible for ensuring that water demand in the City is met and that state and federal water quality standards are achieved. The LADWP is the nation's largest municipal utility, and its service area is slightly larger than the legal boundary of the City. Under the provisions of the City Charter, the LADWP has complete charge and control of its water distribution system inside the City. Water supply boundaries are not divided by community plan area, but rather bounded based on pressure zones that are dictated by ground elevation.

The California Urban Water Management Planning Act requires water suppliers to prepare and adopt water management plans every five years to identify short-term and long-term water resources management measures for meeting growing water demands. The LADWP 2010 Urban Water Management Plan is designed to meet the current requirements of the Act, and also serves as the City's master plan for water supply and resources management. This master plan provides an assessment of current water system conditions (source of supply, treatment, transmission, storage and distribution) for capacity to meet projected demands to 2035. A primary objective of this master plan is to pursue cost-effective water conservation and recycling projects to increase supply reliability and offset increases in water demand due to growth and environmental enhancements.

### *Water Supply*

The Community Plan Area is currently supplied primarily through the Metropolitan Water District (MWD) water sources. The MWD plans to meet the long-term needs of its member-agencies through water transfer programs, outdoor conservation measures, and development of additional local resources (e.g., recycling). In addition, the MWD has more than 4.0 million acre-feet of storage capacity available in reservoirs and banking/transfer stations.

## Supply and Demand

The City obtains its water supply primarily from four major sources: the Los Angeles Aqueduct, groundwater wells, purchases from the Metropolitan Water District (MWD) and wastewater that is treated and recycled for reuse in industrial facilities and for irrigation purposes. The first three sources have historically delivered an adequate and reliable supply to serve the City's needs. However, expansion of recycled water projects and water conservation measures are planned to fill a larger role in the City's water supply portfolio.

MWD is committed to plan for emergencies and natural disasters throughout the region. The agency currently has approximately 1.07 million acre-feet in surface and groundwater storage accounts, including Diamond Valley Lake near Hemet, and 600,000 acre-feet of storage reserved for emergencies. This reserve of water supplies buffers the severity of a potential shortage, allows for a less severe water shortage allocation if required, and keeps the region prepared for a major earthquake or other events. The Community Plan Area is currently supplied primarily through MWD water sources.

## Improvements

The LADWP is also increasing the safety and water quality of the water delivered to customers by reducing daily dependence on large in-city open reservoirs that

have historically been relied on for water distribution. Due to a culmination of regulations dealing with runoff into open reservoirs, increased disinfection standards, and by-products created during disinfection, no open reservoirs will be allowed to remain in service in the City's water distributions system. Additional trunk lines are necessary to ensure that sufficient quantities of water can be moved from one area of the City to another when needed.

Currently, LADWP operates several water recycling projects in the City. The Harbor Water Recycling Project is one of the projects under this program. Instead of using potable (drinking) water, extensively treated, high-quality recycled water from the Terminal Island Reclamation Plant is used for non-drinking purposes. This facility produces about 5,500 acre-feet of recycled water per year.

Total water usage within the Community Plan Area is approximately 18 million gallons per day (mgd) of water, or 20,227 acre-feet per year. Single-family, multi-family and commercial land uses within the Community Plan Area have an estimated water usage of approximately 6.8, 10, and 1.2 million gpd of water, respectively. Industrial, public facilities, and open space land uses within the Community Plan Area have an estimated water usage of approximately 0.7, 0.032, and 0.088 mgd, respectively. Water usage within the Community Plan Area represents approximately three percent of the City's total water supply.

The LADWP water system takes into consideration current and future consumption, fire protection, multiple supply sources, balance storage and transfer capacities to evaluate the need for future water facilities while at the same time meeting water quality regulations.

### Goal CF16: A comprehensive strategy to ensure that high quality and reliable sources of clean water are provided for the community.

#### Policies

- CF16-1 **Water Distribution System.** Support the appropriate expansion, upgrade and/or improvement of the local water distribution system. (P281)
- CF16-2 **Alternative Water Supplies.** Support the development of reliable and cost-effective sources of alternative water supplies, including opportunities for groundwater recharge, water reclamation and exchanges and transfers. (P283)
- CF16-3 **Urban "greening."** Promote urban "greening" as a method of ensuring healthy watersheds that generate reliable water supplies that provide clean water. (P173)

CF16-4 **Groundwater Supplies.** Encourage the protection of existing water supplies from contamination, and clean-up groundwater supplies so such resources can be more fully utilized. (P282)

CF16-5 **Water Conservation.** Continue to require water conservation measures, as recommended by LADWP. (P282)

## Wastewater

The City of Los Angeles Department of Public Works Bureau of Sanitation (BOS) provides sewer conveyance infrastructure and wastewater treatment services. The BOS operates and maintains the wastewater collection and treatment for the City and 29 contract cities and agencies. The primary responsibility of the BOS is to collect, clean and recycle solid and liquid waste generated by residential, commercial and industrial users. The BOS manages and administers three primary programs:

- 1) wastewater collection, conveyance, treatment, and disposal;
- 2) solid waste resources collection, recycling and disposal; and
- 3) watershed protection.

The solid waste resources and watershed protection functions are addressed in the following two sections of this chapter, Solid Waste and Stormwater.

To comply with the State Waste Discharge Requirements, a Sewer System Management Plan (SSMP) is prepared for each of the City's sanitary sewer systems to control and mitigate all sanitary sewer overflows. The City's wastewater service area consists of two distinct drainage basin areas: the Hyperion Service Area (HSA) and the Terminal Island Service Area (TISA). The HSA covers roughly 515 square miles and serves the majority of Los Angeles. The TISA is approximately 18 square miles and serves the Los Angeles Harbor area.

The two drainage basins serving the City are divided into 26 primary sewer basins that are served by four wastewater treatment and water reclamation plants, and 47 pumping plants that can process over 550 million gallons of flow each day citywide. Each of these 26 primary sewer basins manages about 260 of the City's 6,500 miles of public sewers. The City's primary sewer basin boundaries are based solely on sewer drainage and configuration and are independent of political boundaries. Table 5-8 shows the collection and treatment facilities currently operated by the BOS.

## Wastewater Treatment Facilities

The public sewers of the Community Plan Area are within the HSA drainage basin and further managed by the South Los Angeles Primary Sewer Basin (SLAPSB), the Baldwin Hills Primary Sewer Basin (BHPSB), and the Wilshire Primary Sewer Basin



*Hyperion Treatment Plant.*

TABLE 5-8

**Wastewater Treatment Facilities and Existing Capacity**

Millions of Gallons per Day (mgd)

Wastewater Treatment Facilities	Service Area	Location	Capacity
Hyperion Treatment Plant (HTP)	West, Central Communities	Playa del Rey	1000 mgd
Terminal Island Water Reclamation Plant (TIWRP)	Harbor communities	San Pedro	45 mgd
Donald C. Tillman Water Reclamation Plant	San Fernando Valley	Van Nuys	80 mgd
Los Angeles-Glendale Water Reclamation Plant	East San Fernando Valley	Los Angeles	20 mgd
<b>Total Capacity</b>			<b>1145mgd</b>

Source: BOS, 2011.

*Terminal Island  
Renewal Energy  
Project*

The first of its kind in the nation, TIWRP's Terminal Island Renewal Energy Project utilizes geothermal energy to generate methane, which is in turn used to run a turbine that can generate approximately 3.5 megawatts of electricity — enough to power up to 3,000 Los Angeles homes. This process also captures more than 83,000 tons of greenhouse gases — the equivalent of taking more than 14,000 cars off the road — and reduces the number of daily truck trips needed to haul bio solids from the treatment plants to farm lands in Kern County where they are safely used as fertilizer.

(WPSB). Wastewater generated within the Community Plan Area is collected and treated at one of the BOS wastewater conveyance and treatment infrastructure facilities serving these three primary sewer basins.

Sewage sludge removed from wastewater at the reclamation plants is returned to the sewer system and treated at the Hyperion and Terminal Island treatment plants. The plants reclaim significant amounts of beneficial materials from the wastewater. Together, they produce over 80 million gallons of reclaimed water per day. The water can be used in place of drinking water for industrial, landscape, and recreational uses.

**Wastewater Collection System (Sewers)**

As mentioned above, the wastewater collection system's physical structure includes over 6,500 miles of sewers that are connected to the City's four wastewater and water reclamation plants. The sewer system is grouped into primary sewers and secondary sewers. The primary sewers represent the trunk, interceptor, and outfall portion of the system and convey wastewater received from the secondary sewers to the treatment plants.

Wastewater generation is a function of population and employment within the wastewater service area. According to the BOS, projected wastewater flows to the City treatment facilities will total 531 million gallons per day citywide by the year 2020. The treatment facilities have a total capacity of about 580 millions of gallons per day (mgd).

The maximization of wastewater recycling to meet future water demand, or water recycling, is one of the least expensive and most viable means of treating wastewater. The City's Integrated Resources Plan (IRP), prepared for the BOS and

LADWP, is an integrated approach to address the City's wastewater, stormwater management and recycled water needs.

### Goal CF17: **An adequate and reliable wastewater collection and treatment infrastructure that supports existing and planned growth for the community.**

#### Policies

- CF17-1 **Adequate Sewer System Capacity.** Development that is connected to the City's sewer system merits adequate capacity for the treatment of generated wastewater flows and the safe disposal of generated sludge. (P280)
- CF17-2 **Water Conservation.** Support strict water conservation measures. (P280)
- CF17-3 **Reduce Wastewater Output.** Encourage development projects to incorporate features that reduce on-site wastewater output. (P280)
- CF17-4 **Evaluate Sanitation Guidelines.** Support the adoption of new and evaluation of existing sanitation guidelines and codes that reduce seepage of human waste into nonagricultural water. (P280)

#### Solid Waste

The BOS provides solid waste management services to single-family and small multi-family residential households in Los Angeles. Private hauling companies collect other refuse, including most multi-family and all commercial and industrial waste. The City of Los Angeles Solid Waste Management Policy Plan (SWMPP) is the current long-range solid waste management policy plan for the City. The Solid Waste Integrated Resources Plan (SWIRP) will become the City's 20-year master plan to achieve zero waste in Los Angeles.

The City's Solid Resources program includes the collection, recycling, and disposal of solid waste, green waste, bulky items, and other special solid resources materials from residences city-wide, as well as management of contracted recycling programs for apartments, commercial and industrial businesses. This includes the recycling and disposal of household hazardous waste and the development of long-term alternatives to landfill disposal as well as for clean fuel programs related to solid waste.

Referring to Table 5-9, refuse collected by the BOS is sent for disposal to the privately owned Sunshine Canyon Landfill while refuse collected by private haulers are disposed of at regional landfills and waste-to-energy facilities.

TABLE 5-9

**Existing Citywide Solid Waste Facilities**

Facility Name	Location
<b>LANDFILLS</b>	
Sunshine Canyon	Granada Hills
Bradley Landfill	Sun Valley
<b>DISTRICT YARDS</b>	
East Valley	Sun Valley
South Central	South Los Angeles
North Central	North Los Angeles
Western	West Los Angeles
Harbor	San Pedro
West Valley	Northridge
<b>SAFE CENTERS</b>	
East San Fernando Valley	Sun Valley
Westwood UCLA	West Los Angeles
East Los Angeles	East Los Angeles
Hyperion Plant	Playa del Rey
Harbor Area	San Pedro
Los Angeles-Glendale	Eagle Rock
<b>TRANSFER STATIONS</b>	
BFI-Falcon	Wilmington
Central L.A. Recycling	Central Los Angeles
<b>MATERIAL RECOVERY FACILITIES</b>	
City Fibers	North Hills
City Fibers West Valley	Sun Valley
Sun Valley Paperstock	Sun Valley
Bestway Recycling — Rodeo	Los Angeles
Bestway Recycling	Los Angeles
Potential Industries	Los Angeles
<b>YARD TRIMMING PROCESSING</b>	
Lopez Canyon Landfill	Lake View Terrace
Griffith Park Composting	Hollywood
Harbor Yard Trimmings Facility	San Pedro

Source: City of Los Angeles, Department of Public Works Bureau of Sanitation, 2007.

In general, the BOS collects, disposes, and recycles over 1.7 million tons per year of solid waste, collecting refuse, recyclables, yard trimmings, and bulky items. Solid waste facilities include: refuse collection yards; mulching/composting facilities, SAFE (permanent Solvents, Automotives, Flammables and Electronics) centers for household hazardous waste; landfills; and transfer stations. The Central Los Angeles Recycling and Transfer Station (CLARTS) provides the City with an important facility for managing its waste. This facility is permitted for 4,025 tons of refuse per day. Table 5-9 also includes a list of existing solid waste facilities in the City.

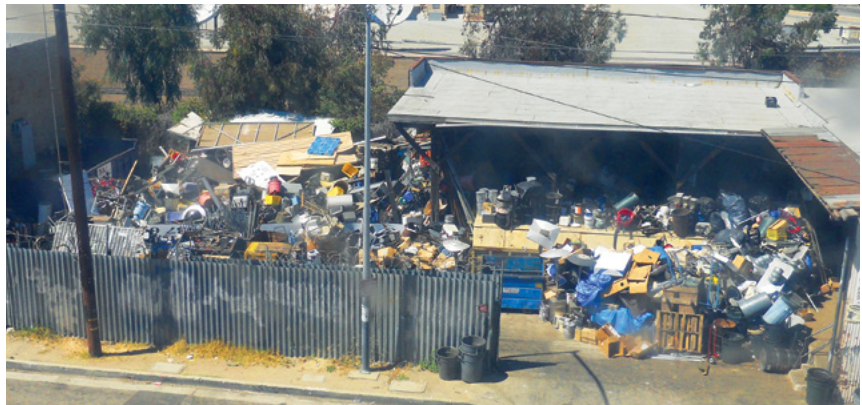
The Bureau of Sanitation's Five-Year Solid Resources Capital Improvement Program (SRCIP) includes the upgrade and improvement of existing facilities as well as the design and construction of new facilities that support the Solid Resources Program. These facilities include refuse collection yards, mulching/composting facilities, SAFE centers, and transfer stations.

In accordance with State regulations, the City has closed the following five landfill facilities: Bishops Canyon, Branford, Sheldon-Arleta, Toyon Canyon and Lopez Canyon. As mentioned previously, the Bureau of Sanitation uses the Sunshine Canyon disposal site for refuse, and the facility can accept approximately 860,000 tons of waste per year.

### **Goal CF18: A cost effective and environmentally sound waste management infrastructure that protects public health, safety, natural resources and the quality of life.**

#### **Policies**

- CF18-1 **Recycling and Waste Reduction.** Promote recycling and waste reduction as a means to transform waste disposal into resource recovery. (P279, P247)
- CF18-2 **Recycling Centers.** Promote economic development opportunities through support of recycling centers only in locations where their design and operation do not negatively impact the quality of life and physical character of a neighborhood. (P78, P79)
- CF18-3 **Dismantling and Reuse.** Encourage recycling of construction material, both during construction and building operation. Encourage dismantling and reuse of materials rather than demolition and dumping. (P278)
- CF18-4 **Waste disposal programs.** Increase safe household waste disposal programming and outreach. (P240)



## Stormwater

The primary agencies that share flood control responsibilities within the City are the Department of Public Works, the U.S. Army Corps of Engineers (Army Corps), the Los Angeles County Department of Public Works (County), and Caltrans. Each agency exercises jurisdiction over the flood control facilities they own and operate. The Watershed Protection Division of the BOS manages the storm water program for the City. The storm water program has two major elements — pollution abatement and flood control. Pollution abatement involves compliance with federal regulations, while flood control is essential for the protection of life and property.

Storm drains within the City are constructed by both the City and the Los Angeles County Flood Control District (LACFCD), and managed by the Los Angeles County Department of Public Works. The LACFCD constructs the major storm drains and open flood control channels, and the City constructs local interconnecting tributary drains. The collection, transport and disposal of storm water is accomplished through a system of City-owned natural and constructed channels, debris basins, pump plants, storm drain pipes and catch basins. Runoff drains from the street, into the gutter, and enters the system through a catch basin. Catch basins serve as the neighborhood entry point to the ocean. The storm drain system receives no treatment or filtering process and is completely separate from Los Angeles' sewer system.

The overall approach to managing runoff involves both regional and local solutions, including source control as a method of reducing pollutant flow to receiving waters. Neighborhood solutions include the use of bio-retention areas, on-site percolation, and neighborhood recharge. Potentially, storm water runoff could be captured by direct percolation through parkways, parking lots with permeable surfaces or in recharging catch basins. Alleys, found in many areas of the City and often underutilized or suffering from environmental degradation, can be redesigned and resurfaced with permeable materials, such as porous paving, to become “green alleys” that provide a range of benefits while still allowing auto access, including the infiltration of urban runoff. Overall benefits of these

solutions may include increased potable water supply, reduction in storm water pollution and beach contamination, and alleviation of potential for flooding.

The Watershed Protection Division develops and formulates pollution abatement projects to comply with the City's federal permit that is designed to eliminate polluted discharges to the storm drain system and local waters. Under the Federal Clean Water Act, each county and municipality throughout the nation is issued a National Pollutant Discharge Elimination System Permit. The goal of the permit is to stop polluted discharges from entering the storm drain system and local coastal waters.

**Goal CF19: A storm drainage infrastructure that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.**

### Policies

- CF19-1 **Natural Filtration.** Prioritize natural filtration (as opposed to impermeable hardscaping) along stream and creek. (P285)
- CF19-2 **Permeable Materials.** Encourage the use of permeable materials for the paving of sidewalks, driveways and alleys, when feasible. (P284)
- CF19-3 **Watershed Management.** Promote watershed management policies that integrate flood protection with water conservation, improvement in the quality of stormwater runoff and groundwater, and reduce the pollution of water resources while preserving and creating recreation and habitat areas. (P284)
- CF19-4 **Stormwater System Maintenance.** Perform corrective and preventative maintenance including stormwater structure cleaning, pest control, customer service and emergency response. (P282)
- CF19-5 **Rainwater Harvesting.** Promote the development standards for approving rainwater harvesting systems. (P219)

### Energy

The LADWP provides electric service to the City. To ensure a reliable supply of power, the Department maintains a diversified energy generation mix – including coal, natural gas, large hydroelectric, nuclear, and renewable power, such as wind, biomass, solar and cogeneration. The LADWP draws its energy supply from in-basin power plants and several out-of-state facilities in Nevada, Utah and the Pacific Northwest. Business and industry consume about 70 percent of the electricity in the City, but residents constitute the largest number of customers.



*Venice Boulevard receiving station "D".*

In addition to serving these consumers, the LADWP lights public streets and highways, powers the City's water system and sells electricity to other utilities.

The LADWP's Power System Integrated Resource Plan (IRP) is the planning document that provides a framework for addressing the future energy needs of the City's residents and businesses. This plan focuses on renewable power, greenhouse gas reduction, and energy efficiency. One of the key policy areas in this plan is to ensure that the power generation, transmission and distribution infrastructure operates in a reliable and efficient manner. A power reliability program initiated in 2007 by LADWP will improve maintenance practices, address the aging power system infrastructure, increase capital programs necessary to support load growth, and increase staffing levels to support reliability related work.

Electricity is distributed through an extensive network of receiving stations, distributing stations, overhead lines, and underground lines. The Department maintains more than 6,000 miles of overhead distribution lines and 4,200 miles of underground distribution lines. Existing LADWP facilities within the Community Plan Area consists both of receiving and distributing stations located at various sites throughout the Community Plan Area such as Receiving Station 'D' located at Venice Boulevard and Fairfax Avenue.

Electricity from LADWP local steam plants, hydroelectric plants and power plants is transmitted to a "belt line" extending throughout the City. All receiving stations are connected to the belt line that supplies power to them as required. These receiving stations transform these high voltages for distribution to the distributing stations and to individual large customers. Distributing stations generally have a two-mile radius, with an average of one per year added to the system citywide. Table 5-10 shows a list of the City's power generation resources.

In 2002, California shifted its electric utility industry emphasis from deregulation to decreasing its dependence on fossil fuels. Senate Bill (SB) 1078 implemented a Renewable Portfolio Standard (RPS), with a goal of providing 20 percent of the energy sold to customers to be generated using eligible renewable resources by 2017. Addressing the impacts of global climate change is a challenge that will require coordination to make public and private investments in renewable energy, infrastructure, and environmental technology.

TABLE 5-10

**LADWP Generation Resources**

Type of Resource	Facility Name	Location
Basin Thermal Generation - natural gas-fueled generation stations	Harbor Haynes Scattergood Valley	Wilmington, CA Long Beach, CA Playa del Rey, CA Sun Valley, CA
Coal-Fired Thermal Generation	Navajo Intermountain	Page, Arizona Delta, Utah
Nuclear-Fueled Thermal Generation	Palo Verde Nuclear Generation Station	Phoenix, Arizona
Large Hydroelectric Generation	Castaic Pumped Storage Power Plant Hoover Power Plant	Castaic, CA Clark County, Nevada
Small Hydroelectric plants	Owens Gorge Owens Valley Los Angeles Aqueduct	Owens Valley, CA Owens Valley, CA San Francisquito, CA
Wind Generation	Wind Generation PPM SW Wyoming Pine Tree & Expansion Willow Creek Pebble Springs Milford I Windy Point & Expansion Linden Ranch	Southwest Wyoming Kern County , CA Gilliam County , OR Gilliam County , OR Milford, Utah Klickitat County, WA Klickitat County, WA
Other Renewable	Lopez Microturbine Penrose Landfill Bradley Landfill BC Hydro MWD Sepulveda Hydro DWP Built PV Solar SB1PV Solar Rooftop Program Castaic U3 &U5 Upgrade Distributed Generation LFG 1 LFG 2	Sylmar, CA Los Angeles, CA Sun Valley, CA British Columbia, Canada Los Angeles, CA (various CA locations) (various CA locations) Castaic, CA various various various

Source: LADWP, 2010 Power System Integrated Resources Plan.

**Goal CF20: An adequate, reliable and safe supply of electrical energy to support existing and future land uses within the community.**

**Policies**

- CF20-1 **Meet Electrical Demand.** Work with LADWP to ensure that adequate electrical facilities are available to meet the demand of existing and future developments and to encourage energy efficient practices and technology. (P200)
- CF20-2 **Upgrade Distribution Lines.** Work with LADWP to expand, upgrade and improve local distribution lines within the Community Plan Area, where necessary, to accommodate demand for energy. (P200)
- CF20-3 **Power System Facilities.** Support the construction of well-designed power system facilities, including receiving and distributing stations, so that they are compatible with their surroundings. (P200)
- CF20-4 **Underground Utilities.** Encourage the installation of underground utilities through assessment districts and other funding sources where feasible. (P274)



- CF20-5 **Reduce Greenhouse Gas Emissions.** Support efforts to promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of greenhouse gases, and increase the reliability of the power supply. (P143)
- CF20-6 **Incentivize Energy Efficient Building Designs.** Support the offering of incentives to property owners and developers for the use of building designs and/or energy efficient systems in new residential, commercial and industrial developments that exceed existing State of California Energy Code standards. (P168)

## Street Lighting

The Bureau of Street Lighting in the Department of Public Works is responsible for the design, construction, operation, maintenance and repair of the City's Street Lighting System. It is City policy that all new street projects include sidewalk, street trees and street lights unless unusual circumstances are present. The Bureau maintains certain standards to ensure that the City receives lighting that meets national illumination standards for vehicular and pedestrian traffic, does not emit light pollution and produces little glare.

Street lighting serves many roles in a city of the size, complexity, and history of Los Angeles. In addition to enhancing community safety relative to crime prevention and feelings of well-being, it also contributes to the architectural, cultural, or historic character of a community, as well as provides nighttime safety for vehicles and pedestrians alike.

Street lighting is not publicly financed in the city; it is the direct financial responsibility of the owner of the adjoining property, who is considered to directly benefit from street lights. The City's policy for financing street lighting requires adjoining property owners to bear the annual cost of operation and maintenance through a special assessment levied against each property which benefits from the Street Lighting System. The Bureau of Street Lighting is also responsible for the financial administration of the Lighting District.

Proposition 218 was passed by the voters of California in November 1996, and requires a vote of property owners in order to impose new or increased assessments for street improvements/installation, or maintenance of such improvements, including street lighting, sidewalks, sewers, street paving, trees, and landscaping.

Several districts within the West Adams –Baldwin Hills-Leimert Community Plan Area will be studied for enhanced streetscape improvement projects. These include portions of the Crenshaw Corridor Specific Plan and Venice/ National TOD area to name but two. With the design and potential implementation of streetscape plans, the installation of a uniform array of pedestrian electrolier streetlights will most likely be proposed. Since the City will not encumber the cost of installation and continued maintenance of these streetlights, the cost of implementing these specialized district streetlight programs will become the responsibility of others and in particular, those who most directly benefit from their presence. Toward facilitating the continued beautification of areas through specialized street lighting, the following goals and policies should be considered:

### Goal LU21: **A community where the distinct character of each neighborhood is celebrated through unique street lighting.**

#### Policies

LU21-1 **High Quality Street Lighting.** Support neighborhood and stakeholder initiatives to enhance the unique character of an area through the introduction of high quality street lighting. (P253, P255)

- Miles of streets in the City of Los Angeles: **7,000**
- Miles of lighted streets in the City of Los Angeles: **5,000**
- Number of streetlights: **over 242,000**
- Number of different styles of streetlights currently being maintained: **over 400**





# Implementation

Implementation programs are mechanisms put in place to ensure that Community Plan goals and policies are realized. An implementation program sets a course of action for achieving a goal or policy, identifies possible commitments to be made, and designates responsibility toward accomplishment. This chapter discusses how the community plan policies and programs are implemented in land use decision making. It also discusses the process for amending the community plan. Lastly, the chapter details the programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

## The Implementation Process

The goals and policies set forth in chapters 3, 4 and 5 of the West Adams-Baldwin Hills-Leimert Community Plan are implemented through a variety of mechanisms, including regulation and development review; financing and budgeting; and inter-departmental and inter-governmental coordination.

Many Community Plan policies are implemented through regulations adopted by the City based on its “police power” to protect the public health, safety, and welfare of its citizens. City ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Some development review programs, such as the California Environmental Quality Act (CEQA), are ongoing and will continue to be used as a tool for land use decision making. Other programs are implemented at the time of Community Plan adoption, such as zone changes, supplemental use districts, specific plan amendments and design overlays.

The development, maintenance, and operation of parks and other public facilities and the provision of City services require financial resources that are derived from various sources. Programming of City capital projects and their funding over time is outlined in the City’s Capital Improvement Program. Although the Community Plan does not mandate specific capital improvements, the gap analysis and policies in Chapter 5 serve as a guide for other City agencies to identify and budget for potential future capital projects. Typical revenue sources used to fund these projects include property tax revenue, sales tax revenue, user fees, Quimby Act (Park) dedications, business improvement districts, redevelopment tax increment, special assessment districts, municipal bonds, and county, state, and federal funding.

Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as street reclassifications, park planning, and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City, implementation of some Community Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation, the Los Angeles Unified School District, water service providers, the Los Angeles County Local Agency Formation Commission (LAFCO), among others, also look to the Community Plans for their planning and decision making.

## Amendments to the Community Plan

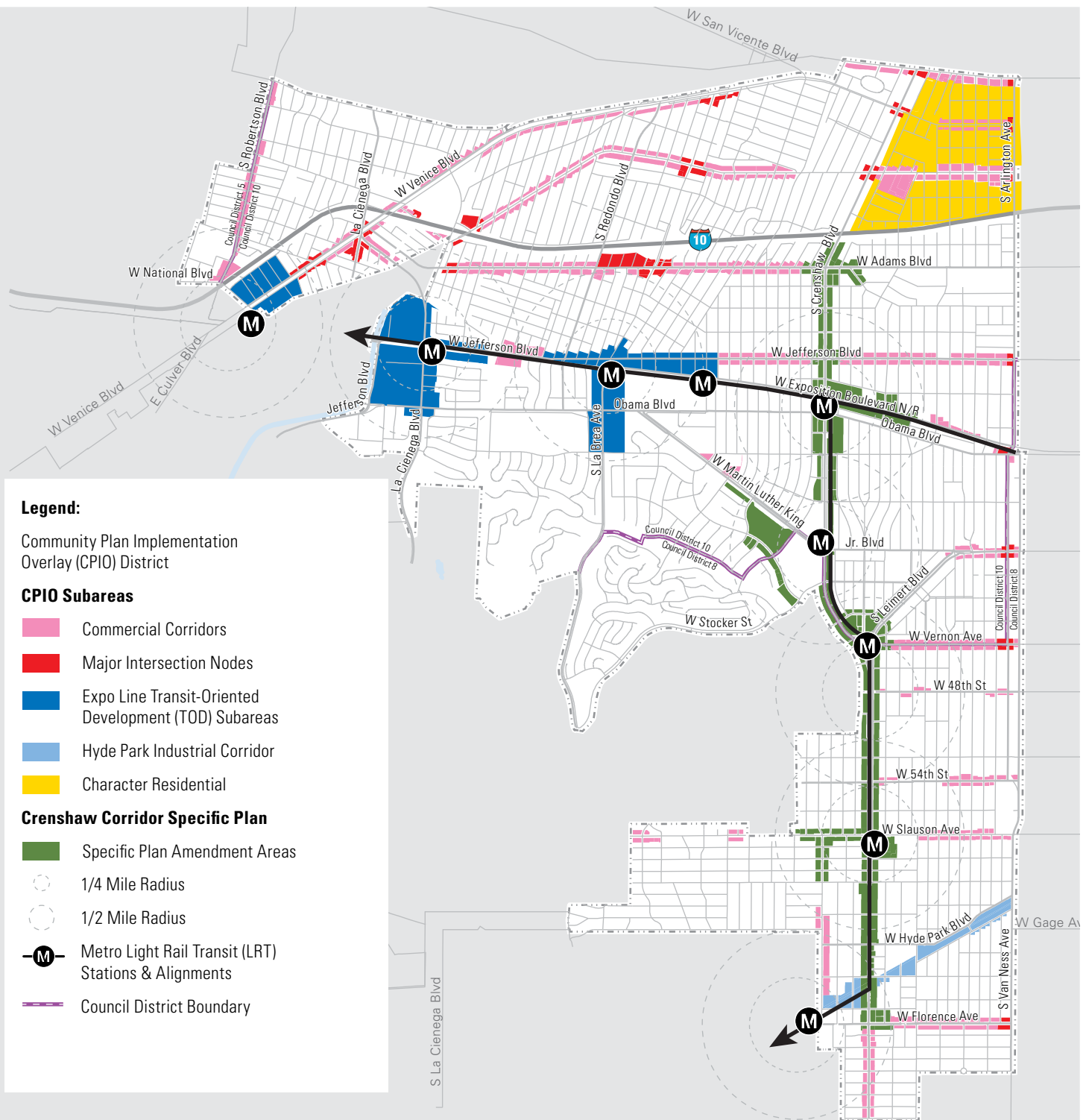
Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community’s vision. It is necessary, therefore, to establish a fair, orderly, and well defined process to govern how amendments occur.

Community Plans are part of the City’s General Plan and thus any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan’s policies and text. Private requests are subject to an established public review and approval process. Although applicants have the right to submit amendment requests to the City, not all requests merit study and consideration. The amendment process allows for the City to deny a proposed amendment if it is clearly inconsistent with the major goals and policies of the Community Plan.

## Specific Implementation Programs

Specific Implementation Programs for the Community Plan Area can be found within the following Implementation Programs Table and are organized by those that are implemented upon adoption of the Community Plan and those that are long term; to be implemented through the life of the Community Plan.

Implementation Programs are identified with a distinct number (i.e. P1), followed by a program description and a list of the policies that the program implements. A timeline identifies when each program is expected to be completed: (1) Adopted with the Community Plan, or, (2) Long-Range Implementation. Lastly, the table identifies the department(s) that will be directly responsible for ensuring



**Figure 6-1**  
**Implementation Overview**  
**West Adams-Baldwin Hills-Leimert**

This is an informational map provided for reference purposes only. It is not adopted as part of the Community Plan.

implementation of particular programs. Refer to Table 6-1 for full inventory of implementation programs.

The City has created a variety of Supplemental Use Districts and Specific Plans that tailor land use and zoning regulations to specific areas of the City. While some Supplemental Use Districts and Specific Plans serve as implementation tools for enacting the goals and policies of the Community Plan, others are intended to establish performance and operating standards for particular uses.

## Supplemental Use Districts and Specific Plans: Land Use Implementation

A number of implementation programs in the Community Plan Area involve the use of overlay districts (Supplemental Use Districts) as well as Specific Plans that supplement current zoning regulations, and are intended to implement the goals and policies of the Community Plan. These land use tools include a Community Plan Implementation Overlay (CPIO) District, a Specific Plan, and several Historic Preservation Overlay Zones (HPOZs).

The West Adams-Baldwin Hills-Leimert CPIO District is a zoning tool intended to provide supplemental development and use regulations tailored to the Community Plan Area. It targets individual neighborhoods and corridors, and may help address concerns about the scale, size, and character of development based on a community's specific needs. The CPIO District offers streamlined approval procedures, ensuring that the Community Plan policies and programs can be implemented swiftly and in a way that incentivizes projects to comply with regulations outright.

The West Adams-Baldwin Hills-Leimert CPIO District is comprised of seven CPIO subareas:

- Commercial Corridors
- Major Intersection Nodes
- La Brea/Farmdale Avenues TOD
- Jefferson/La Cienega Boulevards TOD
- Hyde Park Industrial Corridor
- Venice/National Boulevards TOD
- Character Residential

The CPIO subareas set forth design and development standards for revitalizing existing commercial corridors, major intersection nodes, and industrial areas. They encourage attractive, quality development projects that complement and enhance the Community Plan Area's existing character

through use limitations (on the location of such uses as liquor stores, recycling centers, and automotive repair uses, among others) and development standards (for building heights, intensity, site planning, and parking). The Specific Plan is an ordinance that contains policies, standards and regulations that are applied to a designated area and are intended to systematically achieve a coordinated vision for the development of that particular geographic area. The Community Plan proposes amendments to the Crenshaw Corridor Specific Plan. Originally adopted in 2004, this Specific Plan was intended to promote controlled development while encouraging and stimulating economic revitalization in a way that would assure a balance between commercial land uses that address the greater needs of the surrounding communities. It also established coordinated and comprehensive design standards and signage regulations that included buffering, setbacks, building and wall height, open space, parking, landscaping and façade treatments. In addition, the amendments to the Crenshaw Corridor Specific Plan are intended to better respond to potential land use opportunities adjacent to major transportation projects, including the Crenshaw/LAX transit corridor and Mid-City Exposition light rail line. The amendments also seek to strengthen policies to encourage the continued formation of Leimert Park Village as a cultural district. In addition to the standards set forth in Chapter 3, the Crenshaw Corridor Specific Plan also includes a Design Guidelines and Standards Manual.

The HPOZ is an overlay zone intended to enable communities to preserve structures of historic significance and provides a means of protecting the unique character, architecture, culture and aesthetics of historically significant neighborhoods. A five-member historic preservation board is convened to advise on any exterior changes (addition, construction, alteration, demolition, rehabilitation, etc.) to structures, landscaping, natural features or sites within an HPOZ district for the purpose of preserving a particular historic architectural stock. New construction must also be reviewed. The West Adams Community Plan currently has three adopted HPOZs:

- Lafayette Square
- West Adams Terrace
- Jefferson Park

The Community Plan also recognizes efforts to adopt future HPOZs for Leimert Park, Wellington Square, and Arlington Heights.

Land use tools such as the CPIO District, Specific Plan, and HPOZ are useful devices for ensuring that the goals and policies of the Community Plan are implemented. In the Community Plan Area, these implementation tools exist to ensure that development coincides with and retains the early 20th century character of the neighborhood. They also serve to facilitate revitalization along commercial corridors and support TOD in the area.

## Supplemental Use Districts: Performance and Operating Standards Overlays

In addition to the implementation overlays described above, the City has established a number of other supplemental use districts that set performance and operating standards for specific uses, this includes the “O” Oil Drilling Districts overlay. Oil drilling and other related or supporting operations are first allowed “by-right” in areas designated Heavy Industrial. “O” districts allow for oil well, gas, and other hydrocarbon substance drilling and production in other zones where a City designated oil field exists provided specific conditions regarding the construction, operation and continued maintenance are adhered to pursuant to LAMC Section 13.01. The Community Plan Area contains “O” districts where several oil production related sites exist. Primarily located along commercial corridors, these long-standing sites may be permitted to continue operations through the administrative procedures outlined within the “O” district overlay.

## Sources of Funding

It is important to note that program implementation is contingent on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. The programs should be reviewed periodically and prioritized, where necessary, to reflect funding limitations.

**TABLE 6-1**  
**Implementation Programs**

Program Number	Program Description	Policy/Section Reference	Single-Family Residential	Multi-Family Residential	Commercial Areas	Neighborhood Districts	Commercial and Mixed-use Boulevards	Transit-Oriented Community Centers	Regional Centers	Crenshaw Corridor	Industrial Areas	Historic and Cultural Resource Preservation	Inglewood Oil Field	Mobility	Community Facilities and Infrastructure	Responsible Agency	Coordinating Agency
<b>P1</b>	<b>Bicycle Amenities:</b> TOD subareas within the West Adams CPA require new development projects to include bicycle facilities and pedestrian amenities.	M4-3 M5-2												✓		DCP	
<b>P2</b>	<b>Building Density/Intensity Minimums:</b> This policy is implemented through development standards that support walkable neighborhoods through a variety of provisions established in the commercial Nodes and TOD subareas of the CPIO District.	LU28-1			✓											DCP	
<b>P3</b>	<b>CEQA Compliance - Eligible Historic Resources:</b> This policy is implemented through the findings of Survey LA which requires CEQA compliance for discretionary projects impacting Eligible Historic Resources.	LU69-2 LU69-3										✓				DCP	
<b>P4</b>	<b>Commercial Employment:</b> With the exception of limitations placed on certain uses identified as detrimental, nuisances, or overconcentrated, the Community Plan prioritizes the expansion of commercial employment opportunities consistent with the median family income of the CPA across the various sectors permitted generally through the C2 zoning district.	LU23-1 LU23a-1 LU48-1 LU48-6			✓			✓								DCP	
<b>P5</b>	<b>Community Gardens:</b> This policy is implemented by the Department of Recreation and Parks, Community Gardens Program.	LU12-3 CF15-1 CF15-2	✓												✓	R&P	DCP
<b>P6</b>	<b>Community Facility Parking Reduction Incentive:</b> The Community Plan establishes CPIO subareas that reduce parking standards as an incentive for Projects that provide community facility related uses.	LU15-3 LU22-1 CF4-2		✓											✓	DCP	LADBS
<b>P7</b>	<b>Community Gardens:</b> Consistent with the LAMC, allow community gardens as a use in a variety of zones, create specific "community garden" zoning regulations and encourage measures that protect gardens from confiscation, provide free water/ trash collection.	LU39-1 LU47-1 LU58-1					✓	✓	✓							DCP	
<b>P8</b>	<b>Complete Streets:</b> The Community Plan implements "Complete Streets" by adopting a Circulation System Diagram (Figure 4-1), Modified Street Designations (Appendix D -Table 4.1), and Priority Streets (Figures 4-3, 4-4 and 4-5) that focus the priorities for street investments on the following modes of travel: pedestrians, bicycles, transit and motorized vehicles.	LU6-2 M1-1		✓										✓		DCP	

**TABLE 6-1**  
**Implementation Programs**

Program Number	Program Description	Policy/Section Reference	Single-Family Residential	Multi-Family Residential	Commercial Areas	Neighborhood Districts	Commercial and Mixed-use Boulevards	Transit-Oriented Community Centers	Regional Centers	Crenshaw Corridor	Industrial Areas	Historic and Cultural Resource Preservation	Inglewood Oil Field	Mobility	Community Facilities and Infrastructure	Responsible Agency	Coordinating Agency
P9	<b>Consistency between Land Use and Zones:</b> The Community Plan brings zones and land uses into consistency with the operating use of properties.	LU7-2 CF9-8	✓											✓		DCP	
P10	<b>CPIO and SP Streetscape Guidelines:</b> CPIO and Specific Plan Ordinances as well as certain sections of the LAMC include guidelines for community design and landscaping: These guidelines are intended to serve as a reference to other City Departments and public agencies and any private entities who participate in projects which involve improvements to public spaces and rights-of-way, including streetscape and landscaping.	LU20-1 LU67-1	✓								✓					DCP	DPW, LADOT
P11	<b>Design and Development - Commercial Compatibility:</b> The Community Plan includes CPIO subarea standards and Specific Plan amendments that establish and refine design and development standards for commercial projects that ensure better neighborhood compatibility by further tailoring zoning densities and intensities as well as better clarifying height limits in certain areas.	LU20-3 LU60-2 LU60-3 LU60-4	✓							✓						DCP	
P12	<b>Design and Development - CPIO Areas:</b> Development within these areas is subject to the design and development standards established in the CPIO subareas.	LU33-1 LU33-2 LU37-1 LU38-2					✓									DCP	
P13	<b>Design and Development - Industrial TOD areas:</b> This policy is implemented through the adoption of several TOD CPIO subareas located along the Mid-City Exposition LRT corridor that seek to revitalize existing industrial properties.	LU65-2 LU66-3									✓					DCP	
P14	<b>Design and Development - TOD areas:</b> The Community Plan includes CPIO subareas which implement this policy through supplemental development regulations for TOD subareas.	LU38-1 LU44-1 CF12-3					✓	✓							✓	DCP	
P15	<b>Design and Development - All Areas:</b> This policy is implemented through the CPIO subarea supplemental development regulations, the Crenshaw Corridor Specific Plan and the HPOZ Preservation Plans where applicable (e.g. Jefferson Boulevard).	LU14-3		✓												DCP	

**TABLE 6-1**  
**Implementation Programs**

		Policy/Section Reference	Single-Family Residential	Multi-Family Residential	Commercial Areas	Neighborhood Districts	Commercial and Mixed-use Boulevards	Transit-Oriented Community Centers	Regional Centers	Crenshaw Corridor	Industrial Areas	Historic and Cultural Resource Preservation	Inglewood Oil Field	Mobility	Community Facilities and Infrastructure	Responsible Agency	Coordinating Agency	
Program Number	Program Description																	
P16	Design and Development - Commercial Corridors and Nodes: The Community Plan includes CPIO subareas which implement this policy through supplemental development regulations for Commercial Corridors and Major Intersection Nodes.	LU37-4					✓									DCP		
P17	Design and Development - Fast- Food Uses: The Community Plan establishes CPIO subareas and amends the Crenshaw Corridor Specific Plan to require all Projects to comply with Citywide and Community Plan supplemental development regulations.	LU18-3			✓											DCP		
P18	Design and Development - Industrial Buffering: The Community Plan, through plan amendments and corresponding zone changes, establishes transitional buffering between residential and industrial uses; establishing supplemental development regulations for industrial development. The Community Plan also changes many Hybrid Industrial land use designations along commercial corridors adjacent to residential from Commercial Manufacturing (CM) zoned land to Commercial (C2) zoned land.	LU65-4 LU65-5									✓					DCP		
P19	Design and Development - Industrial: The Community Plan includes a CPIO District Ordinance which implements this policy through supplemental development regulations for industrial projects.	LU65-3									✓					DCP		
P20	Design and Development - Mixed Use: Supplemental development regulations for mixed-use projects in the CPIO subareas implement this policy.	LU38-2					✓									DCP		
P21	Design and Development - Neighborhood Conservation: This policy is implemented through compliance with supplemental development regulations established through the CPIO District, Crenshaw Corridor Specific Plan, or other supplemental use designations.	LU60-1 LU60-5 LU69-4 LU70-2 LU71-1							✓	✓		✓				DCP		
P22	Design and Development - Specific Plan TOD: The Community Plan includes amendments to the Crenshaw Corridor Specific Plan which implement this policy through supplemental development regulations for TOD subareas.	LU52-1 LU61-3 LU63-1							✓	✓						DCP		

**TABLE 6-1**  
**Implementation Programs**

		Policy/Section Reference	Single-Family Residential	Multi-Family Residential	Commercial Areas	Neighborhood Districts	Commercial and Mixed-use Boulevards	Transit-Oriented Community Centers	Regional Centers	Crenshaw Corridor	Industrial Areas	Historic and Cultural Resource Preservation	Inglewood Oil Field	Mobility	Community Facilities and Infrastructure	Responsible Agency	Coordinating Agency
Program Number	Program Description																
P23	<b>Design and Development -Commercial and Mixed-use Boulevards:</b> The General Plan Framework Diagram identifies specific areas as Mixed-use Boulevards: Development within these areas is subject to the applicable supplemental development regulations of the CPIO subarea or Specific Plan ordinances. The Community Plan also identifies appropriate land use designations, height limits, and development intensities as well as appropriate uses which preserve and enhance the existing "main street" pedestrian oriented character.	LU37-1				✓										DCP	
P24	<b>Design and Development - Land Use Consistency:</b> The Community Plan establishes height limits and amends land use designations and recommends corresponding zone changes to implement this policy; supplemental development regulations establishing consistency across land use designations included in the CPIO District as well as the amended Crenshaw Corridor Specific Plan implement this policy.	LU33-2 LU48-2				✓		✓								DCP	
P25	<b>Design and Development - Neighborhood Districts:</b> The General Plan Framework Diagram identifies specific areas as Neighborhood Districts. Development within these areas is subject to the applicable supplemental development regulations of the CPIO District or Specific Plan ordinances. The Community Plan also identifies appropriate land use designations, height limits and development intensities, as well as appropriate uses which preserve and enhance existing pedestrian-oriented character.	LU30-1 LU59-1 LU61-2 LU62-4			✓				✓							DCP	
P26	<b>Design Guidelines:</b> This policy is implemented through the recommended Community Plan and Citywide Design Guidelines as well as guidelines established within the CPIO District, the Crenshaw Corridor Specific Plan and the HPOZ Preservation Plans where applicable.	LU11-3 LU14-3 LU17-1 LU17-5 LU19-1 LU19-2 LU20-3 LU53-3	✓	✓				✓								DCP	
P27	<b>Design Standards - Landscaping:</b> Design standards in the Specific Plan, CPIO District Ordinances and Landscaping Standards established within the Municipal Code (LAMC) implement this policy.	LU20-4 LU45-1 LU53-1 LU53-5		✓			✓	✓								DCP	

**TABLE 6-1**  
**Implementation Programs**

		Policy/Section Reference	Single-Family Residential	Multi-Family Residential	Commercial Areas	Neighborhood Districts	Commercial and Mixed-use Boulevards	Transit-Oriented Community Centers	Regional Centers	Crenshaw Corridor	Industrial Areas	Historic and Cultural Resource Preservation	Inglewood Oil Field	Mobility	Community Facilities and Infrastructure	Responsible Agency	Coordinating Agency	
Program Number	Program Description																	
P28	<b>Design Standards - Off-Street Parking:</b> This policy is implemented through the design standards for parking areas established in the CPIO District as well as the Crenshaw Corridor Specific Plan.	LU20-4 LU32-2 LU37-2 LU37-3 LU64-2			✓		✓			✓						DCP		
P29	<b>Design Standards and Guidelines:</b> This policy is implemented through Community Plan and Citywide Design Guidelines as well as development standards established within the CPIO District, Crenshaw Corridor Specific Plan and HPOZ preservation plans where applicable:	LU65-3 LU65-4 LU65-5 LU65-6 LU67-1									✓					DCP		
P30	<b>Design Standards for Limited Uses:</b> The Community Plan seeks to enhance commercial areas by limiting certain uses noted within this policy, and support the application of design standards established in the CPIO District and amended Crenshaw Corridor Specific Plan:	LU18-3			✓											DCP		
P31	<b>Design, Development and Cultural Overlay Standards - Leimert Park Village:</b> This policy is implemented through refinements to Subarea "D" of the Crenshaw Corridor Specific Plan through incorporation of standards that further expedite the approval of art/cultural uses as well as identify standards that further preserve and conserve the "village" character.	LU62-1 LU62-3								✓						DCP		
P32	<b>Development Standards - Overlay Districts:</b> This policy is implemented through development standards established in the CPIO and Specific Plan Ordinances as well as the adopted preservation plans for HPOZs where applicable.	LU14-2			✓											DCP		
P33	<b>Emerging Industrial Sectors:</b> The Community Plan includes CPIO subareas which strive to create industrial areas in which viable industrial parcels are preserved for the emergence of inovative new "Clean-tech," Information technology and other "High-tech" uses.	LU65-2									✓					DCP		
P34	<b>Environmental Standards:</b> The Community Plan adopts a CPIO District Ordinance which incorporate regulations to mitigate the environmental impacts of ministerial projects as well as to mitigate the environmental impacts of discretionary projects:	LU17-3 LU19-2			✓											DCP		

**TABLE 6-1**  
**Implementation Programs**

Program Number	Program Description	Policy/Section Reference	Single-Family Residential	Multi-Family Residential	Commercial Areas	Neighborhood Districts	Commercial and Mixed-use Boulevards	Transit-Oriented Community Centers	Regional Centers	Crenshaw Corridor	Industrial Areas	Historic and Cultural Resource Preservation	Inglewood Oil Field	Mobility	Community Facilities and Infrastructure	Responsible Agency	Coordinating Agency
P35	<b>Full Service Grocery Store Incentives:</b> In addition to economic incentive initiatives administered by the CRA-DLA and EWDD or their successor agencies, the Community Plan establishes a CPIO District which seeks to encourage the development of full service grocery stores throughout the Community Plan Area through the provision of land use incentives:	LU18-1 LU21-1 LU21-2 LU21-3 LU21-7 LU36-2			✓	✓										DCP	CDD CRA/LA DLA
P36	<b>Green Roof Incentive:</b> The Community Plan adopts CPIO district supplemental development regulations that allow the guard rails associated with green roof terraces to exceed the maximum height limit permitted by Code.	LU12-2 LU29-2		✓	✓											DCP	LADBS
P37	<b>Identification of Limited Uses:</b> The Community Plan adopts a CPIO District Ordinance and includes amendments to the Crenshaw Corridor Specific Plan which limits uses.	LU18-4 LU18-5 LU18-6			✓											DCP	
P38	<b>Inconsistent LU Designations:</b> The Community Plan retains and in some cases extends the commercial designation and zones to include viable, existing commercial uses which were previously designated residential.	LU16-2			✓											DCP	
P39	<b>Industrial Land Designations:</b> The General Plan Land Use Map identifies lands which have industrial designations to accommodate the variety of uses noted through General Plan amendments and recommended corresponding zone changes.	LU65-1									✓					DCP	
P40	<b>Industrial Opportunity Sites:</b> The Community Plan sets forth guiding principles, standards and guidelines for specific major industrial opportunity sites which address the need to preserve industrial designations and promote development which provide a viable employment base. In addition, the Community Plan retains existing industrial designations on large industrially planned parcels.	LU65-1 LU66-2									✓					DCP	
P41	<b>Integrated Mobility Hubs:</b> The emergence of Integrated Mobility Hubs are recommended at several TOD areas within the Community Plan Area. (Refer to Fig. 4-5)	M5-2 M6-3												✓		LADOT	METRO DCP

**TABLE 6-1**  
**Implementation Programs**

		Policy/Section Reference	Single-Family Residential	Multi-Family Residential	Commercial Areas	Neighborhood Districts	Commercial and Mixed-use Boulevards	Transit-Oriented Community Centers	Regional Centers	Crenshaw Corridor	Industrial Areas	Historic and Cultural Resource Preservation	Inglewood Oil Field	Mobility	Community Facilities and Infrastructure	Responsible Agency	Coordinating Agency
Program Number	Program Description																
P42	Lot Consolidation - Parking Zones: The Community Plan consolidates P1 (surface parking) zoned portions of commercial parcels into the underlying commercial zone in order to facilitate greater programmatic flexibility and efficient use of land.	LU16-2			✓											DCP	
P43	Lot Consolidation: Certain residentially-zoned properties within commercial land use designations are recommended to be rezoned to a commercial zone to implement this policy.	LU63-2								✓						DCP	
P44	Low III Clustered Development: The Community Plan includes various areas designated Low III density residential which allows a corresponding zone of RD6 which permits clustering.	LU10-9		✓												DCP	
P45	Low Medium Clustered Development: The Community Plan designates specific areas for Low Medium residential density development to encourage clustering of units in order to preserve and enhance remaining open space.	LU10-9		✓												DCP	
P46	Maintain Existing Facilities: The General Plan Land Use Map maintains lands designated Open Space allowing for both active and passive recreational use.	CF8-1													✓	DCP	
P47	Mass Transit Connectivity: The Community Plan adopts several TOD CPIO subareas and amended Crenshaw Corridor Specific Plan subareas that enable connectivity to and from the Mid-City Expo and Crenshaw/LAX LRT stations.	LU6-4 LU44-1 LU52-1		✓				✓	✓							DCP	METRO LADOT
P48	Medium Residential Near Transit: The Community Plan identifies specific areas for medium residential density development within TODs and pedestrian-oriented areas.	LU11-1		✓												DCP	
P49	Mix of Uses: This policy is implemented through the Crenshaw Corridor Specific Plan as well as the CPIO District whereby certain uses are limited and others are incentivized in order to promote the creation of "complete neighborhoods" in which residents can meet their daily needs all within walking distance of their homes.	LU23a-1 LU28-3 LU31-1 LU40-2			✓			✓								DCP	

**TABLE 6-1**  
**Implementation Programs**

			Policy/Section Reference	Single-Family Residential	Multi-Family Residential	Commercial Areas	Neighborhood Districts	Commercial and Mixed-use Boulevards	Transit-Oriented Community Centers	Regional Centers	Crenshaw Corridor	Industrial Areas	Historic and Cultural Resource Preservation	Inglewood Oil Field	Mobility	Community Facilities and Infrastructure	Responsible Agency	Coordinating Agency	
Program Number	Program Description																		
P50	Mixed-use Near Transit - Jobs/housing Balance: This policy is implemented through the establishment of TOD areas adjacent to Crenshaw/LAX and Expo LRT stations that encourage contextual mixed-use development typologies that facilitate a mix of jobs and housing.	LU28-2 LU44-2 LU48-3 LU52-2 LU52-3 LU53-2 LU55-2 LU63-3 LU66-1			✓				✓	✓	✓	✓					DCP	METRO	
P51	Modified Street Standards: The Community Plan identifies modified street designations as noted on Figure 4-1 and Appendix D - Table 4.1	M1-5													✓		DCP	LADOT	
P52	Multi-family Residential Areas: The General Plan Land Use Map identifies specific areas where multi-family residential development is permitted.	LU7-1		✓													DCP		
P53	Multi-family Residential Areas: The General Plan Land Use Map protects multi-family residential areas from encroachment by designating them as Low Medium I, II, Medium and High Medium density residential.	LU7-1		✓													DCP		
P54	Neighborhood Conservation Areas: The General Plan Land Use Map identifies several areas for further neighborhood conservation efforts through the CPIO District, Crenshaw Corridor Specific Plan or other supplemental use designations that will afford protection and promote the enhancement of the area. (Refer to Figure 3-12)	LU69-4 LU70-2											✓				DCP		
P55	Parking Maximums: The Community Plan establishes maximum parking limitations tailored to the individual TOD subareas of the CPIO District and Crenshaw Corridor Specific Plan.	LU17-4			✓				✓	✓	✓						DCP		
P56	Parking Reductions: The Plan establishes reduced parking requirements tailored to the individual TOD subareas and targeted nodes of the CPIO and Crenshaw Corridor Specific Plan.	LU15-2			✓												DCP		
P57	Parkland: The General Plan Land Use Map designates lands for open space uses including all active parklands.	CF12-2														✓	DCP		

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Program Number	Program Description																		
P58	Pedestrian Access: The Community Plan adopts several CPIO subareas that contain enhanced pedestrian standards for Projects as well as include preliminary streetscape plans that call for enhancement to the public realm for pedestrians as well as other non-vehicular modes of transportation.		LU24-1 LU37-1 M3-1			✓		✓							✓		DCP		
P59	Pedestrian Activity: This policy is implemented through provisions within the building and site disposition standards of the CPIO District and amended Crenshaw Corridor Specific Plan that require active public areas to be located along the ground floor facing the sidewalk.		LU44-4 LU52-5						✓	✓							DCP		
P60	Prioritize New Infill Near Transit: The Community Plan facilitates the construction of new infill projects close to major bus centers and mass transit stations over other areas through contextual increases to height and development intensity within the major intersection nodes and TOD subareas of the CPIO District as well as the Crenshaw Corridor Specific Plan.		LU15-1 LU40-1 LU44-1 LU44-3 LU52-4 LU63-2			✓			✓	✓	✓						DCP		
P61	Priority Bikeways: The Community Plan identifies bicycle priority streets, as shown on Figure 4-4.		M4-1												✓		DCP	LADOT	
P62	Priority Motorized Vehicle Routes: The Community Plan identifies motorized vehicle priority streets which include: Crenshaw Blvd. from Pico Blvd. to the southern border of the Community Plan Area, La Cienega Blvd. from 18th St. to the southern border of the Community Plan Area. (See transit priority segments)		M7-2														DCP	LADOT	
P63	Priority Transit Routes: The Community Plan identifies transit priority streets, as shown on Figure 4-5. Transit priority streets within the boundaries of the Community Plan Area include: Crenshaw Blvd. from Pico Blvd. to the southern border of the Community Plan Area, La Cienega Blvd. from 18th St. to Obama Blvd., Venice Blvd. from San Vicente Blvd. to National Blvd., Pico Blvd. from Arlington Ave. to West Blvd., Martin Luther King Jr. Blvd. from Arlington Ave. to Crenshaw Blvd., and Florence Ave. from Arlington Ave. to West Blvd.		M6-1												✓		DCP	LADOT	

**TABLE 6-1**  
**Implementation Programs**

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P64	<b>Private Investment for Off-site Facilities/ Amenities:</b> Several TOD subareas within the Community Plan Area require new projects to include bicycle facilities and pedestrian amenities.	M1-4												✓		DCP	
P65	<b>Protection of Commercial Land:</b> The Community Plan maintains existing commercial land use designations and strengthens existing zones by establishing CPIO subareas that prohibit the establishment of detached single-family and duplex uses as well as require, along certain corridors, that the ground floor of multi-family residential Projects include neighborhood serving uses.	LU16-1 LU35-1 LU46-1		✓		✓	✓									DCP	
P66	<b>Protection of Multi-Family Areas:</b> In addition to identifying lands throughout the community where multi-family residential development is permitted, the Community Plan further protects the character of certain established neighborhoods through refinement of allowable heights as well as establishing and identifying future design guidelines and standards.	LU8-1 LU8-2 LU13-1 LU13-2	✓													DCP	
P67	<b>Protection of Single-Family Areas:</b> The General Plan Land Use Map identifies lands throughout the community where only single-family residential development is permitted. It protects these areas from encroachment by designating them as Low I, II, or III density residential.	LU2-1	✓													DCP	
P68	<b>Protection of Single-Family Areas:</b> The General Plan Land Use Map identifies lands where only single-family residential development is permitted; it protects these areas from encroachment by designating them as Low density residential; transitional residential densities may be developed where feasible to serve as additional buffers; General Plan amendments and/or Zone Changes may be allowed to reduce incompatible uses.	LU2-4	✓													DCP	
P69	<b>Scenic Highways:</b> The General Plan Mobility Element identifies scenic highways, as shown on Map E of that Element. Scenic highways located within the Community Plan Area include: - Adams Boulevard from Arlington Ave to Crenshaw Blvd. - Crenshaw Blvd from the I-10 Freeway to Slauson Ave. - Leimert Blvd. - Venice Blvd from Pico Blvd to National Blvd.	M13-1											✓			DCP	LADOT

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Program Number	Program Description																		
P70	School Sites: The Community Plan identifies recently developed school sites and corrects any zoning inconsistency through a zone change to Public Facility (PF).This new designation provides more protection to retain the existing uses on site which allows for greater certainty for needed City approvals when rehabilitating or expanding structures on site.		CF5-4													✓	DCP	LAUSD	
P71	Single-Family Design Guidelines: The Community Plan establishes design guidelines for single-family, legacy single-family and duplexes in order to further promote the continued conservation and enhancement of safe and inviting neighborhoods.		LU1-2 LU2-2 LU2-3 LU4-2	✓													DCP		
P72	Single-Family Housing: The single-family neighborhoods of the Community Plan Area are located within a variety of geographic settings that have facilitated the production of numerous housing typologies across several development periods and that continue to serve a diversity of income groups.		LU1-1 LU3-1 LU3-2	✓													DCP		
P73	Specific Plan Landscape Guidelines: This policy is implemented through the adopted Urban Design Guidelines for the Crenshaw Corridor Specific Plan, as well as all applicable recommended Citywide and Community Plan Design Guidelines.		LU64-1 LU64-2								✓						DCP		
P74	Specific Plan Pedestrian-Oriented Subareas: This policy is implemented through provisions within the Crenshaw Corridor Specific Plan that require active public areas to be located along the ground floor facing the sidewalk.		LU63-4 LU63-5								✓						DCP		
P75	TODs: The Community Plan designates lands for higher residential densities and commercial intensities within TOD areas.		LU44-1 LU52-1						✓	✓							DCP		
P76	Transition to Residential: Single-Family and Multi-Family residential areas have further been protected through General Plan amendments and/or zone changes primarily along commercial corridors in order to reduce the impacts of incompatible uses and transition commercial and residential heights and densities directly adjacent to lower intensity residential areas.		LU2-1 LU17-2	✓		✓											DCP		

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P77	<b>Transitional Height Standards:</b> The Community Plan adopts a CPIO District Ordinance and amends the Crenshaw Corridor Specific Plan to incorporate and tailor transitional height design standards that reduce the negative impact of height adjacent to residential land uses.	LU8-2 LU17-2 LU60-4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				DCP	
P78	<b>Use Limitations - CPIO District:</b> The Community Plan seeks to improve the health and welfare of the community by limiting uses that are nuisances, over-concentrated, or that rely on a standardized development typology dominated by excessive automobile orientation through the adoption of a CPIO District within commercial areas throughout the Community Plan Area.	LU18-4 LU18-5 LU18-6 LU32-4 LU34-1 LU37-4 CF6-5 CF18-2			✓	✓	✓								✓	DCP	
P79	<b>Use Limitations - Crenshaw Corridor:</b> The Community Plan further refines the adopted use limitations standards of the Crenshaw Corridor Specific Plan in order to further improve the health and welfare of the community by limiting uses that are nuisances, over concentrated, or that rely on a standardized development typology dominated by excessive automobile orientation.	LU32-4 LU61-1 CF18-2			✓					✓					✓	DCP	
P80	<b>Access Management:</b> Support the creation of adequate drop-off areas for schools, day care, health care, and other uses with intensive passenger drop-off demand.	M7-3												✓		LADBS	LADOT
P81	<b>Access Management:</b> Continue to support Council and Neighborhood Council efforts to construct medians as a means to safely configure and beautify corridors.	M7-3												✓		DPW	BOE BOSS DCP LADOT
P82	<b>Access Management:</b> Support new development projects that are designed to minimize disturbance to existing vehicle circulation patterns by way of proper ingress and egress to parking.	M7-3												✓		LADOT	LADBS
P83	<b>Adequate Fire Facilities and Services:</b> This policy is implemented through the LAFD's Planning Section and Fire Prevention and Public Safety Bureau's review and implementation of standards for the location and expansion of fire facilities and services.	CF3-3												✓		LAFD	
P84	<b>Adequate Traffic Mitigation:</b> Coordinate with LADOT to develop and implement alternative methods to evaluate impacts to the circulation system.	M1-3 M5-2												✓		LADOT	DCP

**TABLE 6-1**  
**Implementation Programs**

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Program Number	Program Description																	
P85	Adequate Traffic Mitigation: The City's environmental review process addresses traffic impacts and mitigation measures if applicable for development projects.		M1-3												✓		LADOT	DCP
P86	Affordable Housing Close to Jobs, Services and Facilities: The Community Plan is consistent with the goals and policies of the City's Housing Element in supporting efforts to ensure that affordable housing is located in close proximity to jobs, services and facilities.		LU9-5		✓												DCP	
P87	Affordable Housing Stock Enhancement: Consistent with the goals and policies of the City's Housing Element, the Community Plan refines allowable heights as well as establishes and identifies future design guidelines and standards as a means to maintain and enhance the quality of assisted affordable and non-assisted existing housing for existing residents. (DCP)		LU6-1 LU10-1	✓	✓												DCP	
P88	Alley Access: Encourage parking access from alleys, where alley access is available.		M7-4												✓		LADBS	LADOT DCP
P89	Alternative Traffic Mitigation Programs at Transit Nodes: Develop alternative traffic mitigation programs such as trip reduction credits for integrating bike-share and car-share options into new development.		M5-2												✓		LADOT	DCP
P90	Alternatives to The Automobile: Coordinate with LADWP to promote the utilization of electric vehicles and other forms of electric transportation as a means of improving both air quality and economic development.		M9-3												✓		DWP	DCP Mayor LADOT
P91	Alternatives to The Automobile: Coordinate with other agencies that conduct demonstration programs for Local Use Vehicles (LUV) and identify areas where these vehicles can be used to reduce greenhouse gas emissions, air pollution and gasoline consumption: These programs utilize 100% electric, zero emission LUVs that are small, short range and low speed for taking 'local' trips around neighborhoods.		M9-3												✓			DCP SCAG WESTSIDE CITIES COG

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**Implementation Programs**

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P92	<b>Baseline Mansionization Ordinance:</b> Support efforts to study and amend the Citywide Baseline Mansionization Ordinance to include portions of the Baldwin Hills and other potential hillside areas and ensure conformance with any applicable Community Plan design guidelines as resources are available.	LU2-2	✓													DCP	
P93	<b>Bicycle Amenities:</b> Encourage developments located near transit centers to implement amenities such as bicycle lockers, bicycle repair and refreshments, etc.	M4-3												✓		DCP	LADBS
P94	<b>Bicycle Amenities:</b> Require new transit stations to include bicycle parking in numbers equivalent to 5% of automobile parking spaces, with a minimum of ten bicycle parking spaces or lockers.	M4-3												✓		METRO	LADOT
P95	<b>BIDs:</b> Continue to coordinate with Neighborhood Councils, the Council Offices, CRA/LA-DLA (Designated Local Authority) and other public and private neighborhood and community groups to adopt new as well as expand and enhance existing Business Improvement Districts throughout the Community Plan Area.	LU2-2 LU64-1			✓					✓						Office of the Clerk	
P96	<b>Bikeway Connections:</b> Encourage new developments to provide connections to the existing and proposed bikeway system consistent with the adopted Mobility Element, as amended from time to time.	LU55-1 LU67-1 M4-2							✓		✓			✓		DCP	LADOT
P97	<b>Business Opportunities:</b> Continue coordination with private and public agencies in the exploration of new and improved business opportunities within the Community.	LU23a-1			✓											CDD	DCP
P98	<b>Business Outreach Programs:</b> Develop business outreach programs that target schools for student participation in business activities apprenticeship and internship programs.	LU27-1			✓											CDD	CDD
P99	<b>Capital Improvement Program:</b> Continue implementation of capital improvement program initiatives as identified through the goals and policies of the Community Plan's Mobility Chapter IV and Community Facilities and Infrastructure Chapter V.	LU25-3			✓											DPW	DCP RAP

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Program Number	Program Description																		
P100	Car Share at Transit Nodes: TOD CPIO subareas within the Community Plan Area encourage new projects to incorporate car-share and bike-share parking programs.	M6-3													✓		LADOT	DCP	
P101	Citywide Mobility Plan: The Community Plan is consistent with the adopted Mobility Element that identifies and implements several classes of bike facilities which provide access to nearby transit, recreation and other public facilities.	M4-1													✓		DCP	LADOT	
P102	Citywide Mobility Element: The Bicycle Priority Streets Map and legend retain proposed bicycle facilities and propose additional facilities throughout the area.	LU6-4		✓													DCP		
P103	Citywide Baseline Hillside Ordinance: Continue the implementation of the Citywide Baseline Hillside Ordinance and implement conformance with any applicable design standards identified in the Ordinance as applicable.	LU4-2	✓	✓													DCP		
P104	Complete Neighborhoods: The Community Plan is consistent with the goals and policies of the City's Housing Element in supporting efforts to ensure the facilitation of housing that fosters neighborhoods which are livable and sustainable for all segments of the community.	LU10-2 LU10-3 LU10-7		✓													DCP		
P105	Conditional Use Process: The Community Plan designates specific areas for medium residential density development which would allow for the development of such housing. Continue the implementation of the conditional use permitting process in order to determine the appropriate locations for such units within the community.	LU10-8		✓													DCP		
P106	Conditions of Approval: Encourage the decision-maker to include conditions of approval which addresses this issue as part of any discretionary decision relating to the approval of such sites.	M12-5													✓		DCP		
P107	Condominium and Townhouse Development: The Community Plan encourages such types of development by designating specific areas for low medium residential land use categories where condominium and townhouse type development can be most economically sited.	LU10-10		✓													DCP		

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Program Number	Program Description																
P108	<b>Condominium Conversions:</b> While the Community Plan does not advocate that existing rental units be converted to condominiums or townhouses, the Community Plan encourages increased homeownership within specific medium density residential areas in a manner that favors conversion, over demolition and redevelopment, toward maintaining neighborhood character, minimizing displacement and ensuring that the City's stock of decent, safe, healthy and sanitary affordable housing remains accessible to a mix of incomes.	LU9-2 LU10-6 LU13-4		✓												DCP	
P109	<b>Connections for Electric Vehicles:</b> Support the LADWP in efforts to develop standards for power service to new development garages and parking areas.	M12-4												✓		LADBS	LADWP
P110	<b>Convenient Parking:</b> Support the business community when offering monthly parking leases to Metro commuters and/or dedicated parking spaces for shared public vehicles and bicycles.	LU52-6 LU57-1 M11-4							✓					✓		METRO	
P111	<b>Convert Surface Lots to Structures:</b> Support other agency efforts to develop public parking structures in neighborhood districts, transit-oriented community centers and regional centers as well as key activity node locations along mixed-use boulevards.	LU43-1 LU51-1 LU51-2 M11-3						✓	✓					✓			LADOT CRA/ LA-DLA CoDRP
P112	<b>Coordinated Evacuation Routes:</b> Coordinate with emergency service providers to ensure continued service operations and levels of service.	M7-6												✓		LAFD	LAPD EMD
P113	<b>CPTED Programs:</b> Encourage applicants to consult with the Los Angeles Police Department's Crime Prevention Unit to incorporate Crime Prevention Through Environmental Design (CPTED) techniques made available through such initiatives as the LAPD's "Design Out Crime" program or subsequent initiatives.	LU19-2 LU53-5 LU64-2 CF2-1			✓				✓	✓					✓	LAPD	LADBS DCP
P114	<b>Crime Prevention Programs:</b> This policy is implemented through the Crime Prevention programs coordinated through the LAPD.	CF1-3													✓	LAPD	

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Program Number	Program Description																	
P115	Cul-de-Sac Retrofits: Support Neighborhood Council and Homeowner Association efforts to retrofit cul-de-sac street ends in order to facilitate better neighborhood connectivity and improve safe routes to schools such as within the Baldwin Village neighborhood.	LU13-3 M3-1	✓											✓		DCP		
P116	Cultural Master Plan: This policy is Implemented through the Citywide Design Guidelines and the Cultural Master Plan.	LU62-2								✓						DCP		
P117	Cultural Master Plans: This policy will be implemented through adoption of the Cultural Master Plan and the Cultural Heritage Master Plan.	LU73-1 LU73-2 LU73-3 LU73-4										✓				DCP		
P118	Density Bonus Program - Senior Housing and Affordable Housing: The Community Plan designates specific areas for medium residential density development and encourages mixed-use development TODs which could allow for the development of senior citizen housing and affordable housing. Continue the implementation of the Density Bonus program in order to facilitate a mix of such units within the Community.	LU10-7	✓													DCP		
P119	Density Bonus Program: Utilize the existing and explore the expansion of the density bonus program in TODs in order to further encourage a mix of housing that is affordable to extremely-low to moderate-income levels. Explore the inclusion of additional incentives such as, but not limited to: exclusion of public common areas from the calculation of allowable floor area, and exclusion of preserved affordable units from the calculation of parking requirements, among others.	LU11-1	✓													DCP		
P120	Department of Cultural Affairs Programs: Support implementation of private programs and programs of the Department of Cultural Affairs that focus on these activities.	LU57-2 LU57-3 LU57-4 LU57-5 LU57-6 LU62-1 LU62-2 LU62-10							✓	✓						DCA		

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Program Number	Program Description																
P121	<b>Design and Development - Historic Preservation:</b> This policy is implemented through compliance with Federal, State and Local Historic Preservation designations as administered through the City’s Cultural Heritage and HPOZ ordinances, as well as compliance with historic preservation standards identified through the CPIO District, Crenshaw Corridor Specific Plan, or other supplemental use designations.	LU60-1 LU60-5								✓						DCP	
P122	<b>Design and Development - Residential Development:</b> The Community Plan allows for the creation of CPIO subareas which can include supplemental development regulations for residential projects.	LU7-2 LU13-2		✓												DCP	
P123	<b>Easements and Public Rights-of Way:</b> The Mobility Element provides guidelines regarding this policy. (Refer to Figure 4-4)	M3-5												✓		DCP	LADOT
P124	<b>Economic Incentive Programs:</b> Continue expansion and implementation of City, State, and Federal incentive programs.	LU25-5 LU33-2			✓		✓									CDD	
P125	<b>Efficient Truck Movement:</b> Identify truck routes that minimize noise and vibration impacts on sensitive land uses and mark with appropriate signage.	M10-2												✓		BOSS	LADOT
P126	<b>Emergency Access:</b> Encourage new developments to address emergency access and egress in site planning.	M7-5												✓		DCP	LADBS
P127	<b>Emergency Access:</b> Implement clear and consistent signage to delineate no street parking on Red Flag Days for hillside streets in designated mountain fire zones.	M7-5												✓		LAFD	EMD LADOT
P128	<b>Enterprise Zones:</b> Support the CRA/LA-DLA, EWDD, and LAHCID, or their successor agencies, in the determination of boundaries for such zones and the development programs to achieve the goals and policies identified in the zones.	LU25-6 LU59-1			✓					✓						DCP	Cal-DOC

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Program Number	Program Description																
P129	<b>Farmers’ Market Sites:</b> While the Community Plan does not identify specific sites for farmers’ markets and agriculture "shares", the Community Plan does support nonprofit community development corporations such as the Sustainable Economic Enterprises of Los Angeles (SEE-LA) to identify appropriate open space, surface parking and plaza areas throughout the CPA, as resources are available.	LU21-6 LU56-1			✓				✓							SEE-LA	DCP
P130	<b>Findings - Planned Residential Densities:</b> Encourage the decision-maker to adopt a finding which addresses factors identified in this policy as part of any decision relating to changes in planned residential densities.	LU2-4	✓													DCP	
P131	<b>Findings - Schools:</b> Encourage the decision-maker involved in a discretionary review for a proposed school to adopt a finding that supports the application of this policy.	LU2-4 CF5-1 CF5-2 CF7-1 CF7-3	✓												✓	DCP	
P132	<b>Findings of Adequate Services for Planned Residential Densities:</b> Encourage the decision-maker to adopt a finding which addresses the factors identified in these policies as part of any decision relating to changes in planned residential densities.	LU8-3 CF1-1		✓											✓	DCP	LAPD
P133	<b>Findings of Adequate Services in Hillside Areas:</b> Encourage the decision-maker to adopt a finding which addresses the availability of these services and utilities as part of any decision relating to hillside residential development.	LU8-3		✓												DCP	
P134	<b>Findings of Adequate Services in Multi-Family Residential Areas:</b> Encourage the decision-maker to adopt a finding which addresses the factors identified in this policy as well as the availability of these services and utilities as part of any discretionary decision relating to multi-family residential development.	LU8-3		✓												DCP	
P135	<b>Findings of Impact on Fire Service for Schools:</b> Encourage the decision maker involved in a discretionary review for a proposed school to adopt a finding which supports the application of this policy.	LU2-4	✓													DCP	

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		Policy/Section Reference	Single-Family Residential	Multi-Family Residential	Commercial Areas	Neighborhood Districts	Commercial and Mixed-use Boulevards	Transit-Oriented Community Centers	Regional Centers	Crenshaw Corridor	Industrial Areas	Historic and Cultural Resource Preservation	Inglewood Oil Field	Mobility	Community Facilities and Infrastructure	Responsible Agency	Coordinating Agency	
Program Number	Program Description																	
P136	<b>Findings of Impact on Fire Service:</b> Encourage the decision maker to include a finding as to the impact on fire service demands of the proposed project or General Plan land use plan change.	CF3-1 CF3-3 CF1-1													✓	DCP	LAFD	
P137	<b>Findings of Impact on Police Service:</b> Encourage the decision maker to include a finding which considers the impact on police service demands of the proposed project or land use plan change.	CF1-1													✓	DCP		
P138	<b>Findings of Over Concentration:</b> Encourage the decision maker to adopt a finding which utilizes over concentration as a criteria in any decision relating to such uses.	LU32-4			✓											DCP		
P139	<b>Findings of Resident and Business Displacement:</b> Encourage the decision maker to adopt a finding, consistent with the Rent Stabilization Ordinance (RSO), which addresses any potential displacement of residents, and a finding consistent with the Department of Economic and Workforce Development Department (EWDD) regarding business displacement, as part of any Commission (CPC) decision relating to the construction of new housing units and commercial tenancy.	LU9-1 LU10-5		✓												DCP		
P140	<b>Findings of Residential/Commercial Compatibility:</b> Encourage the decision maker to make a finding that any proposed residential only development in a commercial area is compatible in scale, character and design with adjacent commercial development.	LU24-1			✓											DCP		
P141	<b>Findings:</b> Encourage the decision maker to adopt a finding which addresses this issue as part of any decision relating to the approval of such sites.	CF7-2													✓	DCP		
P142	<b>Fire Service Facilities:</b> The establishment of fire services facilities in the community is implemented by the LAFD’s planning section.	CF3-1 CF3-2 CF3-3 CF3-4 CF3-5													✓	LAFD		
P143	<b>GHG Reduction:</b> This policy is implemented locally through ClimateLA which includes GHG reduction measures.	CF20-5													✓	Mayor		

**TABLE 6-1**  
**Implementation Programs**

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Program Number	Program Description																	
P144	Graffiti Abatement Programs: Continue to utilize graffiti removal programs such as that administered through the Board of Public Works, Office of Community Beautification (OCB) as applicable.	LU19-1			✓											DPW		
P145	Healthy Fast Food Restaurant Incentive Program: Support efforts to study the implementation of a Healthy Fast Food Restaurant Incentive Program that will begin to address dietary standards for all fast food restaurants and exempt, from further regulation, those that comply with the provisions of the Program.	LU18-4 LU21-2 LU36-2			✓		✓									DCP		
P146	Hillside Ordinance: Continue the implementation of provisions of the Hillside Ordinance as well as utilization of the Citywide Baseline Hillside Ordinance as applicable in the approval of any development in the Baldwin Hills and other hillside areas.	LU4-1 LU4-4 LU68-4	✓									✓				DCP		
P147	Hillside Ordinance: Maintain and continue implementation of the adopted Citywide Hillside Ordinance which contributes to the preservation of views. The General Plan Land Use Map identifies open space lands and minimum density residential land use along La Brea and La Cienega Boulevards to protect the views in the Baldwin Hills area.	LU2-5 LU4-3 LU8-4	✓	✓												DCP		
P148	Historic and Cultural Monuments: The Community Plan includes in the Appendices, a complete list of sites which have been designated by the Los Angeles City Council as Historic-Cultural Monuments in the West Adams - Baldwin Hills - Leimert Community Plan Area. In addition, through this policy, the Community Plan supports the continued identification and recommendation of appropriate landmarks for inclusion in the list of designated monuments.	LU68-1										✓				DCP		
P149	Historic Preservation - Single-family: Several single-family neighborhoods are currently adopted or identified for future adoption as HPOZs in order to conserve and preserve their architectural, as well as socio-economic and cultural character.	LU2-3	✓													DCP		

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Program Number	Program Description																	
P150	Historic Preservation Areas: Figure 3-12 identifies potential areas within the Victoria Park, Wellington Square and Leimert Park neighborhoods, among others, which are recommended to be considered for HPOZ. If deemed appropriate, such HPOZs should be processed in accordance with the provisions of Section 12.20.3 of the Los Angeles Municipal Code.		LU3-2 LU70-1	✓									✓				DCP	
P151	Historic Preservation Areas: Figure 3-12 identifies potential Historic Preservation Overlay Zones for several areas which if adopted by the City Council will afford protection and promote the enhancement of the area.		LU2-1	✓													DCP	
P152	Historic Preservation Areas: Support efforts to initiate the study and implementation of Historic Preservation Overlay Zones (HPOZs) as identified on Figure 3-12 of the Community Plan as determined to be appropriate. Additionally, in areas where there are large concentrations of neighborhoods with historic character, the Community Plan maintains residential General Plan categories and encourages further zone changes or General Plan amendments, as needed to conserve, preserve and protect these areas.		LU70-1										✓				DCP	
P153	Historic Preservation Standards and Guidelines: This policy is implemented through administration of the City’s Historic Preservation Overlay Zone (HPOZ) Ordinance, Cultural Heritage Ordinance and compliance with the Secretary of the Interior’s Standards and Guidelines, and any applicable Citywide, Community Plan, Specific Plan and overlay district guidelines.		LU53-4 LU68-2 LU68-5 LU69-1							✓			✓				DCP	
P154	Homelessness: The Community Plan is consistent with the goals and policies of the City’s Housing Element in supporting efforts to prevent homelessness.		LU10-8	✓													DCP	

**TABLE 6-1**  
**Implementation Programs**

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		<div><div></div> Adopted with Current Plan</div> <div><div></div> Long Range Implementation</div>																	
Program Number	Program Description																		
P155	Housing Variety: The Community Plan promotes greater individual choice through: a) the preservation and conservation of character neighborhoods through its establishment of residential design guidelines; b) its allocation of lands for a variety of residential densities; and c) its promotion of housing in mixed-use projects at major intersection nodes and transit-oriented development areas. The Community Plan utilizes the density bonus program to encourage access and choice of multi-family housing available to very-low to moderate-income levels along transit-corridors and in transit-oriented development areas.		LU10-4 LU40-1 LU48-4		✓				✓	✓							DCP		
P156	Human Capital Networking Activities: Support the use of the programs of the Mayor and Council Offices, CRA/LA-DLA and CDD, among others, to organize a regular schedule of meetings and networking activities between public and private entities.		LU25-2 LU54-1 LU54-2			✓				✓							CDD	DCP, Council, CRA-LA-DLA	
P157	Human Capital Outreach Programs: Support the use of the outreach programs of the Council Offices, CRA/LA-DLA and CDD, among others, in compiling and reviewing such a resource list.		LU25-1 LU54-1 LU54-2			✓				✓							CDD	Council, CRA-LA-DLA	
P158	Inclusionary Housing Policy: The Community Plan is consistent with the goals and policies of the City's Housing Element in supporting efforts to adopt inclusionary housing requirements.		LU9-2 LU10-6 LU13-4		✓												DCP		
P159	Increase Accessibility: The Community Plan is consistent with the City's adopted 2010 Bicycle Plan as well as incorporates concepts of access and linkage as outlined through other plans such as the Ballona Creek Greenway Plan and the Baldwin Hills Park Master Plan.		CF8-2 CF9-6													✓	DCP	LADOT	
P160	Industrial Center Siting: Coordinate with Caltrans to improve direct freeway access to distribution centers and other industrial districts as appropriate.		M10-1												✓		CALTRANS	LADOT	
P161	Inglewood Oil Field CSD Amendments: Coordinate with the Los Angeles Department of Regional Planning in efforts to amend the adopted 2008 Inglewood Oil Field CSD to further address community issues.		LU74-1 LU74-2										✓				DCP		

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**Implementation Programs**

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Program Number	Program Description																	
P162	Job Training: Utilize programs of the Economic and Workforce Development Department (EWD) or successor Department which establishes training for the expansion of existing and new business within the community.	LU27-2 LU66-1			✓						✓					CDD	CDD	
P163	Joint-Use of School Open Spaces: This policy is implemented through LAUSD’s Joint-Use/ Innovation Fund.	CF6-1 CF6-2 CF6-3 CF9-5													✓	LAUSD		
P164	Joint-Use Programs: Continue the longstanding Joint-Use Programs established through the LAUSD and RAP and work with agencies such as Metro, DWP and Caltrans, among others, to identify additional joint-use opportunities.	CF10-1													✓	LAUSD		
P165	LAPD Facilities Management: This policy is implemented through the Facilities Management Division of the LAPD.	CF1-2													✓	LAPD		
P166	LAPL Branch Facilities Plan: This policy is carried out through implementation of the LAPL Branch Facilities Plan.	CF4-1 CF4-3 CF4-4 CF4-5													✓	LAPL		
P167	LAUSD Mentorship Programs: This policy is implemented through on-going mentorship programs coordinated through the LAUSD.	CF6-4													✓	LAUSD		
P168	LEED Technical Assistance: Provide technical assistance and disseminate information and guidelines to residential property owners and developers to encourage energy efficient residential building site and landscape design. Utilize resources such as the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) certification program, the California Green Building Code as well as any applicable City Municipal Code (LAMC) Green Building standards and guidelines.	LU5-1 LU5-2 LU5-3 LU12-1 LU12-2 LU12-3 LU12-4 LU29-1 LU58-2 LU69-4 CF20-6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	DCP		
P169	Legislative Analysis and Data: Continue to provide analysis and data for legislative programs that address land use and economic development issues affecting the community as resources permit.	LU26-2			✓											DCP		

**TABLE 6-1**  
**Implementation Programs**

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Program Number	Program Description																		
P170	<b>Library Sites:</b> Existing library sites remain designated in the Public Facilities General Plan category and Public Facility (PF) zone. This designation provides protection to retain the existing uses on site which allows for greater certainty for needed City approvals when rehabilitating or expanding structures on site.	CF4-1													✓	DCP			
P171	<b>Local Ordinance Evaluation:</b> Continue implementation and regular review of local ordinances and their effectiveness as resources permit	LU26-1			✓											DCP	Council LADBS		
P172	<b>Lot Consolidation -Shallow Lots:</b> The Community Plan supports the deepening of commercial designations and zones within strategic commercial areas with community support such as along shallow commercial corridor segments, major intersection nodes, transit-oriented development areas and especially at proposed light rail transit stations.	LU16-2			✓											DCP			
P173	<b>Million Trees LA:</b> This policy is implemented in part by programs such as the Million Trees LA initiative.	CF16-3													✓	Mayor DPW	LADWP		
P174	<b>Minimize Pedestrian Conflicts:</b> Support efforts to develop a prioritized list of pedestrian crossing improvements through pedestrian safety audits throughout the community. Include enhanced features such as bulb-outs, landscaped median refuges and audio/visual warnings where appropriate.	M3-4												✓		LADOT	BOSS		
P175	<b>Mixed-Use Near Transit - Senior Housing:</b> The Community Plan designates specific areas for medium residential density development and encourages mixed-use development in transit-oriented districts and pedestrian-oriented areas which would allow for the development of senior citizen housing.	LU10-7 LU11-2		✓												DCP			
P176	<b>Mobility Evaluation at Transit Nodes:</b> Coordinate with LADOT to develop and implement alternative methods to evaluate impacts to the circulation system.	M1-3												✓		LADOT	DCP		
P177	<b>Mobility for Challenged Users:</b> Support CityRide transit services and Los Angeles County ACCESS transit services with social service centers.	LU22-3 M1-2			✓									✓		LADOT	LADOA DOD DPSS		

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**Implementation Programs**

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Program Number	Program Description																
P178	Mobility for Challenged Users: Support efforts to identify locations where access may be improved; Develop a priority list of physical improvements and identify potential funding sources.	LU22-2 M1-2			✓									✓		LADOT	LADOA DOD LADBS
P179	Multi-family Residential Design Guidelines: Promote adherence to all applicable adopted Citywide and Community Plan design guidelines for multi-family residential projects and recommend the adoption of conditions that require adherence to such adopted guidelines for discretionary projects.	LU7-3 LU7-4 LU7-5		✓												DCP	
P180	Non-conventional Housing Policy: The Community Plan is consistent with the goals and policies of the City’s Housing Element in supporting efforts to facilitate non-conventional housing that fosters neighborhoods which are livable and sustainable for all segments of the community.	LU9-3		✓												DCP	
P181	On-site loading: Support efforts to collaborate with business owners/operators in industrial districts to identify deficiencies in access, loading and parking on existing streets.	M10-3												✓		LADOT	DCP NCs
P182	On-site Loading: This policy is implemented through site plan review for mixed-use and commercial developments to ensure adequate loading areas.	M10-3												✓		DCP	LADBS LADOT
P183	Park Needs Assessment Strategies: This policy is implemented through carrying out the "needs assessment" strategies of the Department of Recreation and Parks in developing a Citywide Recreation and Parks Master Plan as well as five-year Capital Improvement Plans.	CF8-3 CF9-1 CF9-2 CF9-7 CF10-2 CF11-1 CF11-2 CF11-3 CF11-4 CF12-2 CF13-3													✓	RAP	DCP
P184	Park Once Strategy: Support efforts to install automated parking guidance systems where appropriate in City-owned facilities and encourage their use in privately operated facilities.	M12-2												✓		LADOT	

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Program Number	Program Description																		
P185	<b>Parking Districts:</b> Preferential Parking Districts are implemented through the LADOT and consideration of such districts in areas where excessive abandonment and overnight intrusion of outside vehicles can be verified is strongly encouraged.	LU13-5	✓													LADOT	Council Offices		
P186	<b>Parking Management Districts:</b> Encourage the business community and property owners to provide public automobile and bicycle parking that is close to destinations for customer needs and use outlying parking in non-residential areas for employee parking in major commercial areas.	M11-1												✓		DCP LADOT	LADOT LADBS METRO NCs		
P187	<b>Parking Management Districts:</b> Encourage the decision makers to require developers of mixed-use projects to incorporate shared parking concepts into the project design.	LU52-7 M11-1						✓						✓		DCP			
P188	<b>Parking Management Districts:</b> This policy is implemented through provisions of the LAMC and West Adams CPIO District which allow businesses and property owners to meet parking requirements off-site at centralized garages or shared facilities.	M11-1												✓		DCP			
P189	<b>Parking Management Districts:</b> Support the emergence of Integrated Mobility Hubs whereby the development of shared central parking structures within TODs is facilitated in order to alleviate the need to address all required parking on-site.	LU63-6 M11-1						✓		✓				✓		LADOT	DCP		
P190	<b>Pedestrian Access to Transit:</b> Support efforts to develop a prioritized list of sidewalk repairs and transit enhancements for high ridership transit stops and stations.	M6-2												✓		BOSS	LADOT METRO Community		
P191	<b>Pedestrian Access to Transit:</b> Support the provision of well-designed transit amenities such as shelters, transit information kiosks, advanced fare collection systems, lighting, improved crosswalks and benches at all bus stops on arterial streets, as funding permits.	M6-2												✓		METRO	METRO BOSS LADOT BSL		
P192	<b>Pedestrian Access:</b> The Citywide Urban Design Guidelines provide guidelines and standards that implement this policy.	LU37-1 LU63-7 M3-1				✓				✓				✓		DCP			

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Program Number	Program Description																
P193	<b>Pedestrian Amenities - CPIO/SP Areas:</b> New development projects will be encouraged to provide pedestrian amenity areas as part of their project review within the individual CPIO subareas as well as the amended Crenshaw Corridor Specific Plan.	M3-3												✓		DCP	DPW
P194	<b>Pedestrian Amenities - Street Lighting:</b> Implement street light enhancements along bus routes and intersecting major streets.	M3-3												✓		BSL	METRO
P195	<b>Pedestrian Amenities - Street Lighting:</b> Implement lighting districts to address the needs of pedestrians, with consistent lighting levels along sidewalks, minimized glare, and minimized areas of shadow.	M3-3												✓		BSL	CD
P196	<b>Pedestrian Amenities - Walkability Checklist:</b> The Walkability Checklist provides guidelines for implementing this policy.	LU32-1 CF9-4			✓										✓	DCP	
P197	<b>Pedestrian Orientation:</b> The enhancement of established pedestrian orientation is implemented through the building and site disposition standards of the Commercial Corridors CPIO Subarea.	LU14-1			✓											DCP	
P198	<b>Performance-Based Parking Supply:</b> Explore a parking needs assessment to identify parking supply in selected districts where assessments indicate excess potential, implement a parking program similar to the Eagle Rock Community Pilot Project that encourages use of "pooled" parking resources to satisfy parking requirements for change of use projects.	M11-2												✓		DCP	LADOT
P199	<b>Potential Library Sites:</b> The Community Plan recommends locating future public and/ or private non-profit facilities in Leimert Park Village, the Baldwin Hills-Crenshaw Plaza, as well as the greater Baldwin Hills service area.	CF4-2													✓		LAPL
P200	<b>Power System Needs:</b> This policy is addressed through implementation of LADWP's Power System Integrated Resource Plan (IRP).	CF20-1 CF20-2 CF20-3													✓	LADWP	
P201	<b>Preservation Programs and Partnerships:</b> This policy is implemented through programs and partnerships identified and coordinated through the Office of Historic Resources.	LU72-1 LU72-2 LU72-3										✓				DCP	

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Program Number	Program Description																		
P202	Priorities for Capacity Enhancements: Implement peak-hour parking restrictions and striping for additional lanes where feasible and warranted.		M7-1												✓		LADOT		
P203	Priorities for Capacity Enhancements: Provide information to motorists about alternative routes and modes of travel using changeable message signs, highway advisory radio or other appropriate traffic management techniques.		M7-1												✓		LADOT, CALTRANS		
P204	Priorities for Capacity Enhancements: Provide right and left turn lanes on arterial streets where warranted.		M7-1												✓		LADOT		
P205	Priorities for Capacity Enhancements: All signalized intersections on arterial streets within the Community Plan Area should be integrated with the City's ATCS.		M7-1												✓		LADOT		
P206	Priorities for Capacity Enhancements: Implement traffic signal control systems that optimize traffic flow throughout a network and provide priorities for high capacity bus systems.		M7-1												✓		LADOT	METRO	
P207	Priority Bikeways: Support efforts to mark bikeways in the Community Plan with appropriate signage.		M4-1												✓		LADOT		
P208	Priority Motorized Vehicle Routes: Coordinate with the Bureau of Street Services to improve roadway maintenance and repair.		M7-2												✓		BOSS		
P209	Priority Parking for Alternative Fuel Vehicles: Encourage the decision maker to include conditions of discretionary approval that require priority parking spaces for alternative fuel vehicles for new major development projects.		M12-3												✓		DCP	LADBS	
P210	Priority Pedestrian Routes: Support efforts to implement streetscape plans for Crenshaw Blvd. (between the Santa Monica Freeway and Florence Ave., as well as within the district boundaries of the following CPIO and Specific Plan areas: Crenshaw/Expo TOD, La Brea/ Farmdale TOD, Jefferson/La Cienega TOD, Venice/ National TOD, Crenshaw/Slauson TOD, West Blvd. TOD and the Hyde Park Industrial Corridor.		M3-2												✓		DCP DPW	LADOT BOSS	

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<b>P211</b>	<b>Priority Transit Routes:</b> Coordinate CityRide transit services and Los Angeles County ACCESS transit services with social service centers.	M6-1														LADOT	DOA DPSS
<b>P212</b>	<b>Priority Transit Routes:</b> In addition to the adopted General Plan Mobility Element Transit Enhanced Network, the Community Plan identifies recommended Transit Priority Study Corridors, as shown on Figure 4-5.	M6-1												✓		DCP	
<b>P213</b>	<b>Private Investment for Off-site Facilities/ Amenities:</b> Apply for grants and funding opportunities offered by public agencies such as Metro and coordinate with other departments once funding is awarded to administer grants.	M1-4												✓		LADOT	DCP BOE BOSS METRO
<b>P214</b>	<b>Private Investment for Off-site Facilities/ Amenities:</b> Support regulations that require new developments to provide bicycle facilities and pedestrian amenities or explore efforts that would require payment of a fee to cover the cost of dedicating and constructing such public amenities at another location within the community.	M1-4												✓		LADOT	DCP BOE
<b>P215</b>	<b>Private Investment for Off-site Facilities/ Amenities:</b> Encourage developments to use the Citywide Design Guidelines in the design of the right-of-way to include automobiles, pedestrians, and bicycles.	M1-4												✓		DCP	
<b>P216</b>	<b>Protection of Historic Resources:</b> The Community Plan supports the establishment of a Historic Preservation Overlay Zone and other overlay district designations in order to protect structures of historic significance in these areas or otherwise conserve desirable neighborhood character.	LU2-3	✓													DCP	
<b>P217</b>	<b>Quality Full Service Restaurant Attraction:</b> Continue to coordinate with agencies such as the CRA/LA-DLA, CDD and Council Offices toward providing incentives that attract quality, full service, "sit-down" restaurants and other desired neighborhood amenities.	LU18-2		✓												DCP	

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Program Number	Program Description																			
P218	Quimby Program: This policy shall be implemented pursuant to Los Angeles Municipal Code Section 17.12, whereby most residential development projects requesting a subdivision or a zone change are required, as a condition of approval of the project, to either dedicate land for recreation and park purposes or pay a fee in-lieu (Quimby Fees). The in-lieu fee is calculated on a per unit (for condominiums) or per lot basis, with the amount of the fee dependent on the zoning of property.		CF12-3													✓	DCP			
P219	Rainwater Harvesting: This policy is implemented through rainwater harvesting efforts as administered through the Watershed Protection Division’s Stormwater Program.		CF19-5													✓	DPW			
P220	Rapid Bus and Light Rail Focus: Support efforts to integrate regional and local transit serving the Community Plan Area.		M6-3												✓		METRO	LADOT DCP		
P221	Reclaimed Land for Bikeways: Coordinate with other agencies to designate and develop mountain bike trails in the Kenneth Hahn State Recreation Area that complement and connect to the Baldwin Hills Park Masterplan trail system.		M4-5														California Dept. of Parks and Recreation, Baldwin Hills Conservancy	RAP, BOE DCP CoDRP City of Culver City		
P222	Reclaimed Land for Bikeways: Encourage future designation of the General Plan Framework Greenways Network and implement, where feasible, Class I facilities (bike paths) for those public rights-of-way and corridors as indicated in the Open Space Access Map, Figure 5-5 of Chapter 5.		M4-5 CF9-3 CF12-4												✓		DCP	LADOT LACMTA		
P223	Reclaimed Land for Bikeways: Encourage implementation of the General Plan Framework Greenways Network and designate, where feasible, Class I facilities (bike paths) for those public rights-of-way indicated as greenway corridors in Figure 6-1 of the General Plan Framework.		M4-5 CF9-3												✓	✓	DCP	LADOT LACMTA		
P224	Reclaimed Land for Bikeways: Pursue rails-to-trails conversions incorporating bike paths and bike lanes in place of abandoned , or, along side active rail lines where feasible.		M4-5 CF12-4												✓	✓		BOE LADOT LACMTA		

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Program Number	Program Description																
P225	Recreation Trails: Encourage development which occurs in proximity to desirable open space areas to include roads and trails adequate to serve both that development and the immediate adjacent recreation and open space areas, where appropriate.	M13-2												✓		DCP	
P226	Recreation Trails: Encourage implementation of the proposed hiking and bicycle trails shown on the Baldwin Hills Masterplan Trails Map, where feasible.	M13-2												✓		RAP	BOE BHC
P227	Redevelopment Areas: Continue working with the agencies involved in revitalization/ redevelopment projects to establish appropriate areas for redevelopment: The Community Plan recommends that revitalization and redevelopment plans for any portion of the Community Plan Area be consistent with the City's General Plan.	LU24-2 LU36-1 LU42-1 LU50-4 LU59-2			✓		✓	✓	✓	✓						CRA/LA-DLA	DCP
P228	Reduce Auto Trips: This policy is addressed through the programs outlined in policies M4-2 regarding Bikeway Connections and M5-1 regarding Transit Connections to Key Areas, as well as the policies and associated programs of Chapter 3 regarding mixed-use.	M9-2												✓		DCP	
P229	Reduced Parking Near Transit Centers: Assist in evaluating the need for and support efforts to identify potential locations for "park and ride" or other shared facilities within the transit-oriented development CPIO subareas of the Community Plan Area toward alleviating the need for individual businesses located within these TOD areas to address required parking onsite.	M12-1												✓		METRO	DCP LADOT NCs
P230	Regional Center Land Use Designation: This policy is implemented through the adopted General Plan Framework designation of Regional Center Commercial as well as the current zoning for the district.	LU48-2 LU49-1 LU50-3							✓							DCP	
P231	Regional Coordination: Coordinate with other agencies to expand open space opportunities in the Kenneth Hahn State Recreation Area that coordinate with efforts to create the Baldwin Hills Master Plan.	M4-4 CF12-1												✓	✓	California Dept. of Parks and Recreation, Baldwin Hills Conservancy	RAP, BOE DCP CoDRP City of Culver City Baldwin Hills Conservancy

**TABLE 6-1**  
**Implementation Programs**

		Policy/Section Reference	Single-Family Residential	Multi-Family Residential	Commercial Areas	Neighborhood Districts	Commercial and Mixed-use Boulevards	Transit-Oriented Community Centers	Regional Centers	Crenshaw Corridor	Industrial Areas	Historic and Cultural Resource Preservation	Inglewood Oil Field	Mobility	Community Facilities and Infrastructure	Responsible Agency	Coordinating Agency		
Program Number	Program Description																		
P232	Regional Coordination: This policy is addressed through the programs outlined in policies M5-3 regarding Regional Transit Connections, M5-4 regarding Shuttle Services and M6-3 regarding Rapid Bus and Light Rail Focus.		M9-1												✓	METRO	LADOT		
P233	Regional Coordination: Work with the Westside Cities Council of Governments (Westside Cities COG), Beverly Hills, Culver City and the County of Los Angeles to improve shuttle services to employment, recreation and entertainment destinations.		M9-1												✓	WESTSIDE CITIES COG	BEVERLY HILLS CULVER CITY LADOT METRO		
P234	Regional Transit Connections: Collaborate with Metro to support efficient operation and maintenance of the Mid-City Exposition Light Rail line (Phase I) as well as the Crenshaw/LAX LRT Line once it becomes operational.		M5-3												✓	METRO	LADOT		
P235	Retaining Wall Regulations: Consider additional and/or amend existing retaining wall regulations to improve the quality of hillside development.		LU4-4	✓												DCP			
P236	Revocation Process: Continue application of the revocation process and improve enforcement of targeted sites.		LU18-5 LU18-6 LU18-7 LU18-8		✓											DCP			
P237	Revocation Process: Continue to establish procedures for the timely review and processing of revocation cases within the Planning Department.		LU18-5 LU18-6 LU18-7 LU18-8		✓											DCP			
P238	Ridgeline Ordinance: Explore the study of a Ridgeline Ordinance that preserves the contours of natural ridgelines and help to implement this policy.		LU4-3	✓												DCP			
P239	Roadway Dedication and Improvement: Improve to their designated standard specifications, substandard segments and intersections along those boulevards and avenues which are expected to experience heavy traffic congestion by the year 2010. No specific street segments are identified as these will be determined based upon feasibility, economic and environmental impact upon the Community.		M7-1											✓		BOE	LADOT DCP		

**TABLE 6-1**  
**Implementation Programs**

<div><div></div> Adopted with Current Plan</div> <div><div></div> Long Range Implementation</div>		Policy/Section Reference	Single-Family Residential	Multi-Family Residential	Commercial Areas	Neighborhood Districts	Commercial and Mixed-use Boulevards	Transit-Oriented Community Centers	Regional Centers	Crenshaw Corridor	Industrial Areas	Historic and Cultural Resource Preservation	Inglewood Oil Field	Mobility	Community Facilities and Infrastructure	Responsible Agency	Coordinating Agency
Program Number	Program Description																
P240	<b>S.A.F.E. Centers:</b> This policy is implemented through the Bureau of Sanitation's S.A.F.E.(Solvents/Automotive/Flammables/ Electronics) Center Program.	CF18-4													✓	BOS	
P241	<b>Safe School Routes:</b> Collaborate with other agencies to implement Caltrans' "Safe Routes to Schools" programs.	M3-6 CF5-3 CF6-6												✓	✓	LADOT	CalTrans LAUSD
P242	<b>Scenic Highways:</b> Support the implementation of the programs delineated within the Scenic Highways Plan of the City's General Plan with regard to all designated scenic highways within the Community Plan Area (as also referenced through the applicable policies of Chapter 3).	M13-1												✓		DCP	
P243	<b>Scenic Highways:</b> In addition to the adopted General Plan Mobility Element scenic highways, the following previously initiated as well as future study corridors should be explored for possible designation as scenic highways: - Washington Blvd. from Crenshaw Blvd. to La Brea Ave. - La Brea Ave. from Stocker Street to Obama Blvd. - Stocker Street from Crenshaw Blvd. to La Brea Ave. - Obama Blvd. from La Brea Ave. to Jefferson Blvd.	M13-1												✓		DCP	
P244	<b>Shuttle Buses:</b> Work with Metro to initiate shuttle bus programs to serve transit stations, as funding permits.	M5-1 M5-4												✓		LADOT	METRO
P245	<b>Slope Density:</b> Support efforts to study the possible Hillside designation of portions of the Baldwin Hills and other hillside areas and encourage the conditioning of lot line adjustment approvals in order to document existing slope conditions toward limiting housing density and development impacts consistent with the intent of the slope density formula of LAMC 17.05.	LU4-1	✓													DCP	
P246	<b>Small Business Assistance Programs:</b> Continue to promote agency programs that assist small business owners such as low-interest loan programs, management assistance, business retention programs, and the establishment of incubation centers.	LU25-4 LU30-2 LU33-2 LU59-1 LU62-9 LU62-8			✓	✓	✓			✓						CDD	
P247	<b>Solid Waste IRP:</b> This policy is addressed through implementation of BOS's Solid Waste Integrated Resource Plan (IRP).	CF18-1													✓	BOS	

**TABLE 6-1**  
**Implementation Programs**

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<div><div>Adopted with Current Plan</div><div>Long Range Implementation</div></div>																	
Program Number	Program Description																
P248	Special Events Coordination: This policy is addressed through the programs outlined through policy M2-2 regarding Special Events.		M8-2												✓	LADOT	BOSS LAPD
P249	Special Events: Prepare and implement special traffic management plans to mitigate the impact of street closures associated with special events: Also refer to policy M3-2 regarding pedestrian streets.		M2-2												✓	LADOT	BOSS LAPD
P250	State Second Unit Law: In the absence of a Citywide ordinance, the Community Plan is consistent with State Law (AB 1866) that allows for second units within single-family structures by-right.		LU9-4		✓											DCP	
P251	Street Tree Canopy Maintenance: This policy is implemented through the Department of Public Works, Bureau of Street Services, Street Tree Division which manages parkway trees along City parks and streets.		CF14-1												✓	BOSS	
P252	Street Tree Canopy: This policy is implemented through the programs of the Bureau of Street Services, Urban Forestry Division.		CF13-2 CF14-1 CF14-2												✓	BOSS	
P253	Streetscapes: The Community Plan identifies programs, plans and guidelines which encourage the implementation of streetscapes which introduce traffic calming, street trees, lighting, well-maintained sidewalks with benches, and front porches within residential developments.		CF21-1												✓	DCP	LADOT BOE BOSS
P254	Streetscapes: Support efforts to implement streetscape plans for the Neighborhood Districts along Robertson and Washington Blvds. as well as Leimert Park Village and the Crenshaw/Slauson area as identified in Figure 3-7 as well as the Transit-Oriented Development Areas along the Mid-City Exposition and Crenshaw/ LAX Transit Corridors as identified in Figure 3-9.		LU20-1 M2-1 CF13-1		✓										✓ ✓	DCP	LADOT BOE BOSS
P255	Streetscapes: Support efforts to implement streetscape plans for the TOD areas along the Mid-City Exposition and Crenshaw/LAX transit corridors as identified in Figure 3-7.		LU63-7 LU67-1 M2-1 CF21-1							✓ ✓					✓ ✓	DCP	LADOT BOE BOSS

**TABLE 6-1**  
**Implementation Programs**

Program Number	Program Description	Policy/Section Reference	Single-Family Residential	Multi-Family Residential	Commercial Areas	Neighborhood Districts	Commercial and Mixed-use Boulevards	Transit-Oriented Community Centers	Regional Centers	Crenshaw Corridor	Industrial Areas	Historic and Cultural Resource Preservation	Inglewood Oil Field	Mobility	Community Facilities and Infrastructure	Responsible Agency	Coordinating Agency
P256	<b>Subdivision Map Act:</b> The Community Plan retains hillside areas in restrictive plan designations and zones due to topography. Continue implementation of the Subdivision Map Act on individual project applications.	LU4-1	✓													DCP	
P257	<b>SurveyLA Findings - Eligible Historic Resources:</b> The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify numerous potential historic resources; potential impacts to these resources will be reviewed for all discretionary projects in the Community Plan Area.	LU53-4 LU68-3						✓				✓				DCP	
P258	<b>SurveyLA Findings - Eligible Planning Districts:</b> The findings of the Los Angeles Historic Resources Survey (SurveyLA) identifies several areas for neighborhood conservation through consideration of overlay zones which, if adopted by the City Council, will afford protection and promote the enhancement of the area.	LU69-4 LU70-2										✓				DCP	
P259	<b>TDM Plans:</b> Requirements necessary to develop and submit TDM Plans are included in the Citywide TDM Ordinance.	M9-4												✓		DCP	LADOT
P260	<b>TOD Parking Reduction Incentive:</b> The LAMC allows a 10% parking incentive for projects located within 500 feet of a mass transit station portal.	LU17-4		✓												DCP	
P261	<b>Traffic Intrusion:</b> Enforce overnight parking regulations for commercial, recreational and other nonconforming vehicles in residential neighborhoods.	M8-1												✓		LADOT	
P262	<b>Traffic Intrusion:</b> Implement neighborhood preferential parking where appropriate such as low-density residential neighborhoods located adjacent to TOD areas as development and associated traffic impacts warrant.	M8-1												✓		LADOT	
P263	<b>Traffic Intrusion:</b> Encourage the decision maker to require that driveway access be adequate to prevent auto queuing, yet minimize disturbance to existing traffic flow through proper ingress and egress to parking.	M8-1												✓		DCP	LADOT LADBS

**TABLE 6-1**  
**Implementation Programs**

		Policy/Section Reference	Single-Family Residential	Multi-Family Residential	Commercial Areas	Neighborhood Districts	Commercial and Mixed-use Boulevards	Transit-Oriented Community Centers	Regional Centers	Crenshaw Corridor	Industrial Areas	Historic and Cultural Resource Preservation	Inglewood Oil Field	Mobility	Community Facilities and Infrastructure	Responsible Agency	Coordinating Agency	
Program Number	Program Description																	
P264	<b>Traffic Intrusion:</b> Protect lower density residential areas from the intrusion of "through traffic" by implementing neighborhood traffic management programs. Include measures to reduce/control speeding and measures (including partial street closures) to reduce traffic volumes on neighborhood local streets: Any proposed partial street closure shall be subject to approval by LADOT and the Los Angeles Fire Department.	M8-1												✓		LADOT	LAFD	
P265	<b>Traffic Intrusion:</b> This policy is also addressed through the programs outlined through policy M7-3 regarding Access Management.	M8-1												✓		DCP		
P266	<b>Traffic Intrusion:</b> Utilize residential neighborhood traffic management plans such as parking management plans to reduce traffic intrusion and spillover parking into residential areas. Encourage the LADOT to develop procedures to handle complaints and work with neighborhoods to develop these protection plans.	M8-1												✓		LADOT		
P267	<b>Traffic Mitigations for Development:</b> Require traffic studies for major developments that identify neighborhood impacts and corresponding mitigations.	M8-2												✓		DCP	LADOT	
P268	<b>Transit Connections to Key Areas:</b> Support the continued and periodic review of DASH routes to ensure maximum ridership and optimal location of stops.	LU22-3 M5-1		✓										✓		LADOT	DCP	
P269	<b>Transit Connections to Key Areas:</b> Coordinate with local and regional public transit operators to provide expanded public transit options in corridors with high travel demand, as funding permits.	LU21-4 LU62-10 M5-1		✓						✓				✓		LADOT	METRO	
P270	<b>Transit Connections to Key Areas:</b> Extend the hours of service and reduce headways of DASH routes that directly serve Metro Rail stations, as funding permits.	M5-1												✓		LADOT		
P271	<b>Transit Connections to Key Areas:</b> Seek private sector and Metro funding for shuttle routes connecting Community Plan Area neighborhoods with the Mid-City Exposition and Crenshaw/LAX LRT Stations.	M5-1												✓		DCP	LADOT METRO	

**TABLE 6-1**  
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<div><div></div> Adopted with Current Plan</div> <div><div></div> Long Range Implementation</div>																		
Program Number	Program Description																	
P272	Transportation Management Associations: Apply for grants, such as the Metro Call for Projects, to support and expand rideshare activities coordinated by TMAs.		M9-5												✓		LADOT	METRO
P273	Transportation Management Associations: Encourage the formation of sustainable TMAs to implement the TDM plans.		M9-5												✓		LADOT	DCP
P274	Underground Utilities: The Community Plan identifies several corridor segments for consideration to become City Scenic Highways which would implement corridor development criteria which calls for the undergrounding of existing and new overhead utility lines.		CF20-4												✓		DCP	LADWP
P275	Universal Design Standards and Guidelines: This policy is implemented through Citywide ADA guidelines and standards as administered by the LADBS, LADOT, LAFDOD among others.		LU19-3			✓											LADBS LADOT LAFDOD	
P276	Use Limitation Exemptions: This policy is implemented through either exclusion from the CPIO District, or custom tailoring of use limitations within the various subareas of the CPIO Districts.		LU34-1 LU41-1					✓	✓								DCP	
P277	Walkability Checklist: This policy is currently guided by the Urban Design Studio's 2007 Walkability Checklist which applies to all projects seeking discretionary approval, primarily Site Plan Review and zone change cases.		CF12-4 LU21-5 M3-3			✓									✓		DCP	
P278	Waste Recycling Ordinance: This policy is implemented through compliance with the Citywide Construction and Demolition (C&D) Waste Recycling Ordinance.		CF18-3												✓		BOS	
P279	Waste Reduction: This policy is implemented locally through ClimateLA which sets the goal of reducing or recycling 70 percent of trash by 2015.		CF18-1												✓		Mayor	BOS
P280	Wastewater IRP: This policy is addressed through implementation of BOS's Wastewater Integrated Resource Plan (IRP).		CF17-1 CF17-2 CF17-3 CF17-4												✓		BOS	
P281	Water Distribution System: This policy is implemented through the LADWP's Urban Water Management Plan.		CF16-1												✓		LADWP	

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Program Number	Program Description																	
P282	Water Quality Plan: This policy is implemented through compliance with the Water Quality Compliance Master Plan for Urban Runoff (WQCMPUR) as administered through the Watershed Protection Division’s Stormwater Program.		CF16-4 CF16-5 CF19-4													✓	LADWP	
P283	Water Supply Action Plans: This policy is implemented in part by plans such as the Water Supply Action Plan which is a blueprint for creating reliable sources of water for the future of Los Angeles, as well as the Securing LA’s Water Supply Plan of 2008.		CF16-2													✓	LADWP	
P284	Watershed Management: This policy is implemented through the incorporation of bio-retention facilities and use of permeable materials for the paving of sidewalks, driveways, and parking areas when feasible.		M2-3 CF19-2 CF19-3												✓	✓		BOE BOSS
P285	Watershed Restoration Plans: This policy is implemented through long term realization of watershed restoration plans such as the Ballona Creek Greenway Plan.		CF14-3 CF19-1													✓		
P286	Green Zone Program: Encourage the adoption and implementation of a Green Zone program within the boundaries of the Community Plan Area that involves the following: 1. Targets funding and incentives to attract green businesses. 2. Coordinates enforcement of current regulations 3. Conditions new and expanded industrial uses 4. Safeguards the introduction of sensitive uses into industrial districts. 5. Puts in place a management system to assure the effective functioning of the policy within the zones.		LU65-2									✓						

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Program Number	Program Description																	
P287	Revocable Permit Process: Expedite the Revocable Permit (R-Permit) process for sidewalk dining applications by expanding the Downtown pilot program to other commercial areas of the City such as the Neighborhood Districts, Transit-Oriented Community Centers, and Commercial/ Mixed-Use Boulevards of the West Adams Community Plan Area.		LU32-1 LU38-2 LU44-4			✓	✓	✓	✓	✓	✓							
P288	Cohousing Purchase Opportunities: Work with relevant City agencies to explore the initiation of cohousing purchase opportunities that require noticing requirements for property owners that intend to sell or redevelop multi-family residential or commercial properties and provides existing tenants the opportunity to match the recorded offer price to co-purchase or co-develop the property.		LU9-3		✓													
P289	No-Net-Loss Program: Work with LAHCID, City Attorney, and other relevant City Agencies to explore the creation of a no-net-loss program that ensures that there is no net loss of affordable housing units in a given geography, either through preservation of existing affordable housing or creation and production of new affordable housing.		LU10-1 LU10-5		✓													
P290	Preserve Affordable Housing Near Transit: Work with LAHCID, City Attorney, and other relevant City Agencies to explore initiation of a one-for-one replacement policy wherein the existing stock of affordable housing near transit stations and transit corridors is preserved by requiring the one-to-one replacement of demolished units that are rented to incomes ranging from moderate-income (<120% AMI) to extremely-low-income (>30% AMI) levels within the community plan area. (DCP)		LU9-1		✓			✓	✓		✓							
P291	Small Business Retention Program: Work with EWDD, City Attorney, and other relevant City Agencies to explore initiation of programs (e.g. voluntarily capped rent agreements) that would assist in the retention of existing small businesses and community-serving small businesses that contribute to community identity and character as new development occurs in Transit-Oriented Areas.		LU25-4			✓	✓	✓	✓	✓	✓	✓						

# Appendix A:

## Public Outreach Process

### West Adams-Baldwin Hills-Leimert New Community Plan Public Participation Process

#### Plan Development Public Outreach

Development of the West Adams-Baldwin Hills-Leimert New Community Plan involved a six year public engagement process involving numerous community stakeholder, advocacy and constituent groups, as listed in the acknowledgments section located at the beginning of the Community Plan document. On-going coordination with several City, County and neighboring municipal agencies also occurred. In total, with well over 160 community outreach meetings conducted and twice that number of agency and staff coordination meetings, outreach regarding the West Adams New Community Plan was both on-going and comprehensive.

As envisioned by the Department's Executive Management in 2006, at the initiation of the New Community Plan (NCP) Program, the outreach process was to involve a "more continuous feedback loop of public input" from previous community plan update outreach efforts and toward achieving this directive, outreach efforts for the NCP would be extensive, involving three phases in developing the scope of the Community Plan.

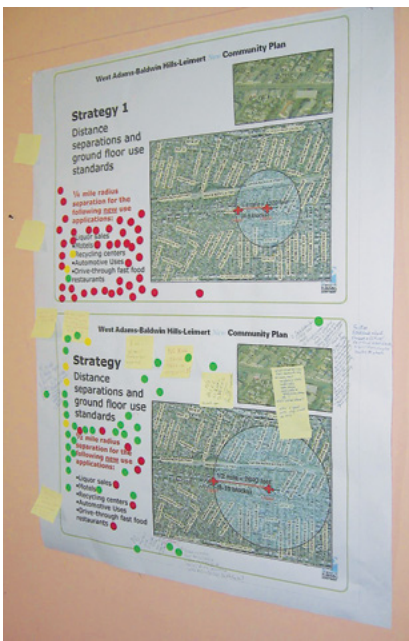
**Phase I.** Initial outreach was conducted concurrent with the Background and Information Gathering phases and involved meetings with the Council Offices, the Certified Neighborhood Councils and other key stakeholder groups to discuss issues and opportunities affecting the Community Plan Area. Within the West Adams-Baldwin Hills-Leimert Community Plan Area, this involved scheduling meetings with all eight of the Neighborhood Councils located within the roughly 13 square mile area. Well over 500 individual comments, including mapping of areas of potential change and conservation, were captured through the course of this first round of outreach. A summary of the issues and opportunities identified through this phase are contained at the end of this appendix.

**Phase II.** The second round of community outreach then focused on efforts to share and further refine the initial concepts developed in response to the Phase I comments. Phase II outreach took a different model whereby several "standing" meetings were held at local libraries throughout the Community Plan Area. These



*Community Workshop*

Community-Wide Open House, 2013



Community Feedback

small group meetings were conducted similar to workshops, where land-use recommendations and potential Community Plan policies were discussed through a more iterative “round table” process. It was during this phase that additional key stakeholder and neighborhood groups as well as several governmental agencies in the Community Plan Area also began to actively engage staff and inform development of the Plan. Groups such as the CRA-LA, Metro, Community Health Councils, Save Leimert and the Baldwin Village Homeowners’ Association are but a handful of the over 40 groups that staff met with during this period leading up to the Community-Wide Workshop held in September of 2008.

**Phase III.** The third phase of public outreach took the form of a Community-Wide Workshop held September 6, 2008 at the Vision Theatre in Leimert Park Village. More than 200 people attended this four hour event as a result of the over 35, 000 courtesy postcards mailed throughout the Community Plan Area and ads placed in several community newspapers as well as e-blasts to all attendees of previous outreach efforts. The intent in notifying such a large cross-section of the community was to review the status of the recommendations with those who had participated in earlier discussions as well as share the emerging Community Plan with those not previously involved.

An exhibition or open house format was chosen to showcase the previous workshop efforts. Many of the materials displayed at the event reflected months of workshop and consensus building with the Community through the small group meetings, neighborhood council and community organization presentations as well as discussions with individuals. Because the event featured a large volume of work, the exhibition-style format best accommodated the many display stations and allowed participants to review and comment on information at their own pace all with the ability to engage staff on an individual basis as needed. This format proved extremely effective in maintaining a friendly environment whereby thoughtful comment and feedback was drawn-out from those who might not otherwise feel comfortable participating in a large formal presentation setting.

Following the workshop, at which clear direction was provided, staff then finalized the socio-economic data based on the proposed land use recommendations, and began to draft the Community Plan policy document as well as coordinate with the Transportation and Environmental Consultants developing the Transportation Improvement and Mitigation Program (TIMP) and Draft EIR for the Community Plan. Work on the various implementation ordinances of the Draft Plan also continued during this period with a great deal of additional outreach and agency coordination occurring, primarily along the Crenshaw Corridor. As a result of the CRA and Metro's station area planning efforts regarding the future Crenshaw/LAX Line, much refinement occurred to the scope of land use recommendations along the Crenshaw Corridor, and in particular, those pertaining to proposed amendments to the Crenshaw Corridor Specific Plan. It was also during this period, beginning in 2010 that the Department as a whole encountered significant decreases in resources both in terms of staff vacancies and furloughs. However, despite these challenges, the West Adams Community Plan update continued and the Draft Plan, with its accompanying land use ordinances, was released in September 2012.

## CEQA Public Process

Pursuant to State CEQA Guidelines, a Notice of Preparation (NOP) for the Draft EIR was issued and a public scoping meeting was held on February 27, 2008. The purpose of this meeting was to provide early consultation for the public to express their concerns about the proposed project, and acquire information and make recommendations on issues to be addressed in the Draft EIR. Based on public comments in response to the NOP and a review of environmental issues identified in an Initial Study, a Draft EIR was prepared for 16 environmental topic areas.

The Draft EIR was initially circulated for a 45-day review period, as required by State law, beginning on September 13, 2012, however, in response to requests by interested parties, the review period was extended to 60 days and closed on November 13, 2012. As the lead agency, the City of Los Angeles received 17 individual comment letters on the Draft EIR from public agencies, groups and individuals and a Final EIR for the project which included responses to these comments was released on May 25, 2016 for certification by the City Council.

## Plan Adoption Public Outreach

Following release of the DEIR and closure of the comment period, staff scheduled a Public Hearing to review the Proposed Plan with the community and receive public testimony regarding the Community Plan recommendations.

Notification of the Open House and Public Hearing for the West Adams New Community Plan involved extensive outreach in the community. During Spring 2012 and Fall 2012, Planning staff provided multiple briefings to all eight neighborhood councils in the Community Plan Area. Presentations were made



*Open House*



*Small Group Meetings*



*Community Workshop, 2008.*



*Public Hearing, 2013*

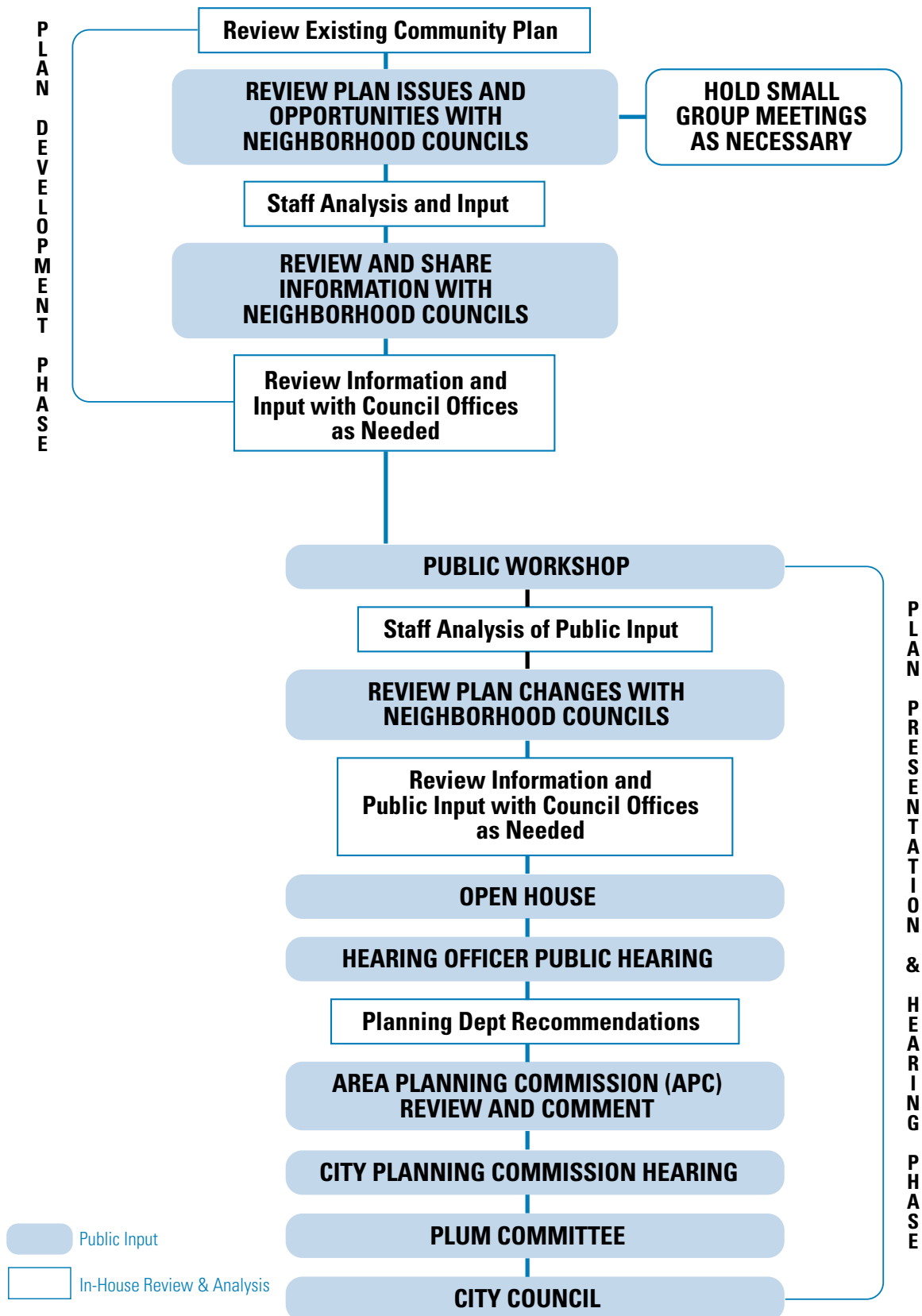
at the main offices of the Empowerment Congress Central Area Neighborhood Development Council, Empowerment Congress West Area Neighborhood Development Council, Mid-City Neighborhood Council, Park Mesa Heights Community Council, P.I.C.O. Neighborhood Council, South Robertson Neighborhood Council, United Neighborhoods Neighborhood Council, and West Adams Neighborhood Council.

In December 2012, a legally required notice of the Open House and Public Hearing was distributed through ground mail to approximately 38,000 residents, including a list of interested parties that attended previous community meetings and workshops. As required by State law, an official advertisement providing notice of the Open House and Public Hearing was published on December 14, 2012 in the Daily Journal. Additionally, Planning staff informed the three Council Offices in the Community Plan Area, Council Districts 5, 8, 10, of meetings with the neighborhood councils and the upcoming Public Hearing. Throughout South Los Angeles, press releases on the Open House and Public Hearing were sent to blog websites, newspapers, and posted on community calendars. The media outlets that provided coverage include Streetsblog LA, South LA Wordpress Blog, Leimert Park Beat, Watts Times, LA Sentinel, Our Weekly, and La Opinion, to name a few. Social media was also used to notify the community of the Open House and Public Hearing, with status updates provided on the West Adams New Community Plan's Facebook and Google webpages.

The Open House and Public Hearing for the West Adams New Community Plan was held on January 15, 2013, at the Nate Holden Performing Arts Center from 5:00pm to 9:00pm. Approximately 300 people signed-in at the Open House, with over 500 people in attendance throughout the evening. In total, 45 people provided verbal testimonies to the hearing officer, and ten comment forms were submitted by the end of the night.

A detailed summary of the Public Hearing testimony can be found in the Recommendation Reports to the City Planning Commission located in the Department of City Planning case files (CPC-2006-5567-CPU, -M1, -M2), as well as subsequent public hearing testimony located in City Council File (CF16-0597) maintained by the Office of the City Clerk.

# Community Planning Public Participation Process



## WEST ADAMS-BALDWIN HILLS-LEIMERT NEW COMMUNITY PLAN PROGRAM

### Summary Small Group Issues & Opportunities\*

This summary is compiled from input received by community members who have attended small group neighborhood meetings. If you have any questions, would like to be added to the mailing list, or have comments you would like to share, please feel free to contact the West Adams-Baldwin Hills-Leimert Community Planner, Reuben N. Caldwell, AICP, at (213) 978-0627, or e-mail at [Reuben.Caldwell@lacity.org](mailto:Reuben.Caldwell@lacity.org).

ISSUES/ OPPORTUNITIES	
CIRCULATION & TRANSPORTATION	<ul style="list-style-type: none"> <li>• Provide better coordinated and expanded transit options.</li> <li>• Increase mobility while calming traffic.</li> <li>• Provide effective parking options to serve small businesses.</li> <li>• Provide effective parking enforcement in residential zones.</li> <li>• Provide park-n-ride facilities near transit.</li> <li>• Create a continuous bike path network.</li> <li>• Increase <i>walkability</i>.</li> <li>• Address the <i>pros</i> and <i>cons</i> of the Expo LRT project.</li> <li>• Address the conditions of blight occurring along major traffic corridors, alleys and at <i>cul de sac</i> street ends adjacent to the I-10 Freeway.</li> </ul>
COMMERCIAL, RESIDENTIAL & INDUSTRIAL LAND USES	<ul style="list-style-type: none"> <li>• Address the conditions of blight occurring as a result of nuisance uses.</li> <li>• Address the phenomenon of high concentrations of certain uses in one area.</li> <li>• Enhance the character of retail by providing a better mix of neighborhood amenities including healthy food options.</li> <li>• Address the issue of inadequate parking for small businesses.</li> <li>• Promote pedestrian friendly parking standards along commercial corridors.</li> <li>• Allow higher density only at major urban intersections and commercial corridors well served by transit.</li> <li>• Protect stable residential zoned land.</li> <li>• Provide a mix of housing types to accommodate various income levels.</li> <li>• Foster quality residential development through the creation of design guidelines and adaptive reuse incentives.</li> <li>• Address blight as a result of vacant residential buildings.</li> <li>• Address the issue of parking in the front yard setback area for residential properties.</li> <li>• Attract "clean" industrial uses that promote community supportive job growth; especially in the Hyde Park area.</li> <li>• Allow the adaptive reuse of underutilized light industrial in specific locations.</li> </ul>
COMMUNITY & ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> <li>• Appropriately redevelop underutilized and vacant parcels.</li> <li>• Promote the adaptive reuse of underutilized structures harboring nuisance uses.</li> <li>• Encourage mixed use, live-work and other new innovative developments to occur at urban intersections and commercial corridors well served by transit.</li> <li>• Create Pedestrian Oriented Districts (PODs).</li> <li>• Revitalize urban corridors.</li> <li>• Provide sensitive managed growth in the Leimert Park Village area.</li> <li>• Provide economic incentives for small businesses.</li> <li>• Further refine the Crenshaw Corridor Specific Plan.</li> <li>• Promote Afro-cultural tourism.</li> <li>• Create a better customer service climate.</li> </ul>
HISTORIC & CULTURAL RESOURCES	<ul style="list-style-type: none"> <li>• Continue to designate Historic Preservation Overlay Zone (HPOZ) areas.</li> <li>• Adopt Preservation Plans in existing HPOZ areas.</li> <li>• Revitalize the historic and cultural identity of existing neighborhoods.</li> <li>• Adopt a Specific Plan to enhance the special character of Washington Blvd.</li> <li>• Continue to identify and designate sites worthy of Cultural Heritage Monument status.</li> </ul>
OPEN SPACE & PARKS	<ul style="list-style-type: none"> <li>• Create greenways along abandoned rail road and power line right-of-ways as well as along Ballona Creek and promote these places for active recreational use.</li> <li>• Create a continuous network of open space and pedestrian path linkages.</li> <li>• Create additional open space, parks and pocket parks where possible.</li> <li>• Enhance existing and create additional park facilities where possible.</li> <li>• Provide street trees and enhanced parkways throughout the plan area.</li> <li>• Provide better ADA accessibility.</li> <li>• Provide better maintenance of existing parks and community facilities.</li> <li>• <i>Daylight</i> buried streams and creeks where feasible.</li> <li>• Encourage xeriscape practices; utilizing drought tolerant native plantings in all landscape projects.</li> </ul>
PUBLIC & COMMUNITY SERVICES	<ul style="list-style-type: none"> <li>• Encourage school campus design which is sensitive to existing neighborhood character.</li> <li>• Encourage school campuses to provide better access to green space for use by the entire community.</li> <li>• Provide better maintenance and repair of streets and sidewalks, including graffiti abatement and street tree replacement.</li> <li>• Ensure safety and security as a means to increase walkability.</li> <li>• Provide better street lighting along all streets and alleyways.</li> <li>• Fees associated with Public Services should be reinvested into the immediate community.</li> <li>• Upgrade Infrastructure including the undergrounding of utility lines.</li> <li>• Encourage "Pride of Place" through continued business improvement (i.e. BID and TNI) practices.</li> <li>• Increase community services to better address problem areas of crime and homelessness.</li> </ul>
URBAN DESIGN	<ul style="list-style-type: none"> <li>• Eliminate urban blight through enhanced streetscape and implementation of <i>Main Street</i> concepts.</li> <li>• Strengthen signage guidelines and regulations.</li> <li>• Strengthen residential and commercial development standards and guidelines.</li> <li>• Introduce neighborhood gateway entrance features.</li> <li>• Enhance <i>walkability</i> by creating pedestrian friendly environments.</li> <li>• Enhance connectivity between schools, parks and residential neighborhoods.</li> </ul>

\*Please Note: The following summary of issues and opportunities reflects primary land use categories to help guide development of the Community Plan Text.

1-Nov-07

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